

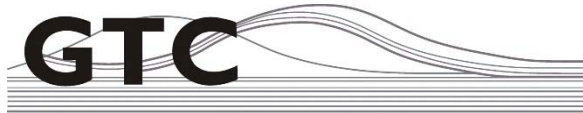
APPENDIX E

Surface Transportation Analysis

- **Appendix E1** - Paine Field Commercial Service Traffic Impact Analysis
- **Appendix E2** - Paine Field Commercial Service Vehicle Miles Traveled Analysis

Appendix E-1

Paine Field Commercial Service Traffic Impact Analysis



Gibson Traffic Consultants, Inc.
2813 Rockefeller Avenue
Suite B
Everett, WA 98201
425.339.8266

Paine Field Commercial Service Traffic Impact Analysis

**Prepared for: ESA
February 2019**



TABLE OF CONTENTS

1. EXECUTIVE SUMMARY	1
2. PROPOSED ACTION IDENTIFICATION	4
3. METHODOLOGY	6
3.1 General	6
3.2 Scope of Analysis.....	8
4. TRIPS FROM THE PROPOSED ACTION – DRAFT SUPPLEMENTAL EA	10
4.1 Trip Generation	10
4.2 Off-Site Trip Generation Summary.....	12
5. TRIPS FROM THE PROPOSED ACTION – FINAL SUPPLEMENTAL EA	13
5.1 Trip Generation	13
5.2 Off-Site Trip Generation Summary.....	15
5.3 Trip Generation Comparison.....	16
5.4 Trip Distribution.....	17
5.4.1. Regional Distribution.....	17
5.4.2. Local Distribution	17
5.4.3. Snohomish County Key Intersection Impacts	17
6. TURNING MOVEMENT VOLUMES.....	20
6.1 Existing Turning Movements.....	20
6.2 2019 No Action Turning Movements	20
6.3 2019 Opening Year Operations Turning Movements	21
6.4 2024 No Action Turning Movements	21
6.5 2024 Future Year Operation Turning Movements.....	21
7. SNOHOMISH COUNTY ARTERIAL IMPACTS	22
7.1 Arterial Unit #227 – Beverly Park Road.....	24
7.1.1. Existing Conditions.....	24
7.1.2. 2019 No Action Conditions	24
7.1.3. 2019 Opening Year Operations	24
7.1.4. 2024 No Action Conditions	36
7.1.5. 2024 Future Year Operations.....	36
7.1.6. Conclusions for Arterial Unit #227 – Beverly Park Road.....	36
7.2 Arterial Unit #228 – 128 th Street SW	38
7.2.1. Existing Conditions.....	38
7.2.2. 2019 No Action Conditions	38
7.2.3. 2019 Opening Year Operations	38
7.2.4. 2024 No Action Conditions	39
7.2.5. 2024 Future Year Operations.....	39
7.2.6. Conclusions for Arterial Unit #228 – Airport Road/128 th Street SW.....	39
7.3 Arterial Unit #229 – 4 th Avenue W	40
7.3.1. Existing Conditions.....	40
7.3.2. 2019 No Action Conditions	40
7.3.3. 2019 Opening Year Operations	41
7.3.4. 2024 No Action Conditions	41
7.3.5. 2024 Future Year Operations.....	41
7.3.6. Conclusions for Arterial Unit #229 – 4 th Avenue W	41

7.4	Arterial Unit #230 – 112 th Street SW	42
7.4.1.	Existing Conditions.....	42
7.4.2.	2019 No Action Conditions	42
7.4.3.	2019 Opening Year Operations	43
7.4.4.	2024 No Action Conditions	43
7.4.5.	2024 Future Year Operations.....	43
7.4.6.	Conclusions for Arterial Unit #230 – 112 th Street SW	43
7.5	Arterial Unit #231 – Airport Road	45
7.5.1.	Existing Conditions.....	45
7.5.2.	2019 No Action Conditions	45
7.5.3.	2019 Opening Year Operations	45
7.5.4.	2024 No Action Conditions	46
7.5.5.	2024 Future Year Operations.....	46
7.5.6.	Conclusions for Arterial Unit #231 – Airport Road	46
7.6	Arterial Unit #352 – 4 th Avenue W	47
7.6.1.	Existing Conditions.....	47
7.6.2.	2019 No Action Conditions	47
7.6.3.	2019 Opening Year Operations	48
7.6.4.	2024 No Action Conditions	48
7.6.5.	2024 Future Year Operations.....	48
7.6.6.	Conclusions for Arterial Unit #352 – 4 th Avenue W	48
7.7	Summary of Arterial Impacts.....	49
8.	INTERSECTION ANALYSIS FOR SURROUNDING JURISDICTIONS	49
8.1	Existing Conditions.....	57
8.2	2019 No Action Conditions.....	57
8.3	2019 Opening Year Operations.....	57
8.4	2024 No Action Conditions.....	57
8.5	2024 Future Year Operations	58
8.6	Summary of Impacts to Intersections of Surrounding Jurisdictions	58
8.7	SEPA Intersections Operating at LOS F	60
8.7.1.	SR-525 at Beverly Park Road.....	60
8.7.2.	SR-99 at Airport Road	60
8.7.3.	I-5 Southbound Ramps at 128 th Street SW	60
8.7.4.	I-5 Northbound Ramps at 128 th Street SW/SR-96.....	61
8.7.5.	3 rd Avenue SE at SR-96/132 nd Street NE.....	61
8.7.6.	SR-525 at Goat Trail Road	61
8.7.7.	SR-526 at SR-99/SE Everett Mall Way.....	61
9.	MITIGATION	61
9.1	Transportation Demand Management.....	62
9.2	Snohomish County	62
9.3	Washington State Department of Transportation.....	62
9.4	City of Mukilteo	63
9.5	City of Everett	63
9.6	Summary of Traffic Mitigation Fees.....	63
10.	CONCLUSIONS	64

LIST OF FIGURES

Figure 1: Site Vicinity and Study Area.....	5
Figure 2: 2019 Opening Year Operations Trip Distribution.....	18
Figure 3: 2024 Future Year Operations Trip Distribution.....	19
Figure 4: Existing AM Peak-Hour Arterial Turning Movements.....	25
Figure 5: Existing PM Peak-Hour Arterial Turning Movements	26
Figure 6: 2019 No Action AM Peak-Hour Arterial Turning Movements	27
Figure 7: 2019 No Action PM Peak-Hour Arterial Turning Movements.....	28
Figure 8: AM and PM Peak-Hour Proposed Action Generated Arterial Turning Movements	29
Figure 9: 2019 Opening Year Operations AM Peak-Hour Arterial Turning Movements.....	30
Figure 10: 2019 Opening Year Operations PM Peak-Hour Arterial Turning Movements.....	31
Figure 11: 2024 No Action AM Peak-Hour Arterial Turning Movements	32
Figure 12: 2024 No Action PM Peak-Hour Arterial Turning Movements.....	33
Figure 13: 2024 Future Year Operations AM Peak-Hour Arterial Turning Movements	34
Figure 14: 2024 Future Year Operations PM Peak-Hour Arterial Turning Movements.....	35
Figure 15: Existing SEPA Intersection Turning Movements	51
Figure 16: 2019 No Action SEPA Intersection Turning Movements.....	52
Figure 17: Proposed Action Generated SEPA Intersection Turning Movements	53
Figure 18: 2019 Opening Year Operations SEPA Intersection Turning Movements	54
Figure 19: 2024 No Action SEPA Intersection Turning Movements.....	55
Figure 20: 2024 Future Year Operations SEPA Intersection Turning Movements.....	56

LIST OF TABLES

Table 1: Level of Service Criteria for Intersections.....	7
Table 2: Level of Service Criteria for Arterials.....	8
Table 3: Aircraft and Operations Information	10
Table 4: 2019 Opening Year Operations Total Daily Trip Generation Summary.....	11
Table 5: 2024 Future Year Operations Total Daily Trip Generation Summary	11
Table 6: Total Peak-Hour Trip Generation Summary	12
Table 7: Off-Site Trip Generation Summary at Full Operations	12
Table 8: Aircraft and Operations Information	13
Table 9: 2019 Opening Year Operations Total Daily Trip Generation Summary.....	14
Table 10: 2024 Future Year Operations Total Daily Trip Generation Summary	14
Table 11: Total Peak-Hour Trip Generation Summary	15
Table 12: Off-Site Trip Generation Summary at Full Operations	16
Table 13: Impacted Snohomish County Critical Arterial Units.....	22
Table 14: Arterial Unit #227 AM Peak-Hour Level of Service Summary	37
Table 15: Arterial Unit #227 PM Peak-Hour Level of Service Summary.....	37
Table 16: Arterial Unit #228 AM Peak-Hour Level of Service Summary	39
Table 17: Arterial Unit #228 PM Peak-Hour Level of Service Summary.....	40
Table 18: Arterial Unit #229 AM Peak-Hour Level of Service Summary	41
Table 19: Arterial Unit #229 PM Peak-Hour Level of Service Summary.....	42
Table 20: Arterial Unit #230 AM Peak-Hour Level of Service Summary	44
Table 21: Arterial Unit #230 PM Peak-Hour Level of Service Summary.....	44
Table 22: Arterial Unit #231 AM Peak-Hour Level of Service Summary	46
Table 23: Arterial Unit #231 PM Peak-Hour Level of Service Summary.....	47
Table 24: Arterial Unit #352 AM Peak-Hour Level of Service Summary	48
Table 25: Arterial Unit #352 PM Peak-Hour Level of Service Summary.....	49
Table 26: Intersections Analyzed for Surrounding Jurisdictions.....	50
Table 27: Level of Service Summary for Surrounding Jurisdictions	59
Table 28: Traffic Mitigation Fee Summary	64

ATTACHMENTS

Trip Generation Calculations.....	A
AM Peak-Hour Counts	B
PM Peak-Hour Counts	C
Pipeline Data	D
2019 AM Turning Movement Volumes	E
2019 PM Turning Movement Volumes	F
2024 AM Turning Movement Volumes	G
2024 PM Turning Movement Volumes	H
AM Peak-Hour Arterial Travel Times.....	I
PM Peak-Hour Arterial Travel Times.....	J
Signal Timing Data	K
Existing AM Peak-Hour Arterial Level of Service Analysis.....	L
Existing PM Peak-Hour Arterial Level of Service Analysis	M
2019 No Action AM Peak-Hour Arterial Level of Service Analysis	N
2019 No Action PM Peak-Hour Arterial Level of Service Analysis.....	O
2019 Opening Year Operations AM Peak-Hour Arterial Level of Service Analysis.....	P
2019 Opening Year Operations PM Peak-Hour Arterial Level of Service Analysis	Q
2024 No Action AM Peak-Hour Arterial Level of Service Analysis	R
2024 No Action PM Peak-Hour Arterial Level of Service Analysis.....	S
2024 Future Year Operations AM Peak-Hour Arterial Level of Service Analysis	T
2024 Future Year Operations PM Peak-Hour Arterial Level of Service Analysis.....	U
Existing SEPA Intersection Level of Service Analysis	V
2019 No Action SEPA Intersection Level of Service Analysis.....	W
2019 Opening Year Operations SEPA Intersection Level of Service Analysis	X
2024 No Action SEPA Intersection Level of Service Analysis.....	Y
2024 Future Year Operations SEPA Intersection Level of Service Analysis.....	Z
Snohomish County Key Intersection Volumes.....	AA
Snohomish County Scoping Documents	BB

GLOSSARY

Average Daily Trips	The total two-way traffic on a roadway or generated by the Proposed Action. Abbreviation – ADT.
Capacity	The maximum amount of traffic that can travel along a roadway or through an intersection with the given conditions.
Channelization	The separation of traffic flow into specific lanes.
Growth Management Act	The Growth Management Act requires state and local governments to manage growth through, among other guidelines, development regulations. Abbreviation – GMA.
Level of Service	A measure of the effectiveness of a roadway or intersection to handle an amount of traffic. Abbreviation – LOS.
Puget Sound Regional Council	A regional planning group that works with local jurisdictions and agencies to develop policies and make decisions about regional transportation, lane use and economic development. Abbreviation – PSRC.
Revised Code of Washington (RCW)	Compilation of all permanent Washington State laws now in force.
State Environmental Protection Act	The state policy requiring agencies to determine the environmental impacts of development. Abbreviation – SEPA.
Single-Point Urban Interchange	The SPUI is an interchange that has a single signal, as opposed to two signals for a standard interchange, and provides additional capacity over a standard interchange. Abbreviation – SPUI.
Snohomish County Code	Compilation and codification of Snohomish County laws, resolutions and ordinances. Abbreviation – SCC.
Traffic	The movement of motorized and non-motorized vehicles, persons and bicycles through or along the roadway, intersections, sidewalks and walkways.
Transportation Service Area	A sub-area of Snohomish County. Abbreviation – TSA.
Transportation Demand Management	A program to reduce the number of new trips generated by a development by encouraging alternative modes of transportation. Abbreviation – TDM.
Trip	A one-direction movement, which begins at an origin and ends at a destination.
Trip Distribution	The calculation and assignment of trips from a land development proposal to the surrounding road network.
Trip End	Each trip has two ends, the origin and the destination. Trip ends for a location are the summation of origins and destinations.
Trip Generation	The number of trips created by a particular land use or activity.
Urban Growth Areas	Those areas designated by Snohomish County after consultation with cities, where urban growth will be encouraged and supported by public facilities and services. Abbreviation – UGA.
WSDOT	Washington State Department of Transportation.

1. EXECUTIVE SUMMARY

In early November 2018, after publication of the Draft Supplemental EA in September 2018, and the subsequent Public Information Workshop/Public Hearing in October 2018, the FAA was informed that Southwest Airlines had withdrawn its proposal to operate at Paine Field. The gate allocations (five flights per day) proposed by Southwest Airlines were acquired by Alaska Airlines in early November 2018. The current Proposed Action is anticipated to consist of 48 daily operations split between Embraer 175 aircraft and Boeing 737 aircraft, with each operation being either an arrival (landing) or a departure (takeoff). The operations are anticipated to be predominantly Embraer 175 aircraft. The analysis has been performed for the anticipated 2019 Opening Year Operations and 2024 Future Year Operations. These 2019 Opening Year Operations are anticipated to result in 1,994 average daily vehicle trips including 278 peak-hour vehicle trips added to the surrounding roadways and intersections. The 2024 Future Year Operations are anticipated to result in 2,075 average daily vehicle trips including 278 peak-hour vehicle trips added to the surrounding roadways and intersections. The 2019 Opening Year and 2024 Future Year Operations account for the potential to serve 3 aircraft simultaneously. The trip generation calculations were performed using the anticipated operations and a comparison to Bellingham International Airport operations. The peak-hour trip generation is conservatively high since it has been assumed that two arrivals and two departures of the Embraer 175 aircraft and one arrival and one departure of the Boeing 737 aircraft (total of 6 operations) will occur in one hour and all passengers will arrive and depart Paine Field in that hour. Additionally, the 2019 Opening Year Operations are not anticipated to include Boeing 737 aircraft. However, the higher peak-hour trip generation for the 2024 Future Year Operations have been utilized for the 2019 Opening Year Operations to be conservative and consistent with the Draft Supplemental EA.

The trips from the Proposed Action were distributed onto the surrounding road system based on regional data provided by the Puget Sound Regional Council area model, existing traffic patterns from the local area, other approved distributions from the local area and input from Snohomish County and City of Everett staff. The Proposed Action may change some travel patterns in the Puget Sound region since it is anticipated that the Proposed Action may divert some vehicle trips to Paine Field from Sea-Tac International Airport and Bellingham International Airport. This change in regional travel patterns could reduce the number of vehicles at the intersections and along the arterials analyzed in this report. However, a reduction has not been included in the analysis. The distribution of trips therefore assumes all of the trips generated by the Proposed Action are new.

There are a total of six Snohomish County arterial units that meet the threshold for analysis and eighteen WSDOT, City of Mukilteo and City of Everett intersections that were requested for analysis or meet the threshold for analysis. All of these arterials and intersections were analyzed for level of service. The level of service analysis was conducted for the following time periods:

- Existing Conditions
- 2019 No Action Conditions
- 2019 Opening Year Operations
- 2024 No Action Conditions
- 2024 Future Year Operations

Several roadway improvements have been included in the analysis for the 2019 and 2024 timeframes based on the construction timeframe of the improvements.

The following Snohomish County arterials units have been analyzed in both directions during the AM and PM peak-hours as part of this report:

- #227 – Beverly Park Road, SR-525 to Airport Road
- #228 – Airport Road/128th Street SW, SR-99 to I-5 Southbound Ramps
- #229 – 4th Avenue W, 128th Street SW to 112th Street SW
- #230 – 112th Street SW, Everett C/L (115th St SW) to Everett C/L (Meridian Ave)
- #231 – Airport Road, Everett C/L (106th St SW) to 400' N/O 103rd St SW (Kasch Park Rd)
- #352 - 4th Avenue W, 112th Street SW to Everett City Limit

The following WSDOT intersections, designated by their associated study intersection numbers, have been analyzed as part of this report:

1. SR-525 at Beverly Park Road
13. I-5 Southbound Ramps at 128th Street SW
28. I-5 Northbound Ramps at SR-96/128th Street SW
29. 3rd Avenue SE at SR-96/132nd Street SE
30. Dumas Road at SR-96/132nd Street SE
33. Airport Road at SR-526 Westbound Ramps
41. SR-526 at SR-99/SE Everett Mall Way

The following City of Mukilteo intersections, designated by their associated study intersection numbers, have been analyzed as part of this report:

34. SR-526/Paine Field Boulevard at 84th Street SW
35. 44th Avenue W at 84th Street SW
36. SR-525 at 84th Street SW
37. SR-525 at 76th Street SW
38. SR-525 at Goat Trail Road
39. SR-525 at 5th Street

The following City of Everett intersections, designated by their associated study intersection numbers, have been analyzed as part of this report:

6. Airport Road at Beverly Park Road
7. SR-99 at Airport Road
31. Airport Road at 112th Street SW
32. Airport Road at Casino Road
40. Evergreen Way at SR-526 Westbound Ramps

The Proposed Action will not cause any Snohomish County arterials or any WSDOT, City of Mukilteo or City of Everett intersections to change from an acceptable to a deficient level of service. All of the Snohomish County arterials analyzed in this report are anticipated to operate at acceptable levels of service with the 2019 Opening Year Operations and 2024 Future Year Operations.

The Proposed Action will, however, add trips to seven intersections that are anticipated to operate at deficient levels of service, whether or not the Proposed Action is implemented. These intersections are:

1. SR-525 at Beverly Park Road (WSDOT intersection)
7. SR-99 at Airport Road (City of Everett intersection)
13. I-5 Southbound Ramps at 128th Street SW (WSDOT intersection)
28. I-5 Northbound Ramps at SR-96/128th Street SW (WSDOT intersection)
29. 3rd Avenue SE at SR-96/132nd Street SE (WSDOT intersection)
38. SR-525 at Goat Trail Road (City of Mukilteo intersection)
39. SR-526 at SR-99/SE Everett Mall Way (WSDOT intersection)

The City of Mukilteo has a planned improvements for the intersections of SR-525 at Beverly Park Road and SR-525 at Goat Trail Road, to which traffic mitigation fees are identified. The City of Everett has identified that capacity improvements for single-occupancy vehicles to the intersection of SR-99 at Airport Road are not practical due to the existing lane configuration and lack of right-of-way. However, there is additional transit improvements in the area that are being implemented. WSDOT does not have improvements identified for the intersections that are anticipated to operate at LOS F; however, standard traffic mitigation fees have been identified to mitigate the impacts of the Paine Field Commercial Service to the area based on the interlocal agreement between Snohomish County and WSDOT.

The Washington Growth Management Act (GMA) and Revised Code of Washington (RCW) 82.02.050(2) authorize local jurisdictions to establish proportionate share traffic mitigation fees in order to fund capital facilities, such as roads and intersections. Snohomish County Code (SCC) 30.66B applies that authority to developments in order to fund road improvements that would accommodate development. Additionally, through SCC 30.66B and the State Environmental Policy Act (SEPA), Snohomish County has established reciprocal traffic mitigation fee interlocal agreements with WSDOT and the City of Mukilteo that are within the influence area of the Proposed Action. The total traffic mitigation fees, based on the trip generation and applicable codes and agreements, identified in this report for payment to Snohomish County, WSDOT and the City of Mukilteo for the Proposed Action total \$642,235.63. The Snohomish County mitigation fees are \$447,473.75, the WSDOT mitigation fees are \$70,965.00 and the City of Mukilteo mitigation fees are \$123,796.88. These fees do not account for fees that have already been paid.

2. PROPOSED ACTION IDENTIFICATION

Gibson Traffic Consultants (GTC) has been retained to analyze the traffic impacts of the current Proposed Action of commercial air service at Paine Field. GTC is a Snohomish County approved professional traffic engineering consulting firm registered and licensed in the State of Washington.

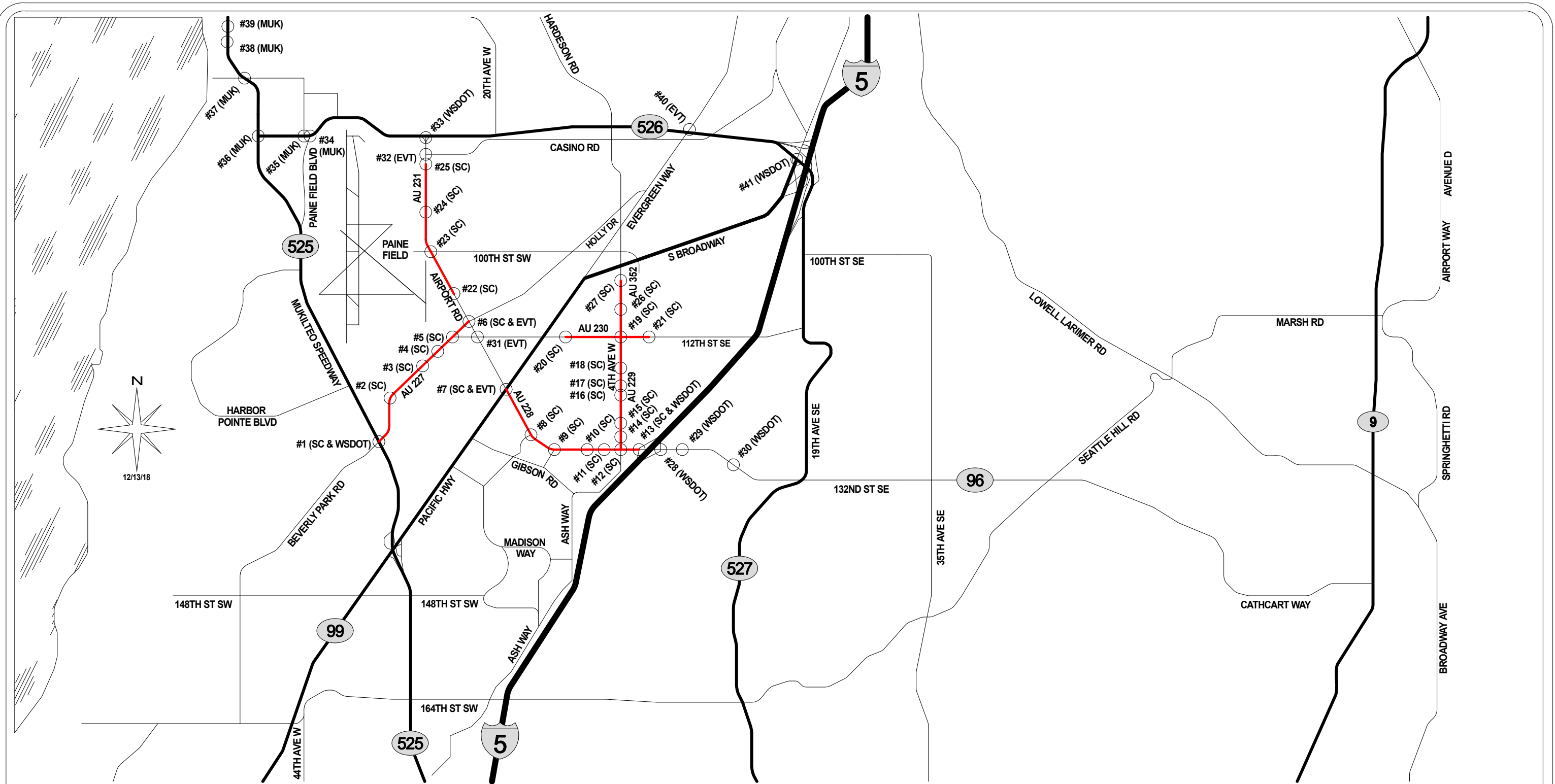
GTC is located at:

2813 Rockefeller Avenue
Suite B
Everett, WA 98201
Phone: 425-339-8266
Fax: 425-258-2922
Email: bradl@gibsontraffic.com

Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

The Proposed Action would provide commercial service to Paine Field. Paine Field is located in Snohomish County Transportation Service Area D (TSA D). The access to the Proposed Action will be from the existing intersection of Airport Road at 100th Street SW. This intersection is currently signalized and provides the primary access to Paine Field. A site vicinity map and study area is included in Figure 1.

The Proposed Action, Paine Field Commercial Service, is anticipated to include 24 daily domestic round-trip passenger flights (48 daily operations) operated by Alaska Airlines and United Airlines. The operations will be conducted using Embraer 175 aircraft and Boeing 737 aircraft. The split in operations is anticipated to change from the 2019 Opening Year Operations to the 2024 Future Year Operations. For the purposes of this report, each operation is either an arrival or a departure. Impacts to Snohomish County arterials and intersections within the surrounding jurisdictions have been analyzed within this report.



GIBSON TRAFFIC CONSULTANTS

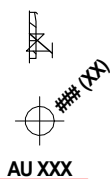
TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 1
SITE VICINITY AND
STUDY AREA

SNOHOMISH COUNTY

LEGEND



PAINE FIELD LOCATION

INTERSECTION NUMBER (JURISDICTION)

SNOHOMISH COUNTY ARTERIAL

JURISDICTIONS:
SC - SNOHOMISH COUNTY (ARTERIAL ANALYSIS)
WSDOT - WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (INTERSECTION ANALYSIS)
MUK - CITY OF MUKILTEO (INTERSECTION ANALYSIS)
EVT - CITY OF EVERETT (INTERSECTION ANALYSIS)

3. METHODOLOGY

3.1 General

The methodology for the analysis within this report is consistent with the traffic analysis previously approved as part of the 2012 EA for the Paine Field Commercial Service and documented in the Draft Supplemental EA. Trip generation for the Proposed Action is based on anticipated operations information provided by the airlines and a comparison to information collected at Bellingham International Airport. Data was collected from Bellingham International Airport since the service is most similar to the Paine Field Commercial Service. The trip generation methodology was previously discussed with Jim Bloodgood, the Snohomish County Traffic Engineer, and input from those discussions has been incorporated into the trip generation calculations.

The distribution of trips generated by the Proposed Action is based on regional modeling information provided by Puget Sound Regional Council (PSRC), review by the impacted jurisdictions and is consistent with the trip distribution included in the traffic analysis of the 2012 EA and the Draft Supplemental EA. A review of traffic volumes in the area was performed to ensure the trip distribution from the 2012 EA is still appropriate. GTC did not find a significant shift in traffic patterns or roadway improvements that would significantly change the trip distribution from the 2012 EA.

Congestion at intersections is generally measured in terms of level of service (LOS). In accordance with the 2010 Highway Capacity Manual (HCM), road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The level of service at signalized, roundabout and all-way stop-controlled intersections is based on the average delay of all approaches. The level of service for two-way stop-controlled intersections is based on average delays for the critical stopped approach. Geometric characteristics and conflicting traffic movements are taken into consideration when determining level of service values. A summary of the intersection level of service criteria is included in Table 1.

Table 1: Level of Service Criteria for Intersections

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

The City of Mukilteo and the City of Everett have a level of service threshold of LOS D for the operation of their intersections. WSDOT has a level of service threshold of LOS D for intersections along SR-525 and SR-526 and a threshold of LOS E for I-5 interchange ramps.

The levels of service for the arterials analyzed in this report are based on the Snohomish County category. Arterials are also rated between LOS A and LOS F by Snohomish County. A summary of the Snohomish County arterial level of service criteria is included in Table 2.

¹ **Source:** *Highway Capacity Manual* 2010.

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).

LOS B: Generally stable traffic flow conditions.

LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.

LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).

LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.

LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

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

Table 2: Level of Service Criteria for Arterials

Level of Service	Expected Delay	Average Arterial Speed (miles per hour)	
		Urban, Category II	Urban, Category III
A	Little/No Delay	> 35	> 30
B	Short Delays	> 28	> 24
C	Average Delays	> 22	> 18
D	Long Delays	> 17	> 14
E	Very Long Delays	> 13	> 10
F	Extreme Delays	≤ 13	≤ 10

Snohomish County has a level of service threshold of LOS E for the operation of their arterials.

The intersection and arterial level of service analysis has been performed using the existing programmed lane configuration, intersection control, peak-hour factors and heavy vehicle percentages.

The arterial analysis in this report has been performed using the *Synchro 10, Build 0* software and according to Snohomish County's methodology for analyzing arterial units. The arterials were calibrated in *Synchro 10* for arterial speeds and intersection delays to match the existing data as close as possible while using the existing signal timing information. The main function used to calibrate the delay at the intersections along the analyzed arterials to the existing travel time and signal delay is adjustment of the total lost time. In a few instances the saturation flow rate was reduced to better reflect the existing delay from the travel time data.

The WSDOT, City of Mukilteo and City of Everett intersections have been analyzed using the existing signal timings, peak-hour factor and heavy-vehicle factors for the intersections. These are the only factors that are required to be calibrated by the surrounding jurisdictions for the intersection analysis. There are several intersections that were analyzed as part of the arterial analysis and as part of the analysis for the surrounding jurisdictions.

3.2 Scope of Analysis

The analysis of the impact of the Proposed Action on Snohomish County arterials is based on the requirements of SCC 30.66B and Department of Public Works (DPW) *Rules for the Concurrency and Road Impact Mitigation Requirements for Chapter 30.66B SCC*. Snohomish County requires the analysis of critical arterial units and arterial units in arrears impacted with 3 or more directional peak-hour trips from developments generating 50 or more peak-hour trips. Developments within unincorporated Snohomish County are also required to show peak-hour development trips at Snohomish County key intersections impacted with 3 or more directional peak-hour trips on any approach or departure.

The analysis of impacts to intersections within the surrounding jurisdictions is based on the interlocal agreements between Snohomish County and the surrounding jurisdictions and the requirements of the State Environmental Protection Act (SEPA). The surrounding jurisdictions include WSDOT, the City of Mukilteo and the City of Everett. The methodology and scope of level of service for impacts to surrounding jurisdictions is based on previous discussions with staff from the surrounding jurisdictions.

The interlocal agreement between Snohomish County and WSDOT typically requires WSDOT intersections within unincorporated Snohomish County impacted with 10 or more PM peak-hour trips from developments generating more than 50 PM peak-hour trips to be analyzed for existing and future conditions, unless scoped differently with WSDOT. This report includes analysis of all intersections identified by WSDOT staff and impacted with 10 PM peak-hour trips. The Proposed Action will account for less than 1.0% of the traffic on the roadway on SR-525 south of Beverly Park Road (see pages E-1, F-1, G-1 and H-1 of the attachments), SR-99 south of Airport Road (see pages E-7, F-7, G-7 and H-7 of the attachments) and SR-96 east of Dumas Road (see pages F-30 and H-30 of the attachments). Intersections along SR-525 south of Beverly Park Road, SR-99 south of Airport Road and SR-96 east of Dumas Road have therefore not been analyzed due to the low impact of the Proposed Action. The interlocal agreement also provides for mitigation fees to WSDOT for improvement/collection projects impacted within the development's unincorporated Transportation Service Area (TSA). Mitigation fees are based on the area wide mitigation fee or the fee for impacts to individual WSDOT collection projects.

The interlocal agreement between Snohomish County and the City of Mukilteo requires existing and future analysis of City of Mukilteo arterial intersections impacted with 10 or more directional PM peak-hour trips. The interlocal agreement also includes a provision for the payment of mitigation fees based on pre-determined areas or impacts to actual improvement projects.

Snohomish County and the City of Everett do not have an interlocal agreement; however, impacts to City of Everett intersections have been analyzed under the requirements of SEPA. The City of Everett uses a threshold of 50 or more total PM peak-hour trips to determine which intersections require level of service analysis. This threshold has therefore been used to determine which City of Everett intersections require level of service analysis. The City of Everett is responsible for the highway intersections within the incorporated part of their Urban Growth Boundary. Therefore, the 50 peak-hour trip threshold is to be used for highway intersections within the City of Everett as the threshold for analysis, based on comments from the City of Everett. However, the intersection of Evergreen Way at the SR-526 westbound ramps has been analyzed at the request of WSDOT, despite only being impacted with 10 PM peak-hour trips. Mitigation for impacts to City of Everett intersections is only required under SEPA, there are not pre-determined mitigation fees.

The analysis of the impacts of the Proposed Action has been performed for the following conditions:

1. Existing Conditions
2. 2019 No Action Conditions
3. 2019 Opening Year Operations
4. 2024 No Action Conditions
5. 2024 Future Year Operations

4. TRIPS FROM THE PROPOSED ACTION – DRAFT SUPPLEMENTAL EA

4.1 Trip Generation

Trip generation for the Proposed Action documented in the Draft Supplemental EA was based on anticipated operations provided by the airlines, a comparison to data collected at Bellingham International Airport and discussions with Snohomish County's traffic engineer. The trip generation calculations documented in the Draft Supplemental EA were based on the parameters summarized in Table 3.

**Table 3: Aircraft and Operations Information
Proposed Action Evaluated in the Draft Supplemental EA**

Embraer 175 Aircraft		Boeing 737 Aircraft	
Data	Value	Data	Value
Operations 2019/2024 (daily):	34/32	Operations 2019/2024 (daily):	14/16
Operations (Peak-Hour):	4	Operations (Peak-Hour):	2
Seats:	76	Seats:	163
Load Factor:	80%	Load Factor:	80%
Vehicle Occupancy:	1.50	Vehicle Occupancy:	2.40

These assumptions are consistent with previous analysis of the Paine Field Commercial Service. The actual load factors of both aircraft types and seat configuration of the Boeing 737 aircraft can vary. The Boeing 737 aircraft can range from a 143-seat configuration to a 166-seat configuration with load factors between 80.0% and 86.7%. The Boeing 737 aircraft with 163 seats and 80% load factor represents a weighted average of the configurations and load factors.

Along with the airlines, it was anticipated that there will be a total of 17 new employees over two shifts at the passenger terminal. It was anticipated that half of the employees on each shift will generate a trip during the peak-hour with the trips evenly split between inbound and outbound trips.

The trip generation calculations in the Draft Supplemental were based on the data in Table 3 and the approved trip generation methodology. The peak-hour trip generation calculations were performed assuming that all of the passengers will arrive during the same hour and there are two arrivals and two departures of the Embraer 175 aircraft and one arrival and one departure of the Boeing 737 aircraft. Data from Propeller Airlines and data collected at Bellingham International Airport suggests a timeframe closer to two hours for this arrival and departure scenario. The anticipated schedule shows the possibility of two arrivals and two departures during a one-hour period, although the arrivals and departures are a mixture of the two aircraft types and not necessarily the same aircraft. The trip generation calculations assuming one arrival and one departure of all three aircraft in a one-hour period therefore represents a conservatively high estimate of the peak-hour trip generation of the Paine Field Commercial Service. The change from the 2019 Opening Year Operations to the 2024 Future Year Operations is a shift from aircraft type operations. The 2019 Opening Year Operations was anticipated to include 34 daily operations by the Embraer 175 aircraft and 14 daily operations by the Boeing 737 aircraft. The daily trip generation of the 2019 Opening Year Operations documented in the Draft Supplemental EA is summarized in Table 4.

**Table 4: 2019 Opening Year Operations Total Daily Trip Generation Summary
Proposed Action Evaluated in the Draft Supplemental EA**

Trip Generator	Operations/ Employees	Load Factor	Vehicle Occupancy	Daily Trips		
				Total	Inbound	Outbound
Embraer 175 Aircraft	34	80%	1.50	1,378	689	689
Boeing 737 Aircraft	14	80%	2.40	761	381	380
Employees	34	---	1.00	68	34	34
TOTAL				2,207	1,104	1,103

The operations of Embraer 175 and Boeing 737 aircrafts were anticipated to change between the 2019 Opening Year Operations and the 2024 Future Year Operations in the Draft Supplemental EA. The daily trip generation of the 2024 Future Year Operations documented in the Draft Supplemental EA is summarized in Table 5.

**Table 5: 2024 Future Year Operations Total Daily Trip Generation Summary
Proposed Action Evaluated in the Draft Supplemental EA**

Trip Generator	Operations/ Employees	Load Factor	Vehicle Occupancy	Daily Trips		
				Total	Inbound	Outbound
Embraer 175 Aircraft	32	80%	1.50	1,297	649	648
Boeing 737 Aircraft	16	80%	2.40	869	434	435
Employees	34	---	1.00	68	34	34
TOTAL				2,234	1,117	1,117

The peak-hour trip generation of the 2019 Opening Year Operations and 2024 Future Year Operations is anticipated to be the same since the majority of operations will be by Embraer 175 aircraft under both scenarios. The peak-hour trip generation is summarized in Table 6.

**Table 6: Total Peak-Hour Trip Generation Summary
Proposed Action Evaluated in the Draft Supplemental EA**

Trip Generator	Operations/ Employees	Load Factor	Vehicle Occupancy	Peak-Hour Trips		
				Total	Inbound	Outbound
Embraer 175 Aircraft	4	80%	1.50	162	81	81
Boeing 737 Aircraft	2	80%	2.40	110	55	55
Employees	17	---	1.00	8	4	4
TOTAL				280	140	140

The peak-hour trip generation is assumed to occur during both the AM and PM peak-hour, which is a conservative estimate. The assumption that there will be two arrivals and two departures of a Embraer 175 aircraft and one arrival and one departure of a Boeing 737 aircraft during the AM and PM peak-hours will alone result in 12 operations during the combined two hours of the AM and PM peak-hours. This represents 25% of the total daily operations occurring within two hours.

4.2 Off-Site Trip Generation Summary

The Draft Supplemental EA identified that the Proposed Action is anticipated to generate 2,207 total average daily trips under the 2019 Opening Year Operations and 2,234 total average daily trips under the 2024 Future Year Operations. The peak-hour trip generation is anticipated to be 280 total trips for both scenarios. However, it is not anticipated that all of these trips will impact the off-site street system, the arterials and intersections of Snohomish County, WSDOT, the City of Mukilteo and the City of Everett. It is anticipated that at least 1% of the trips generated will remain on the Paine Field grounds and will travel to and from the surrounding uses, which include aviation type uses. It is therefore anticipated that only 2,185 average daily trips will be generated under the 2019 Opening Year Operations and 2,212 average daily trips under the 2024 Future Year Operations. It is anticipated that 278 peak-hour trips will be added to the arterials and intersections of Snohomish County, WSDOT, the City of Mukilteo and the City of Everett. The off-site trip generation is summarized in Table 7.

**Table 7: Off-Site Trip Generation Summary at Full Operations
Proposed Action Evaluated in the Draft Supplemental EA**

Scenario Timeframe	Percentage of Trips Off-Site	Total Trip Generation			Off-Site Trip Generation		
		Total	Inbound	Outbound	Total	Inbound	Outbound
2019 Opening Year Average Daily	99%	2,207	1,104	1,103	2,185	1,093	1,092
2024 Future Year Average Daily	99%	2,234	1,117	1,117	2,212	1,106	1,106
Peak-Hour	99%	280	140	140	278	139	139

The impacts of these off-site trips are what was analyzed in the Draft Supplemental EA. It is important to note that these trip generation calculations do not include a 5% reduction for on-site Transportation Demand Management measures, which is discussed in more detail later in this report.

5. TRIPS FROM THE PROPOSED ACTION – FINAL SUPPLEMENTAL EA

5.1 Trip Generation

Trip generation for the current Proposed Action for the Final Supplemental EA is based on revised anticipated operations provided by the airlines, a comparison to data collected at Bellingham International Airport, and discussions with Snohomish County's traffic engineer. The trip generation calculations are based on the parameters summarized in Table 8.

**Table 8: Aircraft and Operations Information
Current Proposed Action Evaluated in the Final Supplemental EA**

Embraer 175 Aircraft		Boeing 737 Aircraft	
Data	Value	Data	Value
Operations 2019/2024 (daily):	48/42	Operations 2019/2024 (daily):	0/6
Operations 2019/2024 (Peak-Hour):	6/4	Operations 2019/2024 (Peak-Hour):	0/2
Seats:	76	Seats:	163
Load Factor:	80%	Load Factor:	80%
Vehicle Occupancy:	1.50	Vehicle Occupancy:	2.40

These assumptions, other than the number of Embraer 175 and Boeing 737 aircraft (and the associated passenger enplanements), are consistent with previous analysis of the Paine Field Commercial Service. The actual load factors of both aircraft types and seat configuration of the Boeing 737 aircraft can vary. The Boeing 737 aircraft can range from a 143-seat configuration to a 166-seat configuration with load factors between 80.0% and 86.7%. The Boeing 737 aircraft with 163 seats and 80% load factor represents a weighted average of the configurations and load factors.

It is anticipated that there will be between 30 and 50 total employees. It has been assumed there will be a total of 17 new employees over two shifts at the passenger terminal, based on the best available information. It has been anticipated that half of the employees on each shift will generate a trip during the peak-hour with the trips evenly split between inbound and outbound trips.

The trip generation calculations are based on the data in Table 8 and the approved trip generation methodology. Data from Propeller Airlines and data collected at Bellingham International Airport suggests a timeframe closer to two hours for this arrival and departure scenario. The anticipated schedule shows the possibility of two arrivals and two departures during a one-hour period, although the arrivals and departures are a mixture of the two aircraft types and not necessarily the same aircraft. The trip generation calculations assuming one arrival and one departure of all three aircraft in a one-hour period therefore represents a conservatively high estimate of the peak-hour trip generation of the Paine Field Commercial Service. The change from the 2019 Opening Year Operations to the 2024 Future Year Operations is a shift from aircraft type operations. The 2019 Opening Year Operations is anticipated to include 48 daily operations by the Embraer 175 aircraft without any daily operations by the Boeing 737 aircraft. The daily trip generation of the 2019 Opening Year Operations is summarized in Table 9.

**Table 9: 2019 Opening Year Operations Total Daily Trip Generation Summary
Current Proposed Action Evaluated in the Final Supplemental EA**

Trip Generator	Operations/ Employees	Load Factor	Vehicle Occupancy	Daily Trips		
				Total	Inbound	Outbound
Embraer 175 Aircraft	48	80%	1.50	1,946	973	973
Employees	34	---	1.00	68	34	34
TOTAL				2,014	1,007	1,007

The operations of Embraer 175 and Boeing 737 aircrafts are anticipated to change between the 2019 Opening Year Operations and the 2024 Future Year Operations. The daily trip generation of the 2024 Future Year Operations is summarized in Table 10.

**Table 10: 2024 Future Year Operations Total Daily Trip Generation Summary
Current Proposed Action Evaluated in the Final Supplemental EA**

Trip Generator	Operations/ Employees	Load Factor	Vehicle Occupancy	Daily Trips		
				Total	Inbound	Outbound
Embraer 175 Aircraft	42	80%	1.50	1,702	851	851
Boeing 737 Aircraft ³	6	80%	2.40	326	163	163
Employees	34	---	1.00	68	34	34
TOTAL				2,096	1,048	1,048

³ The Boeing 737 aircraft series (-700, -800, etc.) was not specified since the trip generation is based on the average number of seats, even the same aircraft series have varying number of seats due to airline needs and seat configuration.

The peak-hour trip generation calculations have been performed assuming that all of the passengers will arrive during the same hour and there are two arrivals and two departures of the Embraer 175 aircraft and one arrival and one departure of the Boeing 737 aircraft. The anticipated 2019 Opening Year Operations do not include Boeing 737 aircraft; however, assuming two Embraer 175 aircraft and one Boeing 737 aircraft (as was included for the 2024 Future Operations) results in a higher peak-hour trip generation than three Embraer 175 aircraft due to the higher number of seats on a Boeing 737 aircraft. The use of this peak-hour trip generation scenario for the 2019 Opening Year Operations therefore represents a conservatively high trip generation for the 2019 Opening Year Operations. Additionally, this assumption results in the peak-hour trip generation for the 2019 Opening Year Operations being consistent with the Draft Supplemental EA. The peak-hour trip generation is summarized in Table 11.

**Table 11: Total Peak-Hour Trip Generation Summary
Current Proposed Action Evaluated in the Final Supplemental EA**

Trip Generator	Operations/ Employees	Load Factor	Vehicle Occupancy	Peak-Hour Trips		
				Total	Inbound	Outbound
Embraer 175 Aircraft	4	80%	1.50	162	81	81
Boeing 737 Aircraft ³	2	80%	2.40	110	55	55
Employees	17	---	1.00	8	4	4
TOTAL				280	140	140

The peak-hour trip generation is assumed to occur during both the AM and PM peak-hour, which is a conservative estimate. The assumption that there will be two arrivals and two departures of a Embraer 175 aircraft and one arrival and one departure of a Boeing 737 aircraft during the AM and PM peak-hours will alone result in 12 operations during the combined two hours of the AM and PM peak-hours. This represents 25% of the total daily operations occurring within two hours.

5.2 Off-Site Trip Generation Summary

The Proposed Action is anticipated to generate 2,207 total average daily trips under the 2019 Opening Year Operations and 2,234 total average daily trips under the 2024 Future Year Operations. The peak-hour trip generation is anticipated to be 280 total trips for both scenarios. However, it is not anticipated that all of these trips will impact the off-site street system, the arterials and intersections of Snohomish County, WSDOT, the City of Mukilteo and the City of Everett. It is anticipated that at least 1% of the trips generated will remain on the Paine Field grounds and will travel to and from the surrounding uses, which include aviation type uses. It is therefore anticipated that only 2,185 average daily trips will be generated under the 2019 Opening Year Operations and 2,212 average daily trips under the 2024 Future Year Operations. It is anticipated that 278 peak-hour trips will be added to the arterials and intersections of Snohomish County, WSDOT, the City of Mukilteo and the City of Everett. The off-site trip generation is summarized in Table 12.

**Table 12: Off-Site Trip Generation Summary at Full Operations
Current Proposed Action Evaluated in the Final Supplemental EA**

Scenario Timeframe	Percentage of Trips Off-Site	Total Trip Generation			Off-Site Trip Generation		
		Total	Inbound	Outbound	Total	Inbound	Outbound
2019 Opening Year Average Daily	99%	2,014	1,007	1,007	1,994	997	997
2024 Future Year Average Daily	99%	2,096	1,048	1,048	2,075	1,038	1,037
Peak-Hour	99%	280	140	140	278	139	139

The impacts of these off-site trips are what have been analyzed in this report. It is important to note that these trip generation calculations do not include a 5% reduction for on-site Transportation Demand Management measures, which is discussed in more detail later in this report.

5.3 Trip Generation Comparison

The trip generation calculations for the Paine Field Commercial Service were compared to data collected at Bellingham International Airport. Data was collected between 2:30 PM and 4:30 PM by the independent count firm of Traffic Data Gathering (TDG). Data was collected during this timeframe since it included two arrivals and two departures for similar aircraft types used for the peak-hour trip generation calculations for the Proposed Action. The data collected at Bellingham International Airport showed a peak-hour trip generation of 148 trips during and an average vehicle occupancy rate of 2.08. It is important to note that the data from Bellingham International Airport includes two arrivals and two departures and therefore a reasonable assumption would to increase the trip generation of Bellingham International Airport by 50% to account for a third arrival and departure. This increase would result in a peak-hour trip generation of 222 peak-hour trips. The adjusted peak-hour trip generation for the Bellingham International Airport data is approximately 20% lower than the peak-hour trip generation utilized in this report. The weighted average vehicle occupancy for the Proposed Action is 1.80, which is approximately 15% less than what was identified at Bellingham International Airport. A lower vehicle occupancy, which represents the number of people in each vehicle, results in a higher trip generation. The weighted average vehicle occupancy rate of 1.80 therefore represents a more conservative vehicle occupancy rate. The data collected at Bellingham International Airport therefore validates that the peak-hour trip generation calculations for the Paine Field Commercial Service as conservatively high.

5.4 Trip Distribution

The distribution of trips generated by the Proposed Action is based on regional modeling information provided by PSRC, review by the Snohomish County Traffic Engineer with consultation from the Snohomish County traffic modeling group, City of Everett staff, traffic studies approved in the site vicinity and peak-hour turning movement counts at the surrounding intersections. The trip distribution utilized in this report is consistent with the trip distribution utilized in the approved 2012 EA. A detailed trip distribution of the 2019 Opening Year Operations is included in Figure 2. A detailed trip distribution of the 2024 Future Year Operations is included in Figure 3.

It is important to note that the trip distribution for this report has been tailored for the microscopic nature of this report, which includes analysis of specific movements at specific intersections. This methodology is different than the macroscopic analysis included in the Vehicle Miles Traveled report for the Proposed Action. A direct correlation between the two reports should not be drawn based on the different methodologies utilized in the two reports.

5.4.1. Regional Distribution

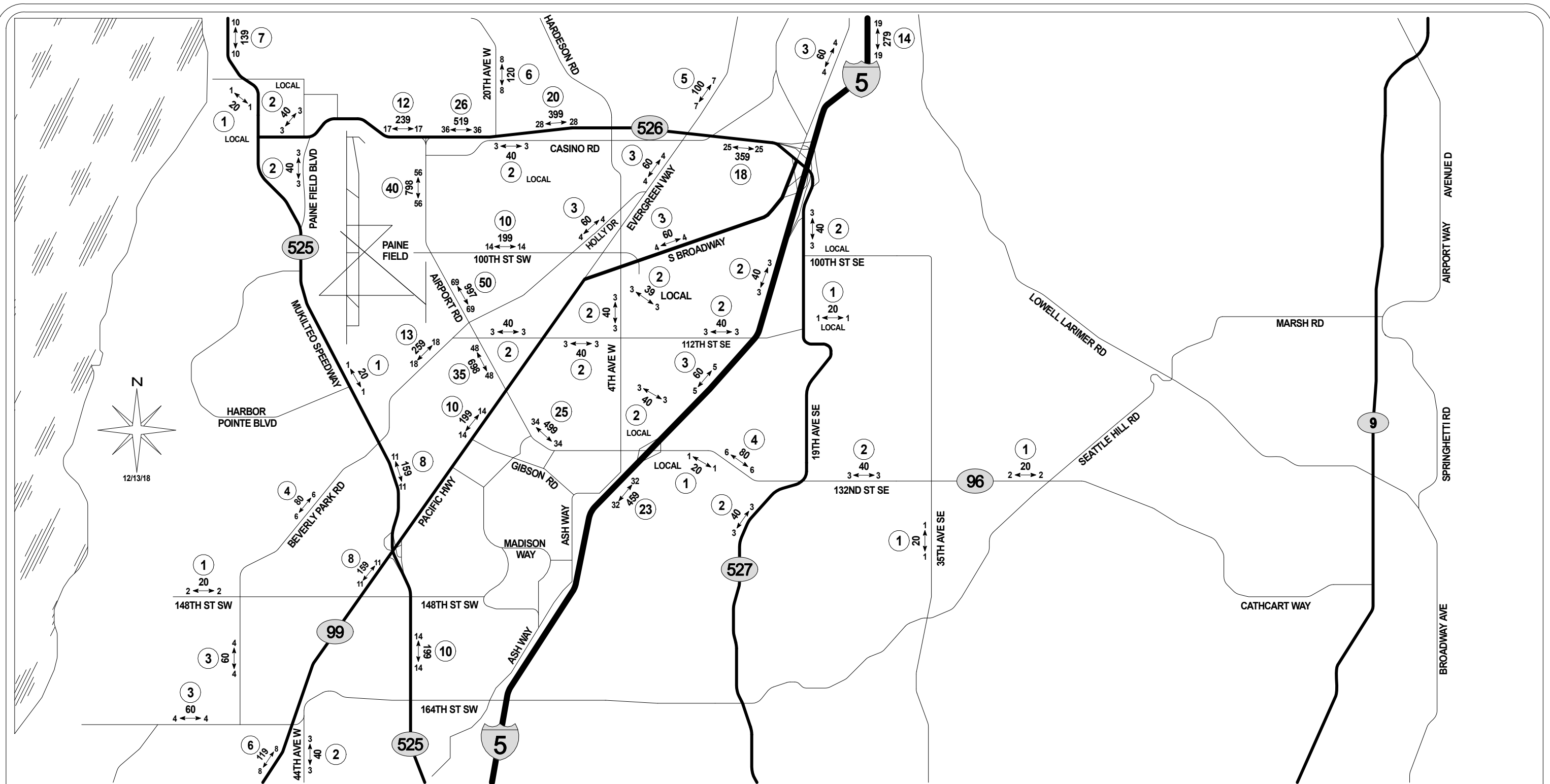
It is anticipated that 48% of the trips will travel to and from the south along Beverly Park Road, SR-99, SR-525, Interstate-5, SR-527 and 35th Avenue SE. Approximately 32% of the trips will travel to and from the north along SR-525, 20th Avenue W, SR-99/Evergreen Way and Interstate-5. It is estimated that 14% of the trips will travel to and from the east, mainly to and from local areas between Paine Field and Interstate-5. The remaining 6% of the trips are anticipated to travel to and from the west, mainly to and from local areas around SR-525 and SR-526.

5.4.2. Local Distribution

It is anticipated that 50% of the trips will travel to and from the south along Airport Road in the vicinity of Paine Field. These trips will be split between trips along Beverly Park Road (thirteen percent), trips along 112th Street SW (two percent), trips along SR-99 (ten percent) and trips along 128th Street SW (twenty-five percent). Approximately 40% of the trips will travel to and from the north along Airport Road in the vicinity of Paine Field. These trips will be split between Casino Road (two percent) and SR-526 (twelve percent to and from the west and twenty-six percent to and from the east). The remaining 10% of the trips will travel to and from the east along 100th Street SW.

5.4.3. Snohomish County Key Intersection Impacts

Snohomish County requires detailed turning movement information for key intersections impacted with 3 or more directional peak-hour trips from the Paine Field Commercial Service. The key intersections impacted with 3 or more directional peak-hour trips from the Proposed Action are shown in the attachments in graphical and tabular format.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 2
2019 OPENING YEAR OPERATIONS
TRIP DISTRIBUTION

SNOHOMISH COUNTY

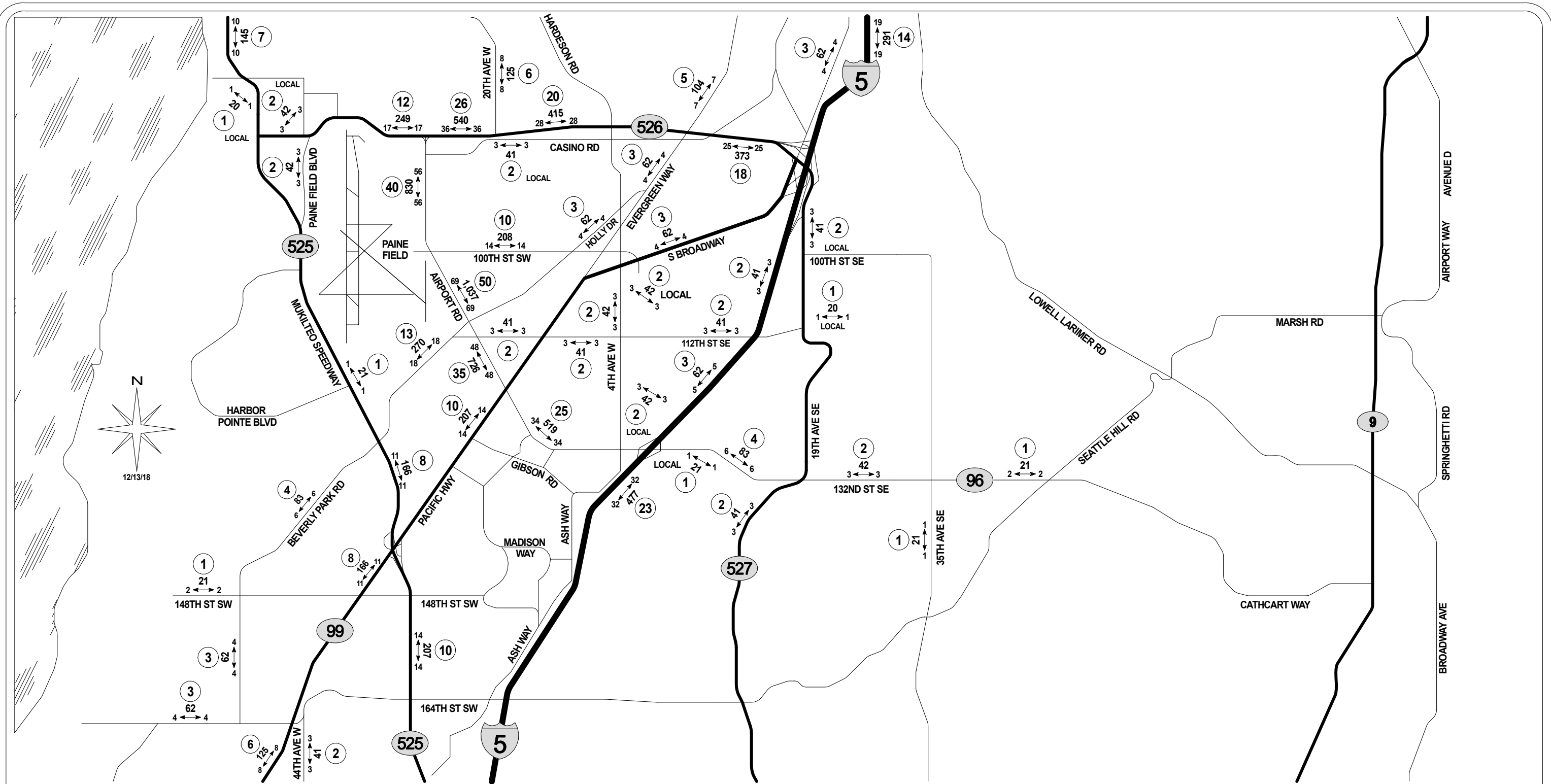
LEGEND

AWDT
AM / PM ← PEAK

NEW TRAFFIC
(DAILY/PEAK-HOUR)



TRIP DISTRIBUTION %



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 3
2024 FUTURE YEAR OPERATIONS
TRIP DISTRIBUTION

LEGEND

AWDT
AM / PM ← PEAK

NEW TRAFFIC
(DAILY/PEAK-HOUR)

TRIP DISTRIBUTION %

XX

SNOHOMISH COUNTY

6. TURNING MOVEMENT VOLUMES

AM and PM peak-hour turning movement volumes have been either collected or calculated for the following conditions:

1. Existing Conditions
2. 2019 No Action Conditions
3. 2019 Opening Year Operations
4. 2024 No Action Conditions
5. 2024 Future Year Operations

The methodology used to determine the turning movements for each of these conditions is discussed in the following sections.

6.1 Existing Turning Movements

Existing peak-hour turning movement volumes were obtained from Snohomish County or were collected by the independent count firm TDG. The use of existing Snohomish County data older than 12 months has been approved by Snohomish County staff. The existing counts used for the analysis in this report are included in the attachments and were all collected in the years 2017 and 2018. Additionally, Snohomish County pipeline data and the growth rate account for count data from the year 2017.

6.2 2019 No Action Turning Movements

The 2019 No Action turning movements have been calculated by adding pipeline data from Snohomish County or applying an annually compounding growth rate. Snohomish County pipeline data is available for the majority of the study intersections. Snohomish County pipeline data typically accounts for a 6-year horizon period⁴. The 2019 No Action turning movements have therefore been calculated by applying 1/3 of the pipeline data, which would include two of the six years that the pipeline data accounts for. This represents a conservatively high estimate of the 2019 No Action turning movements. It is important to note that Snohomish County pipeline data includes the Fairmount Elementary Kindergarten Expansion, but does not include trips at the site access, which is a study intersection. Trips have therefore been assigned at the Fairmount Elementary access. Snohomish County pipeline data was extrapolated to adjacent intersections along 4th Avenue W and Airport Road where pipeline data is not available. It is also important to note that trips associated with the previously approved traffic analysis for the Paine Field Commercial Service have been removed from the pipeline data.

An annually compounding growth rate has been used at select study intersections where Snohomish County pipeline data was not available. A 1% annually compounding growth rate was applied for select intersections where Snohomish County pipeline data was not available. The annually compounding growth rate is based on growth at other study intersections from Snohomish County pipeline data and is consistent with the methodology included in the 2012 EA.

⁴ DPW Rule 4225.100(2)(d)

6.3 2019 Opening Year Operations Turning Movements

The 2019 Opening Year Operations turning movements were calculated by adding the trips from the Proposed Action to the 2019 No Action turning movements. It is important to note that the peak-hour trips for the 2019 Opening Year Operations are based on the 2024 Future Year Operations to represent a conservative analysis and to be consistent with the Draft Supplemental EA. The trips generated by the Paine Field Commercial Service are anticipated to travel to and from local destinations along 4th Avenue W between 128th Street SW and 104th Street SW. It is difficult to know with a reasonable degree of certainty which of the intersections these local trips will utilize. The trips generated the Paine Field Commercial Service have therefore been assigned to the arterials to assess the maximum potential impacts to each of the study intersections along the arterials.

6.4 2024 No Action Turning Movements

The 2024 No Action turning movements were calculated by adding the full Snohomish County pipeline data to the existing turning movements, including the trips from the Fairmount Elementary Kindergarten Expansion. The 1% annually compounding growth rate has been applied for the full timeframe from the count date to the year 2024. It is important to note that the 2024 No Action turning movements do not include any trips from the Paine Field Commercial Service. The 2024 No Action turning movements have been calculated in this manner to determine the full impacts of the Paine Field Commercial Service in the year 2024.

6.5 2024 Future Year Operation Turning Movements

The 2024 Future Year Operations turning movements were calculated by adding the trips from the Proposed Action to the 2024 No Action turning movements. The same assignments of trips generated by the Paine Field Commercial Service for the 2019 Opening Year Operations have been utilized for the 2024 Future Year Operations.

All of the turning movement calculations are included in the attachments of this report.

7. SNOHOMISH COUNTY ARTERIAL IMPACTS

Snohomish County uses impacts to arterial units to evaluate concurrency. Critical arterial units, arterial units in arrears and arterial units at ultimate capacity impacted with 3 directional peak-hour trips are required to be analyzed for developments generating 50 or more peak-hour trips. In addition, Snohomish County requires arterial units impacted with 50 or more directional peak-hour trips to be analyzed. The arterial units within TSA D impacted with 3 or more directional and 50 or more directional peak-hour trips from the Proposed Action are summarized in Table 13.

Table 13: Impacted Snohomish County Critical Arterial Units

Arterial Unit #	Roadway Name	West/South Limit	East/North Limit
227	Beverly Park Road	SR-525	Airport Road
228	128 th Street SW	SR-99	I-5 Southbound Ramps
229	4 th Avenue W	128 th Street SW	112 th Street SW
230	112 th Street SW	115 th Street SW	Meridian Avenue W
231	Airport Road	106 th Street SW	Kasch Park Road
352	4 th Avenue W	112 th Street SW	104 th Street SW

The AM and PM peak-hours in both directions have been analyzed, even though not all of the directions are critical or are impacted with 50 directional peak-hour trips. The arterials studied for this report are all located within the urban area. Arterial Units #227, #229, #230, #231 and #352 are Urban Category II arterials. Urban Category II arterials have an acceptable arterial travel speed threshold of 13 mph. Arterial Unit #228 is classified as an Urban Category III arterial. Urban Category III arterials have an acceptable arterial travel speed threshold of 10 mph.

The trips from the Proposed Action will not impact any arterial units in arrears or arterial units at ultimate capacity with 3 or more directional peak-hour trips.

The operation of the arterial units is based on travel speeds along the arterial and delay at the signalized intersections along the arterial. The signalized intersections that have been analyzed as part of the AM and PM peak-hour arterial analysis are:

1. SR-525 at Beverly Park Road
2. Beverly Park Road at Gibson Road
3. Beverly Park Road at Center Road
4. Beverly Park Road at Fairmount Elementary School
5. Beverly Park Road at 112th Street SW
6. Airport Road at Beverly Park Road
7. SR-99 at Airport Road
8. Admiralty Way at Airport Road/128th Street SW
9. Gibson Road at Airport Road/128th Street SW
10. 8th Street SW at 128th Street SW
11. 5th Place SW at 128th Street SW
12. 4th Street SW at 128th Street SW
13. I-5 Southbound Ramps at 128th Street SW
14. 4th Avenue W at Mariner Square
15. 4th Avenue W at 124th Street SW
16. 4th Avenue W at 120th Street SW
17. 4th Avenue W at Center Road
18. 4th Avenue W at 116th Street SW
19. 4th Avenue W at 112th Street SW
20. 115th Street SW at 112th Street SW
21. Meridian Avenue W at 112th Street SW
22. Airport Road at 106th Street SW
23. Airport Road at 100th Street SW
24. Airport Road at 94th Street SW
25. Airport Road at Kasch Park Road
26. 4th Avenue W at 108th Street SW
27. 4th Avenue W at 104th Street SW

The locations of these intersections are shown in Figure 1.

The existing signal timings for the study intersections are based on data received from Snohomish County and WSDOT. The existing signal timings have been used for all of the timeframes except at locations where improvements are proposed. These include the intersection of SR-525 at Beverly Park Road and along Airport Road/128th Street SW (Arterial Unit #228). The City of Mukilteo is planned to complete the Harbour Reach Corridor Project to provide a secondary route between Beverly Park Road and Harbour Pointe Boulevard. This improvement is planned to reduce the volume at the intersection of SR-525 at Beverly Park Road and has been modeled by optimizing the signal timings for the intersection. The construction of these improvements is likely to occur during the year 2019, but have not been included until the 2024 timeframe. Snohomish County has a planned signal improvement project along the 128th Street SW corridor to provide adaptive signal timings, which will adjust the signal timings to better handle changes in traffic volumes. These improvements are anticipated to occur in early 2019 and have therefore been included in the 2019 and 2024 timeframes. The City of Mukilteo and Snohomish County improvements are schedule to occur, regardless of the Proposed Action.

The existing turning movements for the arterial analysis are shown in Figure 4 for the AM peak-hour and Figure 5 for the PM peak-hour. The 2019 No Action turning movements are shown in Figure 6 for the AM peak-hour arterial analysis are shown and Figure 7 for the PM peak-hour arterial analysis. The trips generated by the Proposed Action used for the arterial analysis are shown in Figure 8 for the AM and PM peak-hours. The arterial turning movements for the 2019 Opening Year Operations are shown in Figure 9 for the AM peak-hour and Figure 10 for the PM peak-hour. The 2024 No Action turning movements are shown in Figure 11 for the AM peak-hour arterial analysis are shown and Figure 12 for the PM peak-hour arterial analysis. The arterial turning movements for the 2024 Future Year Operations are shown in Figure 13 for the AM peak-hour and Figure 14 for the PM peak-hour.

7.1 Arterial Unit #227 – Beverly Park Road

Arterial Unit #227, Beverly Park Road between SR-525 and Airport Road, is a 1.33 mile long arterial that is critical in the southbound direction during the AM peak-hour and the northbound and southbound directions during the PM peak-hour.

7.1.1. Existing Conditions

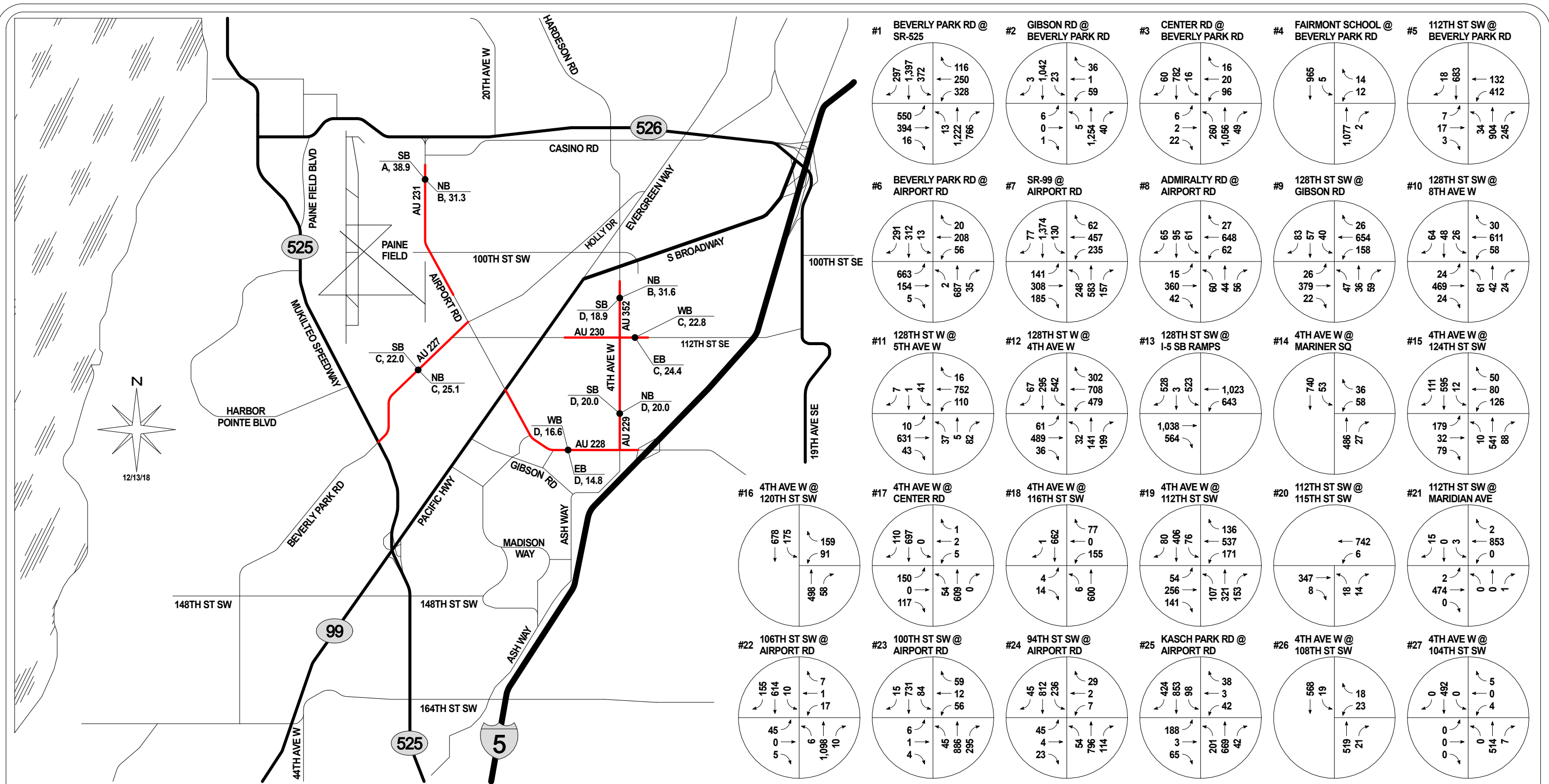
The existing arterial travel time data for Arterial Unit #227 is based on data collected by Snohomish County in June 2017. The network for Arterial Unit #227 in the *Synchro* software was calibrated to within 0.1 mph for the arterial travel speed, except for the southbound direction during the AM peak-hour. The AM peak-hour has been calibrated to a speed 1.5 mph slower than the existing travel speed and therefore represents a conservative analysis of the arterial. The arterial unit currently operates at LOS C in the northbound direction during the AM and PM peak-hours. The southbound direction has been calibrated to LOS D during the AM peak-hour and LOS E during the PM peak-hour.

7.1.2. 2019 No Action Conditions

The additional trips due to the Snohomish County pipeline data will cause the arterial travel speeds to decrease from their levels under the existing conditions. However, the southbound direction during the AM peak-hour and PM peak-hour is anticipated to remain at the same level of service as the existing conditions.

7.1.3. 2019 Opening Year Operations

The trips from the Proposed Action are not anticipated to significantly affect the arterial travel speed of Arterial Unit #227 during either the AM or PM peak-hours under the 2019 Opening Year Operations. The arterial travel speed is anticipated to decrease by 0.3 mph or less from the 2019 No Action to 2019 Opening Year Operations. The arterial will continue to operate at LOS E or better during the AM and PM peak-hours in the northbound and southbound directions.



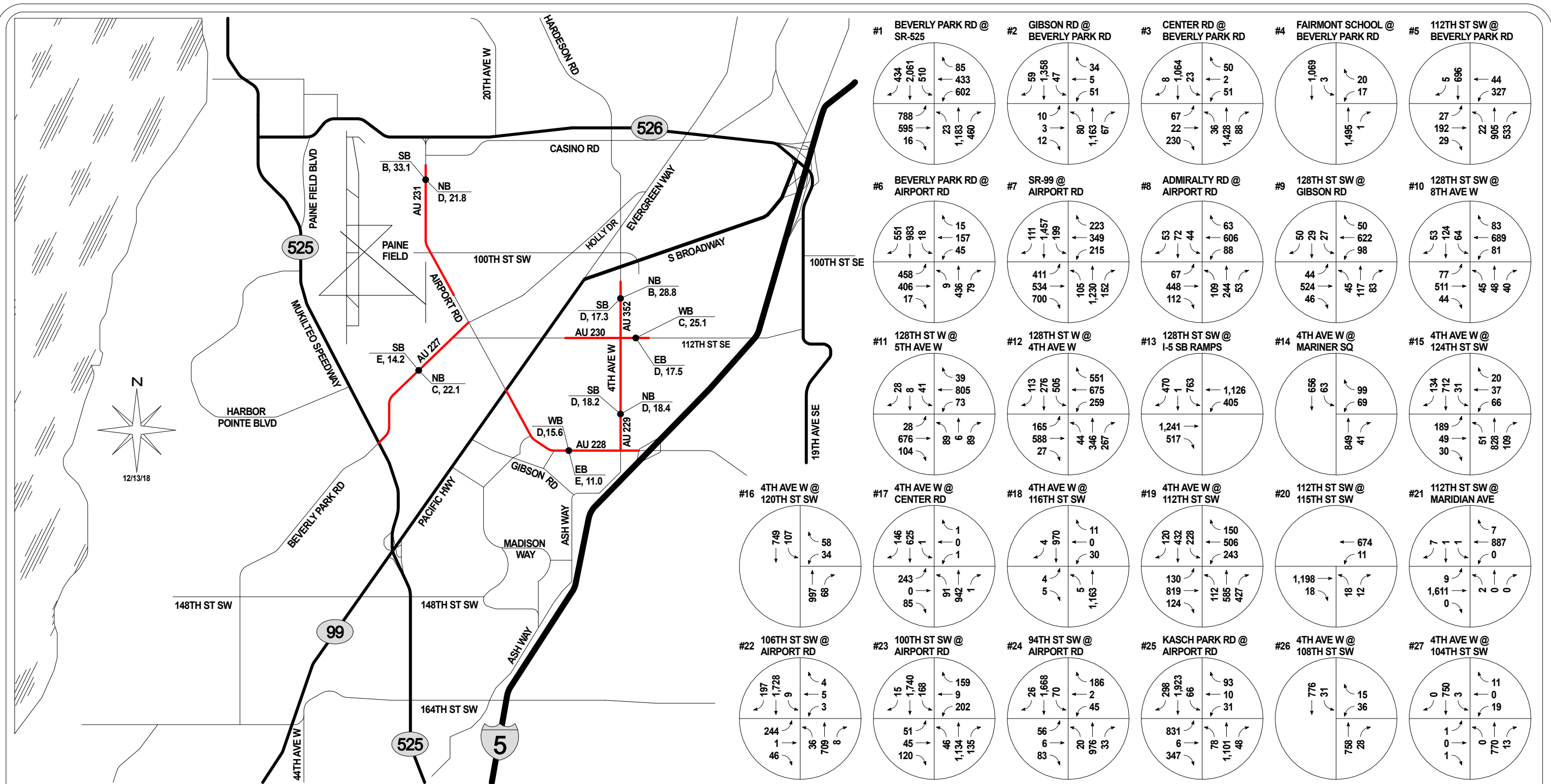
GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 4
EXISTING
AM PEAK-HOUR
ARTERIAL TURNING MOVEMENTS

SNOHOMISH COUNTY



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

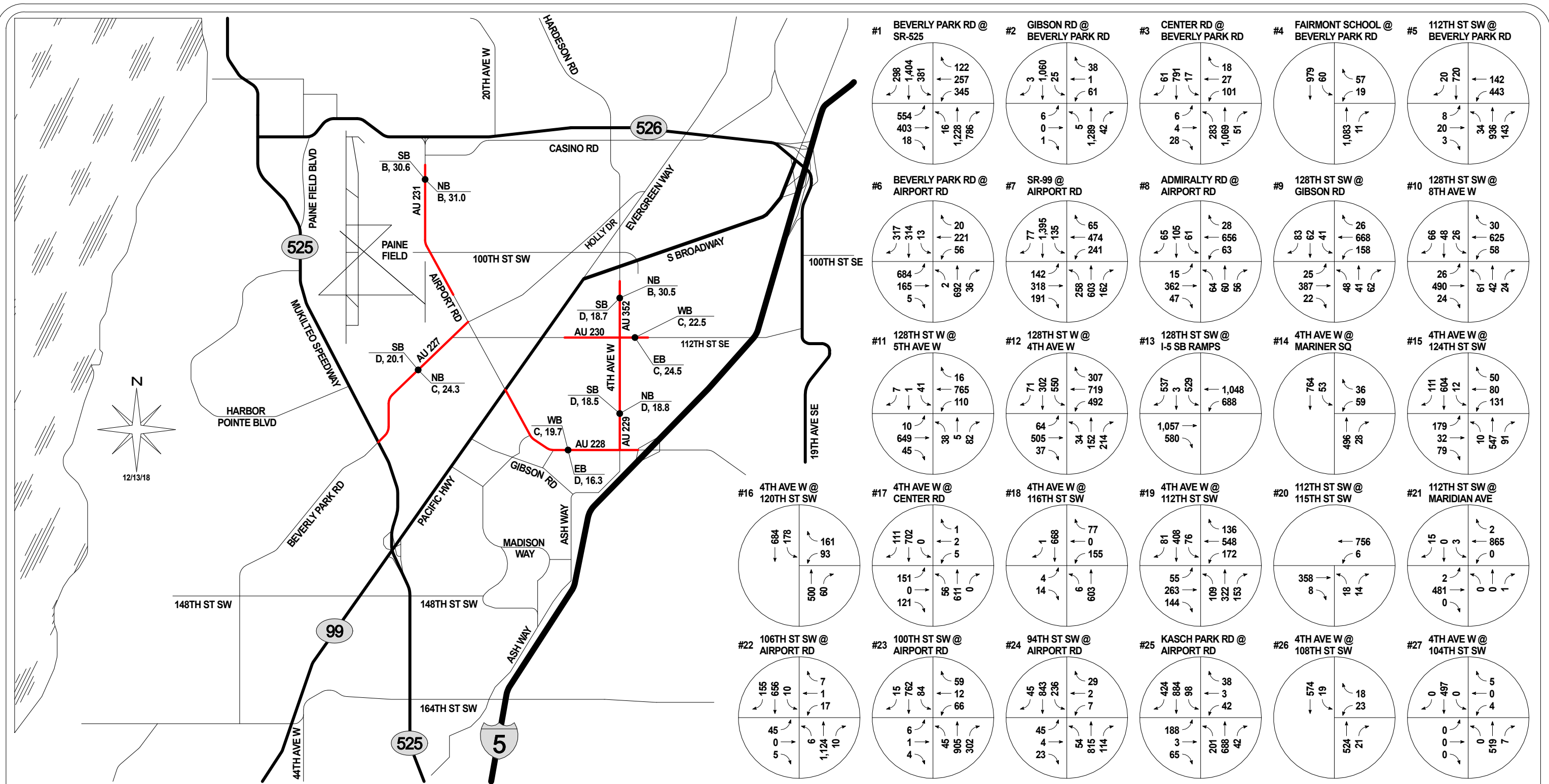
PAINE FIELD COMMERCIAL SERVICE

LEGEND

- XXX → TURNING MOVEMENT VOLUMES
- XX ARTERIAL DIRECTION
- X, XX.X ARTERIAL LEVEL OF SERVICE, SPEED (MPH)

SNOHOMISH COUNTY

FIGURE 5
EXISTING
PM PEAK-HOUR
ARTERIAL TURNING MOVEMENTS



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 6
2019 NO ACTION
AM PEAK-HOUR
ARTERIAL TURNING MOVEMENTS

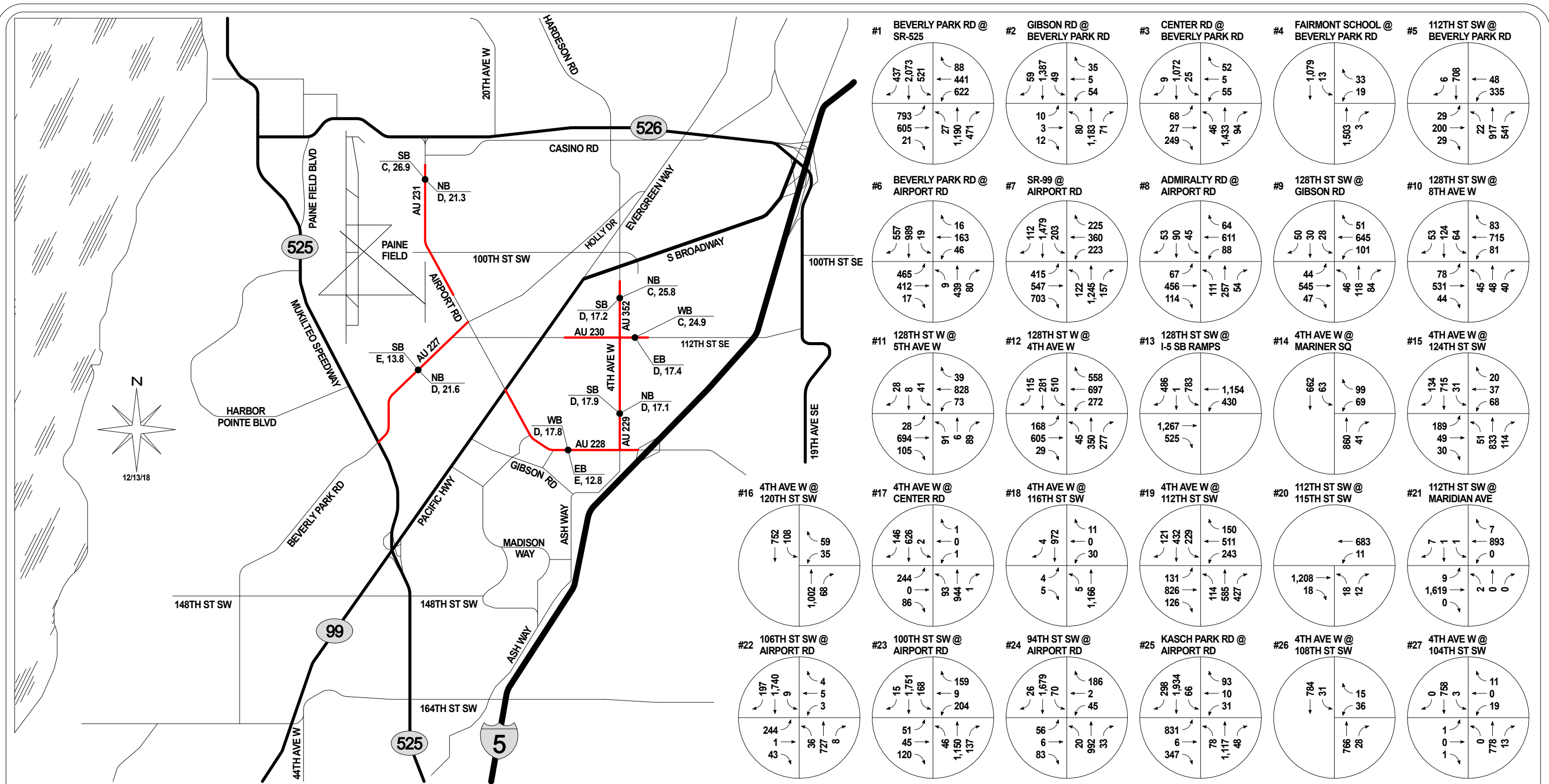
LEGEND

XXX → TURNING MOVEMENT VOLUMES

XX ARTERIAL DIRECTION

X, XX.X ARTERIAL LEVEL OF SERVICE, SPEED (MPH)

SNOHOMISH COUNTY



GIBSON TRAFFIC CONSULTANTS

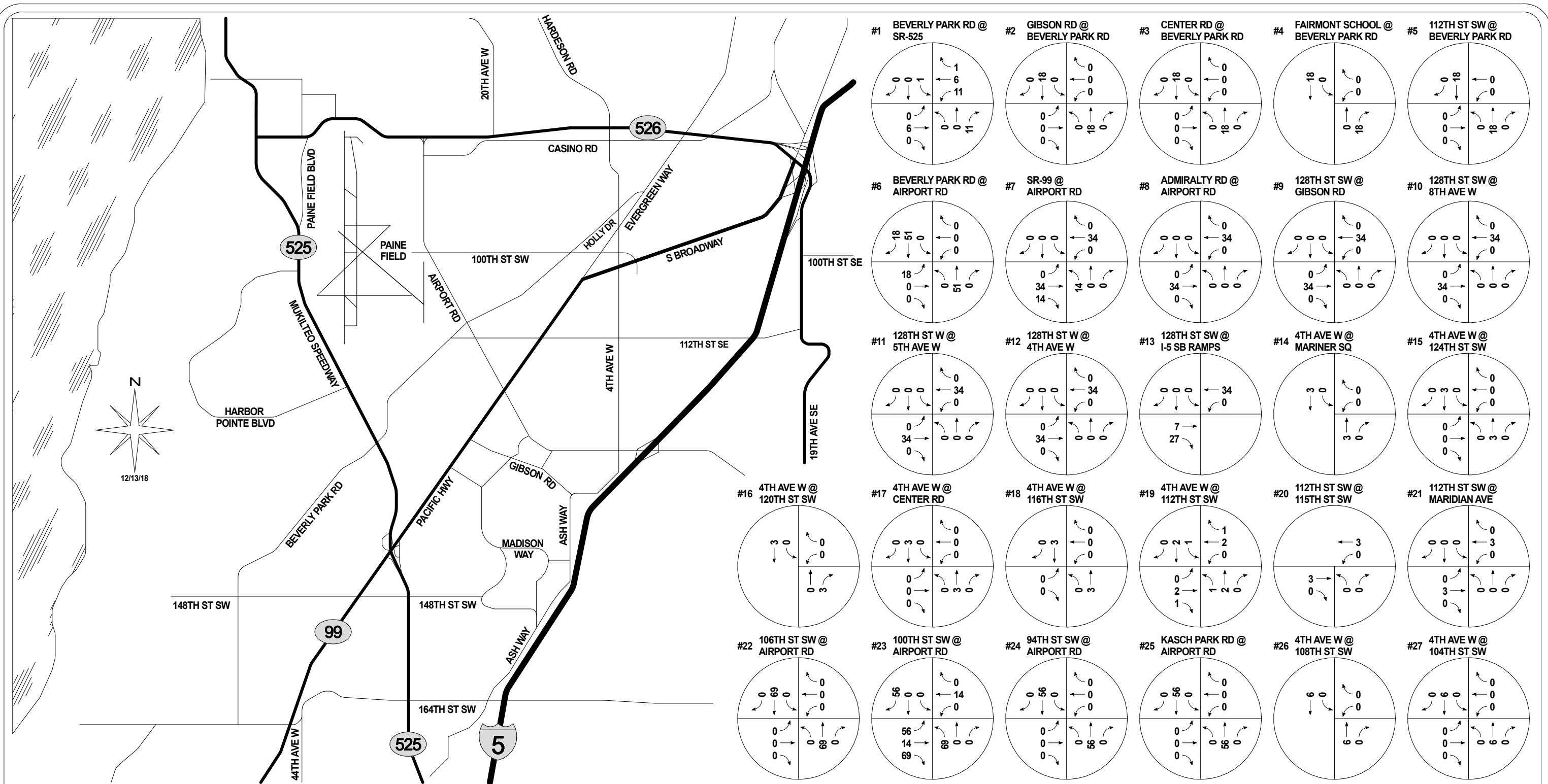
TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 7
2019 NO ACTION
PM PEAK-HOUR
ARTERIAL TURNING MOVEMENTS

LEGEND
 XXX → TURNING MOVEMENT VOLUMES
 XX ARTERIAL DIRECTION
 X, XX.X ARTERIAL LEVEL OF SERVICE, SPEED (MPH)

SNOHOMISH COUNTY



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 8
AM AND PM PEAK-HOUR
PROPOSED ACTION GENERATED
ARTERIAL TURNING MOVEMENTS

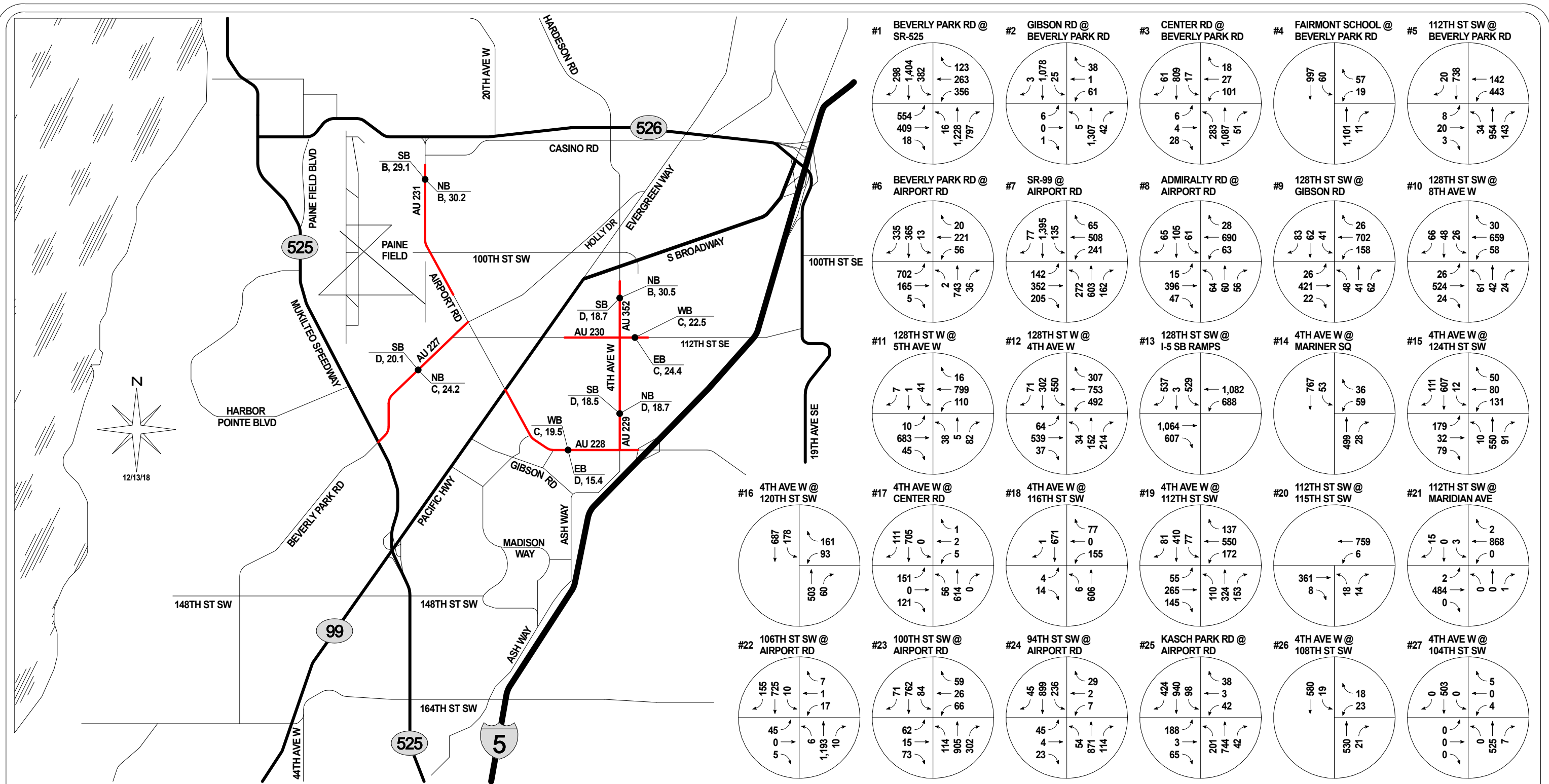
LEGEND

XXX → TURNING MOVEMENT VOLUMES

XX ARTERIAL DIRECTION

X, XX.X ARTERIAL LEVEL OF SERVICE, SPEED (MPH)

SNOHOMISH COUNTY



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 9
2019 OPENING YEAR OPERATIONS
AM PEAK-HOUR
ARTERIAL TURNING MOVEMENTS

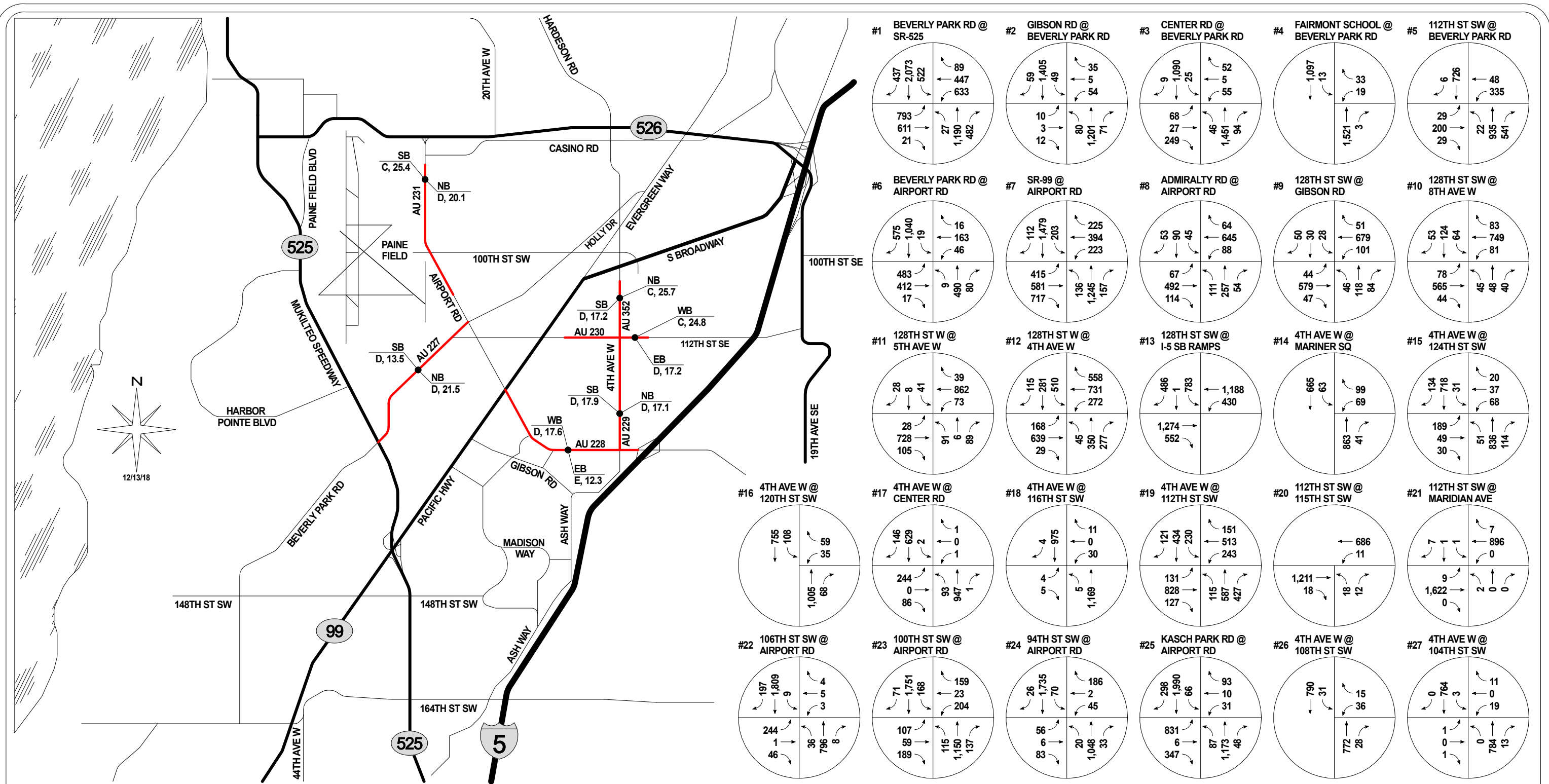
LEGEND

XXX → TURNING MOVEMENT VOLUMES

XX ARTERIAL DIRECTION

X, XX.X ARTERIAL LEVEL OF SERVICE, SPEED (MPH)

SNOHOMISH COUNTY



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

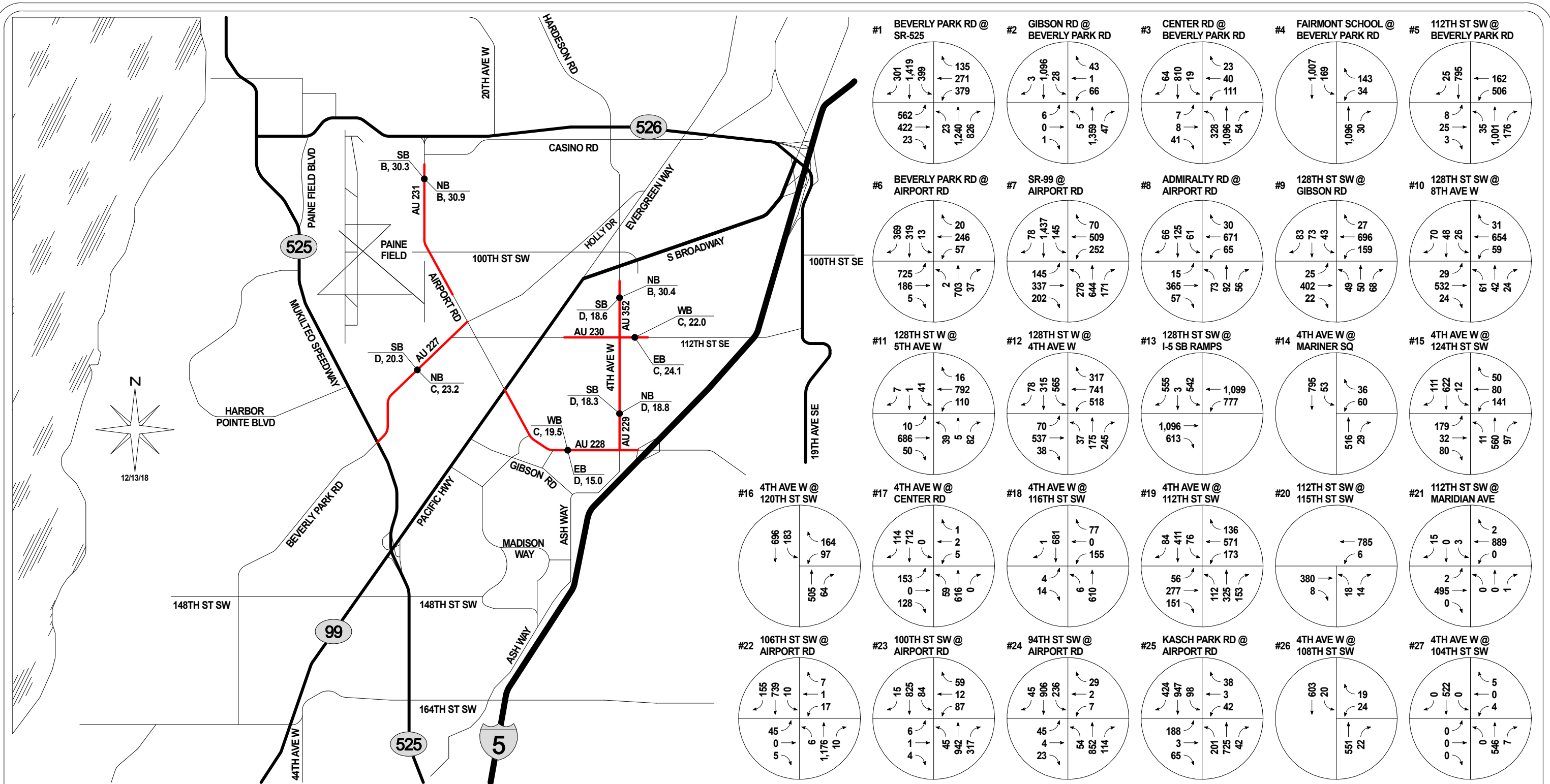
PAINE FIELD COMMERCIAL SERVICE

FIGURE 10
2019 OPENING YEAR OPERATIONS
PM PEAK-HOUR
ARTERIAL TURNING MOVEMENTS

LEGEND

- XXX → TURNING MOVEMENT VOLUMES
- XX ARTERIAL DIRECTION
- X, XX.X ARTERIAL LEVEL OF SERVICE, SPEED (MPH)

SNOHOMISH COUNTY



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

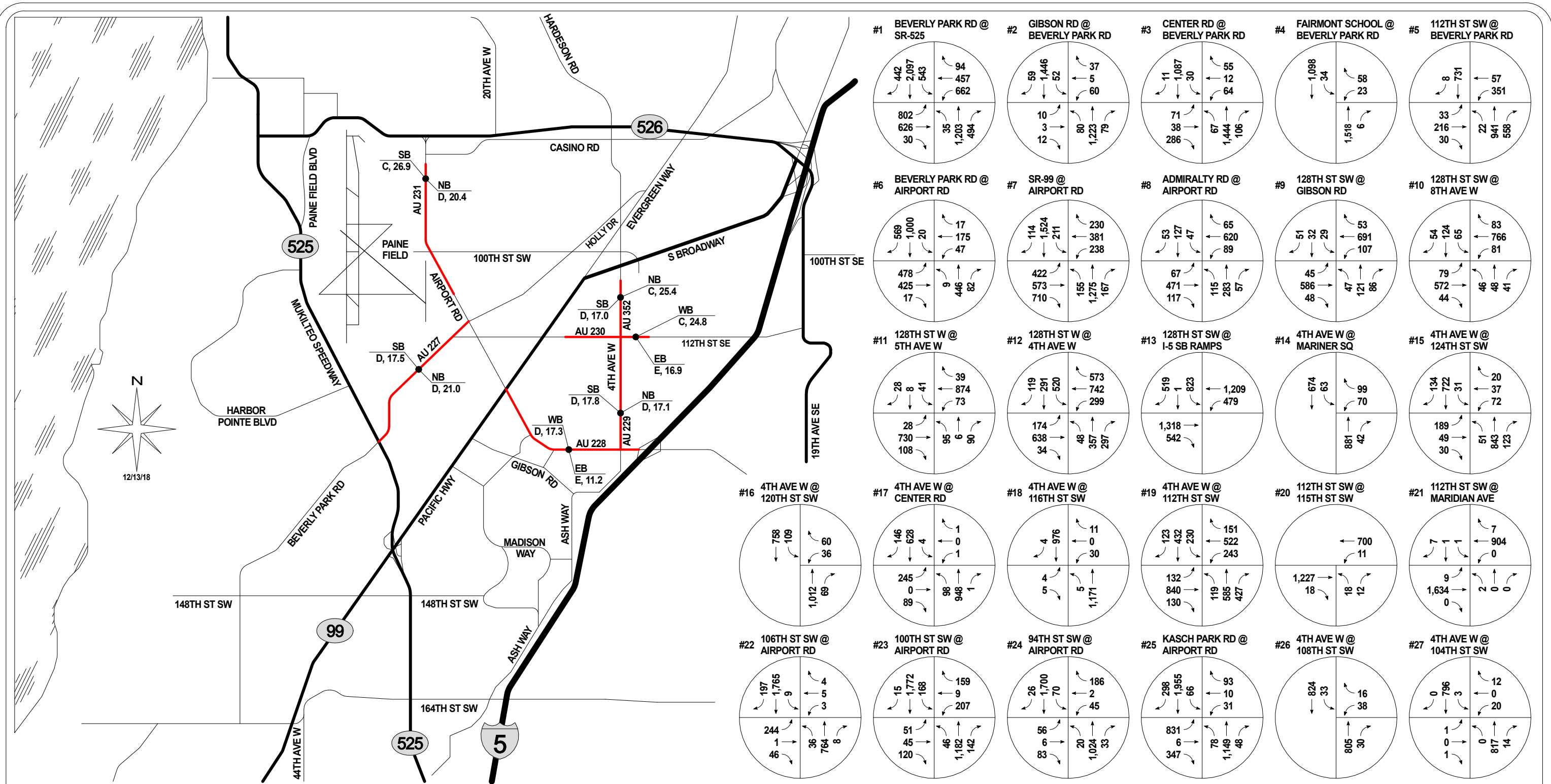
PAINE FIELD COMMERCIAL SERVICE

LEGEND

- XXX → TURNING MOVEMENT VOLUMES
- XX ARTERIAL DIRECTION
- X, XX.X ARTERIAL LEVEL OF SERVICE, SPEED (MPH)

SNOHOMISH COUNTY

FIGURE 11
2024 NO ACTION
AM PEAK-HOUR
ARTERIAL TURNING MOVEMENTS



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

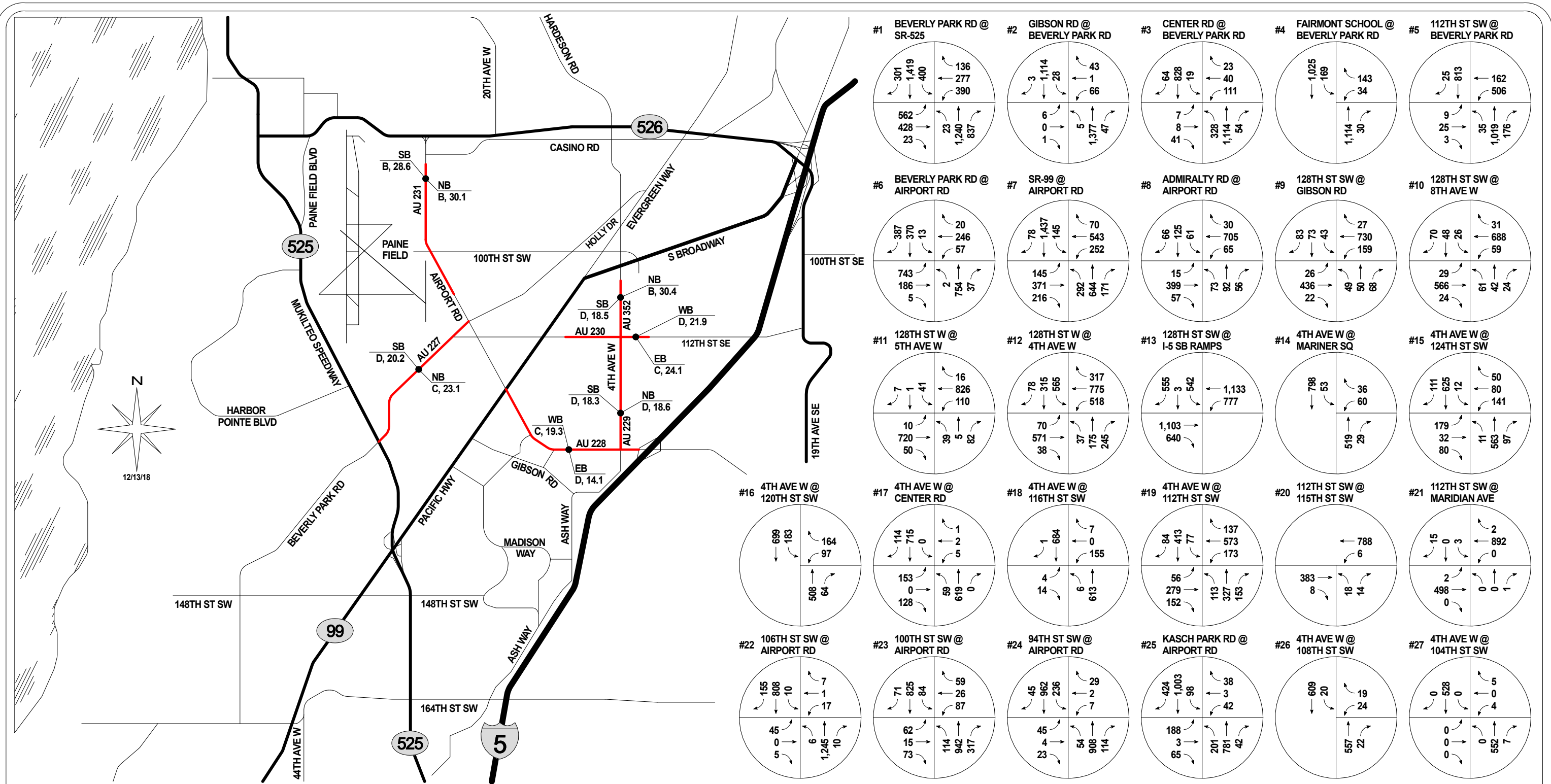
PAINE FIELD COMMERCIAL SERVICE

FIGURE 12
2024 NO ACTION
PM PEAK-HOUR
ARTERIAL TURNING MOVEMENTS

LEGEND

- XXX→ TURNING MOVEMENT VOLUMES
- XX ARTERIAL DIRECTION
- X, XX.X ARTERIAL LEVEL OF SERVICE, SPEED (MPH)

SNOHOMISH COUNTY



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 13
2024 FUTURE YEAR OPERATIONS
AM PEAK-HOUR
ARTERIAL TURNING MOVEMENTS

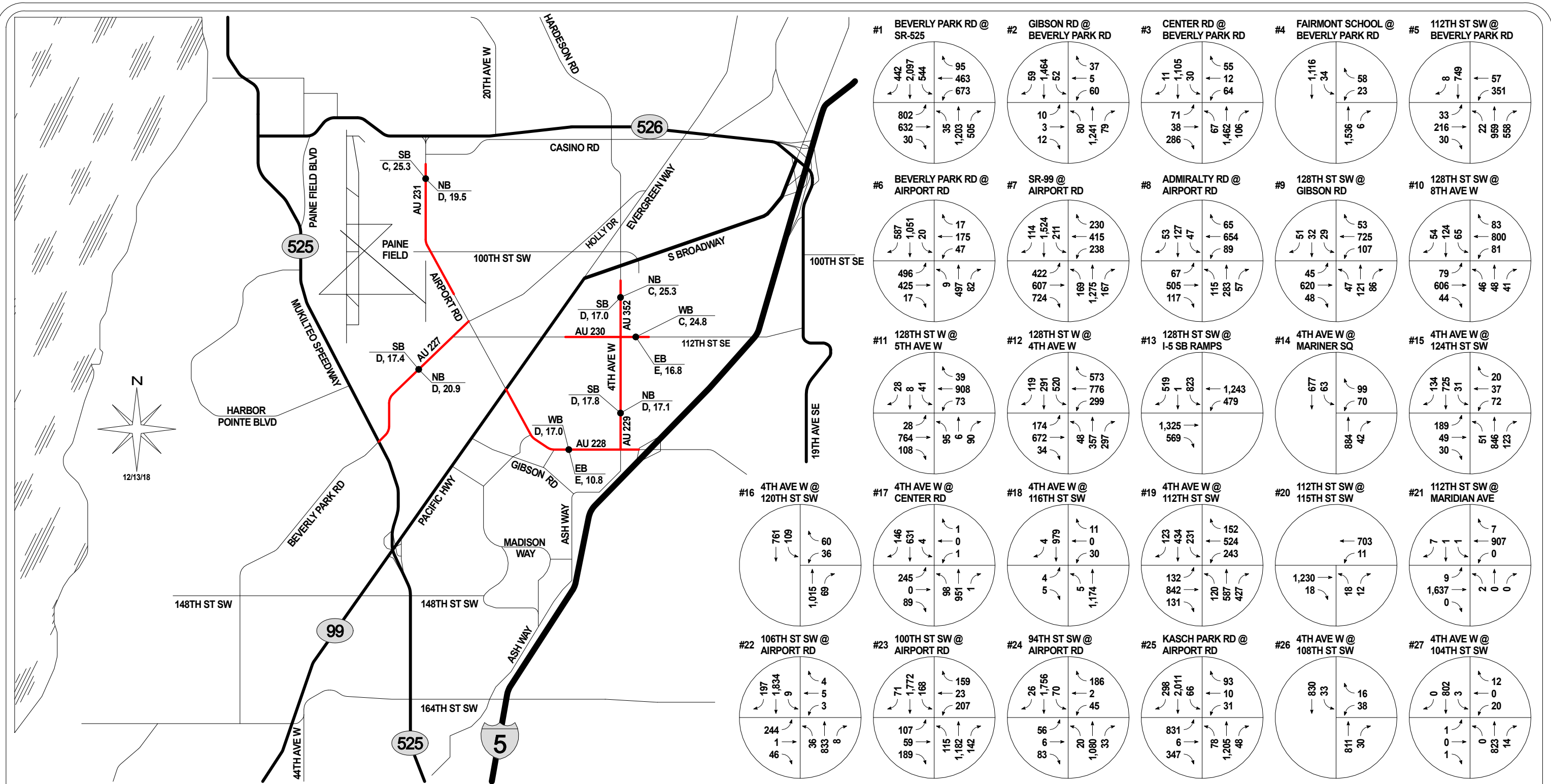
LEGEND

XXX → TURNING MOVEMENT VOLUMES

XX ARTERIAL DIRECTION

X, XX.X ARTERIAL LEVEL OF SERVICE, SPEED (MPH)

SNOHOMISH COUNTY



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 14
2024 FUTURE YEAR OPERATIONS
PM PEAK-HOUR
ARTERIAL TURNING MOVEMENTS

LEGEND

XXX → TURNING MOVEMENT VOLUMES

XX ARTERIAL DIRECTION

X, XX.X ARTERIAL LEVEL OF SERVICE, SPEED (MPH)

SNOHOMISH COUNTY

7.1.4. 2024 No Action Conditions

The City of Mukilteo Harbour Reach Corridor Project is designed to provide an alternate route to the intersection of SR-525 at Beverly Park Road. The diversion of trips with this connection has been modeled by optimizing the signal timings of the intersection without diverting any trips. This improvement is anticipated to improve the travel speed in the southbound direction during the AM and PM peak-hours from the 2019 No Action to 2024 No Action Conditions. The travel speed in the northbound direction is anticipated to decrease from the 2019 No Action Conditions due to the additional trips. The northbound and southbound directions are anticipated to operate at LOS D or better during the AM and PM peak-hours under the 2024 No Action Conditions.

7.1.5. 2024 Future Year Operations

The additional trips from the 2024 Future Year Operations are not anticipated to significantly impact the operations of the arterial in the northbound or southbound directions during the AM and PM peak-hours. The additional trips from the Paine Field Commercial Service are only anticipated to lower the arterial travel speed by 0.1 mph and the arterial will continue to operate at LOS D or better during the AM and PM peak-hours in the northbound and southbound directions.

7.1.6. Conclusions for Arterial Unit #227 – Beverly Park Road

Arterial Unit #227, Beverly Park Road between SR-525 and Airport Road, will operate at an acceptable level of service in the northbound and southbound directions during the AM and PM peak-hours with the Proposed Action and with planned improvements by the City of Mukilteo. The northbound direction is anticipated to operate at LOS C during the AM peak-hour and LOS D during the PM peak-hour. The southbound direction is anticipated to operate at LOS D during the AM and PM peak-hours. The AM peak-hour arterial level of service analysis is summarized in Table 14 and the PM peak-hour arterial analysis is summarized in Table 15.

Table 14: Arterial Unit #227 AM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Northbound	55 sec	189 sec	25.1 mph	C
	Southbound	82 sec	215 sec	22.0 mph	C
Existing Conditions (Calibration)	Northbound	54 sec	190 sec	25.2 mph	C
	Southbound	97 sec	234 sec	20.5 mph	D
2019 No Action Conditions	Northbound	60 sec	197 sec	24.3 mph	C
	Southbound	101 sec	238 sec	20.1 mph	D
2019 Opening Operations	Northbound	61 sec	198 sec	24.2 mph	C
	Southbound	102 sec	239 sec	20.1 mph	D
2024 No Action Conditions	Northbound	69 sec	206 sec	23.2 mph	C
	Southbound	100 sec	237 sec	20.3 mph	D
2024 Future Year Operations	Northbound	70 sec	207 sec	23.1 mph	C
	Southbound	101 sec	238 sec	20.2 mph	D

Table 15: Arterial Unit #227 PM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Northbound	81 sec	217 sec	22.1 mph	C
	Southbound	198 sec	334 sec	14.2 mph	E
Existing Conditions (Calibration)	Northbound	82 sec	218 sec	22.0 mph	C
	Southbound	199 sec	336 sec	14.3 mph	E
2019 No Action Conditions	Northbound	85 sec	222 sec	21.6 mph	D
	Southbound	211 sec	348 sec	13.8 mph	E
2019 Opening Operations	Northbound	86 sec	223 sec	21.5 mph	D
	Southbound	218 sec	354 sec	13.5 mph	E
2024 No Action Conditions	Northbound	92 sec	229 sec	21.0 mph	D
	Southbound	137 sec	274 sec	17.5 mph	D
2024 Future Year Operations	Northbound	93 sec	230 sec	20.9 mph	D
	Southbound	138 sec	275 sec	17.4 mph	D

The level of service calculations for Arterial Unit #227 are included in the attachments of this report.

7.2 Arterial Unit #228 –128th Street SW

Arterial Unit #228, Airport Road/128th Street SW between SR-99 and the Interstate-5 southbound ramps, is a 1.36 mile long arterial that is critical in the westbound direction during the AM peak-hour and the eastbound and westbound directions during the PM peak-hour. Arterial Unit #228 is an Urban Category III arterial, which has an acceptable arterial travel speed threshold of 10 mph.

Snohomish County has a planned adaptive signal improvement project along Arterial Unit #228 that will allow signals to better handle changes in the flow of traffic. Snohomish County staff identified that optimizing the corridor was the best way to model the planned signal improvements. The signal improvements were modeled by applying a weighted optimization factor for the eastbound and westbound directions in the *Synchro* software. These improvements are anticipated to be implemented in the first quarter of 2019 and has therefore been included in the 2019 and 2024 timelines.

7.2.1. Existing Conditions

The existing arterial travel time data for Arterial Unit #227 was collected by the independent count firm TDG. The calibration during the AM peak-hour is within 2 seconds of total delay and the arterial travel speed is within 0.1 mph of the arterial travel speed from the field data. The eastbound and westbound directions during the PM peak-hour were calibrated to within 13 seconds of total delay and within 0.6 mph, which is within the acceptable thresholds of Snohomish County. It is important to note that the westbound direction during the PM peak-hour was calibrated to a slower speed than the existing conditions and therefore represents a conservative calibration. The arterial unit currently operates at acceptable LOS D in the eastbound and westbound directions during the AM peak-hour. During the PM peak-hour the eastbound direction currently operates at LOS E and the westbound direction operates at LOS D.

7.2.2. 2019 No Action Conditions

The planned corridor signal improvements allow the arterial to operate with less delay and therefore a higher travel speed under the 2019 No Action scenario. The eastbound and westbound directions are anticipated to operate at LOS D or better during the AM peak-hour and LOS E or better during the PM peak-hour.

7.2.3. 2019 Opening Year Operations

The trips from the 2019 Opening Year Operations will increase the delay and decrease the travel speed in the eastbound and westbound directions during the AM and PM peak-hours. However, the arterial level of service will remain at the same levels of service as the 2019 No Action Conditions. The eastbound and westbound directions will operate at LOS D or better during the AM peak-hour and LOS E or better during the PM peak-hour under the 2019 Opening Year Operations.

7.2.4. 2024 No Action Conditions

The travel speeds along Arterial Unit #228 will decrease under the 2024 No Action Conditions, but the arterial is anticipated to continue to operate at acceptable levels of service. The eastbound and westbound directions will continue to operate at LOS D or better during the AM peak-hour and LOS E or better during the PM peak-hour under the 2024 No Action Conditions.

7.2.5. 2024 Future Year Operations

The additional trips from the 2024 Future Year Operations are anticipated to decrease the travel speed along Arterial Unit #228 by less than 1.0 mph during the AM and PM peak-hours. However, the decrease in travel speed will not cause a change in the level of service from the 2024 No Action Conditions. The eastbound and westbound directions will continue to operate at acceptable LOS E or better under the 2024 Future Year Operations.

7.2.6. Conclusions for Arterial Unit #228 – Airport Road/128th Street SW

Arterial Unit #228, Airport Road/128th Street SW between SR-99 and the I-5 southbound ramps, will operate at an acceptable level of service in the eastbound and westbound directions during the AM and PM peak-hours with the Proposed Action. The Snohomish County planned signal improvements along the corridor will help decrease the delay and increase the travel speed along the corridor. The eastbound direction is anticipated to operate at LOS D during the AM peak-hour and LOS E during the PM peak-hour with the 2024 Future Year Operations. The westbound direction is anticipated to operate at LOS C during the AM peak-hour and LOS D during the PM peak-hour with the 2024 Future Year Operations. The AM peak-hour arterial level of service analysis is summarized in Table 16 and the PM peak-hour arterial level of service analysis is summarized in Table 17.

Table 16: Arterial Unit #228 AM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Eastbound	189 sec	329 sec	14.8 mph	D
	Westbound	167 sec	295 sec	16.6 mph	D
Existing Conditions (Calibration)	Eastbound	190 sec	331 sec	14.8 mph	D
	Westbound	162 sec	297 sec	16.5 mph	D
2019 No Action Conditions	Eastbound	159 sec	301 sec	16.3 mph	D
	Westbound	114 sec	248 sec	19.7 mph	C
2019 Opening Operations	Eastbound	176 sec	317 sec	15.4 mph	D
	Westbound	116 sec	250 sec	19.5 mph	C
2024 No Action Conditions	Eastbound	186 sec	327 sec	15.0 mph	D
	Westbound	117 sec	251 sec	19.5 mph	C
2024 Future Year Operations	Eastbound	206 sec	348 sec	14.1 mph	D
	Westbound	119 sec	254 sec	19.3 mph	C

Table 17: Arterial Unit #228 PM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Eastbound	276 sec	445 sec	11.0 mph	E
	Westbound	178 sec	313 sec	15.6 mph	D
Existing Conditions (Calibration)	Eastbound	272 sec	442 sec	11.1 mph	E
	Westbound	191 sec	326 sec	15.0 mph	D
2019 No Action Conditions	Eastbound	214 sec	383 sec	12.8 mph	E
	Westbound	141 sec	275 sec	17.8 mph	D
2019 Opening Operations	Eastbound	227 sec	397 sec	12.3 mph	E
	Westbound	144 sec	279 sec	17.6 mph	D
2024 No Action Conditions	Eastbound	266 sec	436 sec	11.2 mph	E
	Westbound	148 sec	283 sec	17.3 mph	D
2024 Future Year Operations	Eastbound	283 sec	453 sec	10.8 mph	E
	Westbound	153 sec	287 sec	17.0 mph	D

The level of service calculations for Arterial Unit #228 are included in the attachments of this report.

7.3 Arterial Unit #229 – 4th Avenue W

Arterial Unit #229, 4th Avenue W between 128th Street SW and 112th Street SW, is a 1.01 mile long arterial that is critical in the southbound direction during the AM peak-hour and the northbound and southbound directions during the PM peak-hour. Arterial Unit #229 is an Urban Category II arterial, which has an acceptable arterial travel speed threshold of 13 mph.

7.3.1. Existing Conditions

The existing arterial travel time data for Arterial Unit #229 was collected by the independent count firm TDG. The calibration of the northbound direction during the AM and PM peak-hours is to a slower travel speed than the existing data collected in the field. This represents a conservative analysis of the arterial since a slower travel speed is associated with worse operations. The southbound direction was calibrated to within 0.1 mph during the AM and PM peak-hours. The northbound and southbound directions currently operate at LOS D during the AM and PM peak-hours.

7.3.2. 2019 No Action Conditions

The additional trips under the 2019 No Action Conditions are not anticipated to significantly change the operations of the arterial. The northbound and southbound directions are anticipated to remain at LOS D during the AM and PM peak-hours, which is the same level of service as the existing conditions.

7.3.3. 2019 Opening Year Operations

The trips from the 2019 Opening Year Operations will not significantly change the delay or travel speed in the northbound and southbound directions during the AM and PM peak-hours. The arterial level of service will remain at LOS D under the 2019 Opening Year Operations, which is the same level as the 2019 No Action Conditions.

7.3.4. 2024 No Action Conditions

The additional trips under the 2024 No Action Conditions are not anticipated to significantly impact the operations of Arterial Unit #229. The northbound and southbound directions will continue to operate at LOS D during the AM and PM peak-hours with nearly the same travel speed as the 2019 No Action.

7.3.5. 2024 Future Year Operations

The additional trips from the 2024 Future Year Operations are not anticipated to significantly impact the operations of Arterial Unit #229. The northbound and southbound directions will continue to operate at LOS D during the AM and PM peak-hours and the arterial travel speed will decrease by 0.2 mph or less with the additional trips under the 2024 Future Year Operations.

7.3.6. Conclusions for Arterial Unit #229 – 4th Avenue W

Arterial Unit #229, 4th Avenue W between 128th Street SW and 112th Street SW, currently operates at LOS D in the northbound and southbound directions during the AM and PM peak-hours and is anticipated to remain at LOS D through the 2024 Future Year Operations. The AM peak-hour arterial level of service analysis is summarized in Table 18 and the PM peak-hour arterial level of service analysis is summarized in Table 19.

Table 18: Arterial Unit #229 AM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Northbound	63 sec	181 sec	20.0 mph	D
	Southbound	63 sec	181 sec	20.0 mph	D
Existing Conditions (Calibration)	Northbound	82 sec	193 sec	18.8 mph	D
	Southbound	71 sec	182 sec	19.9 mph	D
2019 No Action Conditions	Northbound	82 sec	193 sec	18.8 mph	D
	Southbound	85 sec	196 sec	18.5 mph	D
2019 Opening Operations	Northbound	83 sec	194 sec	18.7 mph	D
	Southbound	85 sec	196 sec	18.5 mph	D
2024 No Action Conditions	Northbound	82 sec	193 sec	18.8 mph	D
	Southbound	87 sec	198 sec	18.3 mph	D
2024 Future Year Operations	Northbound	84 sec	195 sec	18.6 mph	D
	Southbound	87 sec	198 sec	18.3 mph	D

Table 19: Arterial Unit #229 PM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Northbound	76 sec	197 sec	18.4 mph	D
	Southbound	74 sec	200 sec	18.2 mph	D
Existing Conditions (Calibration)	Northbound	100 sec	211 sec	17.2 mph	D
	Southbound	73 sec	199 sec	18.2 mph	D
2019 No Action Conditions	Northbound	101 sec	212 sec	17.1 mph	D
	Southbound	77 sec	203 sec	17.9 mph	D
2019 Opening Operations	Northbound	101 sec	212 sec	17.1 mph	D
	Southbound	77 sec	203 sec	17.9 mph	D
2024 No Action Conditions	Northbound	101 sec	212 sec	17.1 mph	D
	Southbound	78 sec	204 sec	17.8 mph	D
2024 Future Year Operations	Northbound	101 sec	212 sec	17.1 mph	D
	Southbound	78 sec	204 sec	17.8 mph	D

The level of service calculations for Arterial Unit #229 are included in the attachments of this report.

7.4 Arterial Unit #230 – 112th Street SW

Arterial Unit #230, 112th Street SW between Everett City Limit (115th Street SW) and Everett City Limit (Meridian Avenue W), is a 0.70 mile long arterial that is critical in the eastbound and westbound directions during the AM and PM peak-hours. The west Everett City Limit has been assumed to be 115th Street SW and the east City Limit has been assumed to be Meridian Avenue W. Arterial Unit #230 is an Urban Category II arterial, which has an acceptable arterial travel speed threshold of 13 mph.

7.4.1. Existing Conditions

The existing arterial travel time data for Arterial Unit #230 was collected by the independent count firm TDG. The eastbound and westbound directions have been calibrated to within 0.3 mph during the AM and PM peak-hours. The eastbound and westbound directions currently operate at LOA C during the AM peak-hour. The eastbound direction currently operate at LOS D and the westbound direction currently operates at LOS C during the PM peak-hour.

7.4.2. 2019 No Action Conditions

The additional trips under the 2019 No Action Conditions are only anticipated to change the operations of the arterial by 0.3 mph or less during the AM and PM peak-hours. The eastbound and westbound directions will continue to operate at the same level of service as the existing conditions during the AM and PM peak-hours.

7.4.3. 2019 Opening Year Operations

The trips from the 2019 Opening Year Operations will not significantly change the delay or travel speed in the eastbound and westbound directions during the AM and PM peak-hours. The arterial level of service will remain at LOS C for both directions during the AM peak-hour and LOS D for the eastbound direction and LOS C for the westbound direction during the PM peak-hour under the 2019 Opening Year Operations.

7.4.4. 2024 No Action Conditions

The additional trips under the 2024 No Action Conditions will reduce the travel speed from the 2019 No Action Conditions. The eastbound and westbound directions are anticipated to remain at LOS C during AM peak-hour. The eastbound direction is anticipated to drop to LOS E during the PM peak-hour, but the westbound direction is anticipated to remain at LOS C.

7.4.5. 2024 Future Year Operations

The additional trips from the 2024 Future Year Operations are not anticipated to significantly impact the operations of Arterial Unit #230. However, the minor decrease in travel speed will cause the westbound direction during the AM peak-hour to drop from LOS C to LOS D. The decrease in travel speed is only 0.1 mph, but the arterial was on the threshold between LOS C and LOS D under the 2024 No Action Conditions. The other directions are all anticipated to remain at the same levels as the 2024 No Action Conditions with the 2024 Future Year Operations.

7.4.6. Conclusions for Arterial Unit #230 – 112th Street SW

Arterial Unit #230, 112th Street SW between Everett City Limit (115th Street SW) and Everett City Limit (Meridian Avenue W), currently operates at LOS C in both directions during the AM peak-hour. The eastbound direction operate at LOS D and the westbound direction operates at LOS C during the PM peak-hour. The travel speeds along the arterial are anticipated to decrease from the existing conditions to the 2024 Future Year Operations, but the arterial is anticipated to remain at acceptable LOS E or better in both directions during the AM and PM peak-hours. The AM peak-hour arterial level of service analysis is summarized in Table 20 and the PM peak-hour arterial level of service analysis is summarized in Table 21.

Table 20: Arterial Unit #230 AM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Eastbound	32 sec	102 sec	24.4 mph	C
	Westbound	39 sec	110 sec	22.8 mph	C
Existing Conditions (Calibration)	Eastbound	32 sec	102 sec	24.7 mph	C
	Westbound	40 sec	110 sec	22.8 mph	C
2019 No Action Conditions	Eastbound	33 sec	103 sec	24.5 mph	C
	Westbound	42 sec	112 sec	22.5 mph	C
2019 Opening Operations	Eastbound	33 sec	103 sec	24.4 mph	C
	Westbound	42 sec	112 sec	22.5 mph	C
2024 No Action Conditions	Eastbound	34 sec	105 sec	24.1 mph	C
	Westbound	44 sec	115 sec	22.0 mph	C
2024 Future Year Operations	Eastbound	34 sec	105 sec	24.1 mph	C
	Westbound	45 sec	115 sec	21.9 mph	D

Table 21: Arterial Unit #230 PM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Eastbound	69 sec	143 sec	17.5 mph	D
	Westbound	27 sec	100 sec	25.1 mph	C
Existing Conditions (Calibration)	Eastbound	69 sec	144 sec	17.6 mph	D
	Westbound	31 sec	101 sec	24.9 mph	C
2019 No Action Conditions	Eastbound	71 sec	145 sec	17.4 mph	D
	Westbound	31 sec	101 sec	24.9 mph	C
2019 Opening Operations	Eastbound	72 sec	146 sec	17.2 mph	D
	Westbound	31 sec	102 sec	24.8 mph	C
2024 No Action Conditions	Eastbound	74 sec	149 sec	16.9 mph	E
	Westbound	31 sec	102 sec	24.8 mph	C
2024 Future Year Operations	Eastbound	76 sec	150 sec	16.8 mph	E
	Westbound	32 sec	102 sec	24.8 mph	C

The level of service calculations for Arterial Unit #230 are included in the attachments of this report.

7.5 Arterial Unit #231 – Airport Road

Arterial Unit #231, Airport Road between 106th Street SW and Kasch Park Road, is a 1.16 mile long arterial that is impacted with 50 or more directional trips during the AM and PM peak-hours in the northbound and southbound directions. The arterial is only currently classified as a critical arterial by Snohomish County for the northbound direction during the PM peak-hour. Snohomish County staff identified that the critical timeframes for the arterial are associated with Boeing traffic and therefore occur between 6:00 to 7:00 AM and 2:00 to 3:00 PM.

7.5.1. Existing Conditions

The existing arterial travel time data for Arterial Unit #231 was collected by the independent count firm TDG. The northbound direction was able to be calibrated to within 0.3 mph during the AM and PM peak-hours. However, the southbound direction was not able to be calibrated to within 1.0 mph during the AM and PM peak-hours. The southbound direction was calibrated to travel speeds that were approximately 5 to 8 mph slower than the actual travel speeds. The calibrated arterial systems show the arterial operating at a worse level of service, which results in a conservatively low estimate of the arterial operation. Therefore, the calibrated arterial systems for Arterial Unit #231 have been used since they represent a conservative analysis of the arterial operations.

The northbound direction during the AM peak-hour has been calibrated to an arterial travel speed of 31.0 mph, which is equivalent to LOS B, and is 0.3 mph slower than the field data. The southbound direction during the AM peak-hour has been calibrated to LOS B with a travel speed of 30.9 mph, which is 8.0 mph slower than the field data. The northbound direction during the PM peak-hour has been calibrated to a speed of 21.5 mph, which is equivalent to LOS D and is 0.3 mph slower than the field data. The southbound direction during the PM peak-hour has been calibrated to LOS C with a travel speed of 27.2 mph, which is 4.9 mph slower than the field data.

7.5.2. 2019 No Action Conditions

The additional trips due to the Snohomish County pipeline trips will not change the levels of service of Arterial Unit #231 from the existing calibrated levels of service and the travel speeds are anticipated to decrease by 0.3 mph or less. The northbound and southbound directions during the AM peak-hour are anticipated to remain at LOS B. The northbound direction is anticipated to remain at LOS D and the southbound direction is anticipated to remain at LOS C during the PM peak-hour under the 2019 No Action Conditions.

7.5.3. 2019 Opening Year Operations

The trips from the Proposed Action will cause the arterial travel speeds to decrease along Arterial Unit #231 by between 0.8 and 1.5 mph under the 2019 Opening Year Operations. However, the arterial levels of service are anticipated to remain at the same levels as the 2019 No Action Conditions. Both directions are anticipated to operate at LOS B during the AM peak-hour, the northbound direction is anticipated to operate at LOS D during the PM peak-hour and the southbound direction is anticipated to operate at LOS C during the PM peak-hour.

7.5.4. 2024 No Action Conditions

The additional trips under the 2024 No Action Conditions will reduce the travel speed from the 2019 No Action Conditions. However, the arterial level of service will not change under the 2024 No Action Conditions. The arterial is anticipated to operate at LOS D or better in both directions during the AM and PM peak-hours under the 2024 No Action Conditions.

7.5.5. 2024 Future Year Operations

The additional trips from the 2024 Future Year Operations are not anticipated to result in the arterial level of service changing for Arterial Unit #230. However, the minor arterial speed will decrease by between 0.8 and 1.7 mph from the 2024 No Action Conditions with the trips from the Paine Field Commercial Service. The northbound and southbound directions during the AM peak-hour are anticipated to operate at LOS B under the 2024 Opening Year Operations. The northbound direction is anticipated to operate at LOS D and the southbound direction is anticipated to operate at LOS C during the PM peak-hour under the 2024 Future Year Operations.

7.5.6. Conclusions for Arterial Unit #231 – Airport Road

Arterial Unit #231, Airport Road between 106th Street SW and Kasch Park Road, will operate at an acceptable LOS D or better in the northbound and southbound directions during the AM and PM peak-hours with the Proposed Action. The arterial level of service analysis for the AM peak-hour is summarized in Table 22 for the AM peak-hour and Table 23 for the PM peak-hour.

Table 22: Arterial Unit #231 AM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Northbound	33 sec	134 sec	31.3 mph	B
	Southbound	11 sec	108 sec	38.9 mph	A
Existing Conditions (Calibration)	Northbound	33 sec	134 sec	31.0 mph	B
	Southbound	34 sec	135 sec	30.9 mph	B
2019 No Action Conditions	Northbound	33 sec	135 sec	31.0 mph	B
	Southbound	35 sec	136 sec	30.6 mph	B
2019 Opening Operations	Northbound	37 sec	138 sec	30.2 mph	B
	Southbound	42 sec	143 sec	29.1 mph	B
2024 No Action Conditions	Northbound	34 sec	135 sec	30.9 mph	B
	Southbound	36 sec	138 sec	30.3 mph	B
2024 Future Year Operations	Northbound	37 sec	139 sec	30.1 mph	B
	Southbound	44 sec	146 sec	28.6 mph	B

Table 23: Arterial Unit #231 PM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Northbound	82 sec	192 sec	21.8 mph	D
	Southbound	18 sec	127 sec	33.1 mph	B
Existing Conditions (Calibration)	Northbound	84 sec	194 sec	21.6 mph	D
	Southbound	44 sec	154 sec	27.2 mph	C
2019 No Action Conditions	Northbound	86 sec	196 sec	21.3 mph	D
	Southbound	45 sec	155 sec	26.9 mph	C
2019 Opening Operations	Northbound	98 sec	208 sec	20.1 mph	D
	Southbound	55 sec	165 sec	25.4 mph	C
2024 No Action Conditions	Northbound	95 sec	205 sec	20.4 mph	D
	Southbound	46 sec	155 sec	26.9 mph	C
2024 Future Year Operations	Northbound	104 sec	214 sec	19.5 mph	D
	Southbound	55 sec	165 sec	25.3 mph	C

The level of service calculations for Arterial Unit #231 are included in the attachments of this report.

7.6 Arterial Unit #352 – 4th Avenue W

Arterial Unit #352, 4th Avenue W between 112th Street SW and Everett City Limit, is a 0.51 mile long arterial that is critical in the northbound and southbound directions during the AM and PM peak-hours. The north limit of the arterial has been assumed to be 104th Street SW. Arterial Unit #352 is an Urban Category II arterial, which has an acceptable arterial travel speed threshold of 13 mph.

7.6.1. Existing Conditions

The existing arterial travel time data for Arterial Unit #352 was collected by the independent count firm TDG. The calibration of the northbound direction during the AM and PM peak-hours is to a slower travel speed than the existing data collected in the field. This represents a conservative analysis of the arterial since a slower travel speed is associated with worse operations. The field data shows that the northbound direction during the PM peak-hour operates at LOS B; however, the calibrated arterial operates at LOS C. The southbound direction was calibrated to within 0.1 mph during the AM and PM peak-hours. The northbound direction operates at LOS B during the AM peak-hour and LOS C during the PM peak-hour. The southbound direction currently operates at LOS D during the AM and PM peak-hours.

7.6.2. 2019 No Action Conditions

The additional trips under the 2019 No Action Conditions are not anticipated to significantly change the operations of the arterial. The northbound and southbound directions are anticipated to remain at the same level of service as the existing conditions, which is LOS D or better.

7.6.3. 2019 Opening Year Operations

The trips from the 2019 Opening Year Operations will not significantly change the delay or travel speed in the northbound and southbound directions during the AM and PM peak-hours. The arterial level of service will remain at LOS D or better under the 2019 Opening Year Operations.

7.6.4. 2024 No Action Conditions

The additional trips under the 2024 No Action Conditions are not anticipated to significantly impact the operations of Arterial Unit #352. The northbound and southbound directions will continue to operate at nearly the same travel speed as the 2019 No Action Conditions.

7.6.5. 2024 Future Year Operations

The additional trips from the 2024 Future Year Operations are not anticipated to significantly impact the operations of Arterial Unit #352. The northbound direction will continue to operate at LOS B during the AM peak-hour and LOS C during the PM peak-hour. The southbound direction will operate at LOS D during the AM and PM peak-hour.

7.6.6. Conclusions for Arterial Unit #352 – 4th Avenue W

Arterial Unit #352, 4th Avenue W between 112th Street SW and Everett City Limit, currently operates at LOS B and LOS C in the northbound direction during the AM and PM peak-hours, respectively. The southbound direction currently operates at LOS D during the AM and PM peak-hours. These levels of service are not anticipated to change from the existing to the 2024 Future Year Operations. The AM peak-hour arterial level of service analysis is summarized in Table 24 and the PM peak-hour arterial level of service analysis is summarized in Table 25.

Table 24: Arterial Unit #352 AM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Northbound	2 sec	58 sec	31.6 mph	B
	Southbound	42 sec	97 sec	18.9 mph	D
Existing Conditions (Calibration)	Northbound	4 sec	60 sec	30.5 mph	B
	Southbound	41 sec	97 sec	18.8 mph	D
2019 No Action Conditions	Northbound	4 sec	60 sec	30.5 mph	B
	Southbound	42 sec	97 sec	18.7 mph	D
2019 Opening Operations	Northbound	4 sec	60 sec	30.5 mph	B
	Southbound	42 sec	97 sec	18.7 mph	D
2024 No Action Conditions	Northbound	4 sec	60 sec	30.4 mph	B
	Southbound	42 sec	98 sec	18.6 mph	D
2024 Future Year Operations	Northbound	4 sec	60 sec	30.4 mph	B
	Southbound	43 sec	98 sec	18.5 mph	D

Table 25: Arterial Unit #352 PM Peak-Hour Level of Service Summary

Analysis Scenario	Direction	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	Northbound	1 sec	63 sec	28.8 mph	B
	Southbound	47 sec	105 sec	17.3 mph	D
Existing Conditions (Calibration)	Northbound	10 sec	71 sec	25.8 mph	C
	Southbound	50 sec	106 sec	17.2 mph	D
2019 No Action Conditions	Northbound	10 sec	71 sec	25.8 mph	C
	Southbound	50 sec	106 sec	17.2 mph	D
2019 Opening Operations	Northbound	10 sec	71 sec	25.7 mph	C
	Southbound	50 sec	106 sec	17.2 mph	D
2024 No Action Conditions	Northbound	11 sec	72 sec	25.4 mph	C
	Southbound	51 sec	107 sec	17.1 mph	D
2024 Future Year Operations	Northbound	11 sec	72 sec	25.3 mph	C
	Southbound	51 sec	107 sec	17.0 mph	D

The level of service calculations for Arterial Unit #352 are included in the attachments of this report.

7.7 Summary of Arterial Impacts

The Proposed Action will impact six Snohomish County arterials with 3 or more peak-hour trips in the critical direction or with 50 or more peak-hour trips. The arterials analyzed under the requirements of Snohomish County Code 30.66B will operate at acceptable levels of service under the 2019 Opening Year Operations and 2024 Future Year Operations. No additional improvements beyond the planned improvements by the City of Mukilteo affecting the intersection of SR-525 at Beverly Park Road and planned signal improvements along Arterial #228 will be required to ensure the impacted arterials operate acceptably with the Proposed Action. The Paine Field Commercial Service should therefore be considered concurrent based on the requirements of SCC 30.66B.

8. INTERSECTION ANALYSIS FOR SURROUNDING JURISDICTIONS

The trips from the Proposed Action will impact intersections within the surrounding jurisdictions of WSDOT, the City of Mukilteo and the City of Everett. Snohomish County has an interlocal agreement with WSDOT and the City of Mukilteo that provides the methodology for determining which intersections are to be analyzed. There is not an interlocal agreement between Snohomish County and the City of Everett and therefore the analysis of impacts to intersections within the City of Everett has been performed to satisfy SEPA requirements, after detailed scoping with the City of Everett staff, and WSDOT scoping requirements.

The WSDOT, City of Mukilteo and City of Everett intersections that have been analyzed as part of this report are summarized in Table 26.

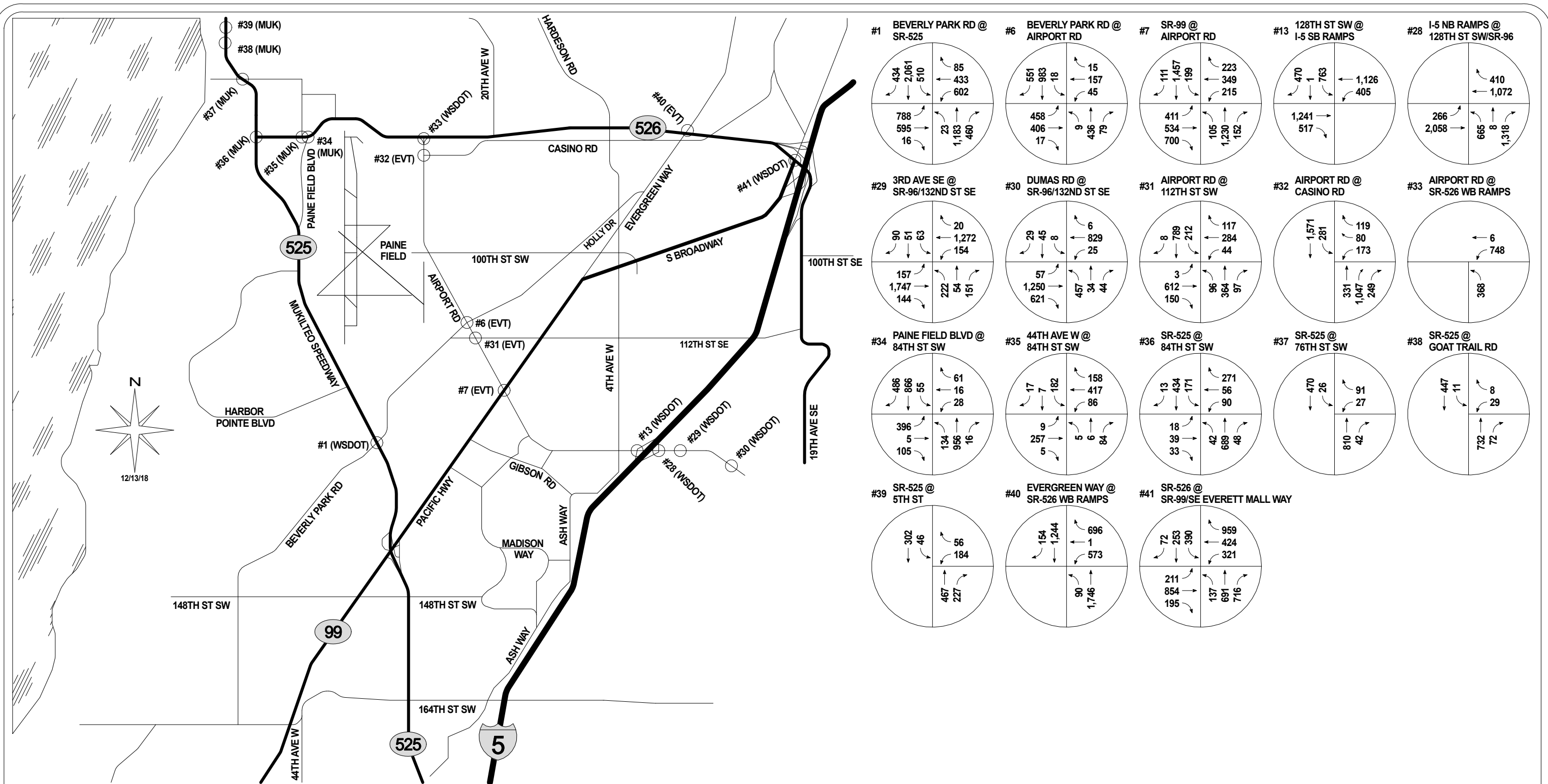
Table 26: Intersections Analyzed for Surrounding Jurisdictions

Intersection	Jurisdiction
1. SR-525 at Beverly Park Road	WSDOT
6. Airport Road at Beverly Park Road	City of Everett
7. SR-99 at Airport Road	City of Everett
13. I-5 Southbound Ramps at 128 th Street SW	WSDOT
28. I-5 Northbound Ramps at 128 th Street SW/SR-96	WSDOT
29. 3 rd Avenue SE at SR-96/132 nd Street SE	WSDOT
30. Dumas Road at SR-96/132 nd Street SE	WSDOT
31. Airport Road at 112 th Street SW	City of Everett
32. Airport Road at Casino Road	City of Everett
33. Airport Road at SR-526 Westbound Ramps	WSDOT
34. SR-526/Paine Field Boulevard at 84 th Street SW	City of Mukilteo
35. 44 th Avenue W at 84 th Street SW	City of Mukilteo
36. SR-525 at 84 th Street SW	City of Mukilteo
37. SR-525 at 76 th Street SW	City of Mukilteo
38. SR-525 at Goat Trail Road	City of Mukilteo
39. SR-525 at 5 th Street	City of Mukilteo
40. Evergreen Way at SR-526 Westbound Ramps	City of Everett
41. SR-526 at SR-99/SE Everett Mall Way	WSDOT

The analysis of intersections for surrounding jurisdictions is based on the interlocal agreements, the typical methodology for analysis of intersections and historical scoping discussions with surrounding jurisdictions. WSDOT, the City of Mukilteo and the City of Everett have identified the PM peak-hour as the required analysis period under their interlocal agreements or under their own standards.

The City of Mukilteo intersections meeting the threshold for analysis for this report are along principal arterials, which have a level of service threshold of LOS E. The City of Everett uses a level of service threshold of LOS D and WSDOT uses a threshold of LOS D along SR-525 and SR-526. It is important to note that WSDOT utilizes a threshold of LOS E for the I-5 ramps intersections based on the interlocal agreement with Snohomish County. The typical threshold for analysis of WSDOT intersections in unincorporated Snohomish County is 10 PM peak-hour trips. WSDOT intersections in the City of Mukilteo or City of Everett follow the respective city threshold for analysis. The City of Mukilteo uses a threshold of 10 directional peak-hour trips at arterial intersections while the City of Everett uses a threshold of 50 PM peak-hour trips. WSDOT requested that the intersection of Evergreen Way at SR-526 westbound ramps be analyzed even though the impacts of the Proposed Action do not meet the threshold for the City of Everett, which controls and operates the intersection.

The existing turning movements for the SEPA intersection analysis are shown in Figure 15 and the 2019 No Action Conditions turning movements are shown in Figure 16. The trips generated by the Proposed Action used for the SEPA intersection analysis are shown in Figure 17 and the turning movements for the 2019 Opening Year Operations are shown in Figure 18. The turning movements for the 2024 No Action Conditions and 2024 Future Year Operations are shown in Figure 19 and Figure 20, respectively.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 15
EXISTING
SEPA INTERSECTION
TURNING MOVEMENTS

SNOHOMISH COUNTY

LEGEND

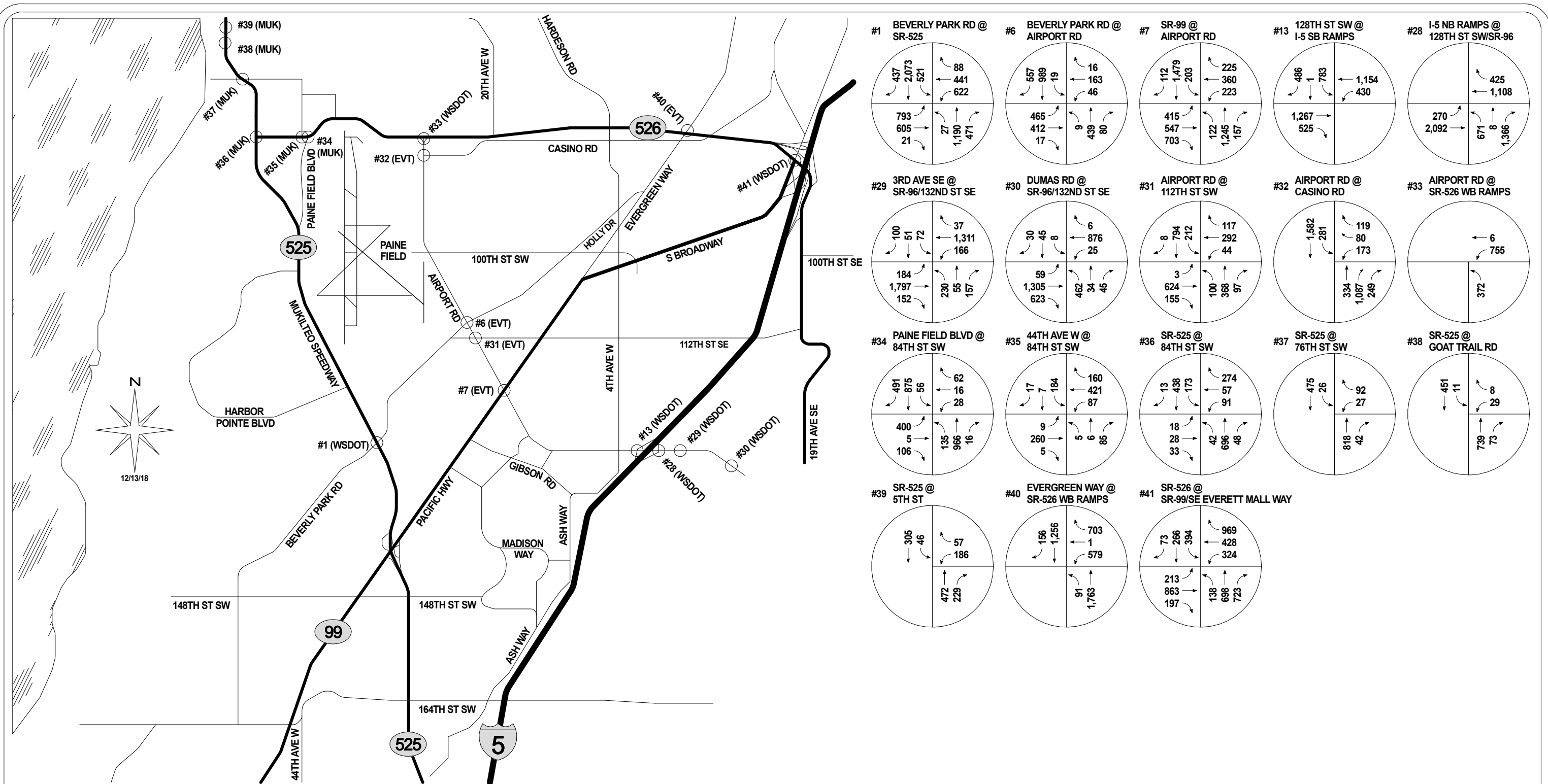
xxx →

PM PEAK-HOUR
TURNING MOVEMENT VOLUMES



INTERSECTION NUMBER (JURISDICTION)

JURISDICTIONS:
WSDOT - WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
MUK - CITY OF MUKILTEO
EVT - CITY OF EVERETT



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

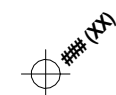
FIGURE 16
2019 NO ACTION
SEPA INTERSECTION
TURNING MOVEMENTS

SNOHOMISH COUNTY

LEGEND

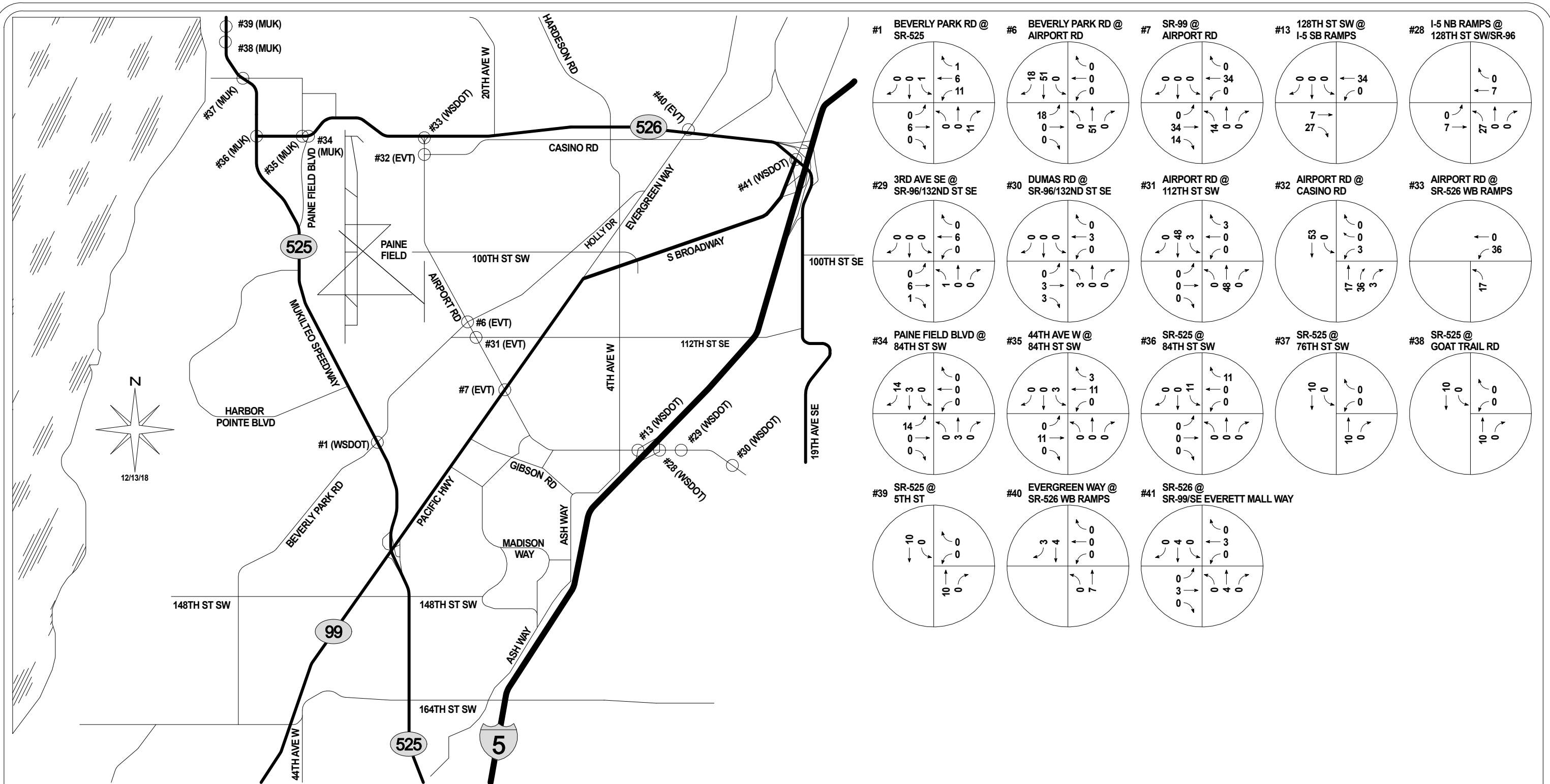
XXX →

PM PEAK-HOUR
TURNING MOVEMENT VOLUMES



INTERSECTION NUMBER (JURISDICTION)

JURISDICTIONS:
WSDOT - WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
MUK - CITY OF MUKILTEO
EVT - CITY OF EVERETT



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 17
PROPOSED ACTION GENERATED
SEPA INTERSECTION
TURNING MOVEMENTS

SNOHOMISH COUNTY

LEGEND

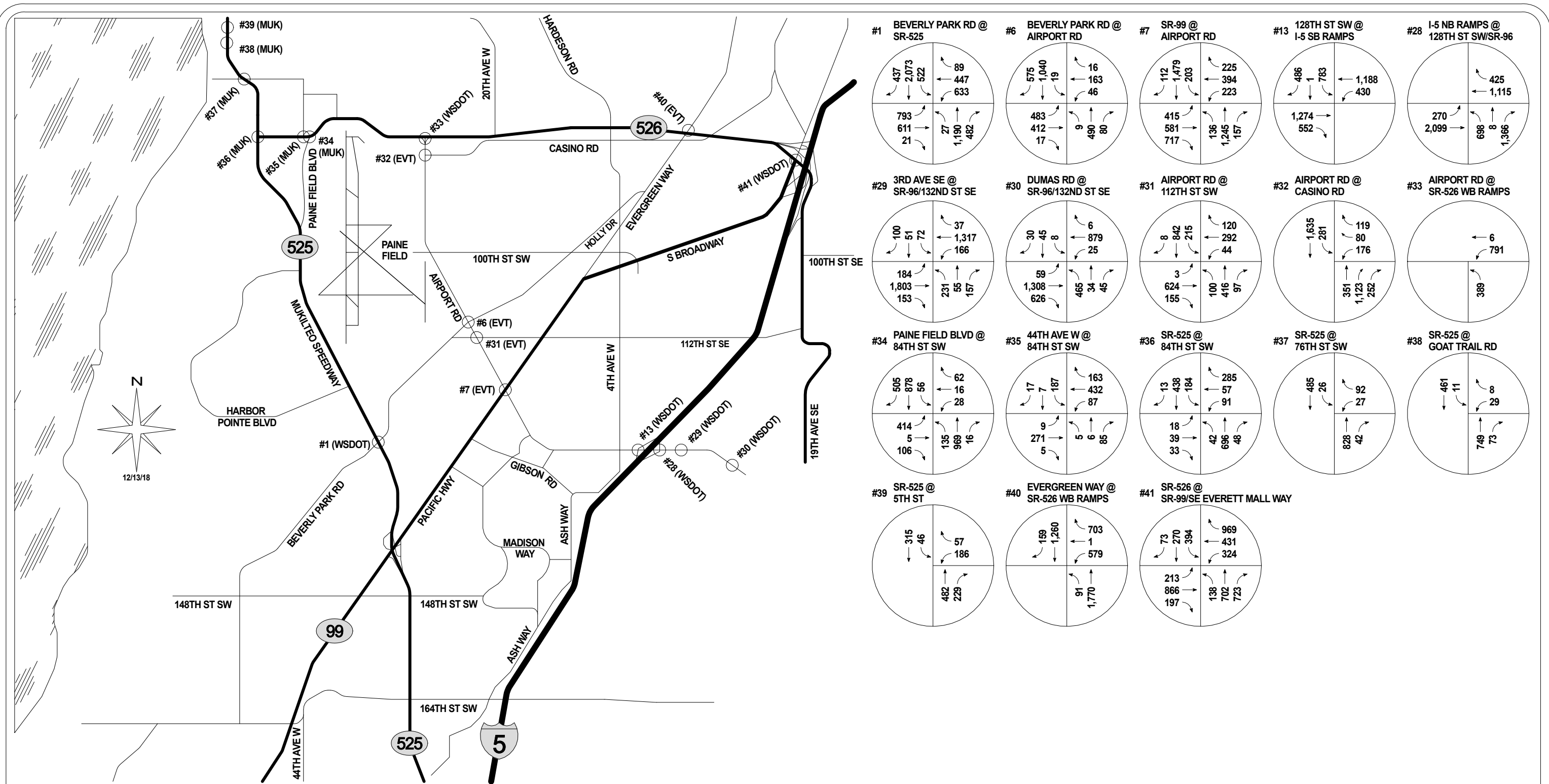
xxx →

PM PEAK-HOUR
TURNING MOVEMENT VOLUMES



INTERSECTION NUMBER (JURISDICTION)

JURISDICTIONS:
WSDOT - WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
MUK - CITY OF MUKILTEO
EVT - CITY OF EVERETT



GIBSON TRAFFIC CONSULTANTS

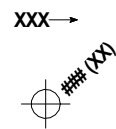
TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 18
2019 OPENING YEAR OPERATIONS
SEPA INTERSECTION
TURNING MOVEMENTS

SNOHOMISH COUNTY

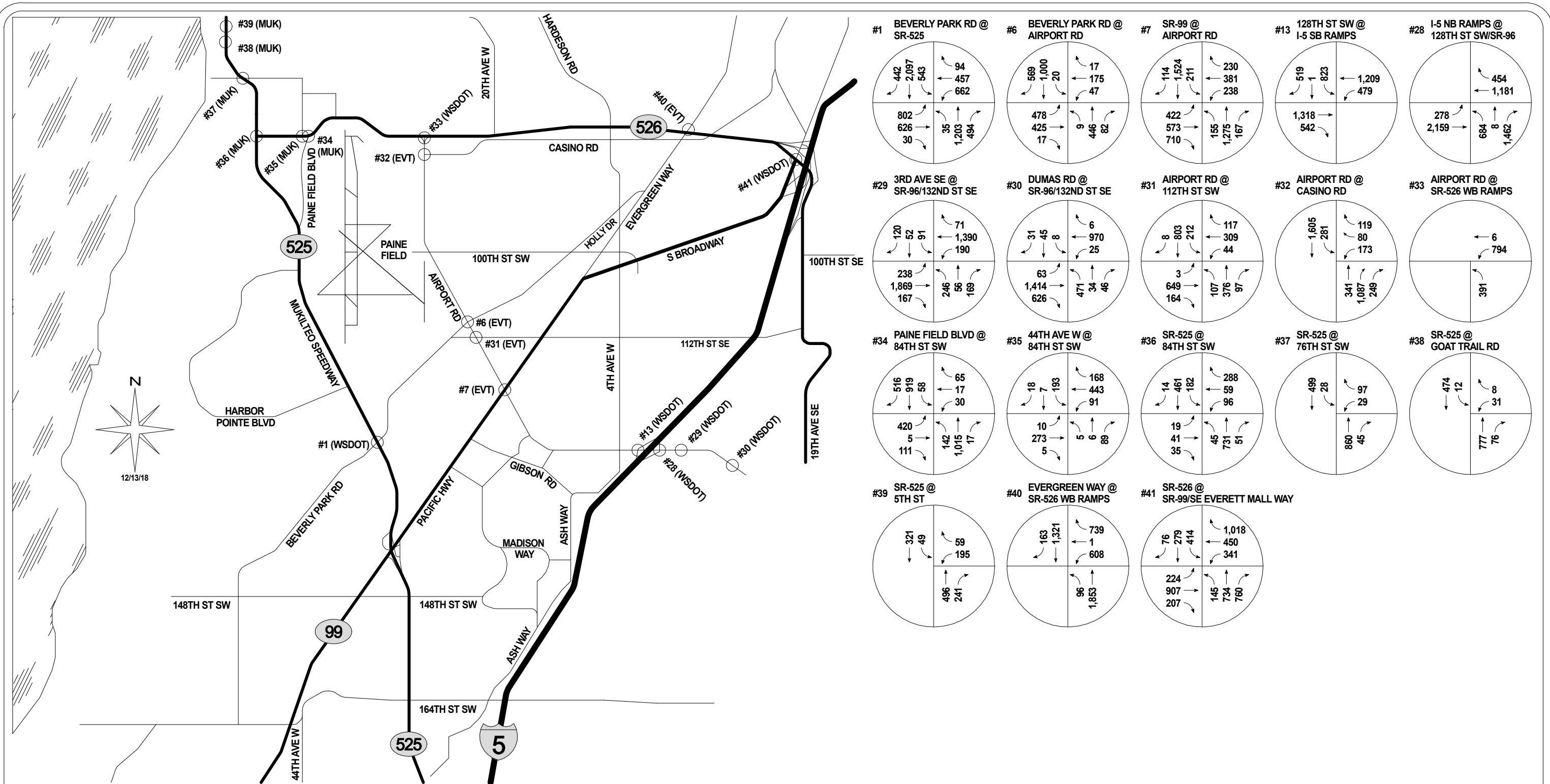
LEGEND



PM PEAK-HOUR
TURNING MOVEMENT VOLUMES

INTERSECTION NUMBER (JURISDICTION)

JURISDICTIONS:
WSDOT - WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
MUK - CITY OF MUKILTEO
EVT - CITY OF EVERETT



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

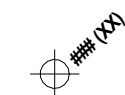
FIGURE 19
2024 NO ACTION
SEPA INTERSECTION
TURNING MOVEMENTS

SNOHOMISH COUNTY

LEGEND

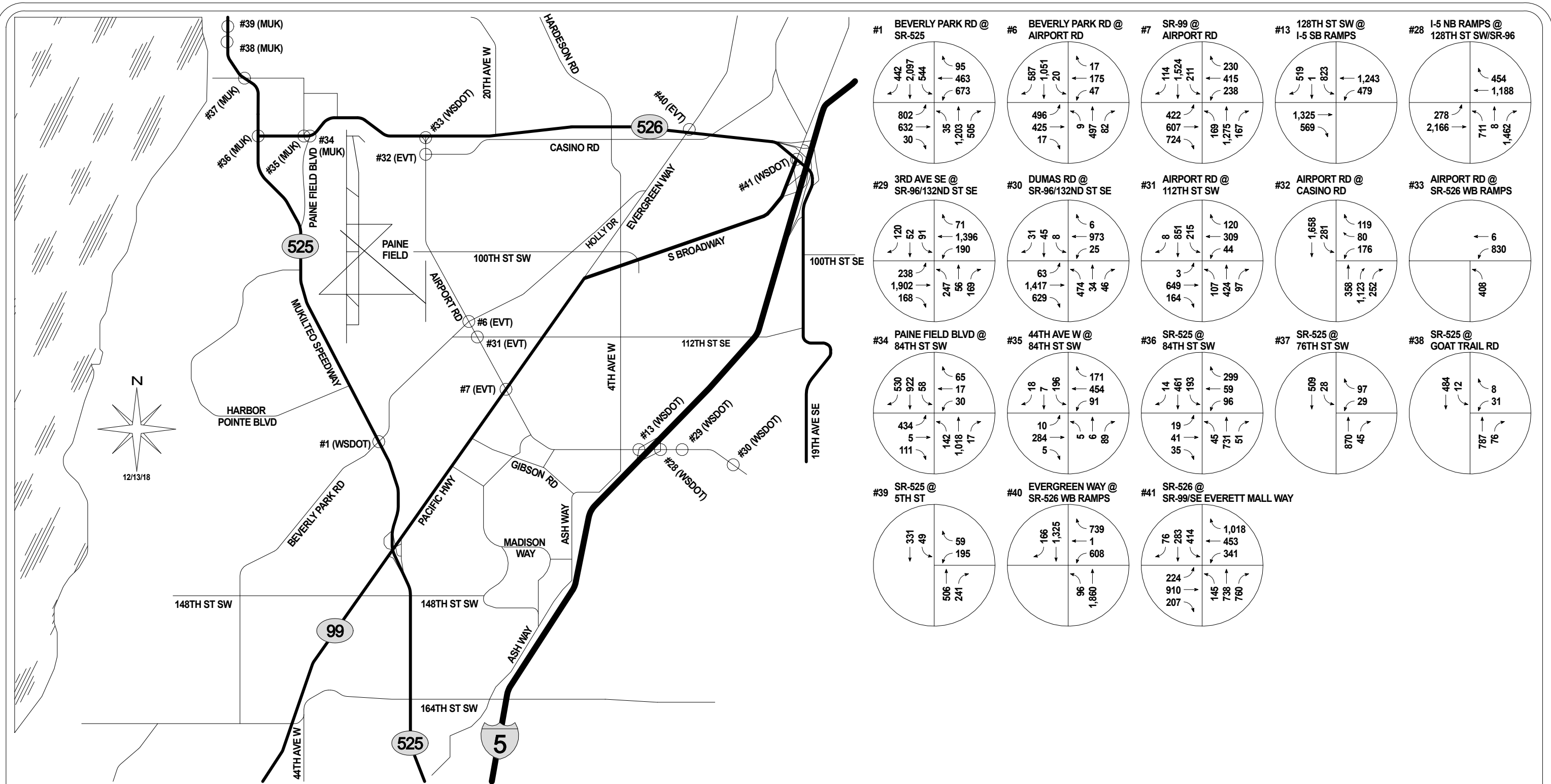
xxx →

PM PEAK-HOUR
TURNING MOVEMENT VOLUMES



INTERSECTION NUMBER (JURISDICTION)

JURISDICTIONS:
WSDOT - WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
MUK - CITY OF MUKILTEO
EVT - CITY OF EVERETT



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

FIGURE 20
2024 FUTURE YEAR OPERATIONS
SEPA INTERSECTION
TURNING MOVEMENTS

SNOHOMISH COUNTY

LEGEND

xxx →

PM PEAK-HOUR
TURNING MOVEMENT VOLUMES



INTERSECTION NUMBER (JURISDICTION)

JURISDICTIONS:
WSDOT - WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
MUK - CITY OF MUKILTEO
EVT - CITY OF EVERETT

8.1 Existing Conditions

The existing interlocal and SEPA analysis shows that the majority of the study intersections operate within acceptable levels of service. There are four WSDOT intersection that currently operates at LOS F:

1. SR-525 at Beverly Park Road
13. I-5 Southbound Ramps at 128th Street SW
28. I-5 Northbound Ramps at 128th Street SW/SR-96
41. SR-526 at SR-99/SE Everett Mall way

These intersections are addressed in more detail later in this report.

8.2 2019 No Action Conditions

The 2019 No Action level of service analysis shows that the majority of the study intersections will continue to operate at an acceptable level of service. The intersection of SR-99 at Airport Road, a City of Everett intersection, is anticipated to degrade to LOS F. The signal improvements planned by Snohomish County along the 128th Street SW corridor are anticipated to allow the intersection of the I-5 Southbound Ramps at 128th Street SW to operate at acceptable LOS E. The intersections operating at LOS F are discussed in more detail later in this report.

8.3 2019 Opening Year Operations

The trips from the Proposed Action will increase delay at the SEPA intersections, but will not change the anticipated level of service under the 2019 Opening Year Operations. The four intersections anticipated to operate at LOS F under the 2019 No Action Conditions are anticipated to remain at LOS F under the 2019 Opening Year Operations. The majority of SEPA intersections will continue to operate at an acceptable level of service under the 2019 Opening Year Operations.

8.4 2024 No Action Conditions

The 2024 No Action level of service analysis shows that the majority of the study intersections will continue to operate at an acceptable level of service. There are seven intersections that are anticipated to operate at LOS F under the 2024 No Action Conditions:

1. SR-525 at Beverly Park Road
7. SR-99 at Airport Road
13. I-5 Southbound Ramps at 128th Street SW
28. I-5 Northbound Ramps at 128th Street SW/SR-96
29. 3rd Avenue SE at SR-96/132nd Street SE
38. SR-525 at Goat Trail Road
41. SR-526 at SR-99/SE Everett Mall Way

These intersections are discussed in more detail later in this report.

8.5 2024 Future Year Operations

The trips from the Proposed Action will increase delay at the SEPA intersections, but will not change the anticipated level of service under the 2024 Future Year Operations. The seven intersections anticipated to operate at LOS F under the 2024 No Action Conditions are anticipated to remain at LOS F under the 2024 Future Year Operations. The majority of SEPA intersections will continue to operate at an acceptable level of service under the 2024 Future Year Operations.

8.6 Summary of Impacts to Intersections of Surrounding Jurisdictions

The trips from the Proposed Action are not anticipated to cause any of the study intersections for the surrounding jurisdictions to operate below acceptable thresholds either during the 2019 Opening Year Operations or the 2024 Future Year Operations. The Proposed Action will add trips to four intersections operating at LOS F under the 2019 No Action Conditions and seven intersections that operate at LOS F under the 2024 No Action Conditions. A summary of the intersection level of service analysis for the surrounding jurisdictions is included in Table 27.

The intersections that are anticipated at LOS F are:

1. SR-525 at Beverly Park Road
7. SR-99 at Airport Road
13. I-5 Southbound Ramps at 128th Street SW (2024 conditions)
28. I-5 Northbound Ramps at 128th Street SW/SR-96
29. 3rd Avenue SE at SR-96/132nd Street SE (2024 conditions)
38. SR-525 at Goat Trail Road (2024 conditions)
41. SR-526 at SR-99/SE Everett Mall Way

These intersections are discussed in more detail in the following section.

Table 27: Level of Service Summary for Surrounding Jurisdictions

Intersection	Existing Conditions		2019 No Action Conditions		2019 Opening Year Operations		2024 No Action Conditions		2024 Future Year Operations	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. SR-525 at Beverly Park Road	F	154.3 sec	F	164.0 sec	F	165.5 sec	F	209.4 sec	F	211.7 sec
6. Beverly Park Road at Airport Road	C	28.2 sec	C	28.6 sec	C	29.4 sec	C	29.4 sec	C	30.3 sec
7. SR-99 at Airport Road	E	79.5 sec	F	84.1 sec	F	89.0 sec	F	94.9 sec	F	100.3 sec
13. I-5 Southbound Ramps at 128 th Street SW	F	90.5 sec	E	77.8 sec	E	79.0 sec	F	97.5 sec	F	99.2 sec
28. I-5 Northbound Ramps at 128 th Street SW/SR-96	F	138.4 sec	F	146.0 sec	F	147.4 sec	F	167.3 sec	F	170.1 sec
29. 3 rd Avenue SE at SR-96/132 nd Street SE	E	58.8 sec	E	67.2 sec	E	67.7 sec	F	89.4 sec	F	90.0 sec
30. Dumas Road at SR-96/132 nd Street SE	C	32.4 sec	C	33.4 sec	C	33.6 sec	D	36.5 sec	D	36.7 sec
31. Airport Road at 112 th Street SW	C	24.4 sec	C	24.6 sec	C	25.2 sec	C	25.3 sec	C	25.8 sec
32. Airport Road at Casino Road	D	41.9 sec	D	47.5 sec	D	52.8 sec	D	47.2 sec	D	52.5 sec
33. Airport Road at SR-526 Westbound Ramps	B	13.5 sec	B	13.6 sec	B	13.9 sec	B	14.0 sec	B	14.3 sec
34. SR-526/Paine Field Boulevard at 84 th Street SW	C	27.4 sec	C	27.7 sec	C	28.2 sec	C	29.1 sec	C	29.6 sec
35. 44 th Avenue W at 84 th Street SW	A	9.4 sec	A	9.4 sec	A	9.5 sec	A	9.6 sec	A	9.7 sec
36. SR-525 at 84 th Street SW	D	36.1 sec	D	36.9 sec	D	37.7 sec	D	41.0 sec	D	42.1 sec
37. SR-525 at 76 th Street SW	C	20.9 sec	C	21.2 sec	C	21.5 sec	C ^{A5}	23.2 sec 6.9 sec	C ^{A5}	23.6 sec 7.1 sec
38. SR-525 at Goat Trail Road	E	41.9 sec	E	43.0 sec	E	44.7 sec	F ^{A5}	52.7 sec 5.4 sec	F ^{A5}	55.2 sec 5.4 sec
39. SR-525 at 5 th Street	C	25.3 sec	C	25.9 sec	C	26.5 sec	C	29.9 sec	C	30.9 sec
40. Evergreen Way at SR-526 Westbound Ramps	C	29.6 sec	C	30.1 sec	C	30.1 sec	C	33.2 sec	C	33.1 sec
41. SR-526 at SR-99/SE Everett Mall Way	F	103.1 sec	F	106.2 sec	F	107.2 sec	F	123.1 sec	F	124.2 sec

The level of service calculations for the SEPA intersection analysis are included in the attachments of this report.

⁵ Includes improvement identified in the City of Mukilteo Cost Fee Basis.

8.7 SEPA Intersections Operating at LOS F

The Paine Field Commercial Service will not cause any of the SEPA intersections analyzed as part of this report to operate at LOS F, but will add trips to intersections that are anticipated to operate at LOS F. These intersections are:

1. SR-525 at Beverly Park Road
7. SR-99 at Airport Road
13. I-5 Southbound Ramps at 128th Street SW (2024 conditions)
28. I-5 Northbound Ramps at 128th Street SW/SR-96
29. 3rd Avenue SE at SR-96/132nd Street SE (2024 conditions)
38. SR-525 at Goat Trail Road (2024 conditions)
41. SR-526 at SR-99/SE Everett Mall Way

8.7.1. SR-525 at Beverly Park Road

The City of Mukilteo Harbour Reach Corridor Project is funded improvement to create a link between Beverly Park Road and Harbour Point Boulevard, west of SR-525, which will reduce the volume of trips at the intersection of SR-525 at Beverly Park Road. Traffic mitigation fees for the City of Mukilteo are identified later in this report. These traffic mitigation fees will help fund this planned improvement and therefore mitigate the impacts of the Paine Field Commercial Service on the intersection of SR-525 at Beverly Park Road.

8.7.2. SR-99 at Airport Road

The intersection of SR-99 at Airport Road currently operates at LOS E and is anticipated to degrade to LOS F under the 2019 and 2024 No Action Conditions. The City of Everett has indicated that additional capacity improvements for single-occupancy vehicles to this intersection are not practical due to the existing channelization and lack of right-of-way. However, Community Transit has instituted the SWIFT bus rapid transit along the SR-99 corridor and has further transit improvements in the area along Airport Road and 128th Street SW.

8.7.3. I-5 Southbound Ramps at 128th Street SW

The intersection of the I-5 Southbound Ramps at 128th Street SW currently operates at LOS F, but is anticipated to operate at LOS E under the 2019 No Action and 2019 Opening Year Operations with the planned signal improvements. However, the intersection is anticipated to operate at LOS F under the 2024 No Action and 2024 Future Year Operations. WSDOT does not have identified improvements for this intersection; however, WSDOT traffic mitigation fees have been identified to mitigate the impacts of the Paine Field Commercial Service. These traffic mitigation fees are discussed in more detail later in this report.

8.7.4. I-5 Northbound Ramps at 128th Street SW/SR-96

The intersection of the I-5 Northbound Ramps at 128th Street SW/SR-96 currently operates at LOS F and is anticipated to continue to operate at LOS F with the Paine Field Commercial Service. WSDOT does not have identified improvements for this intersection; however, WSDOT traffic mitigation fees have been identified to mitigate the impacts of the Paine Field Commercial Service. These traffic mitigation fees are discussed in more detail later in this report.

8.7.5. 3rd Avenue SE at SR-96/132nd Street NE

The intersection of 3rd Avenue SE at SR-96/132nd Street NE is anticipated to operate at LOS F under the 2024 No Action operations and continue operating at LOS F with the Paine Field Commercial Service. WSDOT does not have identified improvements for this intersection; however, WSDOT traffic mitigation fees have been identified to mitigate the impacts of the Paine Field Commercial Service. These traffic mitigation fees are discussed in more detail later in this report.

8.7.6. SR-525 at Goat Trail Road

The City of Mukilteo has improvements identified in the cost fee basis to signalize the intersection of SR-525 at Goat Trail Road. Traffic mitigation fees have been identified later in this report based on the guidelines of the interlocal between Snohomish County and the City of Mukilteo to mitigate the impacts of the trips from the Paine Field Commercial Service.

8.7.7. SR-526 at SR-99/SE Everett Mall Way

The intersection of SR-526 at SR-99/SE Everett Mall Way currently operates at LOS F and is anticipated to continue to operate at LOS F with the Paine Field Commercial Service. WSDOT does not have identified improvements for this intersection; however, WSDOT traffic mitigation fees have been identified to mitigate the impacts of the Paine Field Commercial Service. These traffic mitigation fees are discussed in more detail later in this report.

9. MITIGATION

The Washington GMA and RCW 82.02.050(2) authorize local jurisdictions to establish proportionate share traffic mitigation fees in order to fund capital facilities, such as roads and intersections. Snohomish County Code (SCC) 30.66B applies that authority to developments in order to fund road improvements that would accommodate development. Additionally, through SCC 30.66B and SEPA, Snohomish County has established reciprocal traffic mitigation fee interlocal agreements with WSDOT and the City of Mukilteo that are within the influence area of the Proposed Action.

The Proposed Action is located in Snohomish County, which assesses Transportation Demand Management and general traffic mitigation fees for new trips generated within unincorporated Snohomish County. The Snohomish County, WSDOT and City of Mukilteo traffic mitigation fees are assessed, regardless of a development's impact on the surrounding arterials and intersections. Transportation Demand Management can be satisfied through on-site improvement or payment of the Transportation Demand Management mitigation fee.

Snohomish County does not have an interlocal agreement with the City of Everett for the payment of mitigation fees. However, the City of Everett can request mitigation for impacts to City of Everett intersections through SEPA if it is determined there is a significant impact. The mitigation fee calculations below are based on the current Proposed Action.

9.1 Transportation Demand Management

Snohomish County imposes Transportation Demand Management (TDM) as a way to reduce single-occupancy vehicles during the AM and PM peak-hours. TDM mitigation can be satisfied by paying a fee or providing adequate on-site measures. SCC 60.66B.640 requires pedestrian improvements and bicycle parking to satisfy the on-site TDM requirements.

An existing pedestrian walkway from Airport Road to the Proposed Action will satisfy the on-site pedestrian walkway measures of TDM. Bicycle parking spaces for 6 bicycles, equal to 2% of the peak-hour trips generated by the Proposed Action, will need to be provided to satisfy the bicycle portion of the TDM requirements.

Providing these on-site measures will mean that TDM mitigation fees are not required and a 5% reduction in trip generation is applicable to the Proposed Action. This 5% reduction has not been applied to any of the arterial or intersection analysis previously identified in this report. This 5% reduction has only been applied to the traffic mitigation fee calculations identified below.

9.2 Snohomish County

The Paine Field Commercial Service is considered a commercial development for the purposes of assessing Snohomish County traffic mitigation fees. Snohomish County traffic mitigation fees are \$227 per daily trip for commercial developments inside the Urban Growth Area (UGA). The Paine Field Commercial Service is anticipated to generate 2,075 off-site daily trips under the 2024 Future Year Operations. The Snohomish County traffic mitigation fees for 2,075 average daily trips are \$447,473.75 with the 5% credit for the on-site TDM measures. These mitigation fees are assessed by Snohomish County regardless of the impact a project has on Snohomish County arterials.

9.3 Washington State Department of Transportation

WSDOT has established an area-wide traffic mitigation fee of \$36 per daily trip for developments in Snohomish County. The 2,075 off-site daily trips generated under the 2024 Future Year Operations result in WSDOT traffic mitigation fees of \$70,965.00 with the 5% credit for the on-site TDM measures. These traffic mitigation fees should adequately address the impacts of the development to WSDOT intersections operating or anticipated to operate at LOS F.

9.4 City of Mukilteo

Snohomish County and the City of Mukilteo have an interlocal agreement that provides for reciprocal mitigation fees between the two jurisdictions. The Paine Field Commercial Service is located in Zone 4 of the interlocal agreement. Projects in Zone 4 have a predetermined impact of 25% on City of Mukilteo roadways, based on the interlocal agreement. The current City of Mukilteo traffic mitigation fee is \$1,875 per PM peak-hour trip. The Paine Field Commercial Service is anticipated to generate 278 off-site PM peak-hour trips under the 2019 Opening Year and 2024 Future Year Operations. The City of Mukilteo traffic mitigation fee, based on a 25% impact for 278 off-site trips and a mitigation fee of \$1,875 per PM peak-hour trip, is \$123,796.88 with the 5% credit for the on-site TDM measures. These traffic mitigation fees should adequately mitigate the impacts of the Paine Field Commercial Service on City of Mukilteo intersections operating at LOS F since both intersections are identified in the City of Mukilteo cost fee basis.

9.5 City of Everett

Snohomish County and the City of Everett do not have an interlocal agreement that provides for reciprocal traffic mitigation fees. However, the Proposed Action will add trips to the intersection of SR-99 at Airport Road, which is anticipated to operate at deficient LOS F. City of Everett staff previously indicated that additional improvements for single-occupancy vehicles are not planned.

It is at the discretion of the City of Everett as to whether mitigation fees for impacts to the intersection of SR-99 at Airport Road are required. If they are required, the traffic mitigation fees for trips from the Proposed Action should not be in excess of the proportionate share. The trips from the Proposed Action will account for 96 of the 6,096 trips anticipated at the intersection under the 2024 Future Year Operations (see pages H-7 of the attachments). These trips will account for a proportionate share of 1.57%. The impact of trips from the Paine Field Commercial Service should not be considered significant since the impact of trips is less than 2%, the change in delay is less than 5.0 seconds with the Proposed Action and the intersection will operate at LOS F regardless of the Paine Field Commercial Service.

9.6 Summary of Traffic Mitigation Fees

The Paine Field Commercial Service is anticipated to generate up to 2,212 off-site daily trips and 278 off-site PM peak-hour trips under the 2024 Future Year Operations. The traffic mitigation fees to mitigate the impacts of these trips are summarized in Table 28.

Table 28: Traffic Mitigation Fee Summary

Jurisdiction	Fee per Trip Type	Trip Type	Trips	Mitigation Fee with 5% TDM reduction
Snohomish County	\$227	ADT	2,075	\$447,473.75
WSDOT	\$36	ADT	2,075	\$70,965.00
City of Mukilteo	\$1,875	25% of PM Peak-Hour	69.50	\$123,796.88
TOTAL				\$642,235.63

The traffic mitigation fees for the Proposed Action include a 5% reduction for on-site TDM measures. These fees do not account for traffic mitigation fees that have already been paid.

10. CONCLUSIONS

The Paine Field Commercial Service is anticipated to result in 2,075 average daily trips and 278 peak-hour trips impacting the surrounding roadways and intersections based on the 2024 Future Year Operations. The trip generation includes the assumption that three arrivals and three departures, two of the Embraer 175 aircraft and one of the Boeing 737 aircraft, will occur within a 1-hour period. Similar operations at Bellingham International Airport show assumption is overly conservative since the Bellingham International Airport generated fewer trips. These trips will not cause any Snohomish County arterials or any WSDOT, City of Mukilteo or City of Everett intersections analyzed for this report to operate at a deficient level of service. The total traffic mitigation fees paid to Snohomish County, WSDOT and the City of Mukilteo for the Proposed Action is \$642,235.63. In addition, there are existing pedestrian facilities to the terminal and bicycle facilities at the terminal in the form of bike racks will be completed to satisfy the requirements of Transportation Demand Management.

Trip Generation Calculations

2019 OPENING YEAR OPERATIONS

Embraer 175 Aircraft		Boeing 737 Aircraft		EMPLOYEES	
<i>Daily Trip Generation</i>		<i>Daily Trip Generation</i>		<i>Daily Trip Generation</i>	
Directional Flights (per day):	48	Directional Flights (per day):	0	Total Employees:	34
Seats:	76	Seats:	163		
Load Factor:	80%	Load Factor:	80%		
Vehicle Occupancy:	1.50	Vehicle Occupancy:	2.40		
Total ADT:	1,946	Total ADT:	0	Total ADT:	68
<i>Peak-Hour Trip Generation</i>		<i>Peak-Hour Trip Generation</i>		<i>Peak-Hour Trip Generation</i>	
Directional Flights:	6	Directional Flights:	0	Total Employees:	17
Seats:	76	Seats:	163	Percent during Peak-Hour:	~50%
Load Factor:	80%	Load Factor:	80%	Employees during Peak-Hour:	8
Vehicle Occupancy:	1.50	Vehicle Occupancy:	2.40		
Total Peak-Hour Trips:	244	Total Peak-Hour Trips:	0	Total Peak-Hour Trips:	8
Inbound Peak-Hour Trips:	122	Inbound Peak-Hour Trips:	0	Inbound Peak-Hour Trips:	4
Outbound Peak-Hour Trips:	122	Outbound Peak-Hour Trips:	0	Outbound Peak-Hour Trips:	4
TOTAL TRIP GENERATION		OFF-SITE TRIPS			
<i>Daily Trip Generation</i>		<i>Daily Trip Generation</i>		<i>Daily Trip Generation</i>	
Total ADT:	2,014	Total ADT:	1,994		
<i>Peak-Hour Trip Generation</i>		<i>Peak-Hour Trip Generation</i>		<i>Peak-Hour Trip Generation</i>	
Total Peak-Hour Trips:	252	Total Peak-Hour Trips:	249		
Inbound Peak-Hour Trips:	126	Inbound Peak-Hour Trips:	125		
Outbound Peak-Hour Trips:	126	Outbound Peak-Hour Trips:	125		

The 163-seats for the Boeing 737 represents different seat configurations ranging from 143 seats to 166 seats.

2024 FUTURE YEAR OPERATIONS

Embraer 175 Aircraft		Boeing 737 Aircraft		EMPLOYEES	
<i>Daily Trip Generation</i>		<i>Daily Trip Generation</i>		<i>Daily Trip Generation</i>	
Directional Flights (per day):	42	Directional Flights (per day):	6	Total Employees:	34
Seats:	76	Seats:	163		
Load Factor:	80%	Load Factor:	80%		
Vehicle Occupancy:	1.50	Vehicle Occupancy:	2.40		
Total ADT:	1,702	Total ADT:	326	Total ADT:	68
<i>Peak-Hour Trip Generation</i>		<i>Peak-Hour Trip Generation</i>		<i>Peak-Hour Trip Generation</i>	
Directional Flights:	4	Directional Flights:	2	Total Employees:	17
Seats:	76	Seats:	163	Percent during Peak-Hour:	~50%
Load Factor:	80%	Load Factor:	80%	Employees during Peak-Hour:	8
Vehicle Occupancy:	1.50	Vehicle Occupancy:	2.40		
Total Peak-Hour Trips:	162	Total Peak-Hour Trips:	110	Total Peak-Hour Trips:	8
Inbound Peak-Hour Trips:	81	Inbound Peak-Hour Trips:	55	Inbound Peak-Hour Trips:	4
Outbound Peak-Hour Trips:	81	Outbound Peak-Hour Trips:	55	Outbound Peak-Hour Trips:	4
TOTAL TRIP GENERATION		OFF-SITE TRIPS			
<i>Daily Trip Generation</i>		<i>Daily Trip Generation</i>		<i>Daily Trip Generation</i>	
Total ADT:	2,096	Total ADT:	2,075		
<i>Peak-Hour Trip Generation</i>		<i>Peak-Hour Trip Generation</i>		<i>Peak-Hour Trip Generation</i>	
Total Peak-Hour Trips:	280	Total Peak-Hour Trips:	278		
Inbound Peak-Hour Trips:	140	Inbound Peak-Hour Trips:	139		
Outbound Peak-Hour Trips:	140	Outbound Peak-Hour Trips:	139		

The 163-seats for the Boeing 737 represents different seat configurations ranging from 143 seats to 166 seats.

AM Peak-Hour Counts



SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : BEVERLY PARK RD @ SR 525
 REQUESTOR : FORECAST

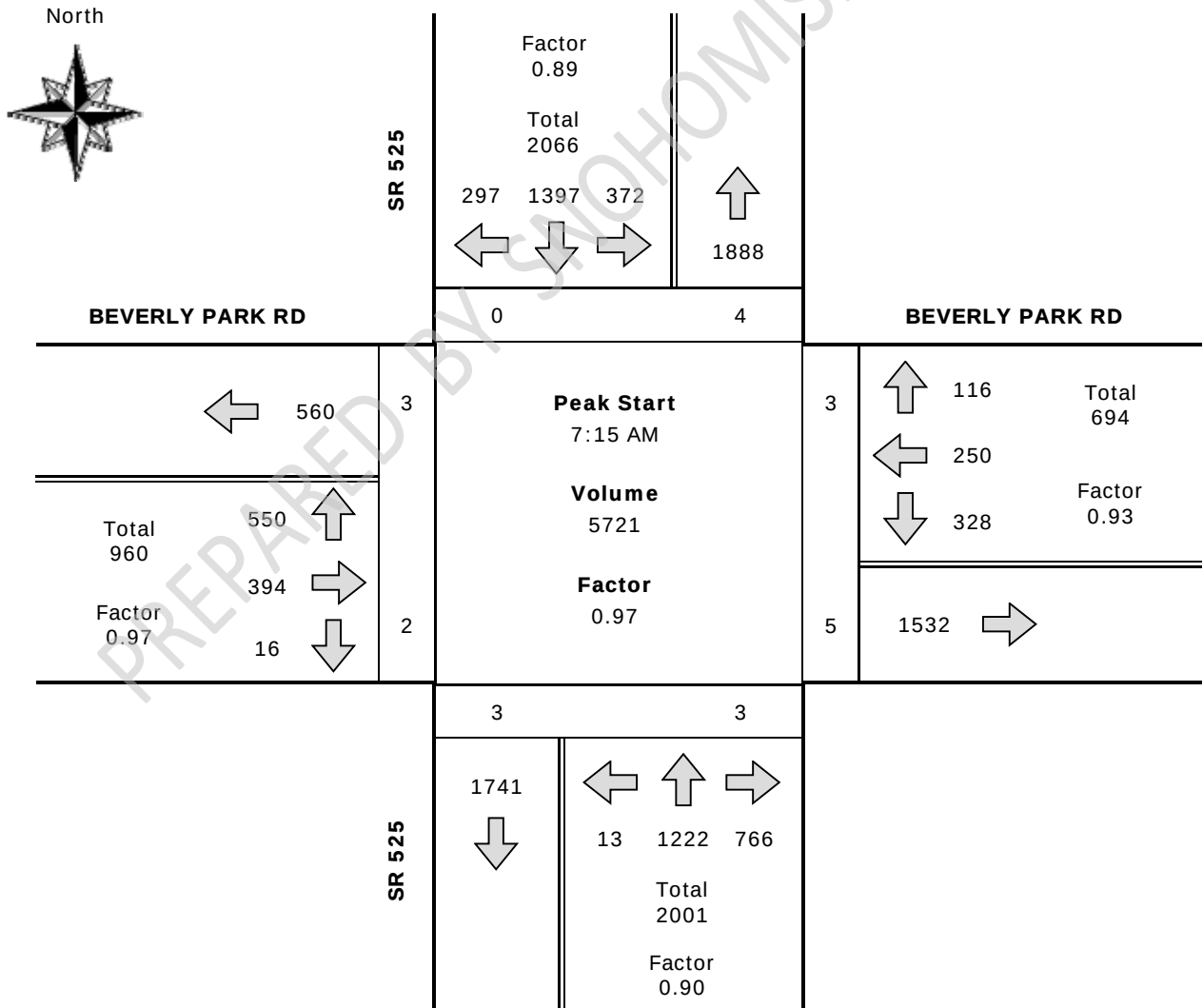
Site: 91627@0.000
 6/13/2017
 Tuesday

Intersection Peak Hour

Location BEVERLY PARK RD @ SR 525
Weather WET
File Number 0613172123aA417K260

Counted by SR-DS
Prepared by BF

	North	East	South	West
Total	3954	2226	3742	1520
Estimated ADT	39540	22260	37420	15200
Autos	1977 95.7 %	646 93.1 %	1926 96.3 %	921 95.9 %
Light Trucks	53 2.6 %	25 3.6 %	30 1.5 %	17 1.8 %
Heavy Trucks	17 0.8 %	12 1.7 %	28 1.4 %	4 0.4 %
Buses	19 0.9 %	11 1.6 %	17 0.8 %	18 1.9 %





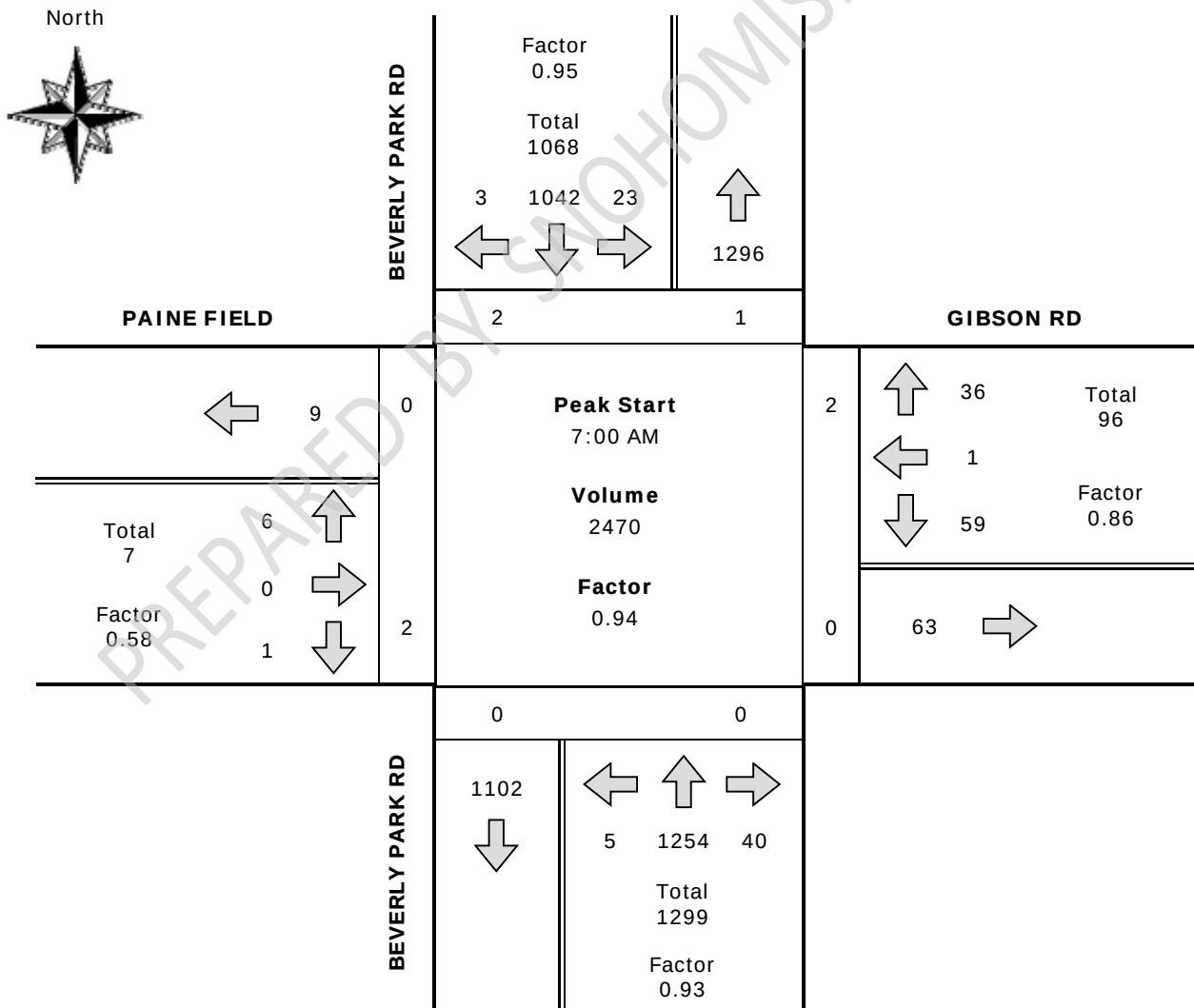
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : BEVERLY PARK RD @ GIBSON RD
 REQUESTOR : A. LEE

Site: 91627@ 0.520
 5/16/2017
 Tuesday

Intersection Peak Hour

Location	BEVERLY PARK RD at GIBSON RD/PAINE FIELD			
Weather	WET			
File Number	05161718aA425K262			
	Counted by		BF	
	Prepared by		BF	
	North	East	South	West
Total	2364	159	2401	16
Estimated ADT	23640	1590	24010	160
Autos	1018 95.3 %	93 96.9 %	1260 97.0 %	6 85.7 %
Light Trucks	14 1.3 %	1 1.0 %	9 0.7 %	0
Heavy Trucks	15 1.4 %	0	15 1.2 %	1 14.3 %
Buses	21 2.0 %	2 2.1 %	15 1.2 %	0





SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave.
 Everett Wa. 98201

LOCATION : BEVERLY PARK RD @ CENTER/COMMANDO RD
 REQUESTOR : B. CHESTERFIELD

Site: 91627@0.820
 9/19/2017
 Tuesday

Intersection Peak Hour

Location BEVERLY PARK RD at CENTER RD / COMMANDO RD

Weather WET

Counted by

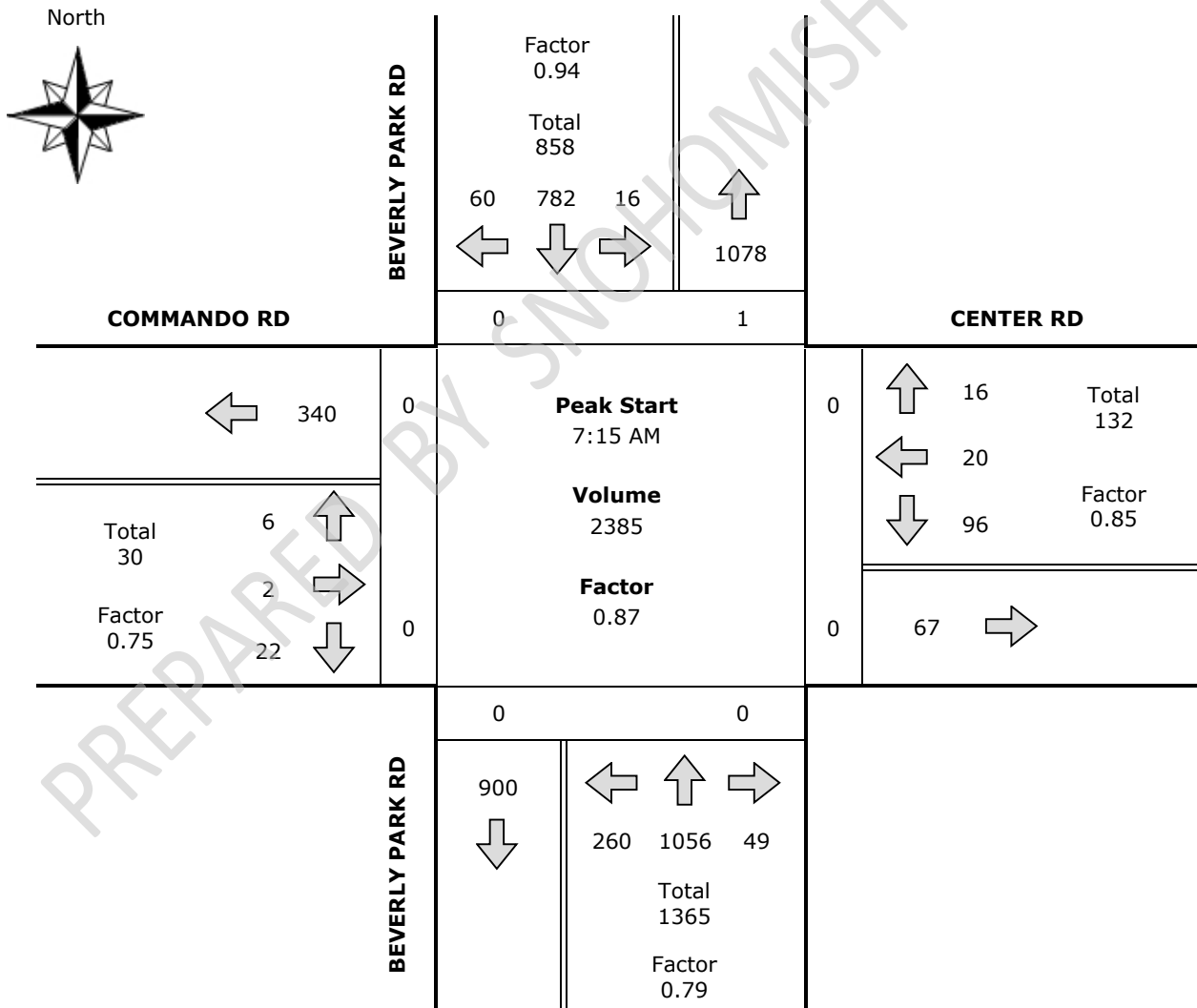
SR

File Number 09191719aA1189K265

Prepared by

SR

	North	East	South	West
Total	1936	199	2265	370
Estimated ADT	19360	1990	22650	3700
Autos	812 94.6 %	126 95.5 %	1325 97.1 %	27 90.0 %
Light Trucks	23 2.7 %	1 0.8 %	29 2.1 %	3 10.0 %
Heavy Trucks	12 1.4 %	1 0.8 %	5 0.4 %	0
Buses	11 1.3 %	4 3.0 %	6 0.4 %	0





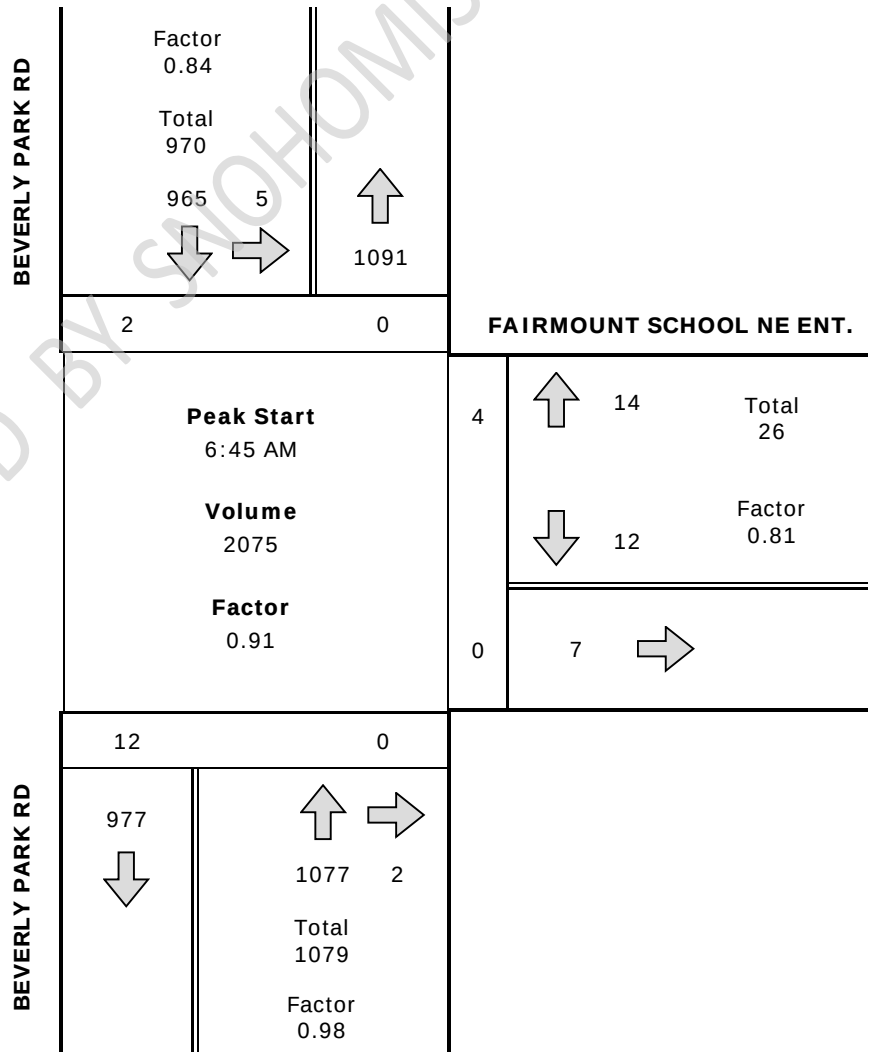
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : BEVERLY PARK RD
 REQUESTOR : FORECAST

Site: 91627@1.056
 5/23/2017
 Tuesday

Intersection Peak Hour

Location	FAIRMOUNT SCHOOL NE ENT. at BEVERLY PARK RD			
Weather	DRY			
File Number	052317aA964K0			
	Counted by		BF	
	Prepared by		BF	
	North	East	South	West
Total	2061	33	2056	0
Estimated ADT	20610	330	20560	0
Autos	922 95.1 %	23 88.5 %	1038 96.2 %	-
Light Trucks	14 1.4 %	0	10 0.9 %	-
Heavy Trucks	16 1.6 %	1 3.8 %	18 1.7 %	-
Buses	18 1.9 %	2 7.7 %	13 1.2 %	-





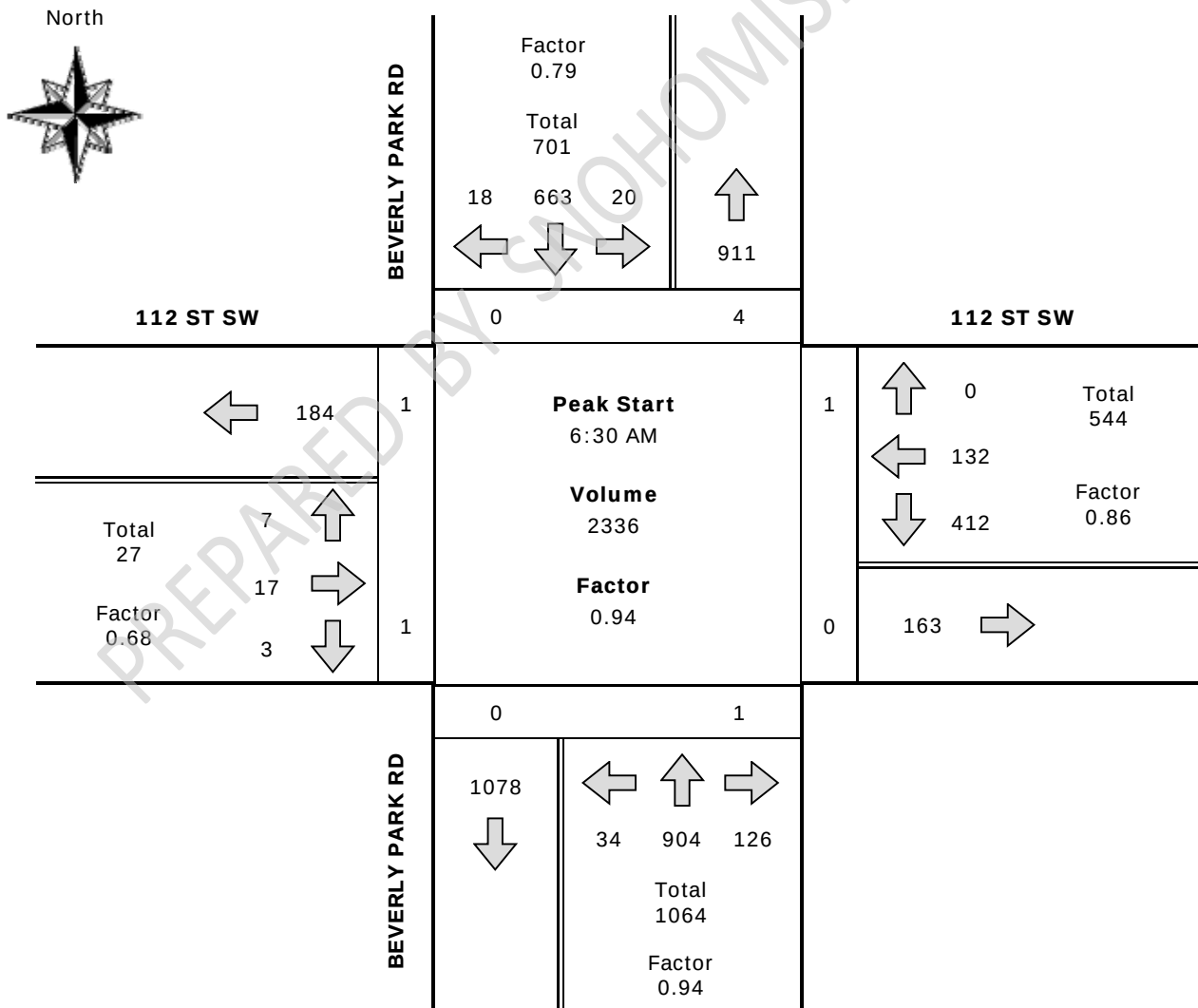
SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : BEVERLY PARK RD@112 ST SW
REQUESTOR : FORECAST

Site: 91627@1.190
5/25/2017
Thursday

Intersection Peak Hour

Location	BEVERLY PARK RD at 112 ST SW			
Weather	DRY			
File Number	05251718aA54K263			
	Counted by		BF	
	Prepared by		BF	
	North	East	South	West
Total	1612	707	2142	211
Estimated ADT	16120	7070	21420	2110
Autos	664 94.7 %	537 98.7 %	1037 97.5 %	22 81.5 %
Light Trucks	8 1.1 %	0	4 0.4 %	0
Heavy Trucks	14 2.0 %	2 0.4 %	18 1.7 %	2 7.4 %
Buses	15 2.1 %	5 0.9 %	5 0.5 %	3 11.1 %





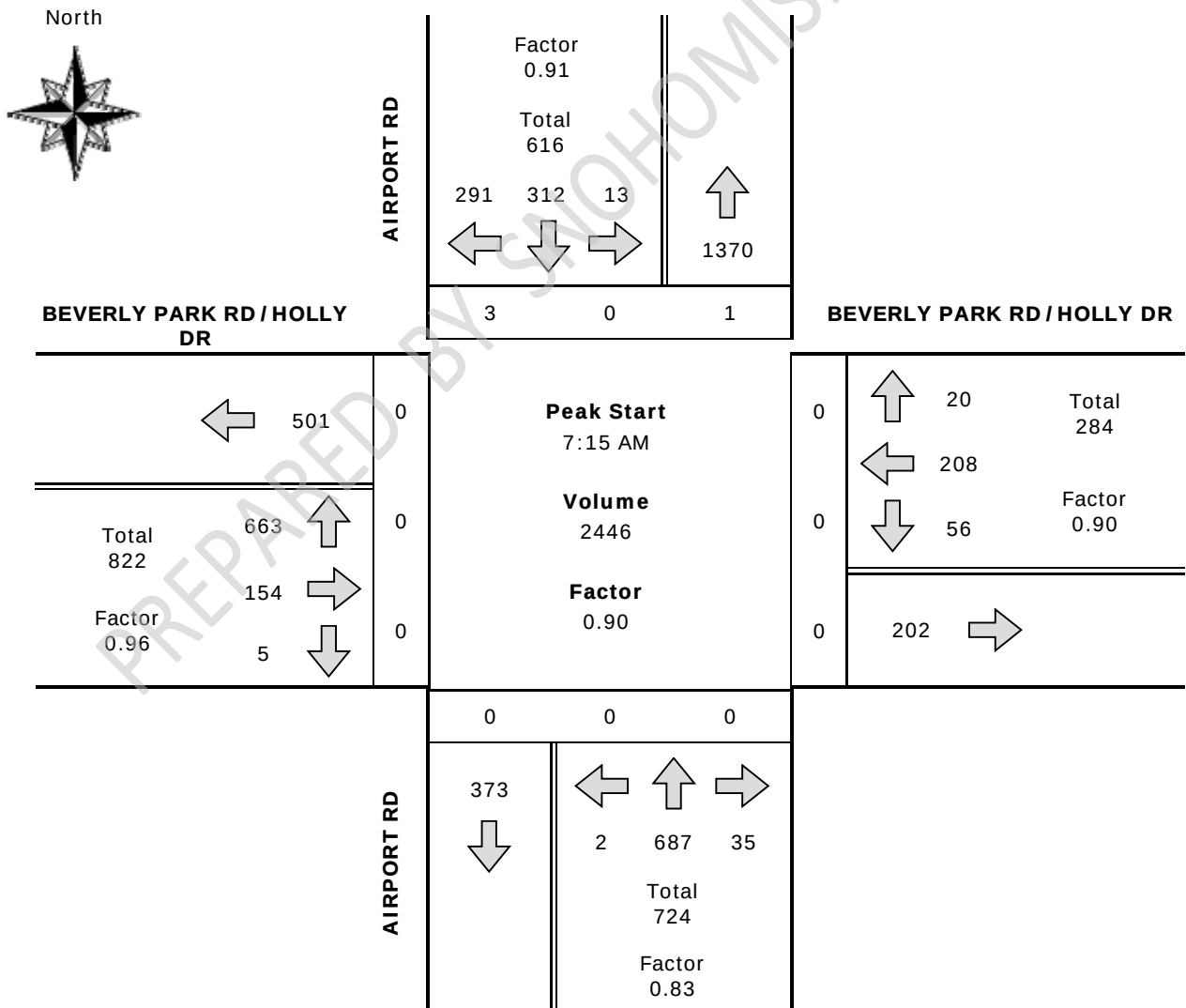
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : AIRPORT RD @ BEVERLY PARK RD/HOLLY DR
 REQUESTOR : FORECAST

Site: 91627/28@1.350/0.000
 6/14/2017
 Wednesday

Intersection Peak Hour

Location	AIRPORT RD @ BEVERLY PARK RD/HOLLY DR			
Weather	DRY			
File Number	06141719aA353K264			
	Counted by		SR	
	Prepared by		BF	
	North	East	South	West
Total	1986	486	1097	1323
Estimated ADT	19860	4860	10970	13230
Autos	558 90.6 %	277 97.5 %	697 96.3 %	795 96.7 %
Light Trucks	18 2.9 %	6 2.1 %	15 2.1 %	17 2.1 %
Heavy Trucks	21 3.4 %	0	6 0.8 %	5 0.6 %
Buses	19 3.1 %	1 0.4 %	6 0.8 %	5 0.6 %



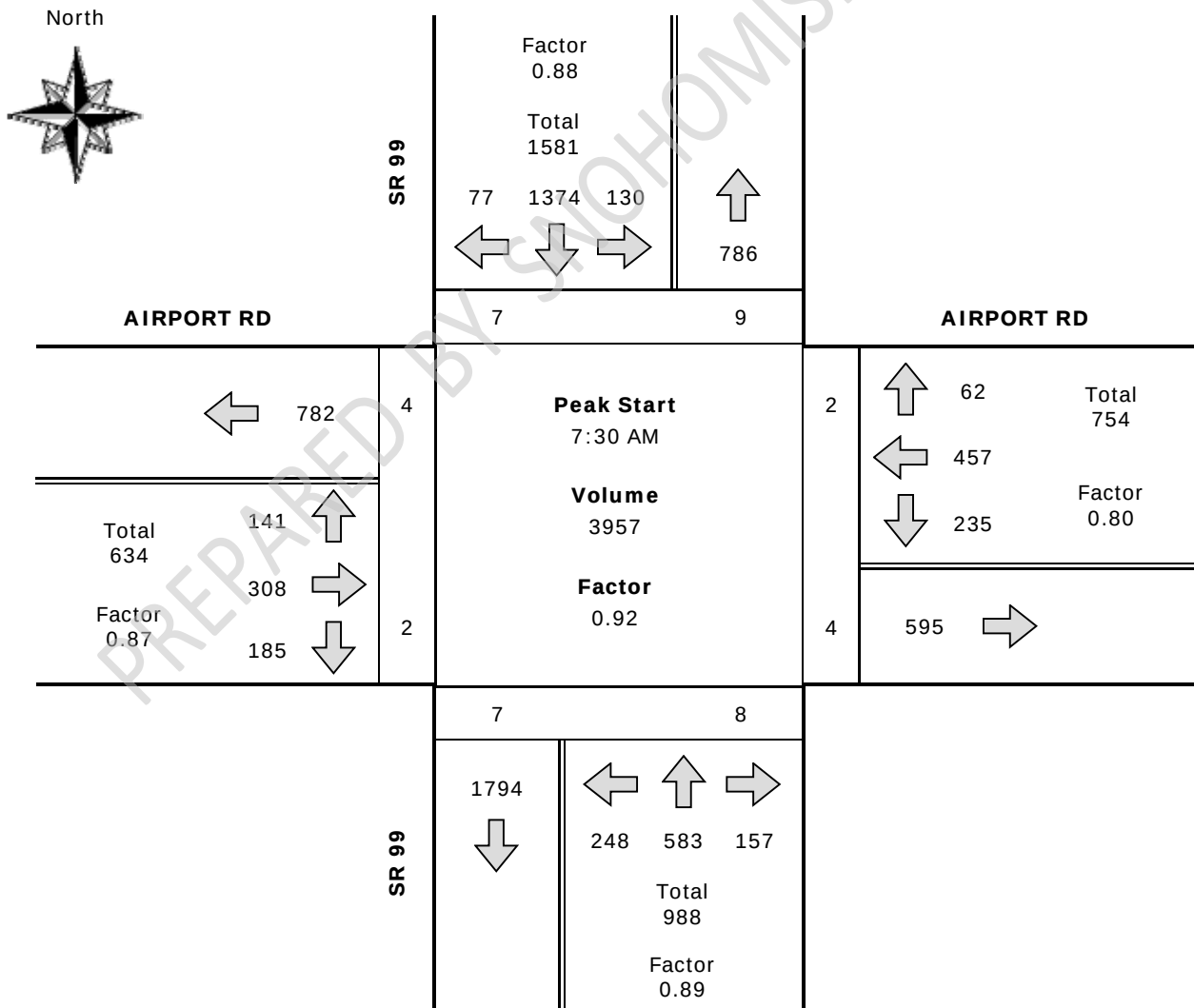
SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : AIRPORT RD & SR 99
REQUESTOR : FORECAST

Site: 91615@2.410
3/7/2017
Tuesday

Intersection Peak Hour

Location	AIRPORT RD at SR 99							
Weather	WET							
File Number	0307172022aA672K266				Counted by Prepared by	DS/SR BF		
	NW	North	NE	East	SE	South	SW	West
Total		2367		1349		2782		1416
Estimated ADT		23670		13490		27820		14160
Autos	0	1518 96.0 %	0	705 93.5 %	0	936 94.7 %	0	575 90.7 %
Light Trucks	0	35 2.2 %	0	25 3.3 %	0	31 3.1 %	0	40 6.3 %
Heavy Trucks	0	12 0.8 %	0	15 2.0 %	0	6 0.6 %	0	2 0.3 %
Buses	0	16 1.0 %	0	9 1.2 %	0	15 1.5 %	0	17 2.7 %





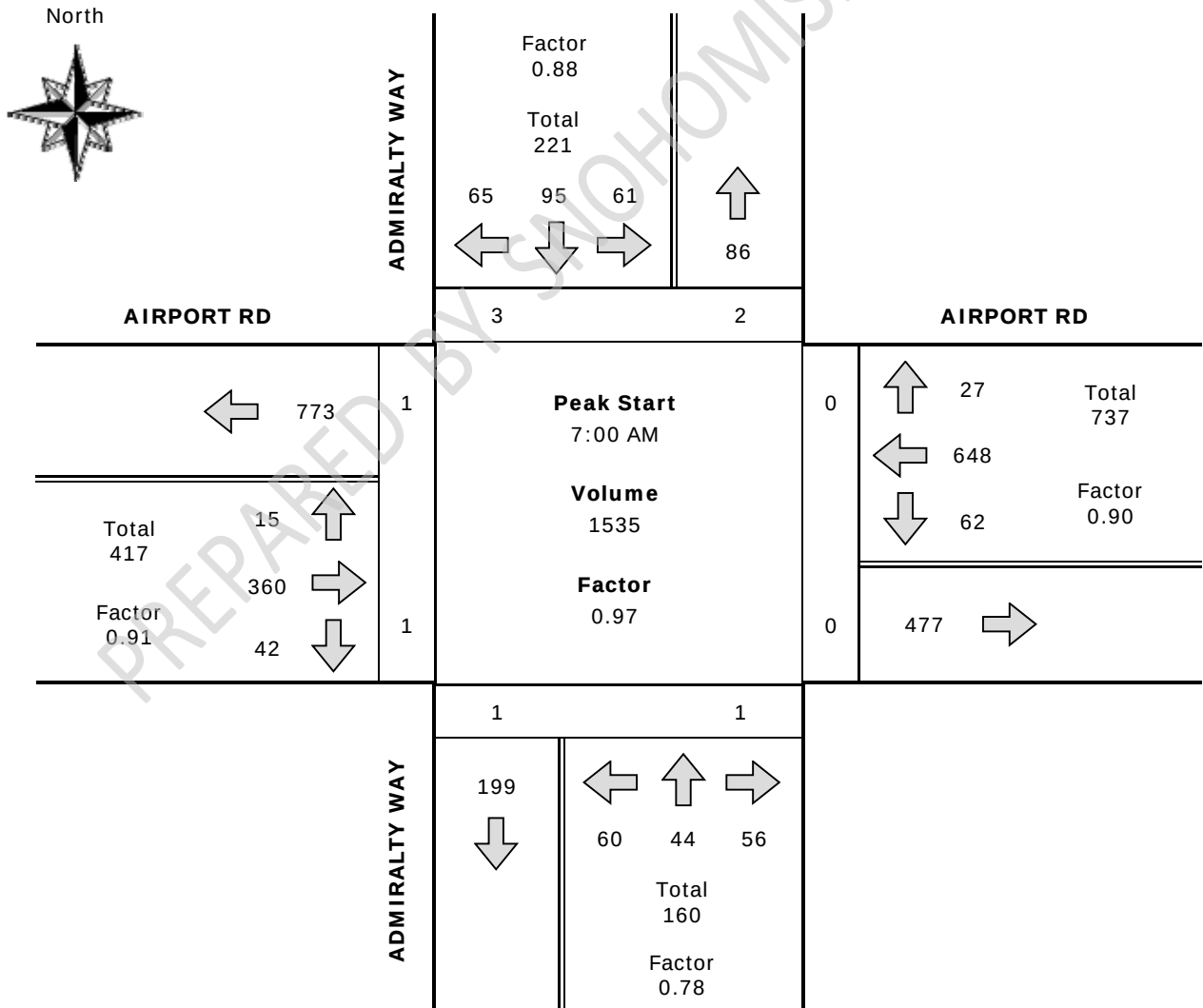
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : AIRPORT RD & ADMIRALTY WAY
 REQUESTOR : FORECAST

Site: 91616@0.400
 3/9/2017
 Thursday

Intersection Peak Hour

Location	AIRPORT RD at ADMIRALTY WAY			
Weather	WET			
File Number	03091718aA43K267			
	Counted by		BF	
	Prepared by		BF	
	North	East	South	West
Total	307	1214	359	1190
Estimated ADT	3070	12140	3590	11900
Autos	218 98.6 %	698 94.7 %	149 93.1 %	378 90.6 %
Light Trucks	0	16 2.2 %	1 0.6 %	8 1.9 %
Heavy Trucks	0	15 2.0 %	2 1.3 %	11 2.6 %
Buses	3 1.4 %	8 1.1 %	8 5.0 %	20 4.8 %





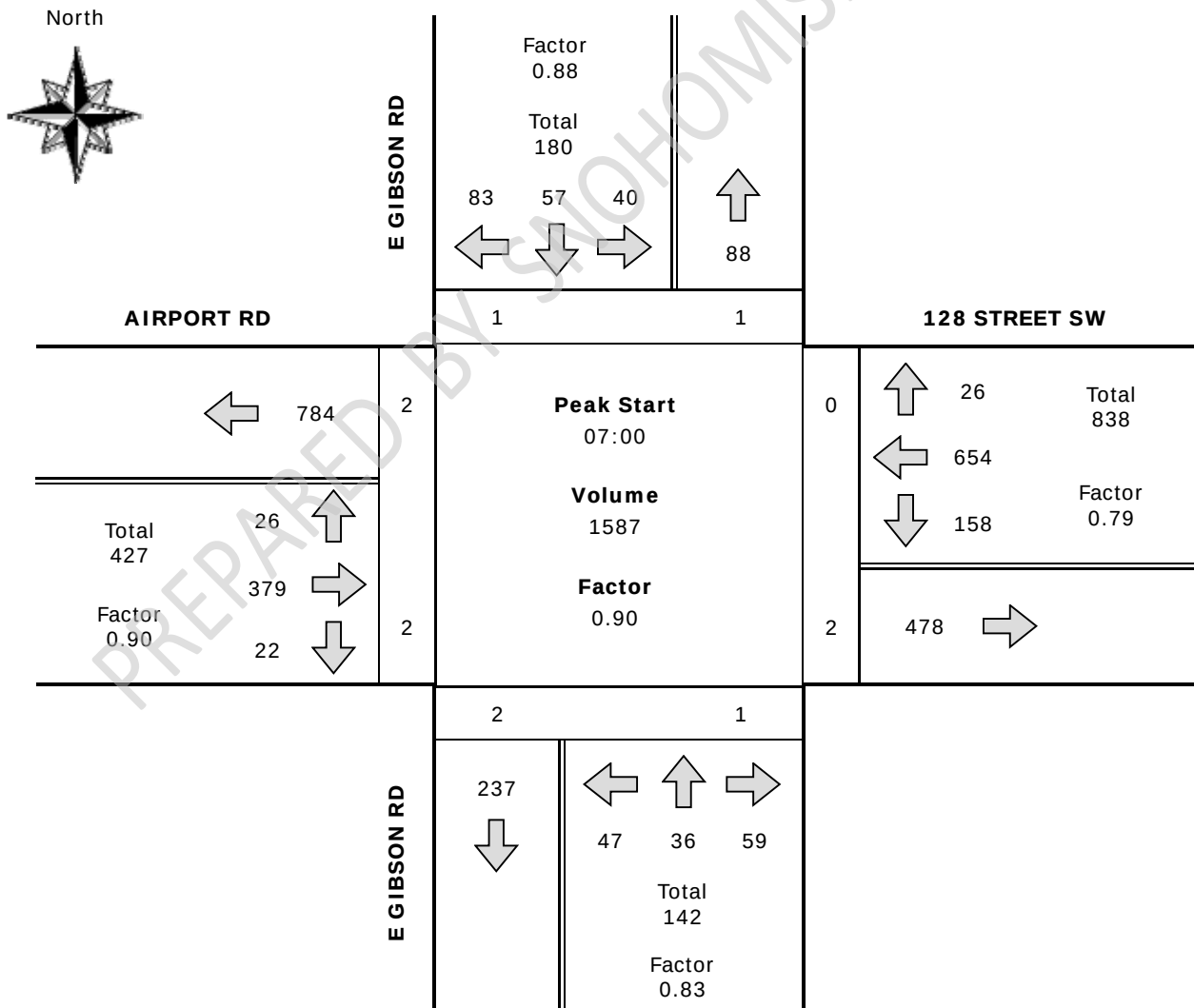
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION: : 128 ST SW / AIRPORT RD @ E GIBSON RD
 REQUESTOR: : FORECAST

Site: 91619@0.650
 3/14/2017
 Tuesday

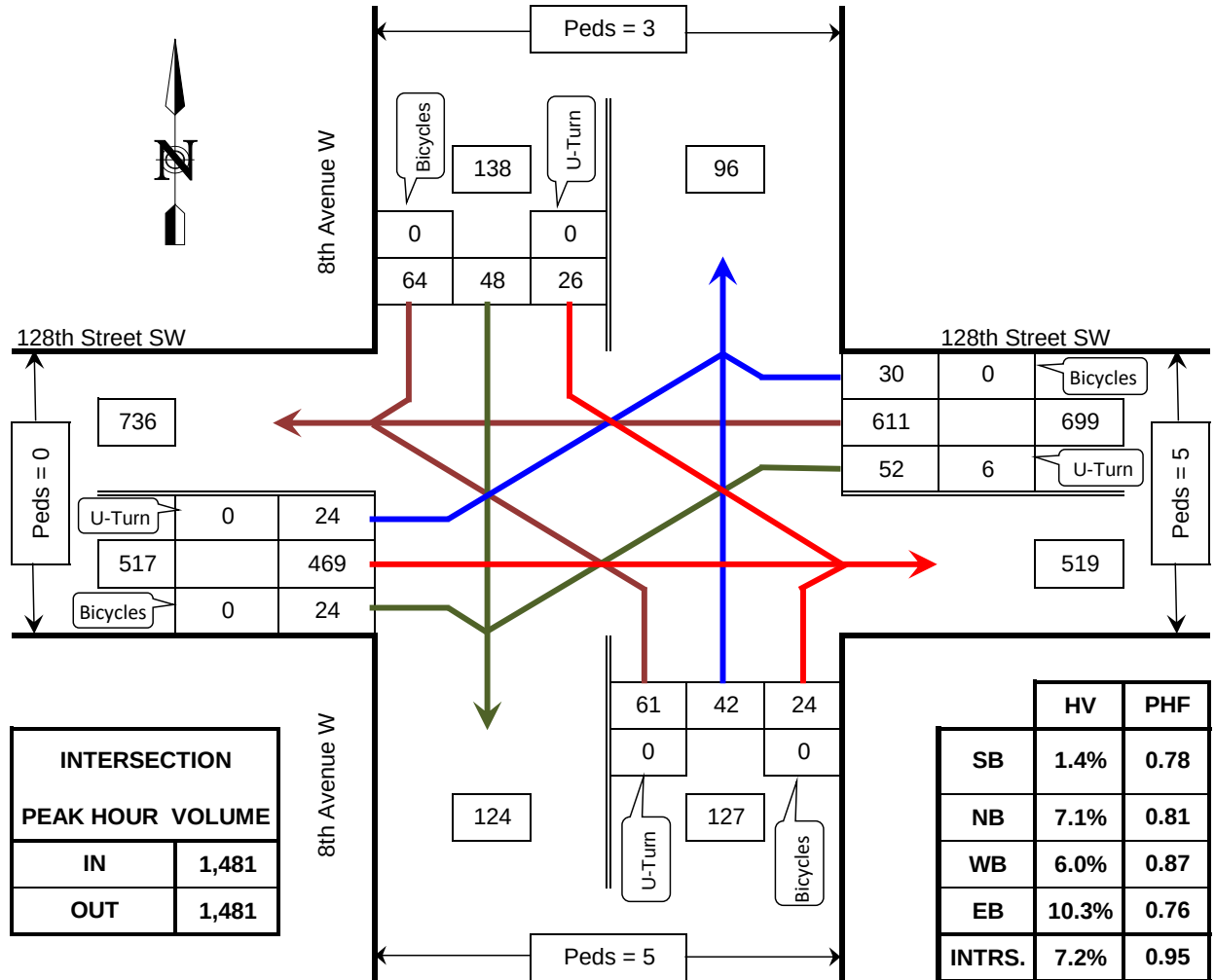
Intersection Peak Hour

Location	128 STREET SW / AIRPORT RD at E GIBSON RD			
Weather	WET			
File Number	03141723aA588K268			
		Counted by	DS	
		Prepared by	DS	
	North	East	South	West
Total	268	1316	379	1211
Estimated ADT	2680	13160	3790	12110
Unshifted	173	784	133	389
	96.1 %	93.6 %	93.7 %	91.1 %
Light Trucks	1	21	1	15
	0.6 %	2.5 %	0.7 %	3.5 %
Heavy Trucks	0	22	4	9
		2.6 %	2.8 %	2.1 %
Buses	6	11	4	14
	3.3 %	1.3 %	2.8 %	3.3 %



TURNING MOVEMENTS DIAGRAM

7:00 AM - 9:00 AM PEAK HOUR: 7:45 AM TO 8:45 AM



8th Avenue W @ 128th St SW

Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 7:00 AM - 9:00 AM



SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : 5 PL W @ 128 ST SW
REQUESTOR : FORECAST

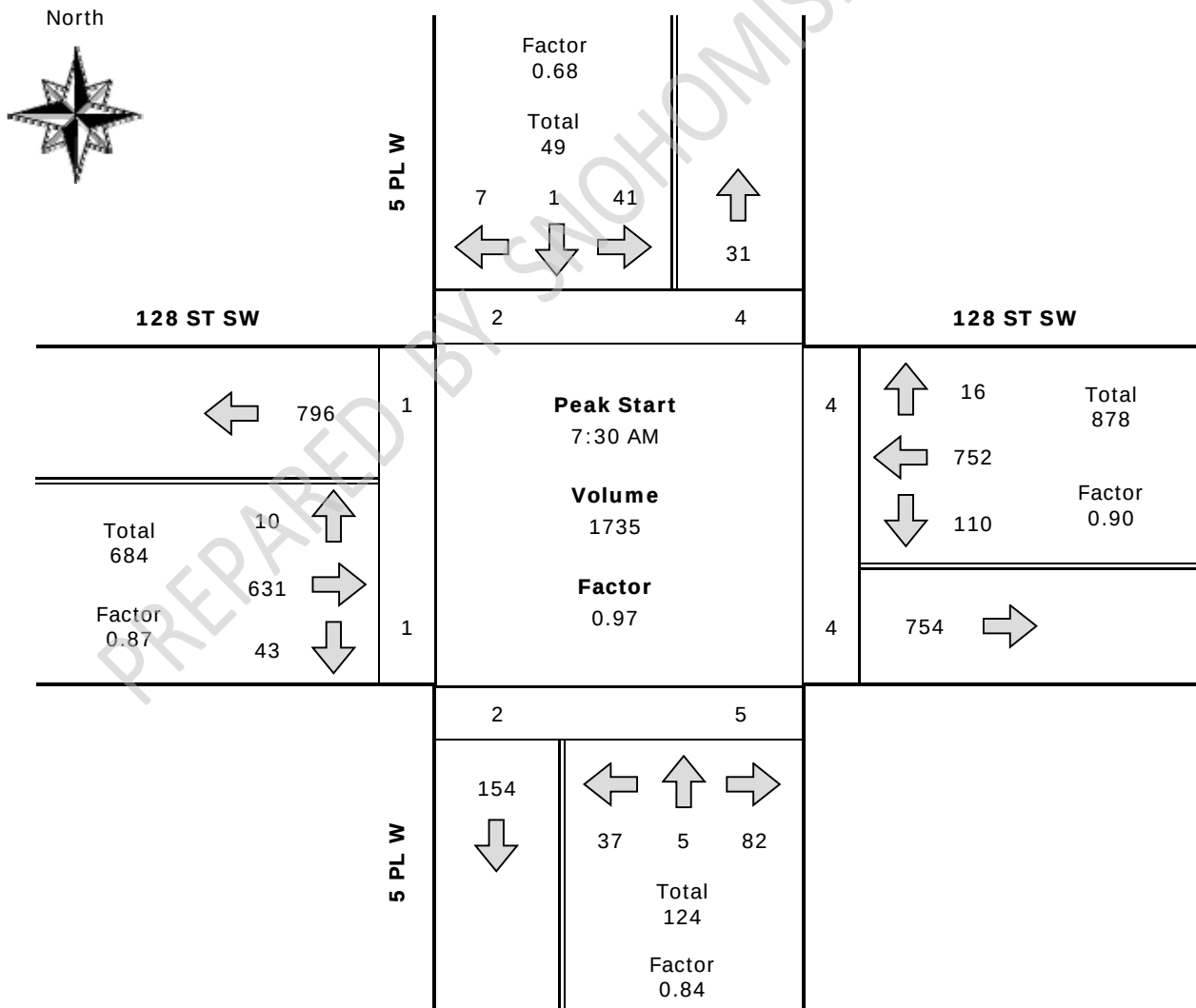
Site: 91616@1.083
5/24/2017
Wednesday

Intersection Peak Hour

Location 128 ST SW at 5 PL W
Weather DRY
File Number 05241718aA939K270

Counted by BF
Prepared by BF

	North	East	South	West
Total	80	1632	278	1480
Estimated ADT	800	16320	2780	14800
Autos	44 89.8 %	824 93.8 %	115 92.7 %	620 90.6 %
Light Trucks	2 4.1 %	22 2.5 %	3 2.4 %	24 3.5 %
Heavy Trucks	3 6.1 %	23 2.6 %	5 4.0 %	26 3.8 %
Buses	0	9 1.0 %	1 0.8 %	14 2.0 %





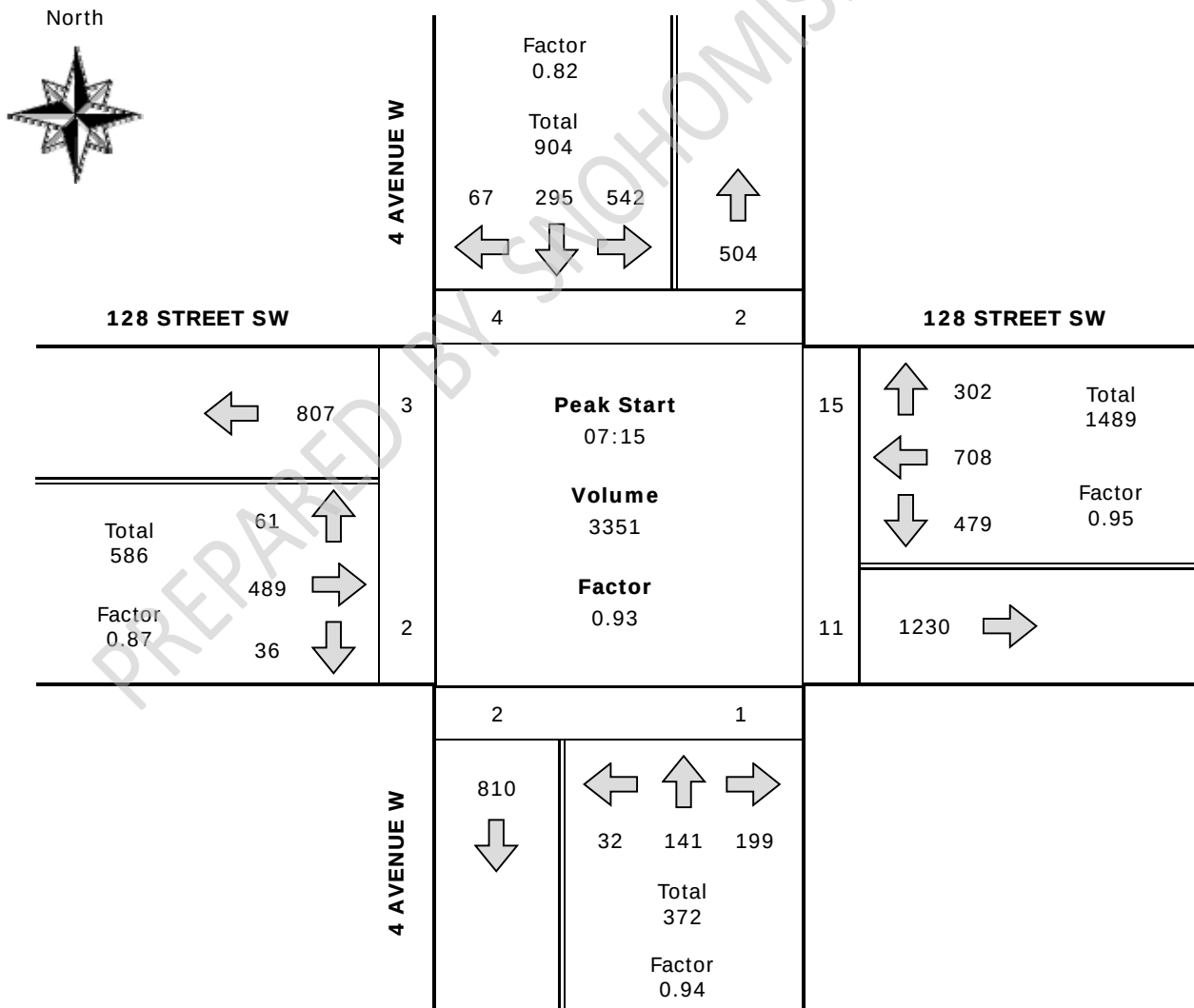
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION: : 128 ST SW @ 4 AVE W
 REQUESTOR: : FORECAST

Site: 91616@1.190
 2/28/2017
 Tuesday

Intersection Peak Hour

Location	128 STREET SW at 4 AVENUE W			
Weather	WET			
File Number	02281718a23aA034K269			
	Counted by		DS/BF	
	Prepared by		DS	
	North	East	South	West
Total	1408	2719	1182	1393
Estimated ADT	14080	27190	11820	13930
Unshifted	873 96.6 %	1409 94.6 %	339 91.1 %	544 92.8 %
Light Trucks	11 1.2 %	25 1.7 %	9 2.4 %	21 3.6 %
Heavy Trucks	3 0.3 %	28 1.9 %	6 1.6 %	9 1.5 %
Buses	17 1.9 %	27 1.8 %	18 4.8 %	12 2.0 %





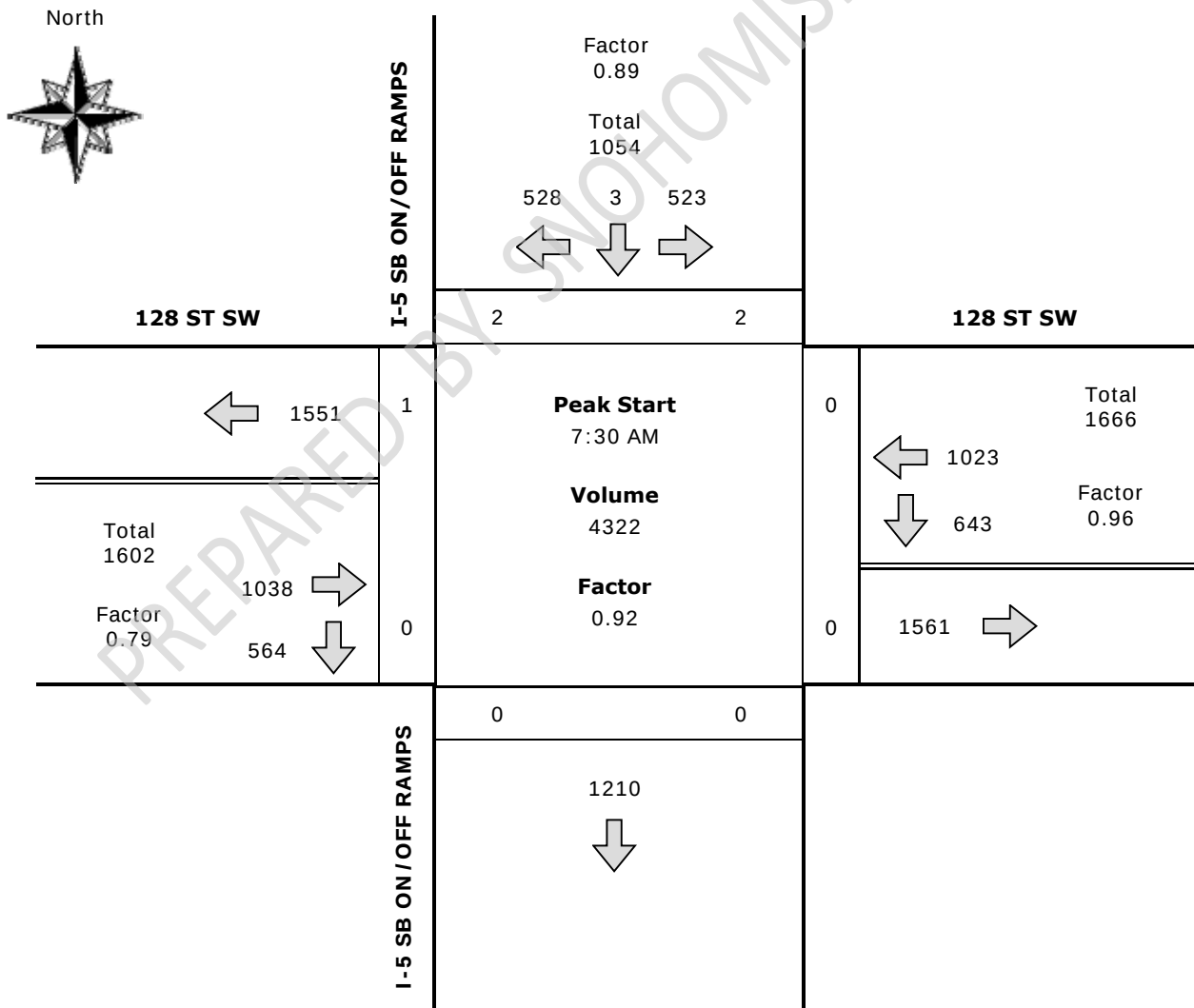
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : 128 ST SW (SR 96) @ I-5 SB ON/OFF RAMP
 REQUESTOR : FORECAST

Site: STATE
 6/15/2017
 Thursday

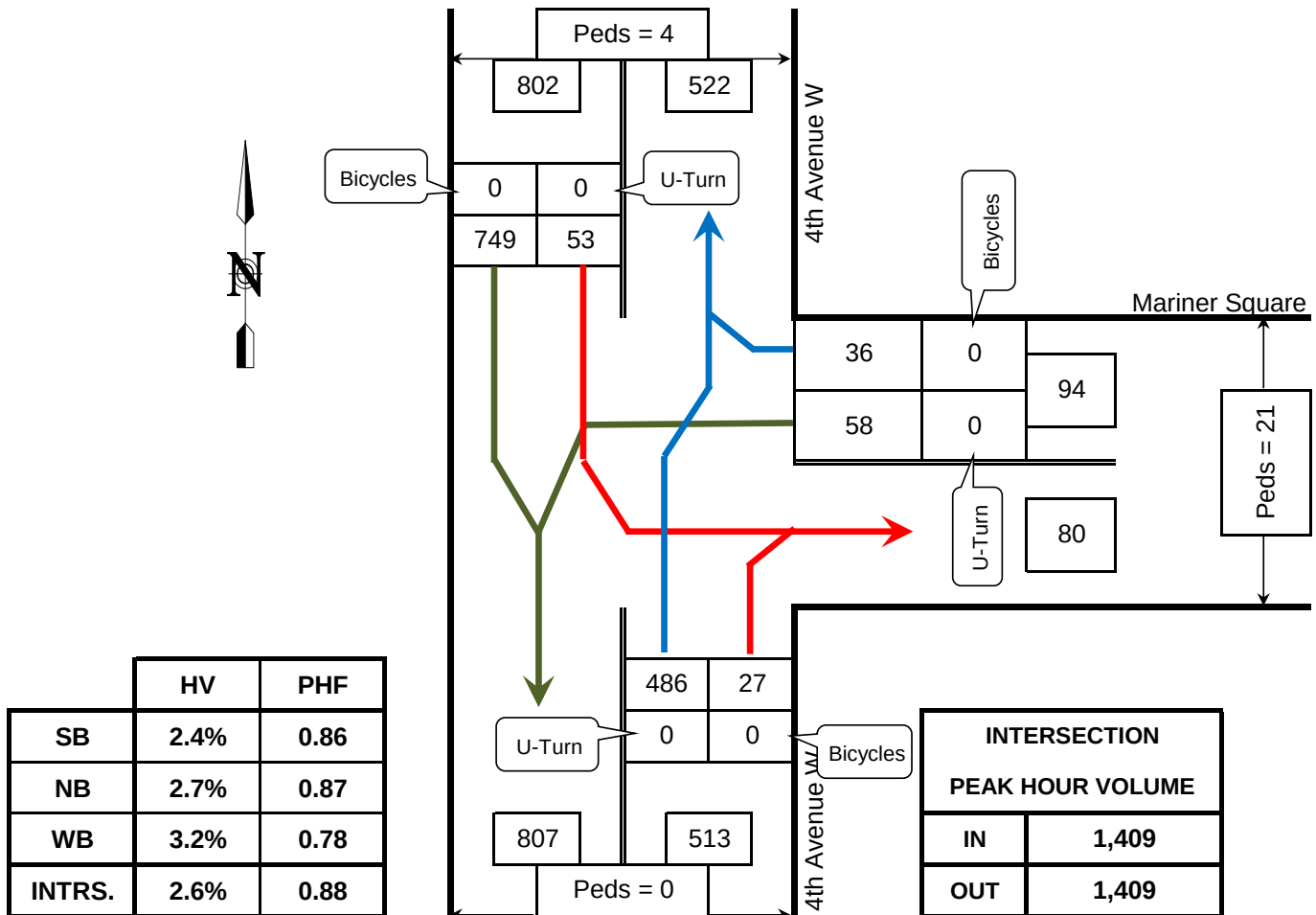
Intersection Peak Hour

Location	128 ST SW at I-5 SB ON/OFF RAMP			
Weather	WET			
File Number	0615171922aA944K272			
	Counted by		DS-SR	
	Prepared by		BF	
	North	East	South	West
Total	1054	3227	1210	3153
Estimated ADT	10540	32270	12100	31530
Autos	983 93.3 %	1588 95.3 %	-	1494 93.3 %
Light Trucks	41 3.9 %	29 1.7 %	-	58 3.6 %
Heavy Trucks	18 1.7 %	23 1.4 %	-	21 1.3 %
Buses	12 1.1 %	26 1.6 %	-	29 1.8 %



TURNING MOVEMENTS DIAGRAM

7:00 AM - 9:00 AM PEAK HOUR: 7:00 AM TO 8:00 AM



HV = Heavy Vehicles
PHF = Peak Hour Factor

4th Avenue W @ Mariner Square

Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 7:00 AM - 9:00 AM



SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : 4 AVE W @ 124 ST SW
REQUESTOR : CAU LIST

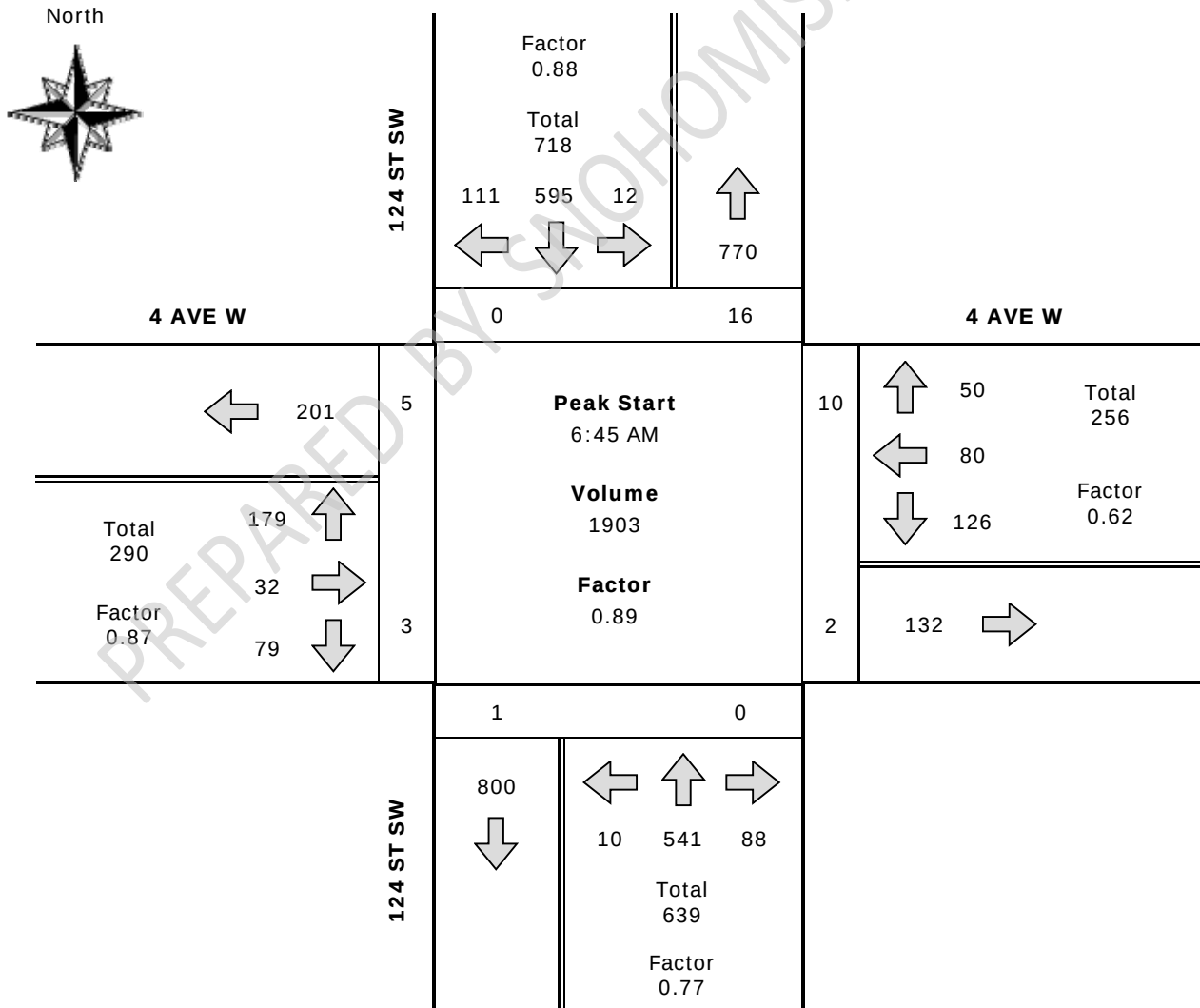
Site: 91559@0.250
1/11/2018
Thursday

Intersection Peak Hour

Location 4 AVE W at 124 ST SW
Weather WET
File Number 01111818aA90K273

Counted by BF
Prepared by BF

	North	East	South	West
Total	1488	388	1439	491
Estimated ADT	14880	3880	14390	4910
Autos	693 96.5 %	236 92.2 %	623 97.5 %	281 96.9 %
Light Trucks	3 0.4 %	1 0.4 %	3 0.5 %	1 0.3 %
Heavy Trucks	9 1.3 %	2 0.8 %	4 0.6 %	0
Buses	13 1.8 %	17 6.6 %	9 1.4 %	8 2.8 %





SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : 4 AVE W @ 120 ST SW
REQUESTOR : FORECAST

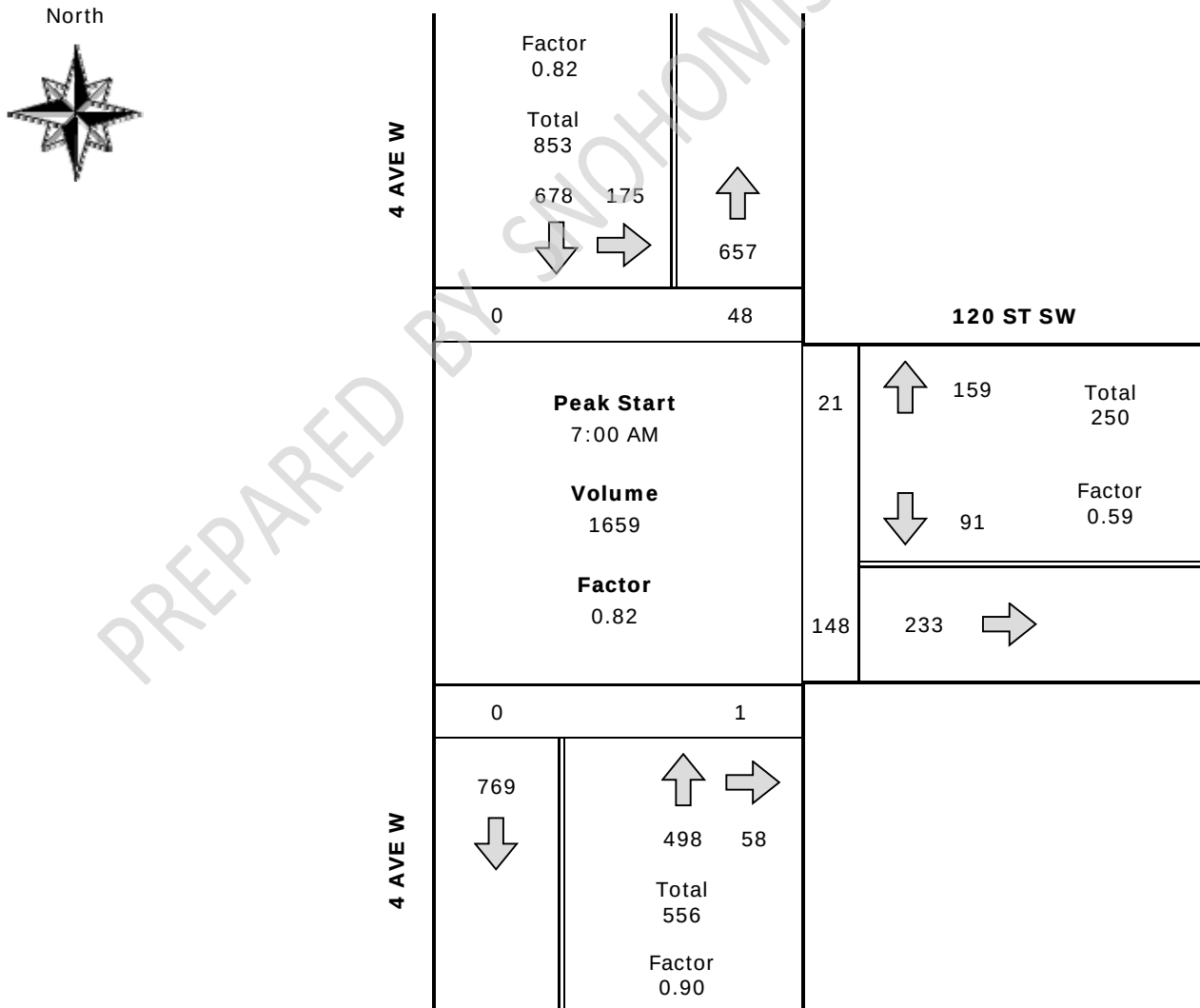
Site: 91559@0.500
9/12/2017
Tuesday

Intersection Peak Hour

Location 4 AVE W at 120 ST SW
Weather DRY
File Number 09121721aA89K274

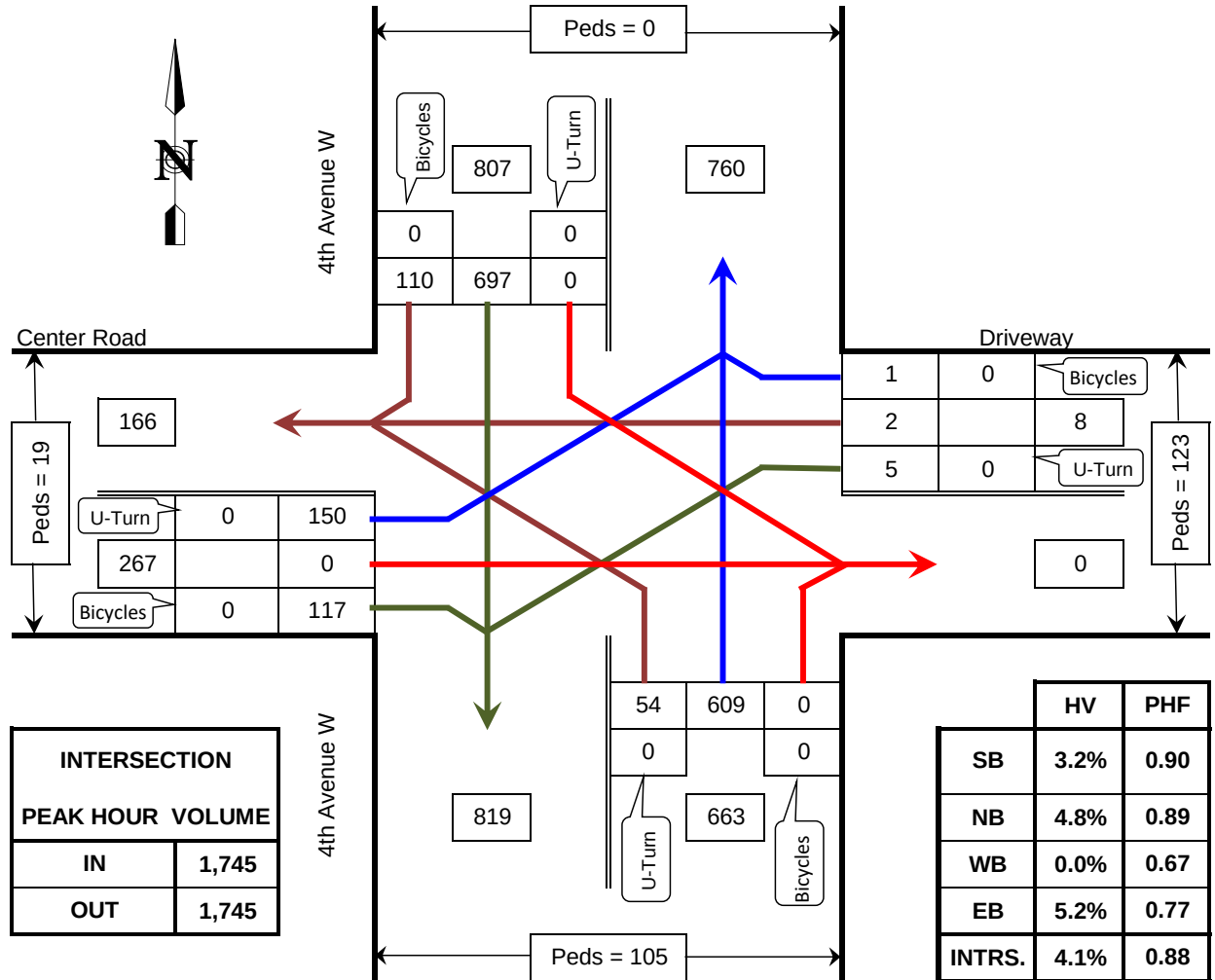
Counted by JJ
Prepared by BF

	North	East	South	West
Total	1510	483	1325	0
Estimated ADT	15100	4830	13250	0
Autos	814 95.4 %	219 87.6 %	537 96.6 %	-
Light Trucks	5 0.6 %	1 0.4 %	3 0.5 %	-
Heavy Trucks	6 0.7 %	2 0.8 %	5 0.9 %	-
Buses	28 3.3 %	28 11.2 %	11 2.0 %	-



TURNING MOVEMENTS DIAGRAM

7:00 AM - 9:00 AM PEAK HOUR: 7:00 AM TO 8:00 AM



PHF = Peak Hour Factor
HV = Heavy Vehicle

4th Avenue W @ Center Road

Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 7:00 AM - 9:00 AM



SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : 4 AVE W @ 116 PL SW
 REQUESTOR : FORECAST

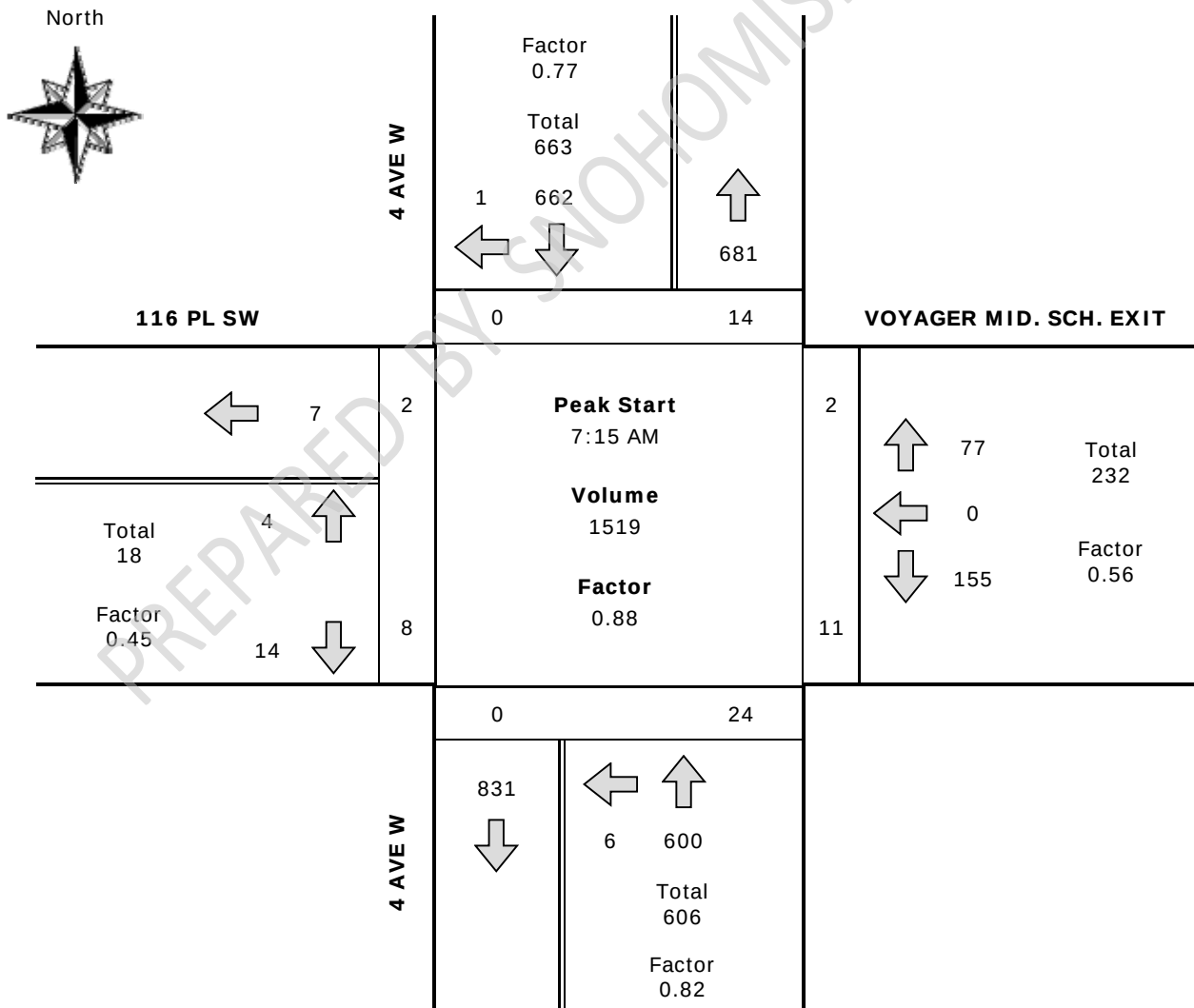
Site: 91559@0.730
 9/21/2017
 Thursday

Intersection Peak Hour

Location 4 AVE W at 116 PL SW
Weather DRY
File Number 09211721aA1191K0

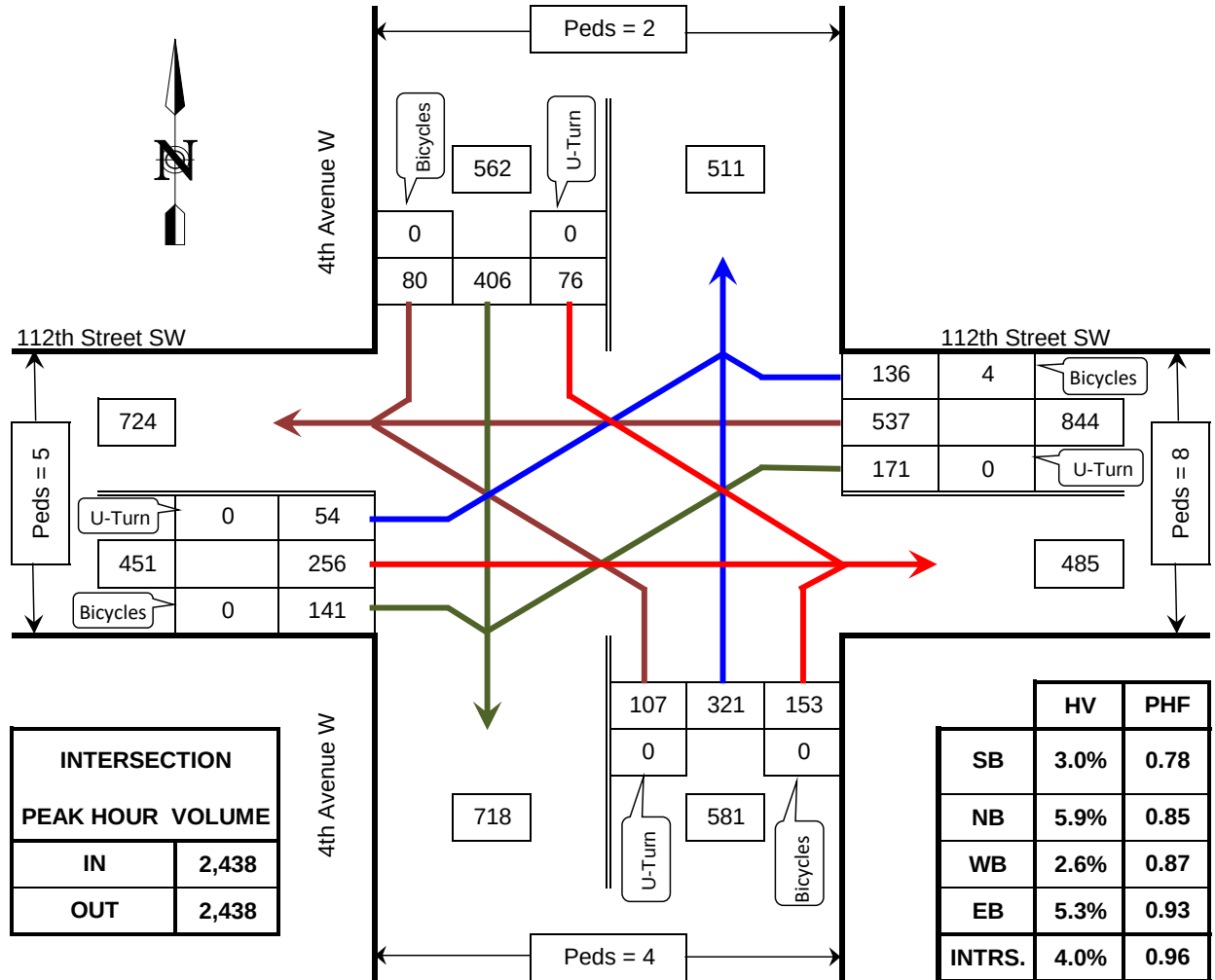
Counted by JJ
Prepared by BF

	North	East	South	West
Total	1344	232	1437	25
Estimated ADT	13440	2320	14370	250
Autos	647 97.6 %	216 93.1 %	587 96.9 %	18 100 %
Light Trucks	4 0.6 %	0	3 0.5 %	0
Heavy Trucks	6 0.9 %	0	2 0.3 %	0
Buses	6 0.9 %	16 6.9 %	14 2.3 %	0



TURNING MOVEMENTS DIAGRAM

7:00 AM - 9:00 AM PEAK HOUR: 7:00 AM TO 8:00 AM



PHF = Peak Hour Factor
HV = Heavy Vehicle

4th Avenue W @ 112th St SW

Everett, WA

COUNTED BY: TDG

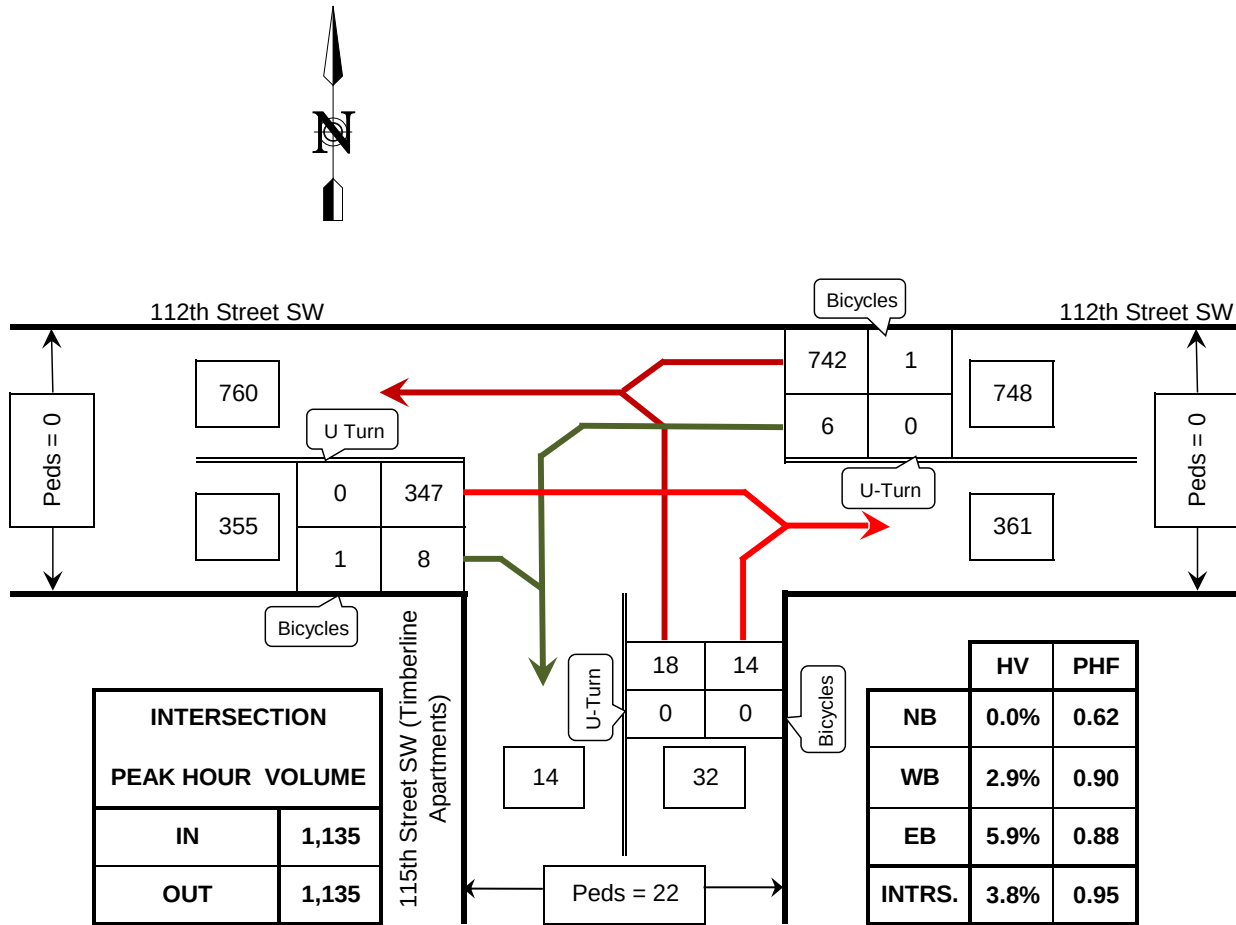
DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 7:00 AM - 9:00 AM

TURNING MOVEMENTS DIAGRAM

7:00 AM - 9:00 AM PEAK HOUR: 7:00 AM TO 8:00 AM



HV = Heavy Vehicles
PHF = Peak Hour Factor

115th Street SW @ 112th St SW

Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 7:00 AM - 9:00 AM



SNOHOMISH COUNTY TRAFFIC OPERATION

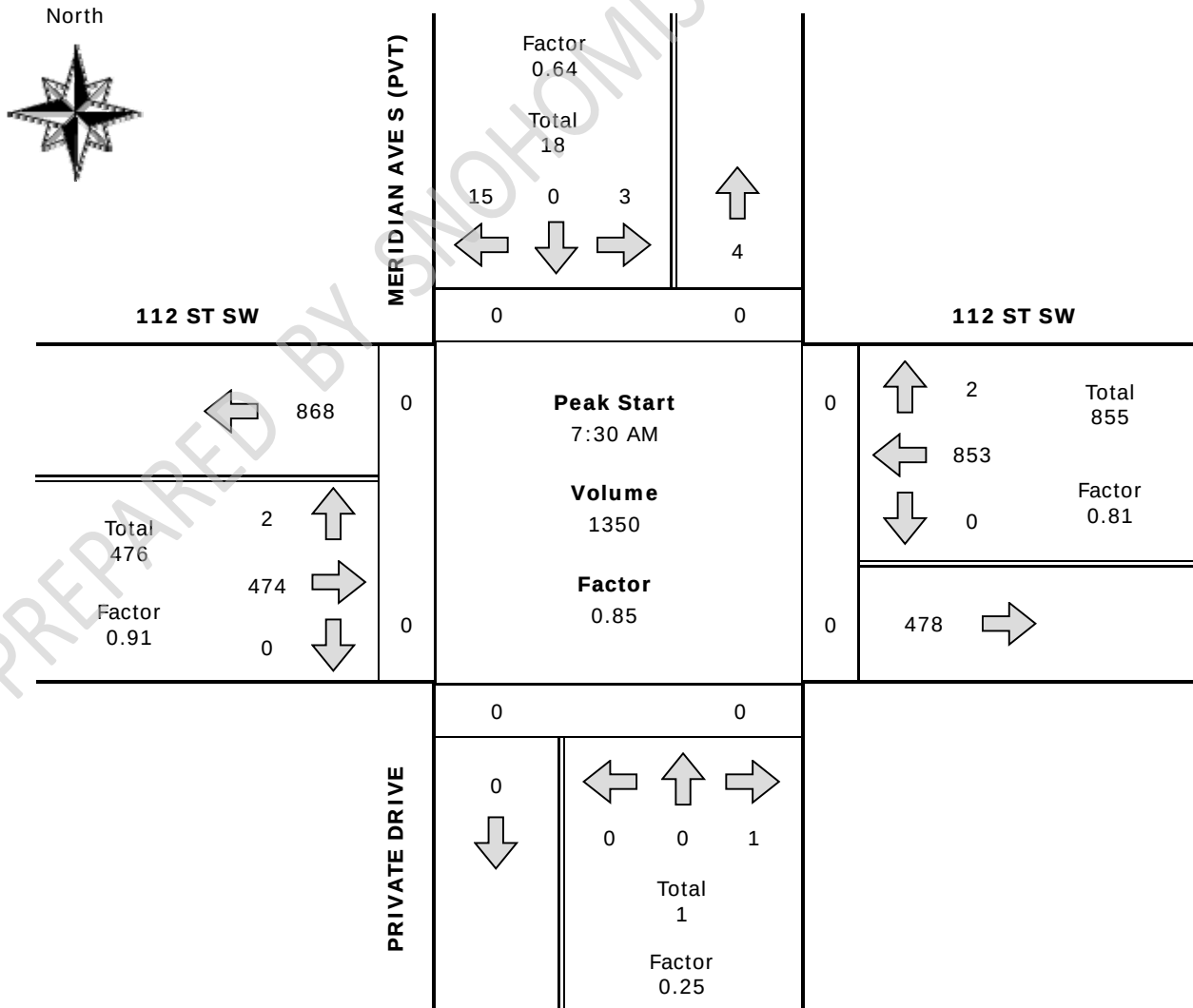
3000 Rockefeller Ave
Everett, WA 98201

LOCATION: : 112 ST SW @ MERIDIAN AVE S
REQUESTOR: : FORECAST

Site: 91556@1.560
12/5/2017
Tuesday

Intersection Peak Hour

Location	112 ST SW at MERIDIAN AVE S (PVT)			
Weather	DRY			
File Number	12051719aA000K000			
		Counted by	SR	
		Prepared by	DS	
	North	East	South	West
Total	22	1333	1	1344
Estimated ADT	220	13330	10	13440
Unshifted	18	827	1	449
	100 %	96.7 %	100 %	94.3 %
Light Trucks	0	18	0	16
		2.1 %		3.4 %
Heavy Trucks	0	2	0	1
		0.2 %		0.2 %
Buses	0	8	0	10
		0.9 %		2.1 %





SNOHOMISH COUNTY TRAFFIC OPERATION

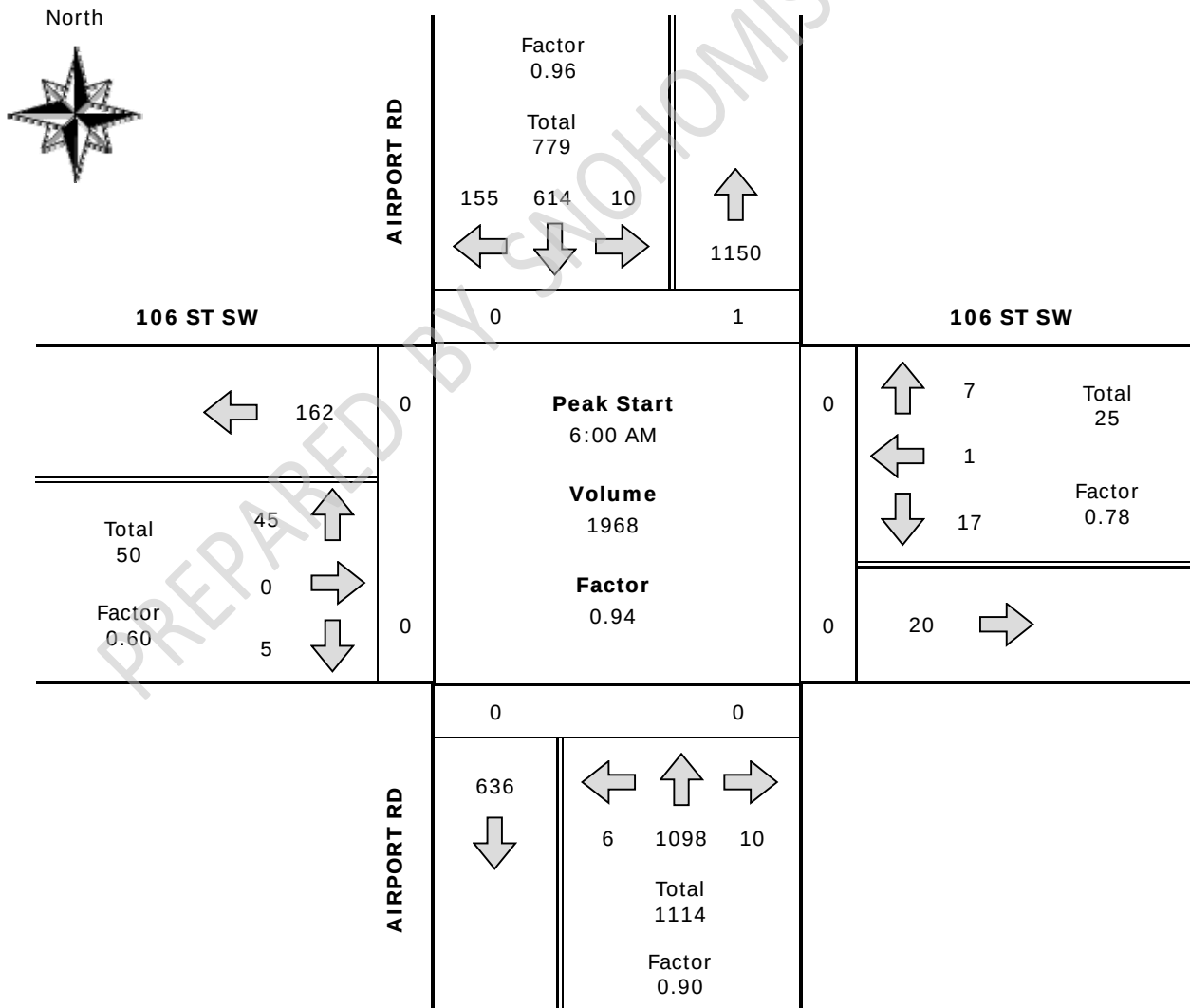
3000 Rockefeller Ave
Everett, WA 98201

LOCATION: : 106 ST SW @ AIRPORT RD
REQUESTOR: : FORECAST

Site: CITY@EVERETT
12/7/2017
Thursday

Intersection Peak Hour

Location	AIRPORT RD at 106 ST SW			
Weather	DRY			
File Number	12071722aA580K549			
		Counted by	DS	
		Prepared by	DS	
	North	East	South	West
Total	1929	45	1750	212
Estimated ADT	19290	450	17500	2120
Unshifted	671	25	1086	31
	86.1 %	100 %	97.5 %	62.0 %
Light Trucks	21	0	13	1
	2.7 %		1.2 %	2.0 %
Heavy Trucks	20	0	10	13
	2.6 %		0.9 %	26.0 %
Buses	67	0	5	5
	8.6 %		0.4 %	10.0 %





SNOHOMISH COUNTY TRAFFIC OPERATION

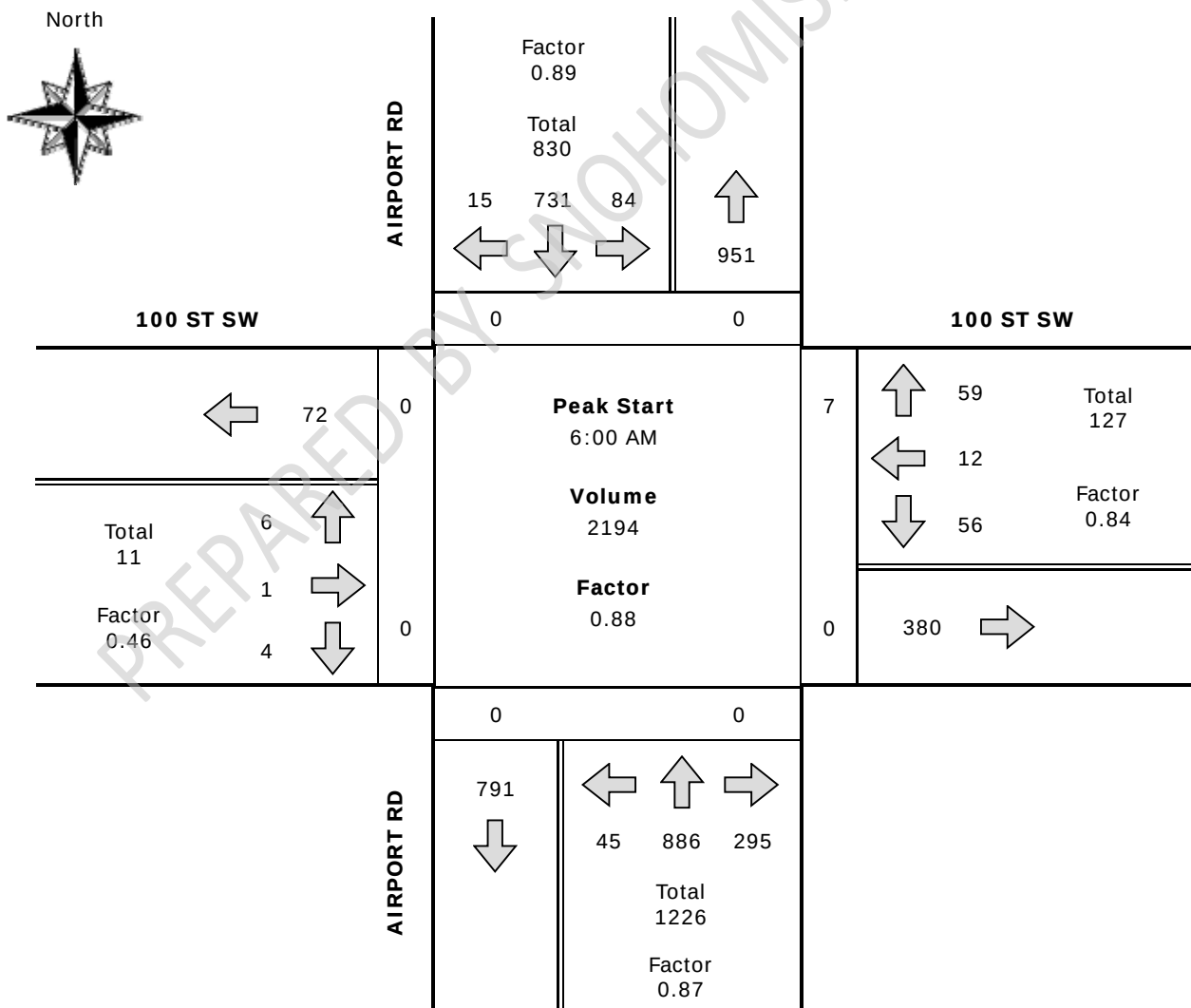
3000 Rockefeller Ave
Everett, WA 98201

LOCATION: : AIRPORT RD @ 100 ST SW
REQUESTOR: : FORECAST

Site: 91615@1.020
10/19/2017
Thursday

Intersection Peak Hour

Location	AIRPORT RD at 100 ST SW			
Weather	WET			
File Number	10191718aA389K279			
	North	East	South	West
Total	1781	507	2017	83
Estimated ADT	17810	5070	20170	830
Unshifted	742	114	1178	10
	89.4 %	89.8 %	96.1 %	90.9 %
Light Trucks	9	4	13	1
	1.1 %	3.1 %	1.1 %	9.1 %
Heavy Trucks	12	3	21	0
	1.4 %	2.4 %	1.7 %	
Buses	67	6	14	0
	8.1 %	4.7 %	1.1 %	





SNOHOMISH COUNTY TRAFFIC OPERATION

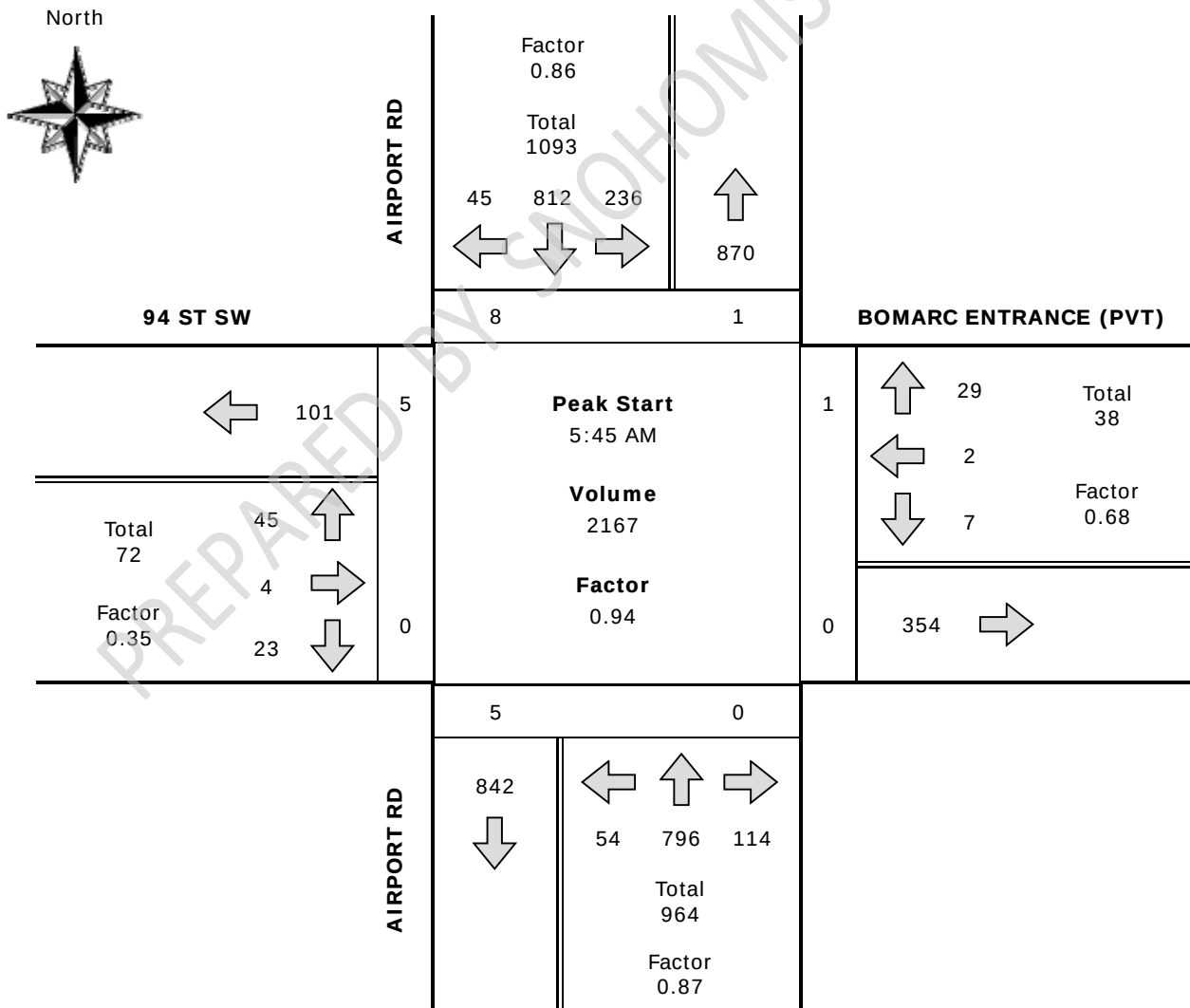
3000 Rockefeller Ave
Everett, WA 98201

LOCATION: : AIRPORT RD @ 94 ST SW (PVT. BOMARC ENTRANCE)
REQUESTOR: : FORECAST

Site: 91615@0.630
12/6/2017
Wednesday

Intersection Peak Hour

Location	AIRPORT RD at 94 ST SW (BOMARC ENTRANCE)			
Weather	DRY			
File Number	12061722aA407K544			
		Counted by	DS	
		Prepared by	DS	
	North	East	South	West
Total	1963	392	1806	173
Estimated ADT	19630	3920	18060	1730
Unshifted	994	23	929	66
	90.9 %	60.5 %	96.4 %	91.7 %
Light Trucks	9	2	7	1
	0.8 %	5.3 %	0.7 %	1.4 %
Heavy Trucks	12	6	19	0
	1.1 %	15.8 %	2.0 %	
Buses	78	7	9	5
	7.1 %	18.4 %	0.9 %	6.9 %





SNOHOMISH COUNTY TRAFFIC OPERATION

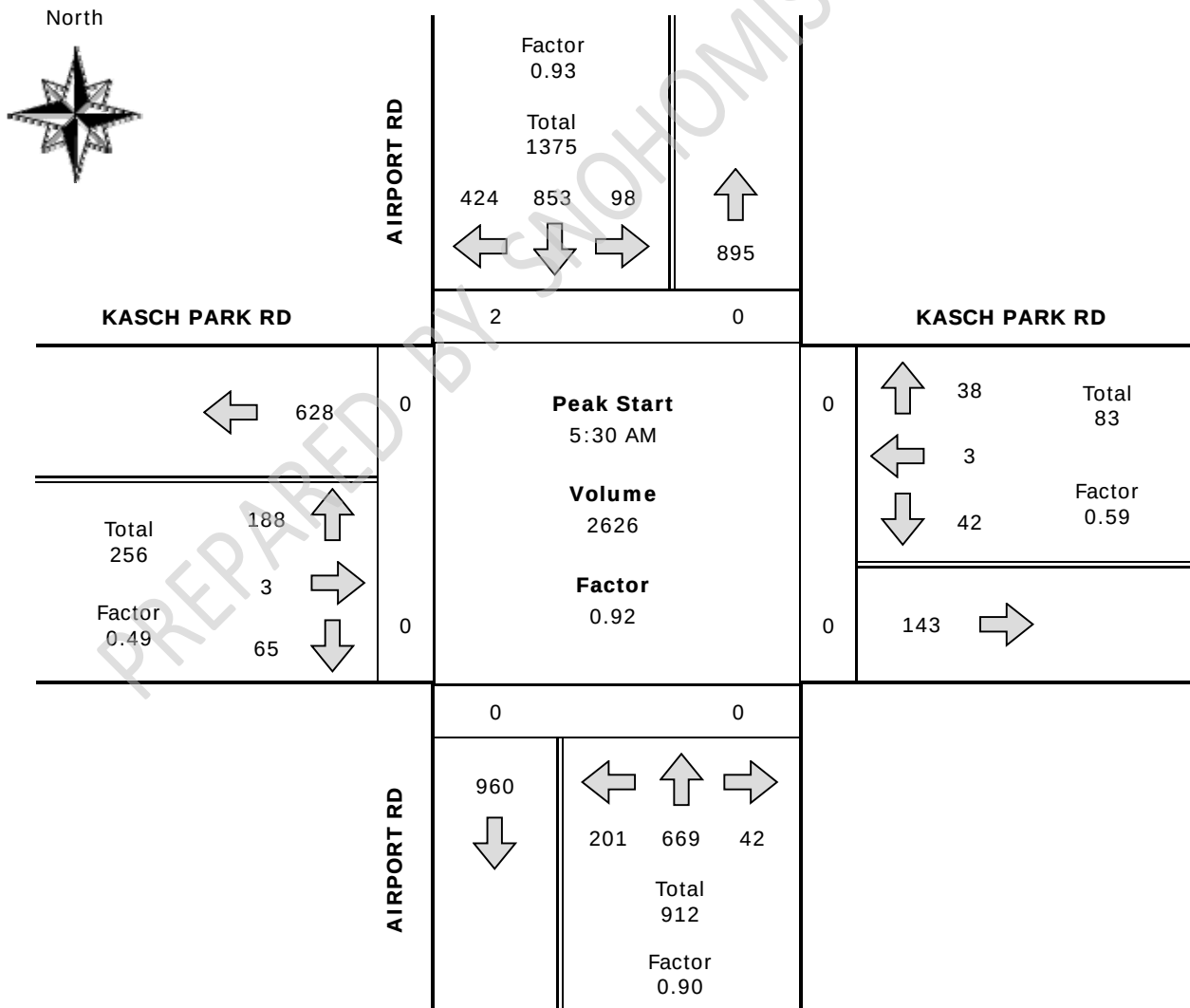
3000 Rockefeller Ave
Everett, WA 98201

LOCATION: : AIRPORT RD @ KASCH PARK RD
REQUESTOR: : FORECAST

Site: CITY@EVERETT
12/5/2017
Tuesday

Intersection Peak Hour

Location	AIRPORT RD at KASCH PARK RD			
Weather	DRY			
File Number	12051722aA1123K543			
		Counted by	DS	
		Prepared by	DS	
	North	East	South	West
Total	2270	226	1872	884
Estimated ADT	22700	2260	18720	8840
Unshifted	1322	12	887	242
	96.1 %	14.5 %	97.3 %	94.5 %
Light Trucks	9	0	6	1
	0.7 %		0.7 %	0.4 %
Heavy Trucks	16	0	13	1
	1.2 %		1.4 %	0.4 %
Buses	28	71	6	12
	2.0 %	85.5 %	0.7 %	4.7 %





SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : 4 AVE W @ 108 ST SW
REQUESTOR : CAU LIST

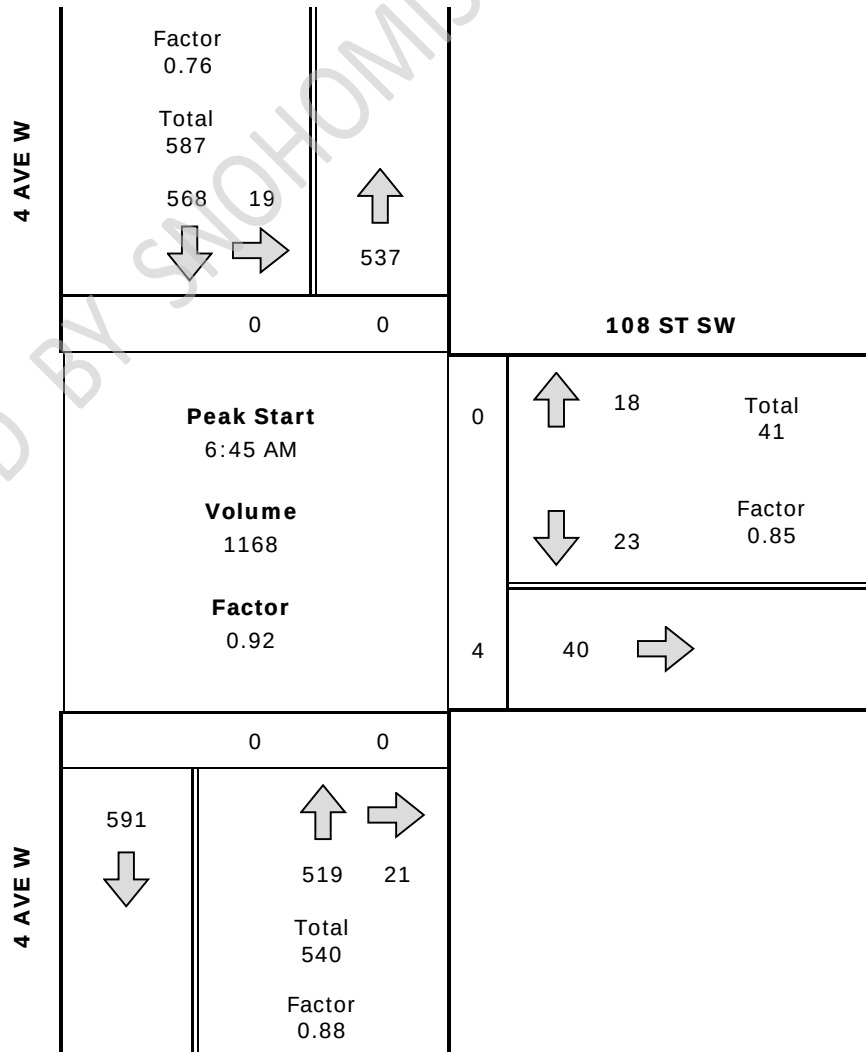
Site: 91559@1.250
1/11/2018
Thursday

Intersection Peak Hour

Location 4 AVE W at 108 ST SW
Weather WET
File Number 01111819aA728K378

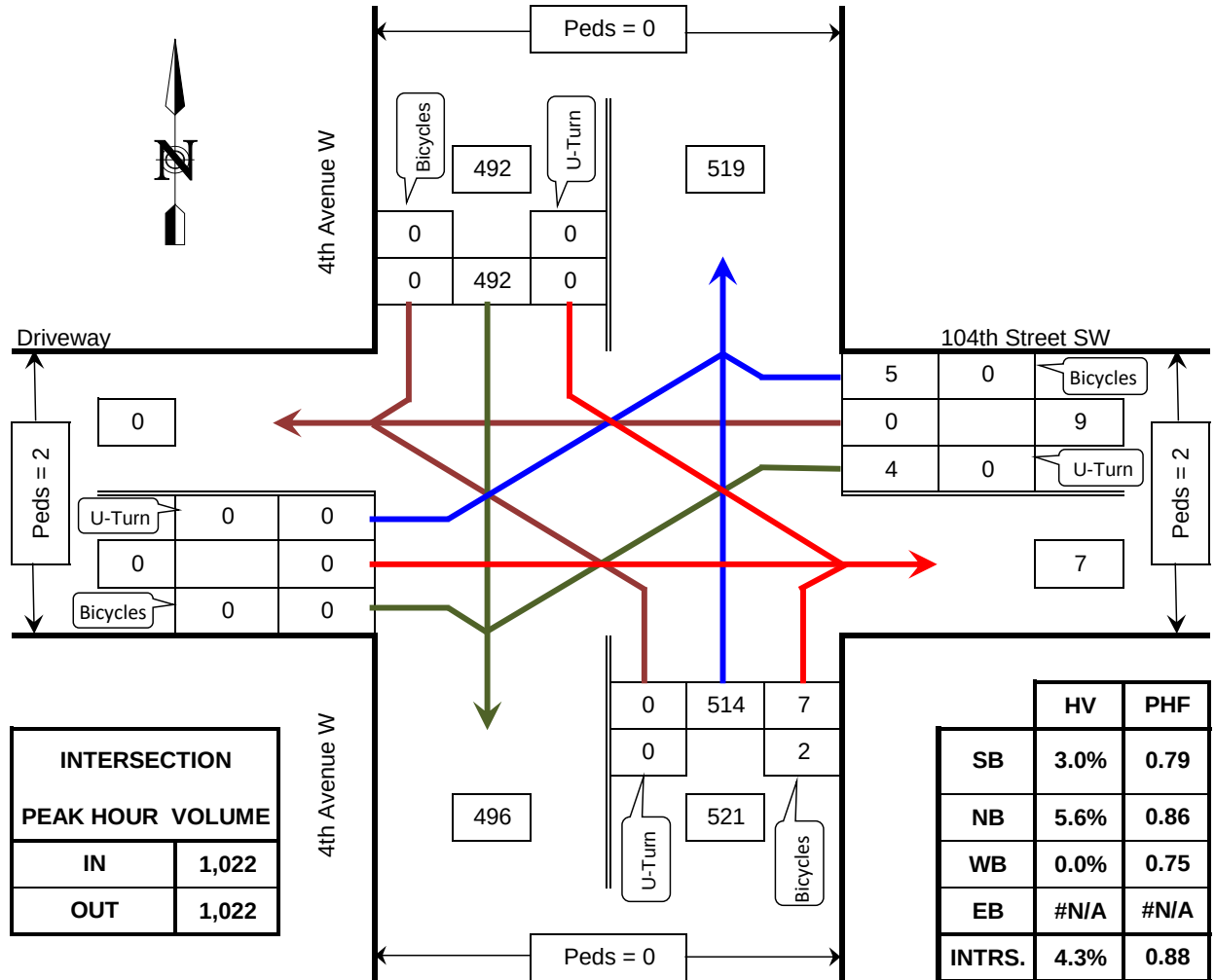
Counted by SR
Prepared by BF

	NW	North	NE	East	SE	South	SW	West
Total		1124		81		1131		0
Estimated ADT		11240		810		11310		0
Autos	-	555 94.5 %	0	38 92.7 %	0	517 95.7 %	-	-
Light Trucks	-	11 1.9 %	0	1 2.4 %	0	5 0.9 %	-	-
Heavy Trucks	-	2 0.3 %	0	0	0	3 0.6 %	-	-
Buses	-	19 3.2 %	0	2 4.9 %	0	15 2.8 %	-	-



TURNING MOVEMENTS DIAGRAM

7:00 AM - 9:00 AM PEAK HOUR: 7:00 AM TO 8:00 AM



4th Avenue W @ 104th Street SW

Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 7:00 AM - 9:00 AM

PM Peak-Hour Counts

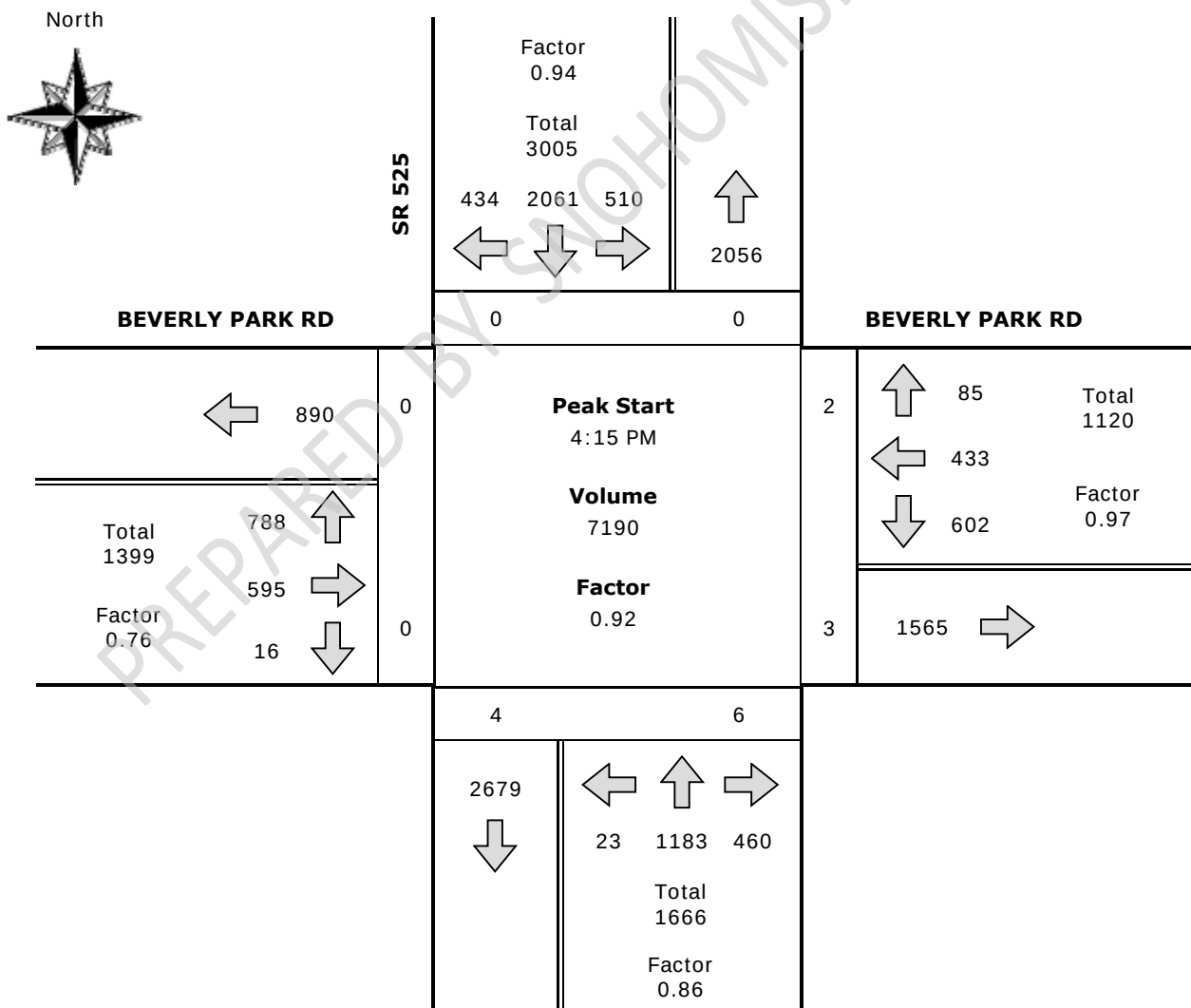
SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : BEVERLY PARK RD @ SR 525
REQUESTOR : FORECAST

Site: 91627@0.000
6/13/2017
Tuesday

Intersection Peak Hour

Location	BEVERLY PARK RD @ SR 525			
Weather	DRY			
File Number	0613172122pA417K260			
		Counted by	DS-SR	
		Prepared by	BF	
	North	East	South	West
Total	5061	2685	4345	2289
Estimated ADT	50610	26850	43450	22890
Autos	2947	1103	1618	1376
	98.1 %	98.5 %	97.1 %	98.4 %
Light Trucks	40	8	14	15
	1.3 %	0.7 %	0.8 %	1.1 %
Heavy Trucks	11	6	25	3
	0.4 %	0.5 %	1.5 %	0.2 %
Buses	7	3	9	5
	0.2 %	0.3 %	0.5 %	0.4 %





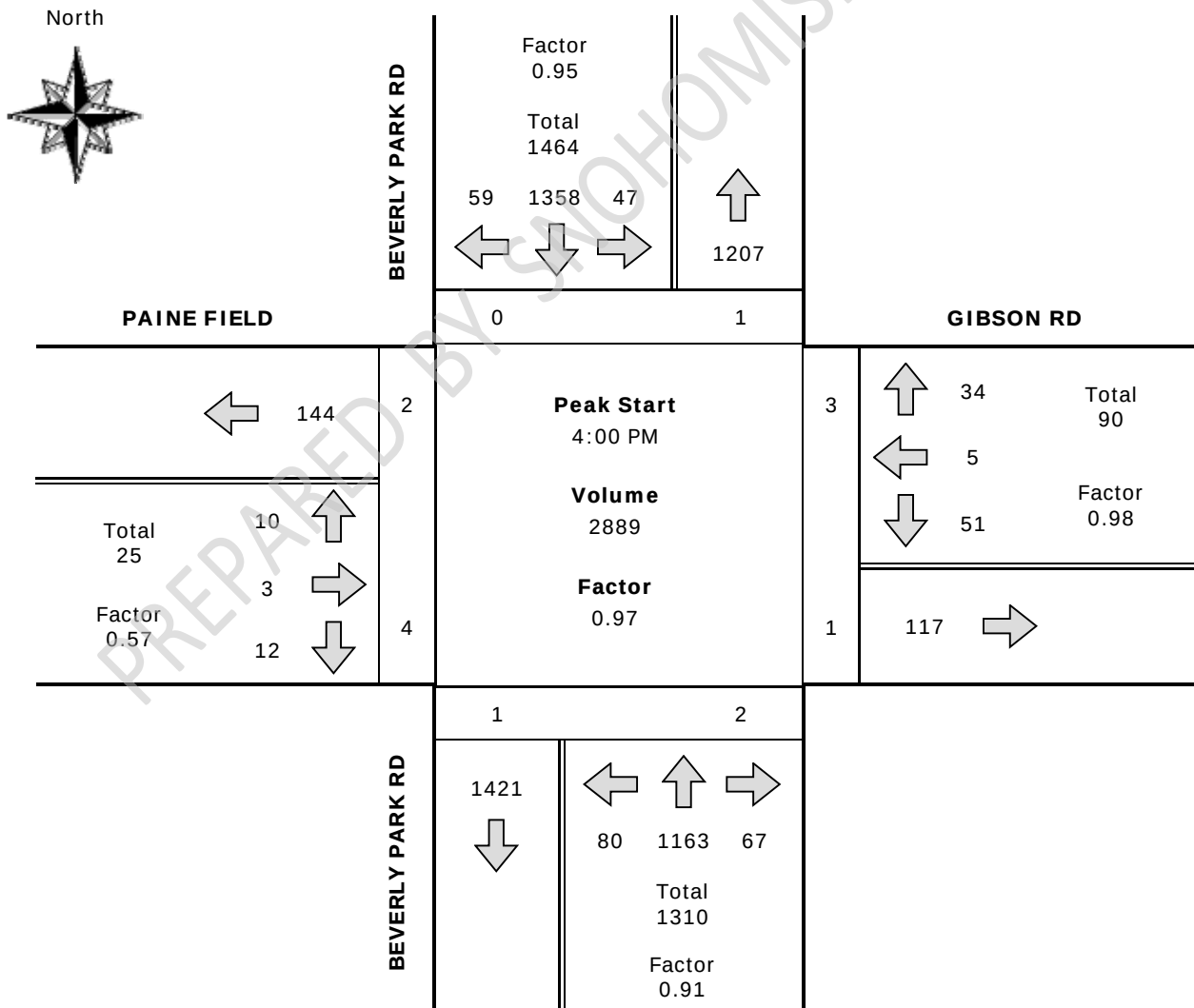
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : BEVERLY PARK RD @ GIBSON RD
 REQUESTOR : FORECAST

Site: 91627@0.52
 5/16/2017
 Tuesday

Intersection Peak Hour

Location	BEVERLY PARK RD at GIBSON RD/PAINE FIELD			
Weather	DRY			
File Number	05161718pA425K262			
		Counted by	BF	
		Prepared by	BF	
	North	East	South	West
Total	2671	207	2731	169
Estimated ADT	26710	2070	27310	1690
Autos	1438 98.2 %	89 98.9 %	1272 97.1 %	25 100 %
Light Trucks	8 0.5 %	0	9 0.7 %	0
Heavy Trucks	12 0.8 %	0	17 1.3 %	0
Buses	6 0.4 %	1 1.1 %	12 0.9 %	0





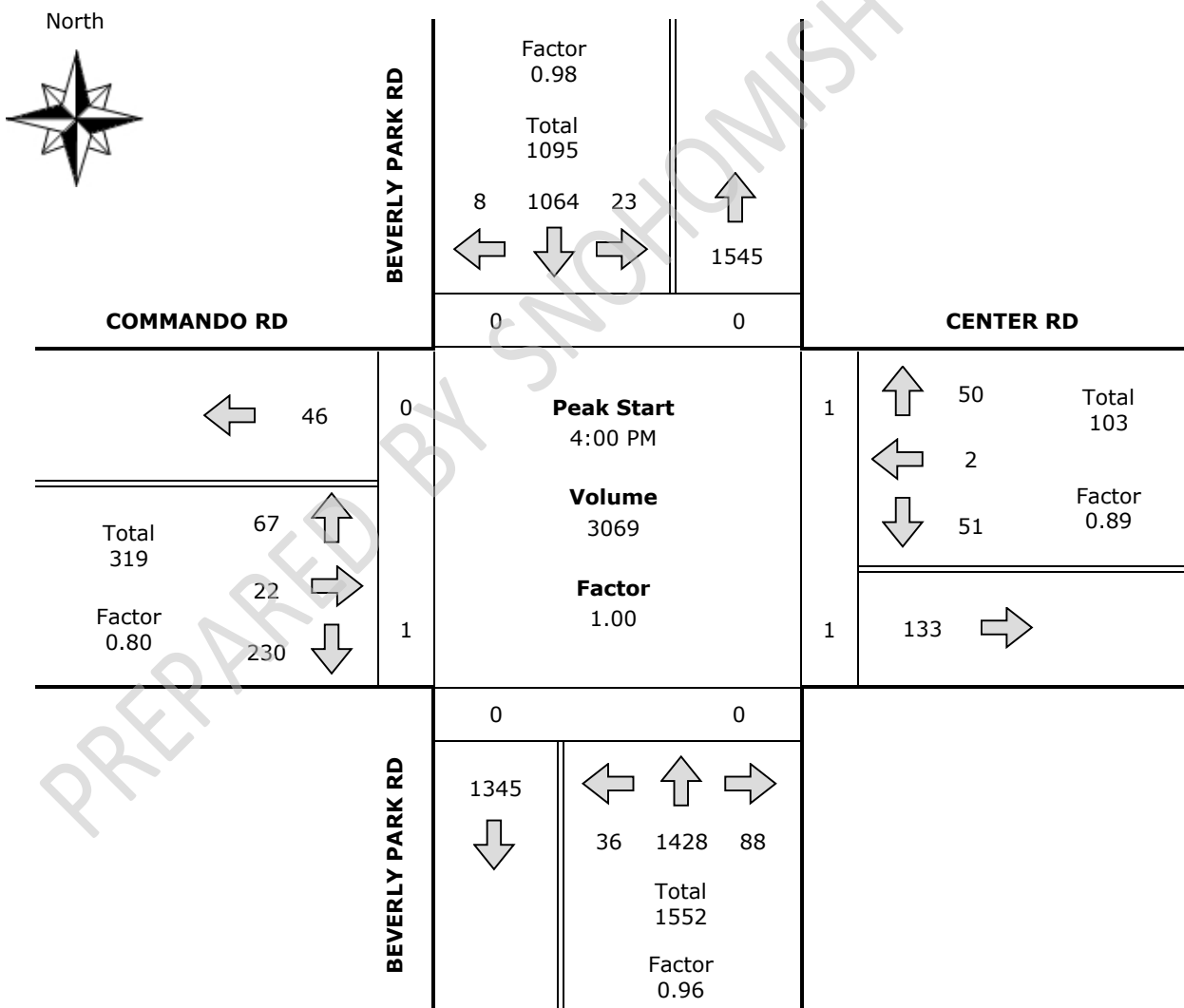
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave.
 Everett Wa. 98201

LOCATION : BEVERLY PARK RD @ CENTER RD / COMMANDO RD
 REQUESTOR : B. CHESTERFIELD

Site: 91627@0.820
 9/19/2017
 Tuesday

Intersection Peak Hour

Location	BEVERLY PARK RD at CENTER RD / COMMANDO RD			
Weather	WET			
File Number	09191719pA1189K265			
		Counted by	SR	
		Prepared by	SR	
	North	East	South	West
Total	2640	236	2897	365
Estimated ADT	26400	2360	28970	3650
Autos	1083 98.9 %	94 91.3 %	1508 97.2 %	316 99.1 %
Light Trucks	6 0.5 %	1 1.0 %	21 1.4 %	1 0.3 %
Heavy Trucks	5 0.5 %	1 1.0 %	10 0.6 %	2 0.6 %
Buses	1 0.1 %	7 6.8 %	13 0.8 %	0





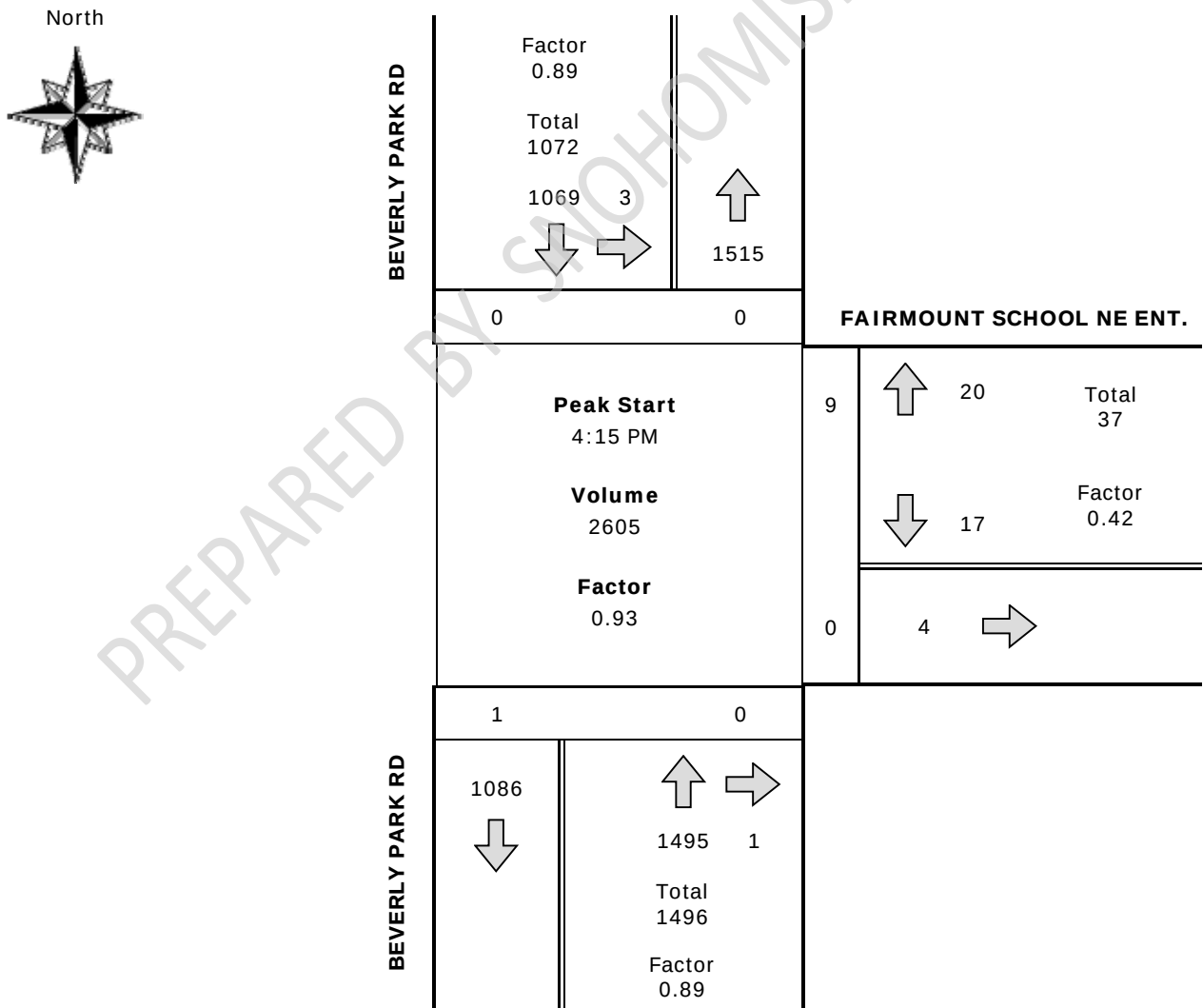
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : BEVERLY PARK RD @ FAIRMOUNT SCHOOL NE ENT.
 REQUESTOR : FORECAST

Site: 91627@1.056
 5/23/2017
 Tuesday

Intersection Peak Hour

Location	BEVERLY PARK RD at FAIRMOUNT SCHOOL NE ENT.			
Weather	DRY			
File Number	05231718pA964K0			
	Counted by		BF	
	Prepared by		BF	
	North	East	South	West
Total	2587	41	2582	0
Estimated ADT	25870	410	25820	0
Autos	1054 98.3 %	36 97.3 %	1461 97.7 %	-
Light Trucks	5 0.5 %	0	7 0.5 %	-
Heavy Trucks	8 0.7 %	0	18 1.2 %	-
Buses	5 0.5 %	1 2.7 %	10 0.7 %	-





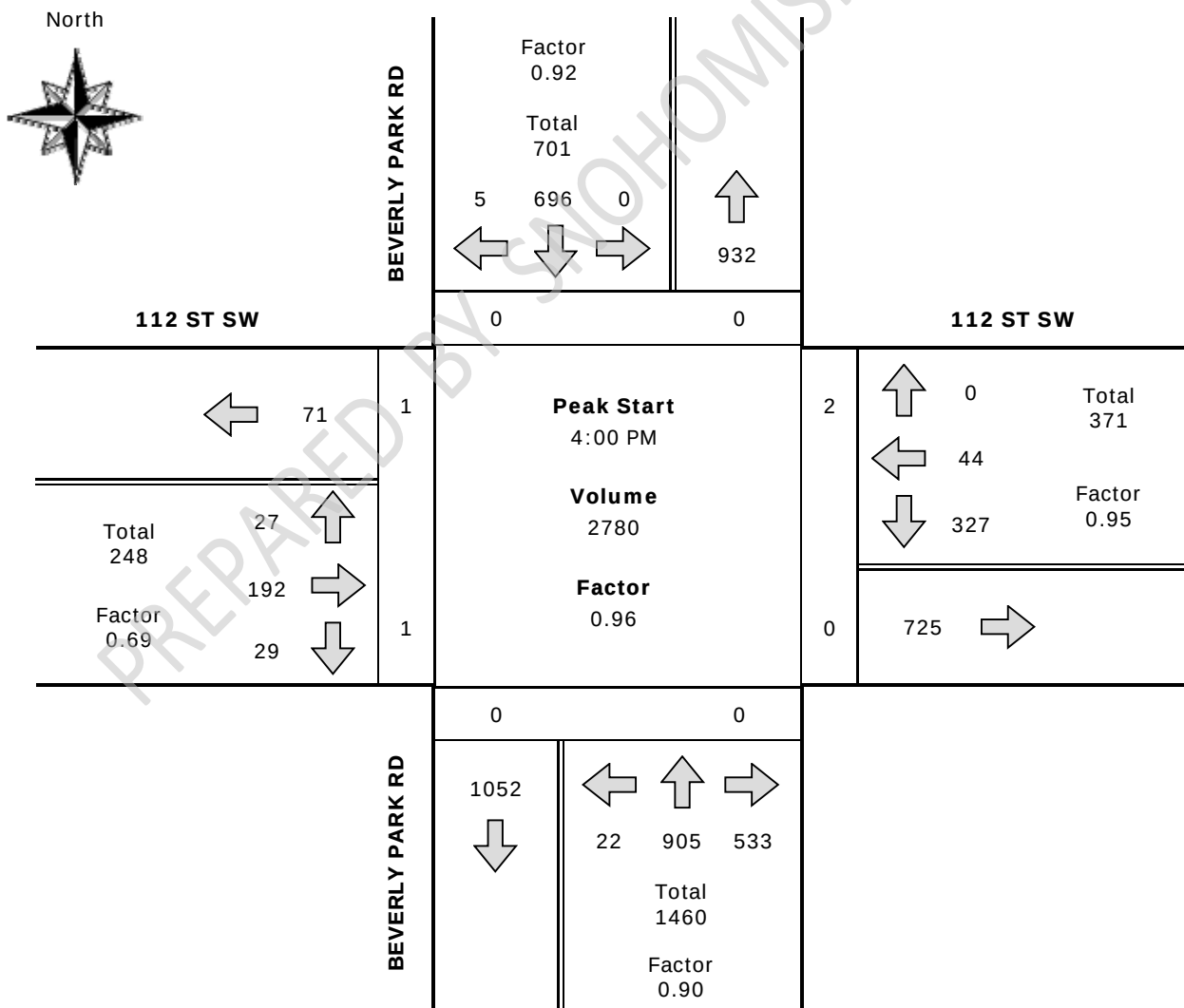
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : BEVERLY PARK RD @ 112 ST SW
 REQUESTOR : FORECAST

Site: 91627@1.190
 5/25/2017
 Thursday

Intersection Peak Hour

Location	BEVERLY PARK RD at 112 ST SW			
Weather	DRY			
File Number	05251718pA54K263			
	Counted by		BF	
	Prepared by		BF	
	North	East	South	West
Total	1633	1096	2512	319
Estimated ADT	16330	10960	25120	3190
Autos	686 97.9 %	363 97.8 %	1410 96.6 %	244 98.4 %
Light Trucks	3 0.4 %	1 0.3 %	6 0.4 %	1 0.4 %
Heavy Trucks	3 0.4 %	4 1.1 %	22 1.5 %	1 0.4 %
Buses	9 1.3 %	3 0.8 %	22 1.5 %	2 0.8 %





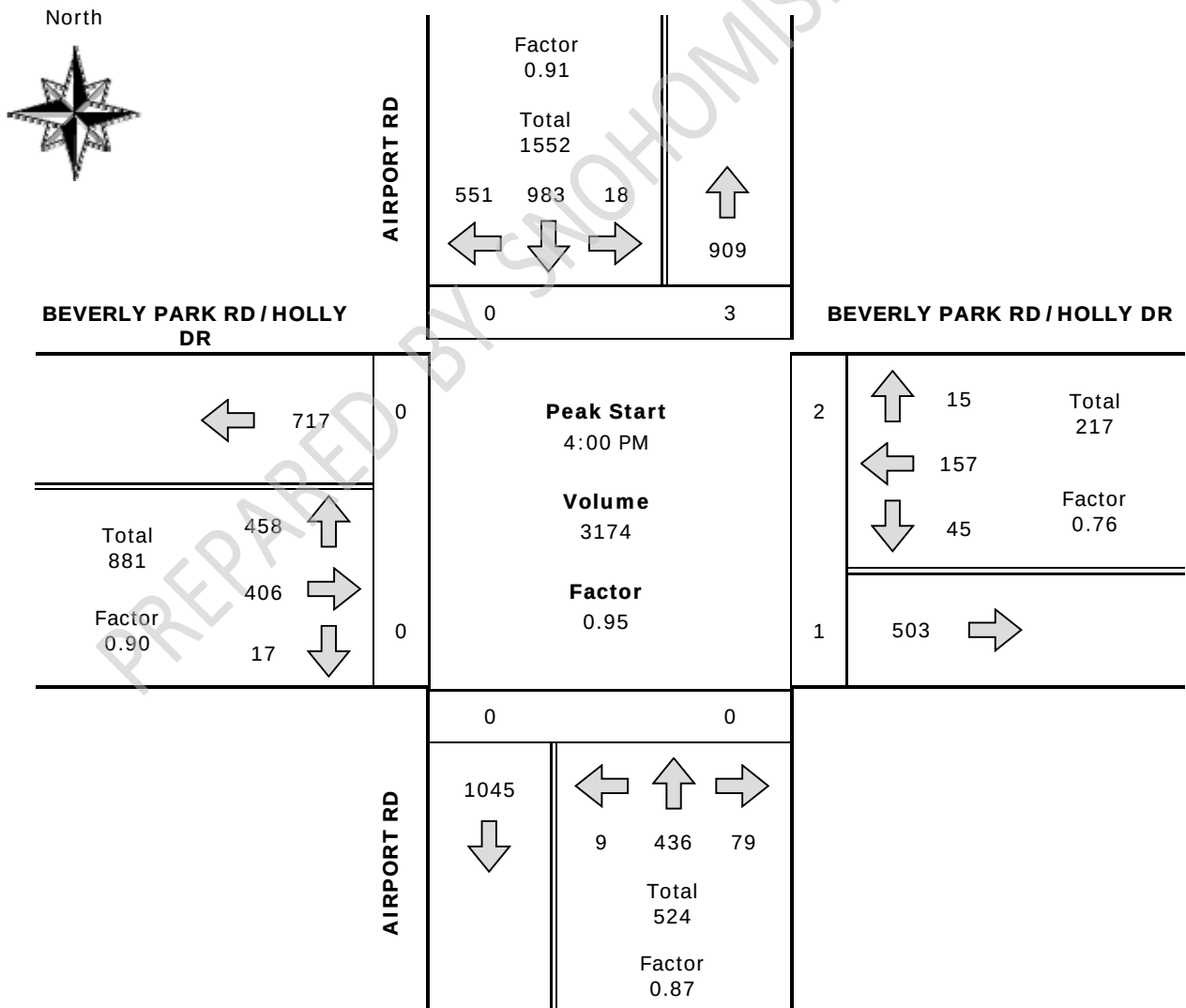
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : AIRPORT RD @ BEVERLY PARK RD/HOLLY DR
 REQUESTOR : FORECAST

Site: 91627/28@1.350/0.000
 6/14/2017
 Wednesday

Intersection Peak Hour

Location	AIRPORT RD at BEVERLY PARK RD/HOLLY DR			
Weather	DRY			
File Number	06141719pA353K264			
		Counted by	SR	
		Prepared by	BF	
	North	East	South	West
Total	2461	720	1569	1598
Estimated ADT	24610	7200	15690	15980
Autos	1528 98.5 %	211 97.2 %	482 92.0 %	840 95.3 %
Light Trucks	16 1.0 %	2 0.9 %	12 2.3 %	24 2.7 %
Heavy Trucks	5 0.3 %	1 0.5 %	3 0.6 %	4 0.5 %
Buses	3 0.2 %	3 1.4 %	27 5.2 %	13 1.5 %





SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : AIRPORT RD & SR 99
REQUESTOR : FORECAST

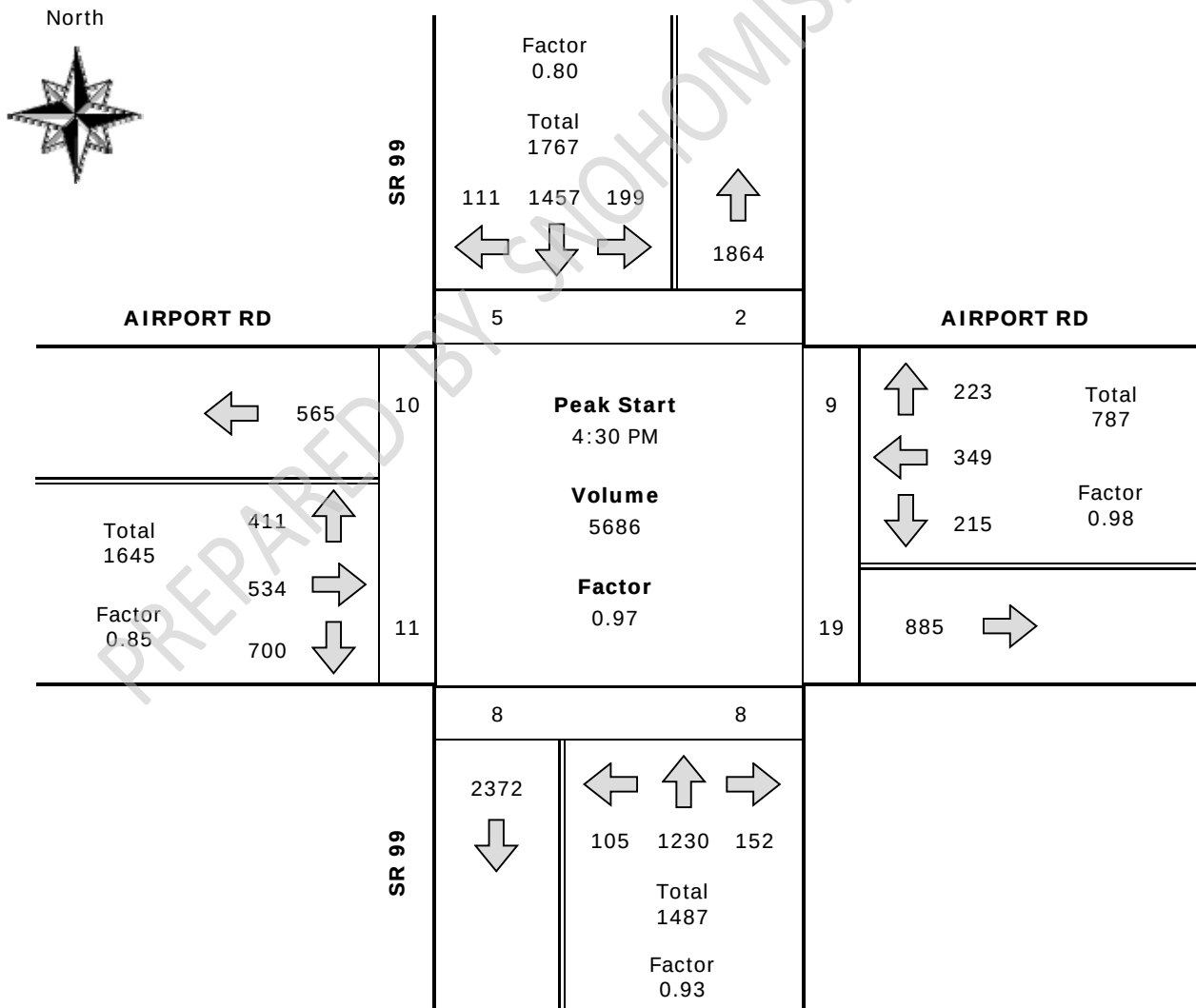
Site: 91615@2.410
3/7/2017
Tuesday

Intersection Peak Hour

Location AIRPORT RD at SR 99
Weather WET
File Number 0307172022pA672K266

Counted by
Prepared by DS/SR
BF

	North	East	South	West
Total	3631	1672	3859	2210
Estimated ADT	36310	16720	38590	22100
Autos	1743 98.6 %	764 97.1 %	1444 97.1 %	1633 99.3 %
Light Trucks	13 0.7 %	13 1.7 %	26 1.7 %	7 0.4 %
Heavy Trucks	2 0.1 %	2 0.3 %	9 0.6 %	3 0.2 %
Buses	9 0.5 %	8 1.0 %	8 0.5 %	2 0.1 %





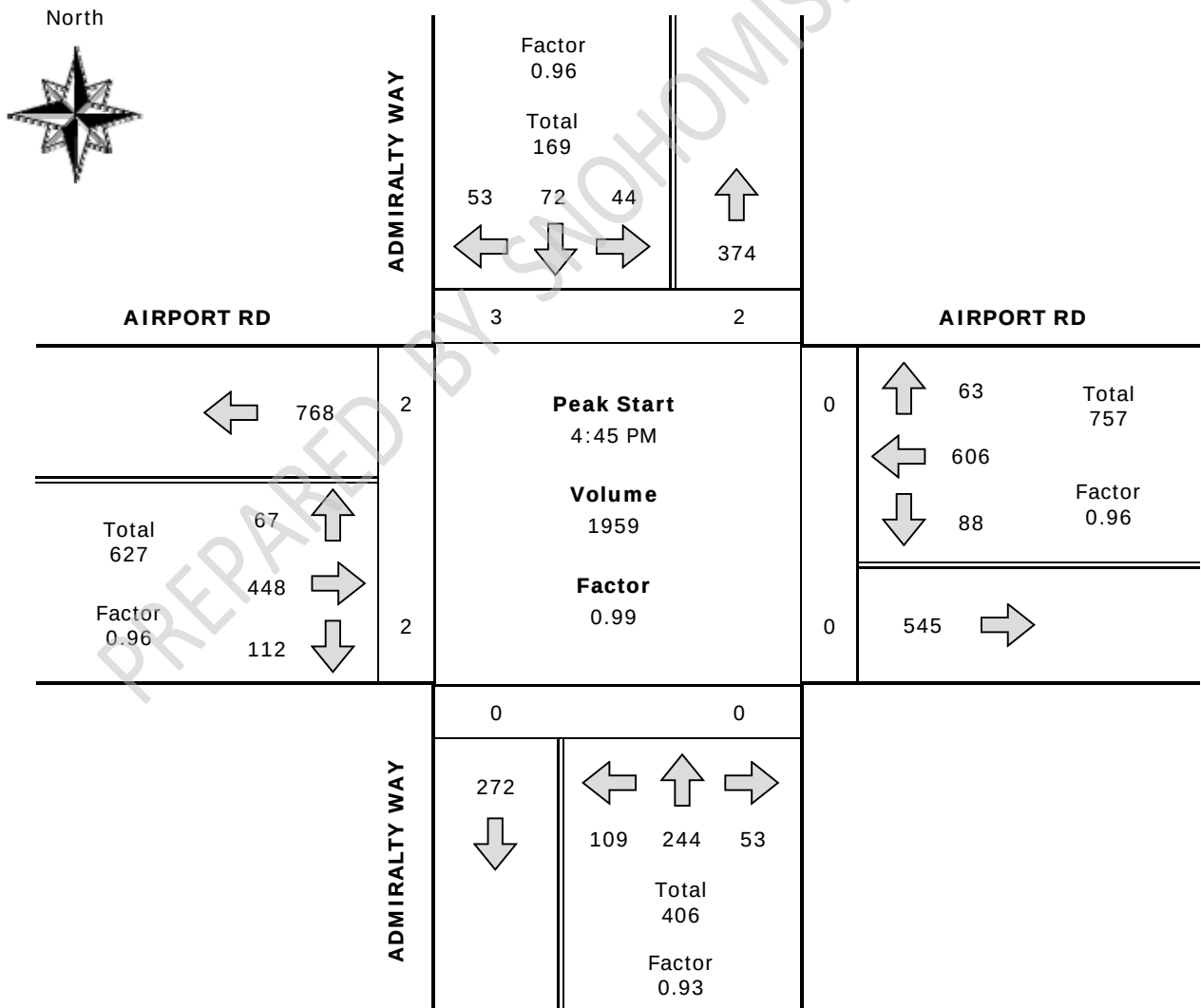
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : AIRPORT RD & ADMIRALTY WAY
 REQUESTOR : FORECAST

Site: 91616@0.400
 3/9/2017
 Thursday

Intersection Peak Hour

Location	AIRPORT RD at ADMIRALTY WAY			
Weather	WET			
File Number	03091718pA43K267			
	Counted by		BF	
	Prepared by		BF	
	North	East	South	West
Total	543	1302	678	1395
Estimated ADT	5430	13020	6780	13950
Autos	166 98.2 %	742 98.0 %	402 99.0 %	612 97.6 %
Light Trucks	1 0.6 %	6 0.8 %	1 0.2 %	5 0.8 %
Heavy Trucks	1 0.6 %	4 0.5 %	2 0.5 %	4 0.6 %
Buses	1 0.6 %	5 0.7 %	1 0.2 %	6 1.0 %





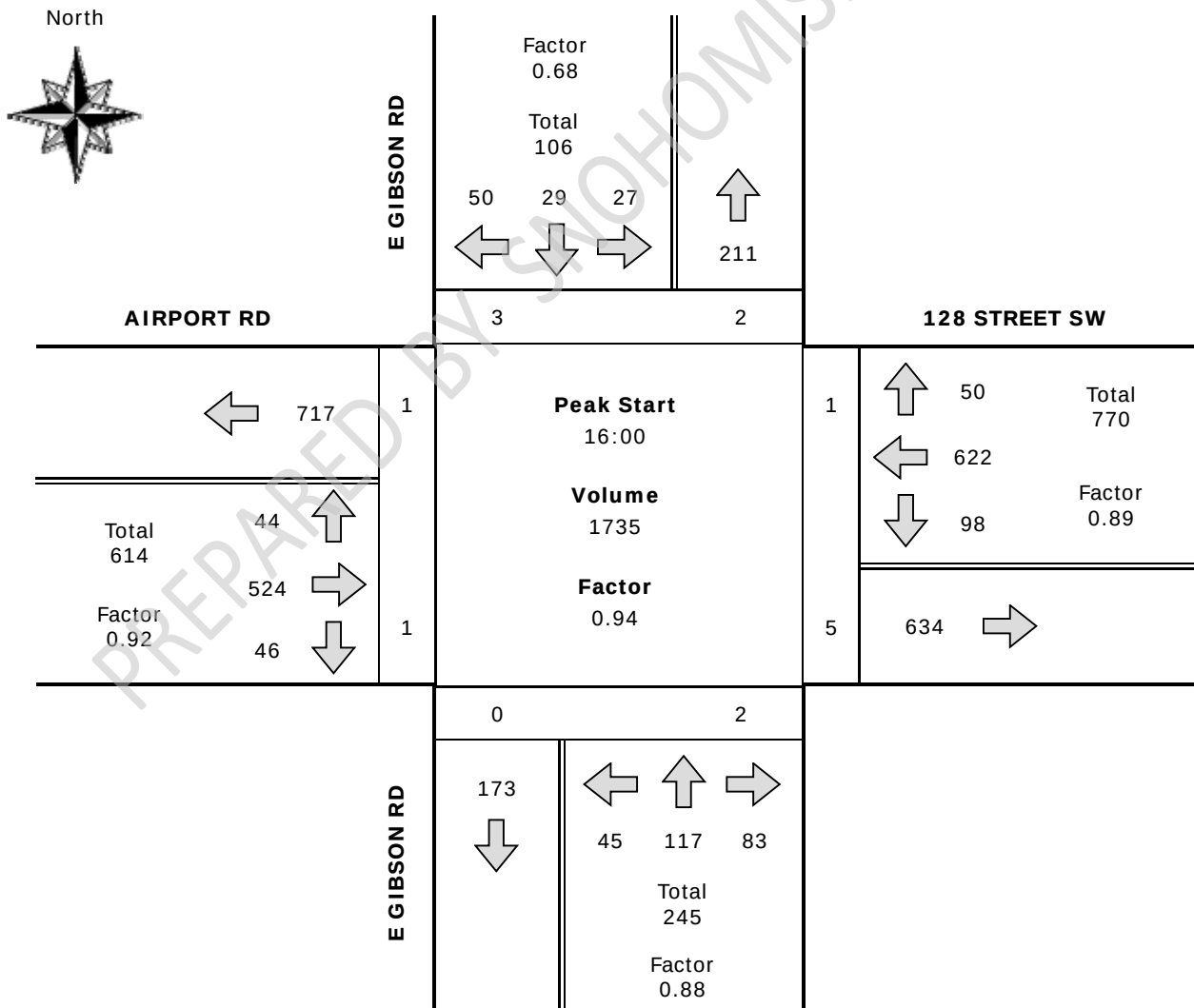
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION: : 128 ST SW / AIRPORT RD @ E GIBSON RD
 REQUESTOR: : FORECAST

Site: 91619@0.650
 3/14/2017
 Tuesday

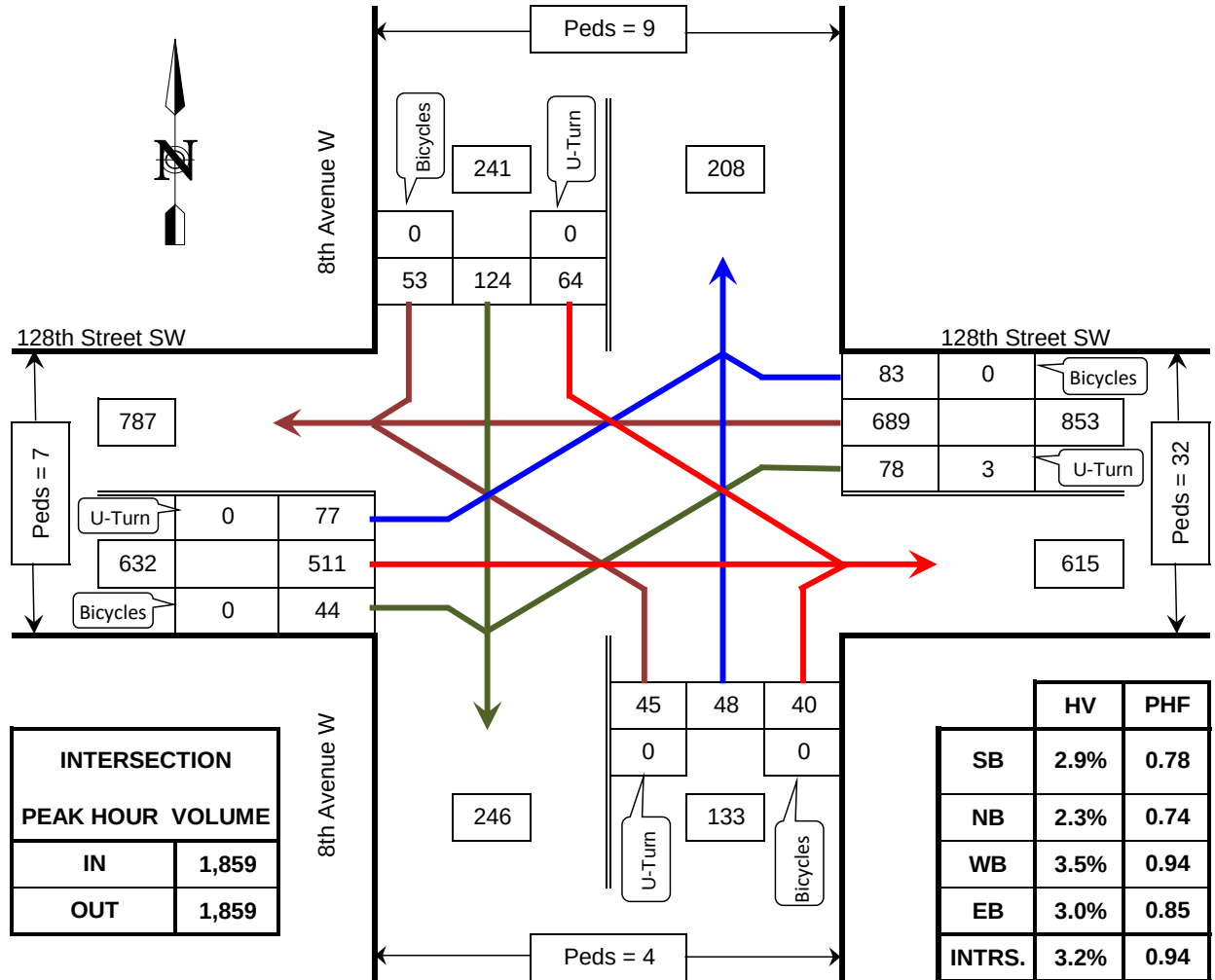
Intersection Peak Hour

Location	128 STREET SW / AIRPORT RD at E GIBSON RD			
Weather	WET			
File Number	03141723pA588K268			
		Counted by	DS	
		Prepared by	DS	
	North	East	South	West
Total	317	1404	418	1331
Estimated ADT	3170	14040	4180	13310
Unshifted	103	742	238	588
	97.2 %	96.4 %	97.1 %	95.8 %
Light Trucks	2	16	2	11
	1.9 %	2.1 %	0.8 %	1.8 %
Heavy Trucks	0	4	0	8
		0.5 %		1.3 %
Buses	1	8	5	7
	0.9 %	1.0 %	2.0 %	1.1 %



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM



8th Avenue W @ 128th St SW

Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM



SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : 5 PL W @ 128 ST SW
REQUESTOR : FORECAST

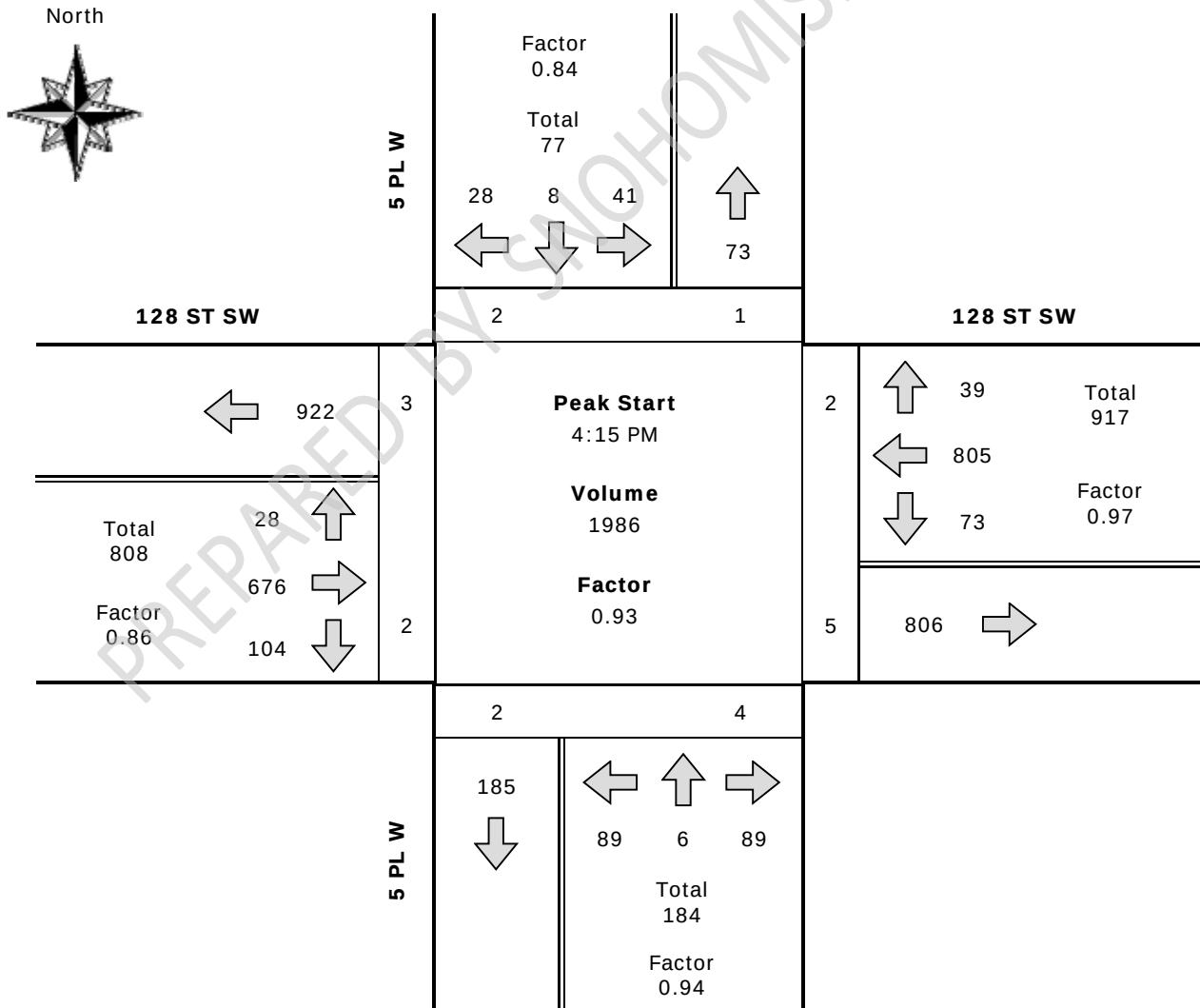
Site: 91616@1.083
6/8/2017
Thursday

Intersection Peak Hour

Location 128 ST SW at 5 PL W
Weather DRY
File Number 06081718pA939K270

Counted by BF
Prepared by BF

	North	East	South	West
Total	150	1723	369	1730
Estimated ADT	1500	17230	3690	17300
Autos	74 96.1 %	885 96.5 %	183 99.5 %	788 97.5 %
Light Trucks	1 1.3 %	18 2.0 %	1 0.5 %	10 1.2 %
Heavy Trucks	1 1.3 %	8 0.9 %	0	6 0.7 %
Buses	1 1.3 %	6 0.7 %	0	4 0.5 %





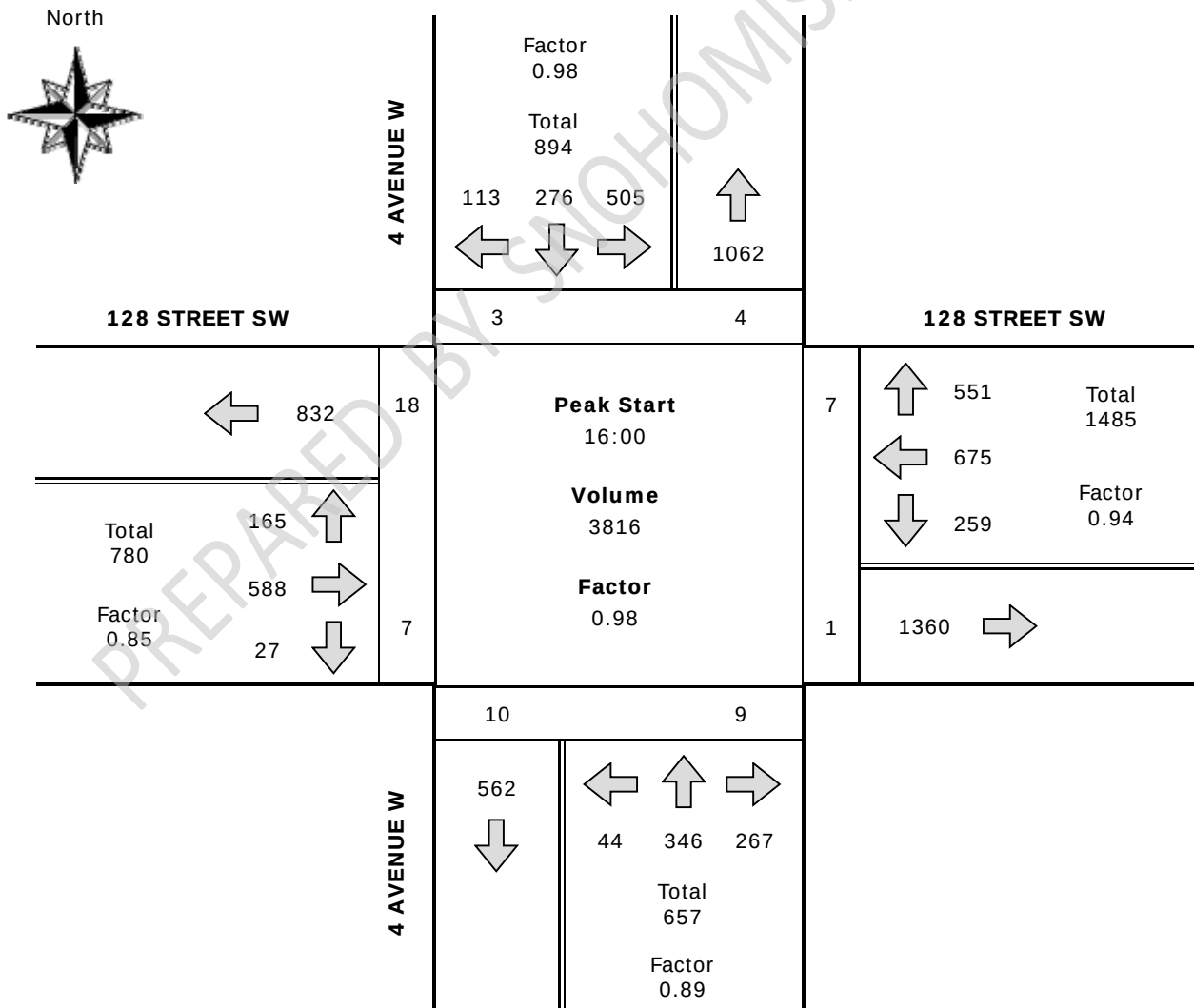
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION: : 128 ST SW @ 4 AVE W
 REQUESTOR: : FORECAST

Site: 91616@1.190
 2/28/2017
 Tuesday

Intersection Peak Hour

Location	128 STREET SW at 4 AVENUE W			
Weather	DRY			
File Number	02281718a23aA034K269			
	Counted by		DS/BF	
	Prepared by		DS	
	North	East	South	West
Total	1956	2845	1219	1612
Estimated ADT	19560	28450	12190	16120
Unshifted	876 98.0 %	1442 97.1 %	626 95.3 %	758 97.2 %
Light Trucks	9 1.0 %	17 1.1 %	7 1.1 %	11 1.4 %
Heavy Trucks	2 0.2 %	2 0.1 %	7 1.1 %	4 0.5 %
Buses	7 0.8 %	24 1.6 %	17 2.6 %	7 0.9 %





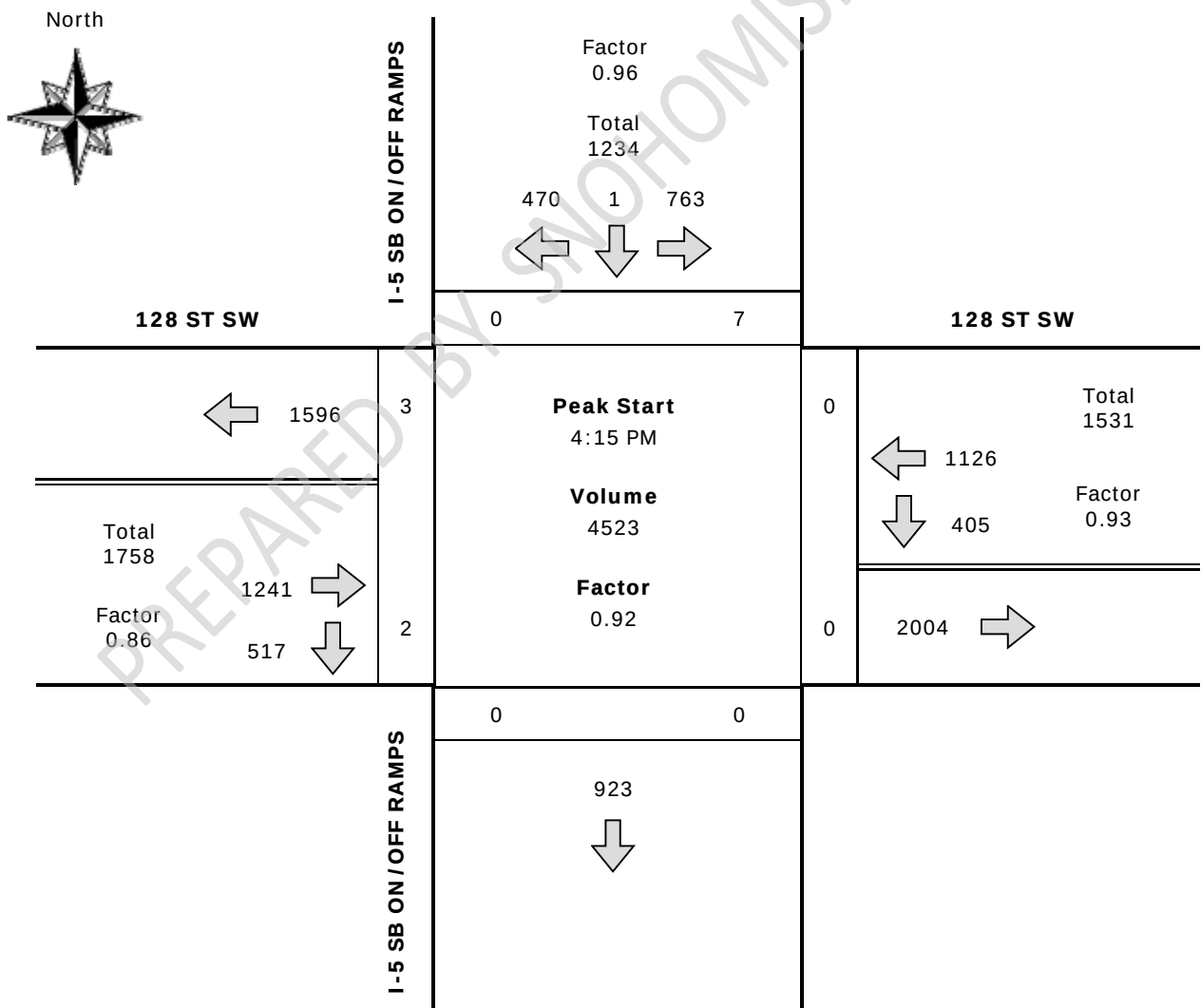
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : 128 ST SW (SR 96) @ I-5 SB ON/OFF RAMPS
 REQUESTOR : FORECAST

Site: STATE
 6/15/2017
 Thursday

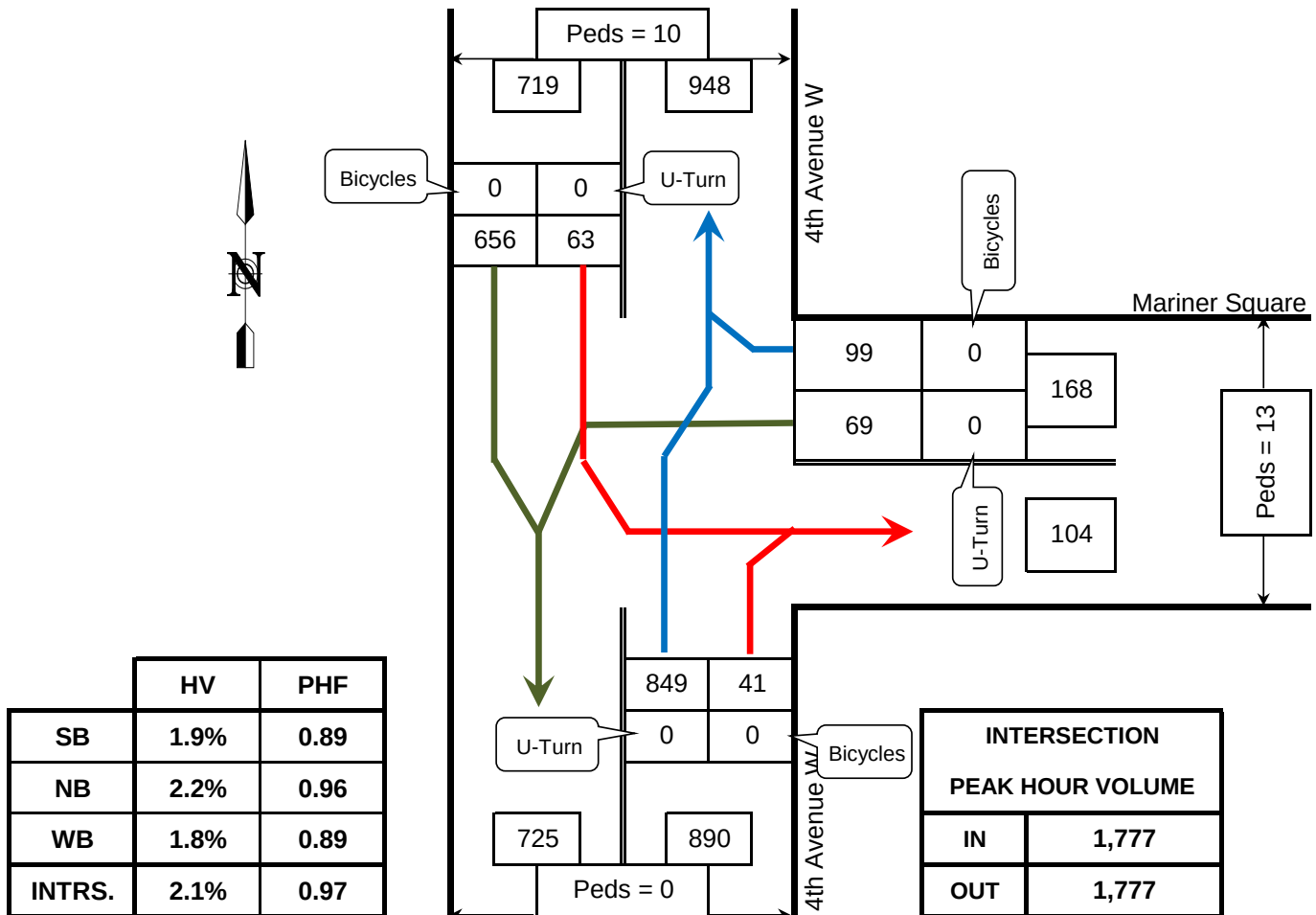
Intersection Peak Hour

Location	128 ST SW at I-5 SB ON/OFF RAMPS			
Weather	DRY			
File Number	0615171922pA944K272			
	North	East	South	West
Total	1234	3535	923	3354
Estimated ADT	12340	35350	9230	33540
Autos	1220 98.9 %	1485 97.0 %	-	1701 96.8 %
Light Trucks	9 0.7 %	21 1.4 %	-	30 1.7 %
Heavy Trucks	0	12 0.8 %	-	4 0.2 %
Buses	5 0.4 %	13 0.8 %	-	23 1.3 %



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM



HV = Heavy Vehicles
PHF = Peak Hour Factor

4th Avenue W @ Mariner Square

Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM



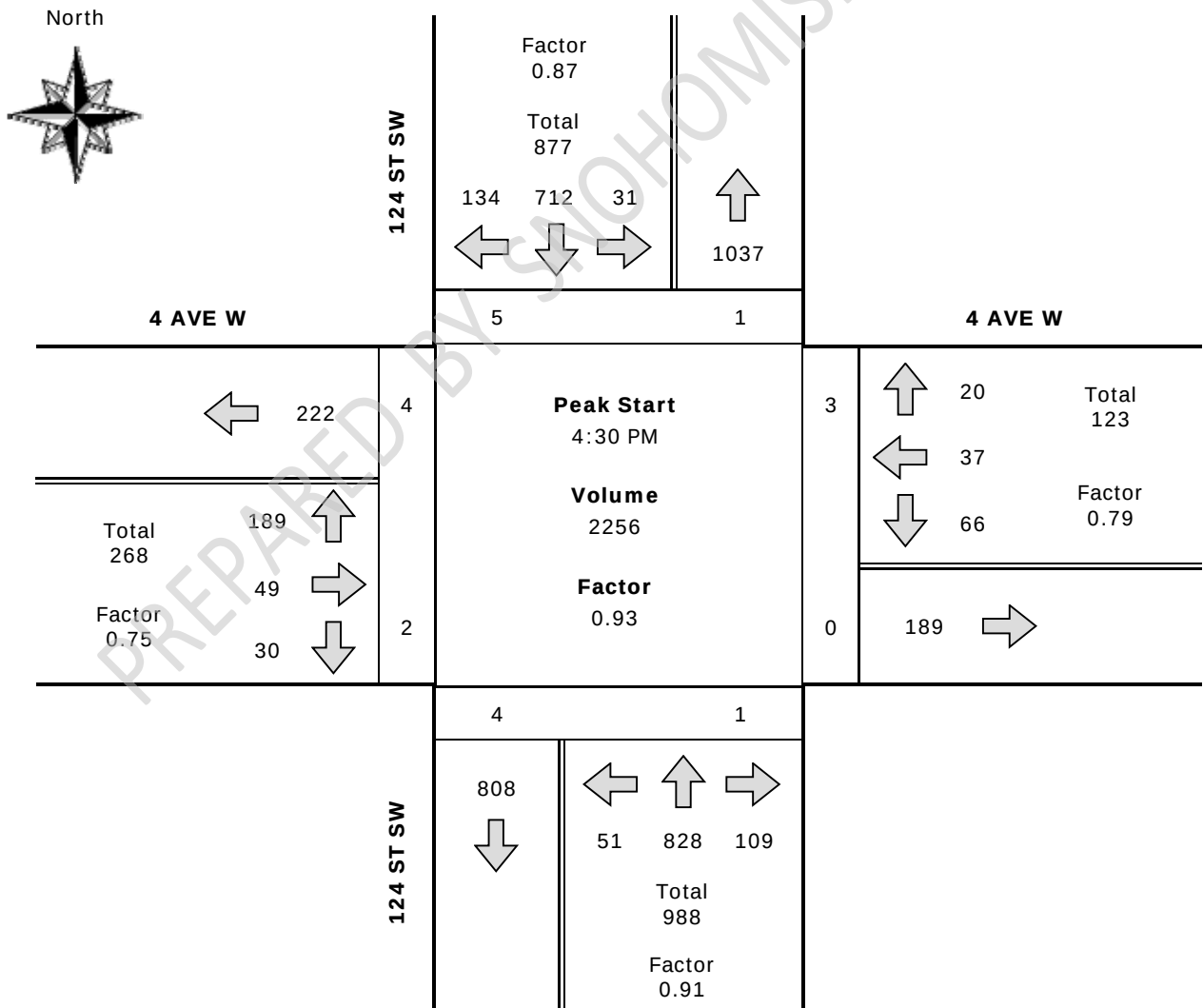
SNOHOMISH COUNTY TRAFFIC OPERATIONS
 3000 Rockefeller Ave
 Everett, WA 98201

LOCATION : 4 AVE W @ 124 ST SW
 REQUESTOR : CAU LIST

Site: 91559@0.250
 1/11/2018
 Thursday

Intersection Peak Hour

Location	4 AVE W at 124 ST SW			
Weather	WET			
File Number	01111818pA90K273			
	Counted by		BF	
	Prepared by		BF	
	North	East	South	West
Total	1914	312	1796	490
Estimated ADT	19140	3120	17960	4900
Autos	870 99.2 %	123 100 %	973 98.5 %	265 98.9 %
Light Trucks	2 0.2 %	0	6 0.6 %	0
Heavy Trucks	1 0.1 %	0	5 0.5 %	0
Buses	4 0.5 %	0	4 0.4 %	3 1.1 %





SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : 4 AVE W @ 120 ST SW
REQUESTOR : FORECAST

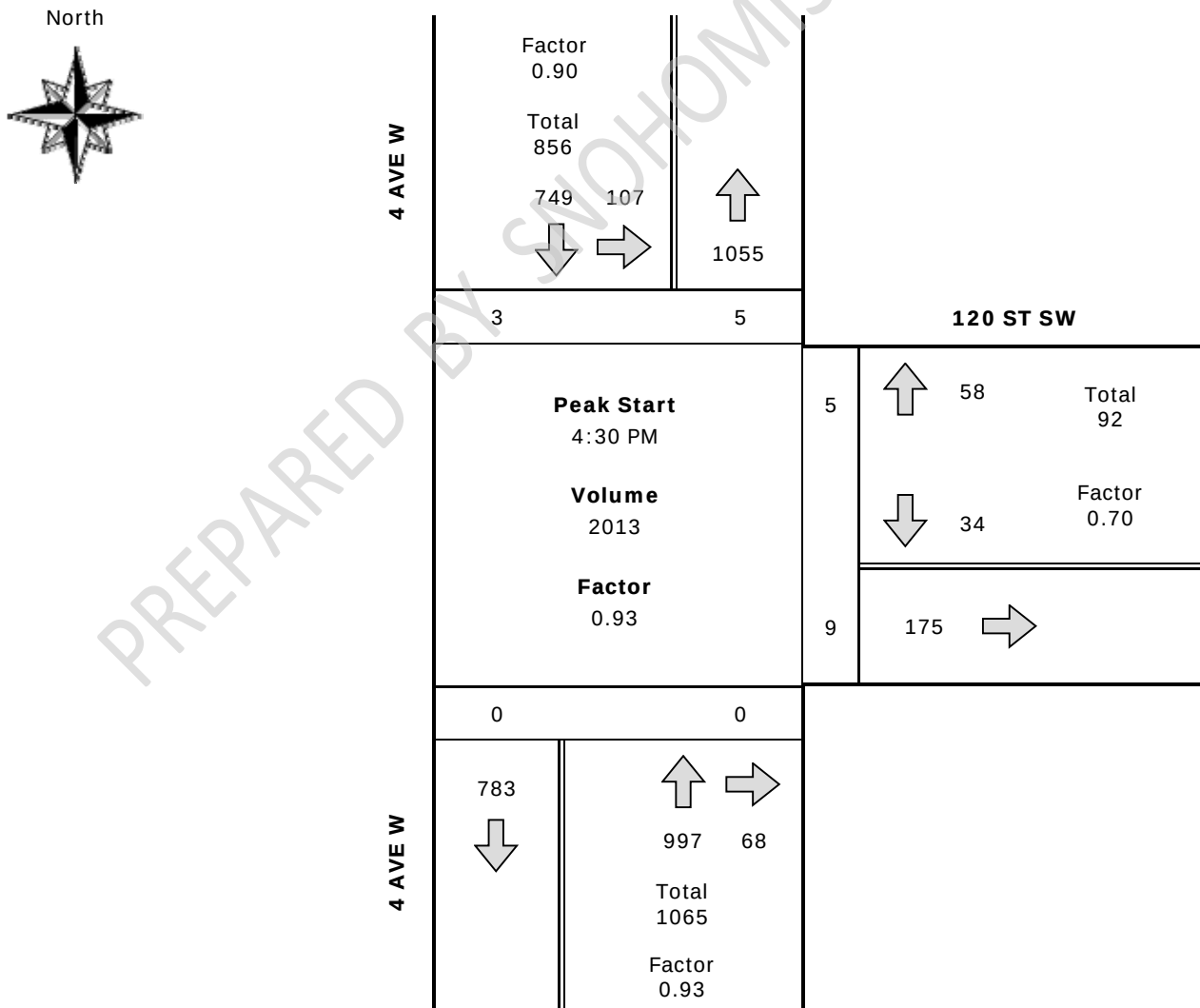
Site: 91559@0.500
9/14/2017
Thursday

Intersection Peak Hour

Location 4 AVE W at 120 ST SW
Weather DRY
File Number 09141721pA89K274

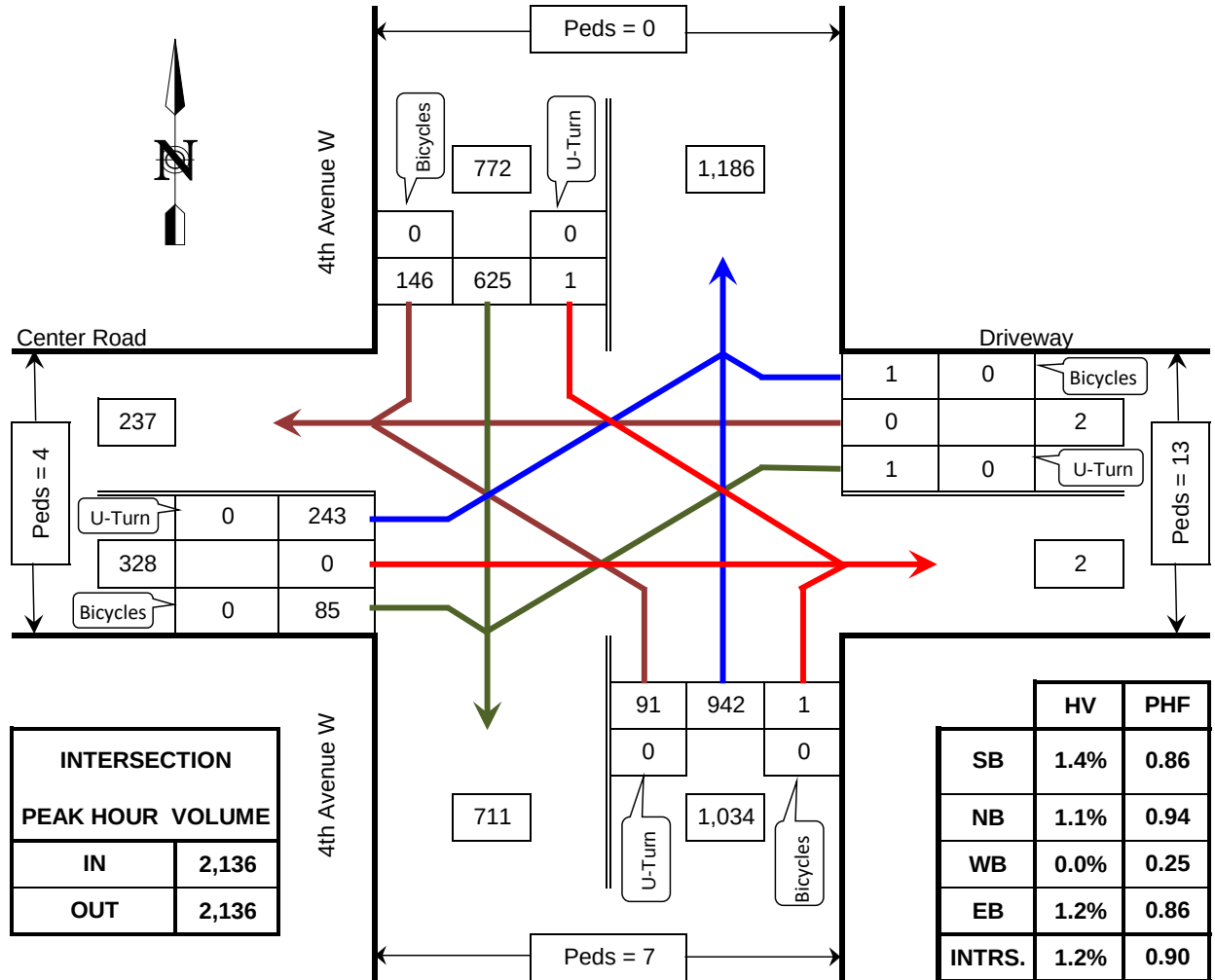
Counted by JJ
Prepared by BF

	North	East	South	West
Total	1911	267	1848	0
Estimated ADT	19110	2670	18480	0
Autos	845 98.7 %	91 98.9 %	1050 98.6 %	-
Light Trucks	3 0.4 %	0	7 0.7 %	-
Heavy Trucks	4 0.5 %	0	2 0.2 %	-
Buses	4 0.5 %	1 1.1 %	6 0.6 %	-



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:30 PM TO 5:30 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

4th Avenue W @ Center Road

Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM



SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : 4 AVE W @ 116 PL SW
REQUESTOR : FORECAST

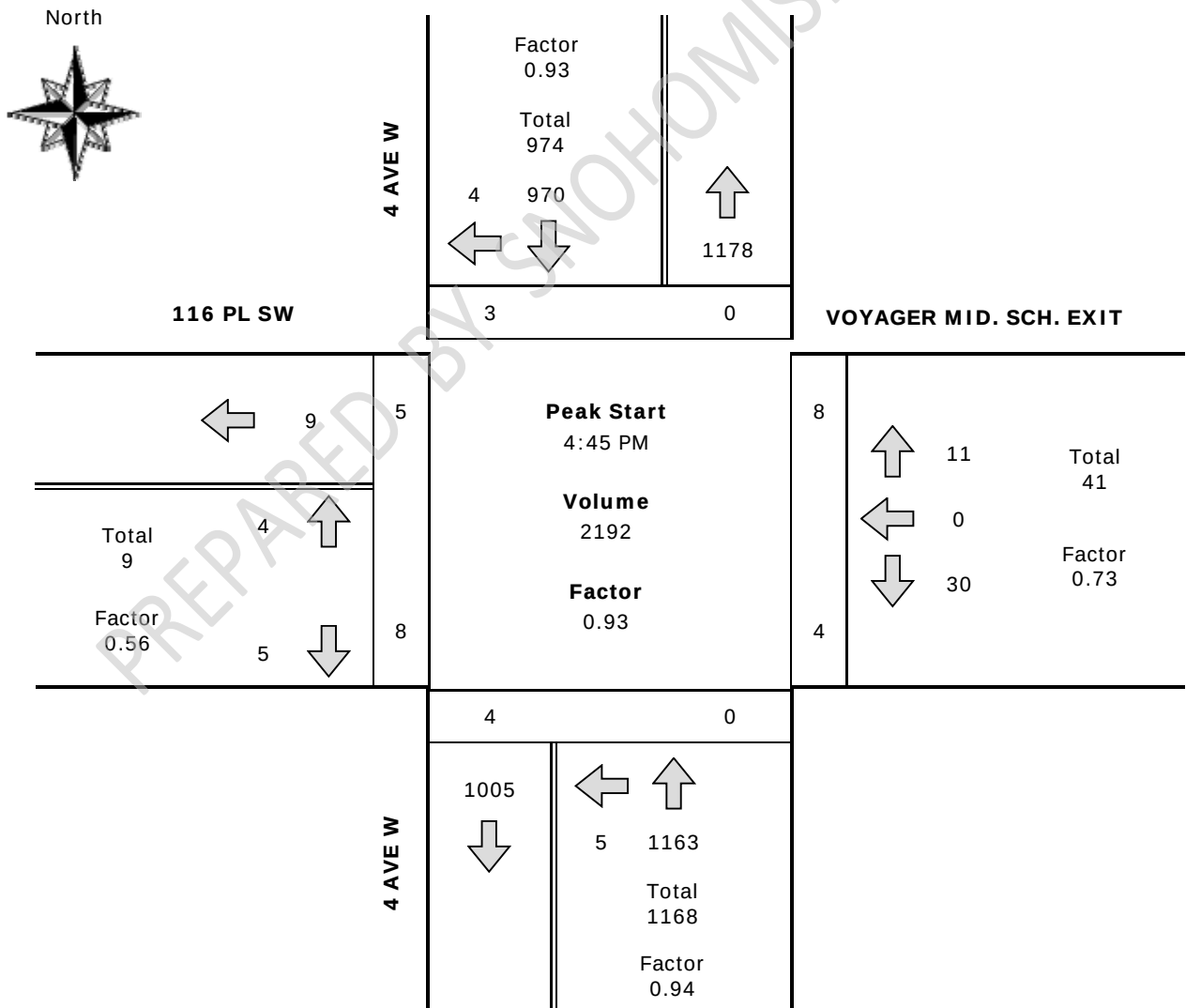
Site: 91559@0.730
9/19/2017
Tuesday

Intersection Peak Hour

Location 4 AVE W at 116 PL SW
Weather DRY
File Number 09191721pA1191K0

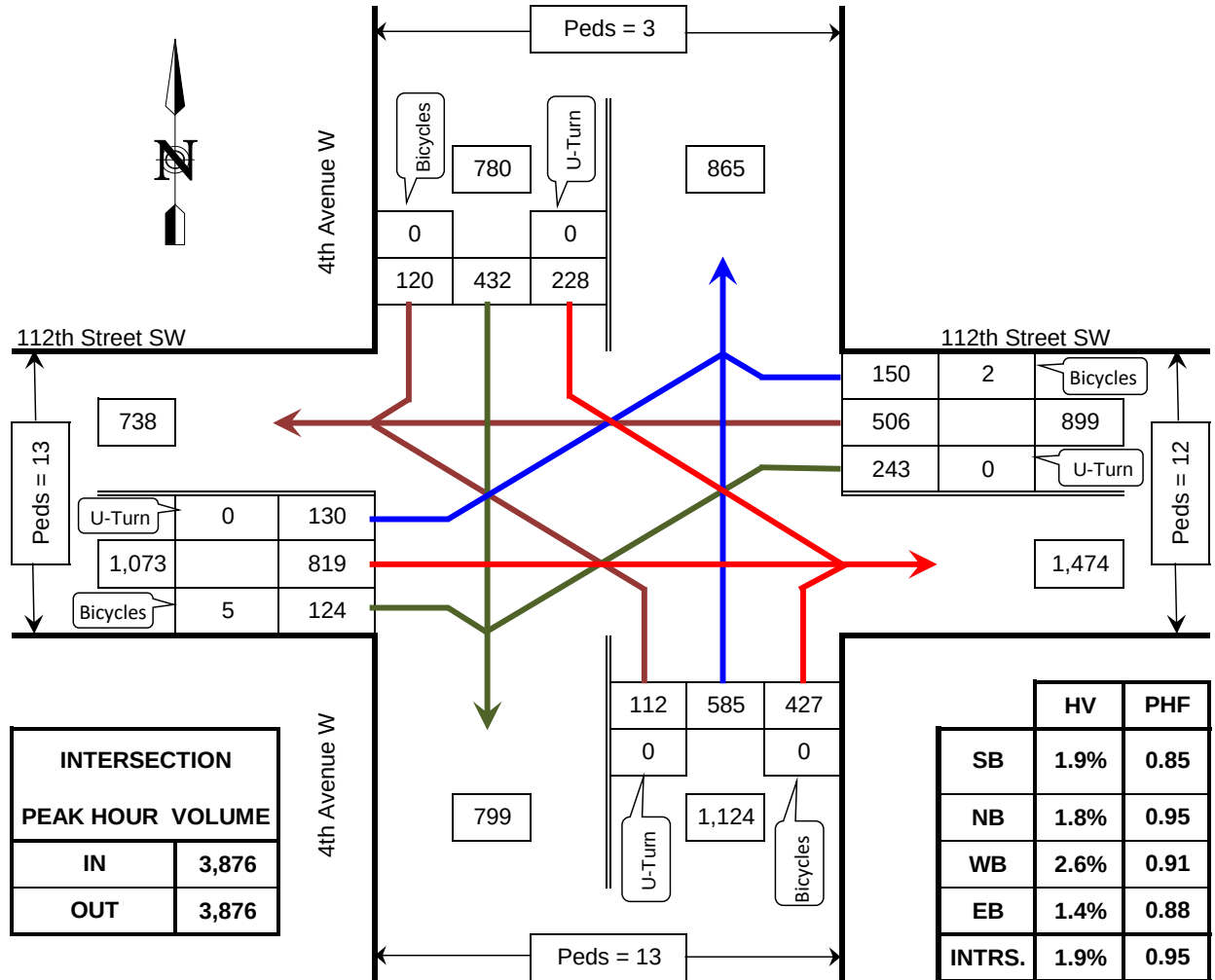
Counted by JJ
Prepared by BF

	North	East	South	West
Total	2152	41	2173	18
Estimated ADT	21520	410	21730	180
Autos	966 99.2 %	40 97.6 %	1156 99.0 %	7 77.8 %
Light Trucks	3 0.3 %	0	6 0.5 %	1 11.1 %
Heavy Trucks	3 0.3 %	0	2 0.2 %	1 11.1 %
Buses	2 0.2 %	1 2.4 %	4 0.3 %	0



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

4th Avenue W @ 112th St SW

Everett, WA

COUNTED BY: TDG

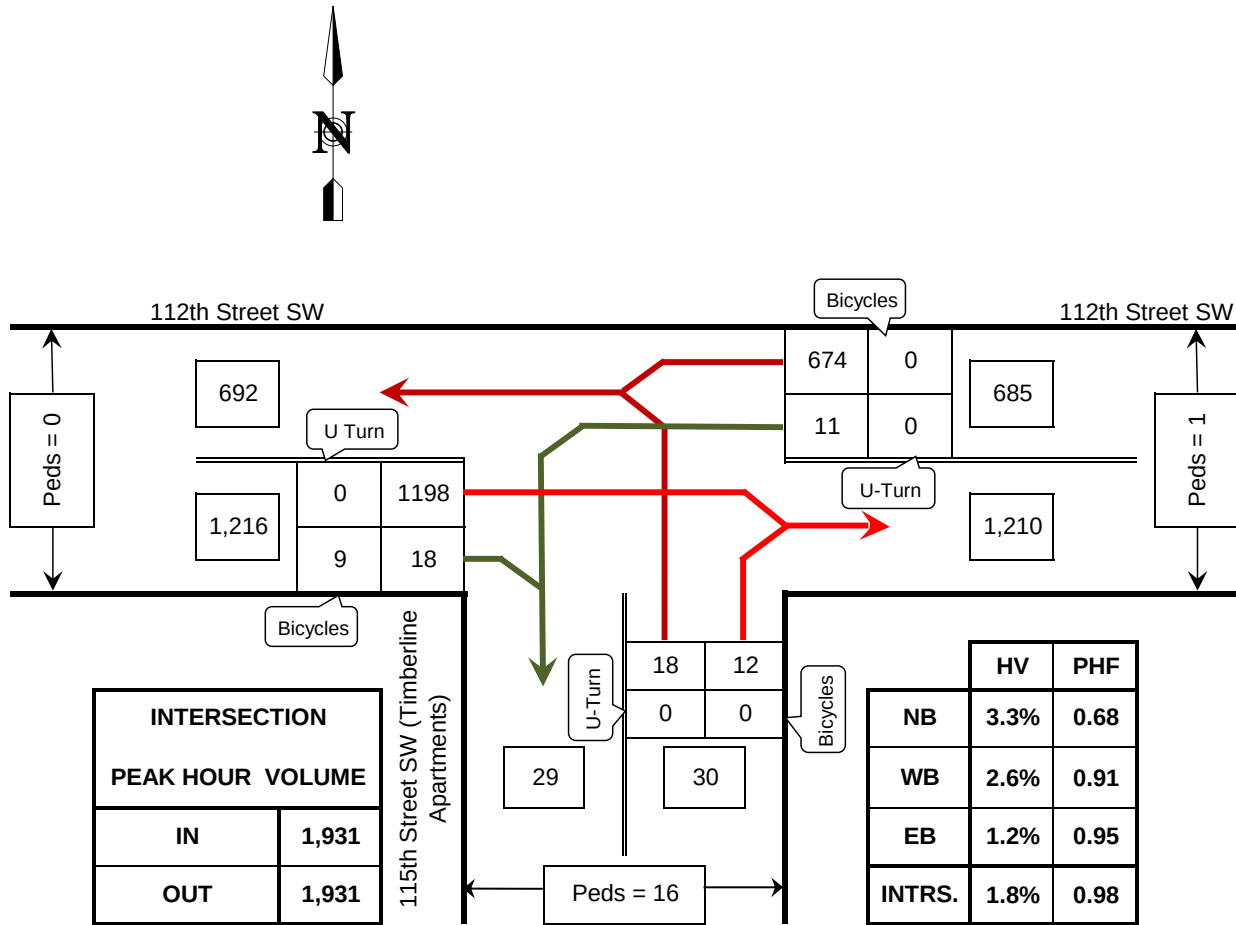
DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM



HV = Heavy Vehicles
PHF = Peak Hour Factor

115th Street SW @ 112th St SW

Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM



SNOHOMISH COUNTY TRAFFIC OPERATION

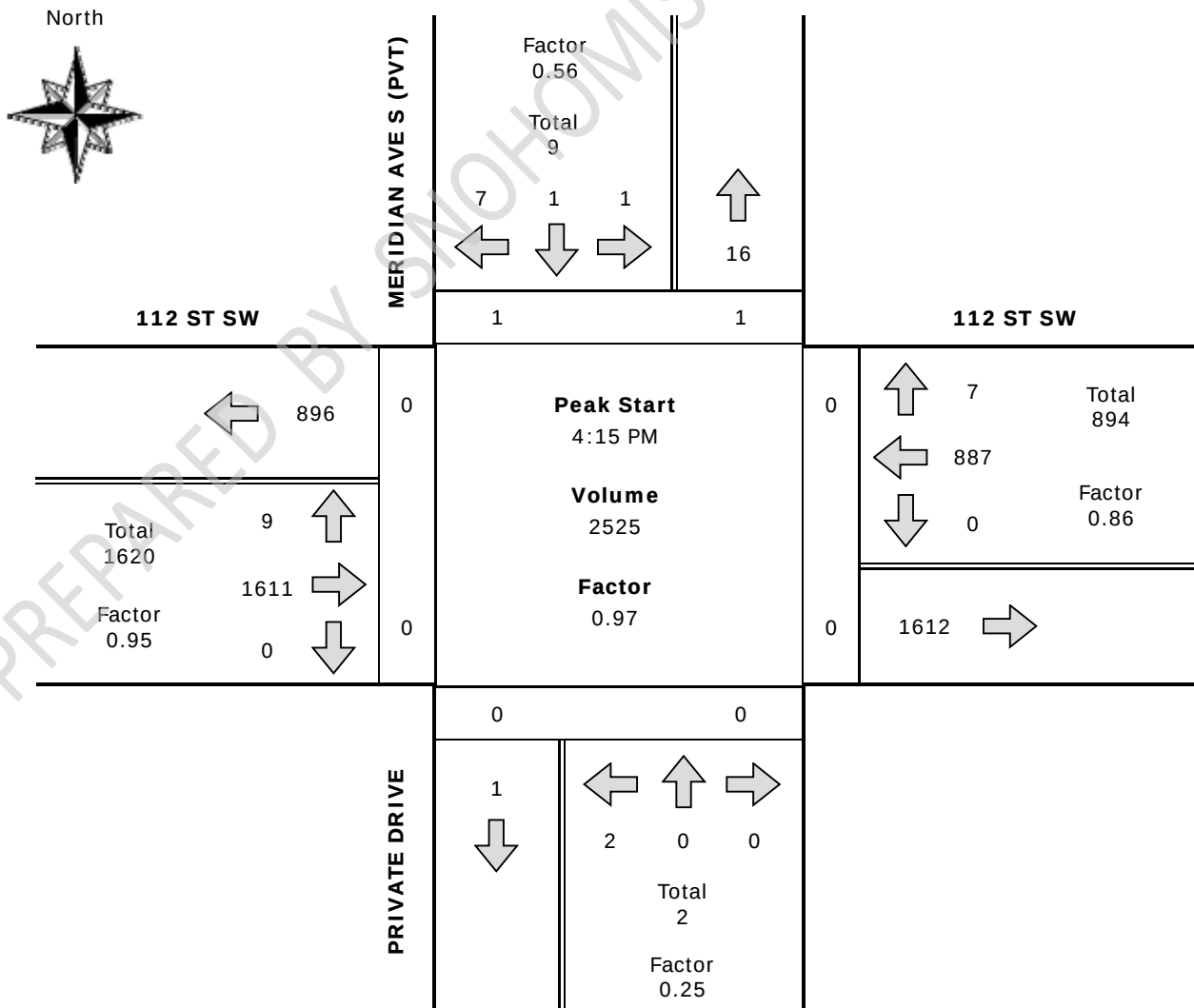
3000 Rockefeller Ave
Everett, WA 98201

LOCATION: : 112 ST SW @ MERIDIAN AVE S (PVT)
REQUESTOR: : FORECAST

Site: 91556@1.560
12/5/2017
Tuesday

Intersection Peak Hour

Location	112 ST SW at MERIDIAN AVE S (PVT)			
Weather	DRY			
File Number	12051719pA000K000			
		Counted by	SR	
		Prepared by	DS	
	North	East	South	West
Total	25	2506	3	2516
Estimated ADT	250	25060	30	25160
Unshifted	9	878	2	1595
	100 %	98.2 %	100 %	98.5 %
Light Trucks	0	9	0	17
		1.0 %		1.0 %
Heavy Trucks	0	0	0	1
				0.1 %
Buses	0	7	0	7
		0.8 %		0.4 %





SNOHOMISH COUNTY TRAFFIC OPERATION

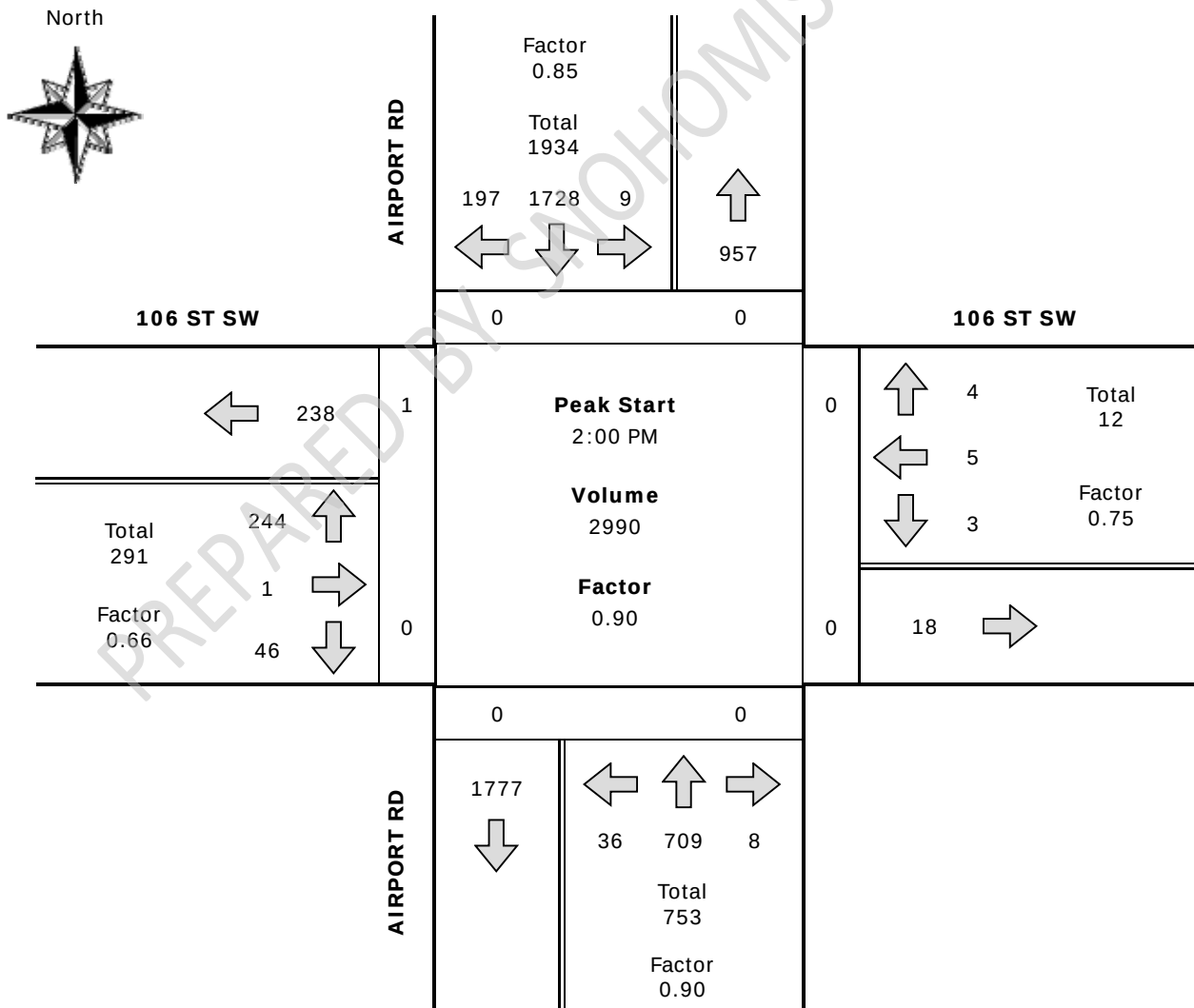
3000 Rockefeller Ave
Everett, WA 98201

LOCATION: : 106 ST SW @ AIRPORT RD
REQUESTOR: : FORECAST

Site: CITY@EVERETT
12/7/2017
Thursday

Intersection Peak Hour

Location	AIRPORT RD at 106 ST SW			
Weather	DRY			
File Number	12071722pA580K549			
		Counted by	DS	
		Prepared by	DS	
	North	East	South	West
Total	2891	30	2530	529
Estimated ADT	28910	300	25300	5290
Unshifted	1851	10	692	246
	95.7 %	83.3 %	91.9 %	84.5 %
Light Trucks	33	2	32	25
	1.7 %	16.7 %	4.2 %	8.6 %
Heavy Trucks	18	0	17	17
	0.9 %		2.3 %	5.8 %
Buses	32	0	12	3
	1.7 %		1.6 %	1.0 %





SNOHOMISH COUNTY TRAFFIC OPERATION

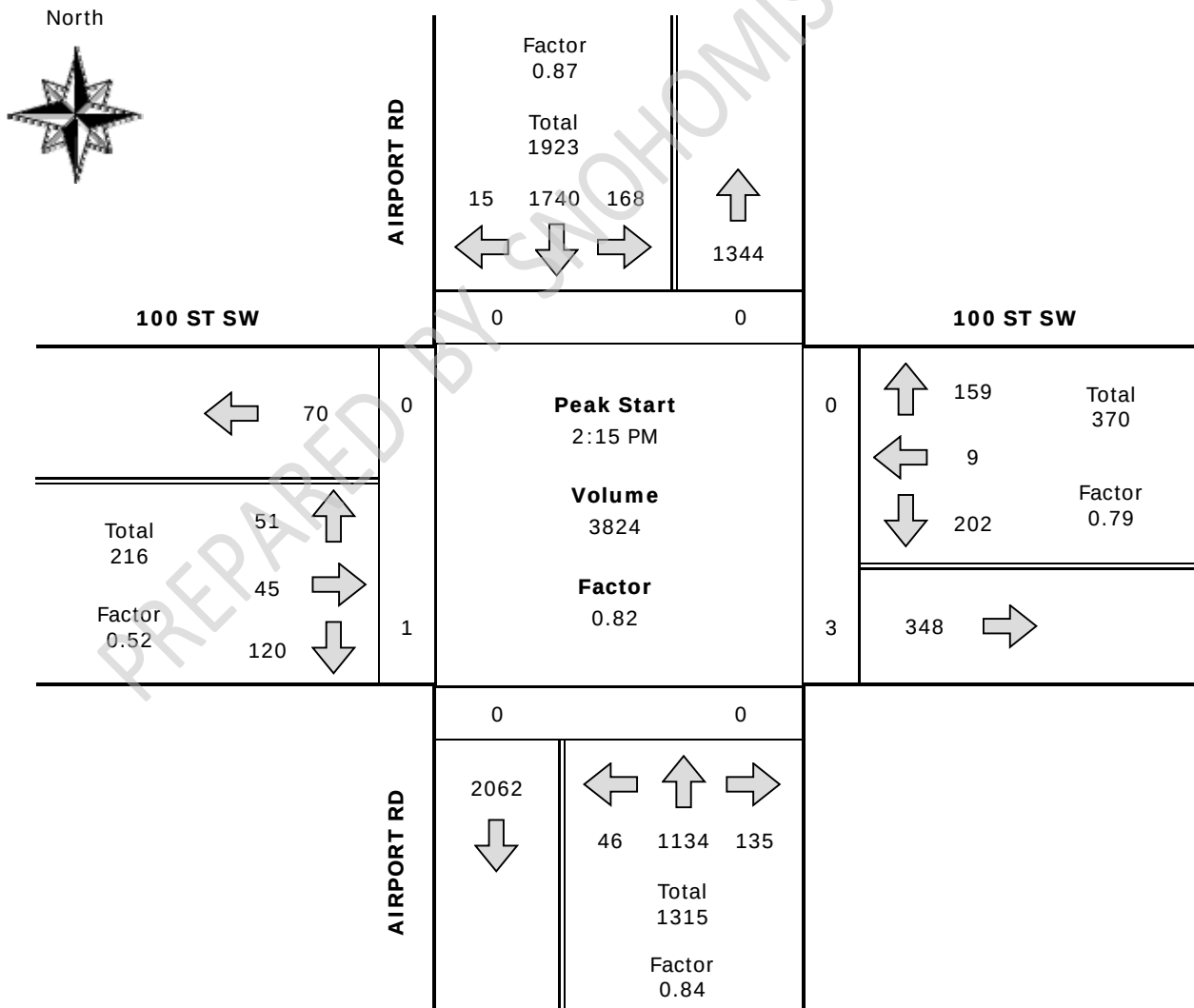
3000 Rockefeller Ave
Everett, WA 98201

LOCATION: : AIRPORT RD @ 100 ST SW
REQUESTOR: : FORECAST

Site: 91615@1.020
10/19/2017
Thursday

Intersection Peak Hour

Location	AIRPORT RD at 100 ST SW			
Weather	DRY			
File Number	10191718pA389K279			
		Counted by	BF	
		Prepared by	DS	
	North	East	South	West
Total	3267	718	3377	286
Estimated ADT	32670	7180	33770	2860
Unshifted	1857	358	1256	205
	96.6 %	96.8 %	95.5 %	94.9 %
Light Trucks	9	2	15	3
	0.5 %	0.5 %	1.1 %	1.4 %
Heavy Trucks	32	4	31	8
	1.7 %	1.1 %	2.4 %	3.7 %
Buses	25	6	13	0
	1.3 %	1.6 %	1.0 %	





SNOHOMISH COUNTY TRAFFIC OPERATION

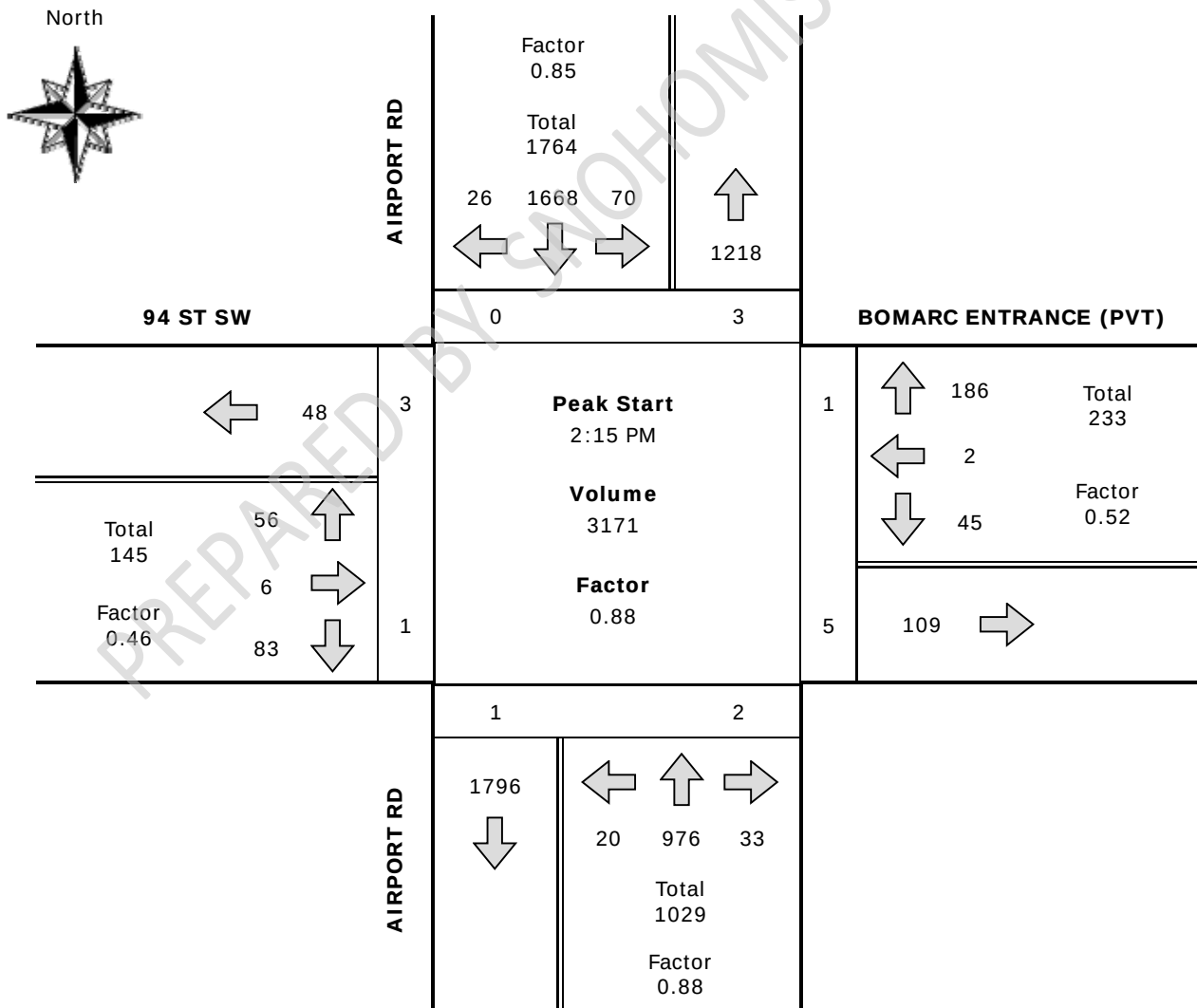
3000 Rockefeller Ave
Everett, WA 98201

LOCATION: : AIRPORT RD @ 94 ST SW (BOMARC ENTRANCE)
REQUESTOR: : FORECAST

Site: 91615@0.630
12/6/2017
Wednesday

Intersection Peak Hour

Location	AIRPORT RD at 94 ST SW (BOMARC ENTRANCE)			
Weather	DRY			
File Number	12061722pA407K544			
		Counted by	DS	
		Prepared by	DS	
	North	East	South	West
Total	2982	342	2825	193
Estimated ADT	29820	3420	28250	1930
Unshifted	1670	215	959	135
	94.7 %	92.3 %	93.2 %	93.1 %
Light Trucks	22	4	29	0
	1.2 %	1.7 %	2.8 %	
Heavy Trucks	19	9	27	1
	1.1 %	3.9 %	2.6 %	0.7 %
Buses	53	5	14	9
	3.0 %	2.1 %	1.4 %	6.2 %





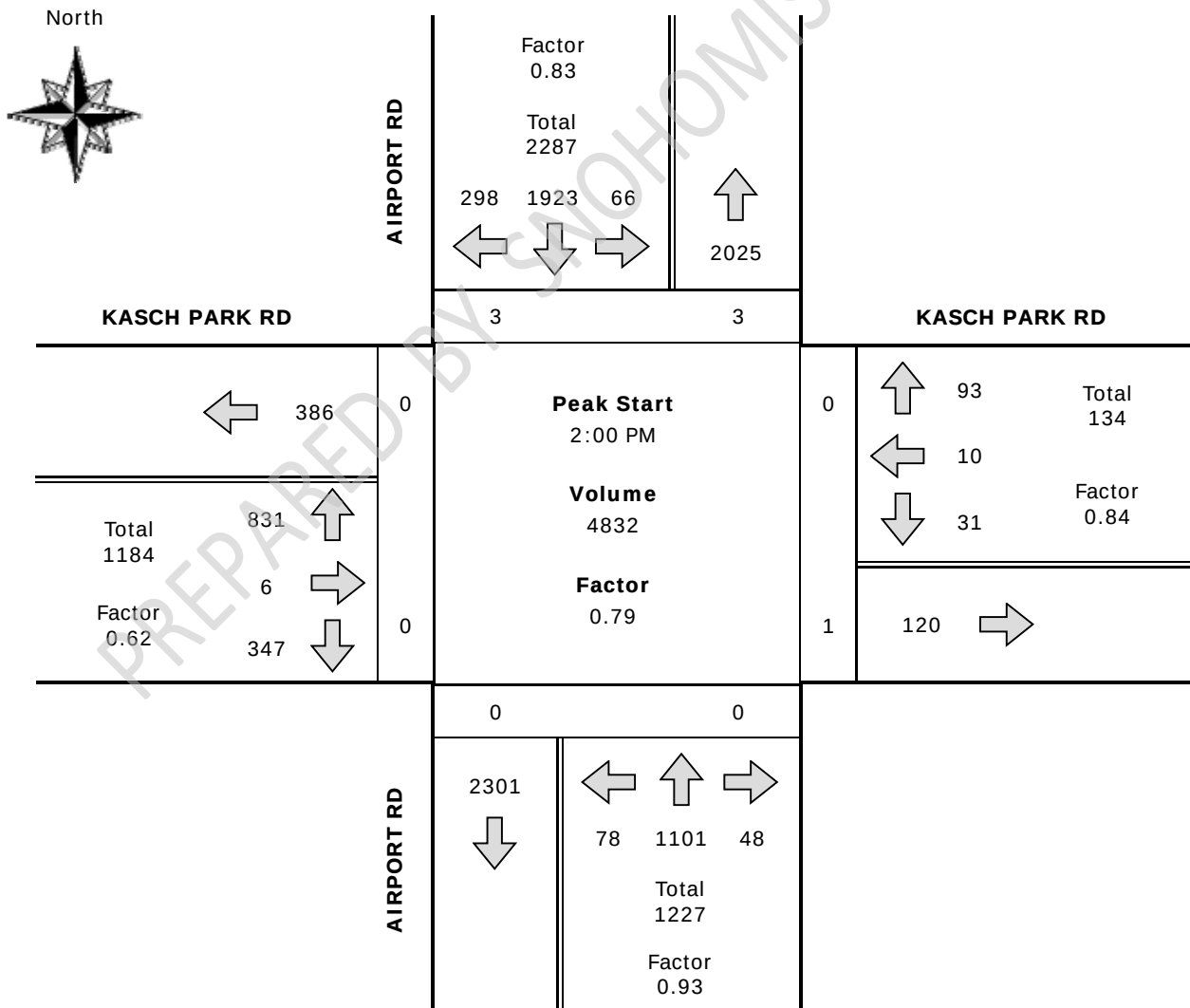
SNOHOMISH COUNTY TRAFFIC OPERATION
3000 Rockefeller Ave
Everett, WA 98201

LOCATION: : AIRPORT RD @ KASCH PARK RD
 REQUESTOR: : FORECAST

Site: CITY@EVERETT
 12/5/2017
 Tuesday

Intersection Peak Hour

Location	AIRPORT RD at KASCH PARK RD			
Weather	DRY			
File Number	12051719pp22pA1123K543			
		Counted by	DS/SR	
		Prepared by	DS	
	North	East	South	West
Total	4312	254	3528	1570
Estimated ADT	43120	2540	35280	15700
Unshifted	2211	77	1155	1167
	96.7 %	57.5 %	94.1 %	98.6 %
Light Trucks	36	1	29	9
	1.6 %	0.7 %	2.4 %	0.8 %
Heavy Trucks	15	1	32	2
	0.7 %	0.7 %	2.6 %	0.2 %
Buses	25	55	11	6
	1.1 %	41.0 %	0.9 %	0.5 %





SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

LOCATION : 4 AVE W @ 108 ST SW
REQUESTOR : CAU LIST

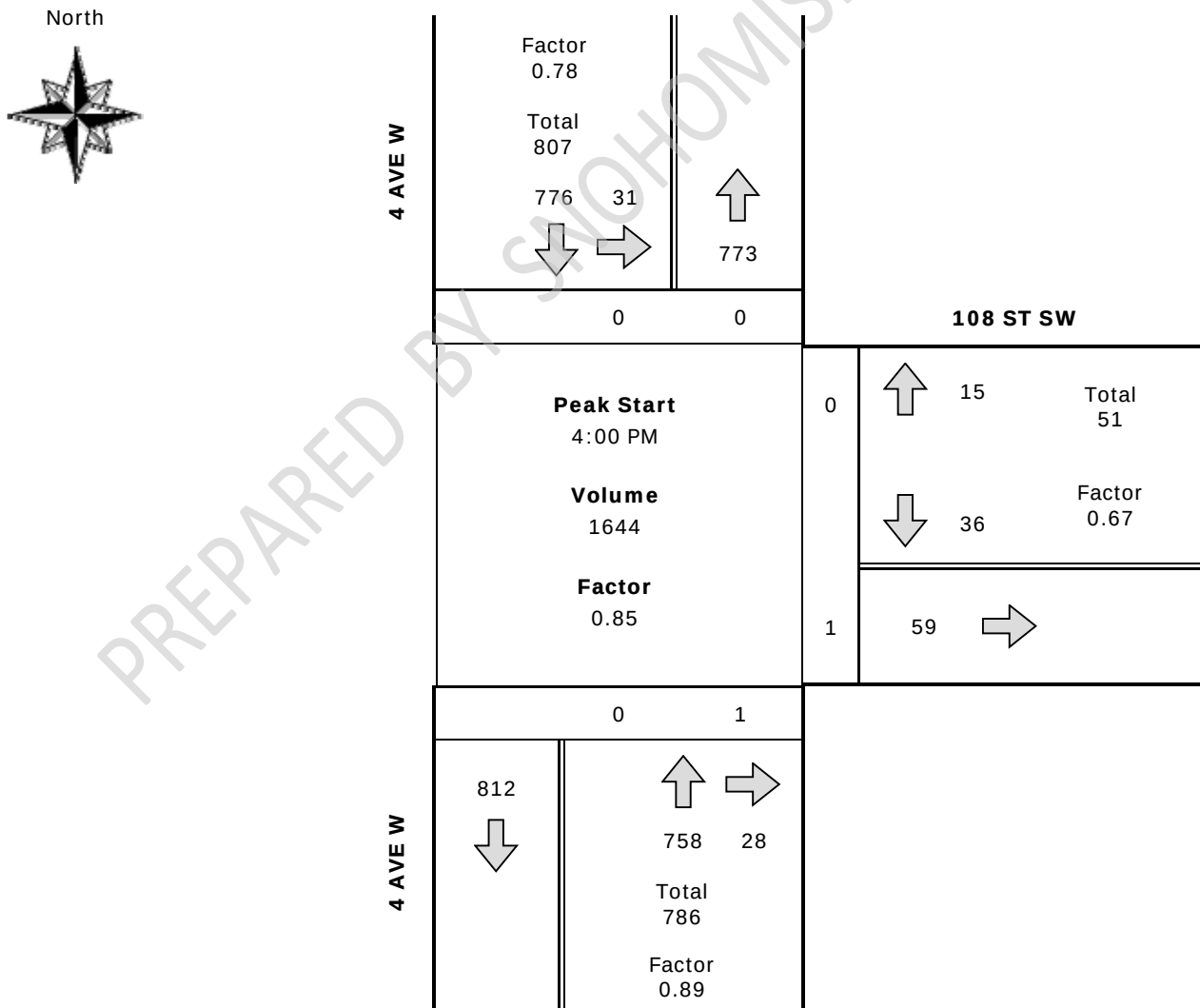
Site: 91559@1.250
1/11/2018
Thursday

Intersection Peak Hour

Location 4 AVE W at 108 ST SW
Weather WET
File Number 01111819pA728K378

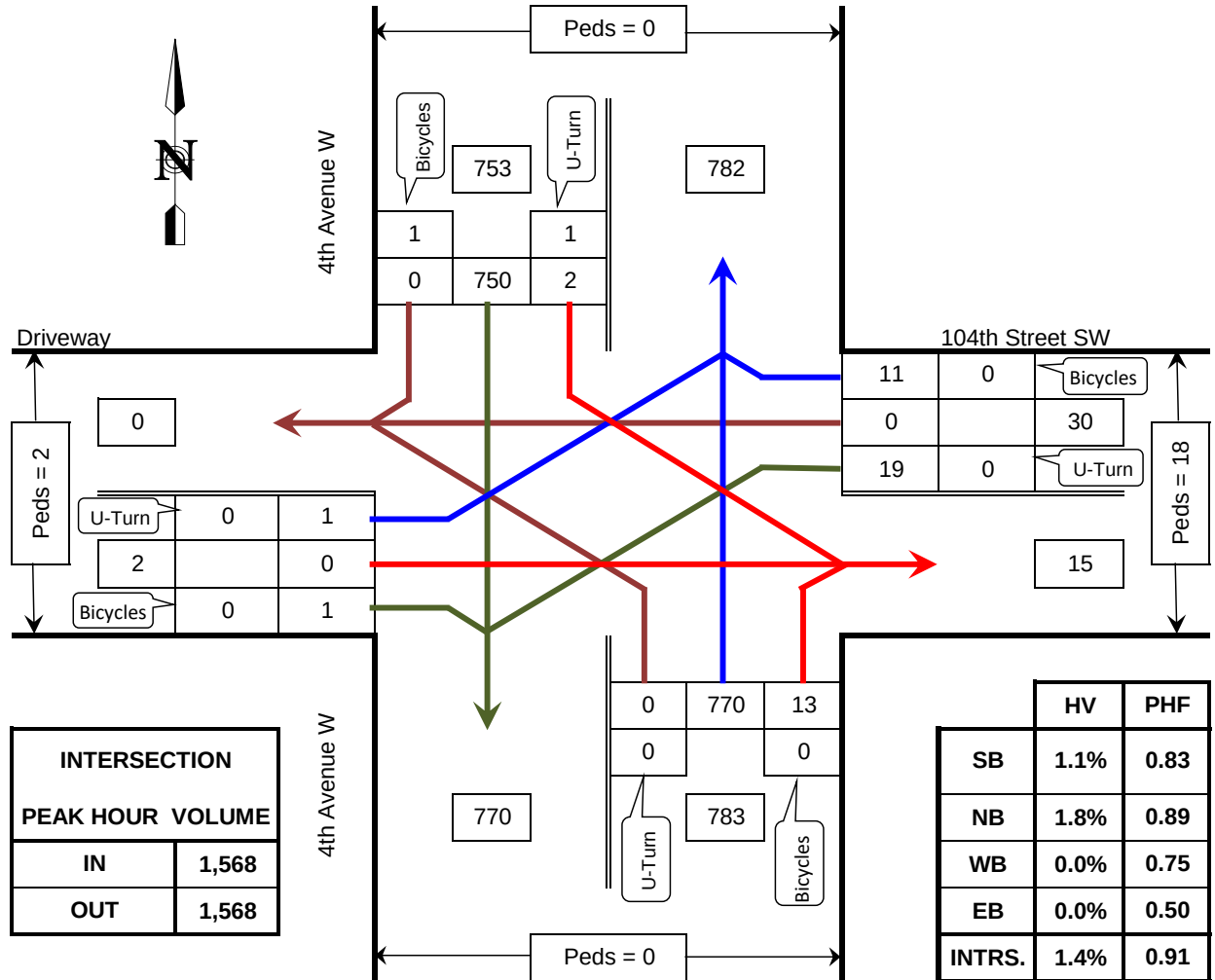
Counted by SR
Prepared by BF

	North	East	South	West
Total	1580	110	1598	0
Estimated ADT	15800	1100	15980	0
Autos	798 98.9 %	50 98.0 %	780 99.2 %	-
Light Trucks	2 0.2 %	0	3 0.4 %	-
Heavy Trucks	2 0.2 %	0	1 0.1 %	-
Buses	5 0.6 %	1 2.0 %	2 0.3 %	-



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

4th Avenue W @ 104th Street SW

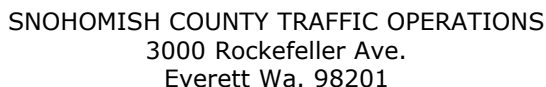
Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Wed. 5/30/18

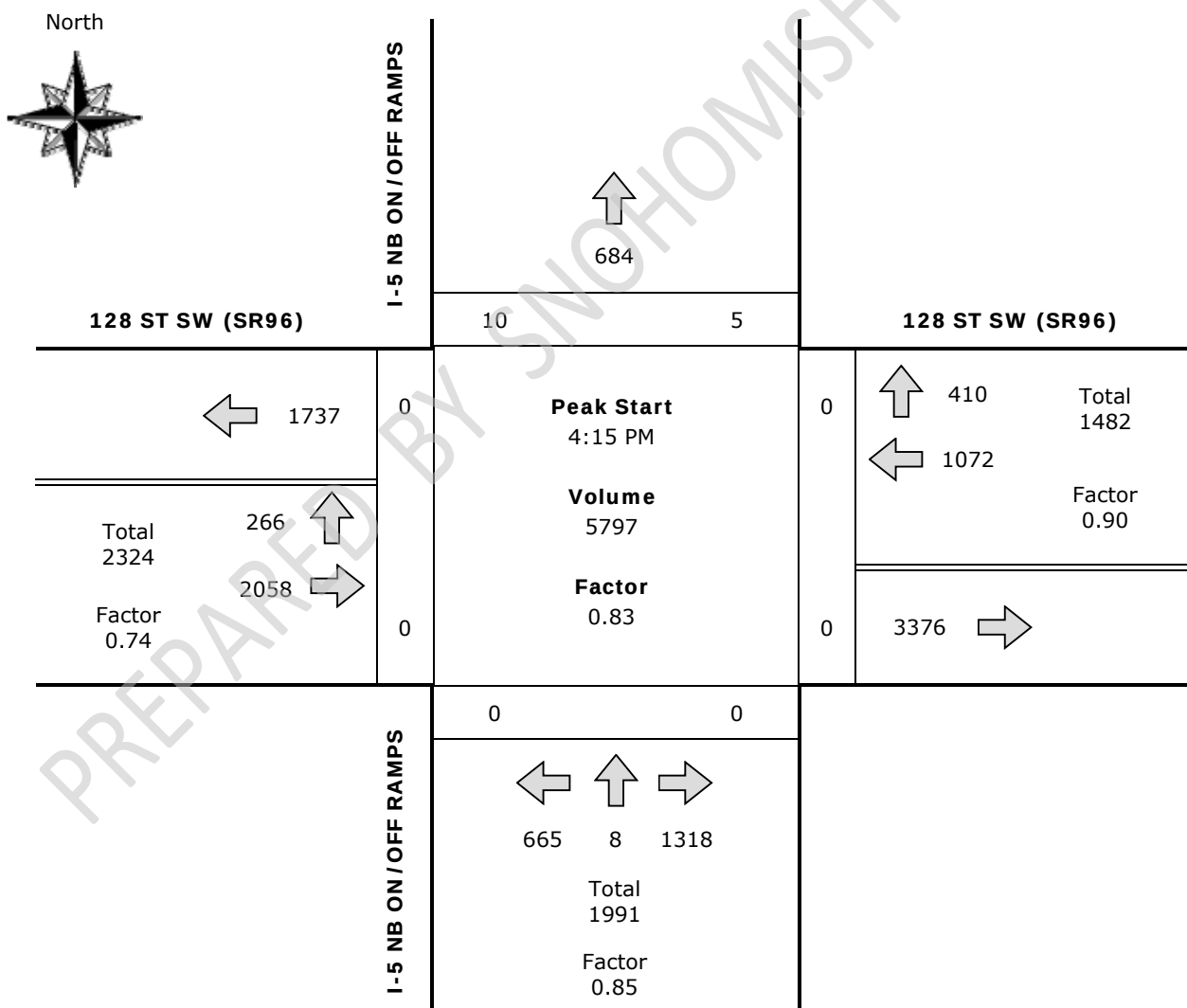
REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM



Site: STATE
6/6/2017
Tuesday

Location	128 ST SW (SR96) at I-5 NB ON/OFF RAMPs			
Weather	DRY			
File Number	0606172123pA2816K428			
		Counted by	SR-DS	
		Prepared by	BF	
	North	East	South	West
Total	684	4858	1991	4061
Estimated ADT	6840	48580	19910	40610
Autos	-	1404 94.7 %	1972 99.0 %	2276 97.9 %
Light Trucks	-	30 2.0 %	12 0.6 %	30 1.3 %
Heavy Trucks	-	10 0.7 %	4 0.2 %	3 0.1 %
Buses	-	38 2.6 %	3 0.2 %	15 0.6 %





SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave.
Everett Wa. 98201

LOCATION : 3 AVE SE @ SR96
REQUESTOR : FORECAST

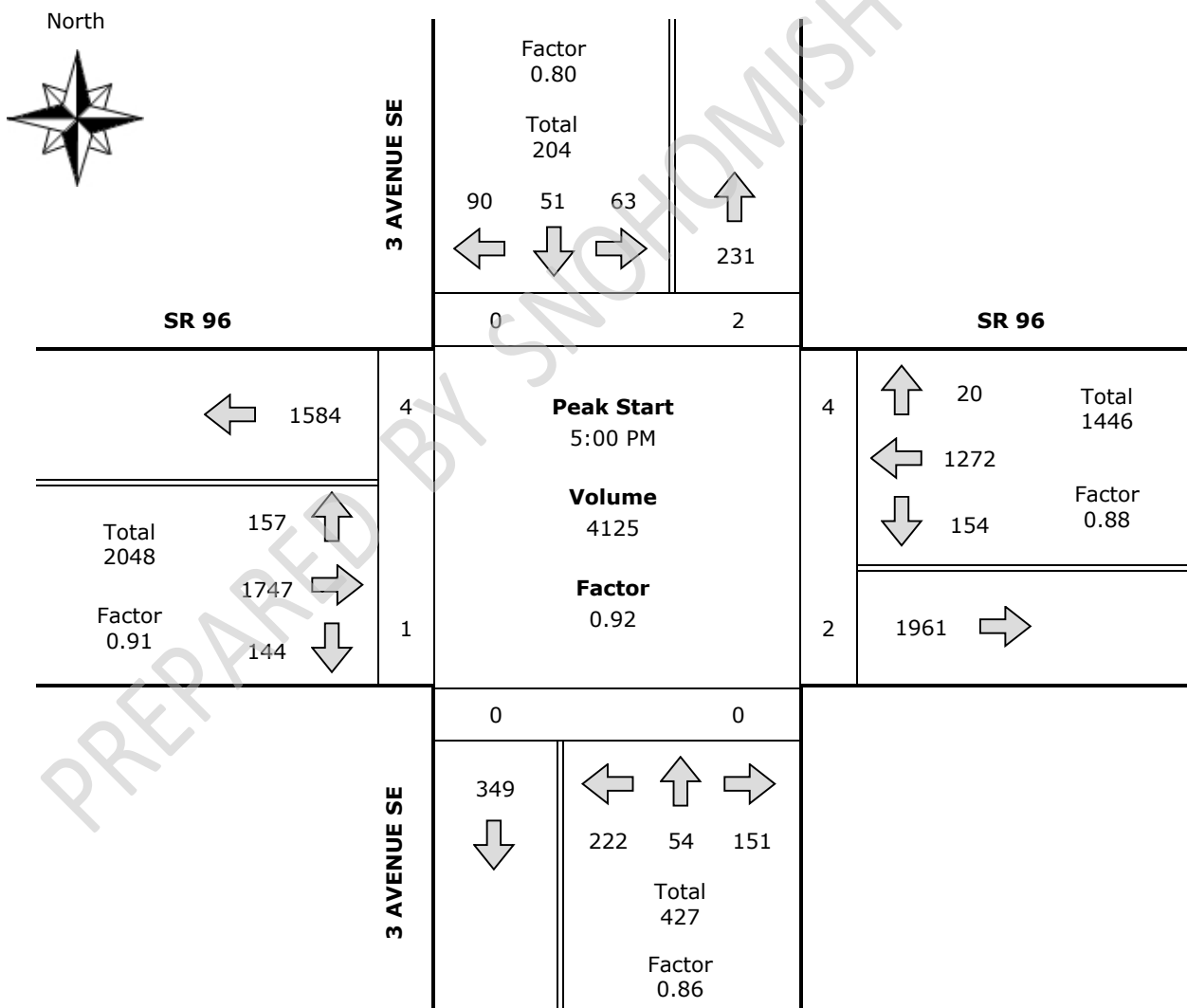
Site: 31950@0.56
4/12/2017
Wednesday

Intersection Peak Hour

Location SR 96 at 3 AVENUE SE
Weather DRY
File Number 04121719pA125K357

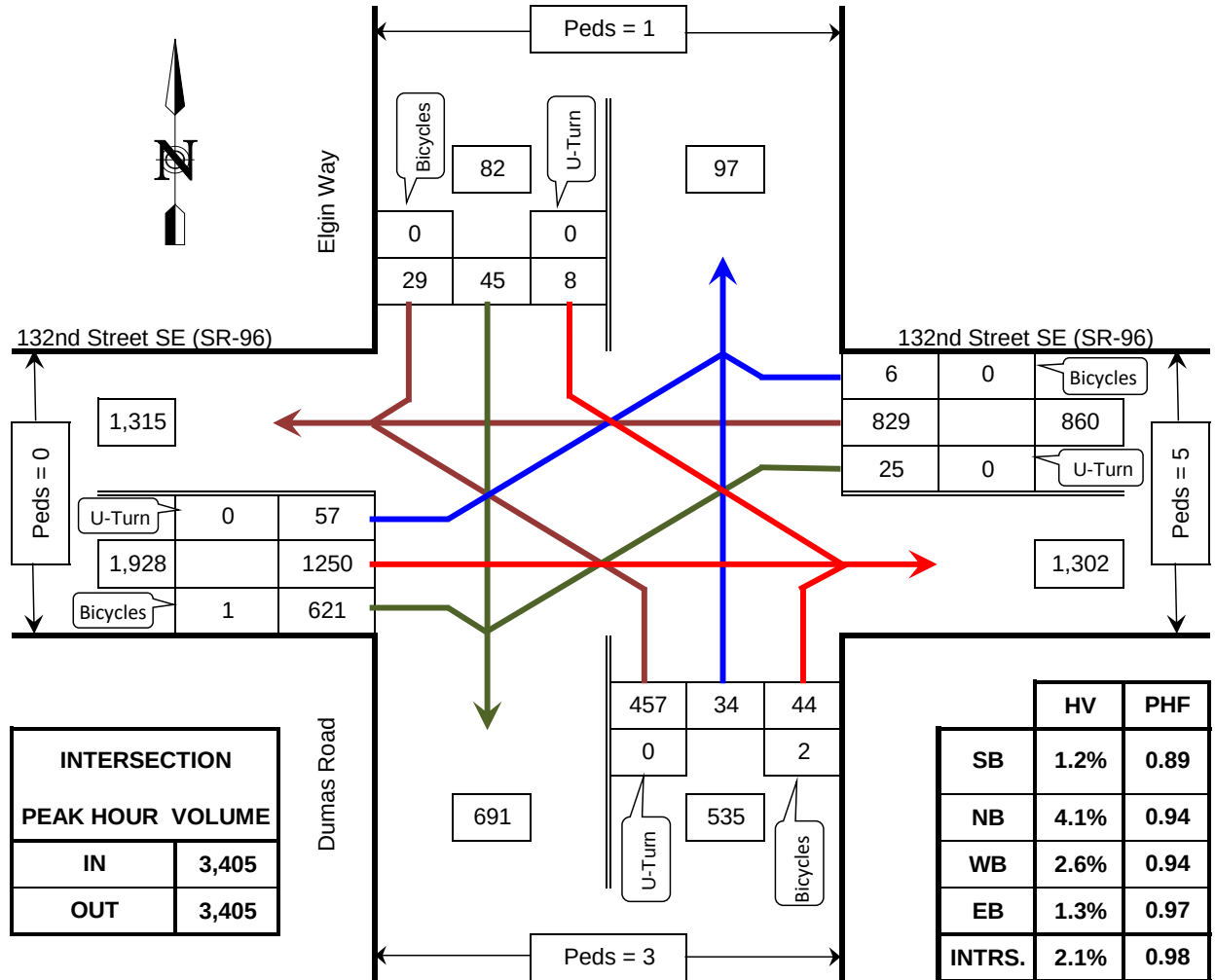
Counted by SR
Prepared by SR

	North	East	South	West
Total	435	3407	776	3632
Estimated ADT	4350	34070	7760	36320
Autos	203 99.5 %	1414 97.8 %	420 98.4 %	2016 98.4 %
Light Trucks	0	13 0.9 %	6 1.4 %	13 0.6 %
Heavy Trucks	0	4 0.3 %	1 0.2 %	2 0.1 %
Buses	1 0.5 %	15 1.0 %	0	17 0.8 %



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

Dumas Road @ 132nd Street SE (SR-96)

Everett, WA

COUNTED BY: TDG

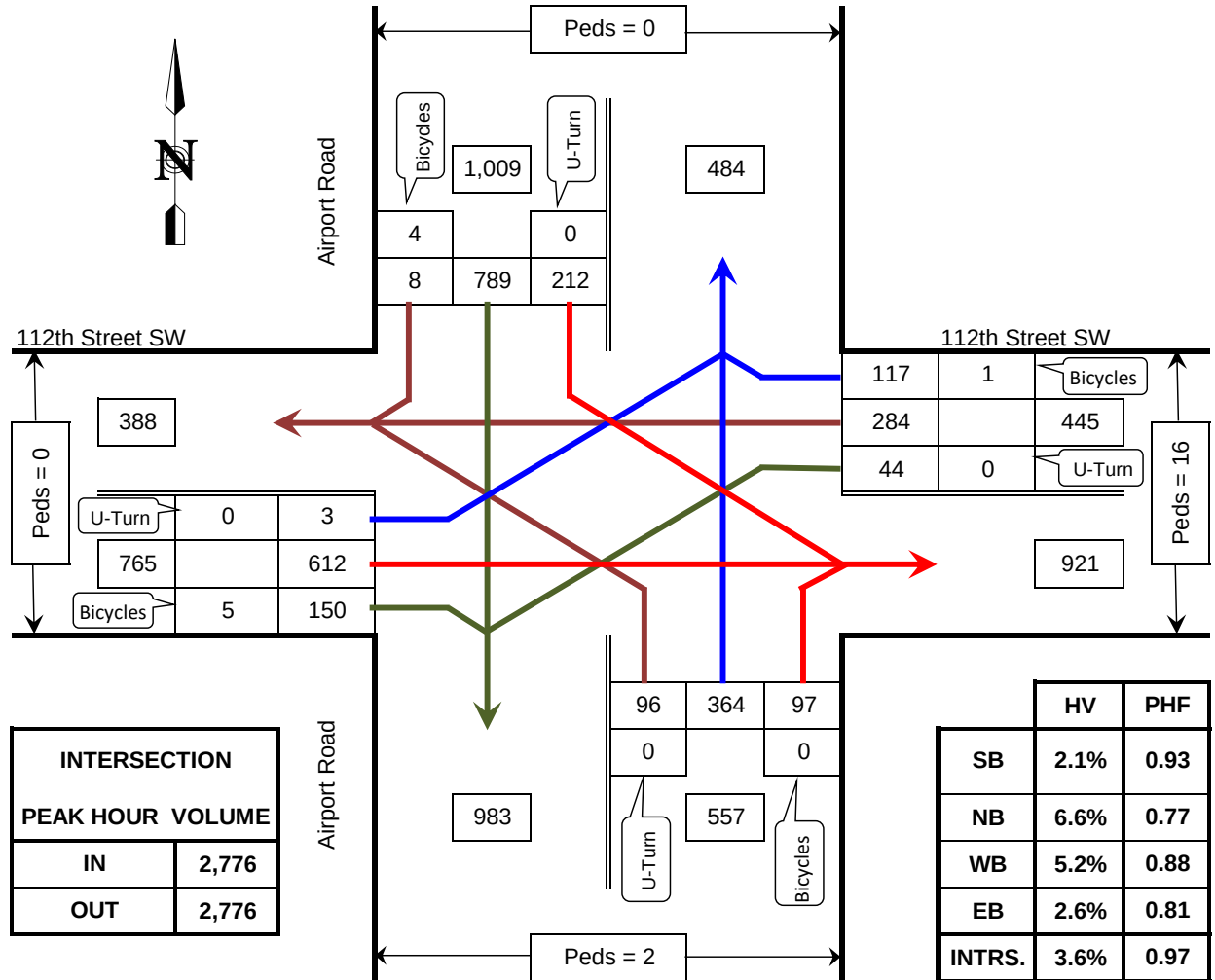
DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM



Airport Road @ 112th Street SW

Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM



SNOHOMISH COUNTY TRAFFIC OPERATION

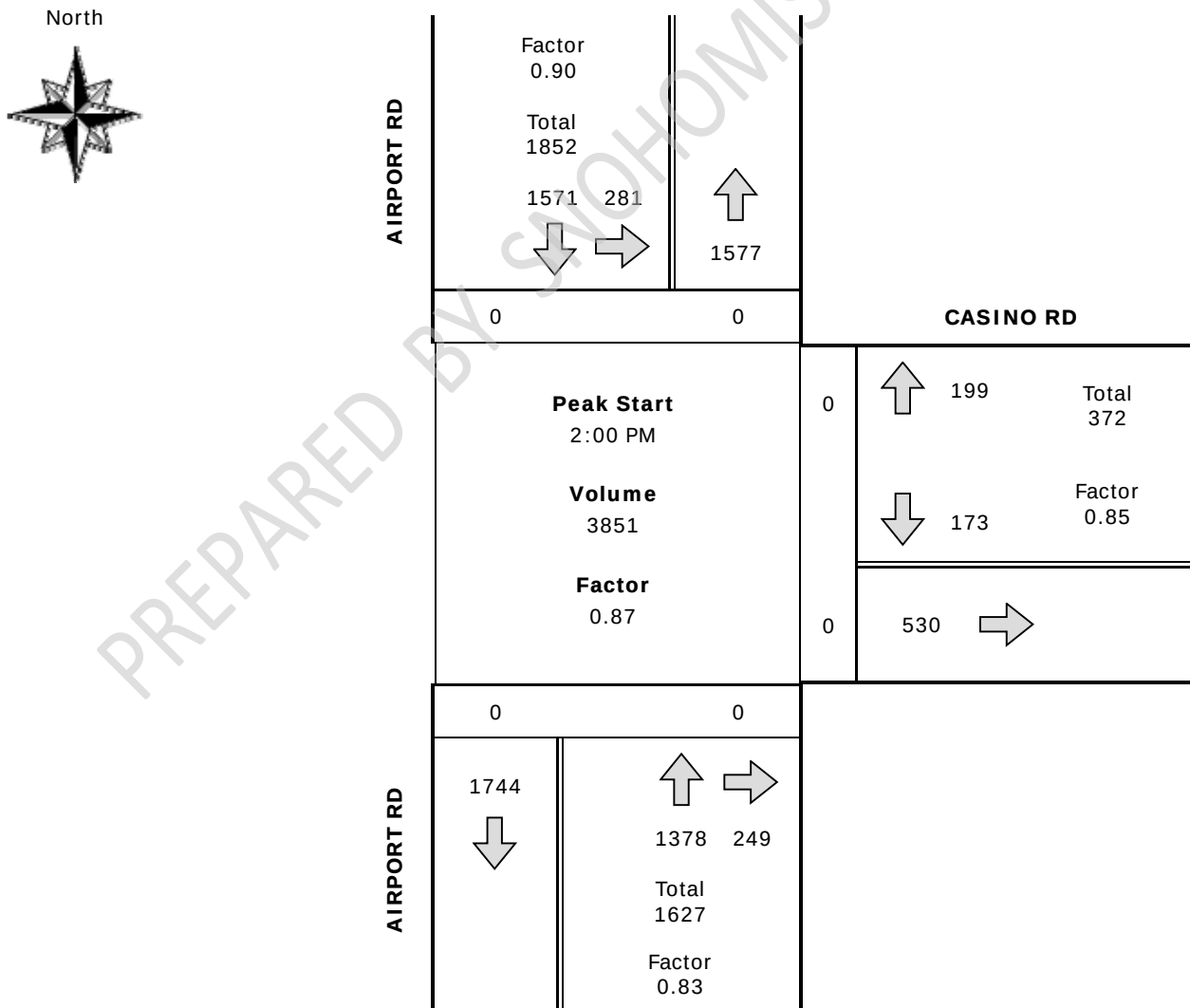
3000 Rockefeller Ave
Everett, WA 98201

LOCATION: : AIRPORT RD @ CASINO RD
REQUESTOR: : FORECAST

Site: CITY@EVERETT
10/18/2017
Wednesday

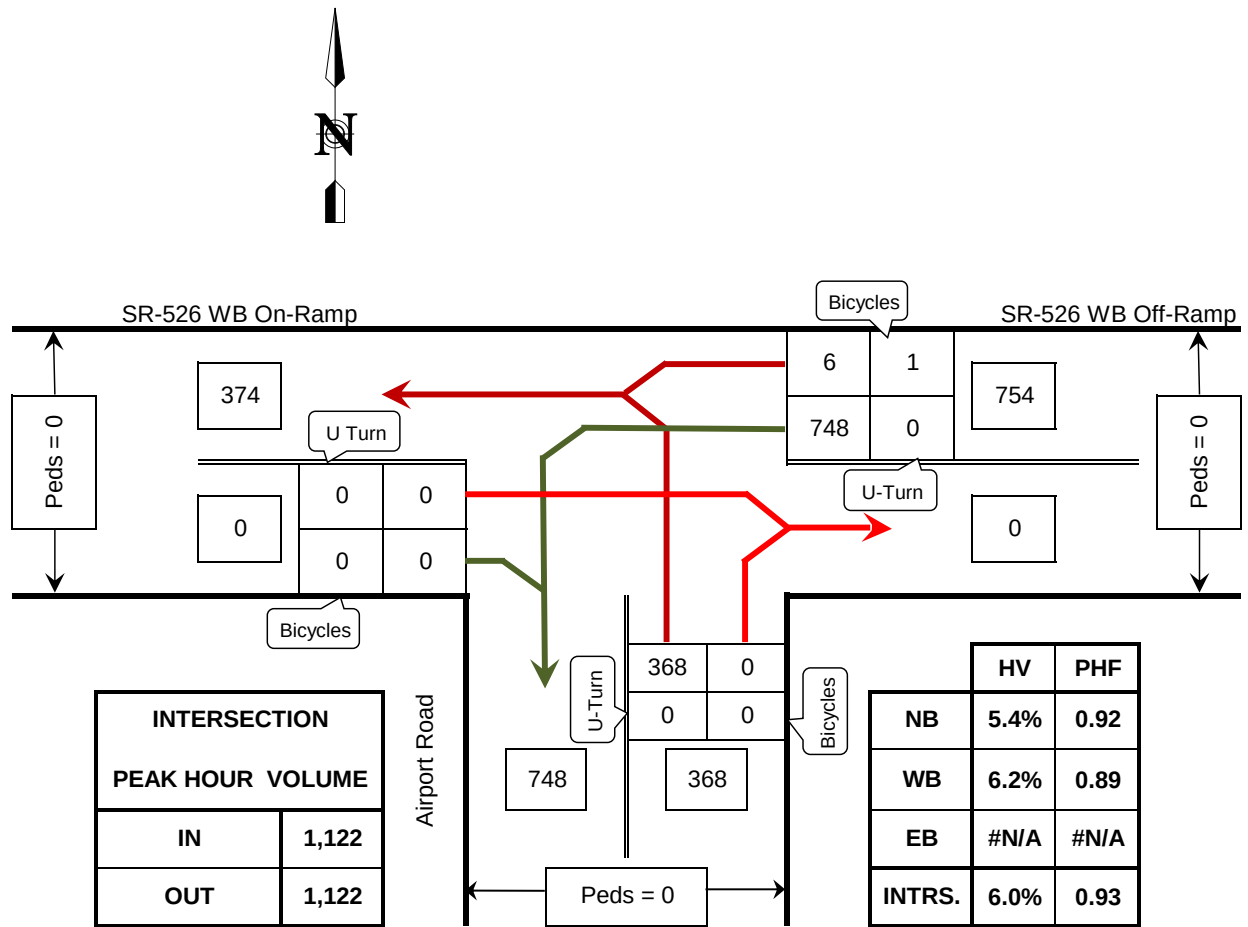
Intersection Peak Hour

Location	AIRPORT RD at CASINO RD			
Weather	WET			
File Number	10181721pA2444K542			
	North	East	South	West
Total	3429	902	3371	0
Estimated ADT	34290	9020	33710	0
Unshifted	1788	331	1512	-
	96.5 %	89.0 %	92.9 %	-
Light Trucks	7	7	13	-
	0.4 %	1.9 %	0.8 %	-
Heavy Trucks	20	12	38	-
	1.1 %	3.2 %	2.3 %	-
Buses	37	22	64	-
	2.0 %	5.9 %	3.9 %	-



TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM



Airport Road @ SR-526 WB Ramps

Everett, WA

COUNTED BY: TDG

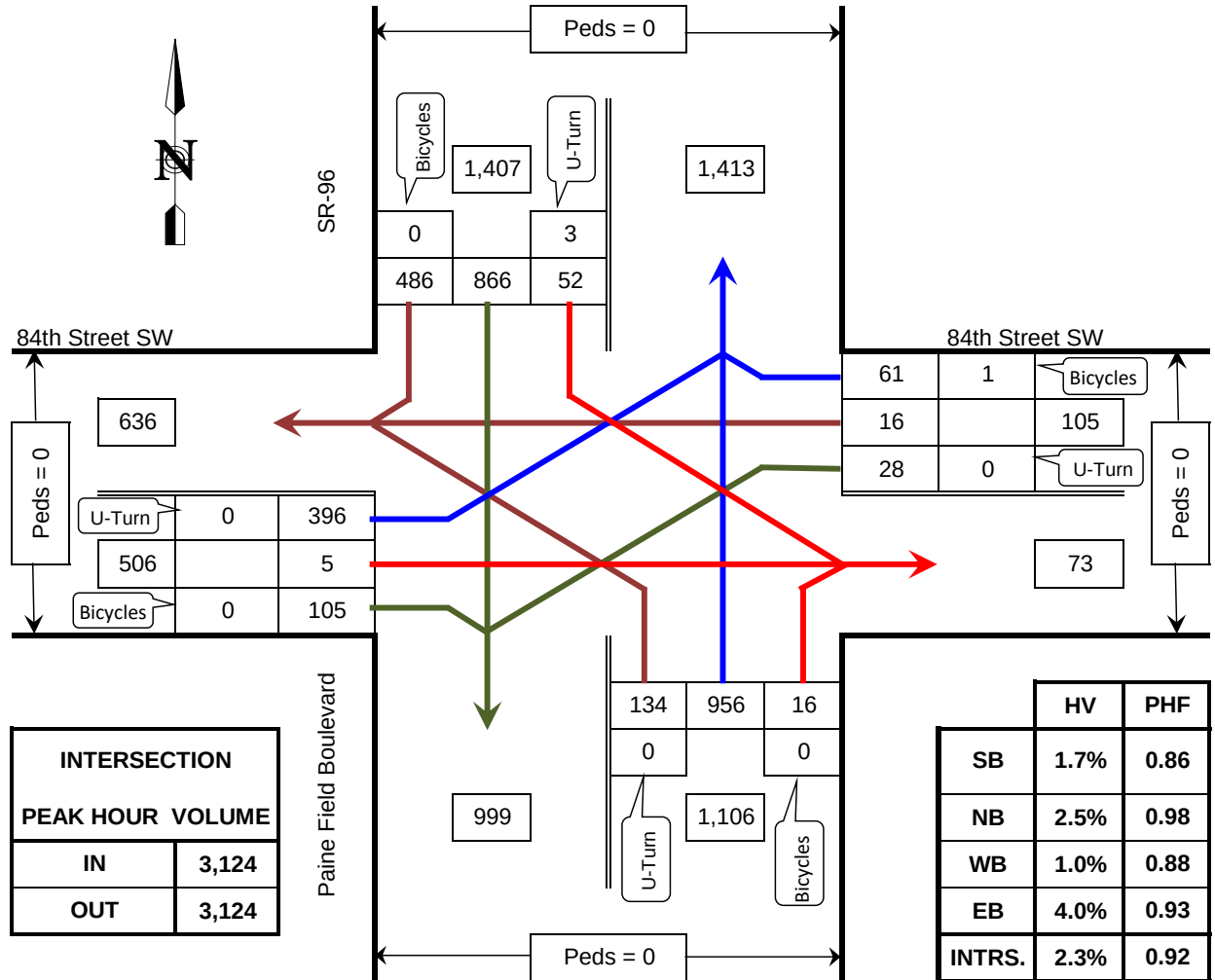
DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM



SR-526/Paine Field Boulevard @ 84th Street SW

Everett, WA

COUNTED BY: TDG

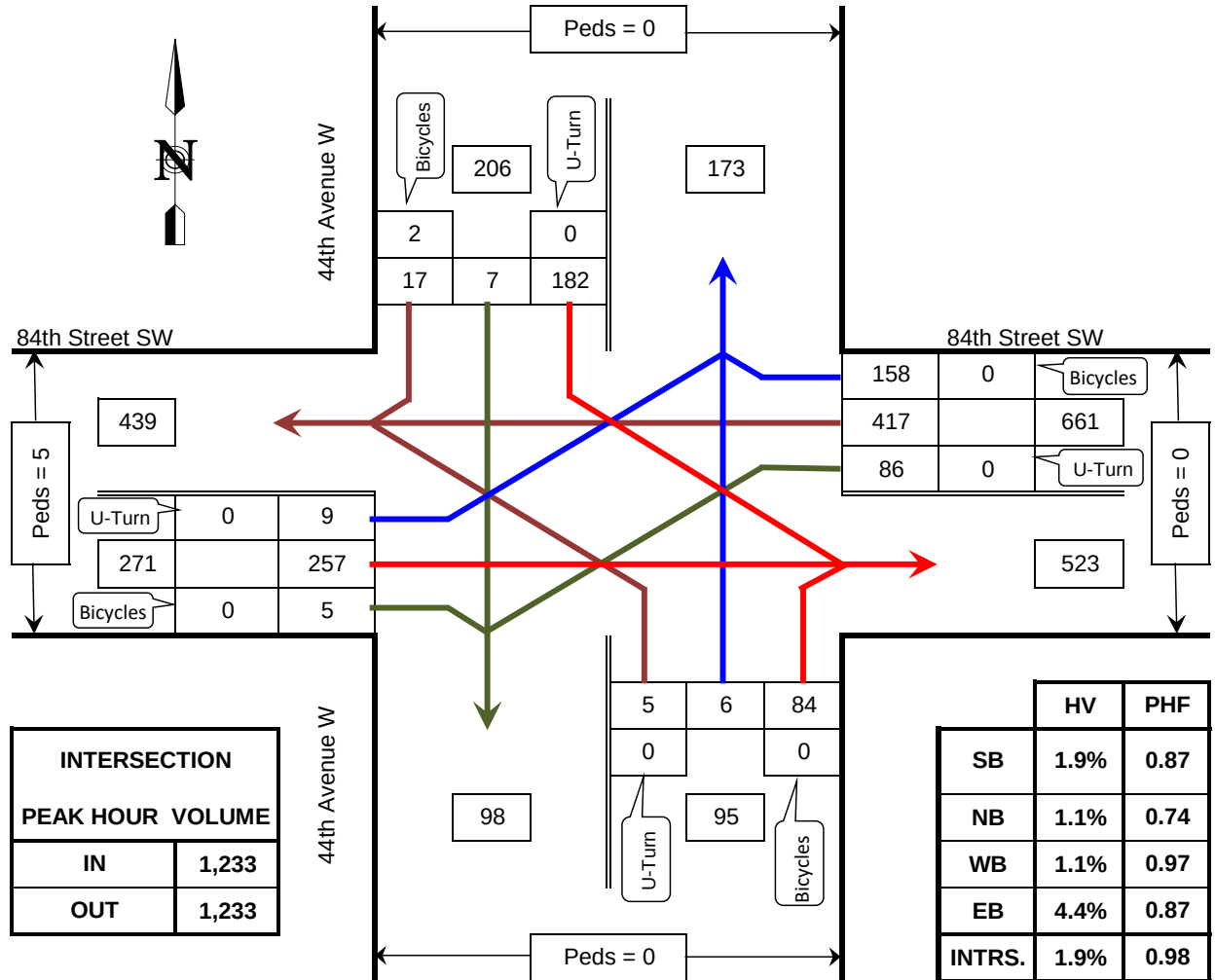
DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

44th Avenue W @ 84th Street SW

Mukilteo, WA

COUNTED BY: TDG

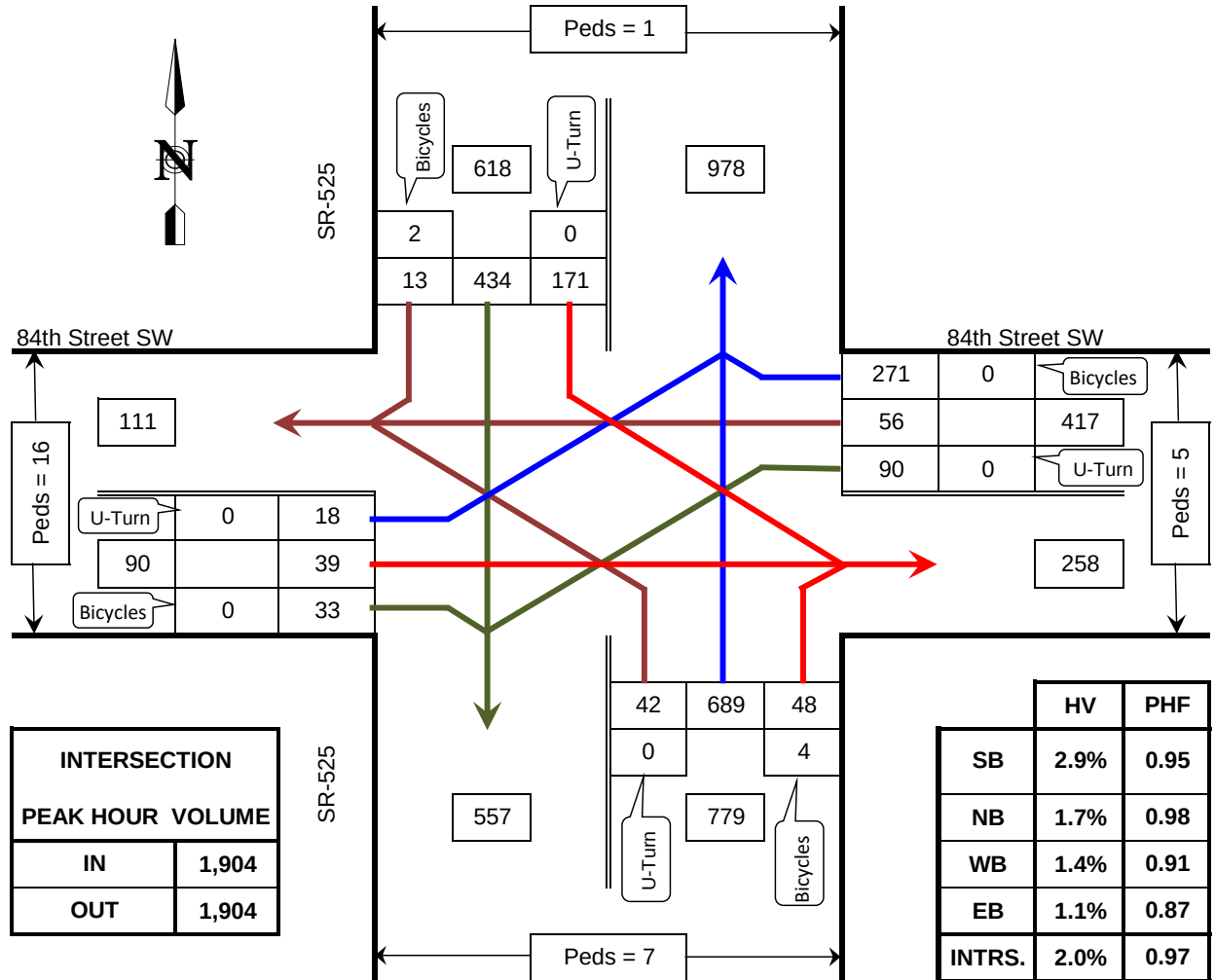
DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM



SR-525 @ 84th Street SW

Mukilteo, WA

COUNTED BY: TDG

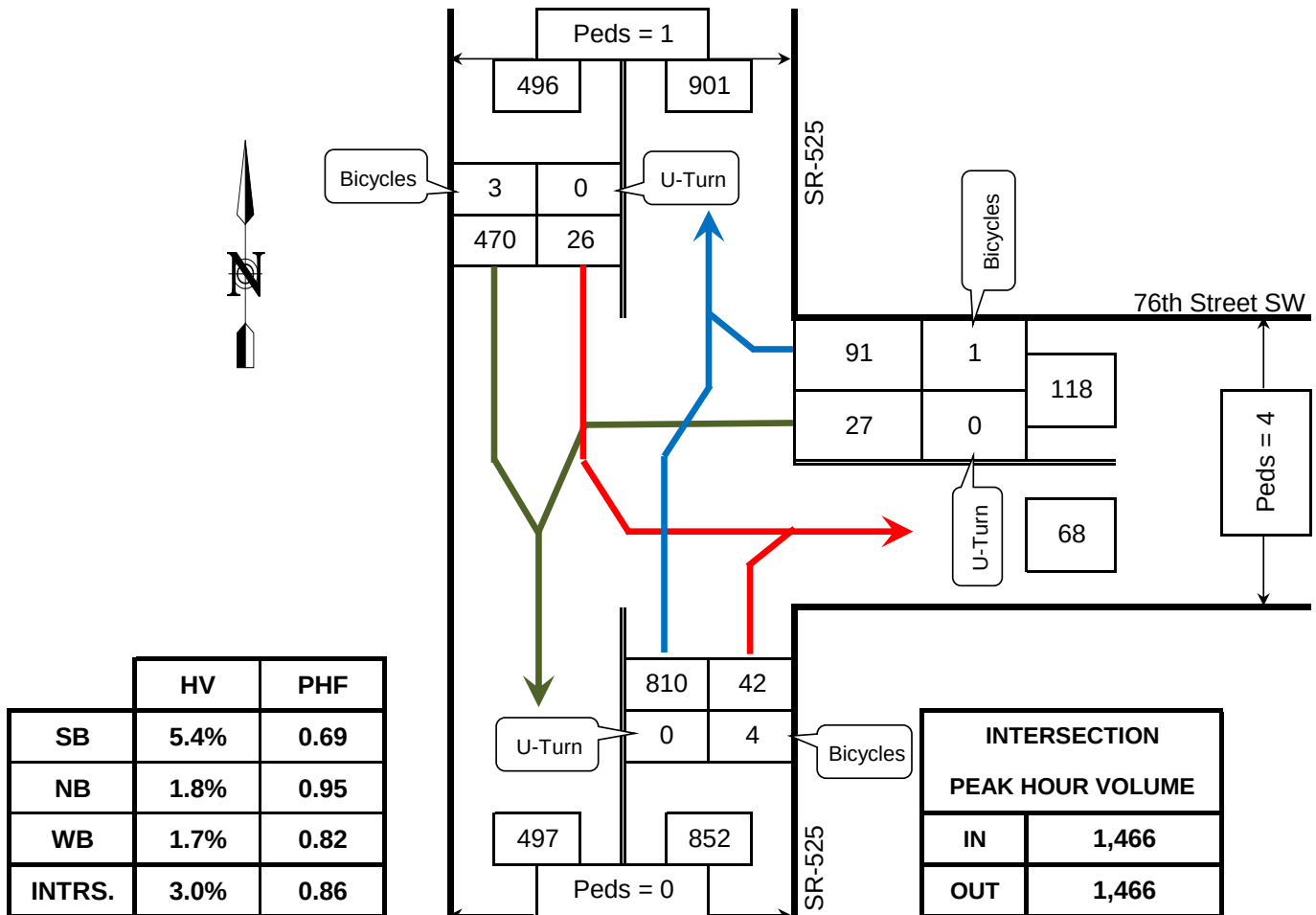
DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM



HV = Heavy Vehicles
PHF = Peak Hour Factor

SR-525 @ 76th Street SW

Mukilteo, WA

COUNTED BY: TDG

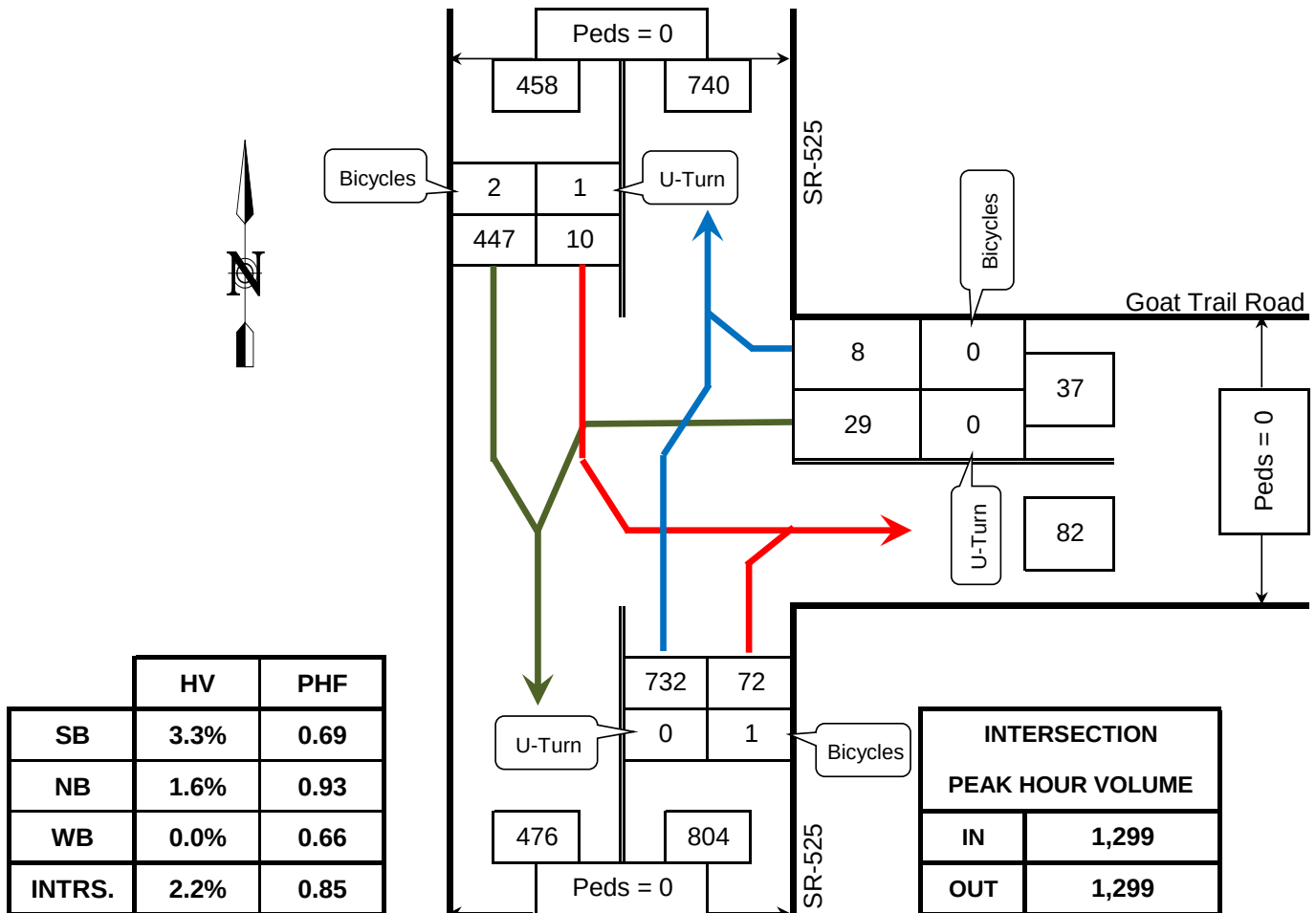
DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:30 PM TO 5:30 PM



HV = Heavy Vehicles
PHF = Peak Hour Factor

SR-525 @ Goat Trail Road

Mukilteo, WA

COUNTED BY: TDG

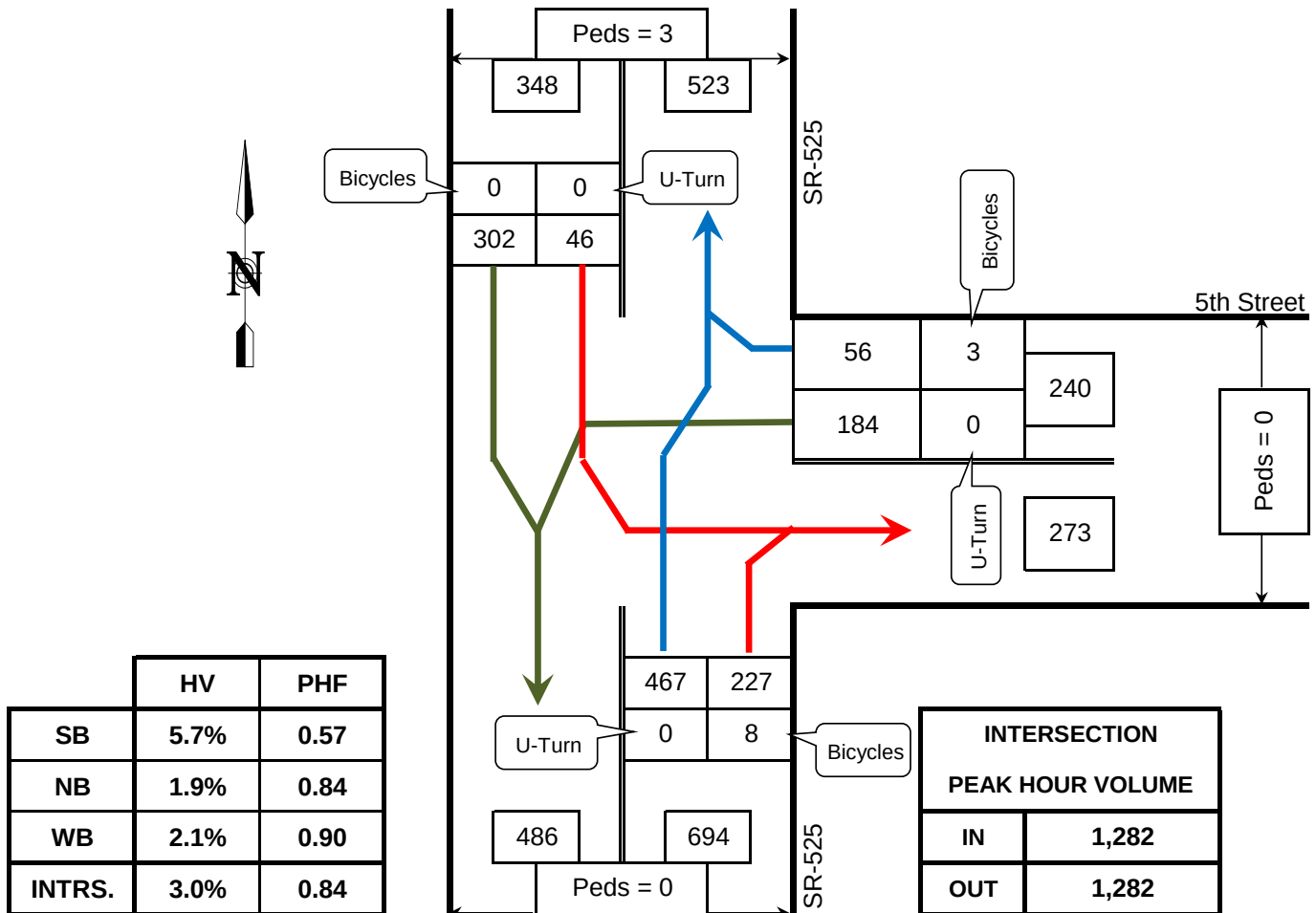
DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



HV = Heavy Vehicles
PHF = Peak Hour Factor

SR-525 @ 5th Street

Mukilteo, WA

COUNTED BY: TDG

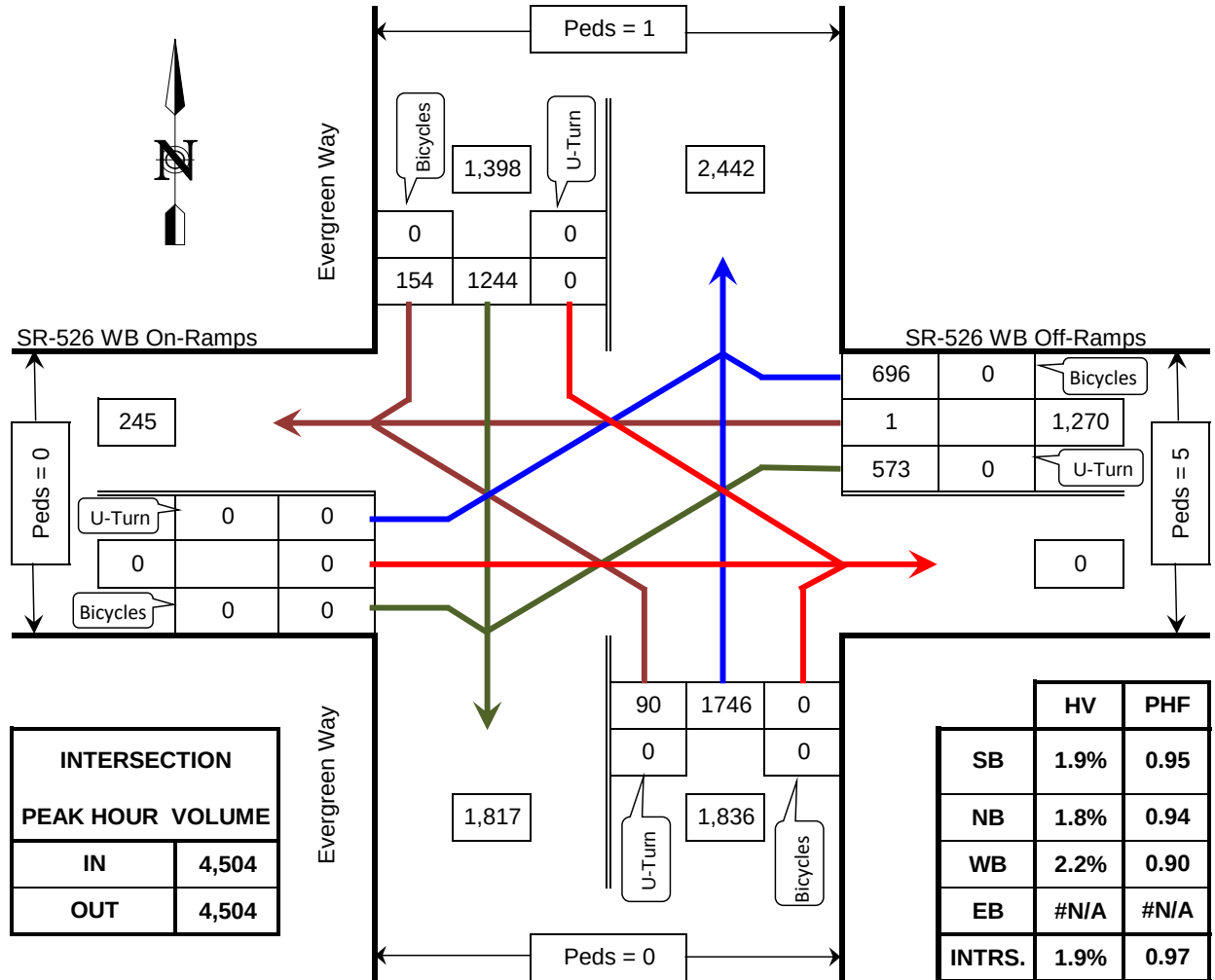
DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

SR-526 WB Ramps @ Evergreen Way

Everett, WA

COUNTED BY: TDG

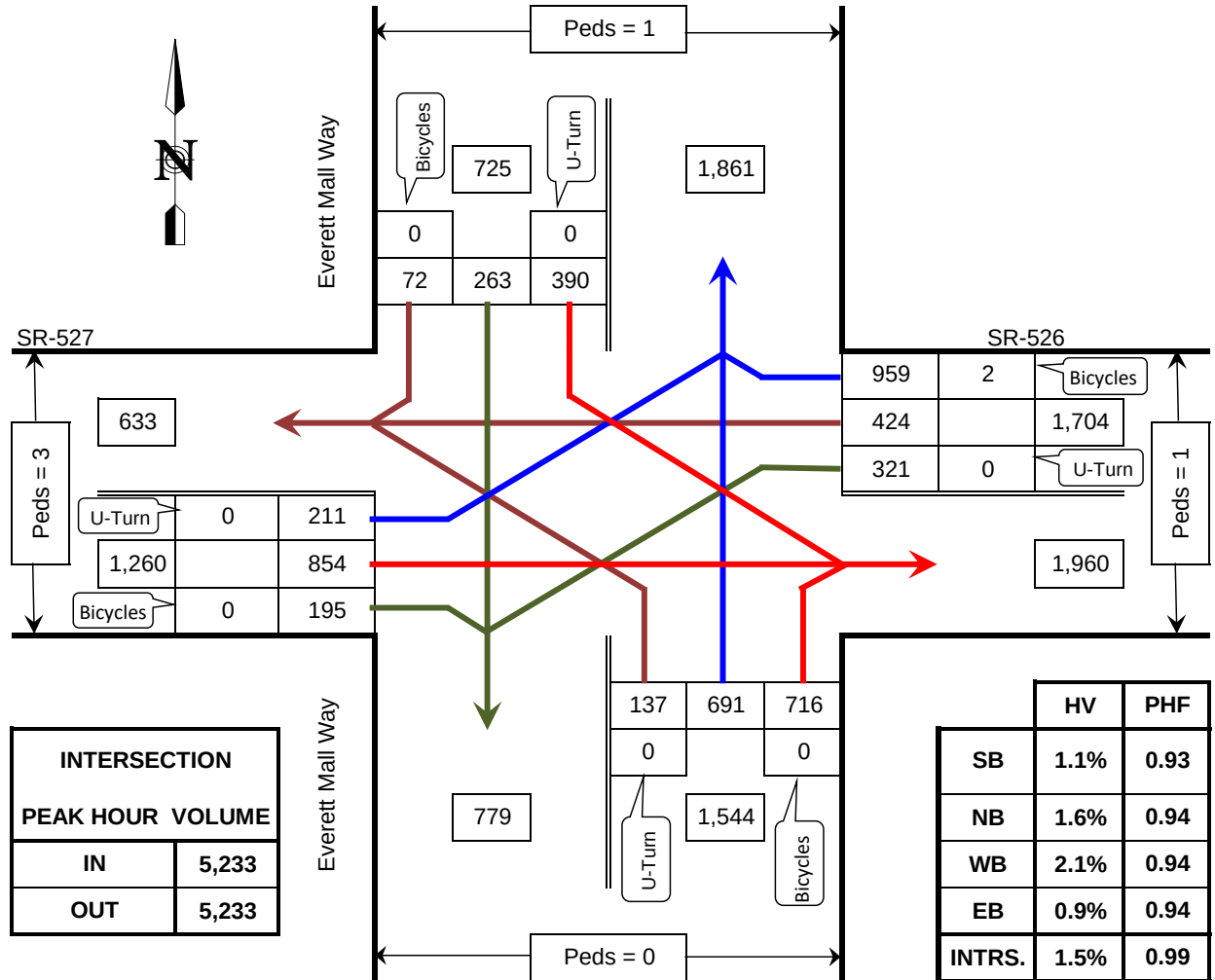
DATE OF COUNT: Wed. 5/30/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM



SR-526/SR-527 @ Everett Mall Way

Everett, WA

COUNTED BY: TDG

DATE OF COUNT: Tue. 6/5/18

REDUCTION DATE: Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

Pipeline Data

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 260 N-S Road Name: SR 525 E-W Road Name: BEVERLY PARK RD Count Date: 6/13/2017 ADT File #: 260

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
1305-WLD Lake Serene	14101203		0%	2	2	0	0	0	0	0	0	0	0	0	1	5
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	8	0	12	2	0	0	0	41	17	0	0	80
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	7	0	7	6	5	0	0	10	6	0	0	41
Frognal Estates fka:Horse	05123050	Frognal Estates fka:Horseman's	0%	2	2	0	0	1	0	0	0	0	0	0	1	6
Glennwick Grove	12104437	Glennwick Grove	0%	2	1	0	0	0	0	0	0	0	0	0	0	3
Harbour Crossing	17118656	Harbour Crossing	100%	0	0	0	2	1	1	0	0	1	0	0	0	5
Hardware Specialty Com	17108851	Hardware Specialty Company	0%	0	1	0	3	0	0	0	0	0	0	1	0	5
Hilton Garden Inn	04117006	Hilton Garden Inn	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kilo 6 - Bldg B Hangar	07101454	Kilo 6 - Bldg B Hangar	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lynnwood Dairy Queen	10106984	Lynnwood Dairy Queen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Metzner Land Co/148 St	06132832	Metzner Land Co/148 St Townh	0%	0	0	0	0	0	0	0	2	1	0	1	0	4
Opus Northpointe	97111501	Opus Northpointe	45%	0	2	0	0	8	0	2	0	0	0	0	0	12
Paine Field National Fligh	04108659	Paine Field National Flight Inter	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	4	0	9	4	1	0	0	9	1	0	0	28
Arbutus Gardens	04119124	Preserve at Meadowdale Beach	10%	2	1	0	0	0	0	0	0	0	0	0	1	4
Quintessa Townhomes	04110464	Quintessa Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ronna Park	05118678	Ronna Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Russell Way SFDU	13113214	Russell Way SFDU	0%	0	0	0	1	0	0	1	1	1	0	1	0	5
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	0	7	22	2	12	7	15	4	3	11	0	83
Starlite Point	02110002	Starlite Point	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Tersana Estates	06128028	Tersana Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Travata Heights	06131831	Travata Heights	0%	3	3	0	0	1	0	0	0	0	0	0	1	8
Vertical World	15103806	Vertical World	0%	0	1	0	1	0	1	0	0	2	1	0	0	6
Wathne Property BSP	07103711	Wathne Property BSP	0%	1	0	0	3	0	0	0	0	0	0	8	0	12
Wigen Road LDMR	05121348	Wigen Road LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Winwood II	00105149	Winwood II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				12	32	7	60	25	20	10	18	69	28	22	4	

Predicted Volumes PM

Monday, June 18, 2018

Snohomish County Public Works

Page 1 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Arbor Grove Phase II	05126027	Arbor Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	0	0	0	0	0	0	0	0	10	0	0	10
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	4	0	34	7	0	0	0	19	7	0	0	71
CVS Health	14115649	CVS Health	0%	0	1	0	0	1	0	0	0	0	2	0	0	4
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	1	0	2	2	1	0	0	2	1	0	0	9
Frognal Estates fka:Horse	05123050	Frognal Estates fka:Horseman's	0%	1	1	0	0	2	0	0	0	0	0	0	2	6
Glennwick Grove	12104437	Glennwick Grove	0%	1	1	0	0	1	0	0	0	0	0	0	2	5
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Harbour Crossing	17118656	Harbour Crossing	100%	0	1	0	2	1	0	0	0	4	1	0	0	9
Hardware Specialty Com	17108851	Hardware Specialty Company	0%	1	3	0	1	0	0	0	0	0	0	1	0	6
Hilton Garden Inn	04117006	Hilton Garden Inn	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kilo 6 - Bldg B Hangar	07101454	Kilo 6 - Bldg B Hangar	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lynnwood Dairy Queen	10106984	Lynnwood Dairy Queen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Metzner Land Co/148 St	06132832	Metzner Land Co/148 St Townh	0%	0	0	0	1	0	0	0	2	0	0	2	0	5
Opus Northpointe	97111501	Opus Northpointe	45%	0	9	2	0	2	0	2	0	0	0	0	0	15
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	4	0	9	4	1	0	0	9	1	0	0	28
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arbutus Gardens	04119124	Preserve at Meadowdale Beach	10%	2	1	0	0	1	0	0	0	0	0	0	1	5
Quintessa Townhomes	04110464	Quintessa Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ronna Park	05118678	Ronna Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Russell Way SFDU	13113214	Russell Way SFDU	0%	0	0	1	2	0	0	1	1	1	0	2	0	8
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	3	11	11	1	6	9	16	3	10	27	0	97
Starlite Point	02110002	Starlite Point	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Tersana Estates	06128028	Tersana Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Travata Heights	06131831	Travata Heights	0%	2	2	0	0	4	0	0	0	0	0	0	3	11
Vertical World	15103806	Vertical World	0%	0	2	0	6	2	2	0	5	2	0	0	0	19
Vickie Lynn Condos	06130179	Vickie Lynn Condos	0%	0	0	0	0	0	0	1	0	0	3	0	0	4
Wathne Property BSP	07103711	Wathne Property BSP	0%	7	2	0	1	0	0	0	0	0	0	1	0	11
Wigen Road LDMR	05121348	Wigen Road LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				14	35	14	69	28	10	12	20	43	34	36	8	

Monday, June 18, 2018

Snohomish County Public Works

Page 2 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 262 N-S Road Name BEVERLY PARK RD E-W Road Name GIBSON RD Count Date: 5/16/2017 ADT File #: 262

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Aparatments	13104765	Axis Apartments	100%	0	0	0	0	0	0	0	2	0	0	10	0	12
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Beverly Court	15113739	Beverly Court	100%	0	0	0	3	0	0	0	0	1	0	0	0	4
Capstone PF2	11107917	Capstone PF2	0%	0	0	0	0	0	0	0	66	0	0	19	0	85
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cedar Springs 2	04117076	Cedar Springs 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crystal Meadows	02102109	Crystal Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	0	0	0	0	5	0	23	0	4	18	0	50
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Harbour Crossing	17118656	Harbour Crossing	100%	0	0	0	1	0	1	0	0	4	1	0	0	7
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
L & L Ventures	01101398	L & L Ventures	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lynnwood Dairy Queen	10106984	Lynnwood Dairy Queen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Oakwood SFDU	16114587	Oakwood SFDU	100%	0	0	0	2	0	1	0	0	1	0	0	0	4
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	0	14	0	0	14	0	0	28
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	0	0	1	0	0	0	11	1	0	3	0	16
Tersana Estates	06128028	Tersana Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Travata Heights	06131831	Travata Heights	0%	0	0	0	0	0	0	3	0	0	1	0	4	4
Wathne Property BSP	07103711	Wathne Property BSP	0%	0	0	0	0	0	0	0	0	0	0	3	0	3
Totals Trips				0	0	0	7	0	7	0	119	7	5	68	0	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Aparatments	13104765	Axis Apartments	100%	0	0	0	0	0	0	0	10	0	0	6	0	16
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Beverly Court	15113739	Beverly Court	100%	0	0	0	2	0	1	0	0	4	1	0	0	8
Capstone PF2	11107917	Capstone PF2	0%	0	0	0	0	0	0	0	30	0	0	54	0	84
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cedar Springs 2	04117076	Cedar Springs 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 3 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crystal Meadows	02102109	Crystal Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	0	0	0	0	0	0	0	3	0	0	3	0	6
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	0	0	0	0	1	0	4	0	1	5	0	11
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Harbour Crossing	17118656	Harbour Crossing	100%	0	0	0	3	0	1	0	0	5	2	0	0	11
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
L & L Ventures	01101398	L & L Ventures	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lynnwood Dairy Queen	10106984	Lynnwood Dairy Queen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Oakwood SFDU	16114587	Oakwood SFDU	100%	0	0	0	2	0	0	0	2	1	0	0	5	
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	0	14	0	0	14	0	0	28
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	0	0	2	0	0	0	6	1	0	12	0	21
Tersana Estates	06128028	Tersana Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Travata Heights	06131831	Travata Heights	0%	0	0	0	0	0	0	0	2	0	0	4	0	6
Vertical World	15103806	Vertical World	0%	0	0	0	0	0	0	0	5	0	0	4	0	9
Totals Trips				0	0	0	9	0	3	0	74	12	5	102	0	

Monday, June 18, 2018

Snohomish County Public Works

Page 4 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 263 N-S Road Name: BEVERLY PARK RD E-W Road Name: 112 ST SW Count Date: 5/25/2017 ADT File #: 258

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	2	8	0	33	30	0	0	1	0	1	7	82	
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	0	0	58	0	0	0	83	46	0	106	0	293
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
L & L Ventures	01101398	L & L Ventures	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lynnwood Dairy Queen	10106984	Lynnwood Dairy Queen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
McRondee LDMR	06125150	McRondee LDMR	0%	0	0	0	1	0	0	0	2	1	0	0	0	4
MEBC Marino Rd	06102728	MEBC Marino Rd	0%	0	0	0	1	0	0	0	1	2	0	0	0	4
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Northshore Sheet Metal	09105759	Northshore Sheet Metal	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	0	0	14	0	0	14	0	28
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	0	0	0	0	0	0	9	0	0	2	0	11
Tersana Estates	06128028	Tersana Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Travata Heights	06131831	Travata Heights	0%	0	0	0	0	0	0	1	2	0	0	1	0	4
Wathne Property BSP	07103711	Wathne Property BSP	0%	0	0	0	1	0	0	0	0	0	0	2	0	3
Totals Trips				2	8	0	94	30	0	1	111	50	0	126	7	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	0	0	2	0	0	0	0	3	0	0	0	5
Capstone PF2	11107917	Capstone PF2	0%	6	24	0	2	13	0	0	1	3	0	1	3	53
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crystal Meadows	02102109	Crystal Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	0	0	12	0	0	0	25	13	0	19	0	69
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
L & L Ventures	01101398	L & L Ventures	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 5 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

McRondee LDMR	06125150	McRondee LDMR	0%	0	0	0	2	0	0	0	1	1	0	1	0	5
MEBC Marino Rd	06102728	MEBC Marino Rd	0%	0	0	0	3	0	0	0	1	2	0	1	0	7
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Northshore Sheet Metal	09105759	Northshore Sheet Metal	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	0	0	14	0	0	14	0	28
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	0	0	0	0	0	0	4	0	0	9	0	13
Tersana Estates	06128028	Tersana Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Travata Heights	06131831	Travata Heights	0%	0	0	1	0	0	0	0	2	0	0	3	0	6
Vertical World	15103806	Vertical World	0%	0	0	0	3	0	0	0	2	3	0	1	0	9
Totals Trips				6	24	1	24	13	0	0	50	25	0	49	3	

Monday, June 18, 2018

Snohomish County Public Works

Page 6 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 264 N-S Road Name AIRPORT RD E-W Road Name HOLLY DR/BEVERLY PARK Count Date: 6/14/2017 ADT File #: 348

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Aparatments	13104765	Axis Apartments	100%	0	0	0	0	0	0	0	14	2	0	4	0	20
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	2	0	0	8	0	0	0	0	0	0	0	10
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	60	23	0	0	29	0	0	0	0	0	0	77	189
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Opus Northpointe	97111501	Opus Northpointe	45%	0	0	0	2	0	0	0	2	0	0	3	0	7
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	14	0	0	0	0	0	0	39	0	0	39	14	106
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	2	7	0	0	1	0	0	0	0	0	0	1	11
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				76	32	0	2	38	0	0	55	2	0	46	92	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 7 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Axis Aparatments	13104765	Axis Apartments	100%	0	0	0	2	0	0	0	8	1	0	15	0	26
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	7	0	0	4	0	0	0	0	0	0	0	11
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	0	1	0	0	1	2	0	0	0	2	0	0	6
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	18	7	0	0	5	0	0	0	0	0	0	14	44
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Opus Northpointe	97111501	Opus Northpointe	45%	0	0	0	0	0	0	0	2	2	0	2	0	6
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	14	0	0	0	0	0	0	39	0	0	39	14	106
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	1	3	0	0	7	0	0	0	0	0	0	2	13
Travata Heights	06131831	Travata Heights	0%	1	1	0	0	1	0	0	0	0	0	0	2	5
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				34	19	0	2	18	2	0	49	3	2	56	32	

Monday, June 18, 2018

Snohomish County Public Works

Page 8 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 265 N-S Road Name BEVERLY PARK RD E-W Road Name CENTER RD Count Date: 9/19/2017 ADT File #: 265

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	1	0	10	3	1	0	0	2	0	0	0	17
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	1	5	19	0	17	0	66	0	0	0	0	4	112
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	0	0	0	0	0	0	28	0	0	22	0	50
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
L & L Ventures	01101398	L & L Ventures	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lynnwood Dairy Queen	10106984	Lynnwood Dairy Queen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
McRondee LDMR	06125150	McRondee LDMR	0%	0	0	0	2	0	3	0	0	1	1	0	0	7
Miller's Grove	06128016	Miller's Grove	0%	0	0	0	1	0	2	0	0	1	0	0	0	4
New West Development	13112585	New West Development	0%	0	0	0	1	0	1	0	0	1	2	0	0	5
Northshore Sheet Metal	09105759	Northshore Sheet Metal	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	0	0	14	0	0	14	0	28
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	0	0	1	0	0	2	9	0	0	2	0	14
Tersana Estates	06128028	Tersana Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Travata Heights	06131831	Travata Heights	0%	0	0	0	0	0	0	0	3	0	0	1	0	4
Wathne Property BSP	07103711	Wathne Property BSP	0%	0	0	0	0	0	0	0	0	0	0	3	0	3
Totals Trips				1	6	19	15	20	7	68	54	5	3	42	4	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	3	0	6	2	0	0	0	10	1	0	0	22
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	4	13	54	0	8	0	30	0	0	0	0	3	112
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	0	0	0	3	0	0	0	3	0	0	0	0	6
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	0	0	0	0	0	0	5	0	0	6	0	11
Gibson Cove 2	99102364	Gibson Cove 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 9 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

L & L Ventures	01101398	L & L Ventures	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
McRondee LDMR	06125150	McRondee LDMR	0%	0	0	0	1	0	2	0	0	2	3	0	0	8
Miller's Grove	06128016	Miller's Grove	0%	0	0	0	1	0	1	0	0	1	2	0	0	5
New West Development	13112585	New West Development	0%	0	0	0	1	0	2	0	0	1	1	0	0	5
Northshore Sheet Metal	09105759	Northshore Sheet Metal	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	0	0	14	0	0	14	0	28
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	0	2	1	0	0	1	4	1	0	9	0	18
Tersana Estates	06128028	Tersana Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Travata Heights	06131831	Travata Heights	0%	0	0	0	0	0	0	0	2	0	0	4	0	6
Vertical World	15103806	Vertical World	0%	0	0	0	0	0	0	0	5	0	0	4	0	9
Totals Trips				4	16	56	13	10	5	31	30	18	7	37	3	

Monday, June 18, 2018

Snohomish County Public Works

Page 10 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 266 N-S Road Name: SR 99 E-W Road Name: AIRPORT RD Count Date: 3/7/2017 ADT File #: 348

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Manor	04116701	Admiralty Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arbor Grove	04114236	Arbor Grove	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	0	1	0	3	0	1	6	0	0	1	0	12
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avondale Lane	05122810	Avondale Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apatments	13104765	Axis Apatments	100%	0	0	0	0	2	1	8	3	0	12	36	0	62
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Blackstone Residential	06125286	Blackstone Residential	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bryson Sales & Service	11101284	Bryson Sales & Service	0%	0	0	0	2	0	0	0	1	0	0	2	0	5
Capstone PF2	11107917	Capstone PF2	0%	0	5	0	0	17	0	0	0	0	0	0	0	22
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	2	2	0	0	1	0	2	0	0	0	1	0	8
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Edmonds Townhomes	15111617	Edmonds Townhomes	0%	0	0	0	0	0	0	2	1	0	0	0	0	3
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	15	8	0	20	0	9	0	0	0	0	0	52
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Frogna Estates fka:Horse	05123050	Frogna Estates fka:Horseman's	0%	0	0	0	2	0	0	0	6	5	0	2	0	15
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see 1	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 11 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Grimm	12108354	Grimm	0%	0	1	0	0	0	0	0	1	0	0	2	1	5
Harbour Crossing	17118656	Harbour Crossing	100%	0	1	0	1	1	0	0	2	0	0	0	0	5
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackey's Enterprises	01113586	Jackey's Enterprises	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	1	0	1	2	1	0	0	0	0	0	0	5
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
L & L Ventures	01101398	L & L Ventures	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Stickney Trails	15116018	Lake Stickney Trails	0%	0	0	1	0	0	2	1	0	0	0	0	0	4
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lund's Meadows	05123621	Lund's Meadows	0%	0	0	0	0	0	0	1	21	0	0	1	0	23
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Managini's Pond	01105129	Managini's Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	2	1	0	1	0	0	0	1	0	0	0	0	5
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mary's Towing	05128096	Mary's Towing	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mazda of Everett	13104328	Mazda of Everett	0%	0	0	0	0	0	2	0	2	0	1	1	0	6
Metzner Land Co/148 St	06132832	Metzner Land Co/148 St Townh	0%	0	0	0	0	0	0	2	1	0	0	1	0	4
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Nelsen Family Trust	99104980	Nelsen Family Trust	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	2	0	0	2	2	2	6	0	2	2	0	18
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Opus Northpointe	97111501	Opus Northpointe	45%	0	0	6	3	0	0	2	3	0	0	11	0	25
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	26	11	0	26	0	11	0	0	0	0	0	74
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Picnic Point Plaza	01105151	Picnic Point Plaza	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Pioneer Circle	04116862	Pioneer Circle	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arbutus Gardens	04119124	Preserve at Meadowdale Beach	10%	0	0	0	1	0	0	1	3	2	0	1	0	8
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ronna Park	05118678	Ronna Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Russell Way SFDU	13113214	Russell Way SFDU	0%	0	0	0	1	0	0	2	1	0	0	0	0	4
Seabrook Heights	10107194	Seabrook Heights	0%	0	0	1	1	0	0	1	1	0	1	0	0	5
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	0	1	0	2	2	2	0	0	0	0	0	0	7
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 12 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Glen	02110588	Starlite Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Woods	02109640	Starlite Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	0	0	2	2	0	0	0	0	0	0	0	4
Vickie Lynn Condos	06130179	Vickie Lynn Condos	0%	0	0	0	0	0	2	1	0	0	0	1	0	4
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				4	55	28	17	78	8	41	61	14	15	63	1	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Manor	04116701	Admiralty Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alexander Village	98151134	Alexander Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arbor Grove	04114236	Arbor Grove	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	4	1	0	1	0	2	3	0	0	7	0	18
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Advance Homes B	96107322	Advance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avondale Lane	05122810	Avondale Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	0	0	0	8	2	31	8	0	6	21	0	76
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Blackstone Residential	06125286	Blackstone Residential	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bryson Sales & Service	11101284	Bryson Sales & Service	0%	0	0	0	1	0	0	0	2	1	0	1	0	5
Capstone PF2	11107917	Capstone PF2	0%	0	13	0	0	8	0	0	0	0	0	0	0	21
Cavendish Grove	99109968	Cavendish Grove	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 13 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Creekview Trails	97110876	Creekview Trails	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	8	7	0	4	4	0	8	0	0	0	6	2	39
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Eden's Garden	06101573	Eden's Garden	100%	2	0	0	0	0	0	1	1	0	2	0	0	6
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	5	2	0	4	0	2	0	0	0	0	0	13
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Frogna Estates fka:Horse	05123050	Frogna Estates fka:Horseman's	0%	0	0	0	6	0	0	0	4	3	0	7	0	20
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see 1	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	1	1	0	1	0	0	0	2	0	0	2	0	7
Harbour Crossing	17118656	Harbour Crossing	100%	0	1	0	2	1	0	0	0	1	0	0	1	6
Heleena Hills	95107194	Heleena Hills	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackey's Enterprises	01113586	Jackey's Enterprises	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	2	0	1	1	0	0	0	2	1	0	0	7
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
L & L Ventures	01101398	L & L Ventures	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
La Palmera Restaurant	02104033	La Palmera Restaurant	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Stickney Trails	15116018	Lake Stickney Trails	0%	0	0	2	0	0	0	1	0	0	0	1	0	4
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lund's Meadows	05123621	Lund's Meadows	0%	0	0	1	1	0	0	0	1	1	0	2	0	6
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Managini's Pond	01105129	Managini's Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mary's Towing	05128096	Mary's Towing	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mazda of Everett	13104328	Mazda of Everett	0%	0	0	0	0	0	2	0	2	0	3	2	0	9
MEBC Marino Rd	06102728	MEBC Marino Rd	0%	0	2	0	0	3	0	0	0	0	0	0	0	5
Metzner Land Co/148 St	06132832	Metzner Land Co/148 St Townh	0%	0	0	0	1	0	0	0	1	0	0	2	0	4
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Nelsen Family Trust	99104980	Nelsen Family Trust	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	0	0	0	2	0	2	0	0	2	0	6

Monday, June 18, 2018

Snohomish County Public Works

Page 14 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Opus Northpointe	97111501	Opus Northpointe	45%	0	0	3	0	0	0	3	14	0	0	3	0	23	
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	26	11	0	26	0	11	0	0	0	0	0	74	
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Picnic Point Plaza	01105151	Picnic Point Plaza	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pioneer Circle	04116862	Pioneer Circle	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Arbutus Gardens	04119124	Preserve at Meadowdale Beach	10%	0	0	0	2	0	0	1	2	1	0	4	0	10	
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ronna Park	05118678	Ronna Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Russell Way SFDU	13113214	Russell Way SFDU	0%	0	0	0	1	0	0	0	1	1	0	2	0	5	
Seabrook Heights	10107194	Seabrook Heights	0%	0	0	0	1	0	0	1	1	1	0	1	0	5	
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	0	2	0	1	1	1	0	0	2	2	0	0	9	
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Starlite Glen	02110588	Starlite Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Starlite Manor	00103709	Starlite Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Starlite Woods	02109640	Starlite Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
128 St SE Urban Center	05116321	Summit SFDU	0%	0	2	0	1	1	0	0	0	1	0	0	0	5	
Vickie Lynn Condos	06130179	Vickie Lynn Condos	0%	0	0	1	0	0	0	1	1	0	0	2	0	5	
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals Trips				11	65	21	23	58	7	61	45	15	12	67	3		

Monday, June 18, 2018

Snohomish County Public Works

Page 15 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 267 N-S Road Name AIRPORT RD E-W Road Name ADMIRALTY WY Count Date: 3/9/2017 ADT File #: 153

Predicted Volumes AM

Sub Dev. Name	Sub PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	0	0	1	0	0	3	0	3	0	0	0	7
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avondale Lane	05122810	Avondale Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Aparatments	13104765	Axis Apartments	100%	0	33	0	0	10	0	0	0	0	0	0	0	43
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	2	0	0	0	0	0	15	0	0	0	4	1	22
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	7	8	0	0	10	0	0	0	0	0	0	10	35
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Frogna Estates fka:Horse	05123050	Frogna Estates fka:Horseman's	0%	0	5	0	0	2	0	0	0	0	0	0	0	7
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	0	0	0	0	0	4	0	0	1	0	5	
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Managini's Pond	01105129	Managini's Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 16 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	4	1	0	0	2	0	0	0	0	0	0	0	4	11
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	0	0	26	0	0	26	0	52	0
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Services of Sno Co	01105008	Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	0	1	0	0	6	0	0	0	0	0	0	0	0	7
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Woods	02109640	Starlite Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	0	0	0	0	0	0	4	0	0	0	0	0	4
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				13	48	0	1	30	0	3	49	3	0	31	15		

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alexander Village	98151134	Alexander Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	0	4	3	0	0	1	0	2	0	0	0	10
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avondale Lane	05122810	Avondale Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	19	0	0	34	0	0	0	0	0	0	0	53
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 17 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	1	0	0	0	0	0	0	7	0	0	12	1	21
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	1	6	0	0	7	0	0	0	0	0	0	1	15
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	2	3	0	0	2	0	0	0	0	0	0	2	9
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Frogna! Estates fka:Horse	05123050	Frogna! Estates fka:Horseman's	0%	0	3	0	0	6	0	0	0	0	0	0	0	9
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	2	0	0	0	0	0	0	1	0	0	0	1	4
Harbour Crossing	17118656	Harbour Crossing	100%	0	2	0	0	3	0	0	0	0	0	0	0	5
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	0	0	0	0	0	0	2	0	0	5	0	7
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lushenshire Park	96103582	Lushenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Managini's Pond	01105129	Managini's Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mazda of Everett	13104328	Mazda of Everett	0%	0	0	0	0	0	0	0	2	0	0	3	0	5
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	0	0	26	0	0	26	0	52
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Services of Sno Co	01105008	Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	0	6	0	0	3	0	0	0	0	0	0	0	9

Monday, June 18, 2018

Snohomish County Public Works

Page 18 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Manor	00103709	Starlite Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Woods	02109640	Starlite Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	0	0	0	0	0	2	0	0	3	0	5	
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				6	39	4	3	55	0	1	40	2	0	49	5	

Monday, June 18, 2018

Snohomish County Public Works

Page 19 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 268 N-S Road Name GIBSON RD E-W Road Name 128 ST SW Count Date: 3/14/2017 ADT File #: 268

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Manor	04116701	Admiralty Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	3	0	1	1	0	0	0	4	0	0	0	9
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avondale Lane	05122810	Avondale Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	4	0	0	13	0	2	0	0	0	0	0	19
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	8	0	0	10	0	0	0	0	0	0	0	18
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Frognal Estates fka:Horse	05123050	Frognal Estates fka:Horseman's	0%	0	5	0	0	2	0	0	0	0	0	0	0	7
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	0	0	0	0	1	0	0	0	3	0	0	4
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	1	0	0	4	0	0	0	0	0	0	0	5
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Village	96103723	Manor Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	0	1	0	0	1	0	0	0	2	0	0	0	4
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 20 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	0	0	0	0	0	14	0	0	0	16	0	30
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	26	0	0	26	0	0	0	0	0	0	0	0	52
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Services of Sno Co	01105008	Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	0	1	0	0	6	0	0	0	0	0	0	0	0	7
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	0	0	0	1	0	0	0	3	0	0	0	0	4
Starlite Glen	02110588	Starlite Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Woods	02109640	Starlite Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	0	0	0	4	0	0	0	0	0	0	0	0	4
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	49	0	1	68	1	2	14	9	3	16	0		

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Manor	04116701	Admiralty Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alexander Village	98151134	Alexander Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	2	0	4	3	0	0	0	2	0	0	0	11
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 21 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avondale Lane	05122810	Avondale Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Aparatments	13104765	Axis Apartments	100%	0	19	0	0	34	0	0	0	0	0	0	0	53
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	11	1	0	6	0	1	0	0	0	0	0	19
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	1	4	1	0	5	0	1	0	0	0	0	1	13
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	3	0	0	2	0	0	0	0	0	0	0	5
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Frogna Estates fka:Horse	05123050	Frogna Estates fka:Horseman's	0%	0	3	0	0	6	0	0	0	0	0	0	0	9
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	0	0	0	0	3	0	0	0	2	0	0	5
Harbour Crossing	17118656	Harbour Crossing	100%	0	2	0	0	3	0	0	0	0	0	0	0	5
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	5	0	0	2	0	0	0	0	0	0	0	7
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	0	1	0	2	1	0	0	0	0	0	0	0	4
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mazda of Everett	13104328	Mazda of Everett	0%	0	3	0	0	2	0	0	0	0	0	0	0	5
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	0	0	0	0	0	4	0	0	3	0	7
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	26	0	0	26	0	0	0	0	0	0	0	52
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Rebecca Woods	06103526	Rebecca Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 22 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Senior Services of Sno Co	01105008	Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	0	6	0	0	3	0	0	0	0	0	0	0	9
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	0	0	3	0	0	0	0	1	0	0	0	4
Starlite Glen	02110588	Starlite Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Woods	02109640	Starlite Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	3	0	0	2	0	0	0	0	0	0	0	5
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				1	88	2	9	95	3	2	4	3	2	3	1	

Monday, June 18, 2018

Snohomish County Public Works

Page 23 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 269 N-S Road Name 4 AV W E-W Road Name 128 ST SW Count Date: 2/28/2017 ADT File #: 269

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	3	0	1	1	0	0	0	3	0	0	0	8
Ash Way Heights	03108614	Ash Way Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ash Way Landing	13107521	Ash Way Landing	100%	0	0	0	1	0	0	0	1	3	0	0	0	5
Ash Way LDMR	05123398	Ash Way LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashbury Park Phase 1	06127427	Ashbury Park Phase 1	0%	0	0	0	1	0	0	1	1	4	0	0	0	7
Ashbury Park Phase 2	07106076	Ashbury Park Phase 2	0%	0	0	0	1	0	0	0	1	2	0	0	0	4
Ashglen	99116022	Ashglen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Aparatments	13104765	Axis Apartments	100%	3	28	0	0	8	0	0	0	0	0	0	1	40
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Belle Meadow Estates	06129336	Belle Meadow Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bluegrass Meadows	98109323	Bluegrass Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Buffalo Square	00106298	Buffalo Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Burke Villa	99104723	Burke Villa	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	0	0	0	3	1	0	11	0	2	0	0	17
Cascade East	97110148	Cascade East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creek Village	95109077	Creek Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Estates	97109394	Creekside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Grove SFDU	18100311	Creekside Grove SFDU	0%	0	0	0	2	0	0	0	3	0	0	0	0	5
Creekside Manor	07104778	Creekside Manor	40%	0	1	0	1	1	1	0	0	0	0	0	0	4
Creekview Trails	97110876	Creekview Trails	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 24 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Discovery Elementary Sc	15109902	Discovery Elementary School A	0%	2	0	0	0	0	3	0	1	0	2	1	2	11
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	3	0	0	0	0	0	0	0	0	0	0	4	7
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Frogmal Estates fka:Horse	05123050	Frogmal Estates fka:Horseman's	0%	0	5	0	0	2	0	0	0	0	0	0	0	7
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see I	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase II	05129152	Greenbrook Phase II (also see 0	58%	0	0	1	1	0	0	1	1	1	0	0	0	5
Grimm	12108354	Grimm	0%	0	2	0	0	1	1	0	0	0	3	0	0	7
Grimm LDMR	06133696	Grimm LDMR	0%	0	1	0	0	1	0	0	0	0	3	0	0	5
Hawthorne Park	99100962	Hawthorne Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holiday Inn Express	03103978	Holiday Inn Express	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
KFC/A&W/Bailey	03104992	KFC/A&W/Bailey	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	1	0	0	0	0	3	0	0	0	7	0	4	15
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kingstone SFDU	15110010	Kingstone SFDU	0%	0	0	0	1	0	0	0	1	3	0	0	0	5
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Stickney Parkway S	17113129	Lake Stickney Parkway SFDU	0%	0	0	0	1	0	0	0	0	3	0	0	0	4
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Court	01106327	Madison Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Meadows	06134762	Madison Meadows	0%	0	0	0	1	0	0	0	1	2	0	0	0	4
Madison Way Apartments	15101196	Madison Way Apartments	0%	0	0	1	0	0	0	3	2	3	0	1	0	10
Managini's Pond	01105129	Managini's Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Village	96103723	Manor Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	0	3	0	0	1	0	0	0	0	0	0	0	4
Margate	00107036	Margate	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 25 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	0	22	0	0	0	14	16	0	16	0	68
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Opus Northpointe	97111501	Opus Northpointe	45%	0	0	0	2	0	0	0	0	2	0	2	0	6
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	26	0	0	26	0	0	0	0	0	0	0	52
Paisley Meadows	06101820	Paisley Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekstone	04120938	Parkhaven fka: Creekstone	57%	0	1	0	1	2	0	0	0	0	0	0	0	4
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkridge Heights	04119618	Parkridge Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Peterson Meadows	97106337	Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Pioneer Ridge	00107621	Pioneer Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Oaks Div 2	98102943	Red Oaks Div 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Services of Sno Co	01105008	Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Shaunessy	02101830	Shaunessy	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	0	1	0	2	6	2	0	0	1	1	0	0	13
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County FPD 1	07114743	Snohomish County FPD #1	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	3	0	0	1	0	0	0	0	0	0	0	4
Spring Haven	10100368	Spring Haven	0%	0	0	0	1	2	1	0	0	0	0	0	0	4
Starlite Glen	02110588	Starlite Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Manor	00103709	Starlite Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Stickney Meadows	01111397	Stickney Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	0	0	0	4	2	0	0	0	0	0	0	6
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Websters Pond	98108094	Village At Websters Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	0	0	0	1	0	0	0	5	0	0	6
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 26 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Whispering Winds #2	99104316	Whispering Winds #2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Zotos Additions	00110156	Zotos Additions	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				9	74	2	39	59	15	5	34	46	23	20	11	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Acres LDMR	07104061	Alderwood Acres LDMR	0%	0	0	0	2	0	0	0	0	1	0	1	0	4
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alexander Village	98151134	Alexander Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	2	0	3	3	0	0	0	2	0	0	0	10
Ash Way Heights	03108614	Ash Way Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ash Way Landing	13107521	Ash Way Landing	100%	0	0	0	3	0	0	0	0	1	0	1	0	5
Ash Way LDMR	05123398	Ash Way LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashbury Park Phase 1	06127427	Ashbury Park Phase 1	0%	0	0	1	5	0	0	0	1	3	0	1	0	11
Ashbury Park Phase 2	07106076	Ashbury Park Phase 2	0%	0	0	0	2	0	0	0	0	1	0	1	0	4
Ashglen	99116022	Ashglen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	2	16	0	0	29	0	0	0	0	0	0	3	50
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Belle Meadow Estates	06129336	Belle Meadow Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bluegrass Meadows	98109323	Bluegrass Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Burke Villa	99104723	Burke Villa	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	9	2	0	5	0	1	0	0	0	0	0	17
Cascade East	97110148	Cascade East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creek Village	95109077	Creek Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Estates	97109394	Creekside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 27 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Creekside Grove SFDU	18100311	Creekside Grove SFDU	0%	0	0	0	4	0	0	0	0	2	0	0	0	6
Creekview Trails	97110876	Creekview Trails	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	1	3	0	0	3	0	0	0	0	0	0	1	8
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Frogan Estates fka:Horse	05123050	Frogan Estates fka:Horseman's	0%	0	3	0	0	6	0	0	0	0	0	0	0	9
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see I	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase II	05129152	Greenbrook Phase II (also see 0	58%	0	0	1	1	0	0	1	1	1	0	1	0	6
Grimm	12108354	Grimm	0%	1	1	0	0	3	3	0	0	0	2	0	0	10
Grimm LDMR	06133696	Grimm LDMR	0%	0	0	0	0	2	3	0	0	0	2	0	0	7
Harbour Crossing	17118656	Harbour Crossing	100%	0	2	0	0	3	0	0	0	0	0	1	0	6
Hawthorne Park	99100962	Hawthorne Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holiday Inn Express	03103978	Holiday Inn Express	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	5	0	0	0	0	9	0	0	0	4	0	2	20
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kingstone SFDU	15110010	Kingstone SFDU	0%	0	0	0	3	0	0	0	0	2	0	1	0	6
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Stickney Parkway S	17113129	Lake Stickney Parkway SFDU	0%	0	0	0	4	0	0	0	0	2	0	0	0	6
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Court	01106327	Madison Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Meadows	98109403	Madison Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Meadows	06134762	Madison Meadows	0%	0	0	0	2	0	0	0	1	1	0	1	0	5
Madison Way Apartments	15101196	Madison Way Apartments	0%	0	0	3	3	0	0	2	2	2	0	2	0	14
Managini's Pond	01105129	Managini's Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Village	96103723	Manor Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	0	1	0	0	3	0	0	0	0	0	0	0	4
Margate	00107036	Margate	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 28 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Meadows	03108845 Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411 Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597 Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422 Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892 Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303 Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524 New Elementary School at Lake	0%	0	0	0	4	0	0	0	4	4	0	3	0	15
Newberry Square	02108870 Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
O'Donnell's Food & Drink	04110118 O'Donnell's Food & Drink	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Opus Northpointe	97111501 Opus Northpointe	45%	0	0	0	0	0	0	2	2	0	0	0	0	4
Paine Field Passenger Ter	16109244 Paine Field Passenger Terminal	0%	0	26	0	0	26	0	0	0	0	0	0	0	52
Paisley Meadows	06101820 Paisley Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekstone	04120938 Parkhaven fka: Creekstone	57%	0	2	0	0	1	0	0	1	0	0	0	0	4
Parkland Court	97107172 Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkridge Heights	04119618 Parkridge Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Perez/148th St LDMR	06134653 Perez/148th St LDMR	0%	0	0	0	3	0	0	0	2	0	2	0	0	7
Peterson Meadows	97106337 Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Pioneer Ridge	00107621 Pioneer Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Plum Tree Lane	98101576 Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quadrant Corporate Park	02109806 Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Oaks Div 2	98102943 Red Oaks Div 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaggs/El Dorado	05100526 Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Seattle Hill Estates	95110056 Seattle Hill Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Services of Sno Co	01105008 Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Shaunessy	02101830 Shaunessy	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766 Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170 Silver Lake Garden Apartments	0%	0	6	0	1	3	1	0	2	2	0	0	0	15
Snohomish Cascade S8	97110077 Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812 Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County FPD 1	07114743 Snohomish County FPD #1	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409 Speedway Mixed Use	100%	0	1	0	0	3	0	0	0	0	0	0	0	4
Spring Haven	10100368 Spring Haven	0%	0	1	0	0	1	1	0	1	1	0	0	0	5
Starlite Glen	02110588 Starlite Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Manor	00103709 Starlite Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063 Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Stickney Meadows	01111397 Stickney Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321 Summit SFDU	0%	0	3	0	0	2	0	0	0	2	0	0	0	7
Sundance Creek	02110258 Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556 Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Websters Pond	98108094 Village At Websters Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 29 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Village Crest Townhomes	16100890 Village Crest Townhomes	0%	0	0	0	0	0	5	0	0	0	2	0	0	7
Village on Admiralty	04109317 Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350 Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Walgreens B	02101027 Walgreens B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286 West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Whispering Winds #2	99104316 Whispering Winds #2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Zotos Additions	00110156 Zotos Additions	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips			9	76	7	40	93	22	4	11	30	15	15	6	

Monday, June 18, 2018

Snohomish County Public Works

Page 30 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 270 N-S Road Name 5 PL W E-W Road Name 128TH ST SW Count Date: 5/24/2017 ADT File #: 276

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	3	4	0	1	0	1	0	0	0	0	0	9
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	31	2	0	9	0	1	0	0	0	0	0	43
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	4	0	0	13	0	0	0	0	0	0	0	17
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	3	0	0	4	0	0	0	0	0	0	0	7
Frognal Estates fka:Horse	05123050	Frognal Estates fka:Horseman's	0%	0	5	0	0	2	0	0	0	0	0	0	0	7
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see I	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	2	1	0	1	0	0	0	0	0	0	0	4
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	1	0	0	4	0	0	0	0	0	0	0	5
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Village	96103723	Manor Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	0	3	0	0	1	0	0	0	0	0	0	0	4
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 31 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	26	0	0	26	0	0	0	0	0	0	0	52
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Peterson Meadows	97106337	Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Services of Sno Co	01105008	Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	3	0	0	1	0	0	0	0	0	0	0	4
Starlite Construction	98105946	Starlite Construction	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Glen	02110588	Starlite Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	0	0	0	4	0	0	0	0	0	0	0	4
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Websters Pond	98108094	Village At Websters Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	81	7	0	66	0	2	0	0	0	0	0	0

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alexander Village	98151134	Alexander Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	2	2	0	3	0	4	0	0	0	0	0	11
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	18	1	0	32	0	2	0	0	0	0	0	53
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 32 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	11	0	0	6	0	0	0	0	0	0	17
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	0	4	0	0	4	0	0	0	0	0	0	8
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0
Froggnal Estates fka:Horse	05123050	Froggnal Estates fka:Horseman's	0%	0	3	0	0	6	0	0	0	0	0	0	9
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see I	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	1	1	0	3	0	0	1	0	0	0	6
Harbour Crossing	17118656	Harbour Crossing	100%	0	2	0	0	3	0	0	0	0	0	0	5
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	5	0	0	2	0	0	0	0	0	0	7
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	0	1	0	0	3	0	0	0	0	0	0	4
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0
Mazda of Everett	13104328	Mazda of Everett	0%	0	3	0	0	2	0	0	0	0	0	0	5
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	26	0	0	26	0	0	0	0	0	0	52
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0
Peterson Meadows	97106337	Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0
Senior Services of Sno Co	01105008	Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0
Shaunessy	02101830	Shaunessy	100%	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	1	0	0	3	0	0	0	0	0	0	4
Starlite Glen	02110588	Starlite Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 33 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Starlite Woods	02109640	Starlite Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	3	0	0	2	0	0	0	0	0	0	5
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	80	4	0	95	0	6	0	1	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 34 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 271 N-S Road Name 8 AVE W E-W Road Name 128 ST SW Count Date: 11/9/2016 ADT File #: 271

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Manor	04116701	Admiralty Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	7	0	0	2	0	0	0	0	0	0	0	9
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avondale Lane	05122810	Avondale Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	33	0	0	10	0	0	0	0	0	0	0	43
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	4	0	0	13	0	0	0	0	0	0	0	17
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	5	3	0	0	4	0	0	0	0	0	0	0	18
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Frognaal Estates fka:Horse	05123050	Frognaal Estates fka:Horseman's	0%	0	5	0	0	2	0	0	0	0	0	0	0	7
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	3	0	0	1	0	0	0	0	0	0	0	4
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	1	0	0	4	0	0	0	0	0	0	0	5
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Village	96103723	Manor Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	0	3	0	0	1	0	0	0	0	0	0	0	4
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 35 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	26	0	0	26	0	0	0	0	0	0	0	52
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Peterson Meadows	97106337	Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Puget Park Urban Center	15118431	Puget Park Urban Center	100%	0	1	0	1	1	1	0	0	0	0	0	0	4
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Services of Sno Co	01105008	Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	3	0	0	1	0	0	0	0	0	0	0	4
Starlite Construction	98105946	Starlite Construction	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Glen	02110588	Starlite Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	0	0	0	4	0	0	0	0	0	0	0	4
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Websters Pond	98108094	Village At Websters Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				5	89	0	1	69	1	0	0	0	0	0	0	6

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Manor	04116701	Admiralty Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alexander Village	98151134	Alexander Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 36 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Arcadia	15105381	Arcadia	0%	0	4	0	0	7	0	0	0	0	0	0	11
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0
Avondale Lane	05122810	Avondale Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0
Axis Aparatments	13104765	Axis Apartments	100%	0	19	0	0	34	0	0	0	0	0	0	53
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	11	0	0	6	0	0	0	0	0	0	17
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0
Christine Court	99112383	Christine Court	100%	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	0	4	0	0	4	0	1	0	0	0	0	9
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	2	1	0	0	1	0	0	0	0	0	1	5
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0
Frogna1 Estates fka:Horse	05123050	Frogna1 Estates fka:Horseman's	0%	0	3	0	0	6	0	0	0	0	0	0	9
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	2	0	0	3	0	0	0	0	0	0	5
Harbour Crossing	17118656	Harbour Crossing	100%	0	2	0	0	3	0	0	0	0	0	0	5
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	5	0	0	2	0	0	0	0	0	0	7
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	98104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	0	1	0	0	3	0	0	0	0	0	0	4
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0
Mazda of Everett	13104328	Mazda of Everett	0%	0	3	0	0	2	0	0	0	0	0	0	5
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	26	0	0	26	0	0	0	0	0	0	52
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0
Peterson Meadows	97106337	Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0
Plum Tree Lane	98101576	Plum Tree Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0
Puget Park Urban Center	15118431	Puget Park Urban Center	100%	0	2	0	0	1	0	0	0	1	1	0	5

Monday, June 18, 2018

Snohomish County Public Works

Page 37 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0
Senior Services of Sno Co	01105008	Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	1	0	0	3	0	0	0	0	0	0	4
Starlite Glen	02110588	Starlite Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Woods	02109640	Starlite Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	3	0	0	2	0	0	0	0	0	0	5
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				2	87	0	0	103	0	1	0	1	1	0	1

Monday, June 18, 2018

Snohomish County Public Works

Page 38 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 272 N-S Road Name I-5 RAMPS SB E-W Road Name 128 ST SW Count Date: 6/15/2017 ADT File #: 272

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree North	03109825	Appletree North	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	3	3	0	1	0	0	0	0	0	0	1	8
Ash Way Landing	13107521	Ash Way Landing	100%	0	3	0	0	0	0	0	0	0	0	0	1	4
Ash Way LDMR	05123398	Ash Way LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashbury Park Phase 1	06127427	Ashbury Park Phase 1	0%	0	3	0	0	0	0	0	0	0	0	0	1	4
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Autumnwood	02106428	Autumnwood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Aparatments	13104765	Axis Apartments	100%	0	9	19	0	7	0	0	0	0	0	0	1	36
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bakerview	10101204	Bakerview	0%	0	0	0	11	2	0	0	0	0	0	0	0	13
Beautiful Savior Lutheran	03105208	Beautiful Savior Lutheran Church	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Park	05127554	Bella Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bellrose	04115916	Bellrose	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bluegrass Meadows	98109323	Bluegrass Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Buffalo Square	00106298	Buffalo Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambria	04111961	Cambria	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	3	0	0	6	0	0	0	0	0	0	5	14
Cascade East	97110148	Cascade East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Castlewood Subdivision	18115947	Castlewood Subdivision	0%	0	0	0	2	1	0	0	0	0	0	0	0	3
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cowen Court	15118816	Cowen Court	0%	0	0	0	3	1	0	0	0	0	1	0	0	5
Creek Village	95109077	Creek Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Estates	97109394	Creekside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Grove SFDU	18100311	Creekside Grove SFDU	0%	0	3	0	0	1	0	0	0	0	0	0	1	5

Monday, June 18, 2018

Snohomish County Public Works

Page 39 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Creekside Manor	07104778	Creekside Manor	40%	0	1	0	3	2	0	0	0	0	1	0	0	7
Creekside Place	05119403	Creekside Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Urban Center	14114539	Creekside Urban Center	100%	0	1	0	9	2	0	0	0	0	1	0	0	13
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastlake Estates	95109770	Eastlake Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastlake Estates II	97106435	Eastlake Estates II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Esplanade @ Mill Creek	02107877	Esplanade @ Mill Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Everett Elementary Schoo	05117333	Everett Elementary School #17	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Ridge Div 2	03111025	Evergreen Ridge Div 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fransson Farms	04110091	Fransson Farms	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Frognal Estates fka:Horse	05123050	Frognal Estates fka:Horseman's	0%	0	5	0	0	0	0	0	0	0	0	0	2	7
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway Apartments	15105607	Gateway Apartments	0%	0	1	0	4	2	0	0	0	0	2	0	0	9
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gracse RV Park	97105887	Gracse RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see 1	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	1	4	0	1	0	0	0	0	0	0	1	7
Grimm LDMR	06133696	Grimm LDMR	0%	0	1	3	0	1	0	0	0	0	0	0	0	5
Heritage Hagen 1	06103099	Heritage Hagen 1	0%	0	0	0	4	1	0	0	0	0	1	0	0	6
Heritage Hagen 3	06103206	Heritage Hagen 3	0%	0	0	0	3	0	0	0	0	0	0	0	0	3
Heritage Paterson 1	05125681	Heritage Paterson 1	0%	0	0	0	4	1	0	0	0	0	1	0	0	6
Heritage Paterson 2	05127877	Heritage Paterson 2	0%	0	0	0	4	1	0	0	0	0	1	0	0	6
High Valley Ranch	98116989	High Valley Ranch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holiday Inn Express	03103978	Holiday Inn Express	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
KFC/A&W/Bailey	03104992	KFC/A&W/Bailey	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	4	3	0	2	0	0	0	0	0	0	1	10
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kooper/132 St LDMR	06134652	Kooper/132 St LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Stickney Parkway S	17113129	Lake Stickney Parkway SFDU	0%	0	3	0	0	0	0	0	0	0	0	0	1	4
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 40 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Larimer Crossing	05125316	Larimer Crossing	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Larimer Highlands	99116519	Larimer Highlands	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Laurel	04110525	Laurel	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	0	3	0	0	0	0	0	0	0	0	0	1	4
Margate	00107036	Margate	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mayfield Estates	12104232	Mayfield Estates	0%	0	1	0	3	1	0	0	0	0	0	0	0	5
McKinney Heights	02106838	McKinney Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mossyrock	02102298	Mossyrock	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	7	9	0	14	0	0	0	0	0	0	10	40
O'Donnell's Food & Drink	04110118	O'Donnell's Food & Drink	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Osborne Shopping Center	05124945	Osborne Shopping Center	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Outlook Ridge	02109328	Outlook Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Pacific Center	04118722	Pacific Center	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	5	21	0	26	0	0	0	0	0	0	0	52
Paisley Meadows	06101820	Paisley Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Parker Development	99112374	Parker Development	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekstone	04120938	Parkhaven (ka: Creekstone	57%	0	1	0	0	2	0	0	0	0	1	0	0	4
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkland Place	04119989	Parkland Place	0%	0	0	0	2	1	0	0	0	0	0	0	0	3
Parkridge Heights	04119618	Parkridge Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
PAWS Campus	17119235	PAWS Campus	0%	0	0	0	3	0	0	0	0	0	1	0	0	4
Peterson Meadows	97106337	Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Pioneer Ridge	00107621	Pioneer Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Puget Park Urban Center	15118431	Puget Park Urban Center	100%	0	1	0	2	2	0	0	0	4	0	0	0	9
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Seattle Hill Estates	95110056	Seattle Hill Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Services of Sno Co	01105008	Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Shaunessy	02101830	Shaunessy	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Sierra Ridge	02109844	Sierra Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 41 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Silver Hawk	05127070	Silver Hawk	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	0	3	0	27	10	0	0	0	3	0	0	43	
Silver Lake Meadows	04115791	Silver Lake Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade Secto	02105329	Snohomish Cascade Sector 7	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County FPD 1	07114743	Snohomish County FPD #1	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish School Distric	05118947	Snohomish School District #201	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	0	3	0	0	0	0	0	0	0	1	4	
Spring Haven	10100368	Spring Haven	0%	0	0	0	4	4	0	0	0	2	0	0	10	
Starlite Manor	00103709	Starlite Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Stickney Meadows	01111397	Stickney Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Stonewater Creek	05127846	Stonewater Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Stonewater Creek 3	07111614	Stonewater Creek 3	0%	0	1	0	4	1	0	0	0	0	0	0	6	
Stonewater Creek Div II	06103836	Stonewater Creek Div II	0%	0	0	0	7	1	0	0	0	0	0	0	8	
Summerlyn Place	05126607	Summerlyn Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	0	0	33	6	0	0	0	0	0	0	39	
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
The Woodlands	15115842	The Woodlands	0%	0	0	0	2	1	0	0	0	0	0	0	3	
Vantage	05126998	Vantage	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Websters Pond	98108094	Village At Websters Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	5	0	1	0	0	0	0	0	0	6	
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East 3	98150660	Waldenwood East 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Westfield (Wylie)	03102383	Westfield (Wylie)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Woodridge Heights Div 4	03111054	Woodridge Heights Div 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	63	70	134	102	0	0	0	0	19	0	27	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 42 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Alexan North Creek	08106879	Alexan North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	2	2	0	3	0	0	0	0	0	3	10
Ash Way Heights	03108614	Ash Way Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0
Ash Way Landing	13107521	Ash Way Landing	100%	0	1	0	0	1	0	0	0	0	0	2	4
Ash Way LDMR	05123398	Ash Way LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0
Ashbury Park Phase 1	06127427	Ashbury Park Phase 1	0%	0	2	0	0	1	0	0	0	0	0	3	6
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0
Autumnwood	02106428	Autumnwood	100%	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	5	11	0	24	0	0	0	0	0	5	45
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0
Bakerview	10101204	Bakerview	0%	0	2	0	7	2	0	0	0	0	0	0	11
Barlow Addition	03104920	Barlow Addition	100%	0	0	0	0	0	0	0	0	0	0	0	0
Bella Park	05127554	Bella Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0
Bellrose	04115916	Bellrose	100%	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Bluegrass Meadows	98109323	Bluegrass Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0
Brookside Estates	03109049	Brookside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0
Buffalo Square	00106298	Buffalo Square	100%	0	0	0	0	0	0	0	0	0	0	0	0
Cambria	04111961	Cambria	100%	0	0	0	0	0	0	0	0	0	0	0	0
Camden Meadows DUP	04108695	Camden Meadows (see 0310198)	100%	0	0	0	0	0	0	0	0	0	0	0	0
Canton Ridge	04109198	Canton Ridge	27%	0	1	0	0	1	0	0	0	0	4	0	6
Capstone PF2	11107917	Capstone PF2	0%	0	9	0	0	3	0	0	0	0	0	2	14
Cascade East	97110148	Cascade East	100%	0	0	0	0	0	0	0	0	0	0	0	0
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0
Cowen Court	15118816	Cowen Court	0%	0	1	0	1	0	0	0	0	2	0	0	4
Creek Village	95109077	Creek Village	100%	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Estates	97109394	Creekside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Grove SFDU	18100311	Creekside Grove SFDU	0%	0	2	0	0	1	0	0	0	0	0	3	6
Creekside Manor	07104778	Creekside Manor	40%	0	2	0	1	1	0	0	0	0	3	0	7
Creekside Urban Center	14114539	Creekside Urban Center	100%	0	2	0	4	1	0	0	0	0	4	0	11
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	0	2	1	0	1	0	0	0	0	0	2	6
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0
Eastlake Estates	95109770	Eastlake Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 43 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Eastlake Estates II	97106435	Eastlake Estates II	100%	0	0	0	0	0	0	0	0	0	0	0	0
Esplanade @ Mill Creek	02107877	Esplanade @ Mill Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0
Fransson Farms	04110091	Fransson Farms	100%	0	0	0	0	0	0	0	0	0	0	0	0
Frogнал Estates fka:Horse	05123050	Frogнал Estates fka:Horseman's	0%	0	3	0	0	0	0	0	0	0	0	6	9
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0
Gateway Apartments	15105607	Gateway Apartments	0%	0	2	0	3	1	0	0	0	0	4	0	10
Gibson Lane	98106956	Gibson Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0
Gibson Place	98109396	Gibson Place	100%	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see 1	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	1	2	0	5	0	0	0	0	0	1	9
Grimm LDMR	06133696	Grimm LDMR	0%	0	0	2	0	4	0	0	0	0	0	1	7
Harbour Crossing	17118656	Harbour Crossing	100%	0	2	0	0	1	0	0	0	0	0	2	5
Heritage Hagen 1	06103099	Heritage Hagen 1	0%	0	0	0	2	1	0	0	0	0	1	0	4
Heritage Hagen 2	06103204	Heritage Hagen 2	0%	0	0	0	3	0	0	0	0	0	0	0	3
Heritage Paterson 1	05125681	Heritage Paterson 1	0%	0	0	0	2	1	0	0	0	0	1	0	4
Heritage Paterson 2	05127877	Heritage Paterson 2	0%	0	0	0	2	1	0	0	0	0	1	0	4
High Valley Ranch	98116989	High Valley Ranch	100%	0	0	0	0	0	0	0	0	0	0	0	0
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0
Holiday Inn Express	03103978	Holiday Inn Express	100%	0	0	0	0	0	0	0	0	0	0	0	0
Holly Park	00109816	Holly Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0
Kensington Park	06103915	Kensington Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	2	2	0	5	0	0	0	0	0	4	13
King's Corner	06129913	King's Corner	25%	0	1	0	0	2	0	0	0	0	2	0	5
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0
Kingstone SFDU	15110010	Kingstone SFDU	0%	0	2	0	0	0	0	0	0	0	0	3	5
Kooper/132 St LDMR	06134652	Kooper/132 St LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0
Lake Stickney Parkway S	17113129	Lake Stickney Parkway SFDU	0%	0	2	0	0	1	0	0	0	0	0	3	6
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0
Larimer Highlands	99116519	Larimer Highlands	100%	0	0	0	0	0	0	0	0	0	0	0	0
Laurel	04110525	Laurel	100%	0	0	0	0	0	0	0	0	0	0	0	0
Laurelcrest	04118048	Laurelcrest	100%	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0
Managini's Pond	01105129	Managini's Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 44 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	0	1	0	0	0	0	0	0	0	0	0	0	3	4
Margate	00107036	Margate	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mayfield Estates	12104232	Mayfield Estates	0%	0	1	0	2	1	0	0	0	0	1	0	0	5	5
McKinney Heights	02106838	McKinney Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadowbrooke	04111643	Meadowbrooke	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mountain View Estates	07101563	Mountain View Estates	100%	0	1	0	0	1	0	0	0	0	2	0	0	4	4
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	1	3	0	1	0	0	0	0	0	0	3	8	8
O'Donnell's Food & Drink	04110118	O'Donnell's Food & Drink	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outlook Ridge	02109328	Outlook Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pacific Center	04118722	Pacific Center	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	5	21	0	26	0	0	0	0	0	0	0	52	52
Paisley Meadows	06101820	Paisley Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parker Development	99112374	Parker Development	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekstone	04120938	Parkhaven fka: Creekstone	57%	0	3	0	0	1	0	0	0	0	2	0	0	6	6
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkridge Heights	04119618	Parkridge Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PAWS Campus	17119235	PAWS Campus	0%	0	0	0	11	0	0	0	0	0	0	0	0	11	11
Peterson Meadows	97106337	Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pioneer Ridge	00107621	Pioneer Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Puget Park Urban Center	15118431	Puget Park Urban Center	100%	0	3	0	2	2	0	0	0	0	11	0	0	18	18
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Quail Run Townhomes	99103795	Quail Run Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seattle Hill Estates	95110056	Seattle Hill Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Services of Sno Co	01105008	Senior Services of Sno County	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shaunessy	02101830	Shaunessy	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sierra Ridge	02109844	Sierra Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	0	10	0	15	5	0	0	0	0	12	0	0	42	42
Silver Lake Meadows	04115791	Silver Lake Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade Secto	02105329	Snohomish Cascade Sector 7	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 45 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County FPD 1	07114743	Snohomish County FPD #1	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish School Distric	05118947	Snohomish School District #201	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sommerwood	04116395	Sommerwood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	0	1	0	0	0	0	0	0	0	0	0	3	4	4
Spring Haven	10100368	Spring Haven	0%	0	3	0	3	2	0	0	0	5	0	0	13	13	13
Starlite Glen	02110588	Starlite Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite Manor	00103709	Starlite Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stickney Meadows	01111397	Stickney Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stonewater Creek	05127846	Stonewater Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stonewater Creek 3	07111614	Stonewater Creek 3	0%	0	1	0	3	1	0	0	0	1	0	0	6	6	6
Stonewater Creek Div II	06103836	Stonewater Creek Div II	0%	0	1	0	5	1	0	0	0	0	0	0	7	7	7
Summerlyn Place	05126607	Summerlyn Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	5	0	8	2	0	0	0	4	0	0	19	19	19
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tambark Village Estates	04109214	Tambark Village Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Meadowood	98104593	Village At Meadowood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Websters Pond	98108094	Village At Websters Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	2	0	5	0	0	0	0	0	0	7	7	7
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East 3	98150660	Waldenwood East 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Wind	05101286	West Wind	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Westfield (Wylie)	03102383	Westfield (Wylie)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Woodridge Heights Div 4	03111054	Woodridge Heights Div 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	82	46	74	109	0	0	0	0	60	0	49		

Monday, June 18, 2018

Snohomish County Public Works

Page 46 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 273 N-S Road Name 4 AVE W E-W Road Name 124 ST SW Count Date: 1/11/2018 ADT File #: 349

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	0	0	0	0	0	0	3	0	0	1	0	4
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Discovery Elementary Sc	15109902	Discovery Elementary School A	0%	0	0	0	1	0	0	0	4	2	0	4	0	11
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	0	1	1	0	0	1	1	1	0	2	0	7
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	0	0	0	0	0	1	0	0	3	0	4	4
Grimm LDMR	06133696	Grimm LDMR	0%	0	0	0	0	0	0	0	0	0	3	0	3	3
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	0	0	11	0	0	0	0	4	0	0	0	15
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	0	2	0	0	8	2	0	8	0	20	20
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County FPD 1	07114743	Snohomish County FPD #1	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	0	0	0	0	2	0	0	6	0	8	8
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	0	1	15	0	0	1	19	9	0	27	0	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	0	0	0	0	0	2	0	0	3	0	5	5
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 47 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	0	0	0	0	0	4	0	0	2	0	6	6
Grimm LDMR	06133696	Grimm LDMR	0%	0	0	0	0	0	0	3	0	0	2	0	5	5
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	0	0	6	0	0	0	14	0	0	0	20	20
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County FPD 1	07114743	Snohomish County FPD #1	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	0	0	0	0	6	0	0	3	0	9	9
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Walgreens B	02101027	Walgreens B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	0	0	6	0	0	15	14	0	10	0		

Monday, June 18, 2018

Snohomish County Public Works

Page 48 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 274 N-S Road Name 4 AVE W E-W Road Name 120 ST SW Count Date: 9/12/2017 ADT File #: 157

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Discovery Elementary Sc	15109902	Discovery Elementary School A	0%	0	0	0	4	0	5	0	0	4	8	0	0	21
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	0	0	0	0	0	0	1	0	0	3	0	4
Grimm LDMR	06133696	Grimm LDMR	0%	0	0	0	0	0	0	0	0	0	0	3	0	3
McNeal, Todd/Gill	06100733	McNeal, Todd/Gill	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	0	2	0	0	0	4	2	0	6	0	14
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	0	0	0	0	0	2	0	0	6	0	8
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	0	0	6	0	5	0	7	6	8	18	0	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Discovery Elementary Sc	15109902	Discovery Elementary School A	0%	0	0	0	1	0	2	0	0	1	2	0	0	6
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	0	0	0	0	0	0	4	0	0	2	0	6
Grimm LDMR	06133696	Grimm LDMR	0%	0	0	0	0	0	0	0	3	0	0	2	0	5
Lusshenshire Park	96103582	Lusshenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 49 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

McNeal, Todd/Gill	06100733	McNeal, Todd/Gill	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	0	1	0	0	0	2	0	0	2	0	5
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	0	0	0	0	0	6	0	0	3	0	9
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Walgreens B	02101027	Walgreens B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	0	0	2	0	2	0	15	1	2	9	0	

Monday, June 18, 2018

Snohomish County Public Works

Page 50 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 275 N-S Road Name 4 AVE W E-W Road Name 112 ST SW Count Date: 11/3/2016 ADT File #: 157

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arco AM/PM	05100947	Arco AM/PM	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	4	0	0	13	0	2	0	0	0	0	2	21
Discovery Elementary Sc	15109902	Discovery Elementary School A	0%	0	0	2	0	0	0	1	2	0	0	0	3	8
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	15	0	0	19	0	0	0	0	0	0	0	34
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meridian Court	01107260	Meridian Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	2	2	0	0	0	2	0	0	2	0	8
Opus Northpointe	97111501	Opus Northpointe	45%	0	0	0	0	2	0	0	0	0	0	0	2	4
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	2	2	6	0	0	0	2	0	0	0	0	0	12
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
105 Street Associates	14	Watson Short Plat	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				2	21	10	2	34	0	5	4	0	0	5	4	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arco AM/PM	05100947	Arco AM/PM	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	1	11	1	0	6	0	1	0	0	0	0	1	21
CVS Health	14115649	CVS Health	0%	1	2	0	0	2	0	0	0	0	0	0	1	6
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	4	0	0	4	0	0	0	0	0	0	0	8
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	1	0	0	0	1	0	0	0	2	0	0	4

Monday, June 18, 2018

Snohomish County Public Works

Page 51 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meridian Court	01107260	Meridian Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Opus Northpointe	97111501	Opus Northpointe	45%	0	2	2	0	2	0	0	0	0	0	0	0	6
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	1	3	0	2	0	6	0	0	0	0	1	13
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Walgreens B	02101027	Walgreens B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
105 Street Associates	14	Watson Short Plat	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				2	21	6	0	16	1	7	0	0	2	0	3	

Monday, June 18, 2018

Snohomish County Public Works

Page 52 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 276 N-S Road Name 4 AVE W E-W Road Name MARINER SQUARE Count Date: 11/10/2016 ADT File #: 276

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	0	0	0	0	0	0	3	0	0	1	0	4
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Discovery Elementary Sc	15109902	Discovery Elementary School A	0%	0	0	0	0	0	0	0	6	0	0	5	0	11
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	0	0	0	0	0	0	3	0	0	4	0	7
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	0	0	0	0	0	0	1	0	0	3	0	4
Grimm LDMR	06133696	Grimm LDMR	0%	0	0	0	0	0	0	0	0	0	0	3	0	3
Holiday Inn Express	03103978	Holiday Inn Express	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
KFC/A&W/Bailey	03104992	KFC/A&W/Bailey	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	0	0	0	0	0	0	4	0	0	11	0	15
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	0	2	0	0	0	12	2	0	14	0	30
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County FPD 1	07114743	Snohomish County FPD #1	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	0	0	0	0	1	0	0	5	0	0	6
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	0	0	2	0	0	0	30	2	0	46	0	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Axis Apartments	13104765	Axis Apartments	100%	0	0	0	0	0	0	0	2	0	0	3	0	5

Monday, June 18, 2018

Snohomish County Public Works

Page 53 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	0	0	0	0	0	0	0	4	0	0	2	0	6
Grimm LDMR	06133696	Grimm LDMR	0%	0	0	0	0	0	0	0	3	0	0	2	0	5
Hawthorne Park	99100962	Hawthorne Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holiday Inn Express	03103978	Holiday Inn Express	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
KFC/A&W/Bailey	03104992	KFC/A&W/Bailey	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	0	0	0	0	0	0	14	0	0	6	0	20
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lushenshire Park	96103582	Lushenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	0	1	0	0	0	3	1	0	2	0	7
Red Oaks Div 2	98102943	Red Oaks Div 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County FPD 1	07114743	Snohomish County FPD #1	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	0	0	0	0	6	0	0	3	0	0	9
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Walgreens B	02101027	Walgreens B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	0	0	1	0	0	0	32	1	0	18	0	

Monday, June 18, 2018

Snohomish County Public Works

Page 54 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 279 N-S Road Name AIRPORT RD E-W Road Name 100TH ST SW Count Date: 10/19/2017 ADT File #: 279

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	0	0	0	0	0	0	12	0	0	42	0	54
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	0	0	29	0	0	0	38	22	0	48	0	137
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see 1	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	0	0	0	0	0	0	4	0	0	1	0	5
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Opus Northpointe	97111501	Opus Northpointe	45%	0	0	0	2	0	0	0	2	0	0	3	0	7
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	43	10	53	0	10	0	53	0	0	0	0	43	212
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				43	10	53	31	10	0	53	56	22	0	94	43	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	0	0	0	0	0	0	34	0	0	19	0	53
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	0	0	5	0	0	0	11	7	0	9	0	32
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 55 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see 1	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	0	0	0	0	0	0	3	0	0	4	0	7
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	43	10	53	0	10	0	53	0	0	0	0	43	212
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				43	10	53	5	10	0	53	48	7	0	32	43	

Monday, June 18, 2018

Snohomish County Public Works

Page 56 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 282 N-S Road Name AIRPORT RD E-W Road Name 112 ST SW Count Date: 9/20/2011 ADT File #: 157

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	0	1	0	0	0	2	2	0	0	0	0	5
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	100%	0	0	0	0	0	0	0	3	0	0	1	0	4
Capstone PF2	11107917	Capstone PF2	0%	0	9	0	0	33	0	0	0	0	0	0	0	42
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	23	23	0	29	0	29	0	0	0	0	0	104
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see 1	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	3	0	0	1	0	4
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	0	0	0	0	0	0	4	0	0	1	0	5
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
L & L Ventures	01101398	L & L Ventures	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Opus Northpointe	97111501	Opus Northpointe	45%	0	0	2	2	0	0	0	2	0	0	4	0	10
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	2	0	37	0	2	37	0	78
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	32	26	2	62	2	31	51	0	2	44	0	

Predicted Volumes PM

Monday, June 18, 2018

Snohomish County Public Works

Page 57 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport-99 Retail	08108418	Airport-99 Retail	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Arcadia	15105381	Arcadia	0%	0	0	3	0	0	0	1	2	0	0	2	0	8
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	100%	0	0	0	0	0	0	0	2	0	0	3	0	5
Capstone PF2	11107917	Capstone PF2	0%	0	27	0	0	15	0	0	0	0	0	0	0	42
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
CVS Health	14115649	CVS Health	0%	0	3	0	0	3	0	0	0	0	0	0	0	6
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fairmont Kindergarten Ce	15108935	Fairmont Kindergarten Center	100%	0	6	7	0	6	0	6	0	0	0	0	0	25
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see 1	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	2	0	0	3	0	5
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	0	0	0	0	0	0	0	3	0	0	4	0	7
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
L & L Ventures	01101398	L & L Ventures	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Opus Northpointe	97111501	Opus Northpointe	45%	0	0	2	0	0	0	2	3	0	0	2	0	9
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	2	0	37	0	2	37	0	78
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd T	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Vertical World	15103806	Vertical World	0%	0	1	2	0	1	0	2	0	0	0	0	0	6
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	37	14	0	25	2	11	49	0	2	51	0	

Monday, June 18, 2018

Snohomish County Public Works

Page 58 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 351 N-S Road Name: 3 AV SE E-W Road Name: SR 96 Count Date: 6/24/2014 ADT File #: 348

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alexan North Creek	08106879	Alexan North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree North	03109825	Appletree North	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Autumnwood	02106428	Autumnwood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bakerview	10101204	Bakerview	0%	0	4	0	0	13	0	0	0	0	0	0	0	17
Barlow Addition	03104920	Barlow Addition	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Beautiful Savior Lutheran	03105208	Beautiful Savior Lutheran Church	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Park	05127554	Bella Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bellrose	04115916	Bellrose	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bluegrass Meadows	98109323	Bluegrass Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Brookside Estates	03109049	Brookside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Buffalo Square	00106298	Buffalo Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambria	04111961	Cambria	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Camden Meadows DUP	04108695	Camden Meadows (see 0310198)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Court	03100559	Campbell Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Canton Ridge	04109198	Canton Ridge	27%	0	2	0	0	4	0	0	0	0	0	0	0	6
Canyon Creek Church	12106831	Canyon Creek Church	0%	0	4	0	0	2	0	0	0	0	0	0	0	6
Canyon Creek Office Plaz	00100527	Canyon Creek Office Plaza	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Capstone PF2	11107917	Capstone PF2	0%	0	2	0	0	5	0	1	0	0	0	0	0	8
Cascade East	97110148	Cascade East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cascade Ridge Div. II	00106890	Cascade Ridge Div. II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Castlewood Subdivision	18115947	Castlewood Subdivision	0%	0	1	0	0	3	0	0	0	0	0	0	0	4
Cowen Court	15118816	Cowen Court	0%	0	2	0	0	6	0	0	0	0	0	0	0	8
Creek Village	95109077	Creek Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Estates	97109394	Creekside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Manor	07104778	Creekside Manor	40%	0	2	0	0	7	0	0	0	0	0	0	0	9
Creekside Place	05119403	Creekside Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Urban Center	14114539	Creekside Urban Center	100%	0	0	4	2	0	0	15	0	9	0	0	0	30
Crider Veterinary Clinic	16103486	Crider Veterinary Clinic	0%	0	3	0	0	1	0	0	0	0	0	0	0	4
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Di Moda	06127756	Di Moda	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 59 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Eastlake Estates	95109770	Eastlake Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastlake Estates II	97106435	Eastlake Estates II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Esplanade @ Mill Creek	02107877	Esplanade @ Mill Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Ridge Div 2	03111025	Evergreen Ridge Div 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fransson Farms	04110091	Fransson Farms	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garbe, John	05122881	Garbe, John	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway Apartments	15105607	Gateway Apartments	0%	0	4	0	0	10	0	0	0	0	0	0	0	14
Heritage Hagen 1	06103099	Heritage Hagen 1	0%	0	2	0	0	5	0	0	0	0	0	0	0	7
Heritage Hagen 2	06103204	Heritage Hagen 2	0%	0	1	0	0	4	0	0	0	0	0	0	0	5
Heritage Hagen 3	06103206	Heritage Hagen 3	0%	0	1	0	0	4	0	0	0	0	0	0	0	5
Heritage Paterson 1	05125681	Heritage Paterson 1	0%	0	2	0	0	5	0	0	0	0	0	0	0	7
Heritage Paterson 2	05127877	Heritage Paterson 2	0%	0	2	0	0	5	0	0	0	0	0	0	0	7
High Valley Ranch	98116989	High Valley Ranch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holly Park	00109816	Holly Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kensington Park	06103915	Kensington Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
King's Corner	06129913	King's Corner	25%	0	1	0	0	3	0	0	0	0	0	0	0	4
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kooper/132 St LDMR	06134652	Kooper/132 St LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lakeshire	16114188	Lakeshire	0%	0	0	1	1	0	0	3	0	3	0	0	0	8
Larimer Crossing	05125316	Larimer Crossing	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Larimer Highlands	99116519	Larimer Highlands	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Laurel	04110525	Laurel	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Laurelcrest	04118048	Laurelcrest	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Liberty Village	04121097	Liberty Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Margate	00107036	Margate	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mayfield Estates	12104232	Mayfield Estates	0%	0	2	0	0	5	0	0	0	0	0	0	0	7
McCormick Meadows	03108374	McCormick Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
McKinney Heights	02106838	McKinney Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietzner Land Co. LLC	99115411	Mietzner Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mossyrock	02102298	Mossyrock	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mountain View Estates	07101563	Mountain View Estates	100%	0	0	2	0	0	0	3	0	0	0	0	0	5
O'Donnell's Food & Drink	04110118	O'Donnell's Food & Drink	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Osborne Shopping Center	05124945	Osborne Shopping Center	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 60 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Outlook Ridge	02109328	Outlook Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pacific Center	04118722	Pacific Center	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	4	0	0	4	0	0	0	0	0	0	0	0	8
Parker Development	99112374	Parker Development	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekstone	04120938	Parkhaven fka: Creekstone	57%	0	1	0	0	4	0	0	0	0	0	0	0	0	5
Parkland Place	04119989	Parkland Place	0%	0	0	0	0	4	0	0	0	0	0	0	0	0	4
PAWS Campus	17119235	PAWS Campus	0%	0	11	0	0	3	0	0	0	0	0	0	0	0	14
Peterson Meadows	97106337	Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pioneer Ridge	00107621	Pioneer Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Puget Park Urban Center	15118431	Puget Park Urban Center	100%	0	0	7	7	0	0	15	0	15	0	0	0	0	44
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seattle Hill Crossing	06134104	Seattle Hill Crossing	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seattle Hill Estates	95110056	Seattle Hill Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shaunessy	02101830	Shaunessy	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shurgard Storage	97100698	Shurgard Storage	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sierra Ridge	02109844	Sierra Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Hawk	05127070	Silver Hawk	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	13	0	0	0	0	7	0	0	0	29	0	49	98	0
Silver Lake Meadows	04115791	Silver Lake Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade Secto	02105329	Snohomish Cascade Sector 7	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish School Distric	05118947	Snohomish School District #201	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sommerwood	04116395	Sommerwood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spring Haven	10100368	Spring Haven	0%	0	4	0	0	12	0	0	0	0	0	0	0	0	16
Stonewater Creek	05127846	Stonewater Creek	100%	0	4	0	0	13	0	0	0	0	0	0	0	0	17
Stonewater Creek 3	07111614	Stonewater Creek 3	0%	0	2	0	0	5	0	0	0	0	0	0	0	0	7
Stonewater Creek Div II	06103836	Stonewater Creek Div II	0%	0	3	0	0	8	0	0	0	0	0	0	0	0	11
Summerlyn Place	05126607	Summerlyn Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	0	0	0	0	0	0	0	46	2	15	63	0	0
Sun Rose	98101053	Sun Rose	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tambark Village Estates	04109214	Tambark Village Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
The Woodlands	15115842	The Woodlands	0%	0	1	0	0	4	0	0	0	0	0	0	0	0	5
Vantage	05126998	Vantage	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Meadowood	98104593	Village At Meadowood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Websters Pond	98108094	Village At Websters Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East 3	98150660	Waldenwood East 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 61 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Westfield (Wylie)	03102383	Westfield (Wylie)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Winston Office Bldg	07107391	Winston Office Bldg	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Woodridge Heights Div 4	03111054	Woodridge Heights Div 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				13	65	14	10	139	7	37	0	27	75	2	64		

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alexan North Creek	08106879	Alexan North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ameritek	02106287	Ameritek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree North	03109825	Appletree North	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Autumnwood	02106428	Autumnwood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bakerview	10101204	Bakerview	0%	0	15	0	0	9	0	0	0	0	0	0	0	24
Barlow Addition	03104920	Barlow Addition	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Beautiful Savior Lutheran	03105208	Beautiful Savior Lutheran Churc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Park	05127554	Bella Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bellrose	04115916	Bellrose	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bluegrass Meadows	98109323	Bluegrass Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Brookside Estates	03109049	Brookside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Buffalo Square	00106298	Buffalo Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bunney, Craig	03102533	Bunney, Craig	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambria	04111961	Cambria	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Camden Meadows DUP	04108695	Camden Meadows (see 0310198	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Court	03100559	Campbell Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Canton Ridge	04109198	Canton Ridge	27%	0	5	0	0	3	0	0	0	0	7	0	0	8
Canyon Creek Church	12106831	Canyon Creek Church	0%	0	3	0	0	3	0	0	0	0	0	0	0	6
Capstone PF2	11107917	Capstone PF2	0%	0	4	1	0	2	0	1	0	0	0	0	0	8
Cascade East	97110148	Cascade East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cascade Ridge Div. II	00106890	Cascade Ridge Div. II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Castlewood Subdivision	18115947	Castlewood Subdivision	0%	0	3	0	0	1	0	0	0	0	0	0	0	4
Cowen Court	15118816	Cowen Court	0%	0	6	0	0	2	0	0	0	0	0	0	0	8
Creek Village	95109077	Creek Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Estates	97109394	Creekside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Manor	07104778	Creekside Manor	40%	0	6	0	0	3	0	0	0	0	0	0	0	9
Creekside Place	05119403	Creekside Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 62 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Crescent Court	14114539	Crescent Court	100%	0	0	0	15	8	0	7	0	4	0	0	0	34
Crescent Court	98116959	Crescent Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crider Veterinary Clinic	16103486	Crider Veterinary Clinic	0%	0	2	0	0	3	0	0	0	0	0	0	0	5
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Di Moda	06127756	Di Moda	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastlake Estates	95109770	Eastlake Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastlake Estates II	97106435	Eastlake Estates II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Esplanade @ Mill Creek	02107877	Esplanade @ Mill Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Ridge Div 2	03111025	Evergreen Ridge Div 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fransson Farms	04110091	Fransson Farms	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garbe, John	05122881	Garbe, John	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway Apartments	15105607	Gateway Apartments	0%	0	10	0	0	7	0	0	0	0	0	0	0	17
Heritage Hagen 1	06103099	Heritage Hagen 1	0%	0	5	0	0	3	0	0	0	0	0	0	0	8
Heritage Hagen 2	06103204	Heritage Hagen 2	0%	0	4	0	0	3	0	0	0	0	0	0	0	7
Heritage Hagen 3	06103206	Heritage Hagen 3	0%	0	4	0	0	3	0	0	0	0	0	0	0	7
Heritage Paterson 1	05125681	Heritage Paterson 1	0%	0	5	0	0	3	0	0	0	0	0	0	0	8
Heritage Paterson 2	05127877	Heritage Paterson 2	0%	0	5	0	0	3	0	0	0	0	0	0	0	8
High Valley Ranch	98116989	High Valley Ranch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holly Park	00109816	Holly Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Jacqueline Ridge	04121555	Jacqueline Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kensington Park	06103915	Kensington Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kooper/132 St LDMR	06134652	Kooper/132 St LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lakeshire	16114188	Lakeshire	0%	0	0	3	3	0	0	2	0	2	0	0	0	10
Larimer Crossing	05125316	Larimer Crossing	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Larimer Highlands	99116519	Larimer Highlands	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Laurel	04110525	Laurel	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Laurelcrest	04118048	Laurelcrest	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Liberty Village	04121097	Liberty Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Margate	00107036	Margate	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Martha Lk Airport Park	05123620	Martha Lk Airport Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mayfield Estates	12104232	Mayfield Estates	0%	0	5	0	0	4	0	0	0	0	0	0	0	9
McCormick Meadows	03108374	McCormick Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
McKinney Heights	02106838	McKinney Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadowbrooke	04111643	Meadowbrooke	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 63 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Mill Creek Court	96109747	Mill Creek Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mossyrock	02102298	Mossyrock	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mountain View Estates	07101563	Mountain View Estates	100%	0	0	3	1	0	0	2	0	0	0	0	0	6
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
O'Donnell's Food & Drink	04110118	O'Donnell's Food & Drink	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Outlook Ridge	02109328	Outlook Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Pacific Center	04118722	Pacific Center	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	4	0	0	4	0	0	0	0	0	0	0	8
Parker Development	99112374	Parker Development	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekstone	04120938	Parkhaven fka: Creekstone	57%	0	4	0	0	3	0	0	0	0	0	0	0	7
Parkland Place	04119989	Parkland Place	0%	0	4	0	0	3	0	0	0	0	0	0	0	7
PAWS Campus	17119235	PAWS Campus	0%	0	10	0	0	12	0	0	0	0	0	0	0	22
Peterson Meadows	97106337	Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Pioneer Ridge	00107621	Pioneer Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Puget Park Urban Center	15118431	Puget Park Urban Center	100%	0	0	16	17	0	0	12	0	12	0	0	0	57
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Remlinger Park	98109199	Remlinger Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Seattle Hill Crossing	06134104	Seattle Hill Crossing	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Seattle Hill Estates	95110056	Seattle Hill Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Shaunessy	02101830	Shaunessy	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Shurgard Storage	97100698	Shurgard Storage	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Sierra Ridge	02109844	Sierra Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Hawk	05127070	Silver Hawk	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	49	0	0	0	0	28	0	0	0	16	0	26	119
Silver Lake Meadows	04115791	Silver Lake Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade Secto	02105329	Snohomish Cascade Sector 7	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish School Distric	05118947	Snohomish School District #201	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Sommerwood	04116395	Sommerwood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Spring Haven	10100368	Spring Haven	0%	0	12	0	0	8	0	0	0	0	0	0	0	20
Stonewater Creek	05127846	Stonewater Creek	100%	0	15	0	0	8	0	0	0	0	0	0	0	23
Stonewater Creek 3	07111614	Stonewater Creek 3	0%	0	6	0	0	4	0	0	0	0	0	0	0	10
Stonewater Creek Div II	06103836	Stonewater Creek Div II	0%	0	9	0	0	6	0	0	0	0	0	0	0	15
Summerlyn Place	05126607	Summerlyn Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	32	0	0	0	11	23	0	2	0	12	1	4	85
Sun Rose	98101053	Sun Rose	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 64 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Tambark Village Estates	04109214	Tambark Village Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
The Woodlands	15115842	The Woodlands	0%	0	4	0	0	2	0	0	0	0	0	0	0	6
Vantage	05126998	Vantage	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Meadowood	98104593	Village At Meadowood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Websters Pond	98108094	Village At Websters Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Vistas at Silver Lake	06103315	Vistas at Silver Lake	0%	0	3	0	0	1	0	0	0	0	0	0	0	4
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East 3	98150660	Waldenwood East 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Westfield (Wylie)	03102383	Westfield (Wylie)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Winston Office Bldg	07107391	Winston Office Bldg	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Woodridge Heights Div 4	03111054	Woodridge Heights Div 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				81	153	23	36	122	51	24	2	18	28	1	30	

Monday, June 18, 2018

Snohomish County Public Works

Page 65 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 352 N-S Road Name: ELGIN WAY E-W Road Name: SR 96 Count Date: ADT File #: 229

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	5	2	0	2	0	0	0	0	0	0	0	9
Admiralty Point II	97101882	Admiralty Point II	100%	1	2	0	0	1	0	0	0	0	0	0	0	4
Alexan North Creek	08106879	Alexan North Creek	100%	0	1	0	0	4	0	0	0	0	0	0	0	5
Ameritek	02106287	Ameritek	100%	0	1	1	0	6	0	2	0	0	0	0	0	10
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	4	0	0	12	0	0	0	0	0	0	0	16
Appletree North	03109825	Appletree North	100%	0	1	0	0	4	0	0	0	1	0	0	0	6
Autumnwood	02106428	Autumnwood	100%	0	4	0	1	10	0	0	0	0	0	0	0	15
Bakerview	10101204	Bakerview	0%	0	4	0	0	13	0	0	0	0	0	0	0	17
Beautiful Savior Lutheran	03105208	Beautiful Savior Lutheran Churc	100%	0	19	0	0	16	0	0	0	0	0	0	0	35
Bella Park	05127554	Bella Park	100%	5	0	0	0	0	0	0	1	0	0	2	17	25
Bella Terra	05128322	Bella Terra	100%	0	5	0	0	2	0	0	0	0	0	0	0	7
Bluegrass Meadows	98109323	Bluegrass Meadows	100%	0	3	0	0	10	0	0	0	0	0	0	0	13
Brookside Estates	03109049	Brookside Estates	100%	0	1	0	0	4	0	0	0	0	0	0	0	5
Buffalo Square	00106298	Buffalo Square	100%	0	6	0	0	5	0	0	0	0	0	0	0	11
Cambria	04111961	Cambria	100%	0	2	0	0	6	0	0	0	0	0	0	0	8
Camden Meadows DUP	04108695	Camden Meadows (see 0310198	100%	0	1	0	0	4	0	0	0	0	0	0	0	5
Canton Ridge	04109198	Canton Ridge	27%	0	2	0	0	4	1	0	0	0	0	0	0	7
Canyon Creek Church	12106831	Canyon Creek Church	0%	0	4	0	0	2	0	0	0	0	0	0	0	6
Canyon Creek Office Plaz	00100527	Canyon Creek Office Plaza	100%	0	3	0	0	0	0	0	0	0	0	0	0	3
Capstone PF2	11107917	Capstone PF2	0%	1	1	0	0	4	0	0	0	0	0	0	1	7
Cascade East	97110148	Cascade East	100%	0	2	0	0	9	0	0	0	0	0	0	0	11
Castlewood Subdivision	18115947	Castlewood Subdivision	0%	0	1	0	0	3	0	0	0	0	0	0	0	4
Cowen Court	15118816	Cowen Court	0%	0	2	0	0	6	0	0	0	0	0	0	0	8
Creek Village	95109077	Creek Village	100%	0	2	0	0	6	0	0	0	0	0	0	0	8
Creekside Estates	97109394	Creekside Estates	100%	0	3	0	0	7	0	0	0	0	0	0	0	10
Creekside Manor	07104778	Creekside Manor	40%	0	3	0	0	11	0	0	0	0	0	0	0	14
Creekside Place	05119403	Creekside Place	100%	0	1	0	0	4	0	0	0	0	0	0	0	5
Creekside Urban Center	14114539	Creekside Urban Center	100%	1	5	3	0	1	0	1	0	0	0	0	0	11
Crider Veterinary Clinic	16103486	Crider Veterinary Clinic	0%	0	3	0	0	1	0	0	0	0	0	0	0	4
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	41	14	0	14	0	5	0	0	0	0	0	74
Eastlake Estates	95109770	Eastlake Estates	100%	0	2	0	0	4	0	0	0	0	0	0	0	6
Eastlake Estates II	97106435	Eastlake Estates II	100%	0	2	0	0	5	0	0	0	0	0	0	0	7
Esplanade @ Mill Creek	02107877	Esplanade @ Mill Creek	100%	0	3	0	0	4	0	0	0	0	0	0	0	7
Evergreen Ridge Div 2	03111025	Evergreen Ridge Div 2	100%	0	1	0	1	3	0	0	0	0	0	0	0	5
Fransson Farms	04110091	Fransson Farms	100%	0	3	0	0	12	0	0	0	0	0	0	0	15
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	1	2	0	0	1	0	0	0	0	0	0	0	4

Monday, June 18, 2018

Snohomish County Public Works

Page 66 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Gateway Apartments	15105607	Gateway Apartments	0%	0	4	0	0	10	0	0	0	0	0	0	0	14
Heritage Hagen 1	06103099	Heritage Hagen 1	0%	0	2	0	0	5	0	0	0	0	0	0	0	7
Heritage Hagen 2	06103204	Heritage Hagen 2	0%	0	1	0	0	4	0	0	0	0	0	0	0	5
Heritage Hagen 3	06103206	Heritage Hagen 3	0%	0	1	0	0	4	0	0	0	0	0	0	0	5
Heritage Paterson 1	05125681	Heritage Paterson 1	0%	0	2	0	0	5	0	0	0	0	0	0	0	7
Heritage Paterson 2	05127877	Heritage Paterson 2	0%	0	2	0	0	5	0	0	0	0	0	0	0	7
High Valley Ranch	98116989	High Valley Ranch	100%	0	3	0	1	8	0	0	0	0	0	0	0	12
Holly Park	00109816	Holly Park	100%	0	1	0	0	3	0	0	0	0	0	0	0	4
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	97	0	0	65	0	0	0	0	0	0	0	162
Kensington Park	06103915	Kensington Park	100%	0	1	0	0	3	0	0	0	0	0	0	0	4
King's Corner	06129913	King's Corner	25%	0	1	0	0	4	0	0	0	0	0	0	0	5
Kingsridge	98101933	Kingsridge	100%	0	5	0	0	16	0	0	0	0	0	0	0	21
Kooper/132 St LDMR	06134652	Kooper/132 St LDMR	100%	0	3	0	0	7	0	0	0	0	0	0	0	10
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	8	0	0	0	0	0	0	0	8
Larimer Crossing	05125316	Larimer Crossing	100%	0	2	0	0	4	0	0	0	0	0	0	0	6
Larimer Highlands	99116519	Larimer Highlands	100%	0	2	0	1	7	0	0	0	0	0	0	0	10
Laurel	04110525	Laurel	100%	0	1	0	0	4	0	0	0	0	0	0	0	5
Laurelcrest	04118048	Laurelcrest	100%	0	0	2	0	0	5	0	0	0	0	0	0	7
Liberty Village	04121097	Liberty Village	100%	0	1	0	0	3	0	0	0	0	0	0	0	4
Luschenshire Park	96103582	Luschenshire Park	100%	0	7	0	0	21	1	0	0	0	0	0	0	29
Margate	00107036	Margate	100%	0	2	0	0	5	1	0	0	0	0	0	0	8
Mayfield Estates	12104232	Mayfield Estates	0%	0	2	0	0	5	0	0	0	0	0	0	0	7
McKinney Heights	02106838	McKinney Heights	100%	0	6	0	0	19	0	0	0	0	0	0	0	25
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	8	0	2	23	0	0	1	0	0	0	0	34
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	1	0	0	2	0	1	0	0	0	0	0	4
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	1	8	2	0	12	0	4	0	0	0	0	2	29
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	5	0	0	25	0	0	0	0	0	0	0	30
Mossyrock	02102298	Mossyrock	100%	0	1	0	0	4	0	0	0	0	0	0	0	5
O'Donnell's Food & Drink	04110118	O'Donnell's Food & Drink	100%	1	3	1	0	4	0	1	0	0	0	0	1	11
Osborne Shopping Center	05124945	Osborne Shopping Center	100%	0	5	0	0	4	0	0	0	0	0	0	0	9
Outlook Ridge	02109328	Outlook Ridge	100%	0	5	0	1	15	0	0	0	0	0	0	0	21
Pacific Center	04118722	Pacific Center	100%	0	5	0	0	4	0	0	0	0	0	0	0	9
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	4	0	0	4	0	0	0	0	0	0	0	8
Parker Development	99112374	Parker Development	100%	0	3	0	0	9	0	0	0	0	0	0	0	12
Creekstone	04120938	Parkhaven fka: Creekstone	57%	0	2	0	0	8	0	0	0	0	0	0	0	10
Parkland Place	04119989	Parkland Place	0%	0	1	0	0	4	0	0	0	0	0	0	0	5
PAWS Campus	17119235	PAWS Campus	0%	0	11	0	0	3	0	0	0	0	0	0	0	14
Peterson Meadows	97106337	Peterson Meadows	100%	0	4	0	0	12	0	0	0	0	0	0	0	16
Pioneer Ridge	00107621	Pioneer Ridge	100%	0	3	0	0	9	0	0	0	0	0	0	0	12
Puget Park Urban Center	15118431	Puget Park Urban Center	100%	0	13	3	0	6	0	1	0	0	0	0	0	23

Monday, June 18, 2018

Snohomish County Public Works

Page 67 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Seattle Hill Crossing	06134104	Seattle Hill Crossing	100%	0	3	0	0	2	0	0	0	0	0	0	0	5
Seattle Hill Estates	95110056	Seattle Hill Estates	100%	0	2	0	0	5	0	0	0	0	0	0	0	7
Shaunessy	02101830	Shaunessy	100%	0	5	0	0	15	0	0	0	0	0	0	0	20
Sierra Ridge	02109844	Sierra Ridge	100%	0	5	0	1	16	0	0	0	0	0	0	0	22
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	19	0	0	54	0	0	0	0	0	0	0	73
Silver Hawk	05127070	Silver Hawk	100%	0	2	0	0	4	0	0	0	0	0	0	0	6
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	2	20	2	0	6	0	1	0	0	0	0	0	31
Silver Lake Meadows	04115791	Silver Lake Meadows	100%	8	0	0	0	0	0	2	0	0	0	6	21	37
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	31	0	2	71	1	0	0	1	0	0	0	106
Snohomish Cascade Secto	02105329	Snohomish Cascade Sector 7	100%	0	3	0	0	10	0	0	0	0	0	0	0	13
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	40	0	0	18	0	0	0	0	0	0	0	58
Snohomish School Distric	05118947	Snohomish School District #201	100%	0	28	0	0	1	0	0	0	11	4	0	0	44
Sommerwood	04116395	Sommerwood	100%	0	1	0	0	3	0	0	0	0	0	0	0	4
Spring Haven	10100368	Spring Haven	0%	0	4	0	0	12	0	0	0	0	0	0	0	16
Stonewater Creek	05127846	Stonewater Creek	100%	0	4	0	0	14	0	0	0	0	0	0	0	18
Stonewater Creek 3	07111614	Stonewater Creek 3	0%	0	2	0	0	5	0	0	0	1	0	0	0	8
Stonewater Creek Div II	06103836	Stonewater Creek Div II	0%	0	3	0	0	9	0	0	0	0	0	0	0	12
Summerlyn Place	05126607	Summerlyn Place	100%	2	0	0	0	0	0	0	0	0	0	1	3	6
128 St SE Urban Center	05116321	Summit SFDU	0%	2	32	12	0	0	0	0	0	0	0	0	0	46
Sun Rose	98101053	Sun Rose	100%	0	1	0	0	3	0	0	0	0	0	0	0	4
Tambark Village Estates	04109214	Tambark Village Estates	100%	0	2	0	0	5	0	0	0	0	0	0	0	7
The Woodlands	15115842	The Woodlands	0%	0	1	0	0	4	0	0	0	0	0	0	0	5
Vantage	05126998	Vantage	100%	0	2	0	0	4	0	0	0	0	0	0	0	6
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	10	0	0	29	0	0	0	0	0	0	0	39
Village At Websters Pond	98108094	Village At Websters Pond	100%	0	3	0	0	12	0	0	0	0	0	0	0	15
Waldenwood East	96106350	Waldenwood East	100%	0	18	0	7	53	0	0	0	2	0	0	0	80
Waldenwood East 3	98150660	Waldenwood East 3	100%	0	2	0	0	5	0	0	0	0	0	0	0	7
Westfield (Wylie)	03102383	Westfield (Wylie)	100%	0	5	0	2	12	0	0	0	0	0	0	0	19
Winston Office Bldg	07107391	Winston Office Bldg	100%	0	0	0	0	2	0	0	0	0	0	0	1	3
Woodridge 5	05118677	Woodridge 5	0%	0	1	0	1	2	0	0	0	0	0	0	0	4
Woodridge Heights Div 4	03111054	Woodridge Heights Div 4	100%	0	2	0	1	5	1	0	0	0	0	0	0	9
Totals Trips				25	624	42	21	944	5	21	3	17	4	9	46	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	2	1	0	5	0	2	0	0	0	0	0	10
Admiralty Point II	97101882	Admiralty Point II	100%	1	2	0	0	1	0	0	0	0	0	0	0	4
Alexan North Creek	08106879	Alexan North Creek	100%	0	4	0	0	2	0	0	0	0	0	0	0	6
Ameritek	02106287	Ameritek	100%	0	5	2	0	1	0	1	0	0	0	0	0	9
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	14	0	0	7	0	0	0	0	0	0	0	21

Monday, June 18, 2018

Snohomish County Public Works

Page 68 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Appletree North	03109825	Appletree North	100%	0	4	0	0	2	0	0	0	0	0	0	6
Autumnwood	02106428	Autumnwood	100%	0	13	0	0	6	0	0	0	0	0	0	19
Bakerview	10101204	Bakerview	0%	0	15	0	0	9	0	0	0	0	0	0	24
Beautiful Savior Lutheran	03105208	Beautiful Savior Lutheran Church	100%	0	4	0	0	4	0	0	0	0	0	0	8
Bella Park	05127554	Bella Park	100%	20	0	0	0	0	0	3	0	0	1	8	32
Bella Terra	05128322	Bella Terra	100%	0	4	0	0	6	0	0	0	0	0	0	10
Bellrose	04115916	Bellrose	100%	0	5	0	0	4	2	0	2	2	0	0	15
Bluegrass Meadows	98109323	Bluegrass Meadows	100%	0	13	0	0	8	0	0	0	0	0	0	21
Brookside Estates	03109049	Brookside Estates	100%	0	4	0	0	2	0	0	0	0	0	0	6
Buffalo Square	00106298	Buffalo Square	100%	0	4	0	0	4	0	0	0	0	0	0	8
Cambria	04111961	Cambria	100%	0	7	0	0	4	0	0	0	0	0	0	11
Camden Meadows DUP	04108695	Camden Meadows (see 0310198)	100%	0	4	0	0	2	0	0	0	0	0	0	6
Canton Ridge	04109198	Canton Ridge	27%	0	5	0	0	3	0	0	0	0	0	0	8
Canyon Creek Church	12106831	Canyon Creek Church	0%	0	3	0	0	3	0	0	0	0	0	0	6
Capstone PF2	11107917	Capstone PF2	0%	1	3	0	0	2	0	0	0	0	0	0	6
Cascade East	97110148	Cascade East	100%	0	10	0	0	5	0	0	1	0	0	0	16
Castlewood Subdivision	18115947	Castlewood Subdivision	0%	0	3	0	0	1	0	0	0	0	0	0	4
Cowen Court	15118816	Cowen Court	0%	0	6	0	0	2	0	0	0	0	0	0	8
Creek Village	95109077	Creek Village	100%	0	7	0	0	4	0	0	0	0	0	0	11
Creekside Estates	97109394	Creekside Estates	100%	0	7	0	0	4	0	0	0	0	0	0	11
Creekside Manor	07104778	Creekside Manor	40%	0	10	0	0	4	0	0	0	0	0	0	14
Creekside Place	05119403	Creekside Place	100%	0	3	0	0	1	0	0	0	0	0	0	4
Creekside Urban Center	14114539	Creekside Urban Center	100%	0	3	1	0	5	0	3	0	0	0	0	12
Crescent Court	98116959	Crescent Court	100%	0	3	0	0	1	0	0	0	0	0	0	4
Crider Veterinary Clinic	16103486	Crider Veterinary Clinic	0%	0	2	0	0	3	0	0	0	0	0	0	5
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	27	9	0	47	0	16	0	0	0	0	99
Eastlake Estates	95109770	Eastlake Estates	100%	0	5	0	0	2	0	0	0	0	0	0	7
Eastlake Estates II	97106435	Eastlake Estates II	100%	0	6	0	0	3	0	0	0	0	0	0	9
Esplanade @ Mill Creek	02107877	Esplanade @ Mill Creek	100%	0	8	0	0	6	0	0	0	0	0	0	14
Evergreen Ridge Div 2	03111025	Evergreen Ridge Div 2	100%	0	4	0	1	2	0	0	0	0	0	0	7
Foxglove Meadow	03109385	Foxglove Meadow	100%	0	0	2	0	0	0	1	0	0	1	0	4
Fransson Farms	04110091	Fransson Farms	100%	0	15	0	0	8	0	0	0	0	0	0	23
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	1	0	0	2	0	0	0	0	0	1	4
Gateway Apartments	15105607	Gateway Apartments	0%	0	10	0	0	7	0	0	0	0	0	0	17
Heritage Hagen 1	06103099	Heritage Hagen 1	0%	0	5	0	0	3	0	0	0	0	0	0	8
Heritage Hagen 2	06103204	Heritage Hagen 2	0%	0	4	0	0	3	0	0	0	0	0	0	7
Heritage Hagen 3	06103206	Heritage Hagen 3	0%	0	4	0	0	3	0	0	0	0	0	0	7
Heritage Paterson 1	05125681	Heritage Paterson 1	0%	0	5	0	0	3	0	0	0	0	0	0	8
Heritage Paterson 2	05127877	Heritage Paterson 2	0%	0	5	0	0	3	0	0	0	0	0	0	8
High Valley Ranch	98116989	High Valley Ranch	100%	0	9	0	0	6	0	0	1	0	0	0	16

Monday, June 18, 2018

Snohomish County Public Works

Page 69 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Holly Park	00109816	Holly Park	100%	0	4	0	0	3	0	0	0	0	0	0	7
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	18	0	0	40	0	0	0	0	0	0	58
Kensington Park	06103915	Kensington Park	100%	0	3	0	0	2	0	0	0	0	0	0	5
King's Corner	06129913	King's Corner	25%	0	3	0	0	2	0	0	0	0	0	0	5
Kingsridge	98101933	Kingsridge	100%	0	17	0	0	10	0	0	0	0	0	0	27
Kooper/132 St LDMR	06134652	Kooper/132 St LDMR	100%	0	8	0	2	5	0	0	0	0	0	0	15
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	7	0	0	0	0	0	0	0	0	0	7
Larimer Crossing	05125316	Larimer Crossing	100%	0	5	0	0	3	0	0	0	0	0	0	8
Larimer Highlands	99116519	Larimer Highlands	100%	0	8	0	0	5	0	0	1	0	0	0	14
Laurel	04110525	Laurel	100%	0	5	0	0	3	0	0	0	0	0	0	8
Laurelcrest	04118048	Laurelcrest	100%	0	0	6	0	0	3	0	0	0	0	0	9
Liberty Village	04121097	Liberty Village	100%	0	3	0	0	2	0	0	0	1	0	0	6
Luschenshire Park	96103582	Luschenshire Park	100%	0	25	0	1	14	0	0	1	0	0	0	41
Margate	00107036	Margate	100%	0	6	0	0	3	0	0	0	1	0	0	10
Martha Lk Airport Park	05123620	Martha Lk Airport Park	100%	1	1	1	0	1	0	1	0	0	0	1	6
Mayfield Estates	12104232	Mayfield Estates	0%	0	5	0	0	4	0	0	0	0	0	0	9
McKinney Heights	02106838	McKinney Heights	100%	0	22	0	0	12	0	0	0	0	0	0	34
Meadowbrooke	04111643	Meadowbrooke	100%	0	3	0	0	2	0	0	0	0	0	0	5
Meadows	03108845	Meadows (Allen Addition 0310)	100%	0	26	0	2	15	0	0	2	0	0	0	45
Mill Creek Court	96109747	Mill Creek Court	100%	0	3	0	0	2	0	0	0	0	0	0	5
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	2	12	3	0	8	0	3	0	0	0	1	29
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	24	0	0	12	0	0	0	0	0	0	36
Mossyrock	02102298	Mossyrock	100%	0	4	0	0	2	0	0	0	0	0	0	6
Mukilteo School District	01107892	Mukilteo School District	100%	5	2	1	0	0	0	0	0	0	0	1	9
O'Donnell's Food & Drink	04110118	O'Donnell's Food & Drink	100%	2	4	1	0	7	0	1	0	0	0	3	18
Outlook Ridge	02109328	Outlook Ridge	100%	0	17	0	0	10	0	0	1	0	0	0	28
Pacific Center	04118722	Pacific Center	100%	0	5	0	0	5	0	0	0	0	0	0	10
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	4	0	0	4	0	0	0	0	0	0	8
Parker Development	99112374	Parker Development	100%	0	9	0	0	5	0	0	0	0	0	0	14
Creekstone	04120938	Parkhaven fka: Creekstone	57%	0	9	0	0	5	0	0	0	0	0	0	14
Parkland Place	04119989	Parkland Place	0%	0	4	0	0	3	0	0	0	0	0	0	7
PAWS Campus	17119235	PAWS Campus	0%	0	10	0	0	12	0	0	0	0	0	0	22
Peterson Meadows	97106337	Peterson Meadows	100%	0	15	0	0	7	0	0	1	0	0	0	23
Pioneer Ridge	00107621	Pioneer Ridge	100%	0	10	0	0	6	0	0	0	0	0	0	16
Puget Park Urban Center	15118431	Puget Park Urban Center	100%	0	10	2	0	14	0	3	0	0	0	0	29
Remlinger Park	98109199	Remlinger Park	100%	0	3	0	0	2	0	0	1	0	0	0	6
Seattle Hill Crossing	06134104	Seattle Hill Crossing	100%	0	3	0	0	2	0	0	0	0	0	0	5
Seattle Hill Estates	95110056	Seattle Hill Estates	100%	0	7	0	0	3	0	0	0	0	0	0	10
Shaunessy	02101830	Shaunessy	100%	0	18	0	0	10	0	0	0	0	0	0	28
Sierra Ridge	02109844	Sierra Ridge	100%	0	18	0	0	10	0	0	1	0	0	0	29

Monday, June 18, 2018

Snohomish County Public Works

Page 70 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	60	0	0	34	0	0	0	0	0	0	0	0	94
Silver Hawk	05127070	Silver Hawk	100%	0	5	0	0	3	0	0	0	0	0	0	0	0	8
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	1	11	2	0	21	0	6	0	0	0	0	0	1	42
Silver Lake Meadows	04115791	Silver Lake Meadows	100%	24	0	0	0	0	0	0	7	0	0	0	4	14	49
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	49	0	0	49	1	0	0	2	1	0	0	0	102
Snohomish Cascade Secto	02105329	Snohomish Cascade Sector 7	100%	0	10	0	0	6	0	0	0	0	0	0	0	0	16
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	18	0	0	40	0	0	0	0	0	0	0	0	58
Snohomish School Distric	05118947	Snohomish School District #201	100%	0	1	0	0	7	0	0	0	0	0	0	0	0	8
Sommerwood	04116395	Sommerwood	100%	0	4	0	0	3	0	0	0	0	0	0	0	0	7
Spring Haven	10100368	Spring Haven	0%	0	12	0	0	8	0	0	0	0	0	0	0	0	20
Stonewater Creek	05127846	Stonewater Creek	100%	0	16	0	0	9	0	0	0	0	0	0	0	0	25
Stonewater Creek 3	07111614	Stonewater Creek 3	0%	0	6	0	0	4	0	0	0	1	0	0	0	0	11
Stonewater Creek Div II	06103836	Stonewater Creek Div II	0%	0	10	0	0	6	0	0	0	0	0	0	0	0	16
Summerlyn Place	05126607	Summerlyn Place	100%	4	0	0	0	0	0	1	0	0	0	0	0	3	8
128 St SE Urban Center	05116321	Summit SFDU	0%	1	8	3	0	23	0	8	0	0	0	0	0	0	43
Sun Rose	98101053	Sun Rose	100%	0	3	0	0	2	0	0	0	0	0	0	0	0	5
Tambark Village Estates	04109214	Tambark Village Estates	100%	0	5	0	0	3	0	0	0	0	0	0	0	0	8
The Woodlands	15115842	The Woodlands	0%	0	4	0	0	2	0	0	0	0	0	0	0	0	6
Vantage	05126998	Vantage	100%	0	5	0	0	3	0	0	0	0	0	0	0	0	8
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	35	0	0	21	0	0	0	0	6	0	0	0	62
Village At Websters Pond	98108094	Village At Websters Pond	100%	0	11	0	0	6	0	0	0	0	0	0	0	0	17
Vistas at Silver Lake	06103315	Vistas at Silver Lake	0%	3	0	0	0	0	0	0	0	0	0	0	0	1	4
Waldenwood East	96106350	Waldenwood East	100%	0	60	0	4	34	0	0	8	0	0	0	0	0	106
Waldenwood East 3	98150660	Waldenwood East 3	100%	0	6	0	0	4	0	0	0	0	0	0	0	0	10
Westfield (Wylie)	03102383	Westfield (Wylie)	100%	0	13	0	0	9	0	0	2	0	0	0	0	0	24
Woodridge 5	05118677	Woodridge 5	0%	0	2	0	0	2	0	0	0	1	0	0	0	0	5
Woodridge Heights Div 4	03111054	Woodridge Heights Div 4	100%	0	6	0	0	4	0	0	0	0	0	0	0	0	10
Totals Trips				65	997	34	10	761	3	48	11	26	11	6	34		

Monday, June 18, 2018

Snohomish County Public Works

Page 71 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 378 N-S Road Name 4 AVE W E-W Road Name 108 ST SW Count Date: 1/11/2018 ADT File #: 378

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	1	0	2	0	3	2	0	8
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
105 Street Associates	14	Watson Short Plat	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	0	0	0	0	1	0	2	0	3	2	0	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	0	0	0	0	1	0	2	0	3	2	0	8
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Walgreens B	02101027	Walgreens B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
105 Street Associates	14	Watson Short Plat	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				0	0	0	0	0	1	0	2	0	3	2	0	

Monday, June 18, 2018

Snohomish County Public Works

Page 72 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 428 N-S Road Name I-5 RAMPS NB E-W Road Name 128 ST SW Count Date: 6/6/2017 ADT File #: 330

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert Hogland	98105544	Albert Hogland	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alexan North Creek	08106879	Alexan North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree North	03109825	Appletree North	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ash Way Landing	13107521	Ash Way Landing	100%	2	1	0	0	0	0	0	0	0	0	0	0	3
Ashbury Park Phase 1	06127427	Ashbury Park Phase 1	0%	2	1	0	0	0	0	0	0	0	0	0	0	3
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Autumnwood	02106428	Autumnwood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bakerview	10101204	Bakerview	0%	0	0	0	0	13	0	0	0	4	0	0	0	17
Beautiful Savior Lutheran	03105208	Beautiful Savior Lutheran Churc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Park	05127554	Bella Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bellrose	04115916	Bellrose	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bluegrass Meadows	98109323	Bluegrass Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Brookside Estates	03109049	Brookside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Buffalo Square	00106298	Buffalo Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambria	04111961	Cambria	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Camden Meadows DUP	04108695	Camden Meadows (see 0310198)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Canton Ridge	04109198	Canton Ridge	27%	0	2	0	0	1	3	0	0	0	0	0	0	6
Canyon Creek Church	12106831	Canyon Creek Church	0%	0	2	0	0	1	1	0	0	2	0	0	0	6
Capstone PF2	11107917	Capstone PF2	0%	1	2	0	0	6	0	0	0	0	0	0	0	9
Cascade East	97110148	Cascade East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Castlewood Subdivision	18115947	Castlewood Subdivision	0%	0	0	0	0	3	0	0	0	1	0	0	0	4
Cowen Court	15118816	Cowen Court	0%	0	1	0	0	4	2	0	0	1	0	0	0	8
Creek Village	95109077	Creek Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Estates	97109394	Creekside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Grove SFDU	18100311	Creekside Grove SFDU	0%	2	1	0	0	1	0	0	0	0	0	0	0	4
Creekside Manor	07104778	Creekside Manor	40%	0	2	0	0	5	3	0	0	1	0	0	0	11

Monday, June 18, 2018

Snohomish County Public Works

Page 73 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Creekside Place	05119403	Creekside Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Urban Center	14114539	Creekside Urban Center	100%	0	2	0	0	11	4	0	0	2	0	0	0	19
Crider Veterinary Clinic	16103486	Crider Veterinary Clinic	0%	0	2	0	0	1	0	0	0	1	0	0	0	4
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastlake Estates	95109770	Eastlake Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastlake Estates II	97106435	Eastlake Estates II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Esplanade @ Mill Creek	02107877	Esplanade @ Mill Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Everett Elementary Schoo	05117333	Everett Elementary School #17	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Ridge Div 2	03111025	Evergreen Ridge Div 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fransson Farms	04110091	Fransson Farms	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Frognaal Estates fka:Horse	05123050	Frognaal Estates fka:Horseman's	0%	0	5	0	0	0	0	0	0	0	0	0	0	5
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway Apartments	15105607	Gateway Apartments	0%	0	3	0	0	6	4	0	0	2	0	0	0	15
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see 1	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Heritage Hagen 1	06103099	Heritage Hagen 1	0%	0	1	0	0	5	0	0	0	1	0	0	0	7
Heritage Hagen 2	06103204	Heritage Hagen 2	0%	0	0	0	0	3	1	0	0	1	0	0	0	5
Heritage Hagen 3	06103206	Heritage Hagen 3	0%	0	0	0	0	3	1	0	0	1	0	0	0	5
Heritage Paterson 1	05125681	Heritage Paterson 1	0%	0	1	0	0	5	0	0	0	1	0	0	0	7
Heritage Paterson 2	05127877	Heritage Paterson 2	0%	0	1	0	0	5	0	0	0	1	0	0	0	7
High Valley Ranch	98116989	High Valley Ranch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holiday Inn Express	03103978	Holiday Inn Express	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holly Park	00109816	Holly Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kensington Park	06103915	Kensington Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	5	2	0	0	0	0	2	0	0	0	0	0	9
King's Corner	06129913	King's Corner	25%	0	1	0	0	1	2	0	0	0	0	0	0	4
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kooper/132 St LDMR	06134652	Kooper/132 St LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Stickney Parkway S	17113129	Lake Stickney Parkway SFDU	0%	2	1	0	0	0	0	0	0	0	0	0	0	3
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Larimer Crossing	05125316	Larimer Crossing	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Larimer Highlands	99116519	Larimer Highlands	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Laurel	04110525	Laurel	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Laurelcrest	04118048	Laurelcrest	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Liberty Village	04121097	Liberty Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 74 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Townhomes	13111363	Manor Way Townhomes	0%	3	0	0	0	0	0	0	0	0	0	0	0	3
Margate	00107036	Margate	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mayfield Estates	12104232	Mayfield Estates	0%	0	1	0	0	4	1	0	0	1	0	0	0	7
McKinney Heights	02106838	McKinney Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mossyrock	02102298	Mossyrock	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mountain View Estates	07101563	Mountain View Estates	100%	0	2	0	0	1	2	0	0	0	0	0	0	5
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District #6	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	5	2	0	0	2	0	12	0	0	0	0	0	21
O'Donnell's Food & Drink	04110118	O'Donnell's Food & Drink	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Osborne Shopping Center	05124945	Osborne Shopping Center	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Outlook Ridge	02109328	Outlook Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Pacific Center	04118722	Pacific Center	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	5	0	0	5	0	21	0	0	0	0	0	31
Paisley Meadows	06101820	Paisley Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Parker Development	99112374	Parker Development	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekstone	04120938	Parkhaven fka: Creekstone	57%	0	1	0	0	2	2	0	0	0	0	0	0	5
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkland Place	04119989	Parkland Place	0%	0	0	0	0	3	1	0	0	1	0	0	0	5
PAWS Campus	17119235	PAWS Campus	0%	0	1	0	0	3	0	0	0	10	0	0	0	14
Peterson Meadows	97106337	Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Pioneer Ridge	00107621	Pioneer Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Puget Park Urban Center	15118431	Puget Park Urban Center	100%	0	6	0	0	5	10	0	0	1	0	0	0	22
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Seattle Hill Crossing	06134104	Seattle Hill Crossing	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Seattle Hill Estates	95110056	Seattle Hill Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Shaunessy	02101830	Shaunessy	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Shurgard Storage	97100698	Shurgard Storage	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Sierra Ridge	02109844	Sierra Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Hawk	05127070	Silver Hawk	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	0	6	0	0	37	12	0	0	7	0	0	0	62
Silver Lake Meadows	04115791	Silver Lake Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 75 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade Secto	02105329	Snohomish Cascade Sector 7	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County FPD 1	07114743	Snohomish County FPD #1	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish School Distric	05118947	Snohomish School District #201	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Sommerwood	04116395	Sommerwood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	100%	3	0	0	0	0	0	0	0	0	0	0	0	3
Spring Haven	10100368	Spring Haven	0%	0	2	0	0	8	5	0	0	2	0	0	0	17
Starlite Manor	00103709	Starlite Manor	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Stickney Meadows	01111397	Stickney Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Stonewater Creek	05127846	Stonewater Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Stonewater Creek 3	07111614	Stonewater Creek 3	0%	0	1	0	0	5	0	0	0	1	0	0	0	7
Stonewater Creek Div II	06103836	Stonewater Creek Div II	0%	0	1	0	0	8	0	0	0	2	0	0	0	11
Summerlyn Place	05126607	Summerlyn Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	0	0	0	39	5	0	0	0	0	0	0	44
Sun Rose	98101053	Sun Rose	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Tambark Village Estates	04109214	Tambark Village Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
The Woodlands	15115842	The Woodlands	0%	0	0	0	0	3	1	0	0	1	0	0	0	5
Vantage	05126998	Vantage	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Websters Pond	98108094	Village At Websters Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East 3	98150660	Waldenwood East 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Westfield (Wylie)	03102383	Westfield (Wylie)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Winston Office Bldg	07107391	Winston Office Bldg	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Woodridge Heights Div 4	03111054	Woodridge Heights Div 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				25	59	0	0	199	60	35	0	45	0	0	0	0

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Condos	00109113	Admiralty Condos	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alderwood Lane	03107454	Alderwood Lane	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Alexan North Creek	08106879	Alexan North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree Blk 2 Div 3	97109528	Appletree Blk 2 Div 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Appletree North	03109825	Appletree North	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 76 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Arcadia	15105381	Arcadia	0%	2	0	0	0	0	0	3	0	0	0	0	0	5
Ashton Woods	99101369	Ashton Woods	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Autumnwood	02106428	Autumnwood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Avance Homes B	96107322	Avance Homes B	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
B.J. Properties LLC	98150994	B.J. Properties LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bakerview	10101204	Bakerview	0%	0	2	0	0	0	0	0	0	13	0	0	0	15
Barlow Addition	03104920	Barlow Addition	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Beautiful Savior Lutheran	03105208	Beautiful Savior Lutheran Church	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Park	05127554	Bella Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bella Terra	05128322	Bella Terra	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bellrose	04115916	Bellrose	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bev-Ed Business Park	05118396	Bev-Ed Business Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Bluegrass Meadows	98109323	Bluegrass Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Brookside Estates	03109049	Brookside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Buffalo Square	00106298	Buffalo Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambria	04111961	Cambria	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Camden Meadows DUP	04108695	Camden Meadows (see 0310198)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Canton Ridge	04109198	Canton Ridge	27%	0	5	0	0	1	2	0	0	0	0	0	0	8
Canyon Creek Church	12106831	Canyon Creek Church	0%	0	2	0	0	2	1	0	0	1	0	0	0	6
Capstone PF2	11107917	Capstone PF2	0%	4	5	0	0	3	0	0	0	0	0	0	0	12
Cascade East	97110148	Cascade East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Castlewood Subdivision	18115947	Castlewood Subdivision	0%	0	1	0	0	1	0	0	2	0	0	0	0	4
Cedar Springs	00106979	Cedar Springs	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Cowen Court	15118816	Cowen Court	0%	0	3	0	0	1	1	0	0	3	0	0	0	8
Creek Village	95109077	Creek Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Estates	97109394	Creekside Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Manor	07104778	Creekside Manor	40%	0	4	0	0	2	2	0	0	3	0	0	0	11
Creekside Place	05119403	Creekside Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekside Urban Center	14114539	Creekside Urban Center	100%	0	6	0	0	5	2	0	0	9	0	0	0	22
Crescent Court	98116959	Crescent Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crider Veterinary Clinic	16103486	Crider Veterinary Clinic	0%	0	1	0	0	2	1	0	0	1	0	0	0	5
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastlake Estates	95109770	Eastlake Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastlake Estates II	97106435	Eastlake Estates II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Esplanade @ Mill Creek	02107877	Esplanade @ Mill Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Ridge Div 2	03111025	Evergreen Ridge Div 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Forest Glen	04117659	Forest Glen	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Fransson Farms	04110091	Fransson Farms	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 77 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Frogna Estates fka:Horse	05123050	Frogna Estates fka:Horseman's	0%	3	0	0	0	0	0	0	0	0	0	0	0	3
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway Apartments	15105607	Gateway Apartments	0%	0	6	0	0	4	3	0	0	4	0	0	0	17
Good Pasture	99114255	Good Pasture	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Graese RV Park	97105887	Graese RV Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Greenbrook Phase I (see 1	06124967	Greenbrook Phase I (see 101051	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	1	0	0	0	1	0	4	0	0	0	0	0	6
Grimm LDMR	06133696	Grimm LDMR	0%	0	0	0	0	1	0	3	0	0	0	0	0	4
Heritage Hagen 1	06103099	Heritage Hagen 1	0%	0	1	0	0	3	0	0	0	4	0	0	0	8
Heritage Hagen 2	06103204	Heritage Hagen 2	0%	0	0	0	0	2	1	0	0	4	0	0	0	7
Heritage Hagen 3	06103206	Heritage Hagen 3	0%	0	0	0	0	2	1	0	0	4	0	0	0	7
Heritage Paterson 1	05125681	Heritage Paterson 1	0%	0	1	0	0	3	0	0	0	4	0	0	0	8
Heritage Paterson 2	05127877	Heritage Paterson 2	0%	0	1	0	0	3	0	0	0	4	0	0	0	8
High Valley Ranch	98116989	High Valley Ranch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holiday Inn Express	03103978	Holiday Inn Express	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holly Park	00109816	Holly Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School P	98100213	Holy Cross High School Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Homesight-Airport Road	00109523	Homesight-Airport Road	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kensington Park	06103915	Kensington Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kiel/Wiggins	98110571	Kiel/Wiggins	0%	2	0	0	0	1	0	4	0	0	0	0	0	7
King's Corner	06129913	King's Corner	25%	0	2	0	0	2	1	0	0	0	0	0	0	5
Kingsridge	98101933	Kingsridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Kooper/132 St LDMR	06134652	Kooper/132 St LDMR	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Faci	08104349	Korry Manufacturing Facility	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lallybroch	01100412	Lallybroch	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Larimer Crossing	05125316	Larimer Crossing	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Larimer Highlands	99116519	Larimer Highlands	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Laurel	04110525	Laurel	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Laurelcrest	04118048	Laurelcrest	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Liberty Village	04121097	Liberty Village	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Lushenshire Park	96103582	Lushenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Manor Way Apartments 2	01112520	Manor Way Apartments 2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Margate	00107036	Margate	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Marino Estates	04100237	Marino Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mayfield Estates	12104232	Mayfield Estates	0%	0	2	0	0	3	1	0	0	3	0	0	0	9
McKinney Heights	02106838	McKinney Heights	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadowbrooke	04111643	Meadowbrooke	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietzner Land Co. LLC	99115411	Mietzner Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Creek Court	96109747	Mill Creek Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 78 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Mill Creek Medical Build	09105597	Mill Creek Medical Building	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mill Pointe Apartments	99105422	Mill Pointe Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mossyrock	02102298	Mossyrock	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mountain View Estates	07101563	Mountain View Estates	100%	0	3	0	0	1	1	0	0	0	0	0	0	5
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
O'Donnell's Food & Drink	04110118	O'Donnell's Food & Drink	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Outlook Ridge	02109328	Outlook Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Pacific Center	04118722	Pacific Center	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Paine Field Passenger Ter	16109244	Paine Field Passenger Terminal	0%	0	5	0	0	5	0	21	0	0	0	0	0	31
Paisley Meadows	06101820	Paisley Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Parker Development	99112374	Parker Development	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Creekstone	04120938	Parkhaven fka: Creekstone	57%	0	4	0	0	1	2	0	0	0	0	0	0	7
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkland Place	04119989	Parkland Place	0%	0	1	0	0	2	1	0	0	3	0	0	0	7
PAWS Campus	17119235	PAWS Campus	0%	0	0	0	0	11	1	0	0	10	0	0	0	22
Peterson Meadows	97106337	Peterson Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Pioneer Ridge	00107621	Pioneer Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Puget Park Urban Center	15118431	Puget Park Urban Center	100%	0	6	0	0	5	10	0	0	1	0	0	0	22
Quadrant Corporate Park	02109806	Quadrant Corporate Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Remlinger Park	98109199	Remlinger Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Seattle Hill Crossing	06134104	Seattle Hill Crossing	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Seattle Hill Estates	95110056	Seattle Hill Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Shaunessy	02101830	Shaunessy	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Shurgard Storage	97100698	Shurgard Storage	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Sierra Ridge	02109844	Sierra Ridge	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Sector 4	96110766	Silver Firs Sector 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Hawk	05127070	Silver Hawk	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Lake Garden Apart	17105170	Silver Lake Garden Apartments	0%	0	22	0	0	20	6	0	0	27	0	0	0	75
Silver Lake Meadows	04115791	Silver Lake Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade Secto	02105329	Snohomish Cascade Sector 7	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County DPW	05100812	Snohomish County DPW Cathc	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish School Distric	05118947	Snohomish School District #201	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Sommerwood	04116395	Sommerwood	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Spring Haven	10100368	Spring Haven	0%	0	8	0	0	5	3	0	0	5	0	0	0	21
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Stonewater Creek	05127846	Stonewater Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Stonewater Creek 3	07111614	Stonewater Creek 3	0%	0	2	0	0	4	0	0	0	4	0	0	0	10
Stonewater Creek Div II	06103836	Stonewater Creek Div II	0%	0	1	0	0	6	0	0	0	8	0	0	0	15

Monday, June 18, 2018

Snohomish County Public Works

Page 79 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Summerlyn Place	05126607	Summerlyn Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
128 St SE Urban Center	05116321	Summit SFDU	0%	0	9	0	0	10	2	0	0	23	0	0	0	44
Sun Rose	98101053	Sun Rose	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Tambark Village Estates	04109214	Tambark Village Estates	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
The Woodlands	15115842	The Woodlands	0%	0	2	0	0	1	1	0	0	2	0	0	0	6
Vantage	05126998	Vantage	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Websters Pond	98108094	Village At Websters Pond	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	0	0	0	1	5	0	0	0	0	0	6
Vistas at Silver Lake	06103315	Vistas at Silver Lake	0%	0	1	0	0	1	0	0	0	2	0	0	0	4
Waldenwood East	96106350	Waldenwood East	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Waldenwood East 3	98150660	Waldenwood East 3	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Westfield (Wylie)	03102383	Westfield (Wylie)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Winston Office Bldg	07107391	Winston Office Bldg	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Woodridge Heights Div 4	03111054	Woodridge Heights Div 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				12	106	0	0	114	44	40	0	144	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 80 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 504 N-S Road Name 4 AVE W E-W Road Name CENTER RD Count Date: 3/1/2016 ADT File #: 481

Predicted Volumes AM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Discovery Elementary Sc	15109902	Discovery Elementary School A	0%	0	0	3	0	0	0	2	3	0	0	5	0	13
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	2	0	3	0	0	0	1	0	0	0	0	1	7
Grimm LDMR	06133696	Grimm LDMR	0%	1	0	3	0	0	0	0	0	0	0	0	1	5
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	2	0	0	0	2	2	0	0	4	2	12
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish Cascade S8	97110077	Snohomish Cascade S8	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	0	0	0	0	0	2	0	0	6	0	8
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				3	0	11	0	0	0	5	7	0	0	15	4	

Predicted Volumes PM

Sub Dev. Name	PFN #	Project Name	% Occupied	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	Total
Admiralty Apartments	97110262	Admiralty Apartments	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Admiralty Point II	97101882	Admiralty Point II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Crossing at North Creek	05116514	Crossing at North Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer Creek LLC	99114939	Deer Creek LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynasty Homes	00101095	Dynasty Homes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Evergreen Townhomes	07101578	Evergreen Townhomes	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden Grove Phase II	98104424	Garden Grove Phase II	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Grimm	12108354	Grimm	0%	1	0	2	0	0	0	4	0	0	0	0	2	9
Grimm LDMR	06133696	Grimm LDMR	0%	1	0	2	0	0	0	3	0	0	0	0	1	7
Luschenshire Park	96103582	Luschenshire Park	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Meadows	03108845	Meadows (Allen Addition 0310	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mietznier Land Co. LLC	99115411	Mietznier Land Co. LLC	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Mukilteo School District	01107892	Mukilteo School District	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaggs/El Dorado	05100526	Scaggs/El Dorado	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Monday, June 18, 2018

Snohomish County Public Works

Page 81 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Starlite's Crystal Creek	01107063	Starlite's Crystal Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village At Outcrop Creek	98116556	Village At Outcrop Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	0	0	0	0	0	6	0	0	3	0	9
Village on Admiralty	04109317	Village on Admiralty	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals Trips				2	0	4	0	0	0	7	6	0	0	3	3	

Key Intersection #: 542 N-S Road Name AIRPORT RD E-W Road Name W CASINO RD Count Date: 10/18/2017 ADT File #: 160

Predicted Volumes AM

Predicted Volumes PM

Key Intersection #: 543 N-S Road Name AIRPORT RD E-W Road Name KASCH PARK RD Count Date: 12/5/2017 ADT File #: 543

Predicted Volumes AM

Predicted Volumes PM

Monday, June 18, 2018

Snohomish County Public Works

Page 82 of 83

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 544 N-S Road Name AIRPORT RD E-W Road Name 94 ST SW Count Date: 12/6/2017 ADT File #: 544

Predicted Volumes AM

Predicted Volumes PM

Key Intersection #: 545 N-S Road Name AIRPORT RD E-W Road Name 106 ST SW Count Date: 12/7/2017 ADT File #: 545

Predicted Volumes AM

Predicted Volumes PM

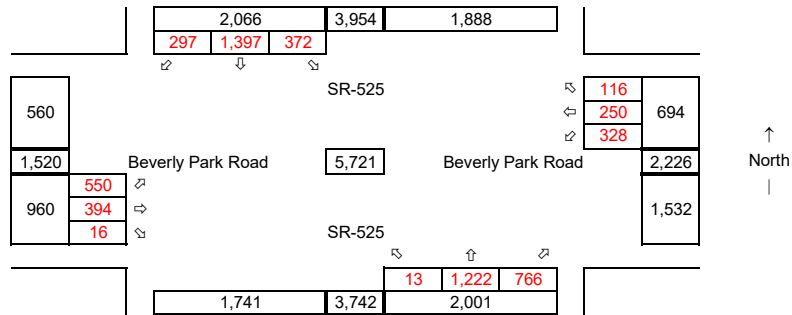
2019 AM Turning Movement Volumes

Synchro ID: 1

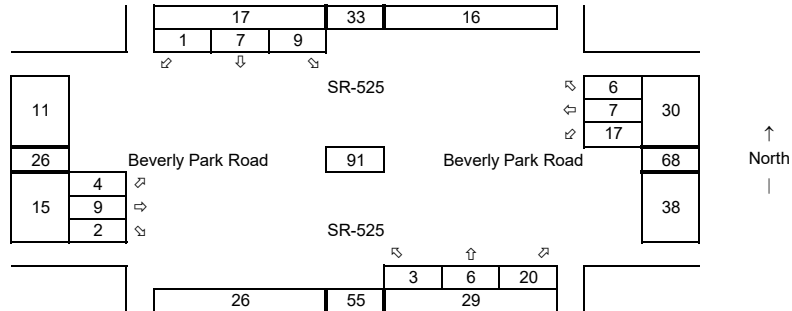
Existing TripsAverage Weekday
AM Peak-Hour

Year: 6/13/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

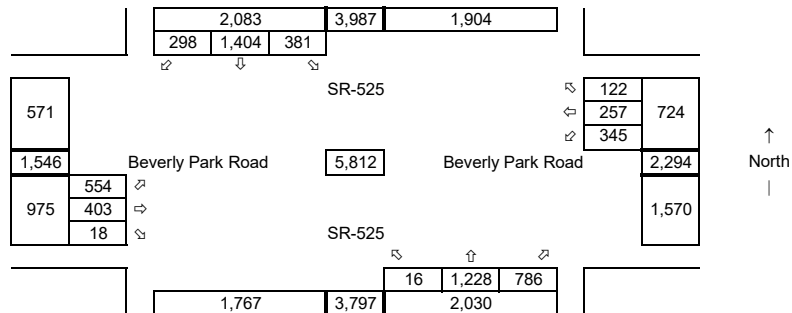
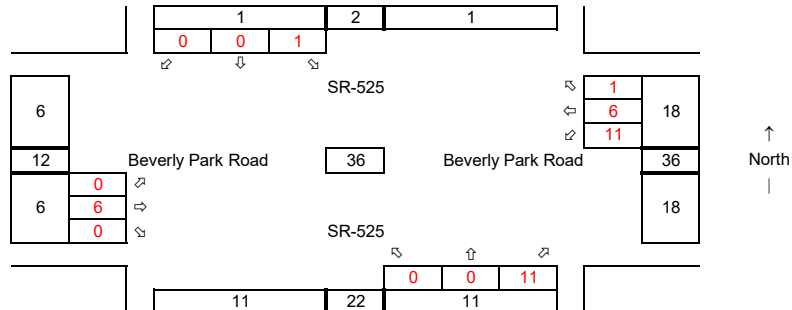
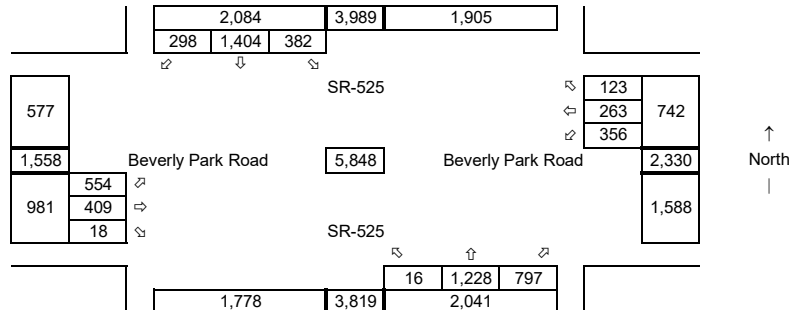
Trips in the pipeline database
from the Paine Field Passenger
Terminal have been removed
to not double-count them.**No Action Trips**Average Weekday
AM Peak-Hour

Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

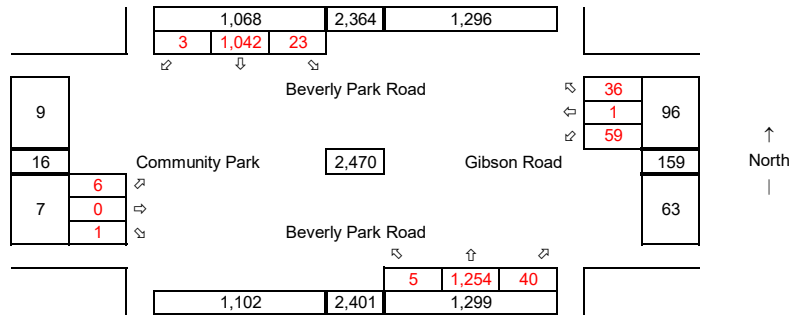
The 2019 volumes account
for 1/3 of the pipeline trips
to conservatively account for
2 of 6 years of pipeline trips.**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 2

Existing TripsAverage Weekday
AM Peak-Hour

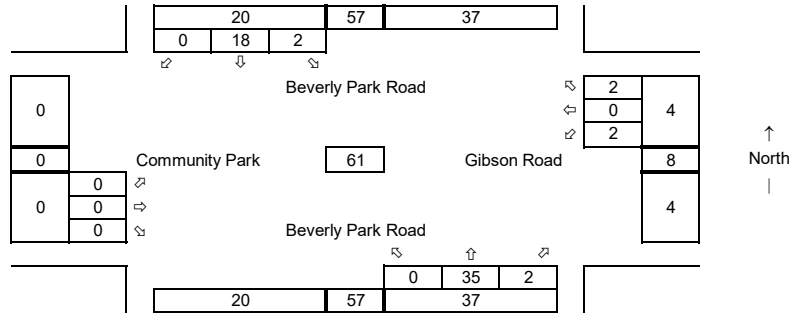
Year: 5/16/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

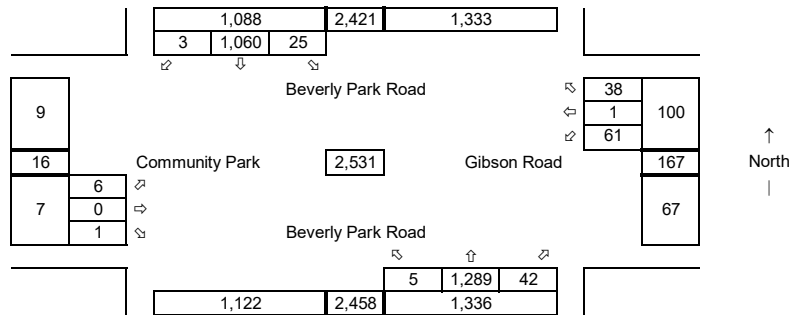
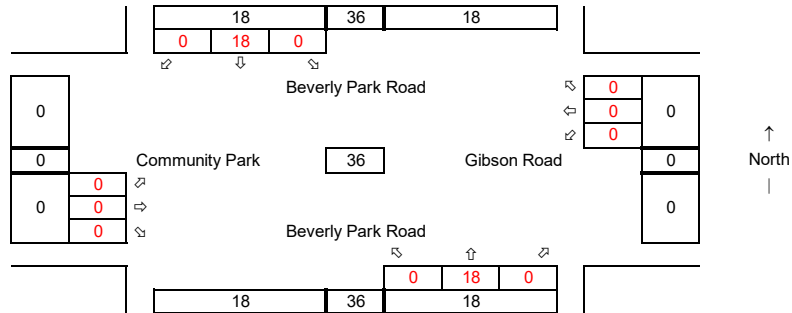
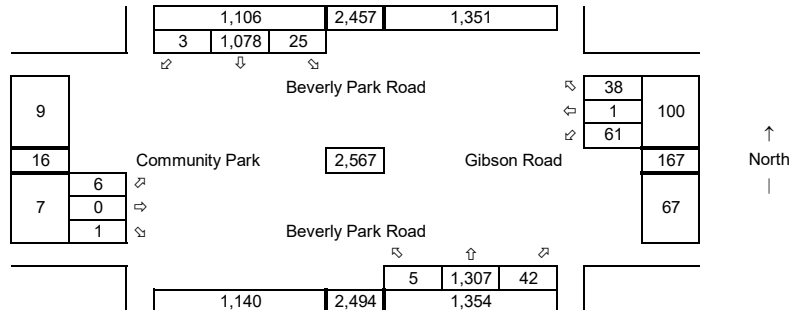
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

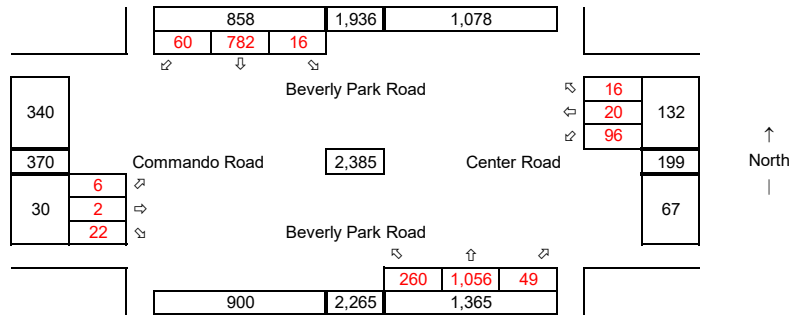
**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 3

Existing TripsAverage Weekday
AM Peak-Hour

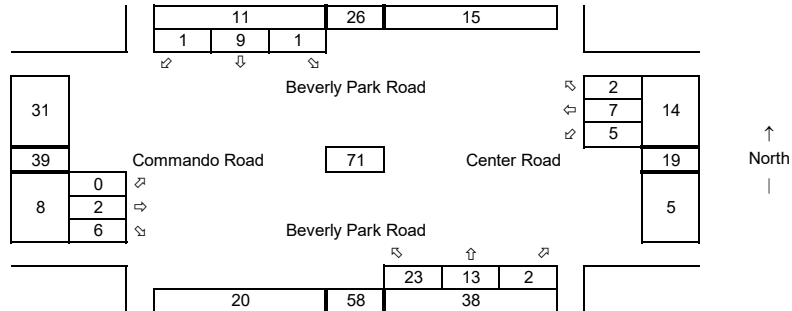
Year: 9/19/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

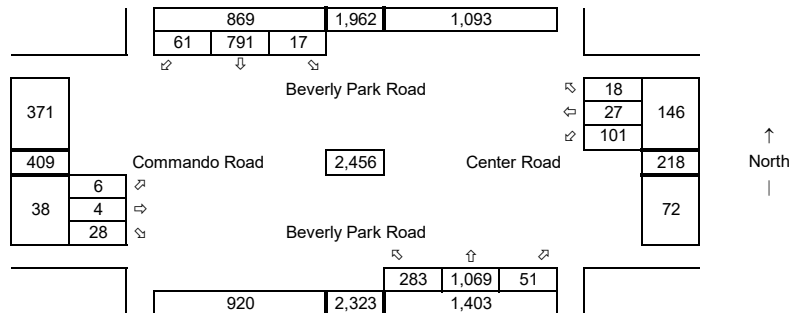
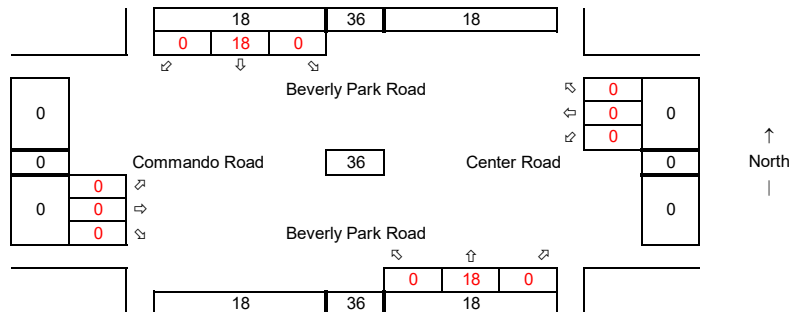
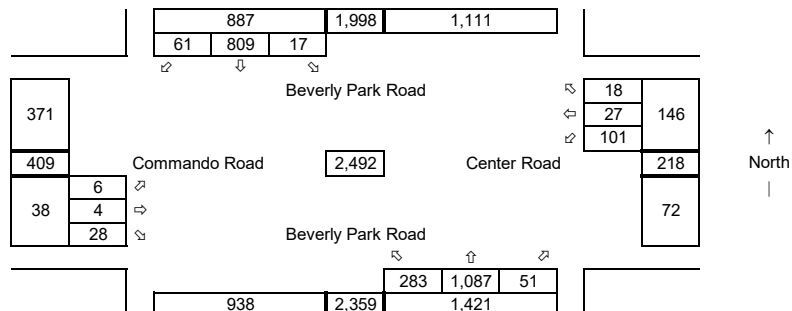
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

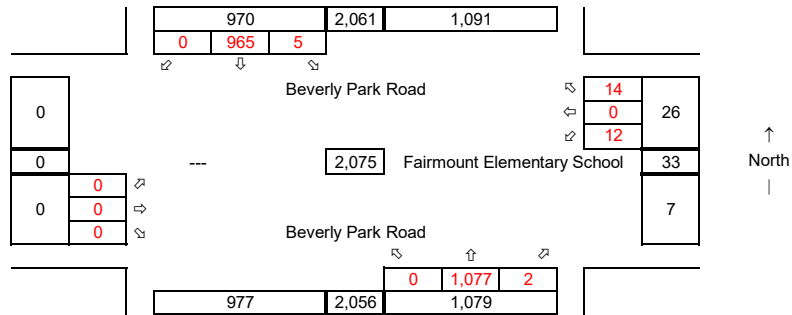
**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 4

Existing TripsAverage Weekday
AM Peak-Hour

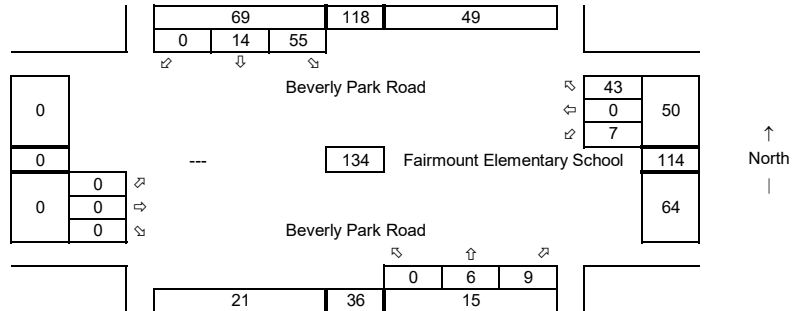
Year: 5/23/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

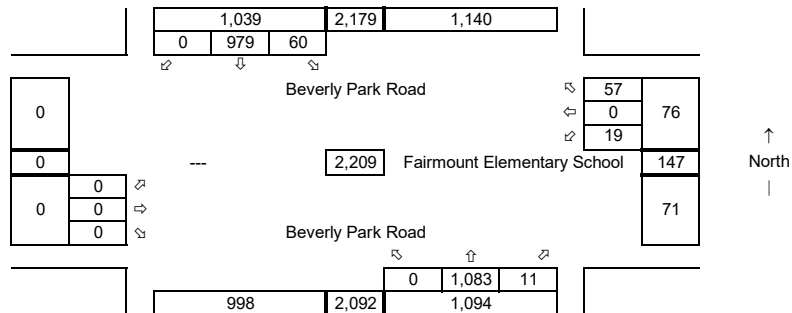
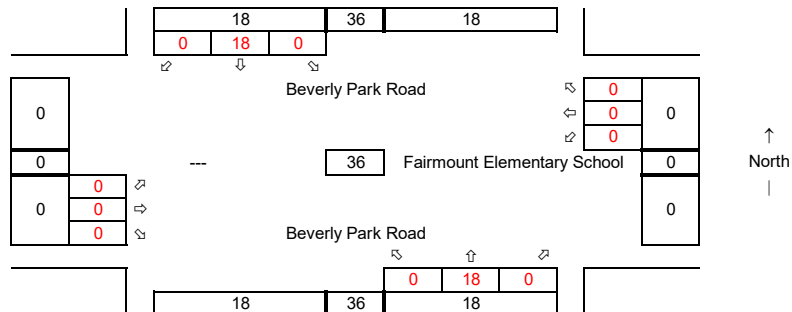
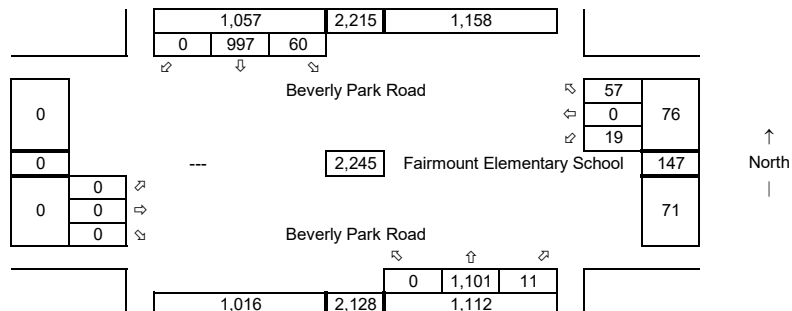
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

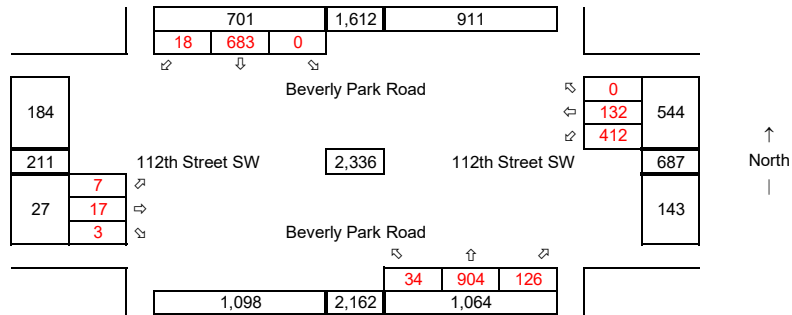
Synchro ID: 5

Existing TripsAverage Weekday
AM Peak-Hour

Year: 5/25/2017

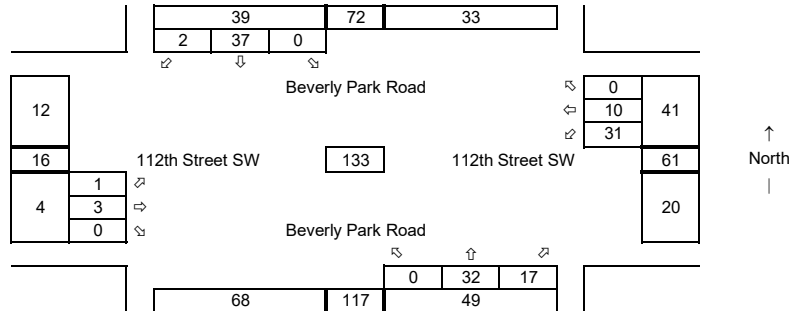
Data Source: SnoCo

The count shows 20 southbound left-turns, which is not a permissible movement. The volumes have been added to the southbound through.

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

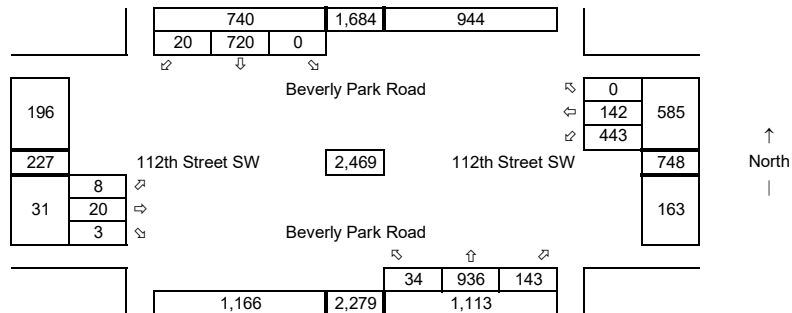
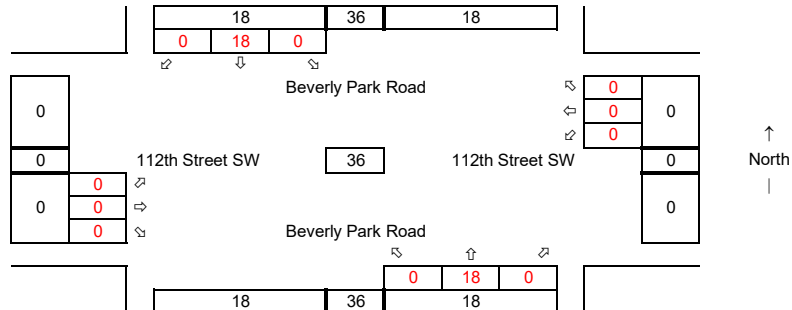
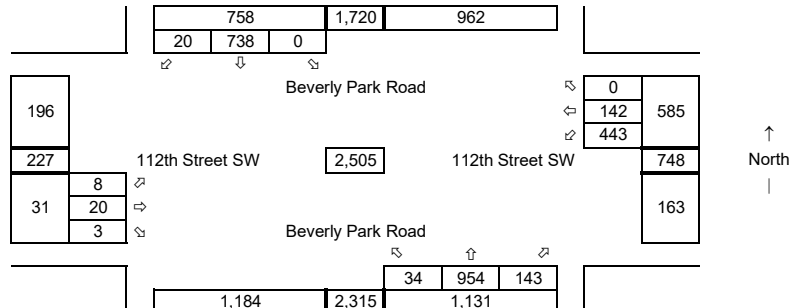
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 6

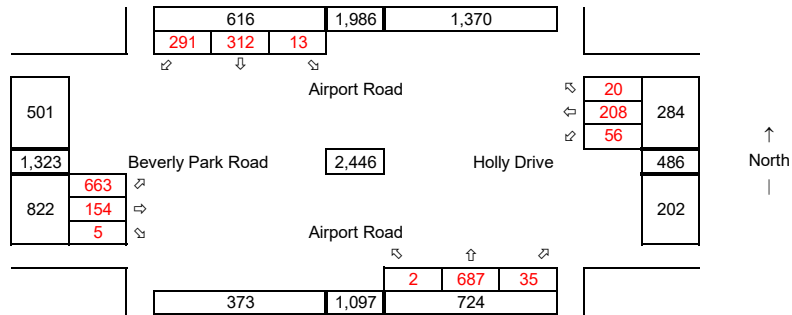
Existing Trips

Average Weekday

AM Peak-Hour

Year: 6/14/2017

Data Source: SnoCo

**Pipeline Trips**

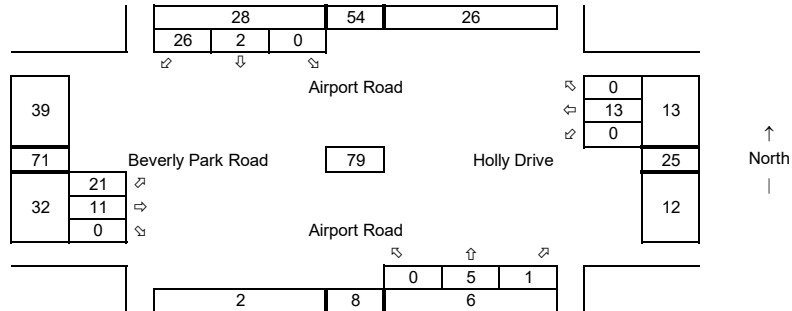
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

AM Peak-Hour

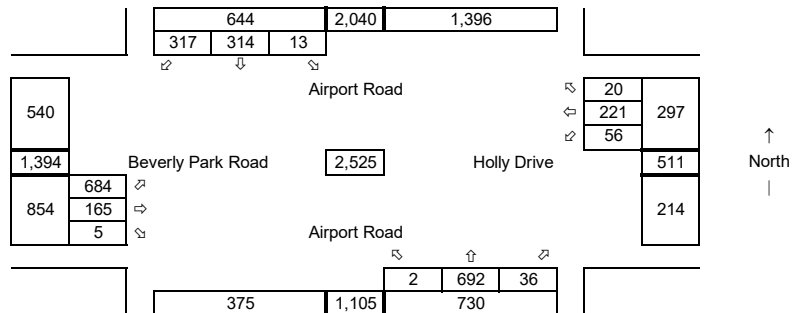
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

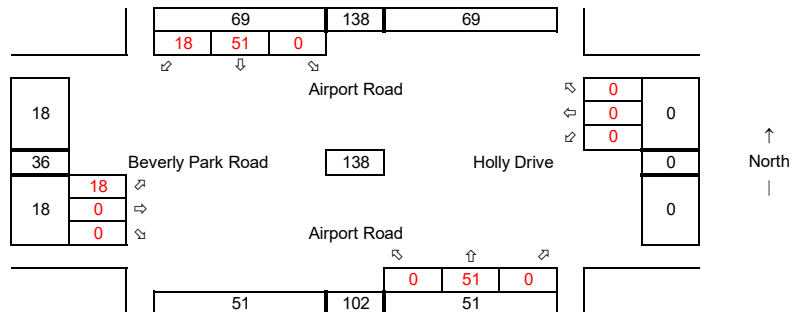
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

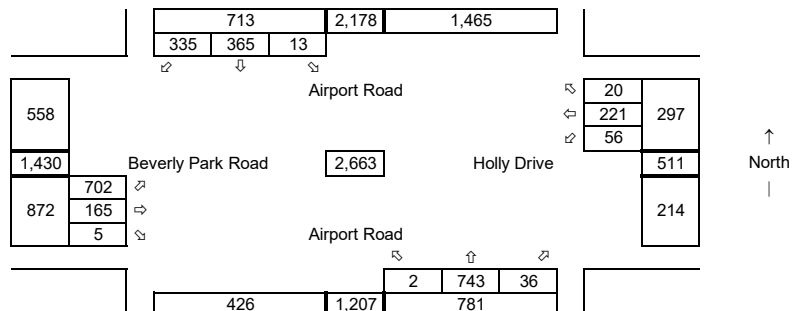
Average Weekday

AM Peak-Hour

**Opening Year Operations**

Average Weekday

AM Peak-Hour

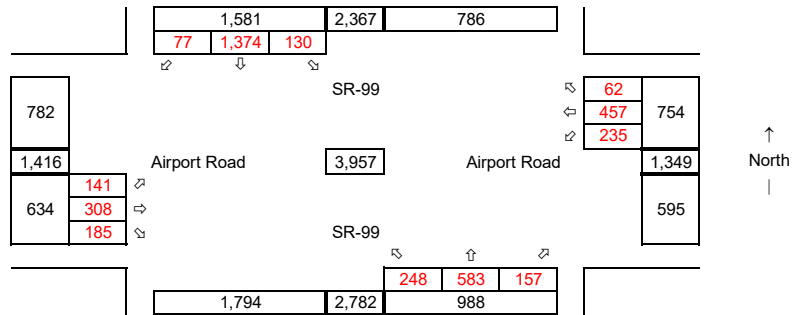


Synchro ID: 7

Existing TripsAverage Weekday
AM Peak-Hour

Year: 3/7/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

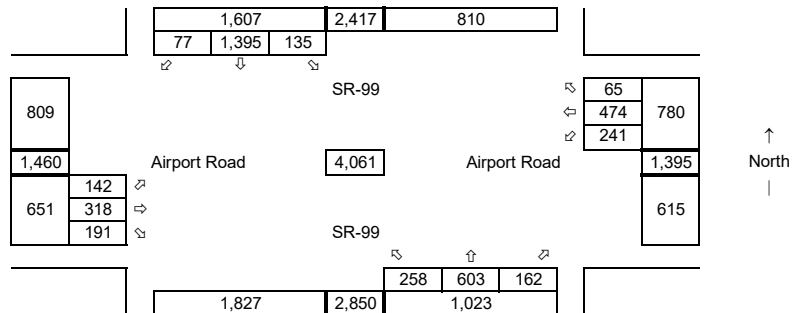
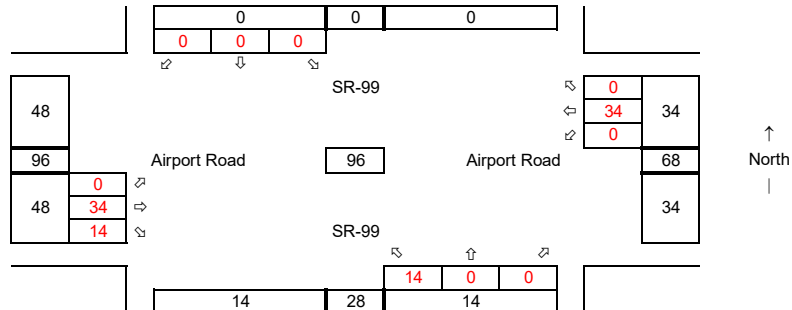
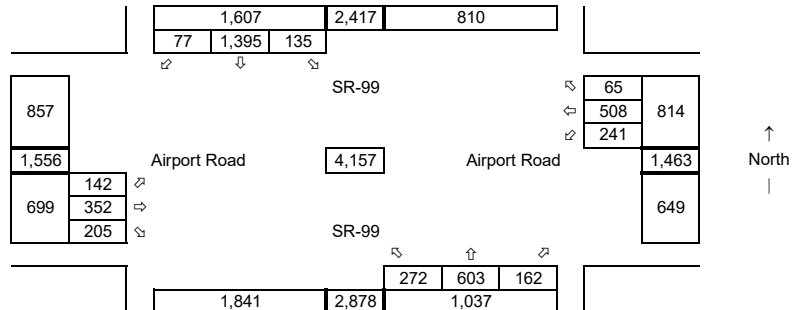
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

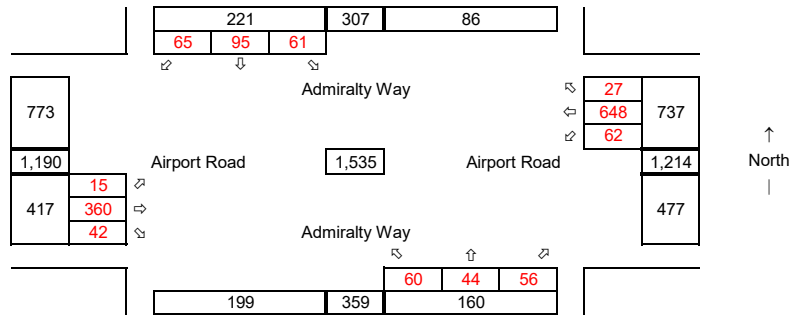
**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 8

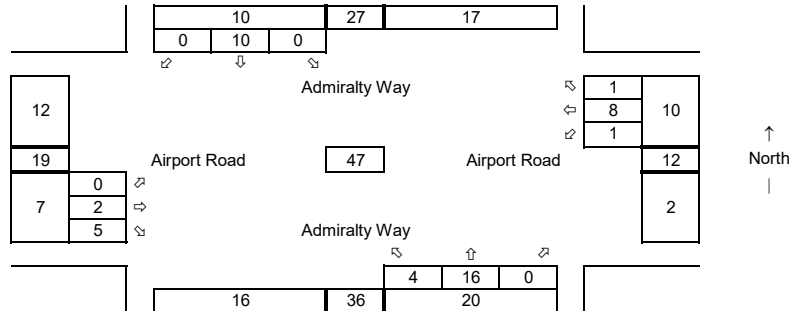
Existing TripsAverage Weekday
AM Peak-Hour

Year: 3/9/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

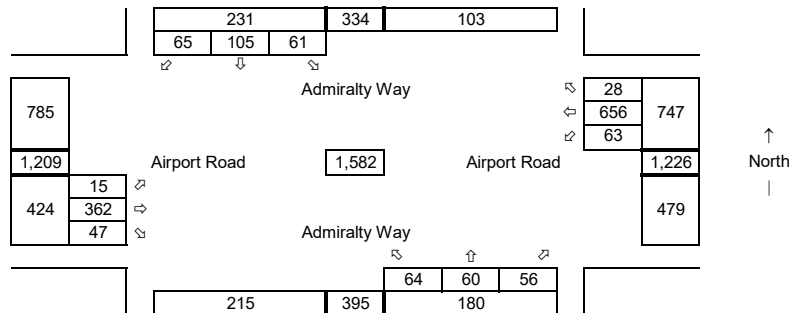
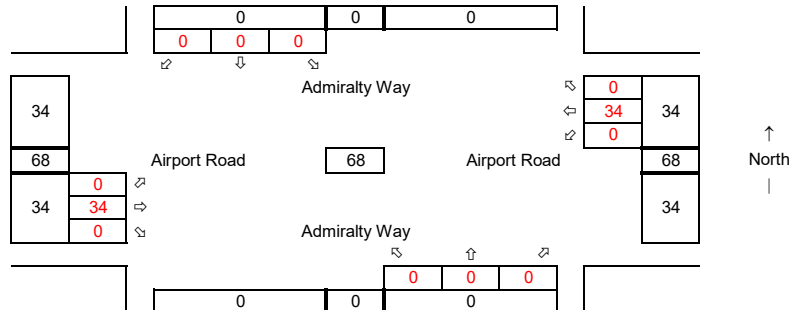
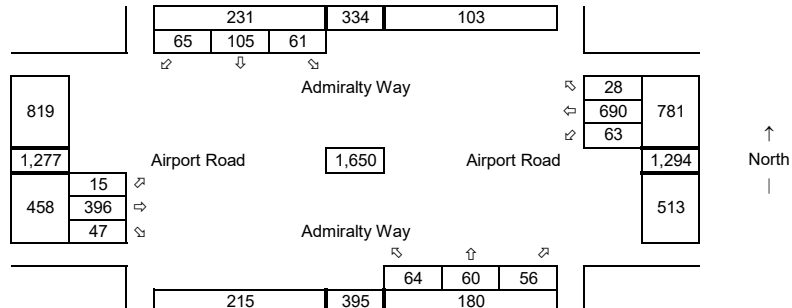
Trips in the pipeline database
from the Paine Field Passenger
Terminal have been removed
to not double-count them.**No Action Trips**Average Weekday
AM Peak-Hour

Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

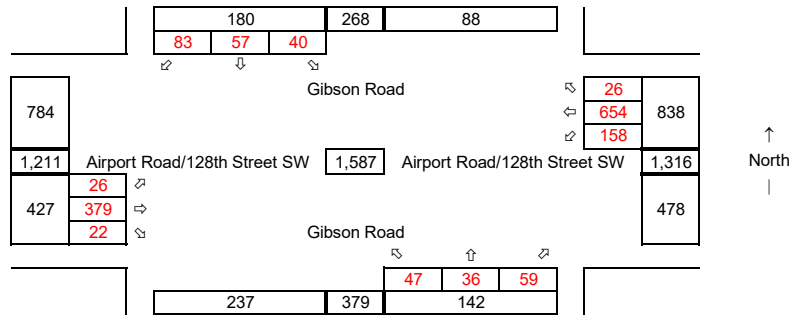
The 2019 volumes account
for 1/3 of the pipeline trips
to conservatively account for
2 of 6 years of pipeline trips.**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 9

Existing TripsAverage Weekday
AM Peak-Hour

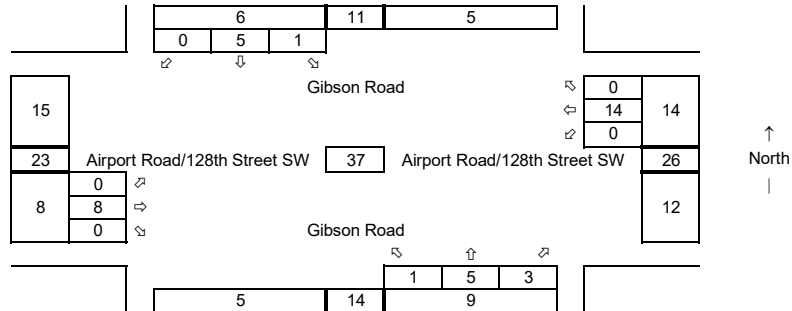
Year: 3/14/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

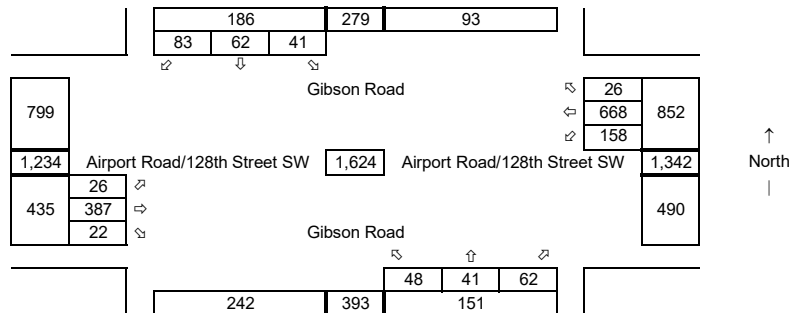
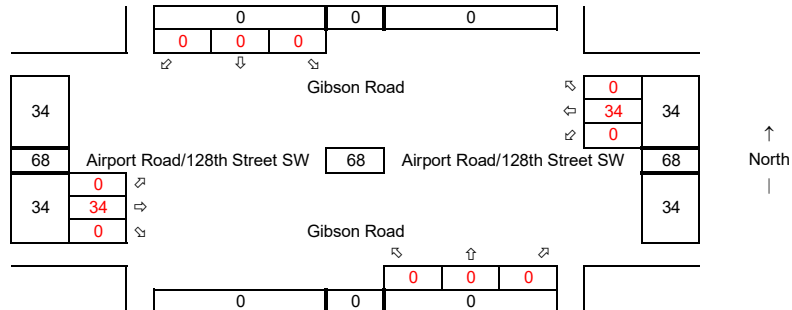
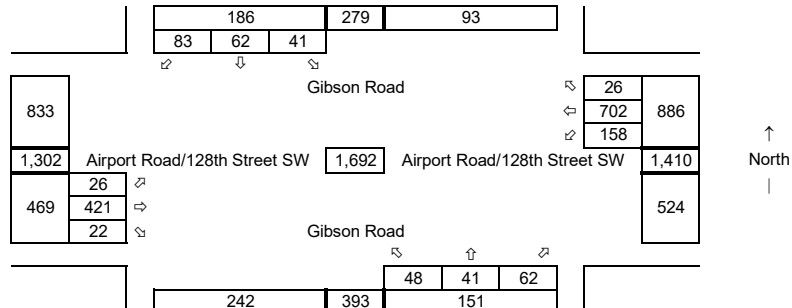
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 10

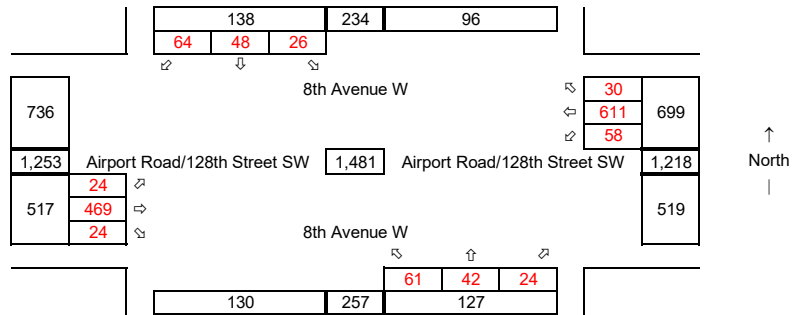
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

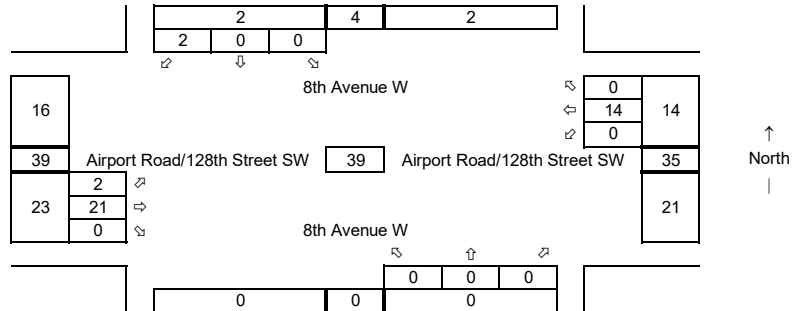
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

AM Peak-Hour

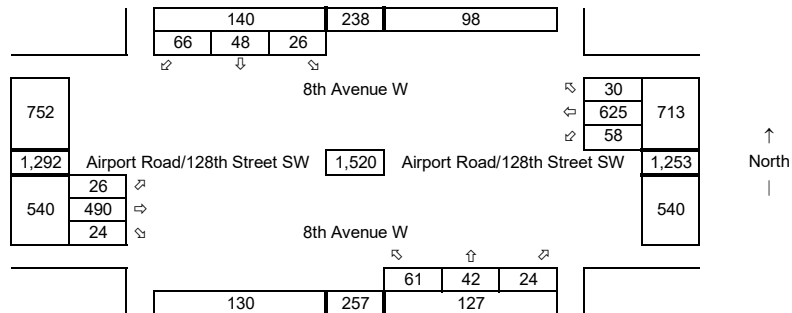
Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

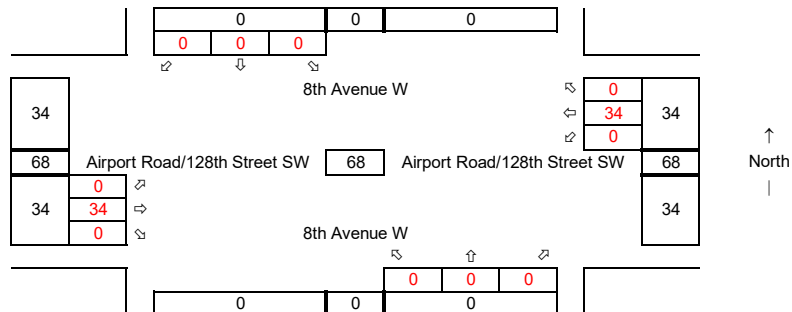
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

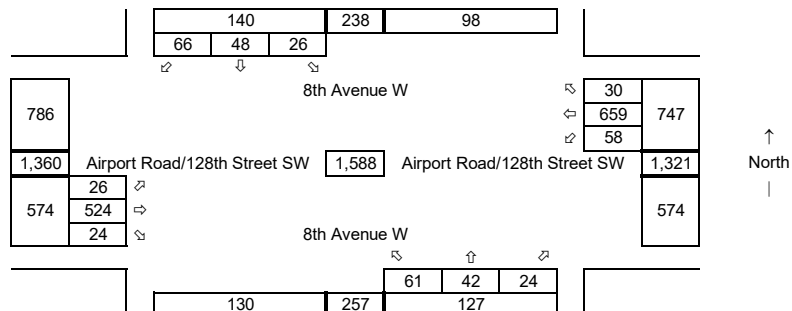
Average Weekday

AM Peak-Hour

**Opening Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 11

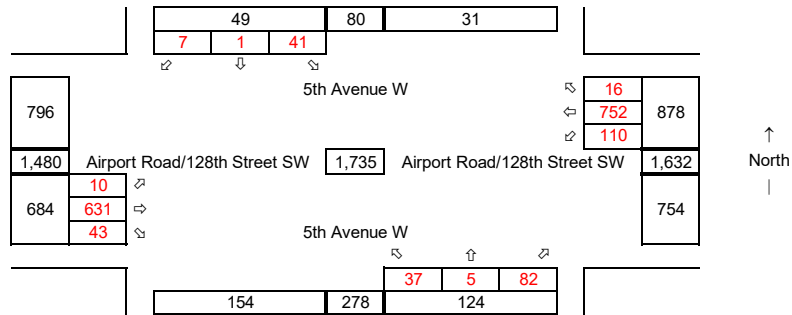
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/24/2018

Data Source: SnoCo

**Pipeline Trips**

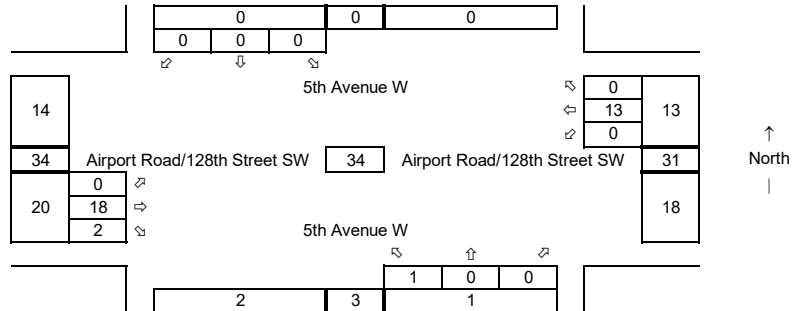
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

AM Peak-Hour

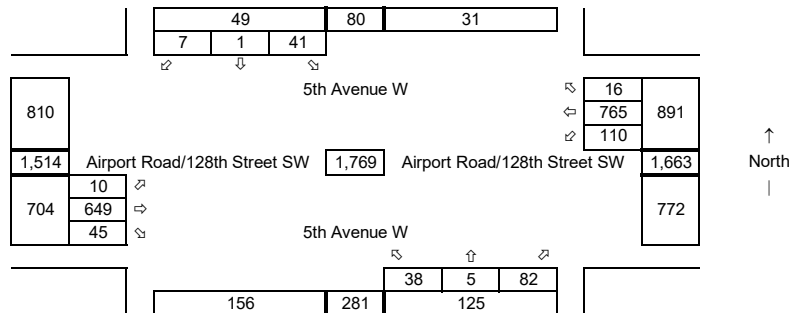
Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

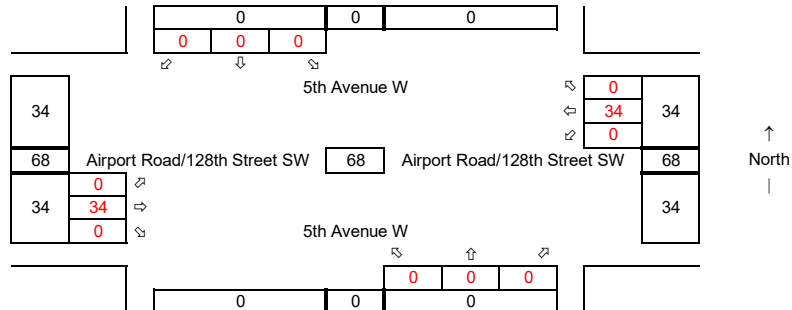
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

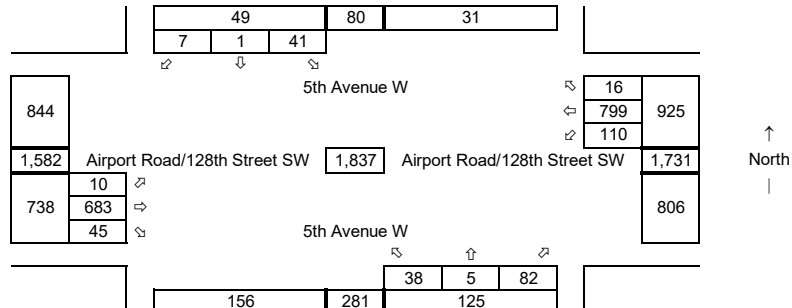
Average Weekday

AM Peak-Hour

**Opening Year Operations**

Average Weekday

AM Peak-Hour

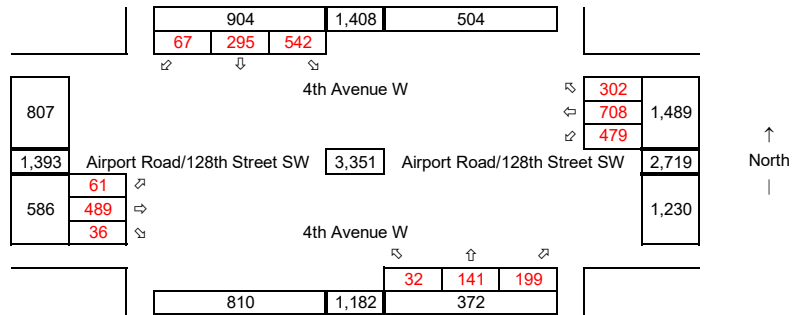


Synchro ID: 12

Existing TripsAverage Weekday
AM Peak-Hour

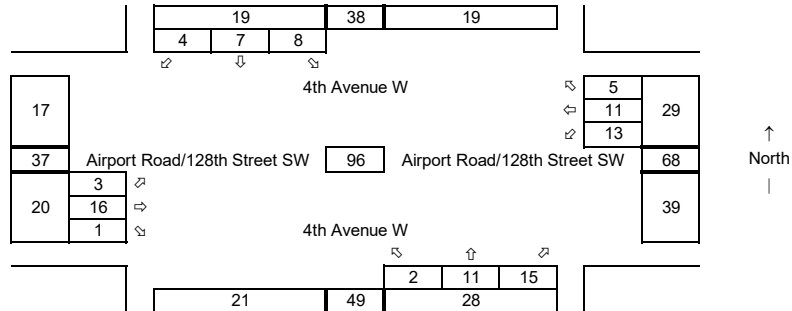
Year: 2/28/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

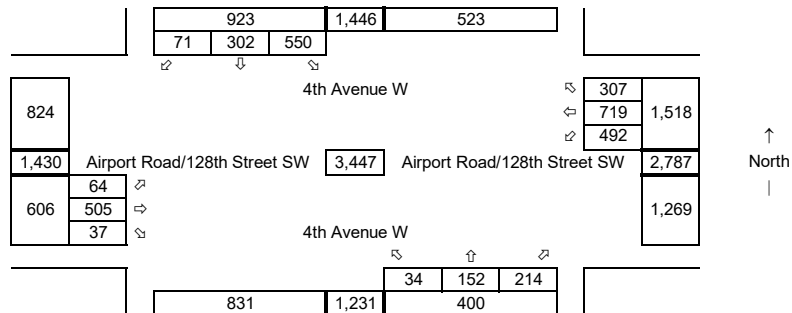
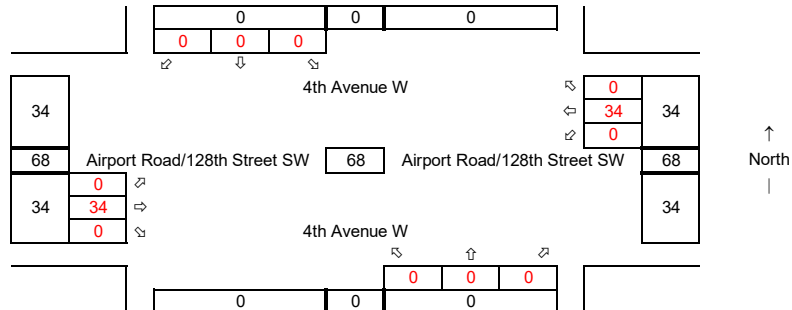
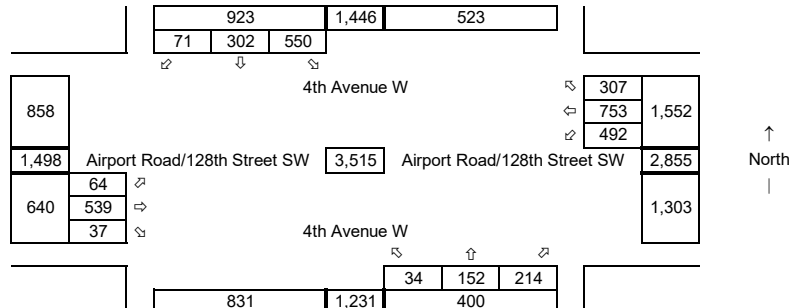
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

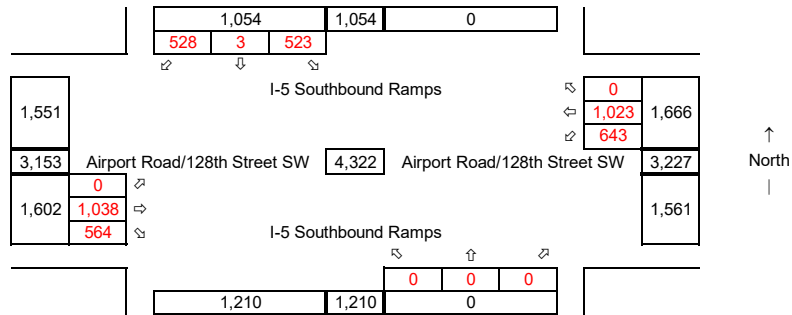
**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 13

Existing TripsAverage Weekday
AM Peak-Hour

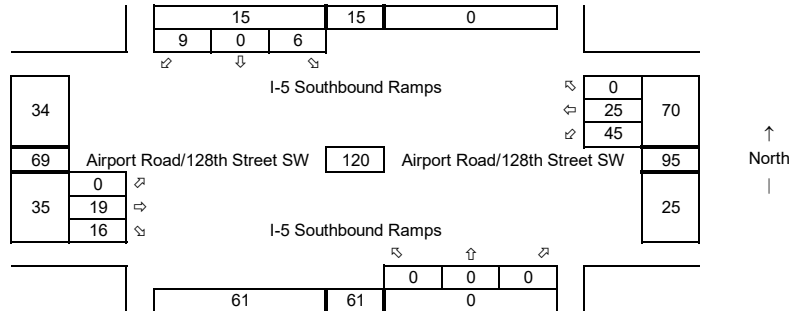
Year: 6/15/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

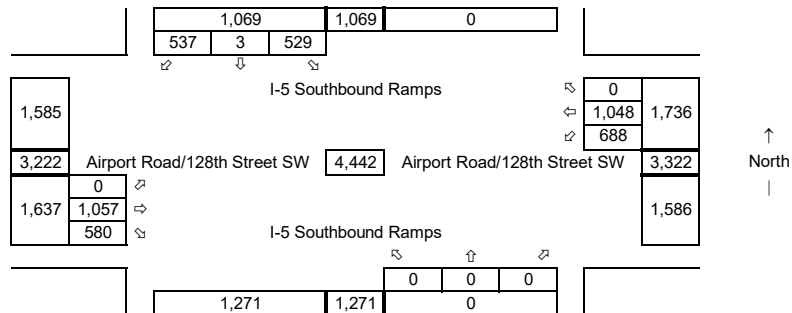
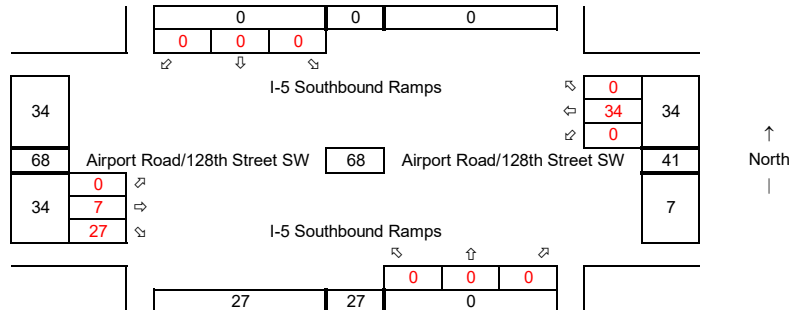
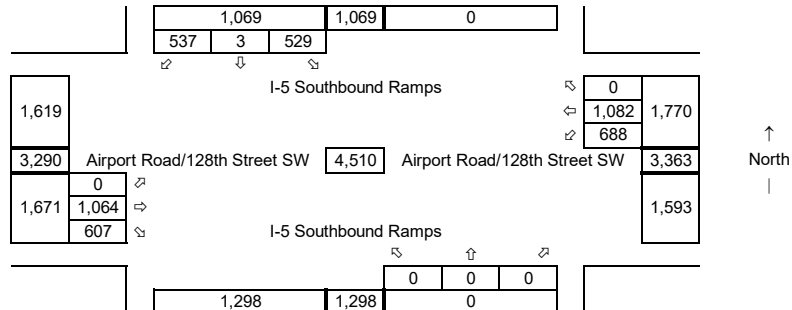
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 14

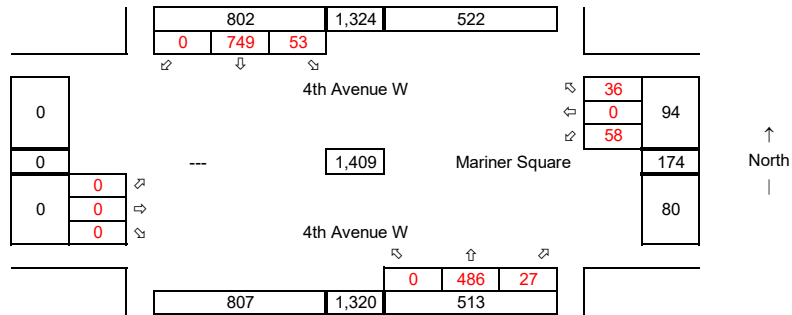
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

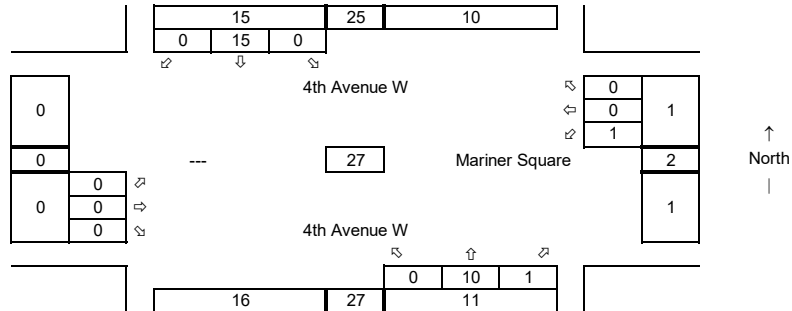
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

AM Peak-Hour

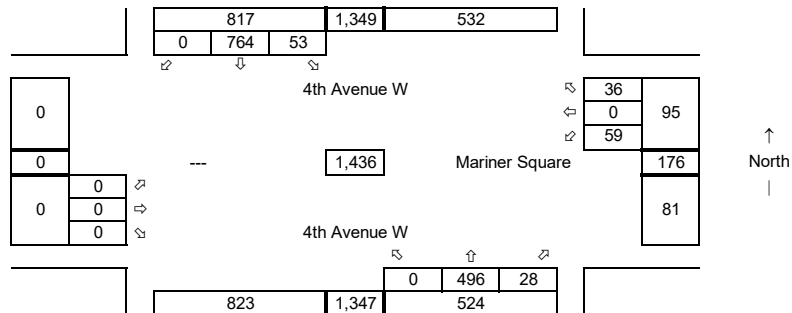
Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

Total Growth = 1.0000

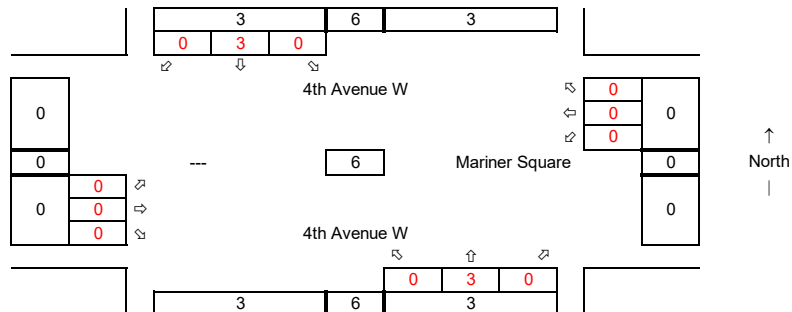
The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

Average Weekday

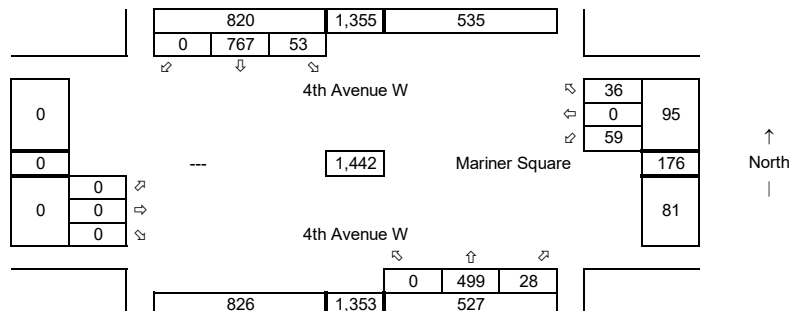
AM Peak-Hour

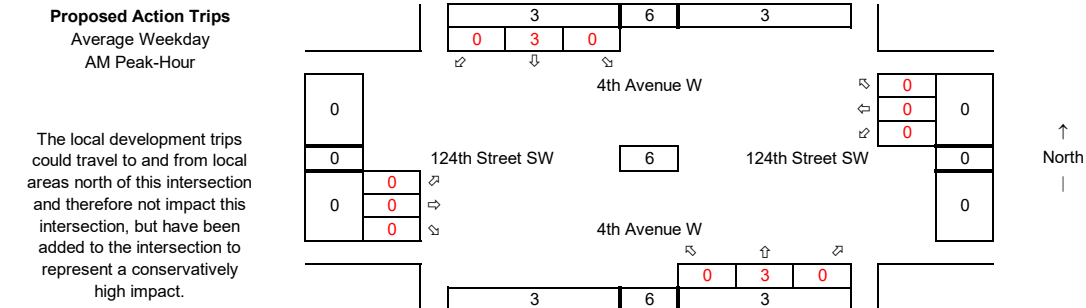
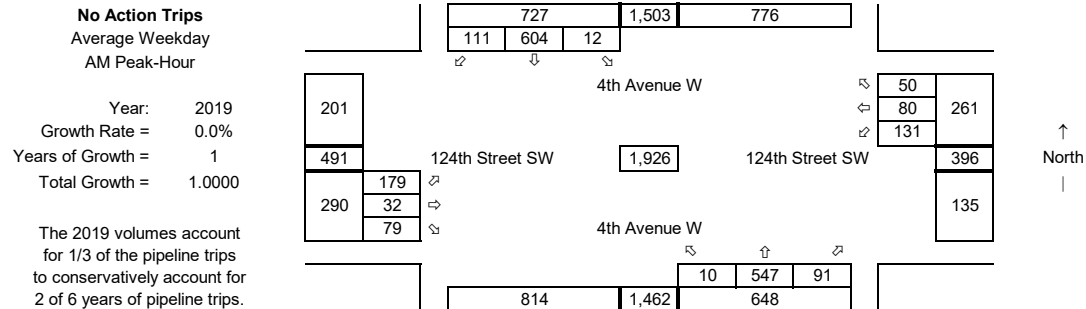
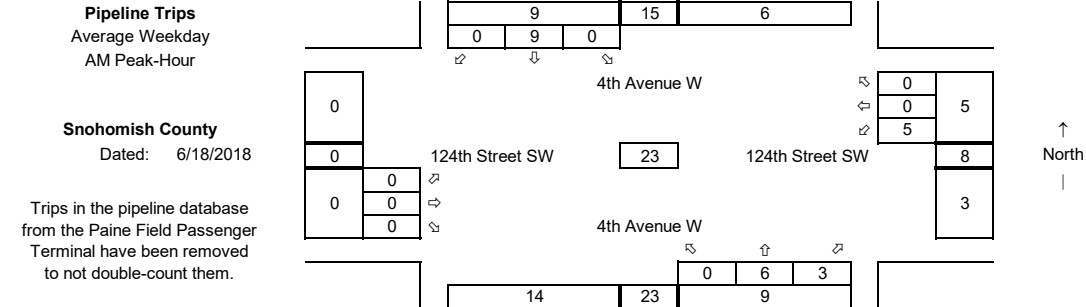
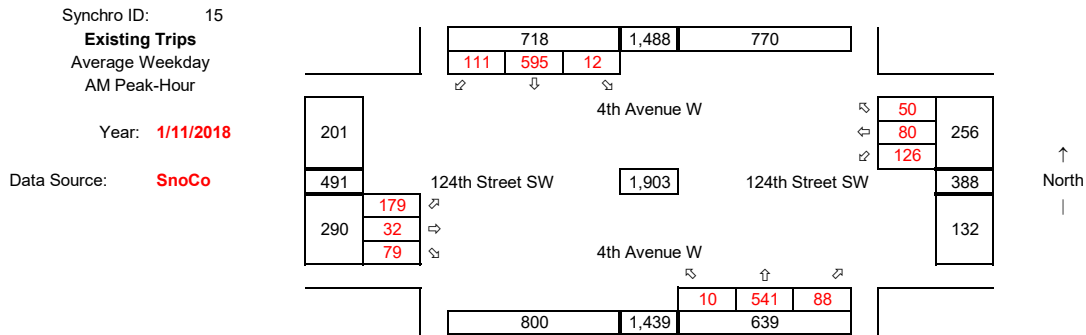
Development trips are anticipated to be local trips north of Mariner Square, but have been added to the intersection to represent a conservatively high impact.

**Opening Year Operations**

Average Weekday

AM Peak-Hour



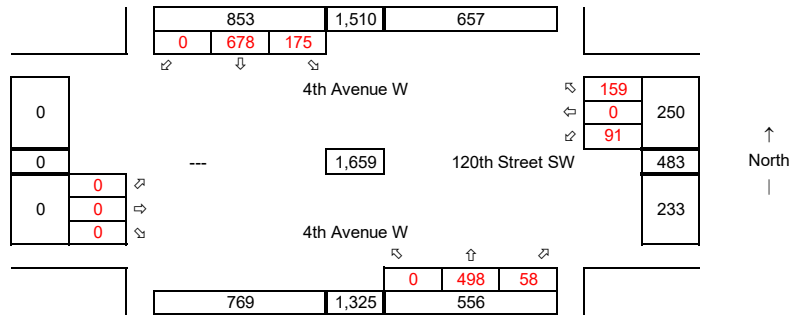


Synchro ID: 16

Existing TripsAverage Weekday
AM Peak-Hour

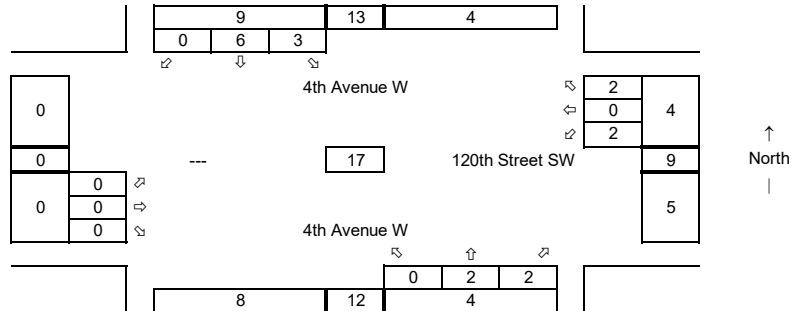
Year: 9/12/2018

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

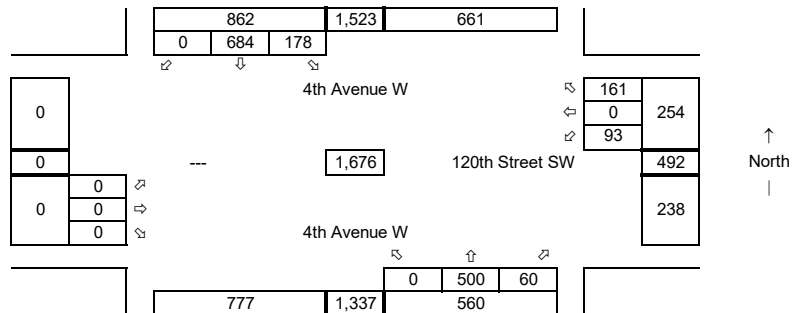
Year: 2019

Growth Rate = 0.0%

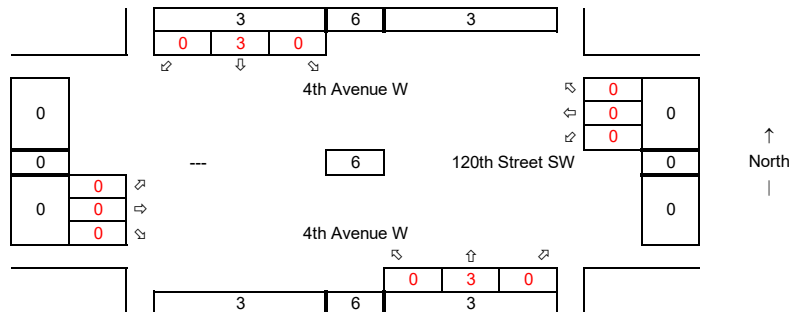
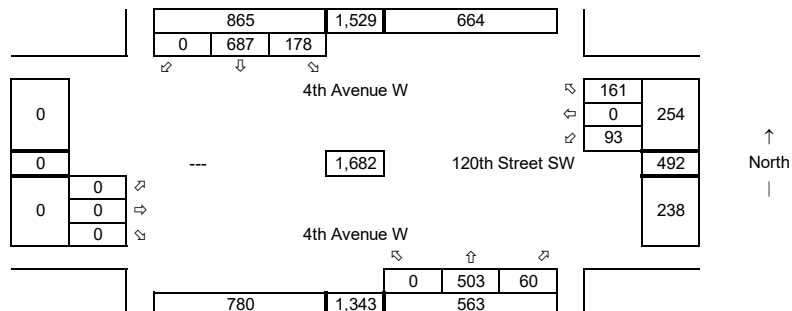
Years of Growth = 1

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
AM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 17

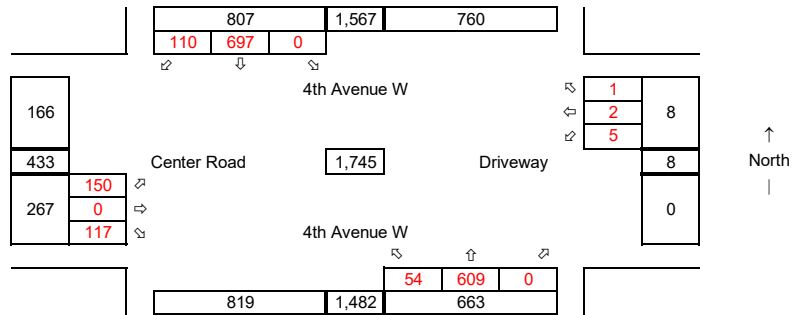
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

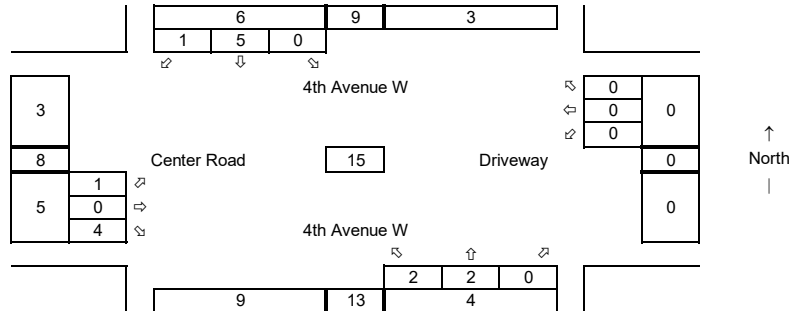
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

AM Peak-Hour

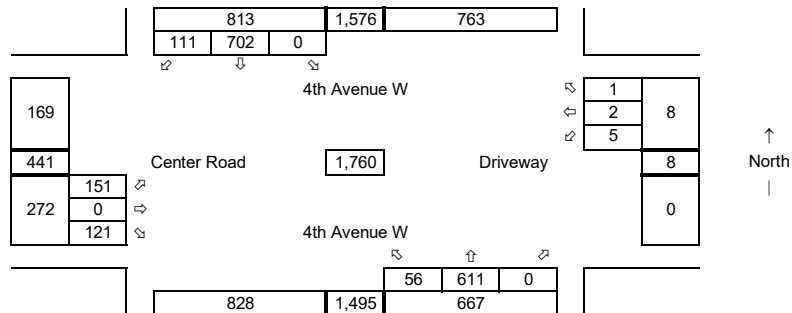
Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

Total Growth = 1.0000

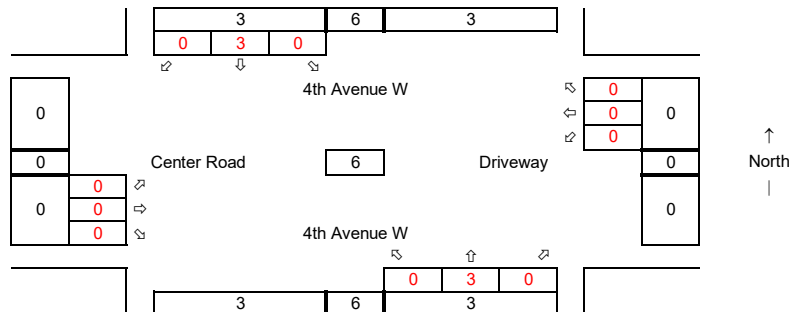
The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

Average Weekday

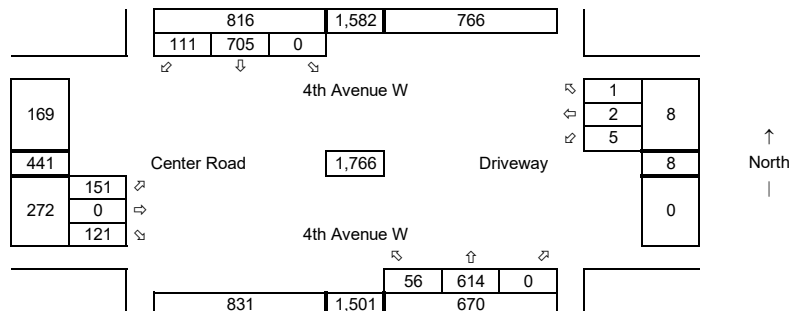
AM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Opening Year Operations**

Average Weekday

AM Peak-Hour

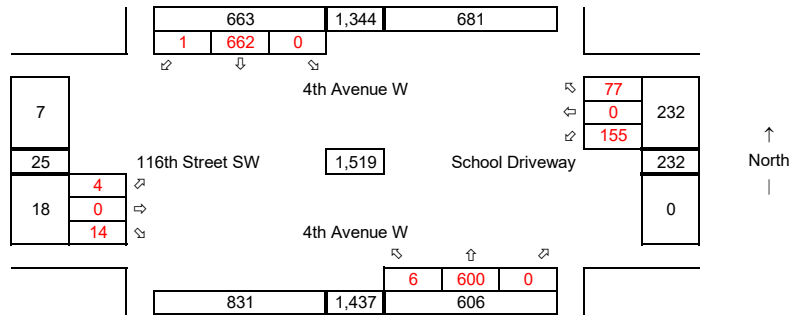


Synchro ID: 18

Existing TripsAverage Weekday
AM Peak-Hour

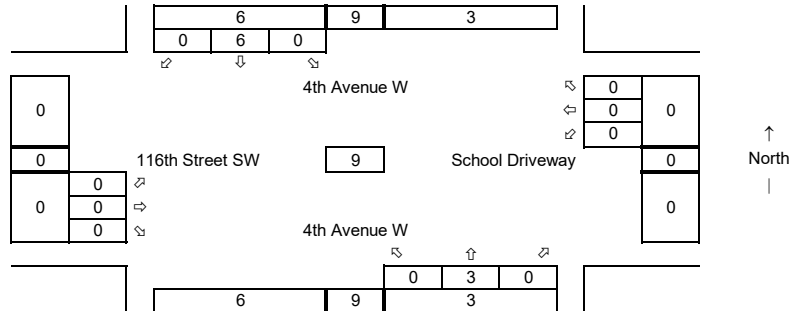
Year: 9/21/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

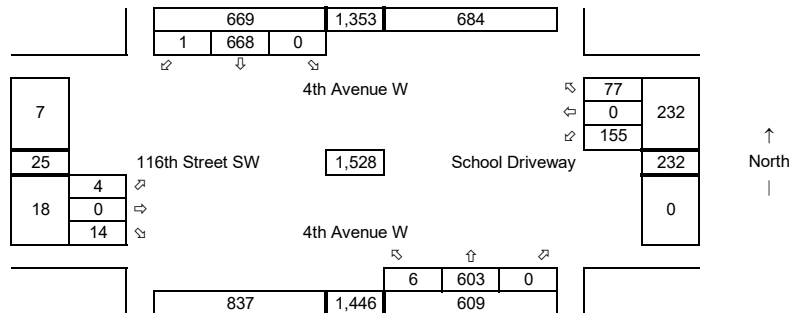
Year: 2019

Growth Rate = 0.0%

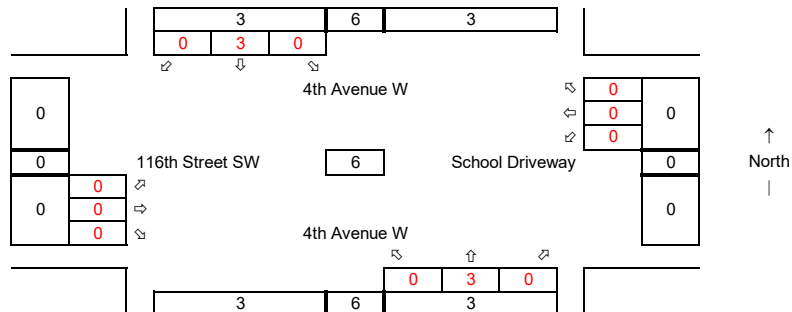
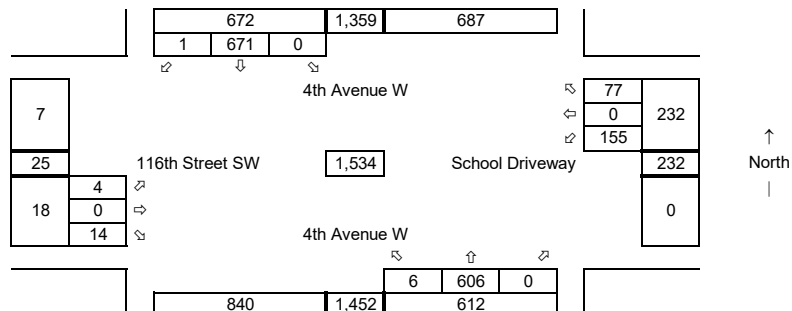
Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
AM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 19

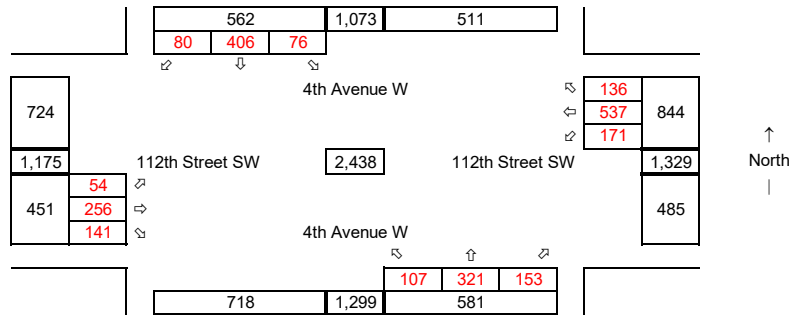
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

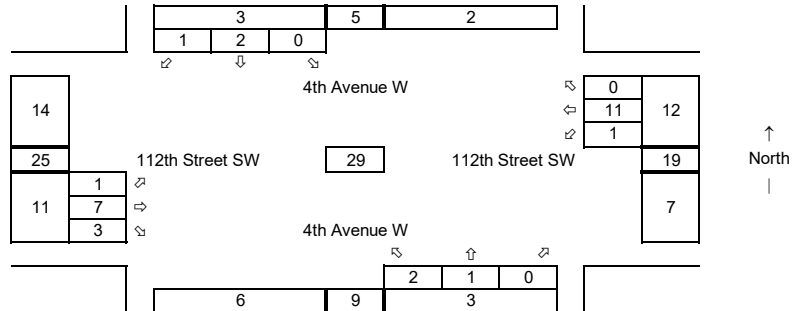
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

AM Peak-Hour

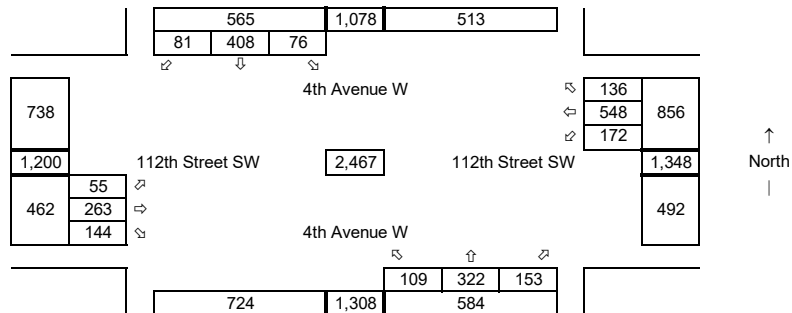
Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

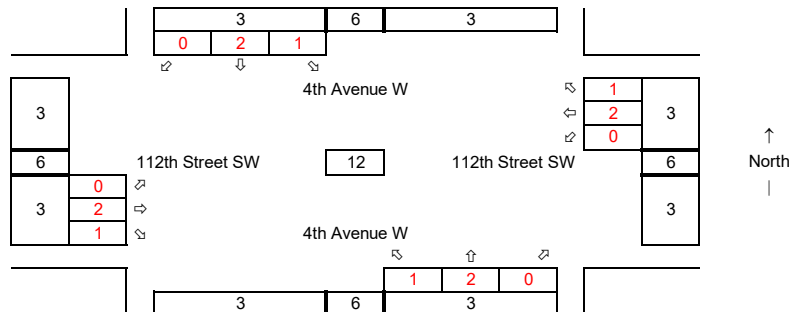
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

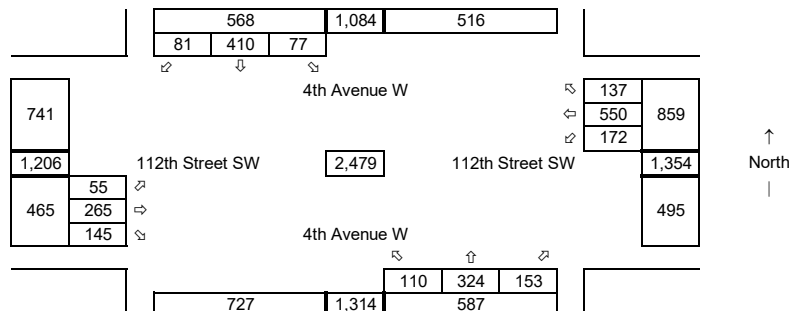
Average Weekday

AM Peak-Hour

**Opening Year Operations**

Average Weekday

AM Peak-Hour

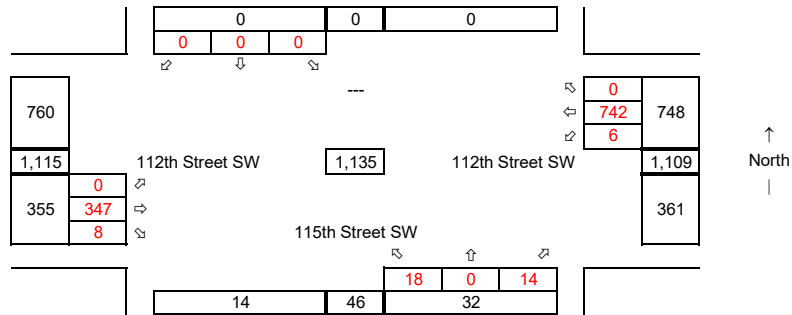


Synchro ID: 20

Existing Trips

Average Weekday
AM Peak-Hour

Year: **5/30/2018**

Data Source: **TDG**

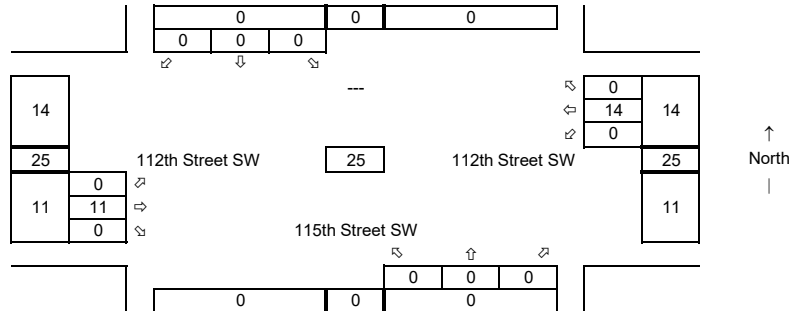
Pipeline Trips

Average Weekday
AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.



No Action Trips

Average Weekday
AM Peak-Hour

Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

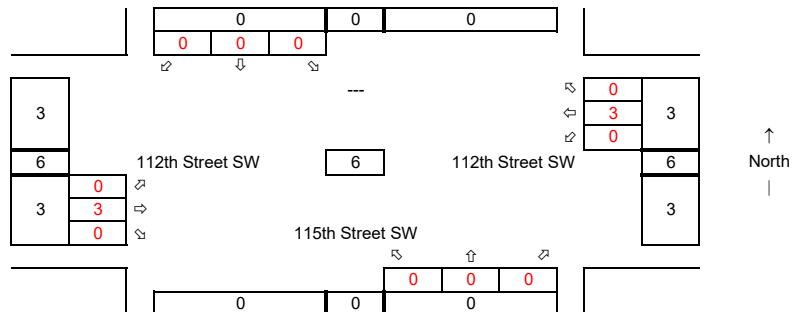
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.



Proposed Action Trips

Average Weekday
AM Peak-Hour



Opening Year Operations

Average Weekday
AM Peak-Hour

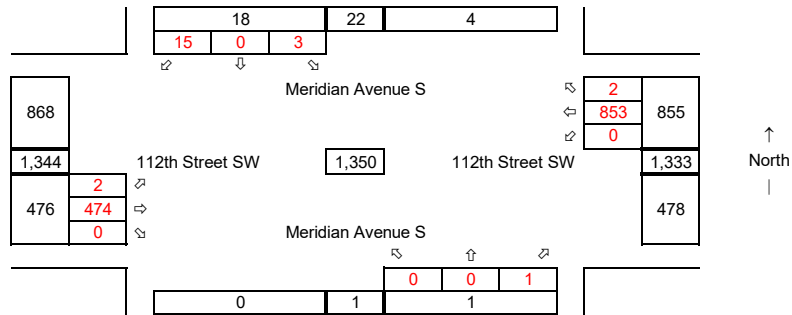


Synchro ID: 21

Existing TripsAverage Weekday
AM Peak-Hour

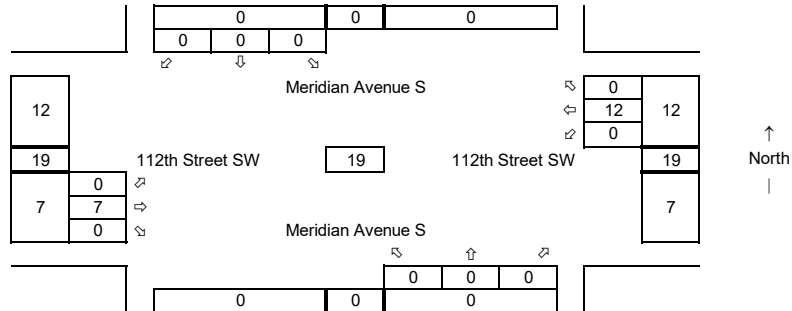
Year: 12/5/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

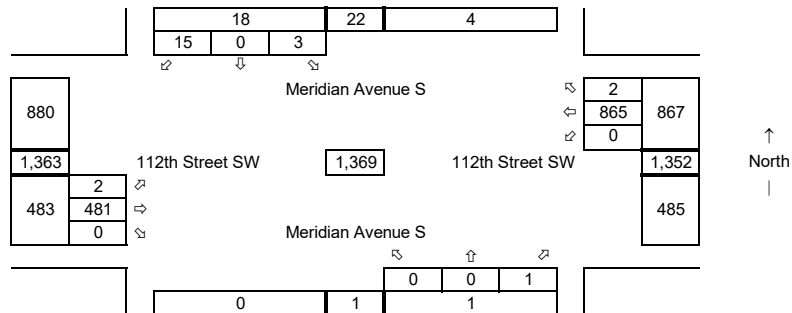
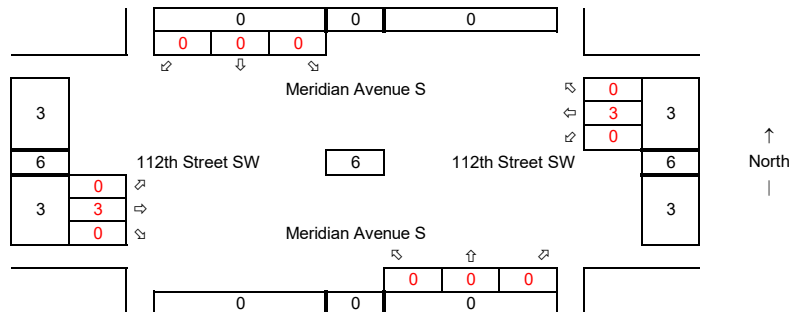
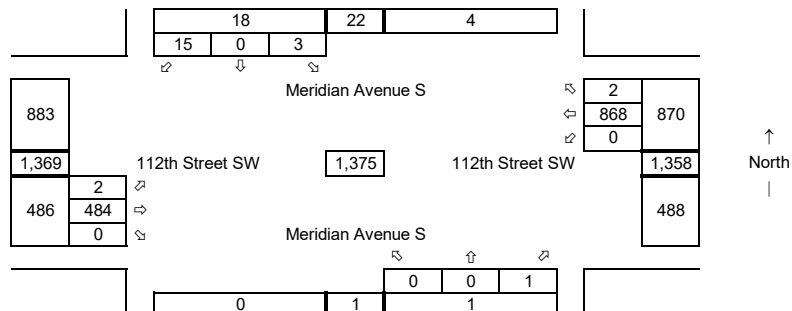
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 22

Existing Trips

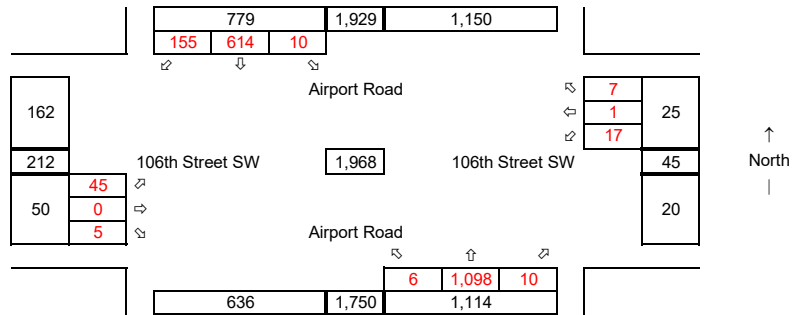
Average Weekday

AM Peak-Hour

Year: 12/7/2017

Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**

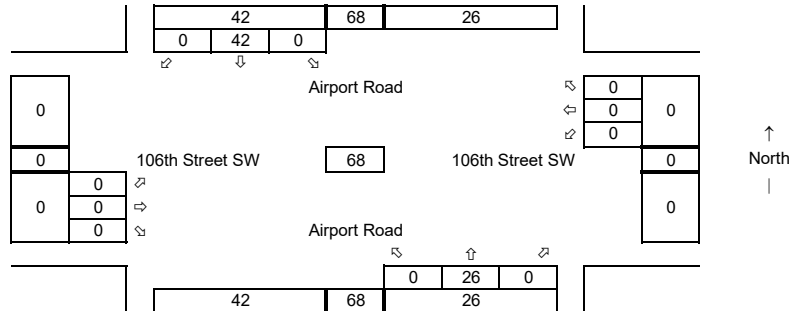
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

AM Peak-Hour

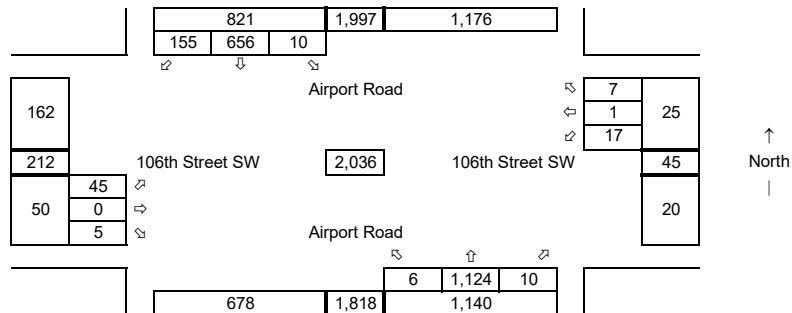
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

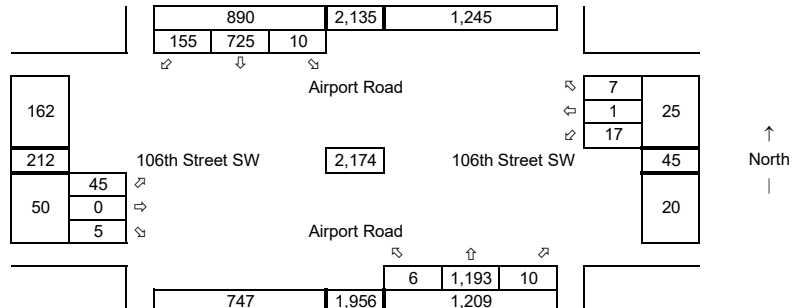
Average Weekday

AM Peak-Hour

**Opening Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 23

Existing Trips

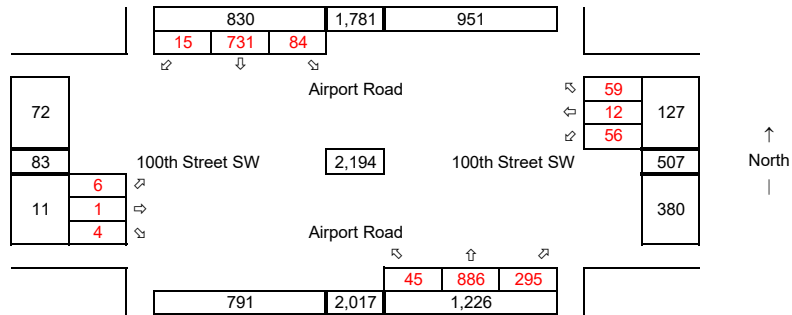
Average Weekday

AM Peak-Hour

Year: 10/19/2017

Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**

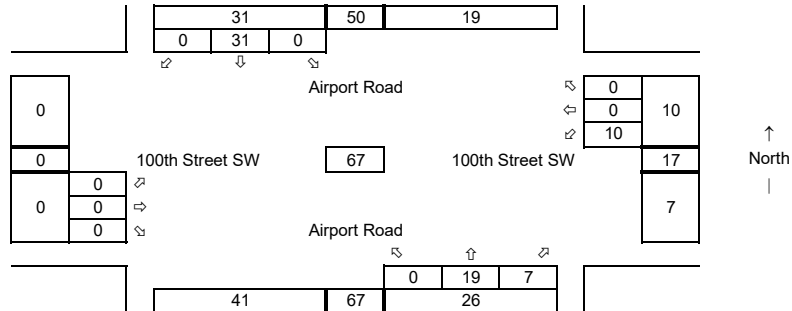
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

AM Peak-Hour

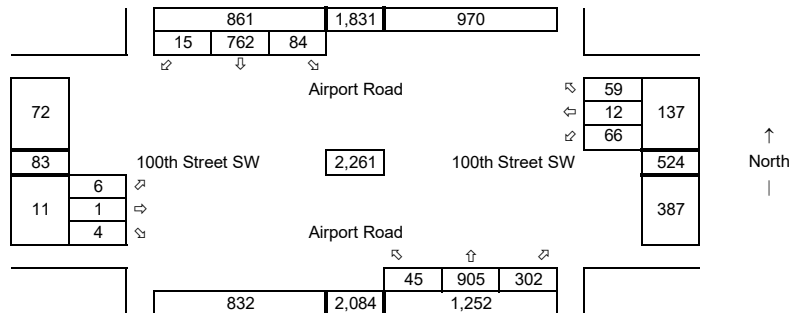
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

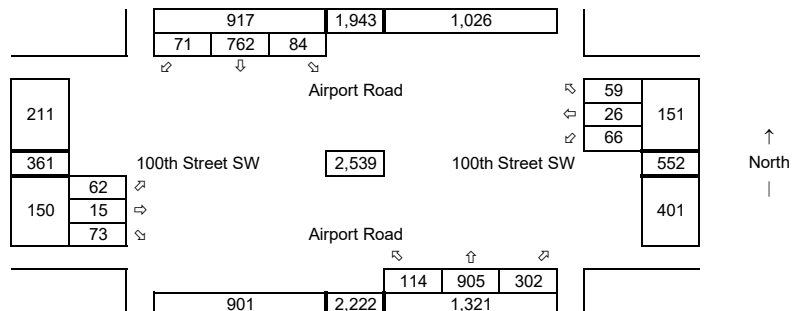
Average Weekday

AM Peak-Hour

**Opening Year Operations**

Average Weekday

AM Peak-Hour



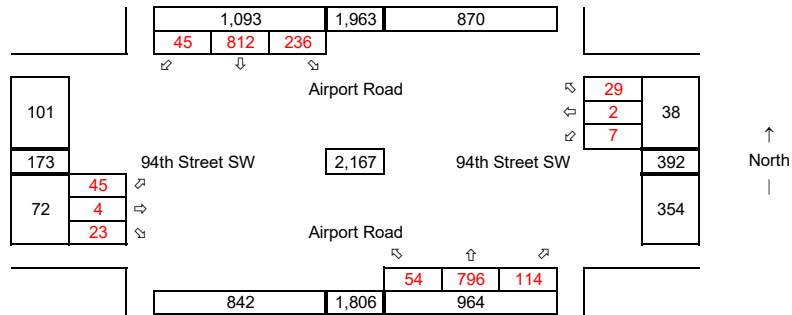
Synchro ID: 24

Existing TripsAverage Weekday
AM Peak-Hour

Year: 12/6/2017

Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

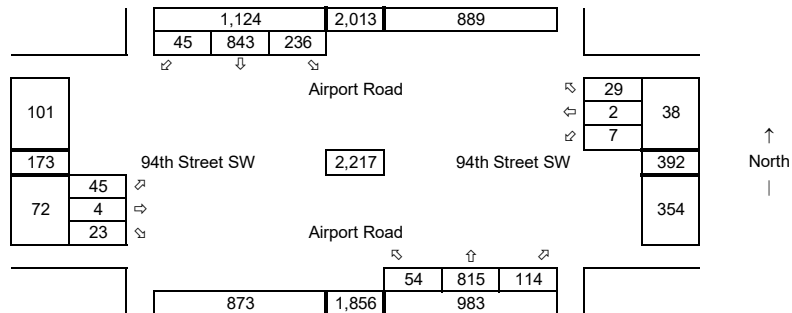
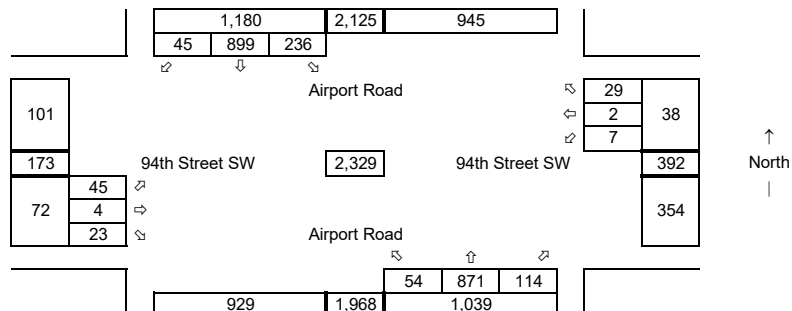
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

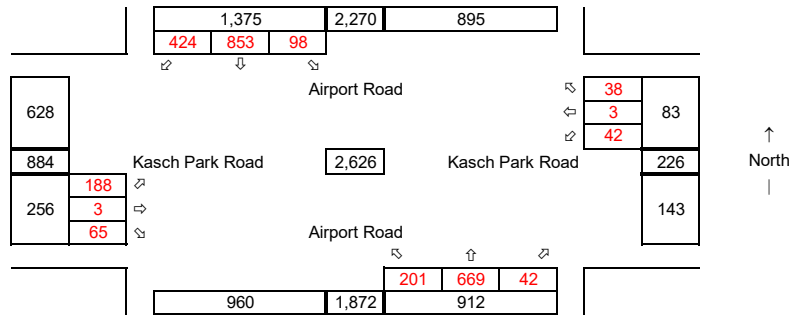
Synchro ID: 25

Existing TripsAverage Weekday
AM Peak-Hour

Year: 12/5/2017

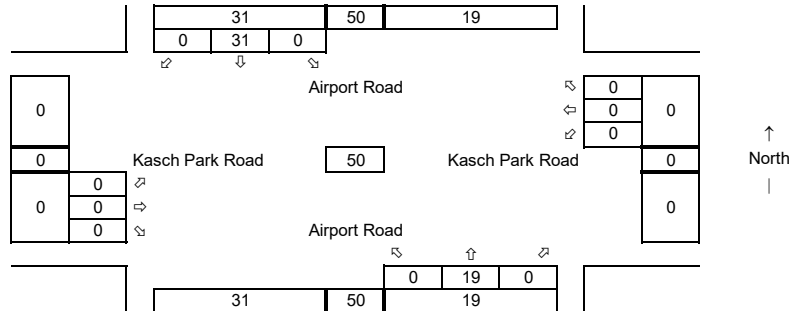
Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
AM Peak-Hour

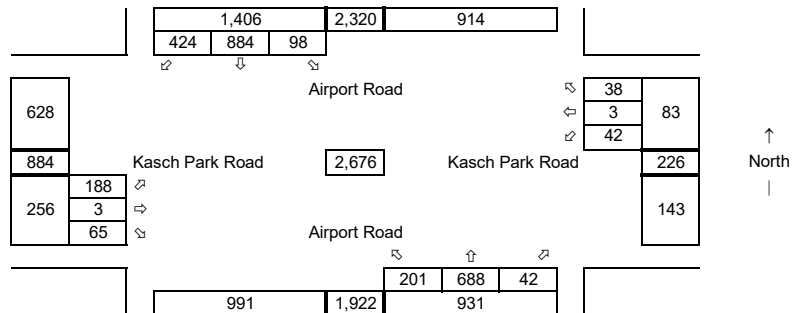
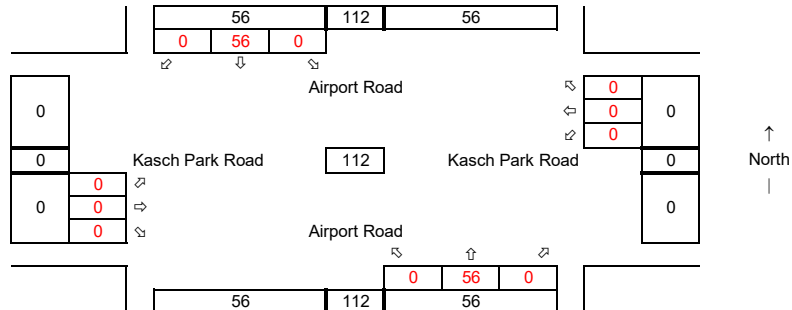
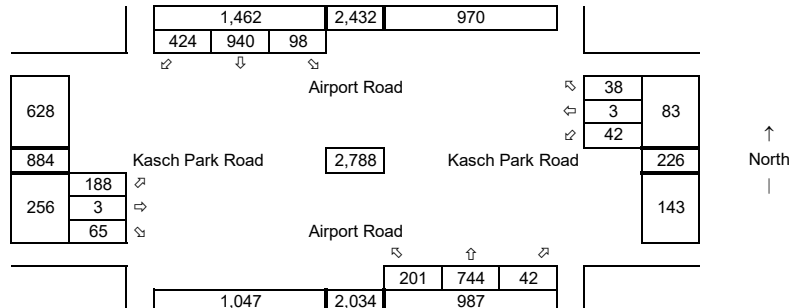
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
AM Peak-Hour**Opening Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 26

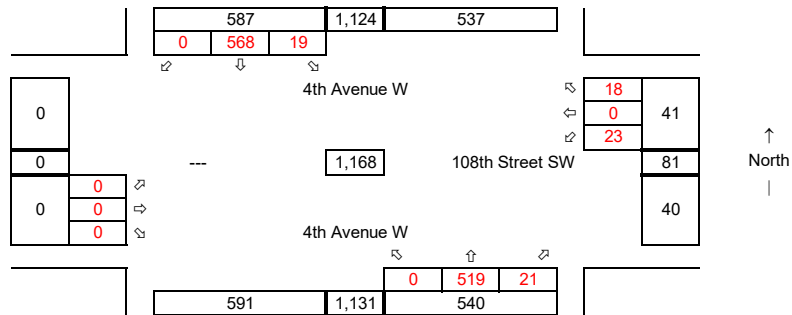
Existing Trips

Average Weekday

AM Peak-Hour

Year: 1/11/2018

Data Source: SnoCo

**Pipeline Trips**

Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

AM Peak-Hour

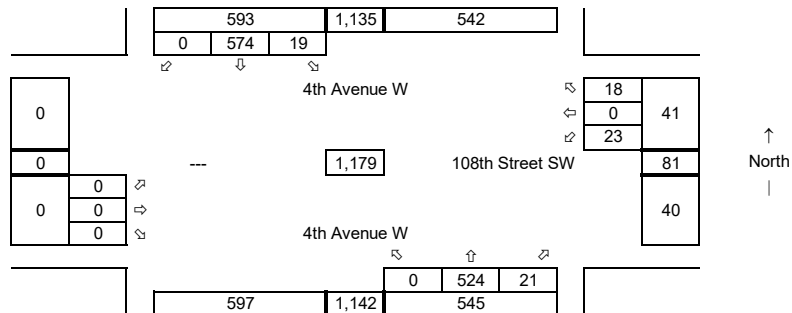
Year: 2019

Growth Rate = 1.0%

Years of Growth = 1

Total Growth = 1.0100

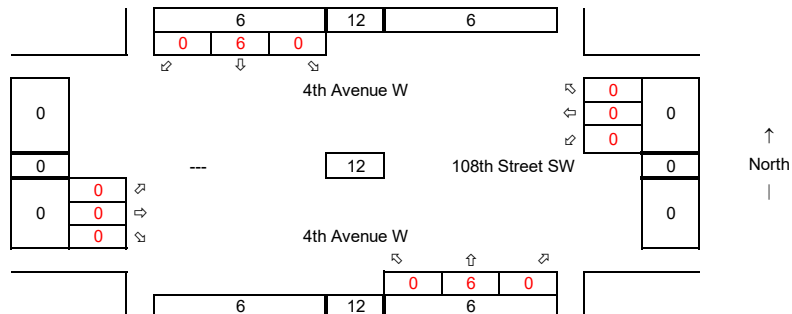
The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

Average Weekday

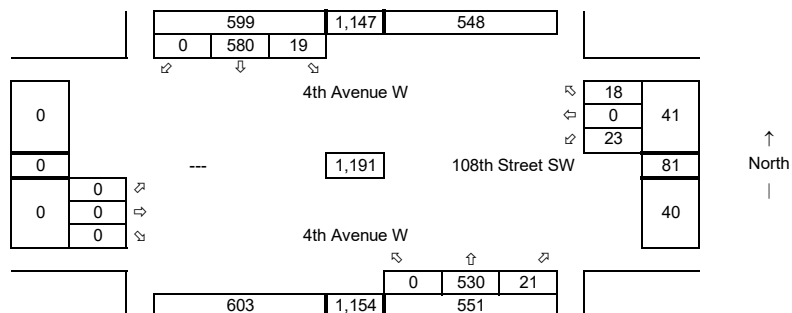
AM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Opening Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 27

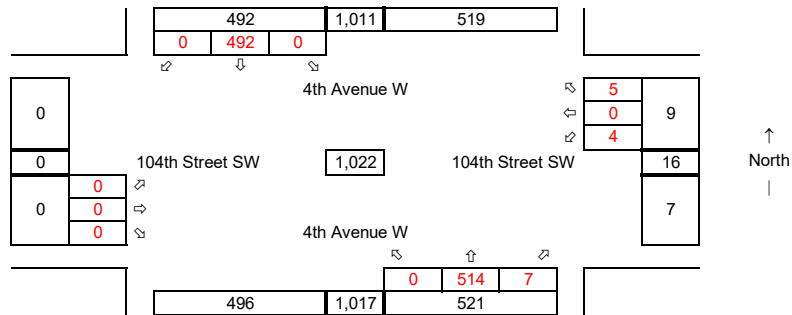
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

AM Peak-Hour

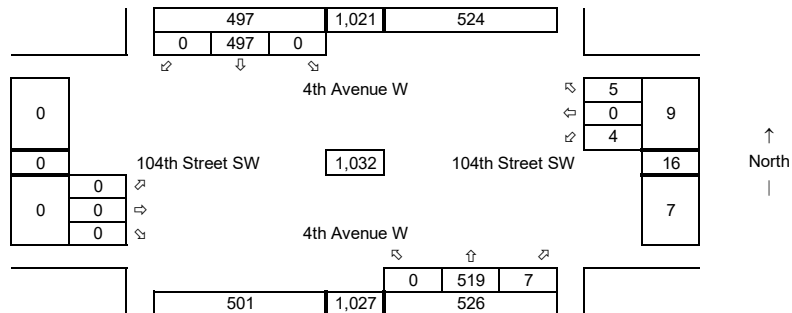
Year: 2019

Growth Rate = 1.0%

Years of Growth = 1

Total Growth = 1.0100

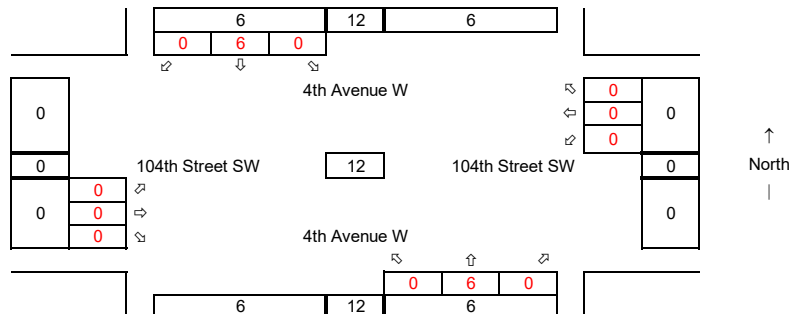
The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

Average Weekday

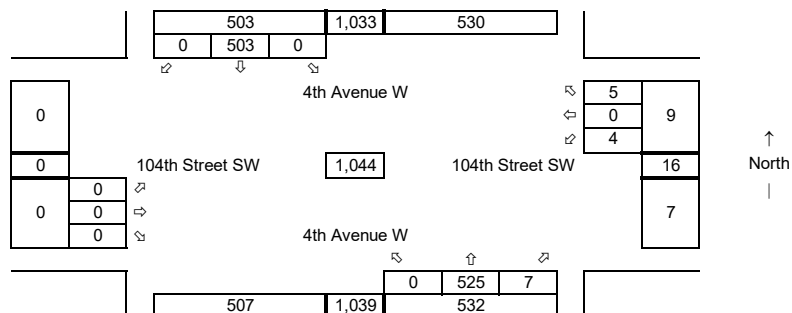
AM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Opening Year Operations**

Average Weekday

AM Peak-Hour



2019 PM Turning Movement Volumes

Synchro ID: 1

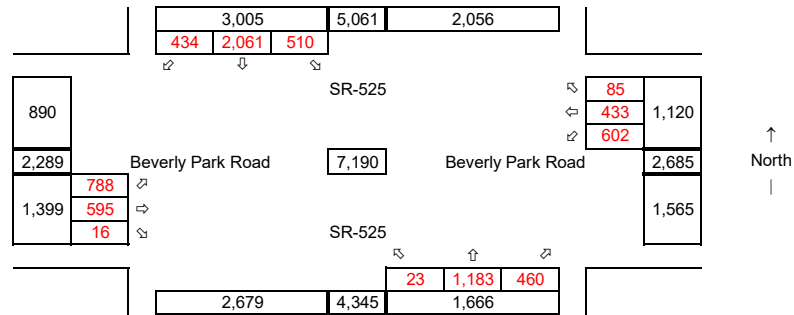
Existing Trips

Average Weekday

PM Peak-Hour

Year: 6/13/2017

Data Source: SnoCo

**Pipeline Trips**

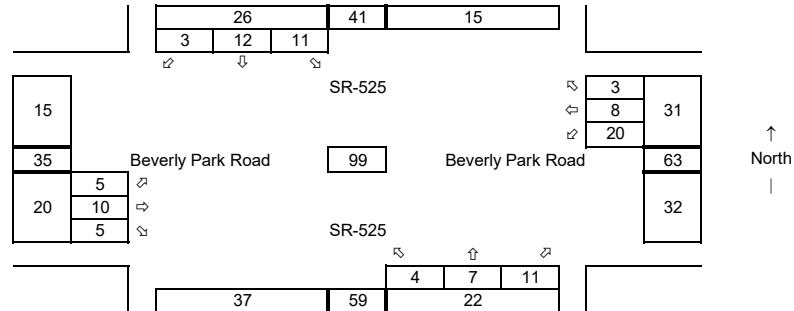
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

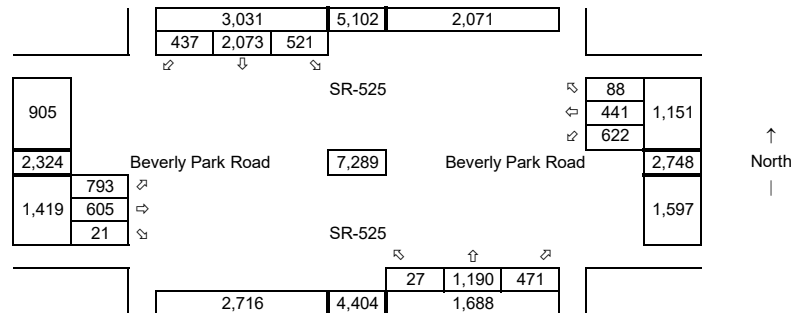
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

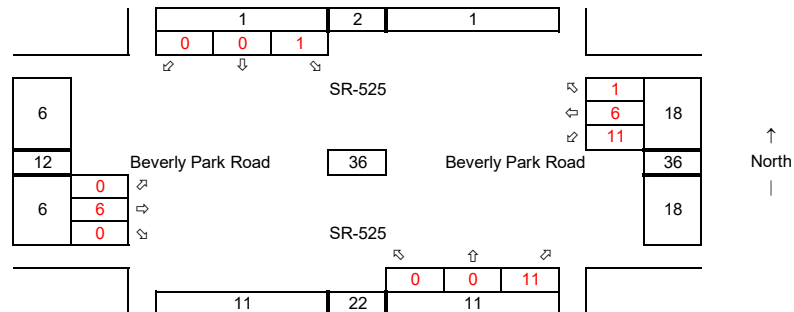
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

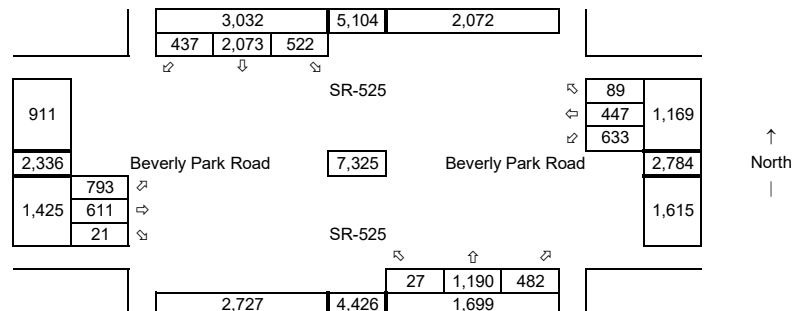
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour

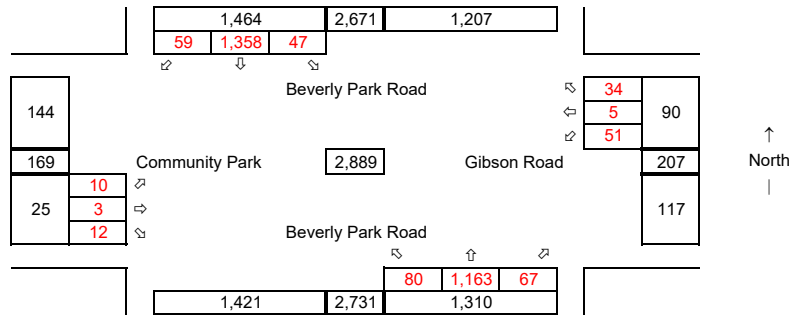


Synchro ID: 2

Existing TripsAverage Weekday
PM Peak-Hour

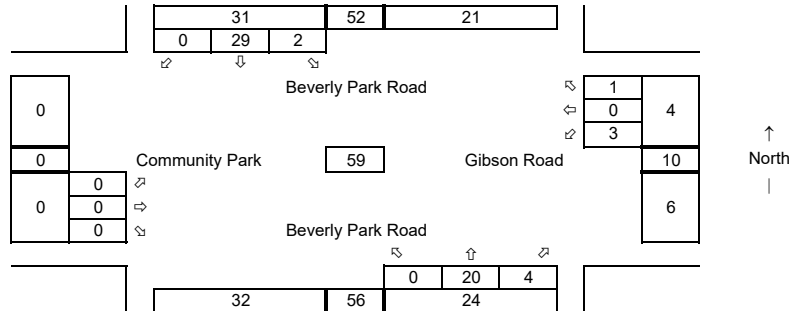
Year: 5/16/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
PM Peak-Hour

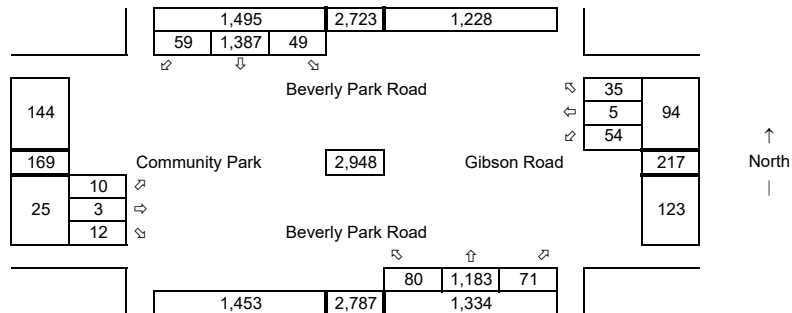
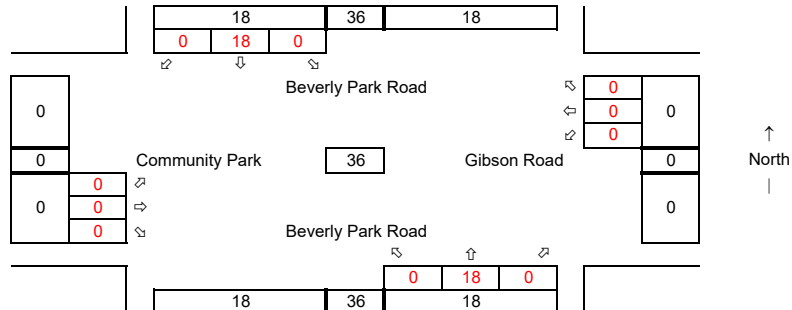
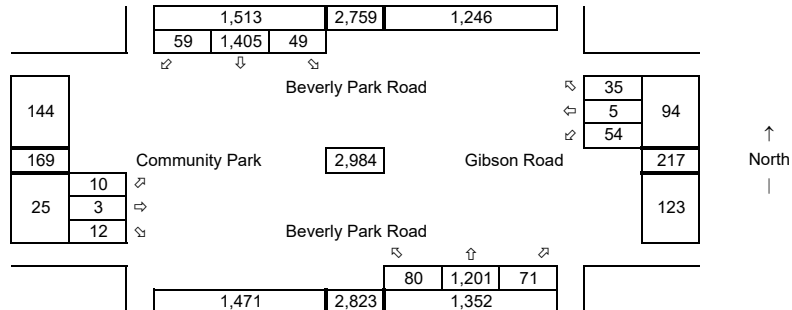
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 3

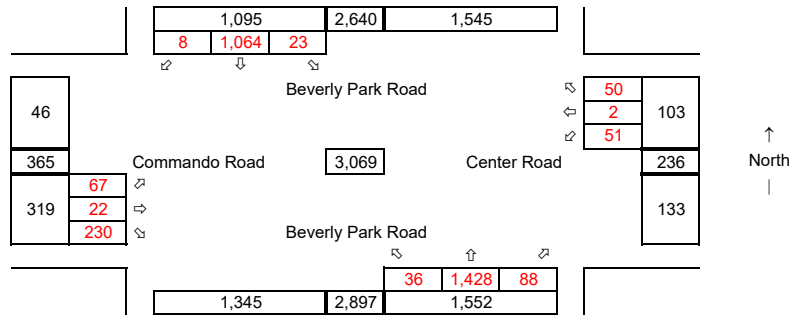
Existing Trips

Average Weekday

PM Peak-Hour

Year: 9/19/2017

Data Source: SnoCo

**Pipeline Trips**

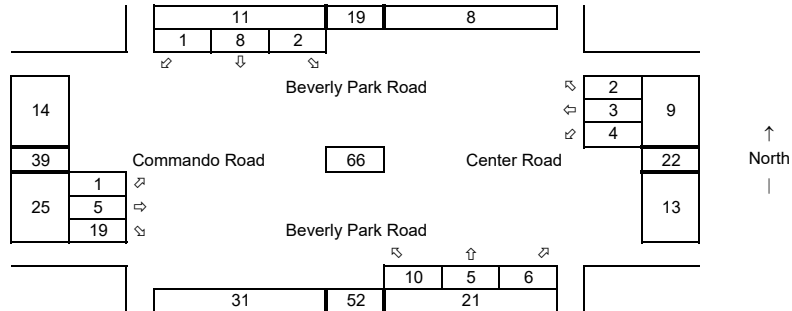
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

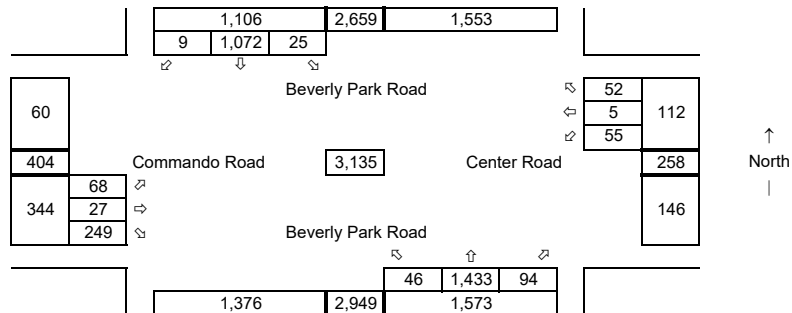
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

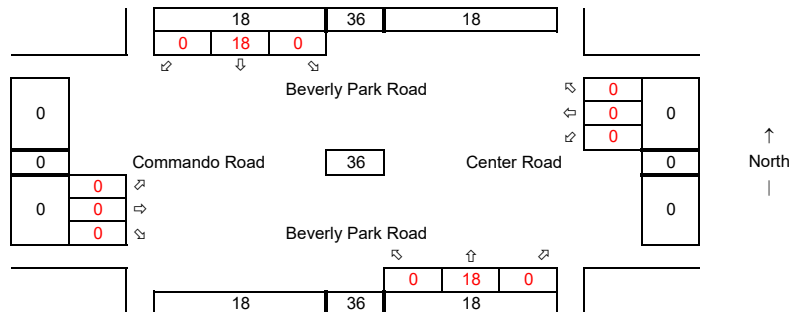
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

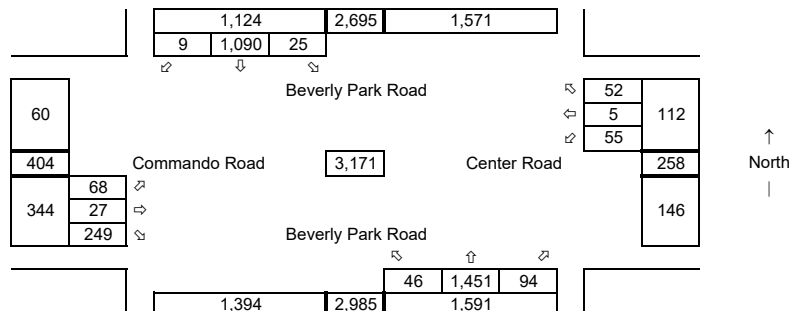
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 4

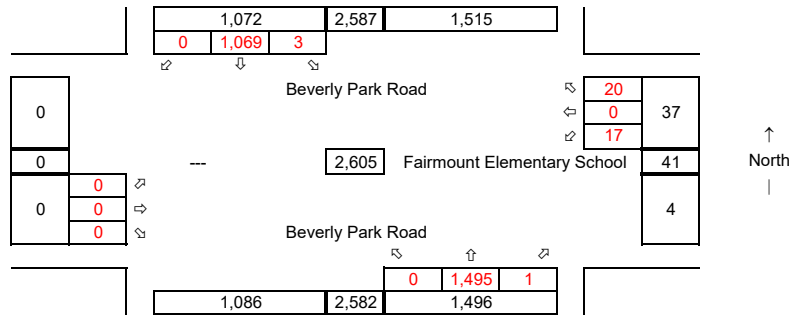
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/23/2017

Data Source: SnoCo

**Pipeline Trips**

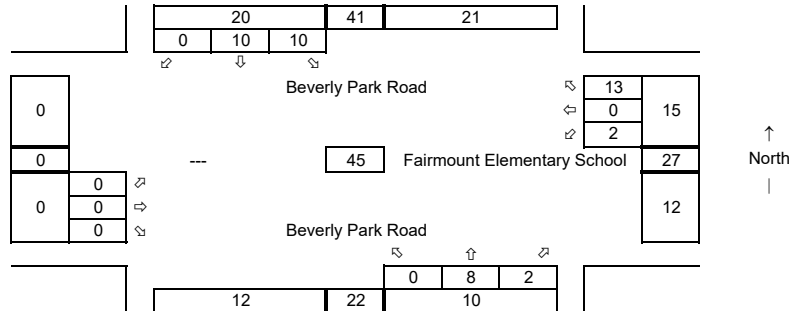
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

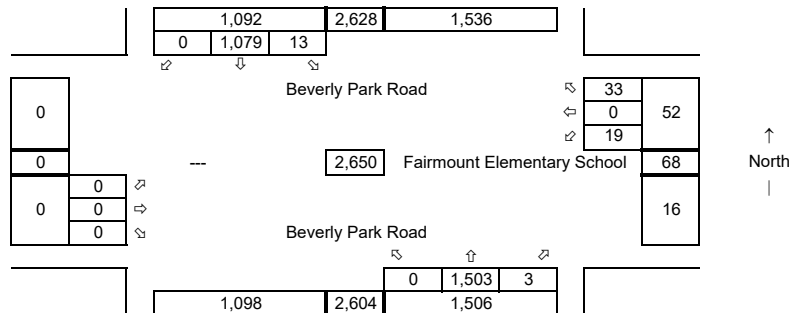
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

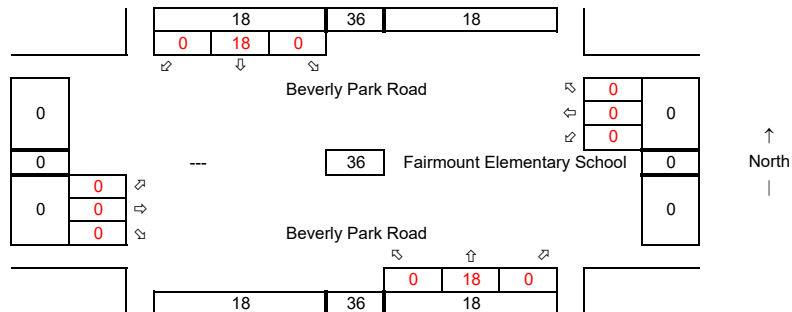
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

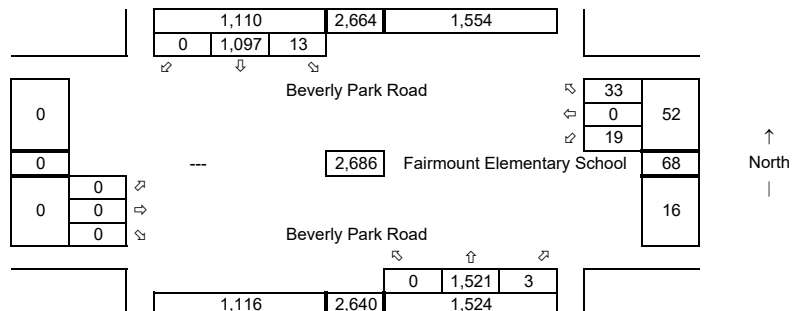
Average Weekday

PM Peak-Hour

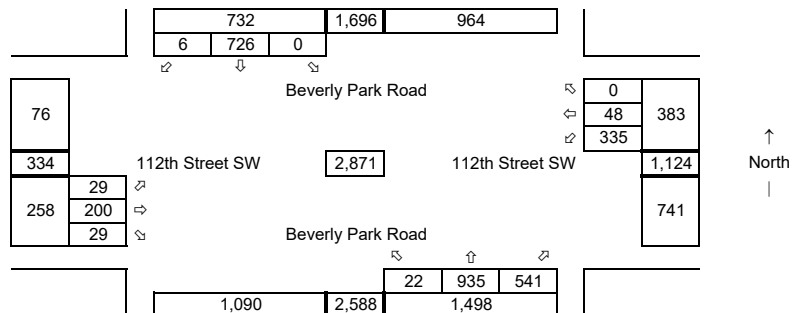
**Opening Year Operations**

Average Weekday

PM Peak-Hour



PM Peak-Hour



Synchro ID: 6

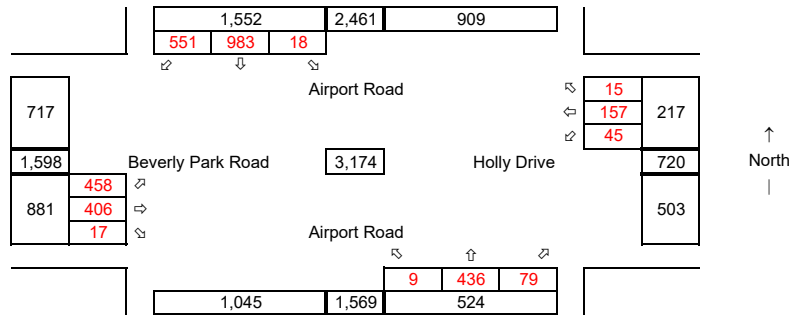
Existing Trips

Average Weekday

PM Peak-Hour

Year: 6/14/2017

Data Source: SnoCo

**Pipeline Trips**

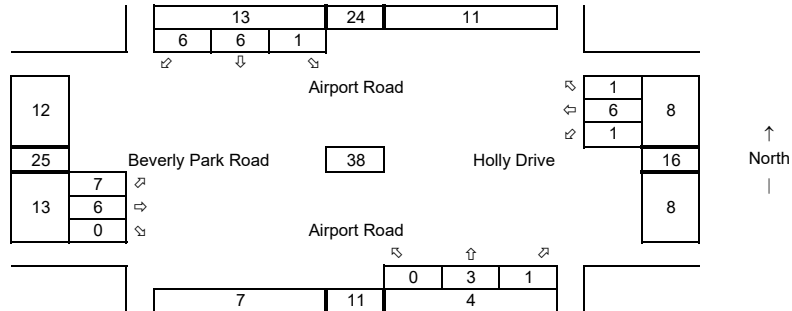
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

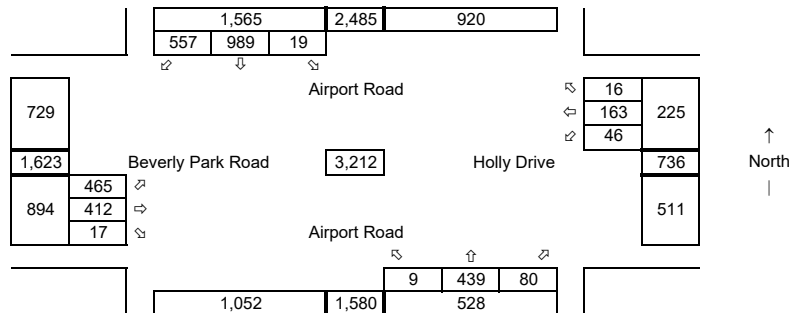
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

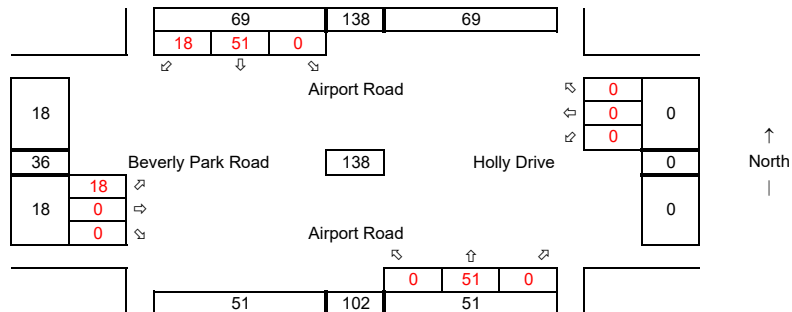
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

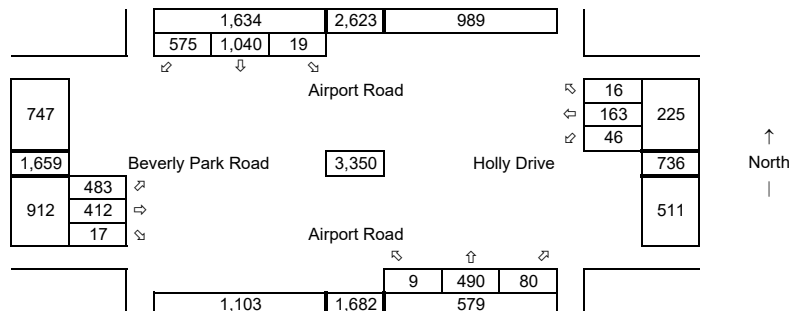
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour

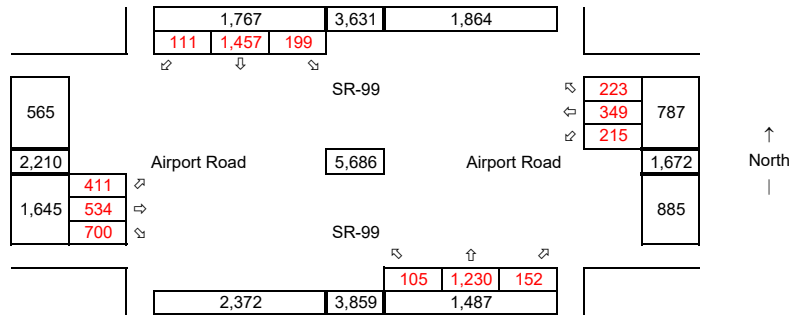


Synchro ID: 7

Existing TripsAverage Weekday
PM Peak-Hour

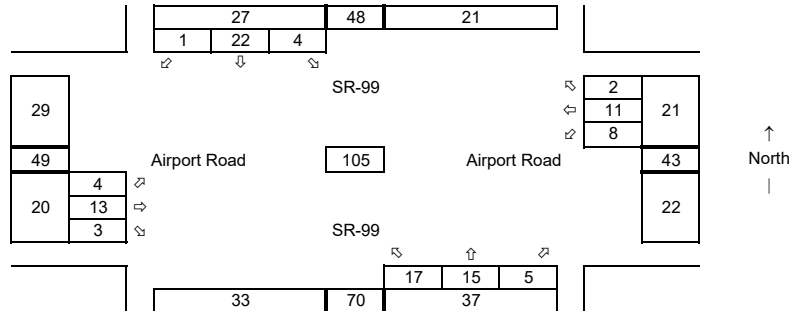
Year: 3/7/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
PM Peak-Hour

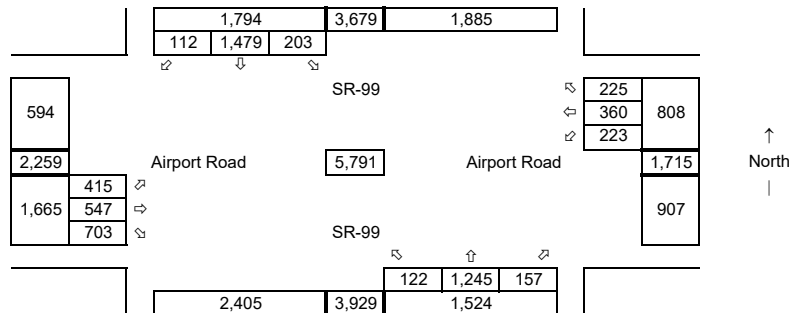
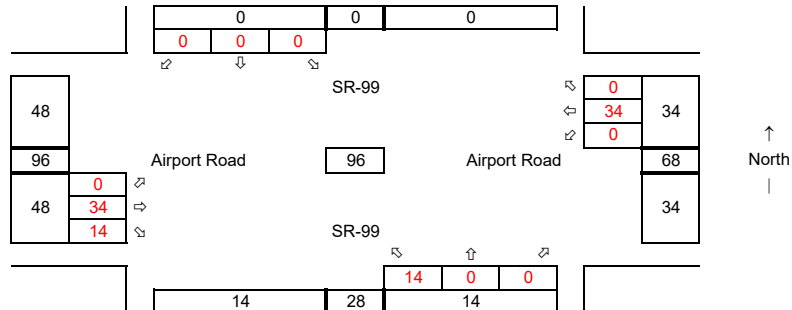
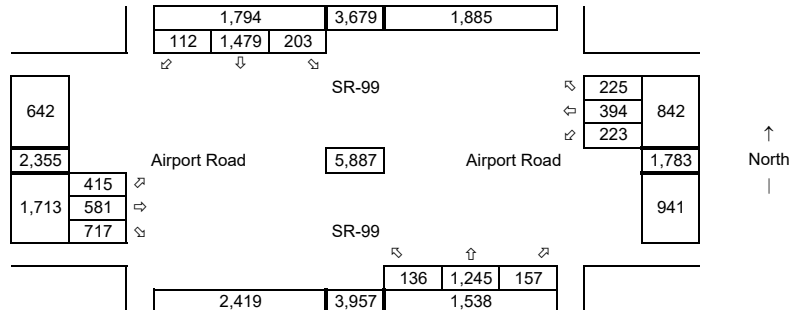
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 8

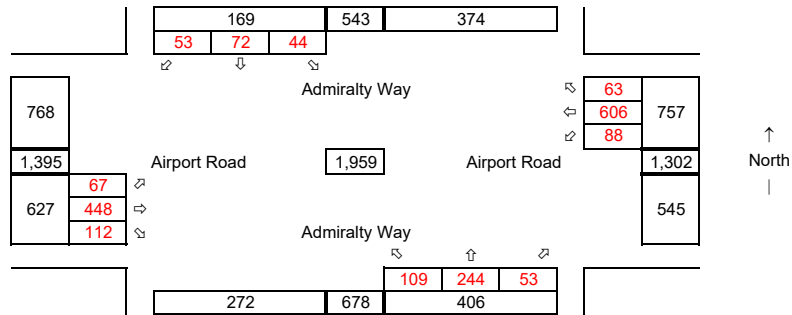
Existing Trips

Average Weekday

PM Peak-Hour

Year: 3/9/2017

Data Source: SnoCo

**Pipeline Trips**

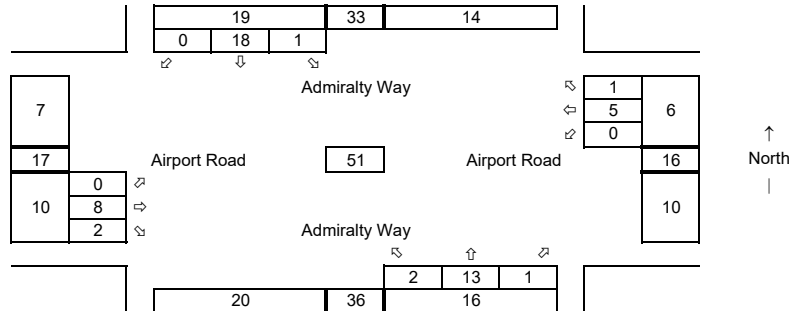
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

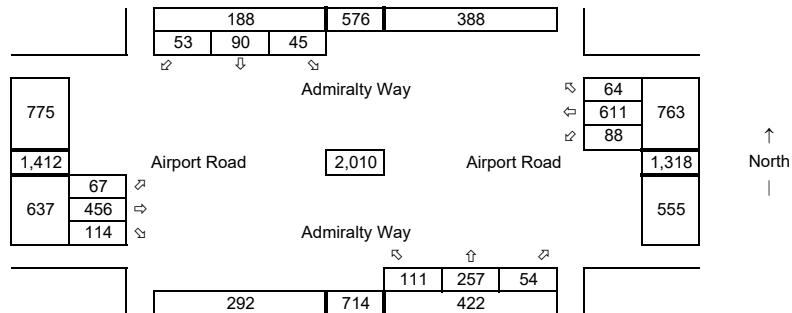
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

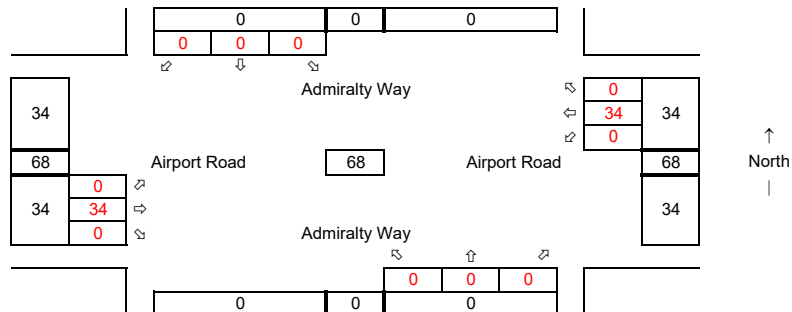
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

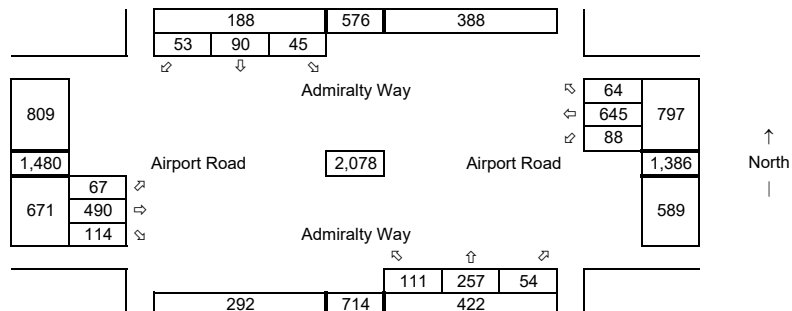
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 9

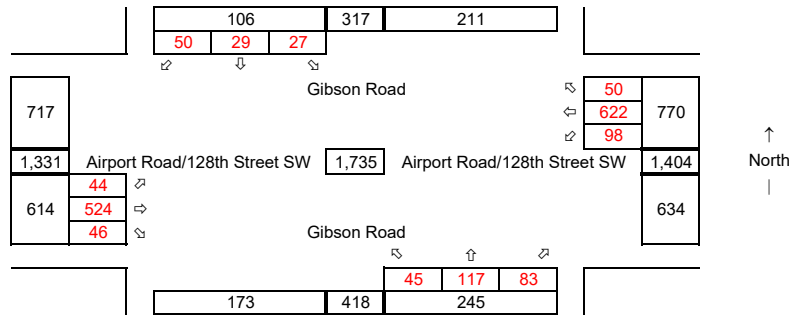
Existing Trips

Average Weekday

PM Peak-Hour

Year: 3/14/2017

Data Source: SnoCo

**Pipeline Trips**

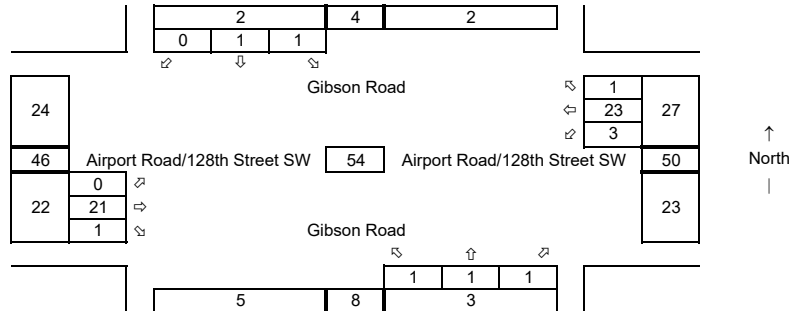
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

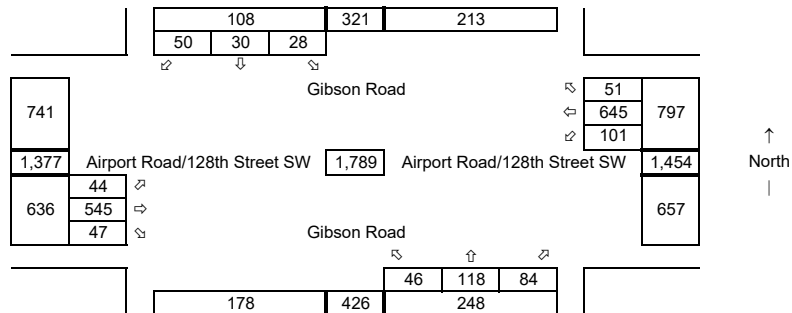
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

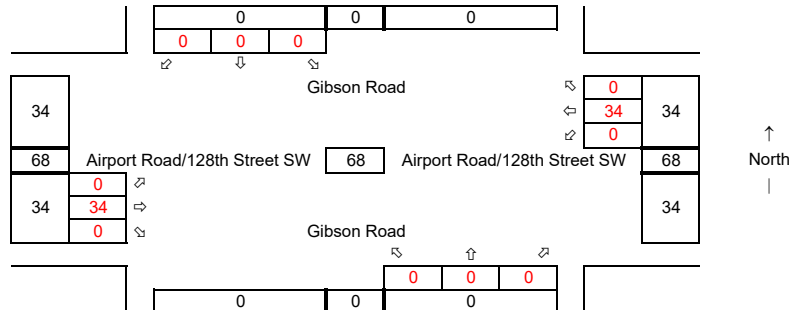
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

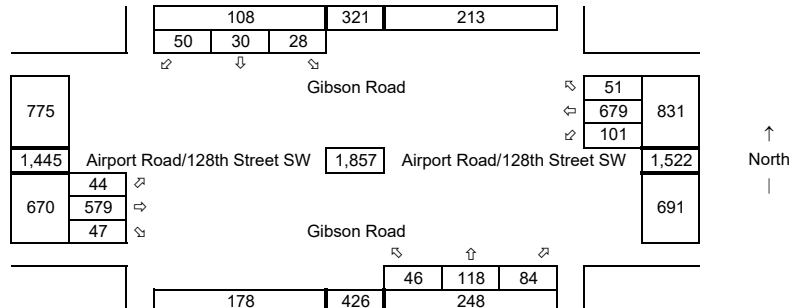
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour

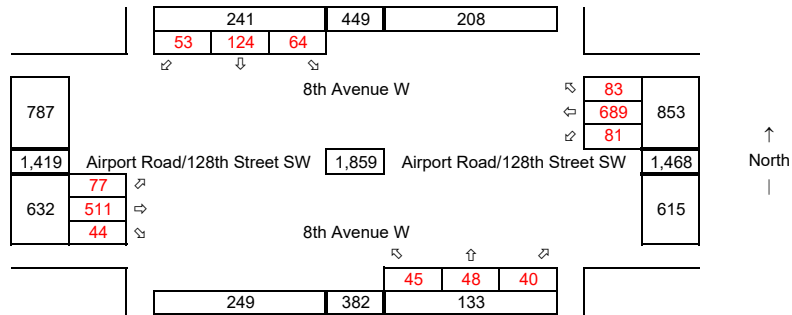


Synchro ID: 10

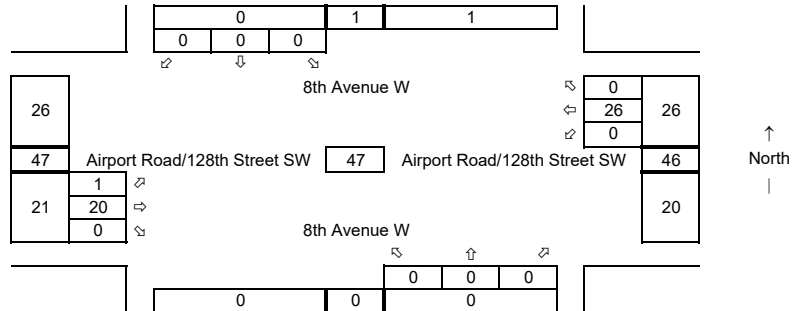
Existing TripsAverage Weekday
PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

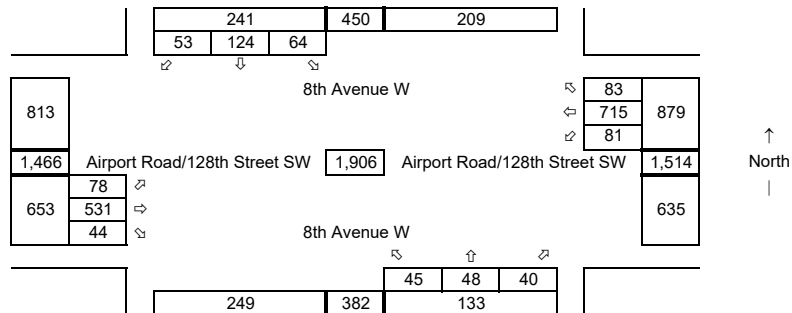
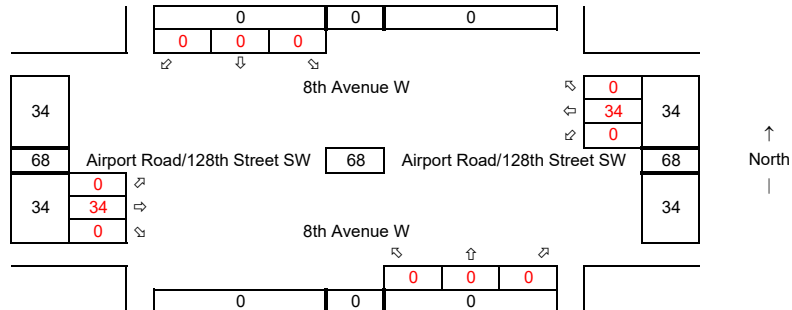
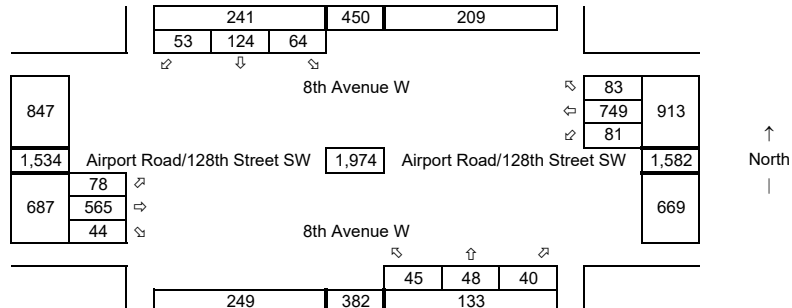
Trips in the pipeline database
from the Paine Field Passenger
Terminal have been removed
to not double-count them.**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

Total Growth = 1.0000

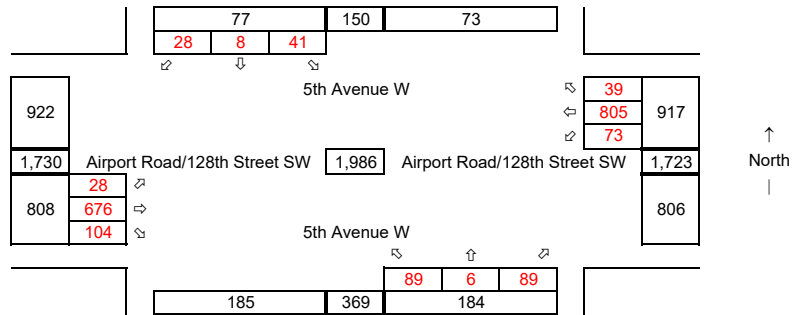
The 2019 volumes account
for 1/3 of the pipeline trips
to conservatively account for
2 of 6 years of pipeline trips.**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 11

Existing TripsAverage Weekday
PM Peak-Hour

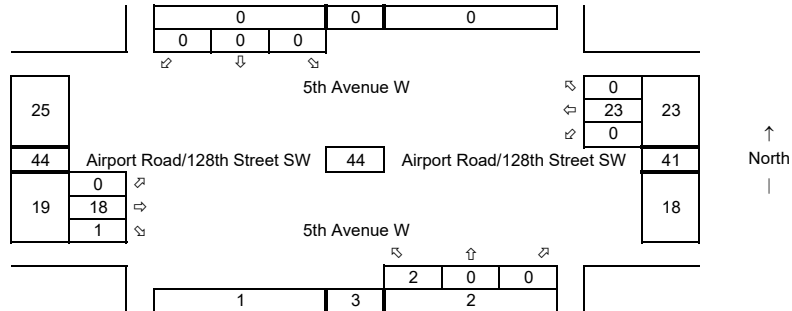
Year: 6/8/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
PM Peak-Hour

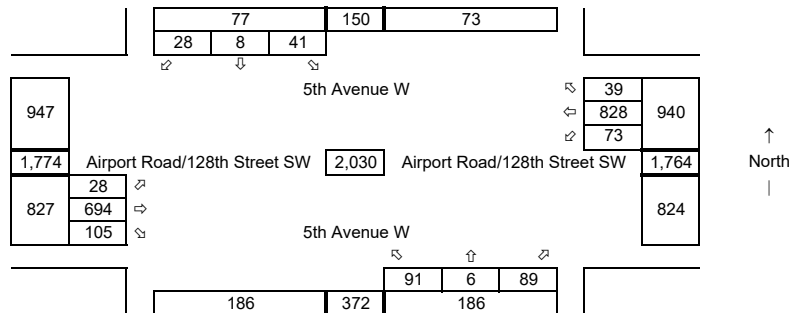
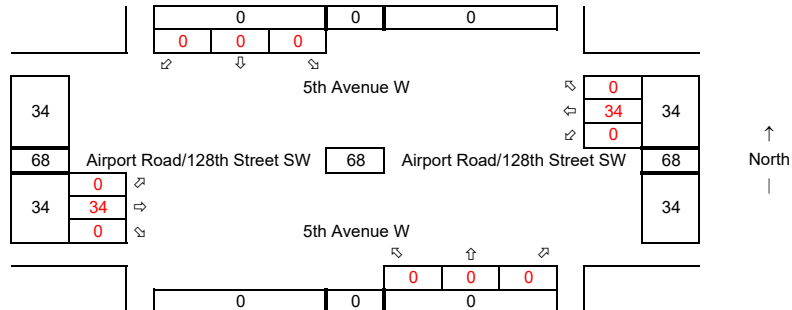
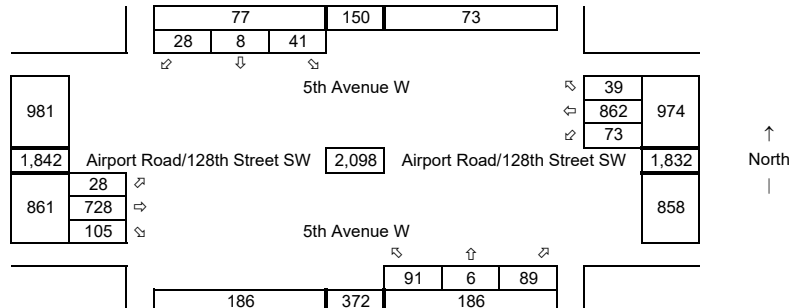
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

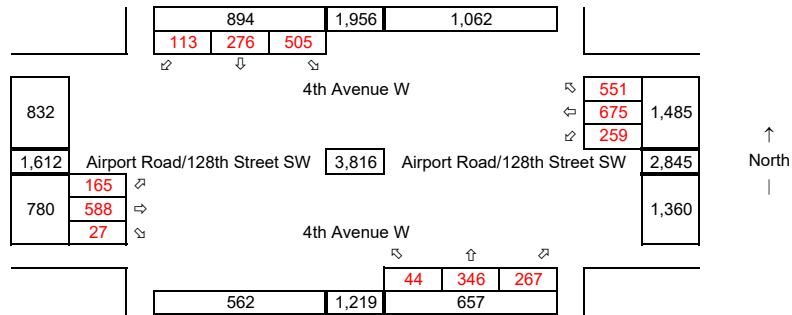
**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 12

Existing TripsAverage Weekday
PM Peak-Hour

Year: 2/28/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
PM Peak-Hour

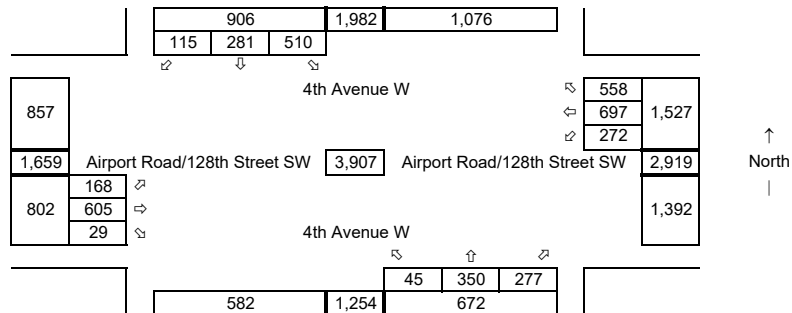
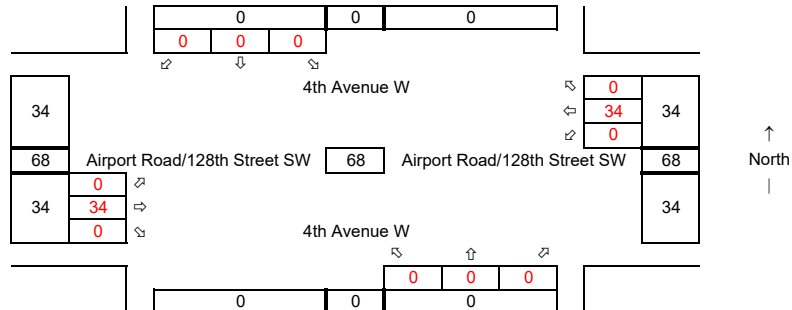
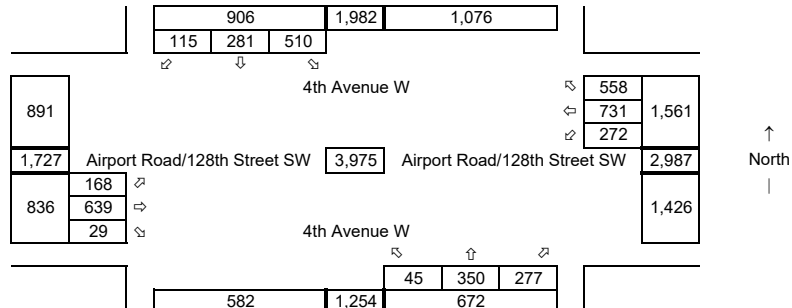
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 13

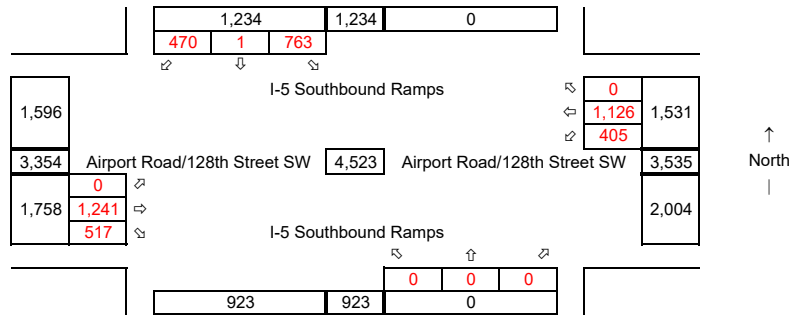
Existing Trips

Average Weekday

PM Peak-Hour

Year: 6/15/2017

Data Source: SnoCo

**Pipeline Trips**

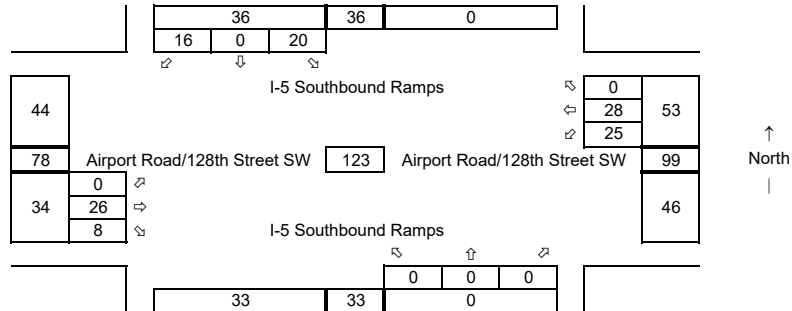
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

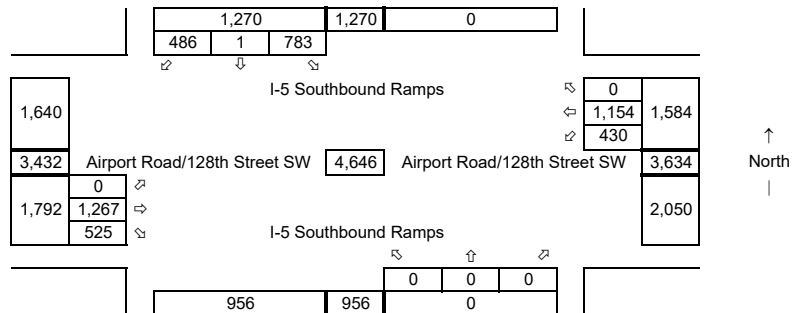
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

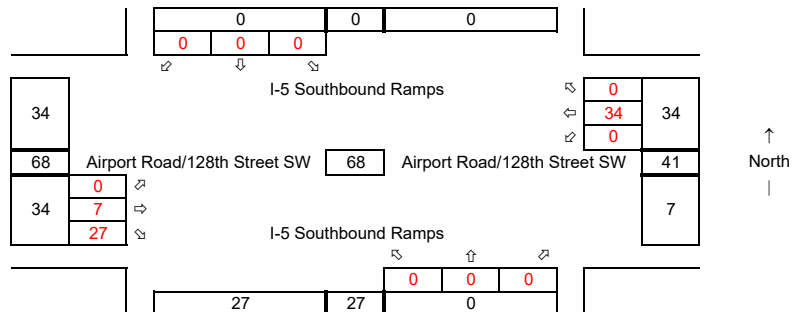
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

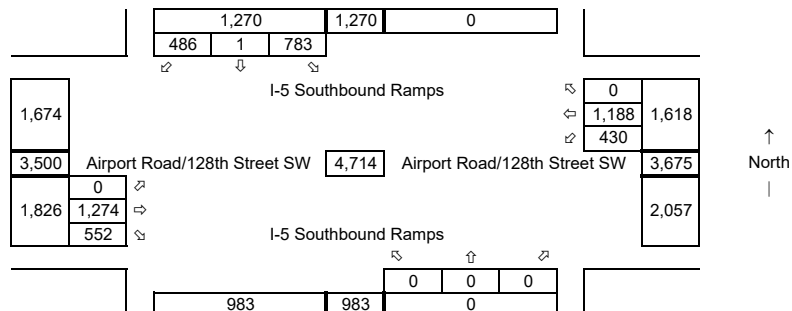
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 15

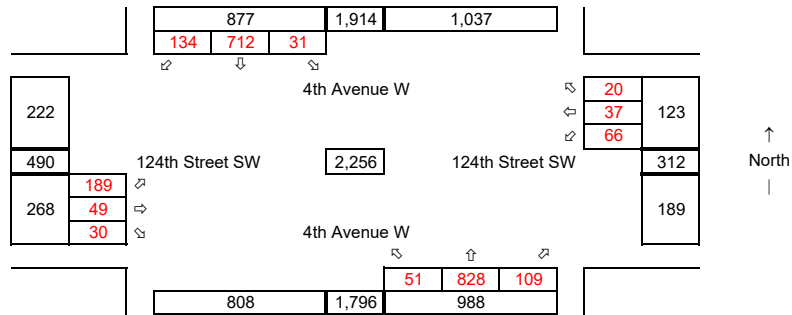
Existing Trips

Average Weekday

PM Peak-Hour

Year: 1/11/2018

Data Source: SnoCo

**Pipeline Trips**

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

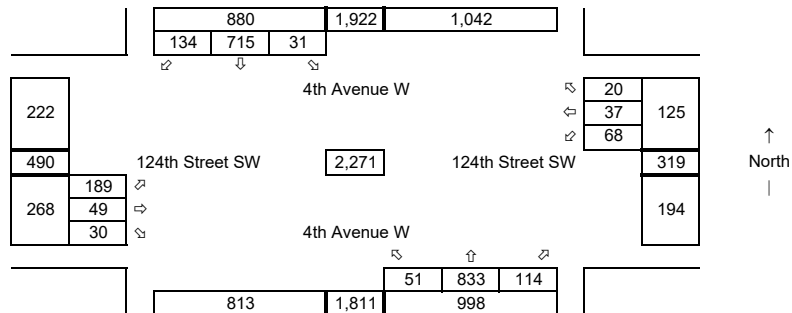
Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

Total Growth = 1.0000

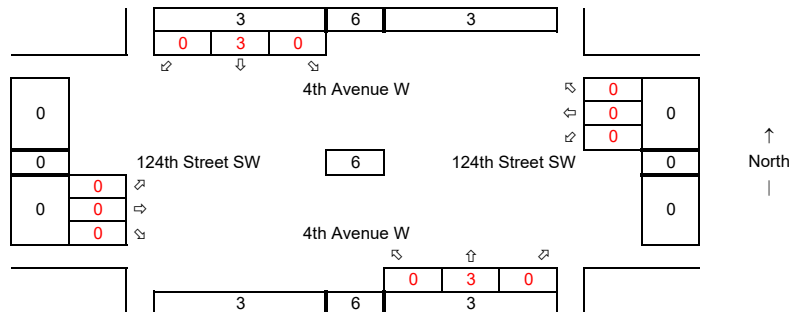
The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

Average Weekday

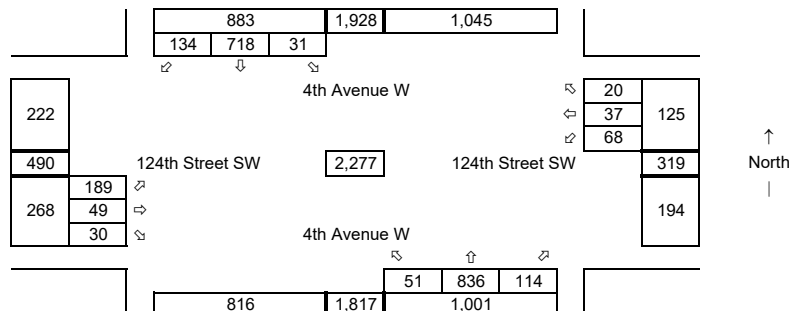
PM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

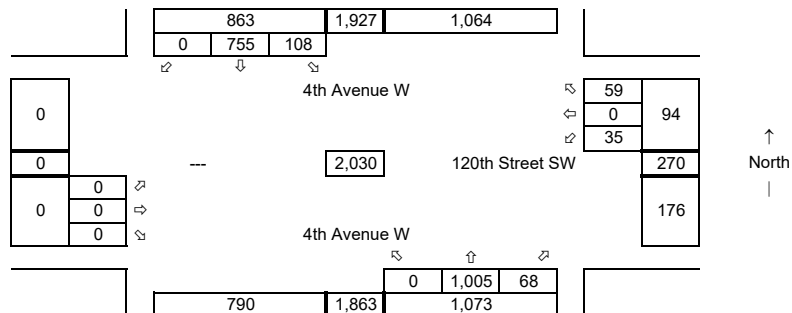
**Opening Year Operations**

Average Weekday

PM Peak-Hour



PM Peak-Hour



Synchro ID: 17

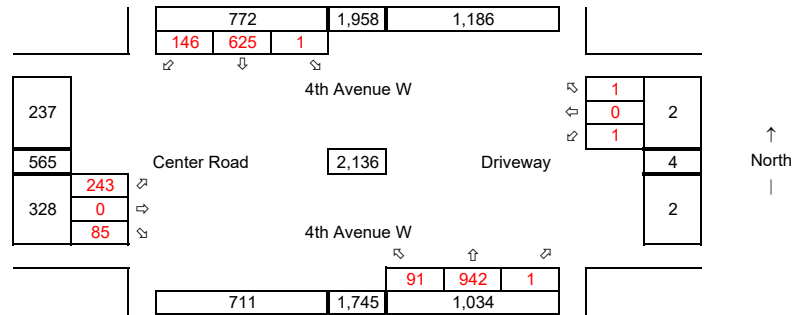
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

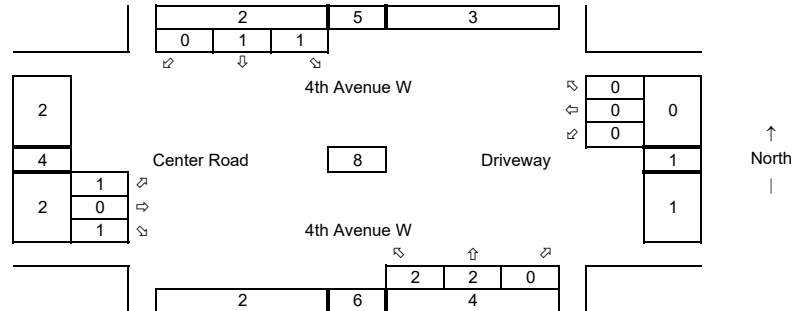
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

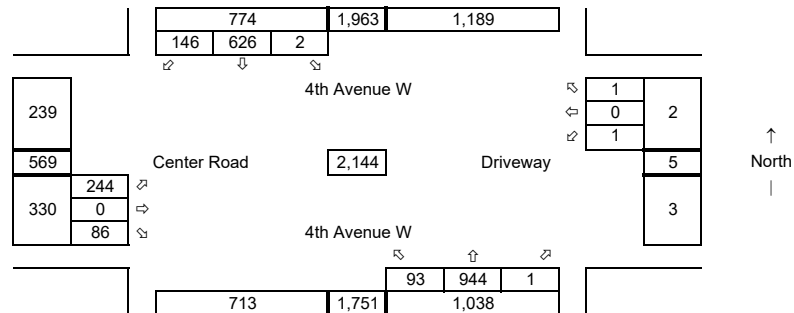
Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

Total Growth = 1.0000

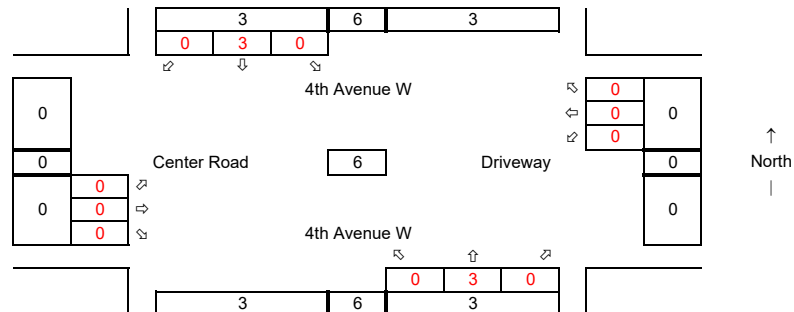
The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

Average Weekday

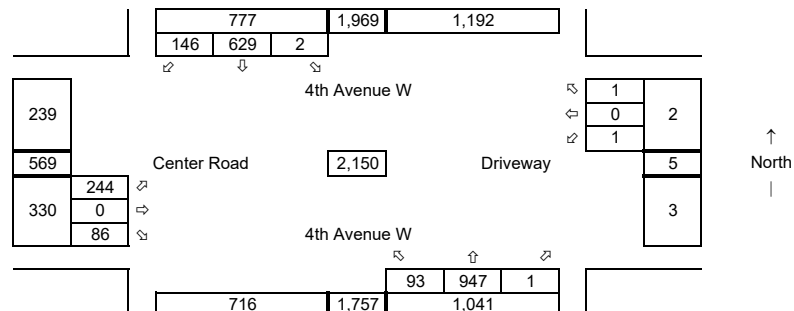
PM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Opening Year Operations**

Average Weekday

PM Peak-Hour

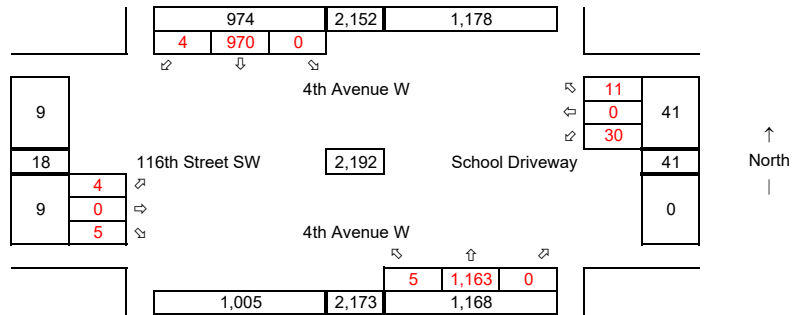


Synchro ID: 18

Existing TripsAverage Weekday
PM Peak-Hour

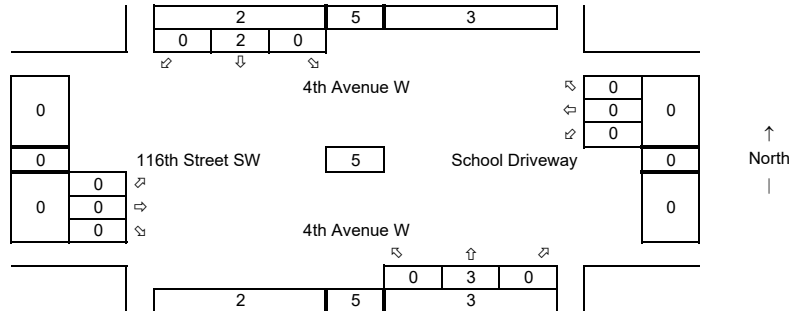
Year: 9/19/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
PM Peak-Hour

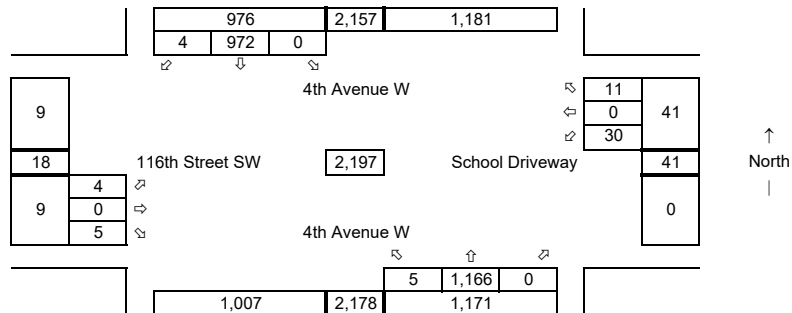
Year: 2019

Growth Rate = 0.0%

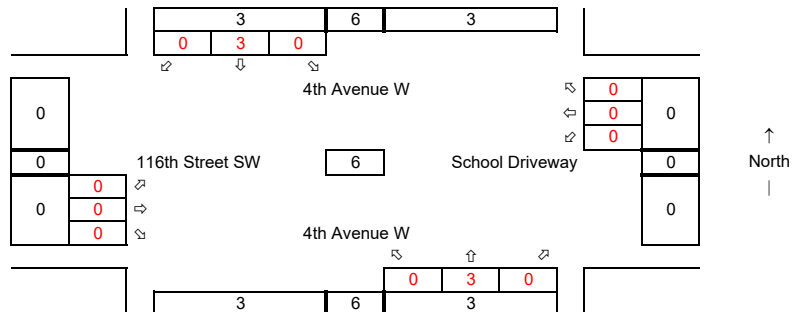
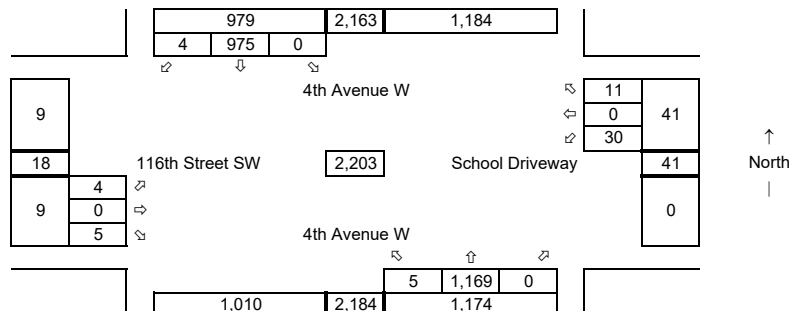
Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
PM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 19

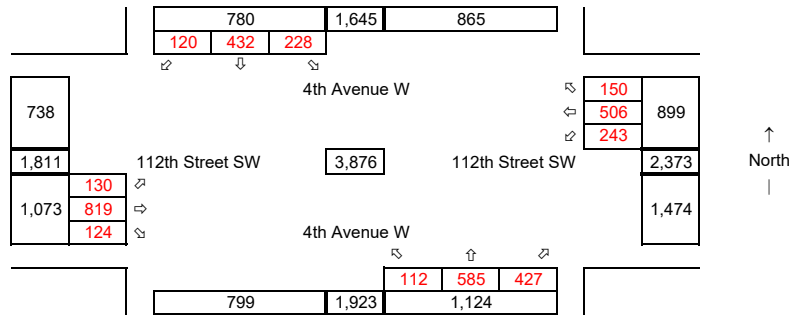
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

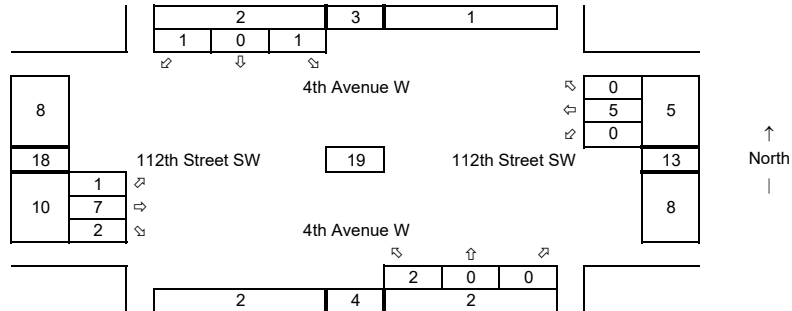
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

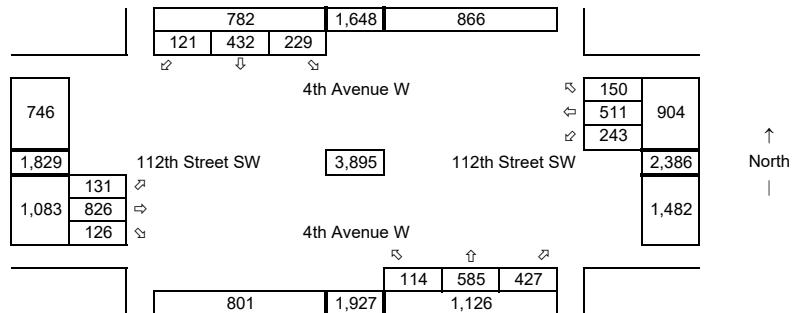
Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

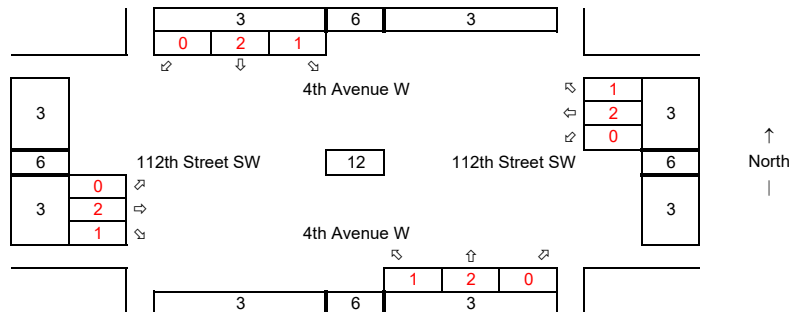
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

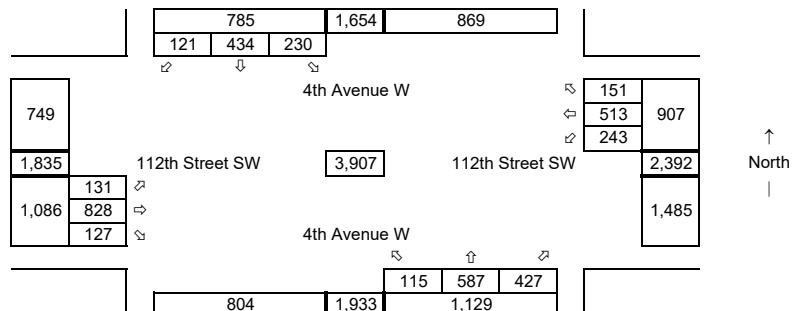
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 20

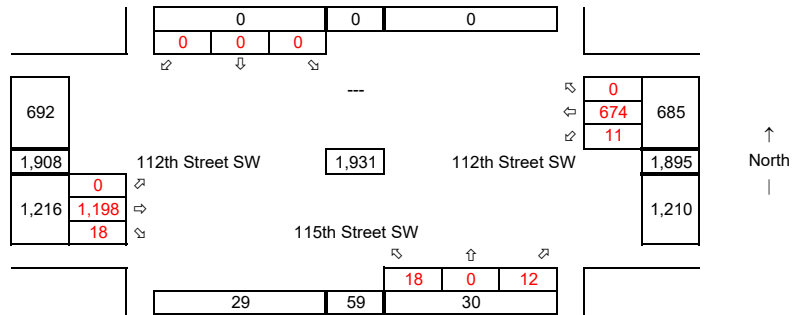
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

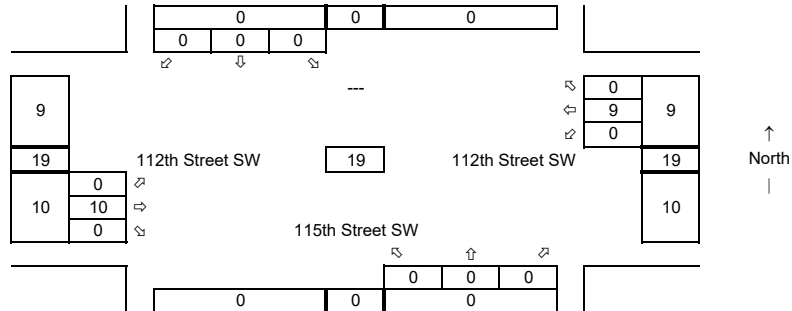
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

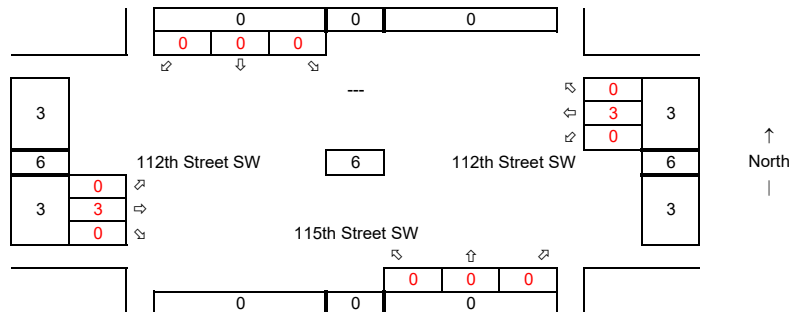
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 21

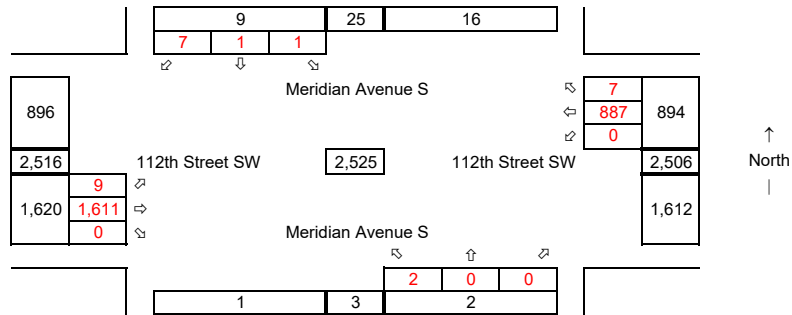
Existing Trips

Average Weekday

PM Peak-Hour

Year: 12/5/2017

Data Source: SnoCo

**Pipeline Trips**

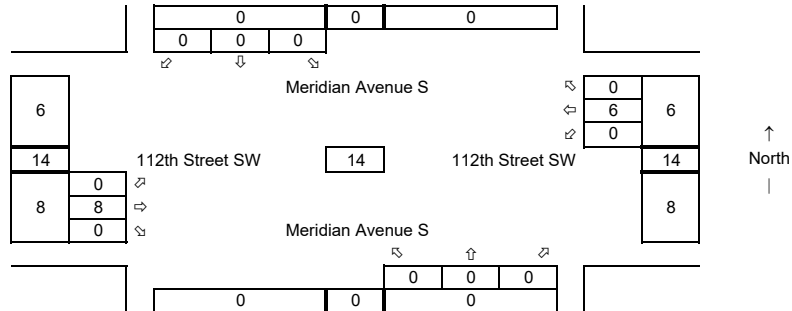
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

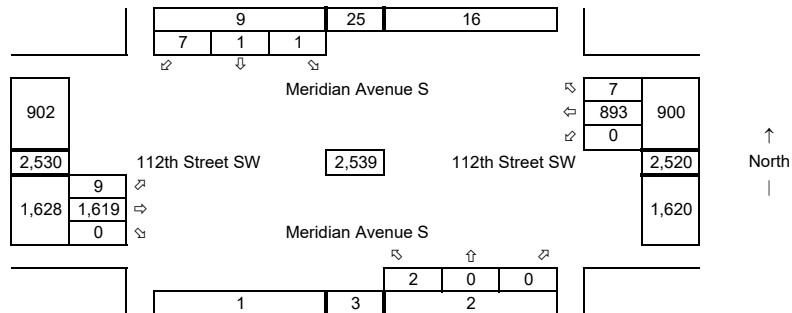
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

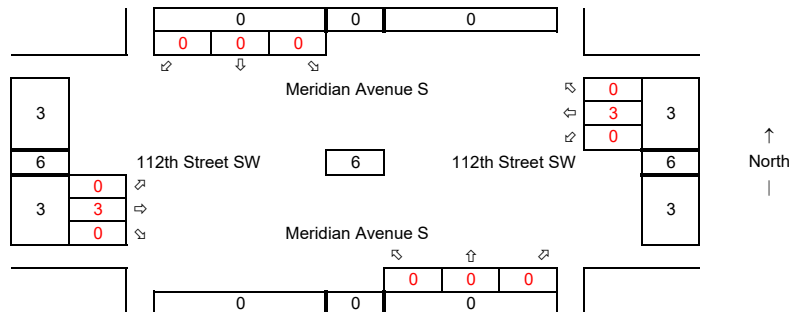
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

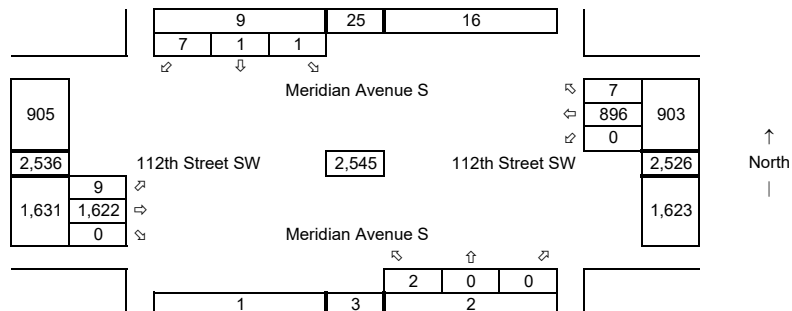
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 23

Existing Trips

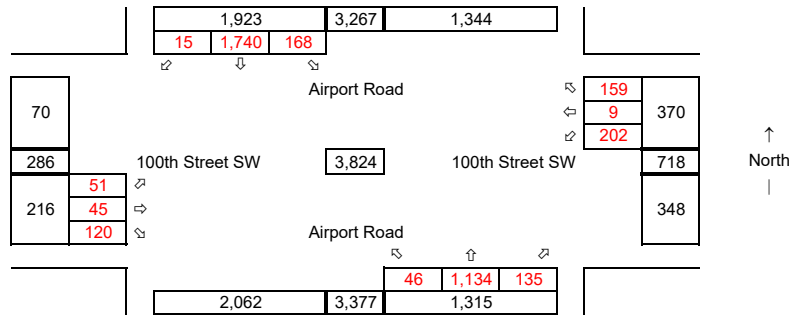
Average Weekday

PM Peak-Hour

Year: 10/19/2017

Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

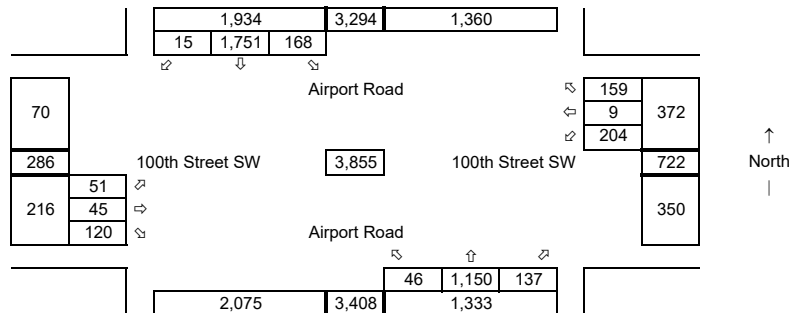
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

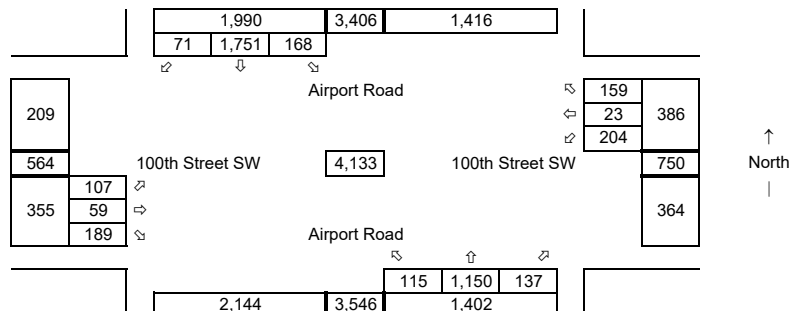
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour



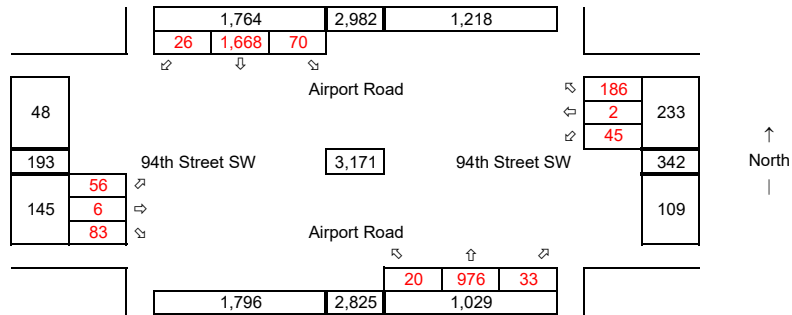
Synchro ID: 24

Existing TripsAverage Weekday
PM Peak-Hour

Year: 12/6/2017

Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
PM Peak-Hour

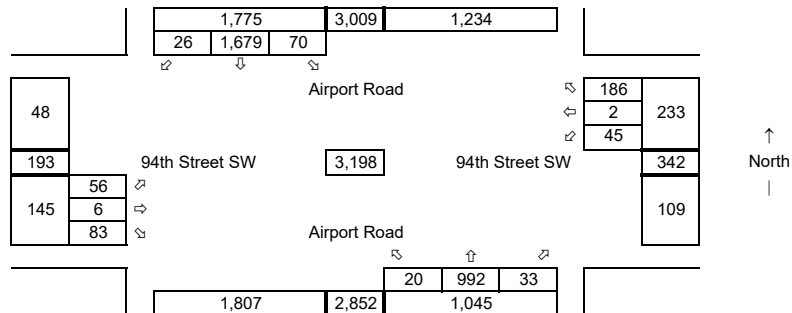
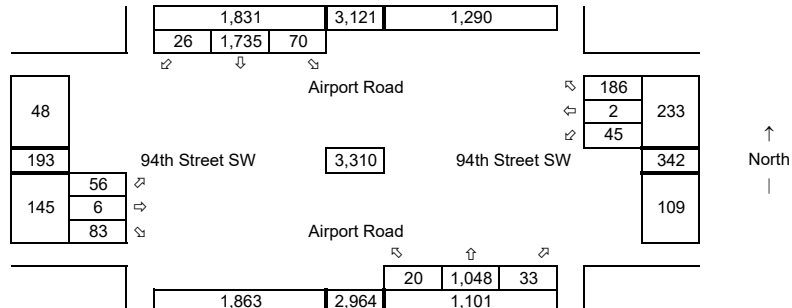
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 25

Existing Trips

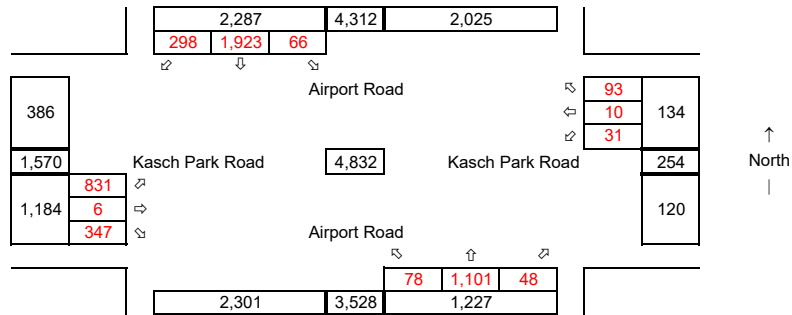
Average Weekday

PM Peak-Hour

Year: 12/5/2017

Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**

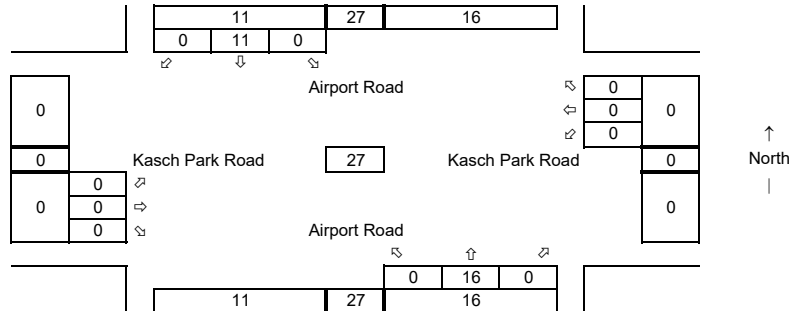
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

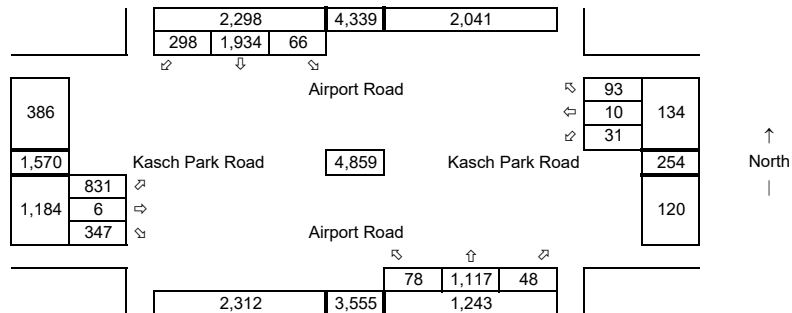
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

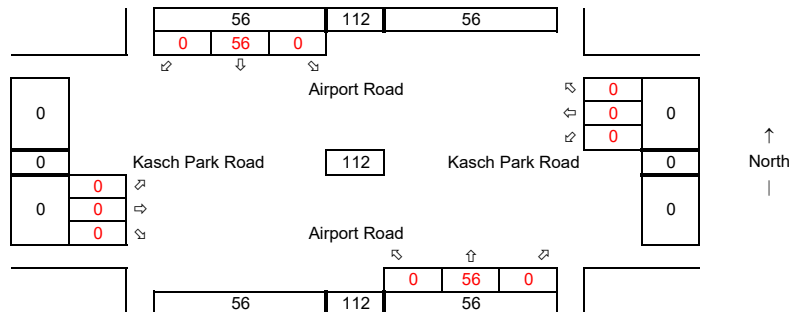
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

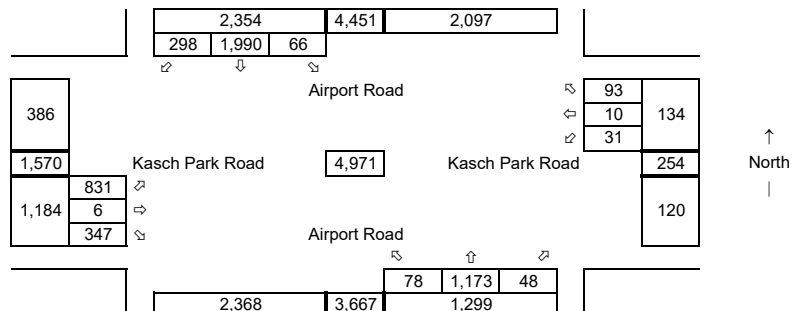
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 26

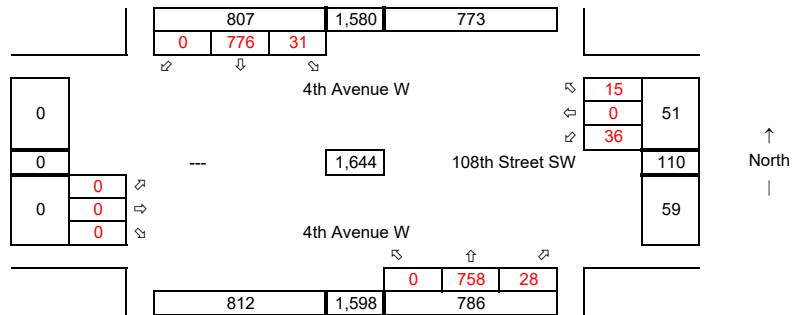
Existing Trips

Average Weekday

PM Peak-Hour

Year: 1/11/2018

Data Source: SnoCo

**Pipeline Trips**

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

PM Peak-Hour

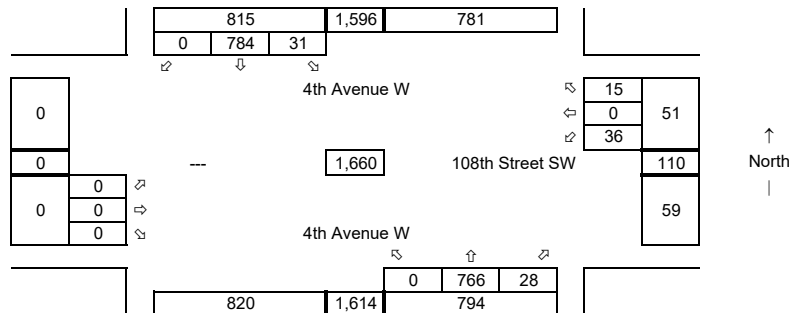
Year: 2019

Growth Rate = 1.0%

Years of Growth = 1

Total Growth = 1.0100

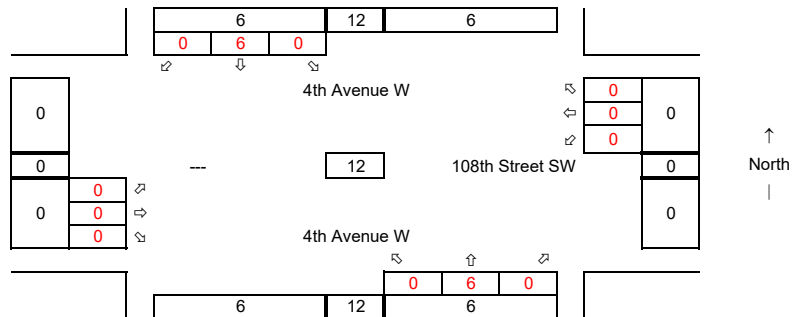
The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

Average Weekday

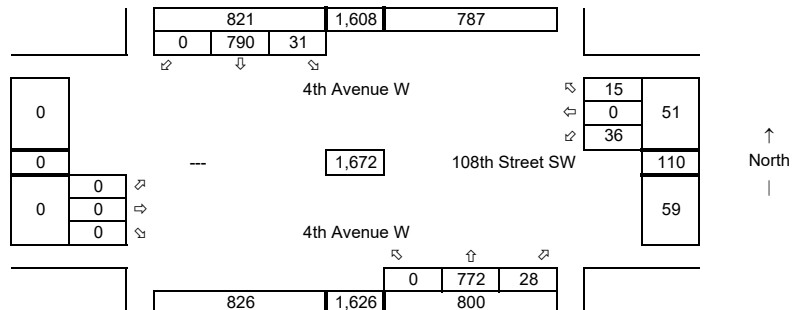
PM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Opening Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 27

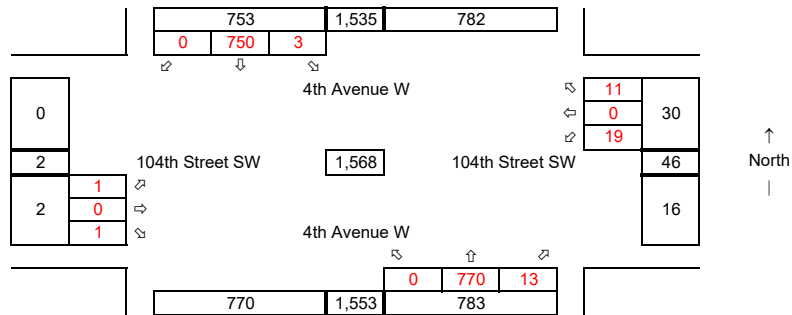
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

PM Peak-Hour

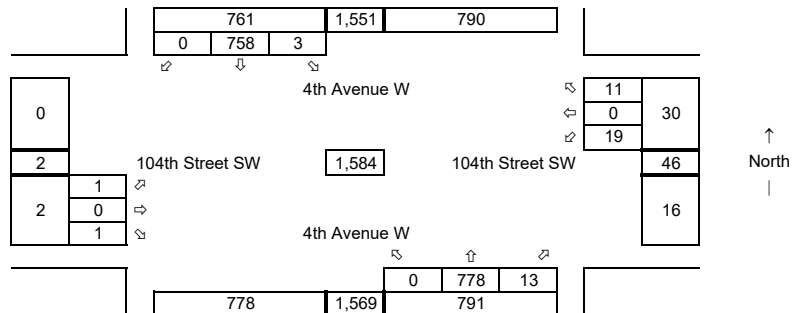
Year: 2019

Growth Rate = 1.0%

Years of Growth = 1

Total Growth = 1.0100

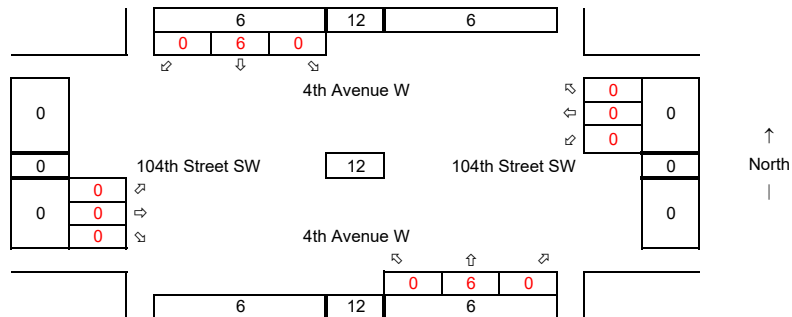
The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

Average Weekday

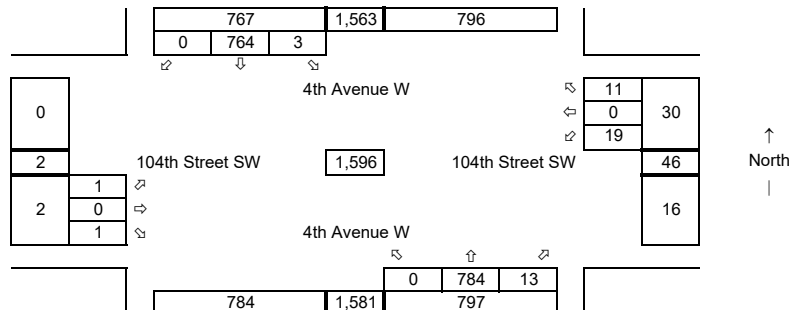
PM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Opening Year Operations**

Average Weekday

PM Peak-Hour

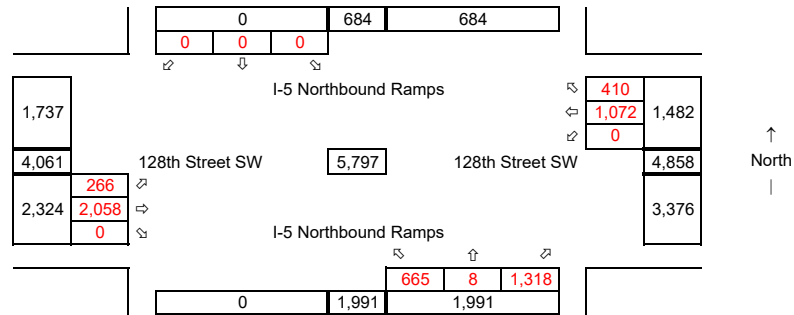


Synchro ID: 28

Existing TripsAverage Weekday
PM Peak-Hour

Year: 6/6/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
PM Peak-Hour

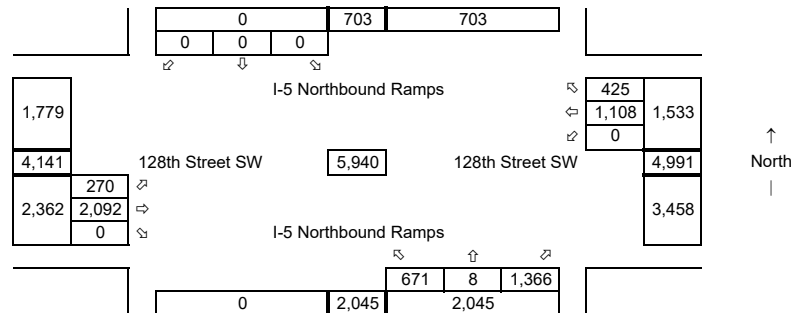
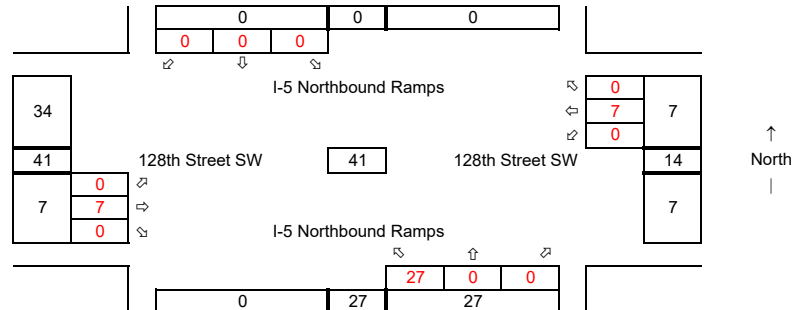
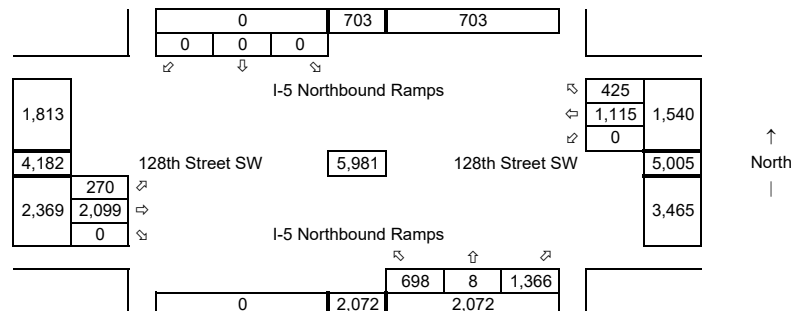
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 29

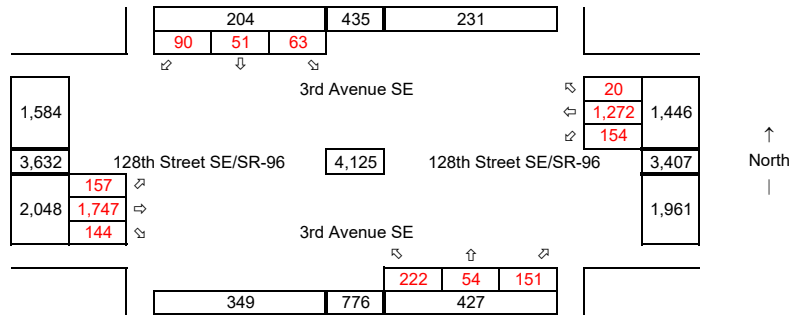
Existing Trips

Average Weekday

PM Peak-Hour

Year: 4/12/2017

Data Source: SnoCo

**Pipeline Trips**

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

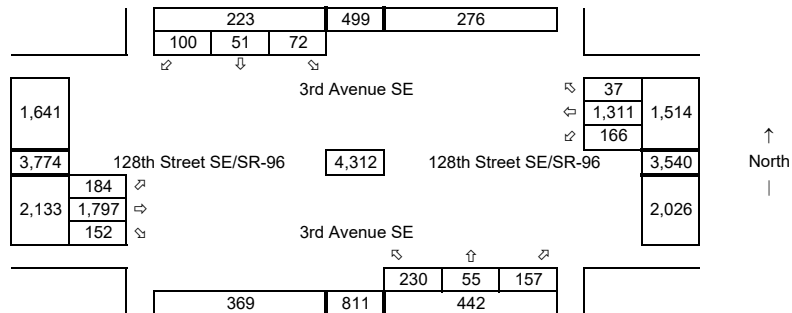
Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

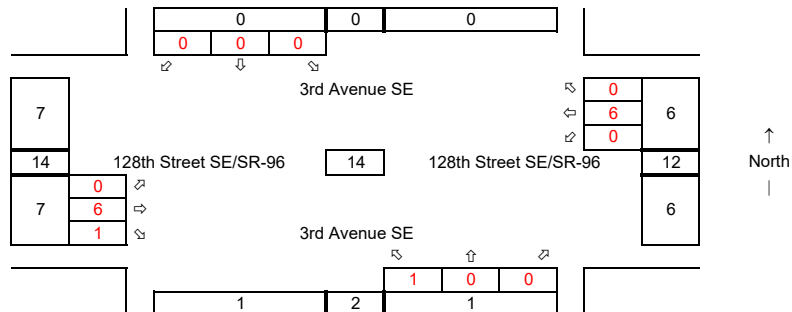
Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

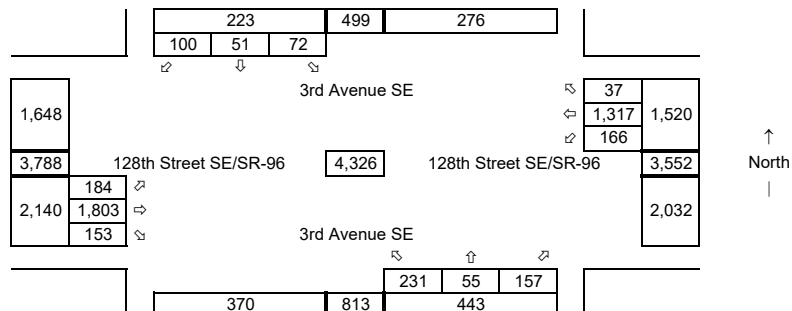
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour

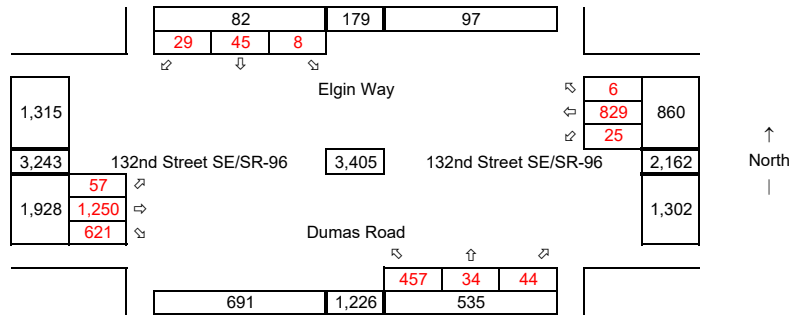


Synchro ID: 30

Existing TripsAverage Weekday
PM Peak-Hour

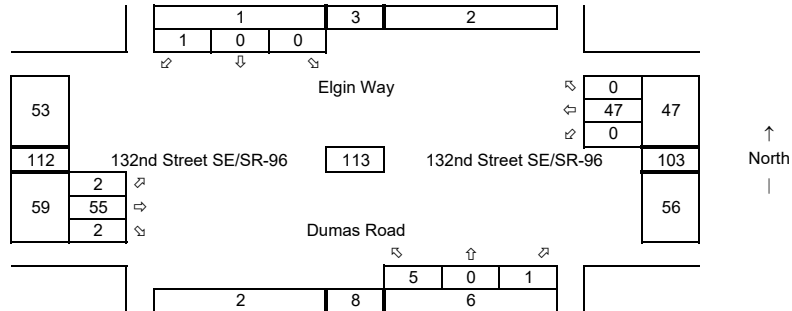
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**Average Weekday
PM Peak-Hour

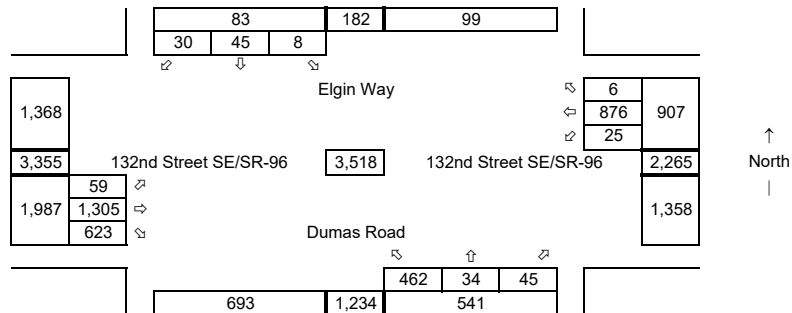
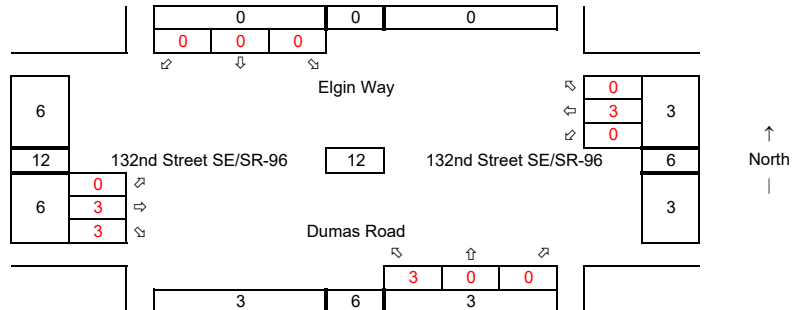
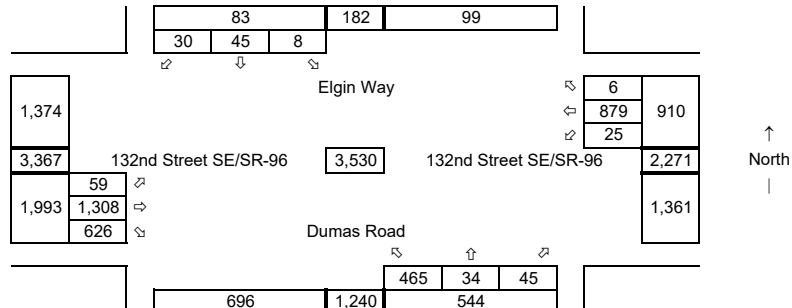
Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 31

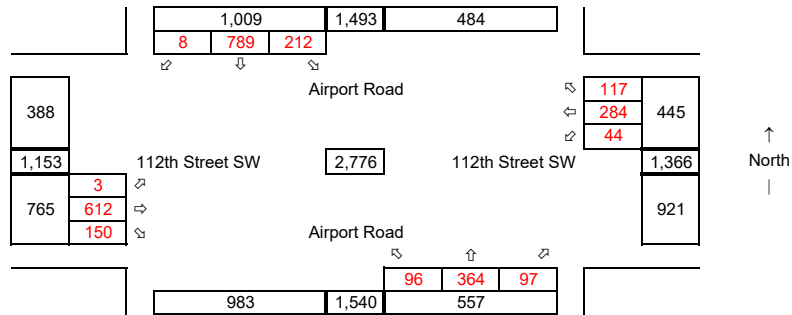
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

PM Peak-Hour

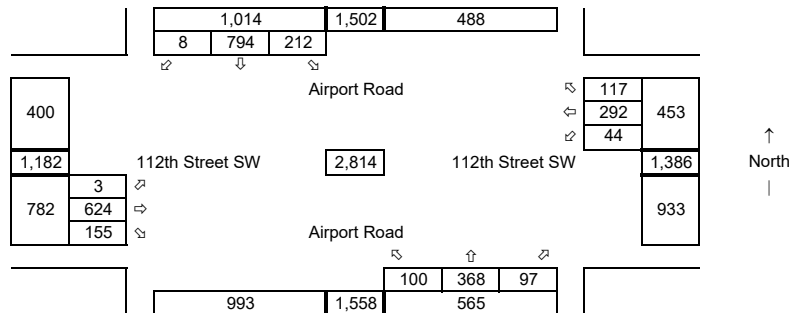
Year: 2019

Growth Rate = 0.0%

Years of Growth = 1

Total Growth = 1.0000

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

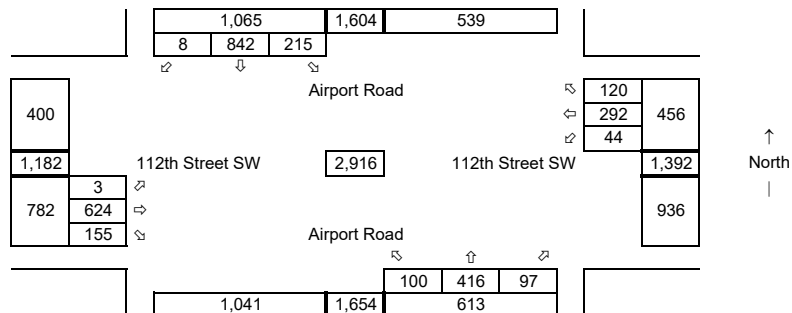
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour

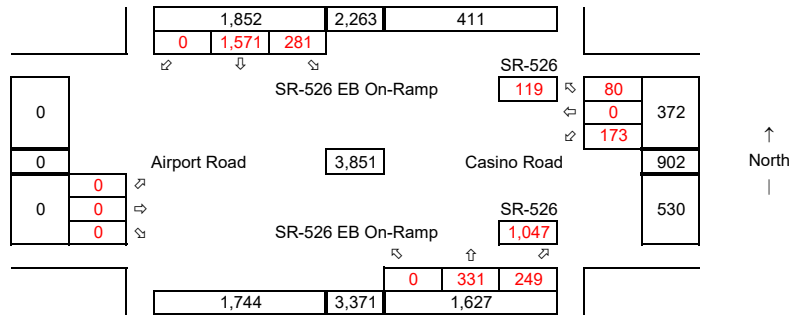


Synchro ID: 32

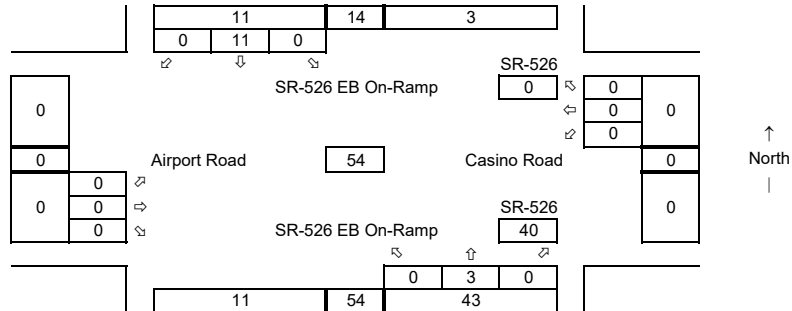
Existing TripsAverage Weekday
PM Peak-Hour

Year: 10/18/2017

Data Source: SnoCo

SR-526 volumes based on
previous counts.NB to SR-526 ~76% of NBTh
WB to SR-526 ~60% of WBR**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

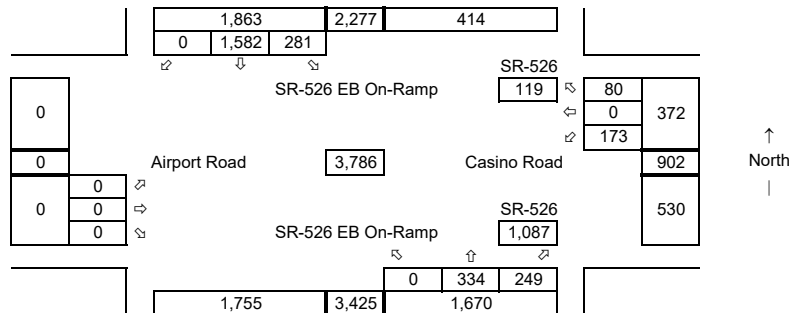
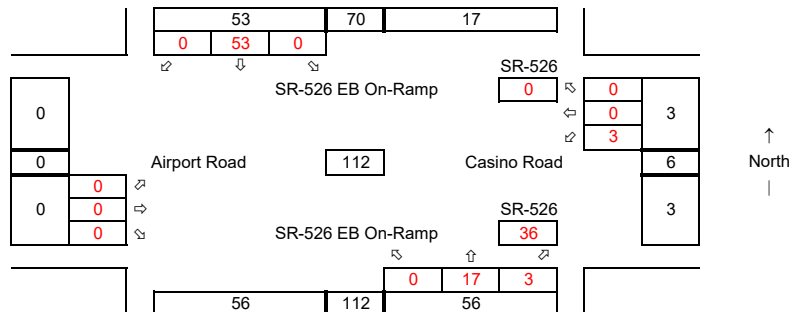
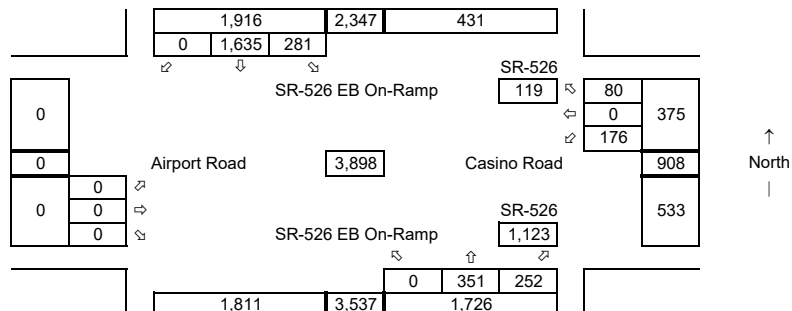
Trips in the pipeline database
from the Paine Field Passenger
Terminal have been removed
to not double-count them.**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2019

Growth Rate = 0.0%

Years of Growth = 2

Total Growth = 1.0000

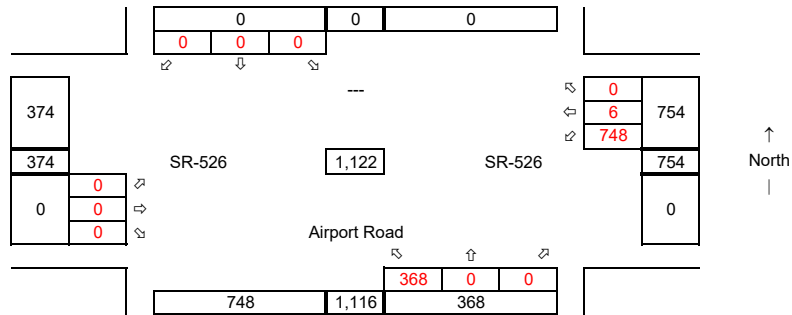
The 2019 volumes account
for 1/3 of the pipeline trips
to conservatively account for
2 of 6 years of pipeline trips.**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 33

Existing TripsAverage Weekday
PM Peak-Hour

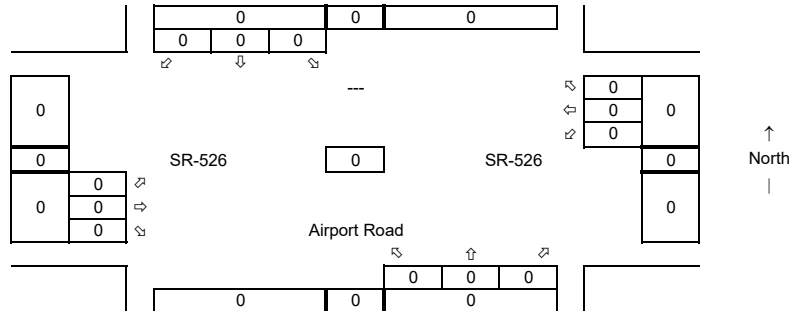
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**Average Weekday
PM Peak-Hour

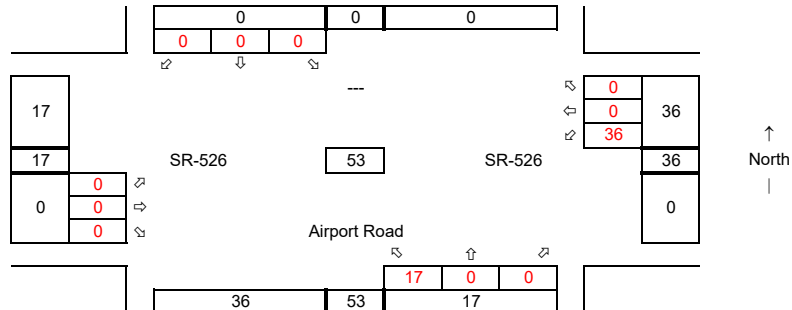
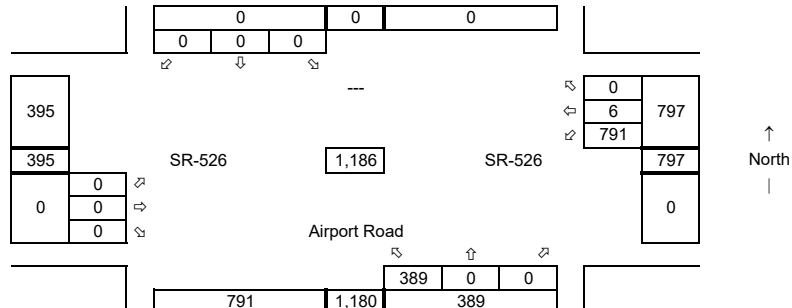
Year: 2019

Growth Rate = 1.0%

Years of Growth = 1

Total Growth = 1.0100

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

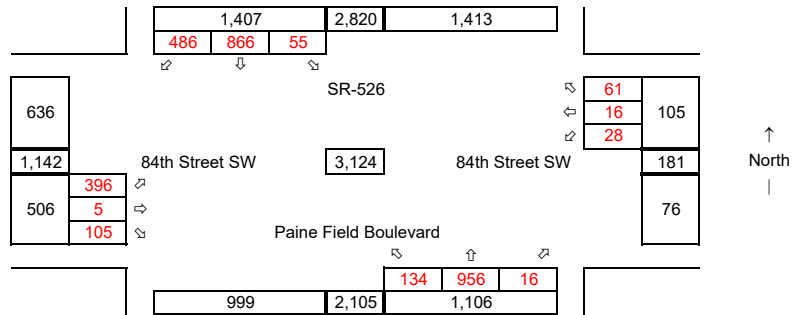
**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 34

Existing TripsAverage Weekday
PM Peak-Hour

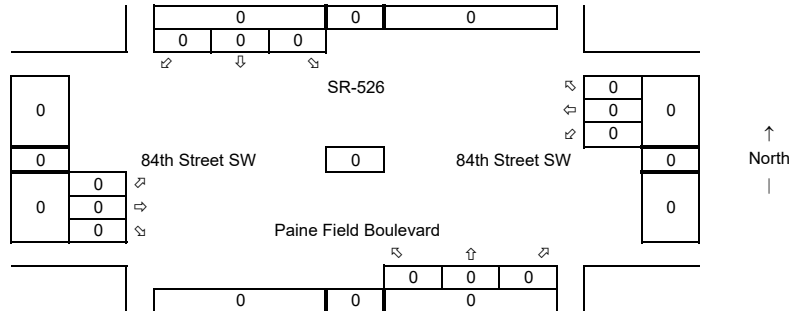
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**Average Weekday
PM Peak-Hour

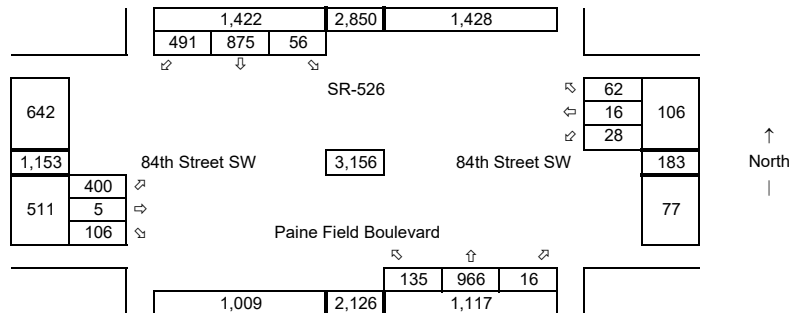
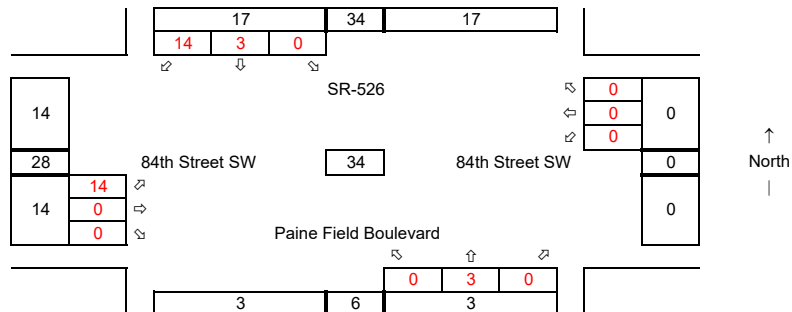
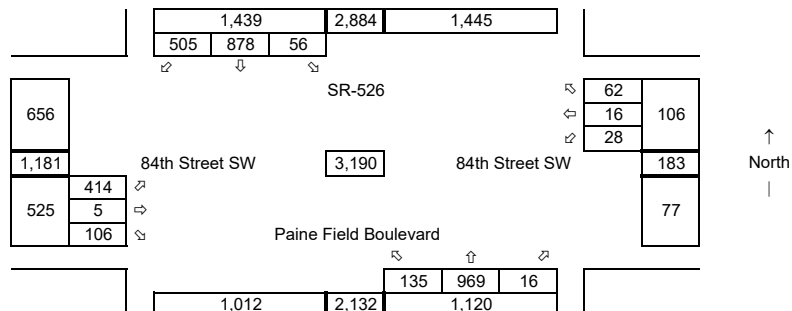
Year: 2019

Growth Rate = 1.0%

Years of Growth = 1

Total Growth = 1.0100

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 35

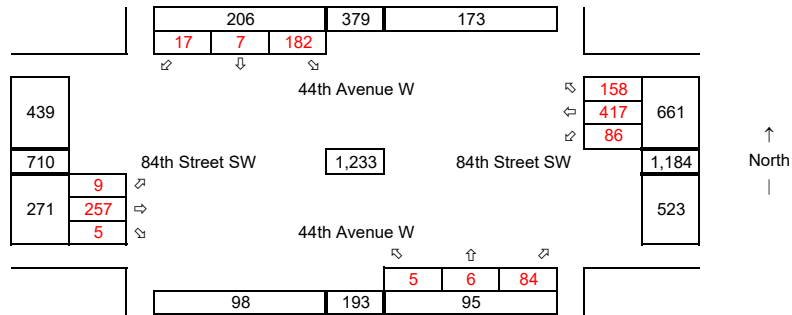
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

PM Peak-Hour

Year: 2019

Growth Rate = 1.0%

Years of Growth = 1

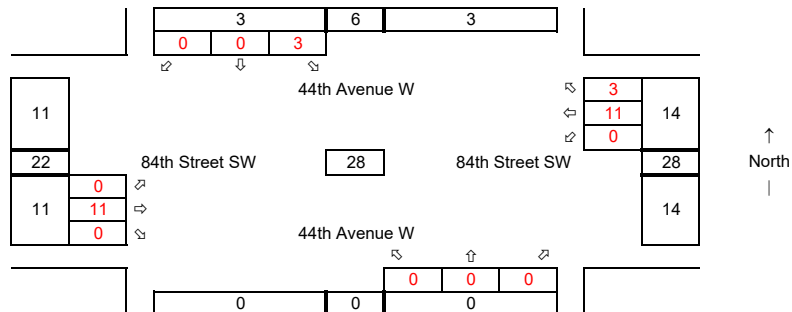
Total Growth = 1.0100

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

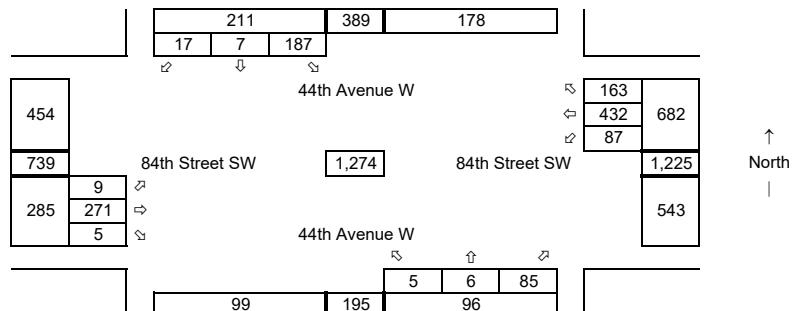
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 36

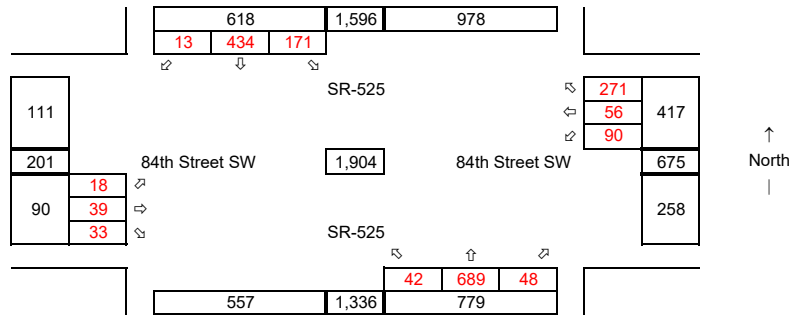
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

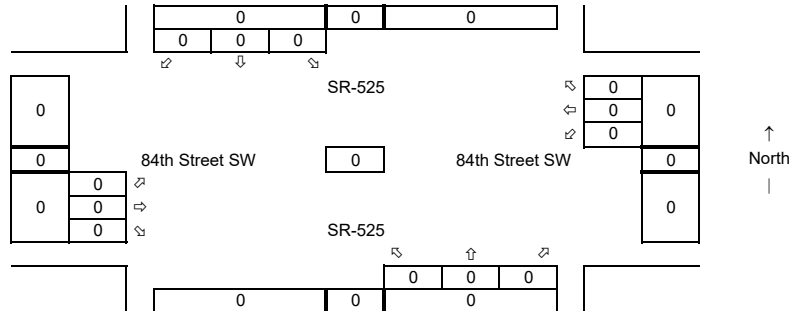
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

PM Peak-Hour

Year: 2019

Growth Rate = 1.0%

Years of Growth = 1

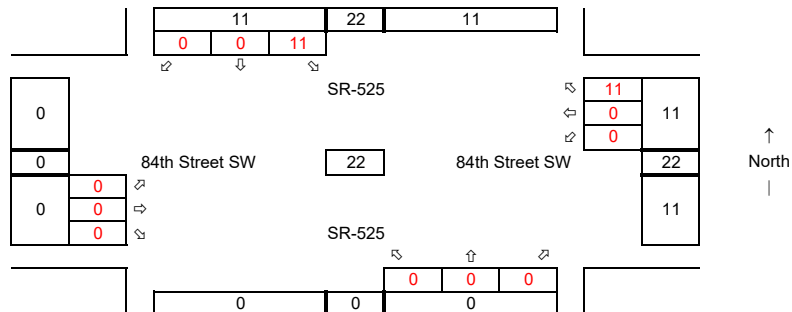
Total Growth = 1.0100

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

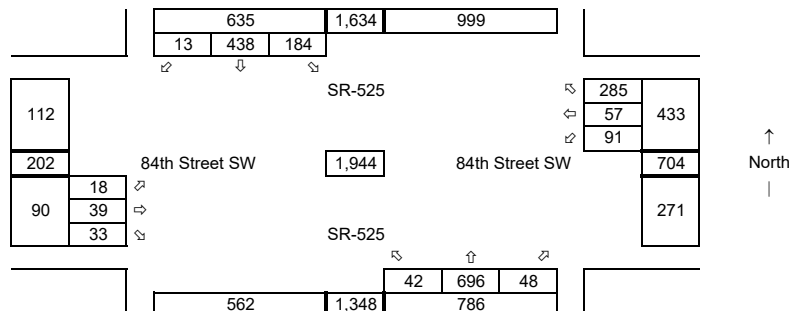
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour

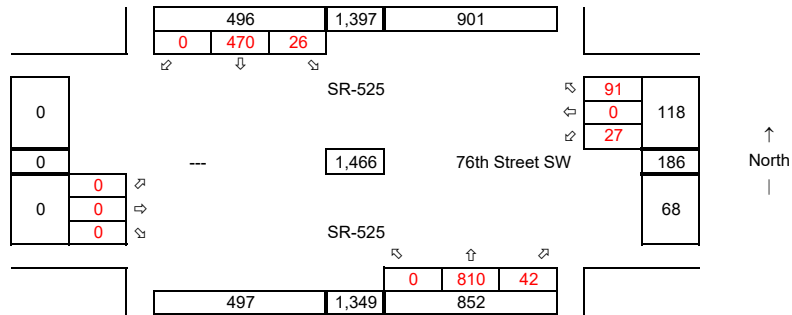


Synchro ID: 37

Existing TripsAverage Weekday
PM Peak-Hour

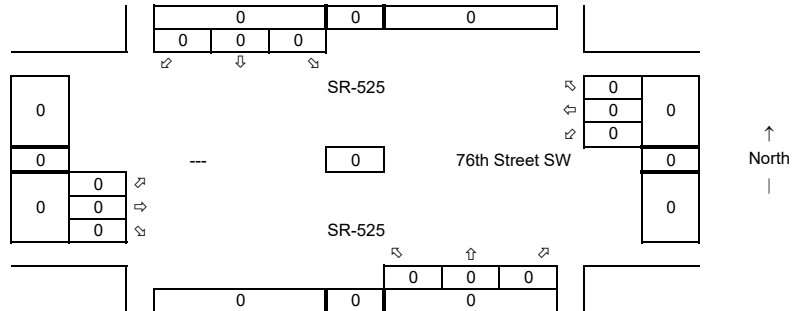
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**Average Weekday
PM Peak-Hour

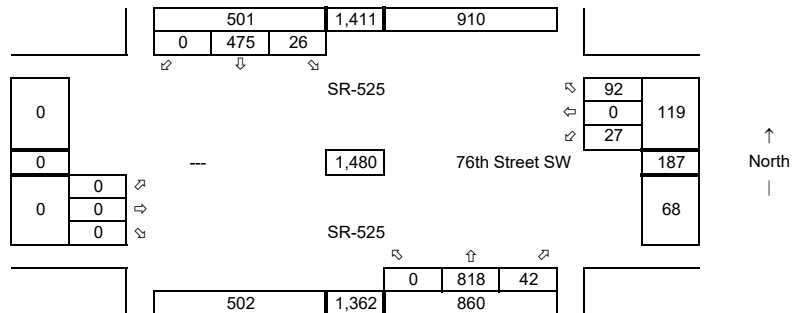
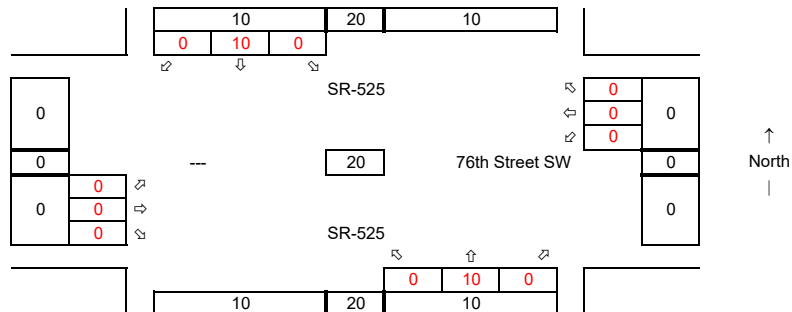
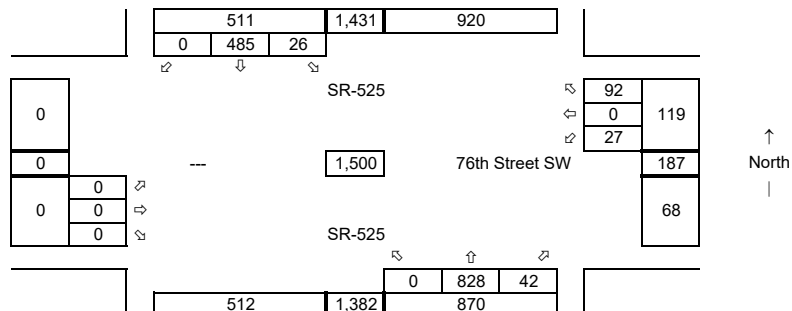
Year: 2019

Growth Rate = 1.0%

Years of Growth = 1

Total Growth = 1.0100

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

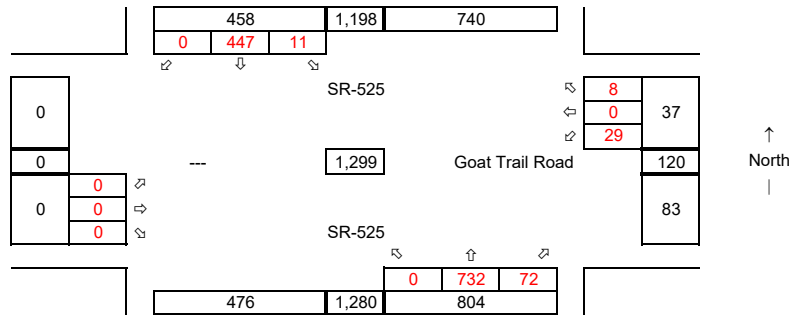
**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 38

Existing TripsAverage Weekday
PM Peak-Hour

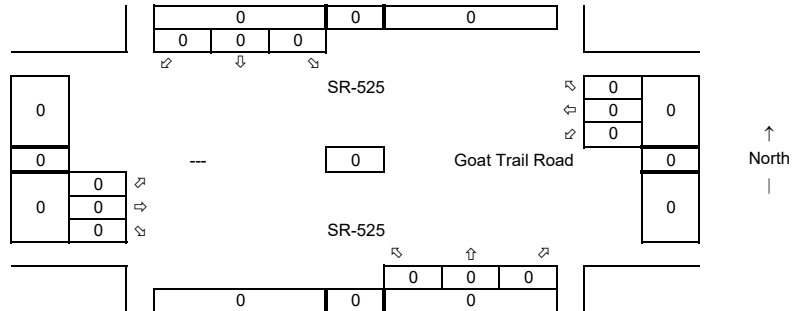
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**Average Weekday
PM Peak-Hour

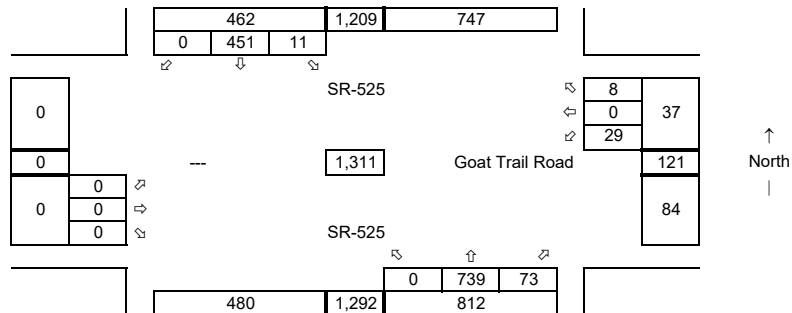
Year: 2019

Growth Rate = 1.0%

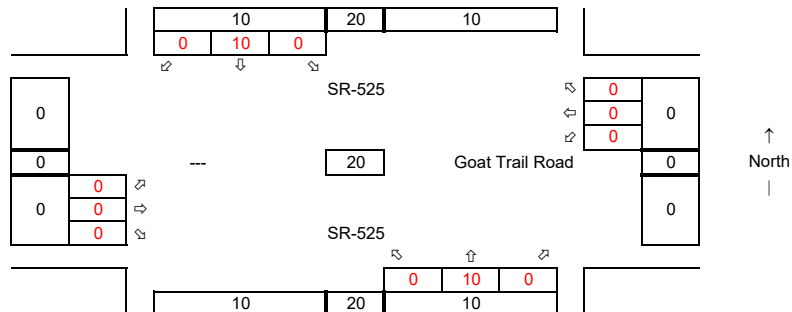
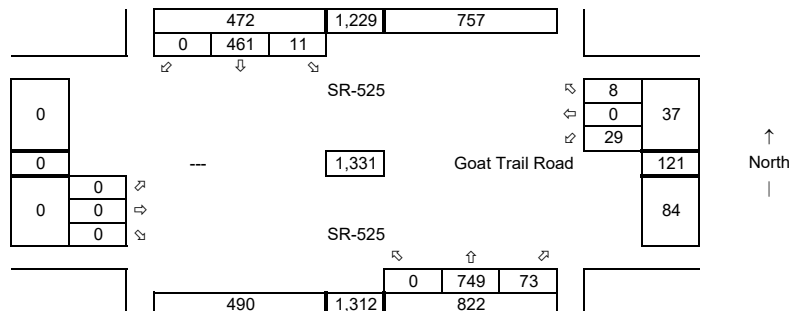
Years of Growth = 1

Total Growth = 1.0100

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
PM Peak-Hour

Development trips could be local trips south of this intersection and therefore not impact this intersection; however, they have been included to represent a conservatively high impact.

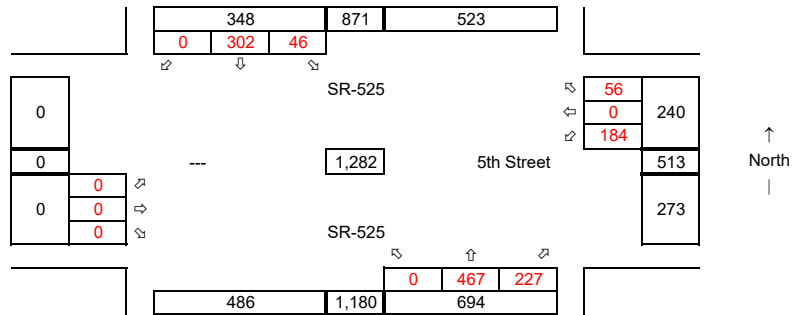
**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 39

Existing TripsAverage Weekday
PM Peak-Hour

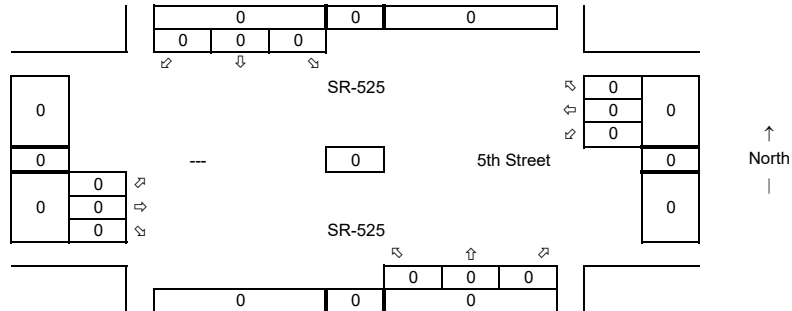
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2019

Growth Rate = 1.0%

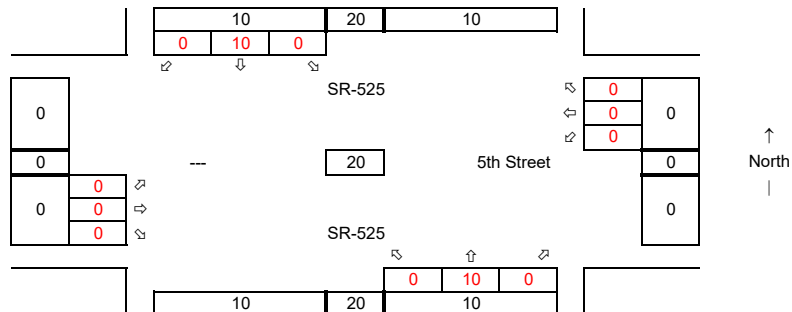
Years of Growth = 1

Total Growth = 1.0100

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
PM Peak-Hour

The development trips could be local trips south of this intersection and therefore not impact this intersection; however, they have been included to represent a conservatively high impact.

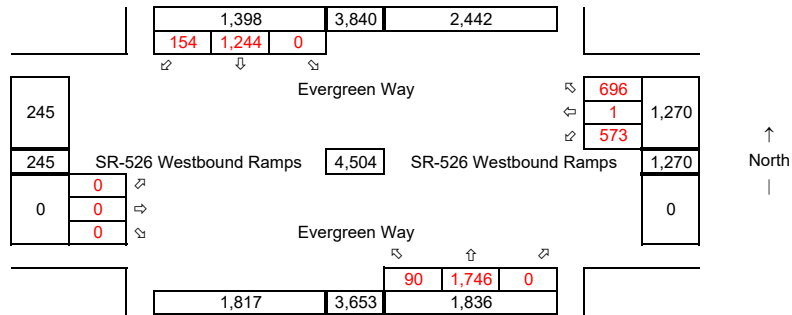
**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 40

Existing TripsAverage Weekday
PM Peak-Hour

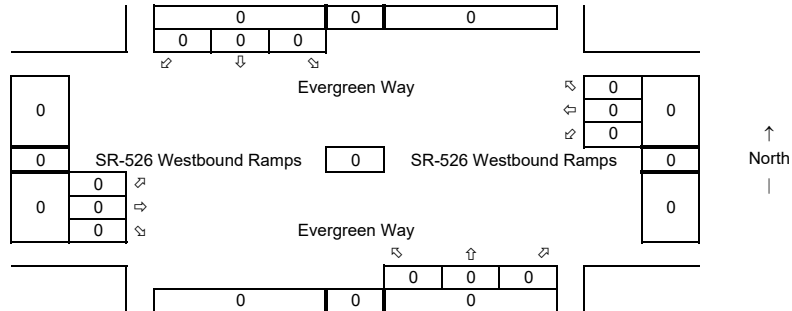
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**Average Weekday
PM Peak-Hour

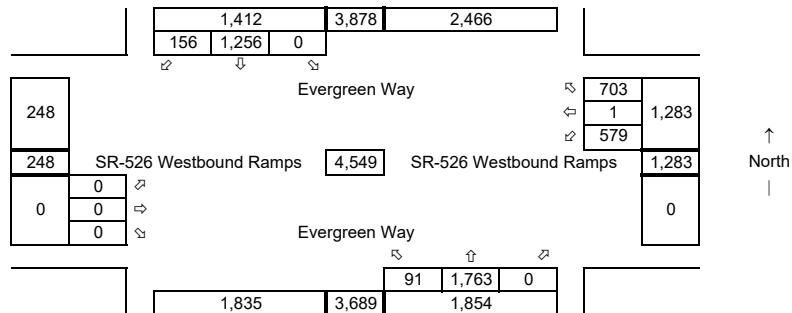
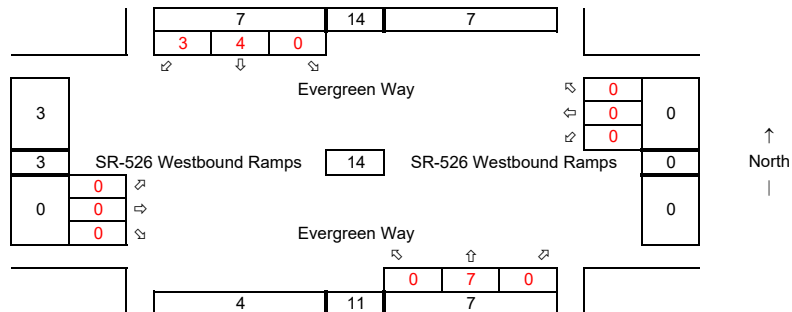
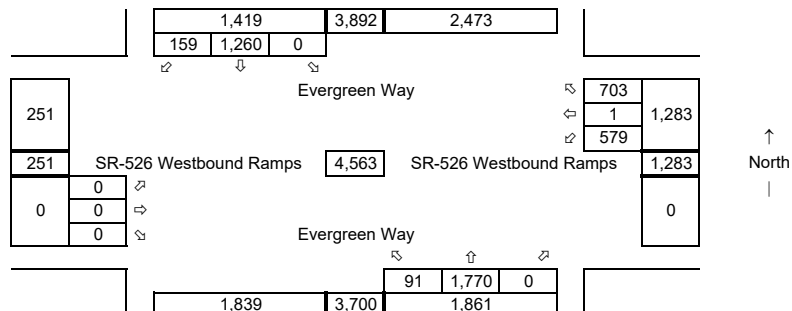
Year: 2019

Growth Rate = 1.0%

Years of Growth = 1

Total Growth = 1.0100

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Opening Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 41

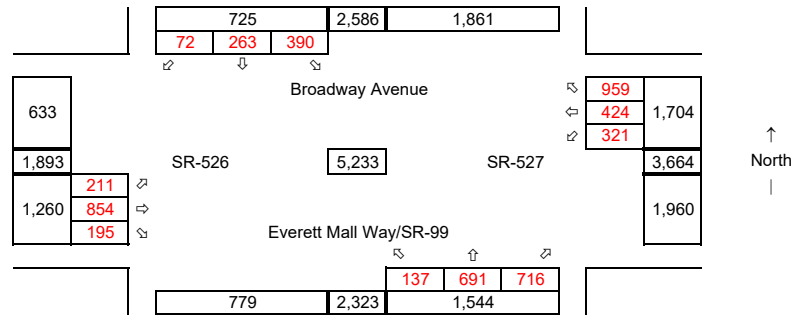
Existing Trips

Average Weekday

PM Peak-Hour

Year: 6/5/2018

Data Source: TDG

**Pipeline Trips**

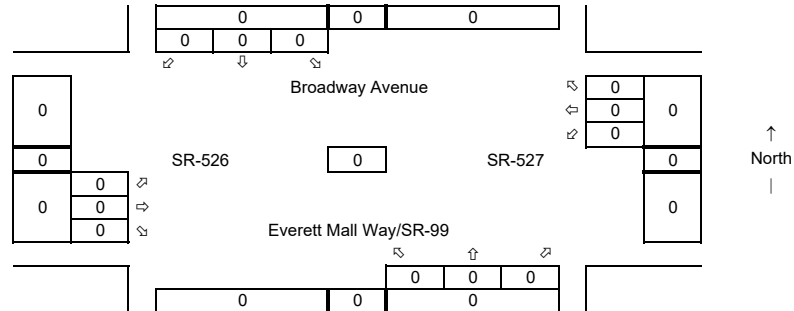
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

PM Peak-Hour

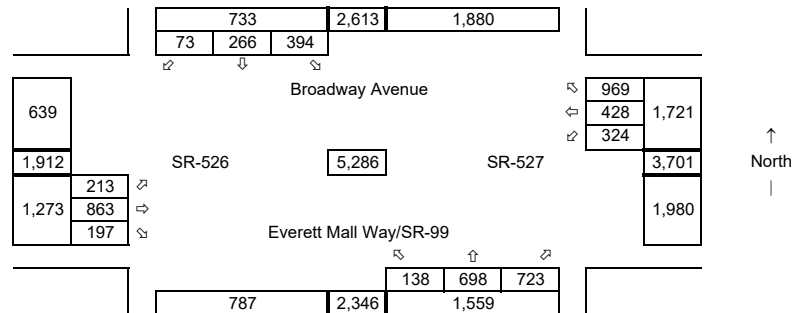
Year: 2019

Growth Rate = 1.0%

Years of Growth = 1

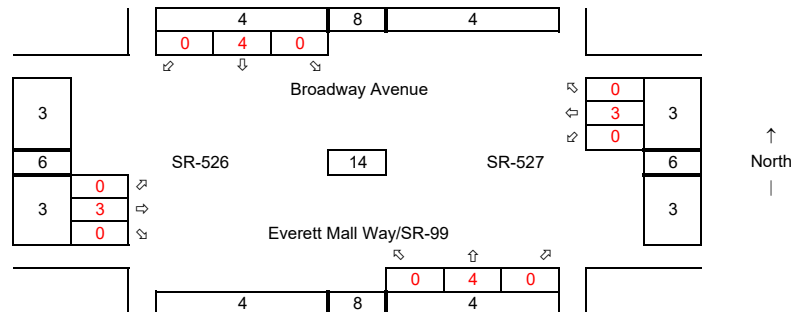
Total Growth = 1.0100

The 2019 volumes account for 1/3 of the pipeline trips to conservatively account for 2 of 6 years of pipeline trips.

**Proposed Action Trips**

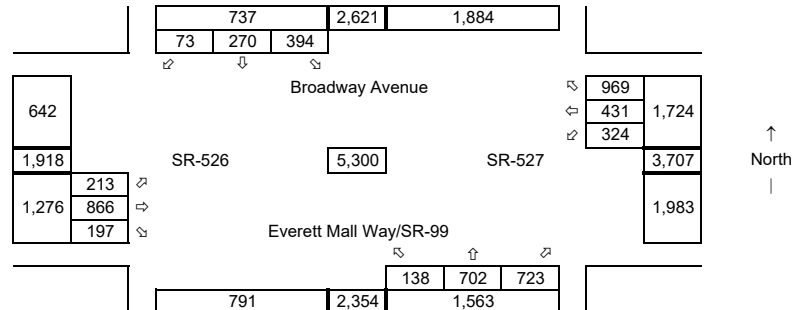
Average Weekday

PM Peak-Hour

**Opening Year Operations**

Average Weekday

PM Peak-Hour



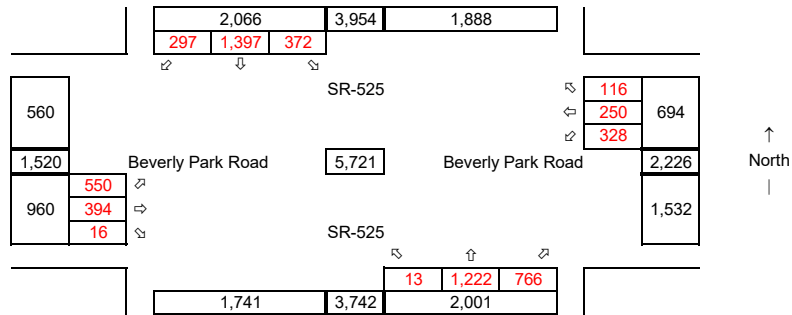
2024 AM Turning Movement Volumes

Synchro ID: 1

Existing TripsAverage Weekday
AM Peak-Hour

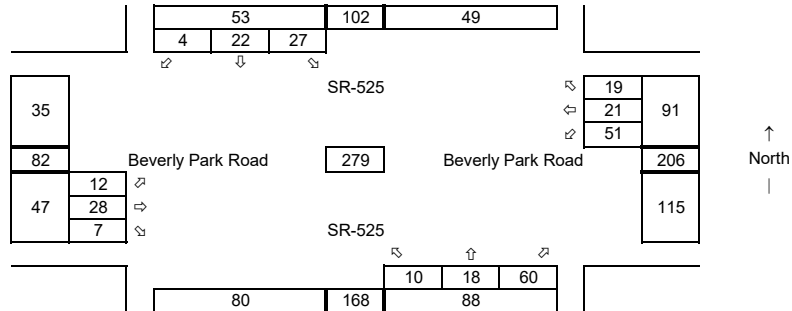
Year: 6/13/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

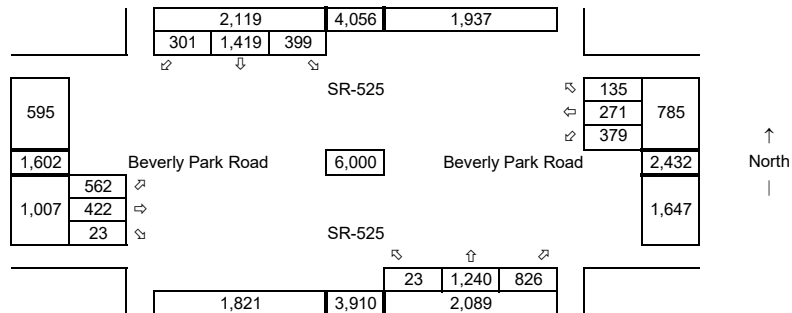
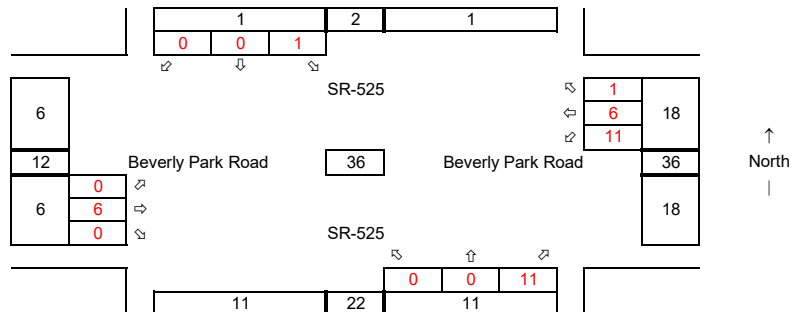
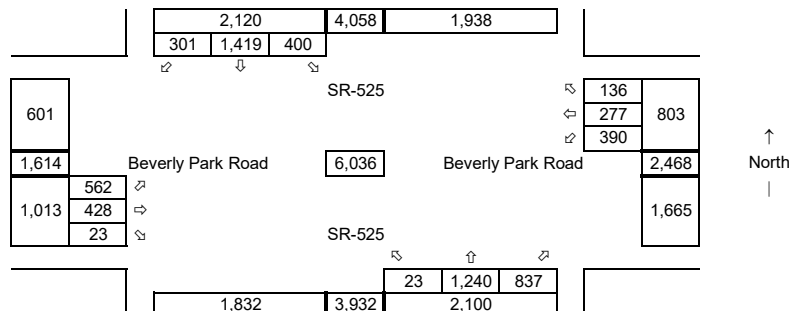
**No Action Trips**Average Weekday
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**Average Weekday
AM Peak-Hour**Future Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 2

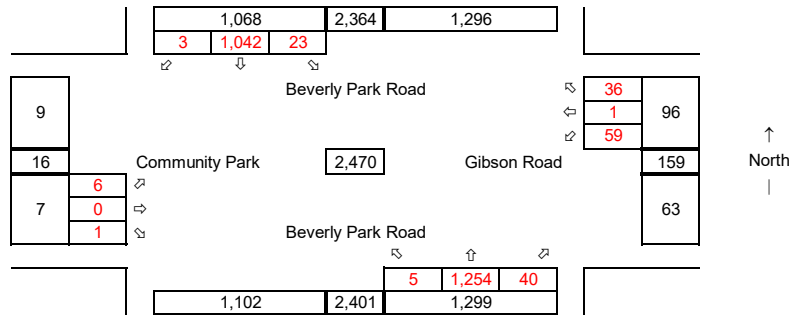
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/16/2017

Data Source: SnoCo

**Pipeline Trips**

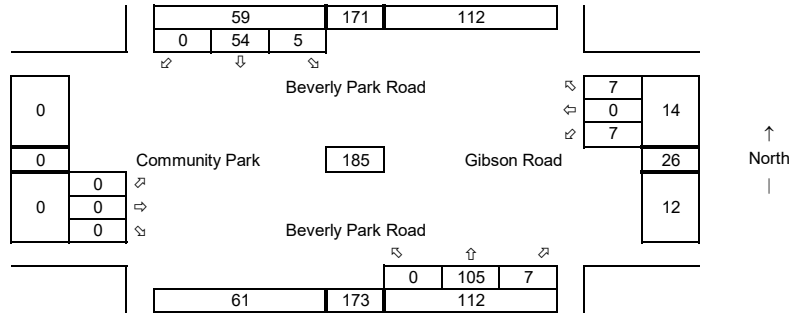
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

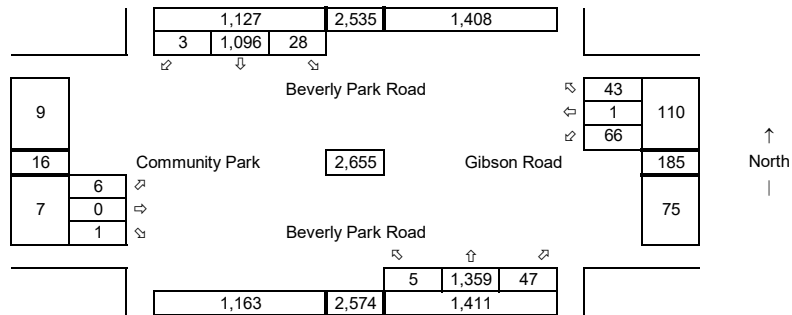
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

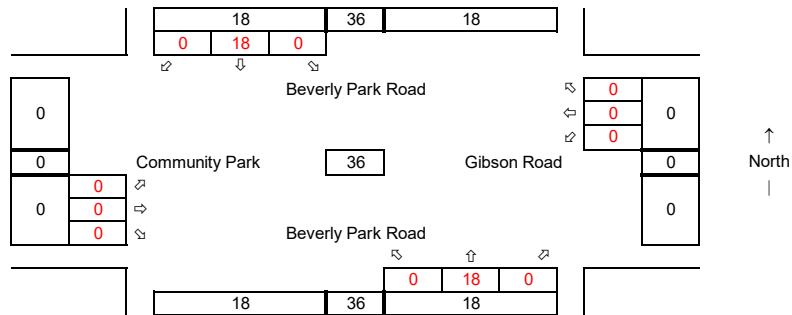
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

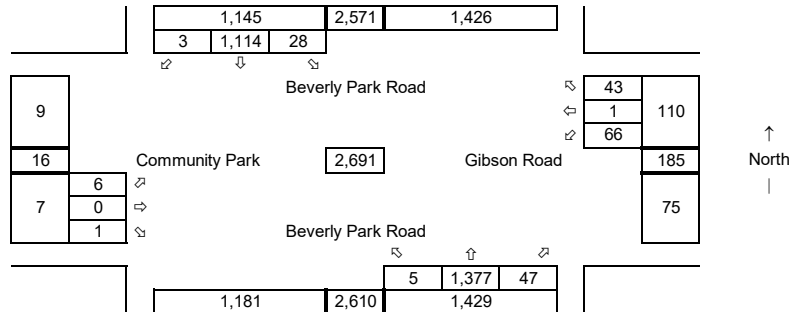
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 3

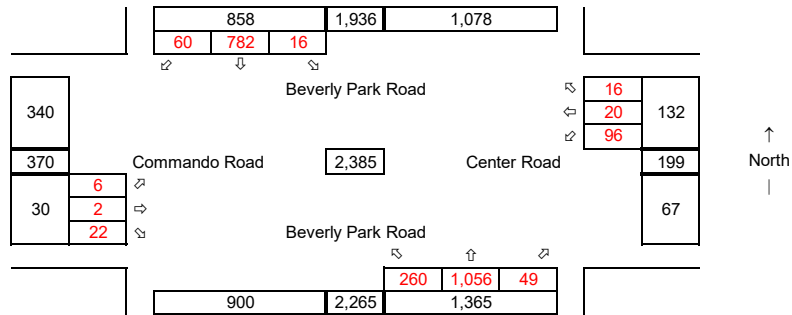
Existing Trips

Average Weekday

AM Peak-Hour

Year: 9/19/2017

Data Source: SnoCo

**Pipeline Trips**

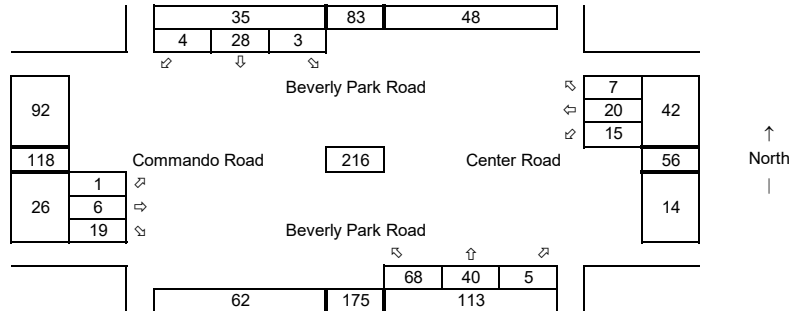
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

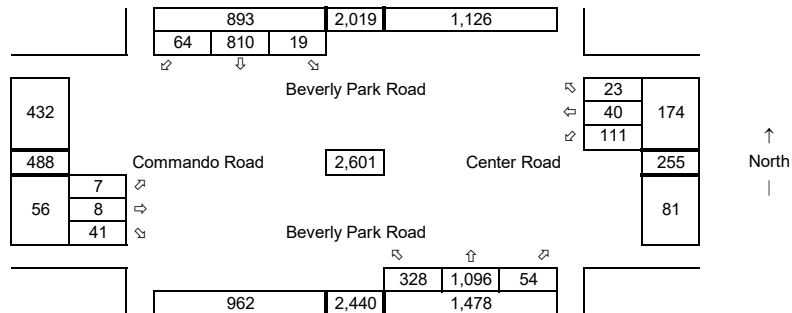
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

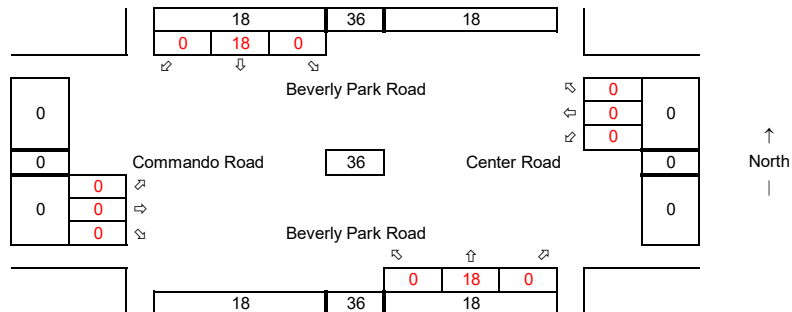
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

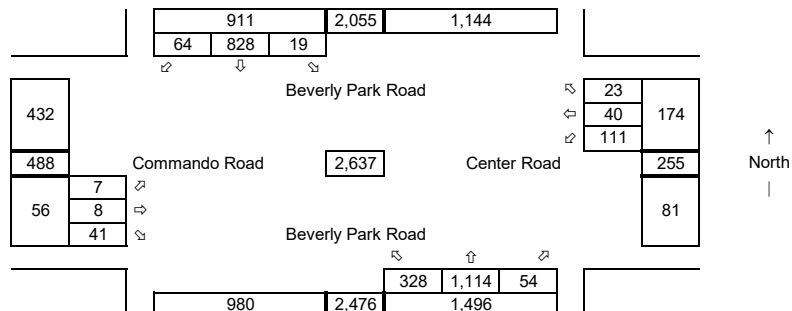
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 4

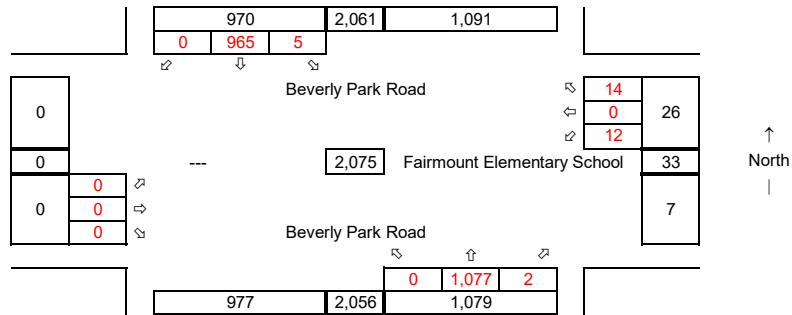
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/23/2017

Data Source: SnoCo

**Pipeline Trips**

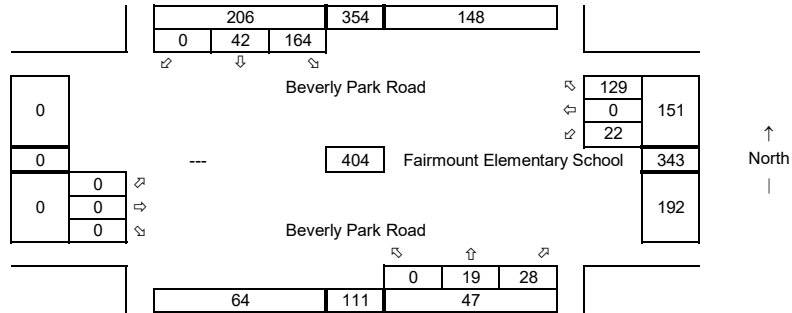
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

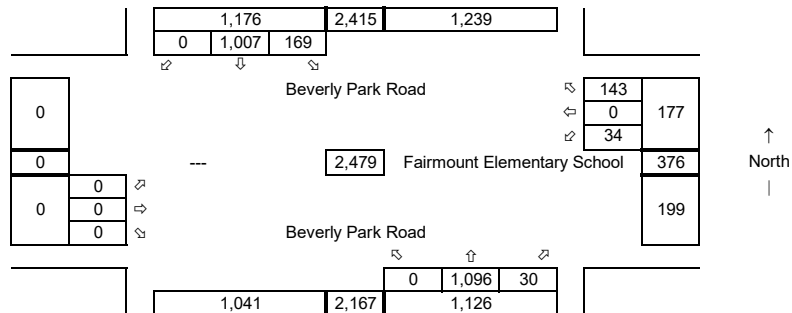
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

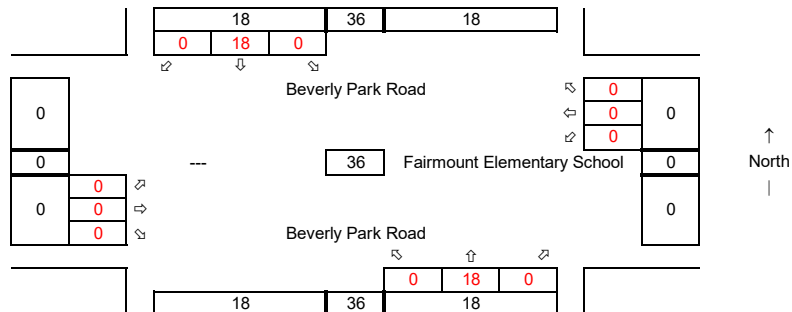
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

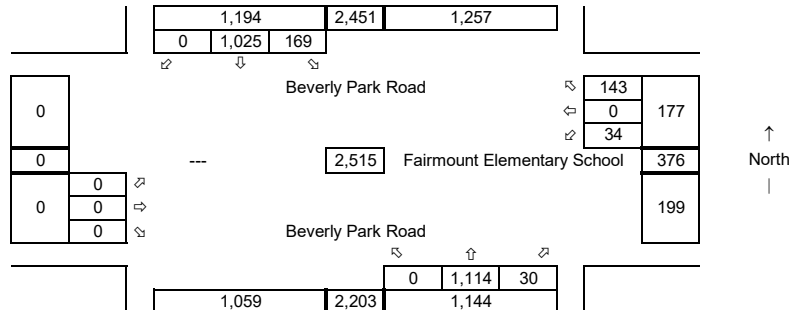
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour



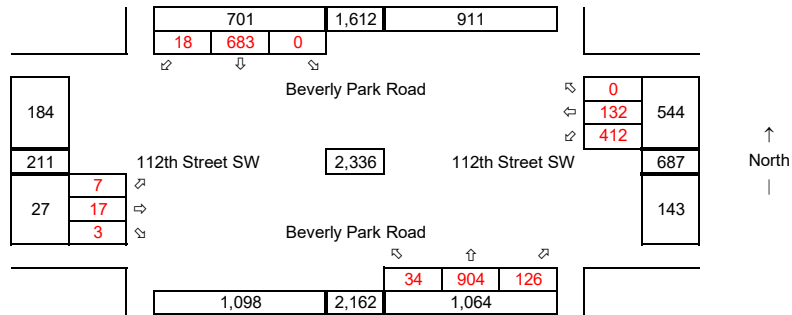
Synchro ID: 5

Existing TripsAverage Weekday
AM Peak-Hour

Year: 5/25/2017

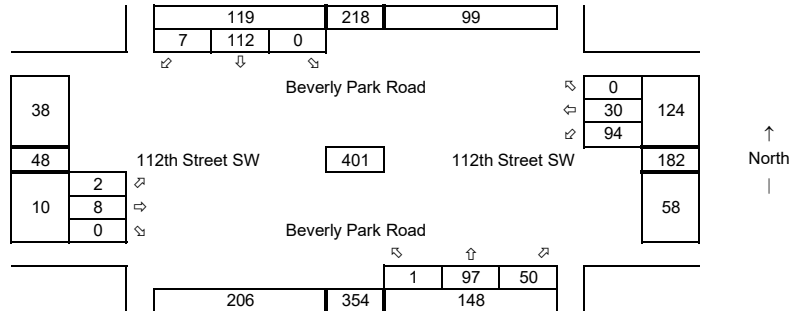
Data Source: SnoCo

The count shows 20 southbound left-turns, which is not a permissible movement. The volumes have been added to the southbound through.

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

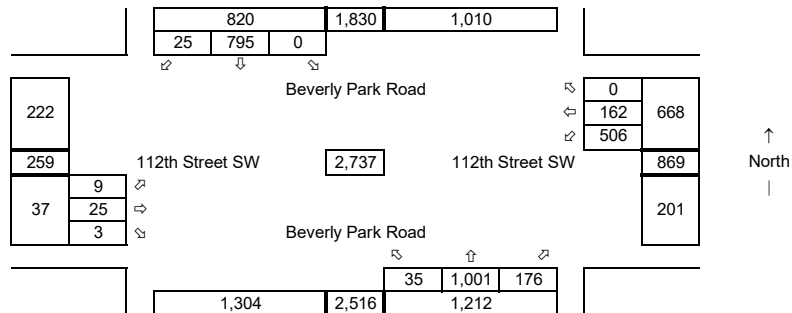
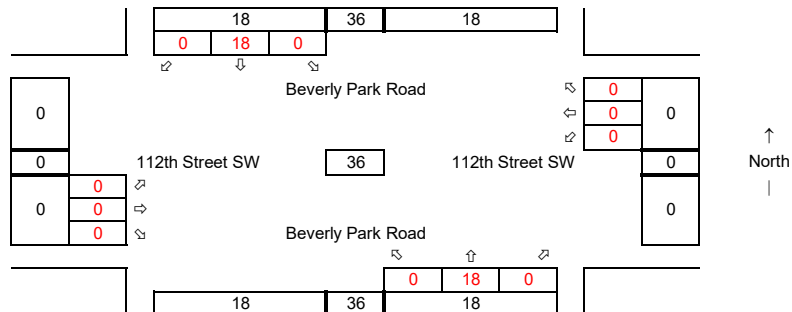
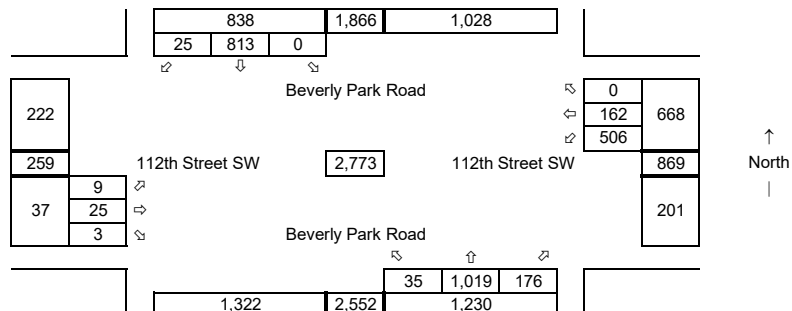
**No Action Trips**Average Weekday
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**Average Weekday
AM Peak-Hour**Future Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 6

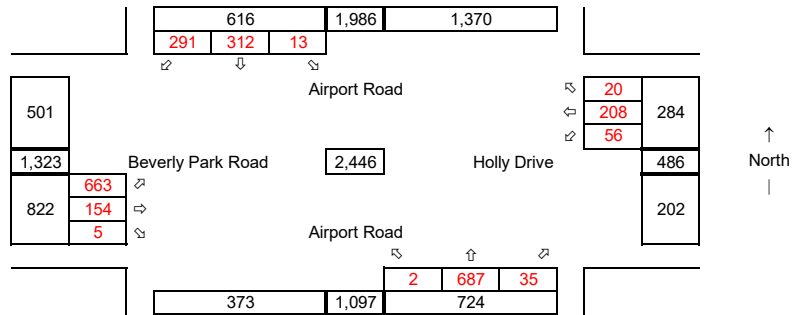
Existing Trips

Average Weekday

AM Peak-Hour

Year: 6/14/2017

Data Source: SnoCo

**Pipeline Trips**

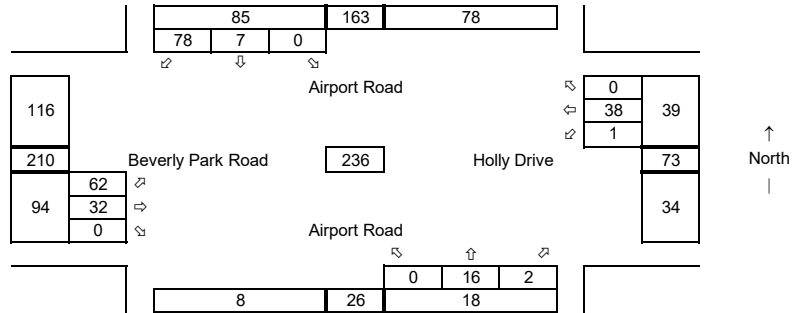
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

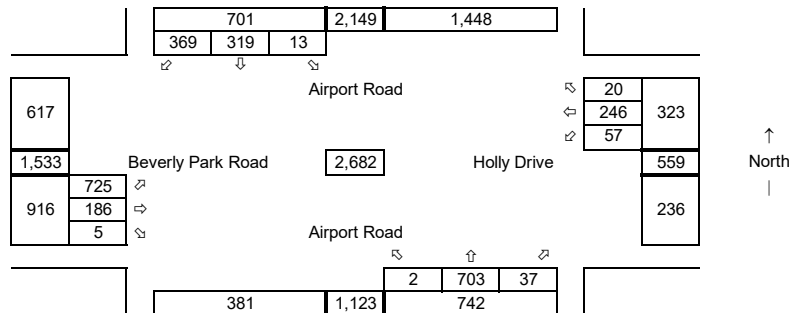
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

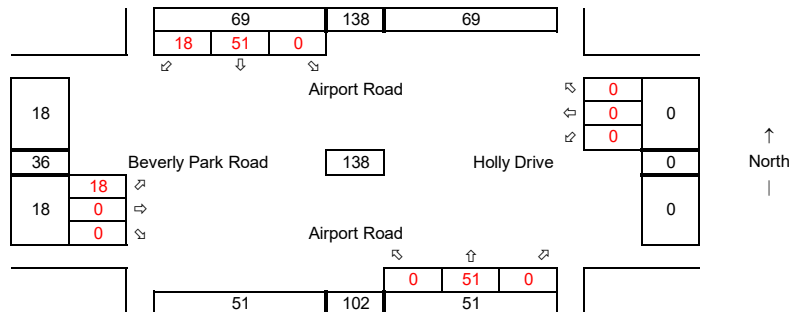
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

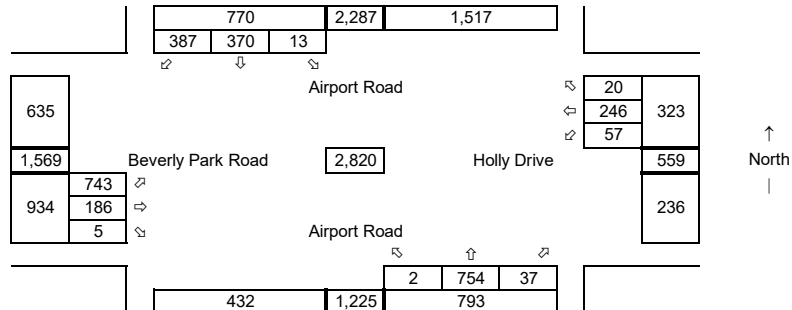
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 7

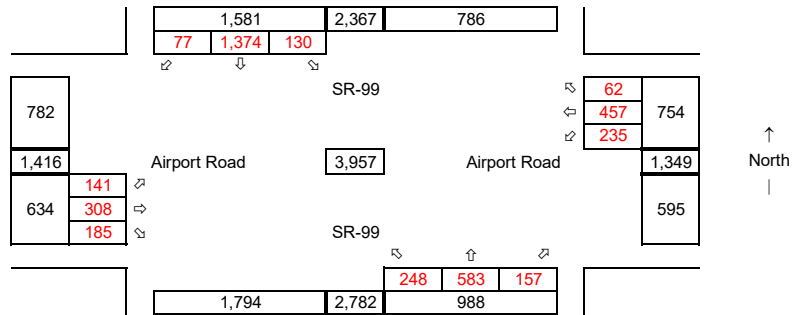
Existing Trips

Average Weekday

AM Peak-Hour

Year: 3/7/2017

Data Source: SnoCo

**Pipeline Trips**

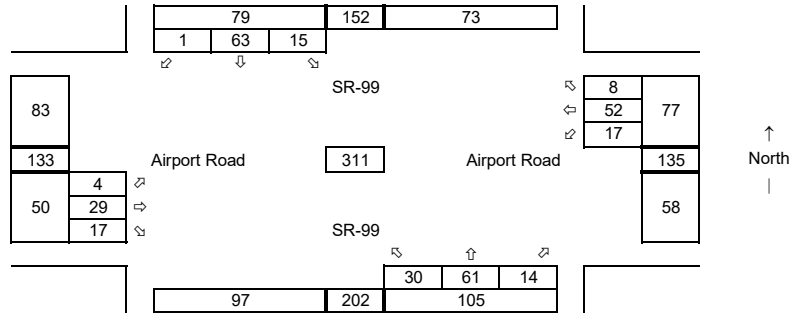
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

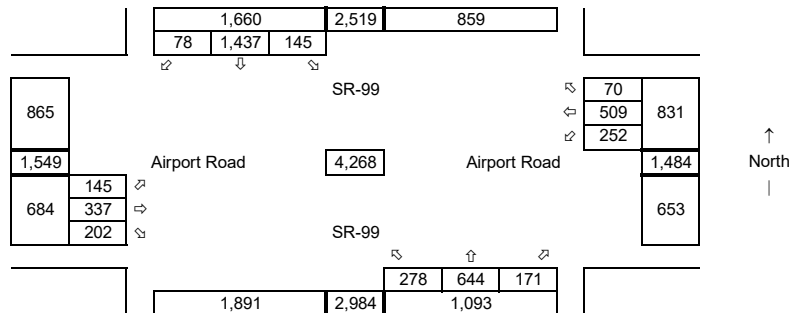
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

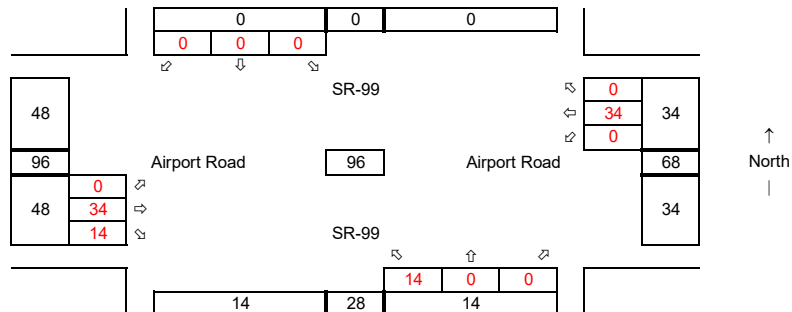
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

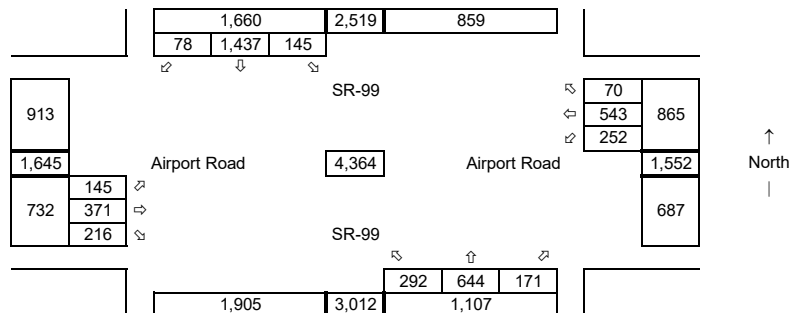
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour

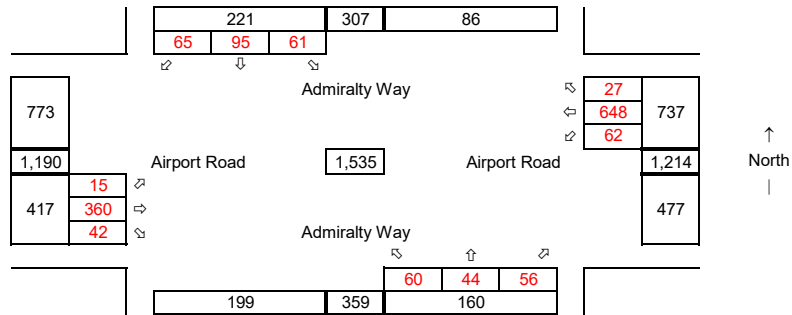


Synchro ID: 8

Existing TripsAverage Weekday
AM Peak-Hour

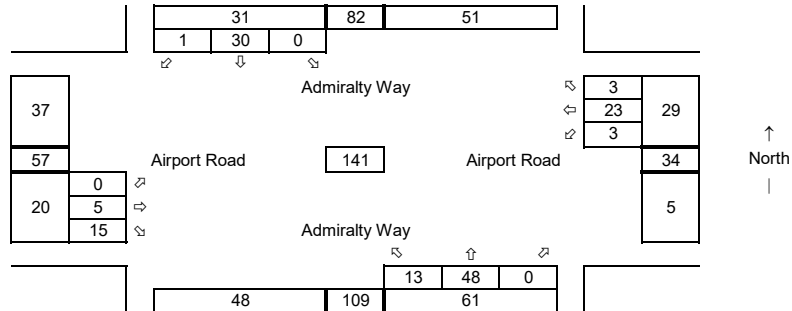
Year: 3/9/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database
from the Paine Field Passenger
Terminal have been removed
to not double-count them.

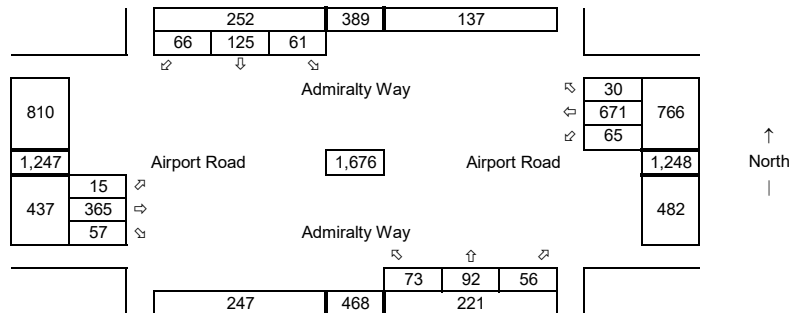
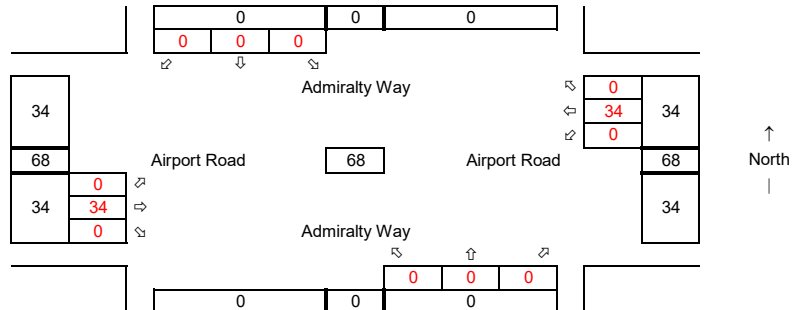
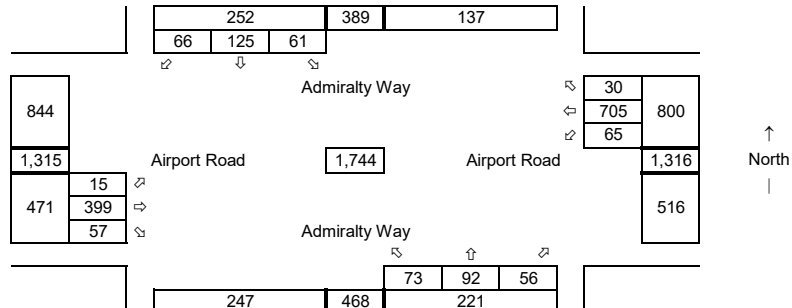
**No Action Trips**Average Weekday
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**Average Weekday
AM Peak-Hour**Future Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 9

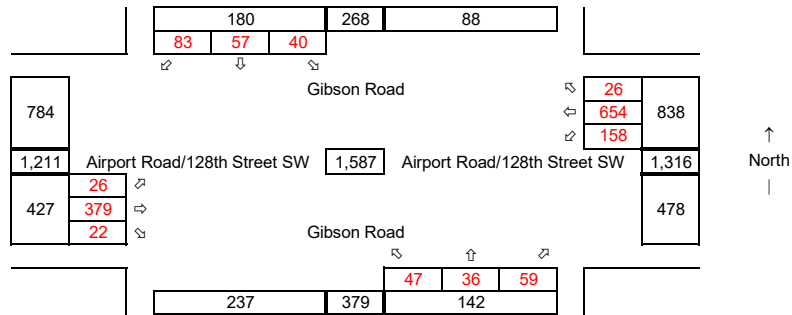
Existing Trips

Average Weekday

AM Peak-Hour

Year: 3/14/2017

Data Source: SnoCo

**Pipeline Trips**

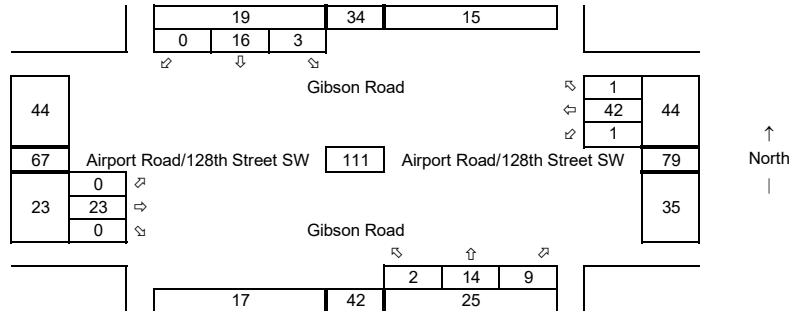
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

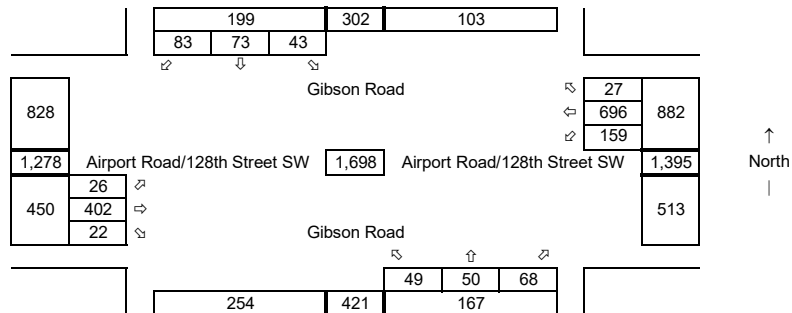
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

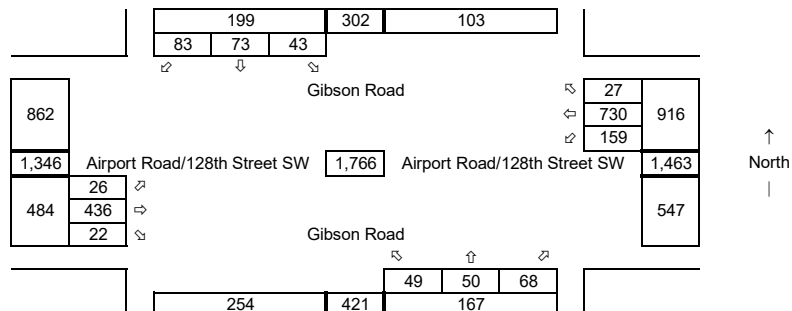
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 10

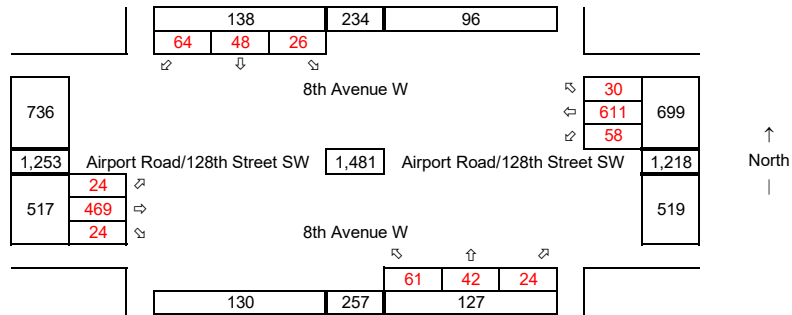
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

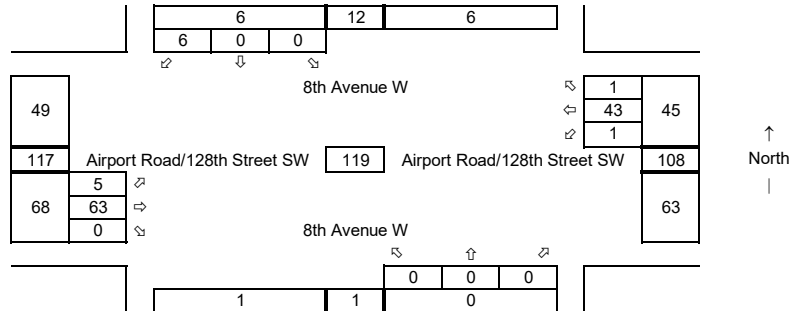
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

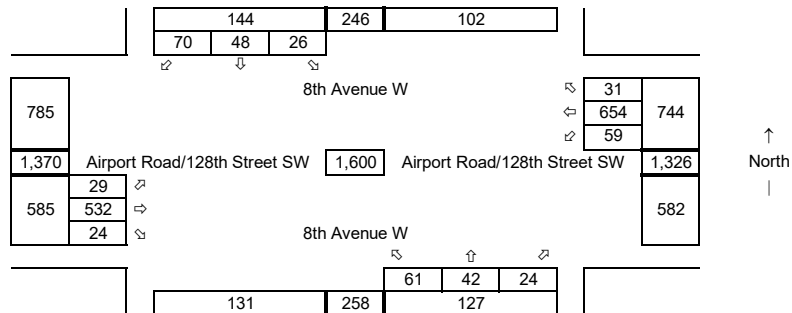
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

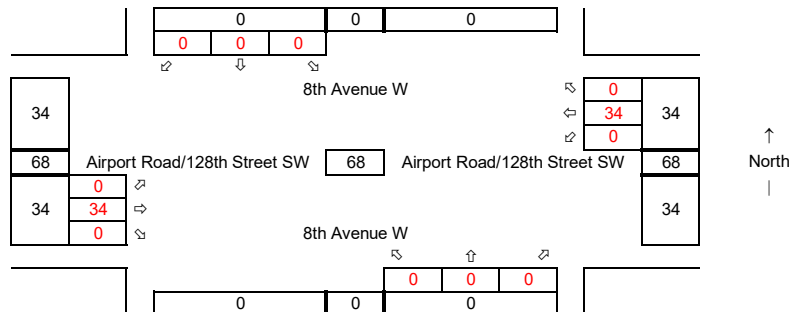
Years of Growth = 6

Total Growth = 1.0000

**Proposed Action Trips**

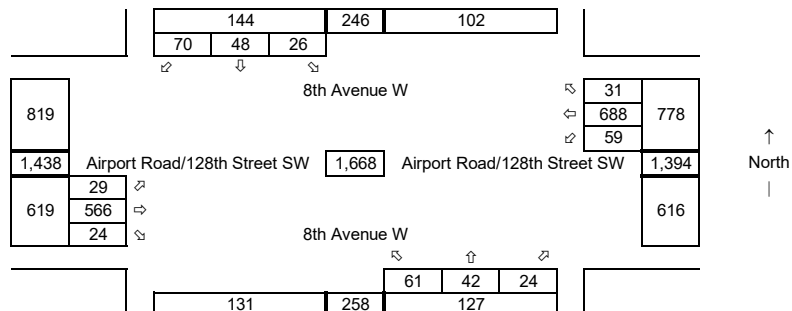
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 11

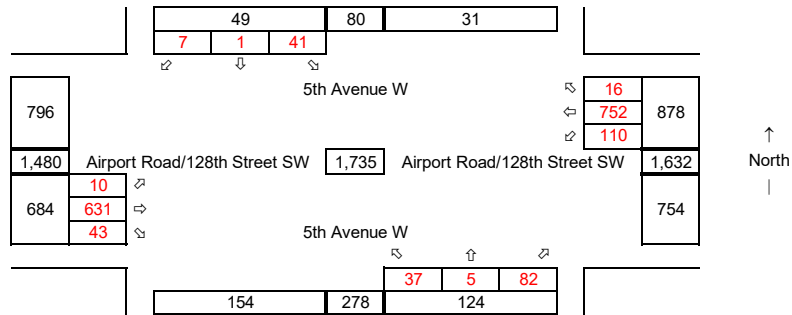
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/24/2018

Data Source: SnoCo

**Pipeline Trips**

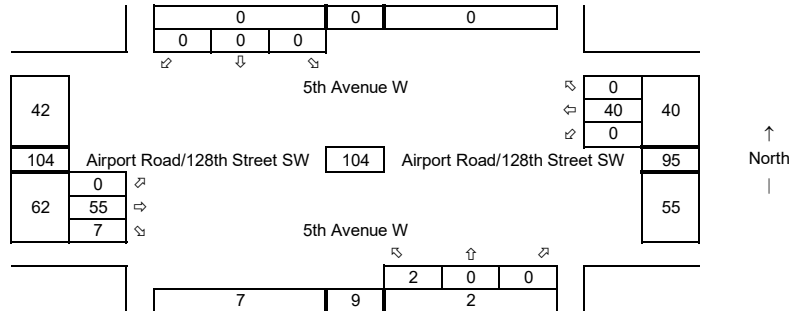
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database
from the Paine Field Passenger
Terminal have been removed
to not double-count them.

**No Action Trips**

Average Weekday

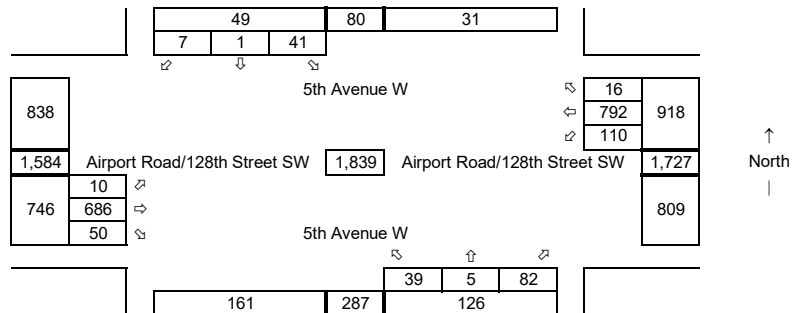
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

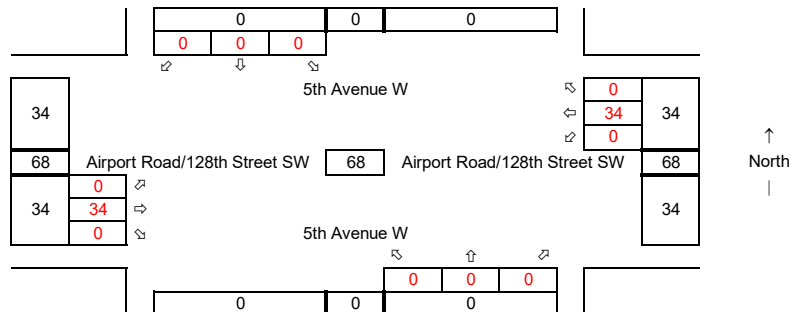
Years of Growth = 6

Total Growth = 1.0000

**Proposed Action Trips**

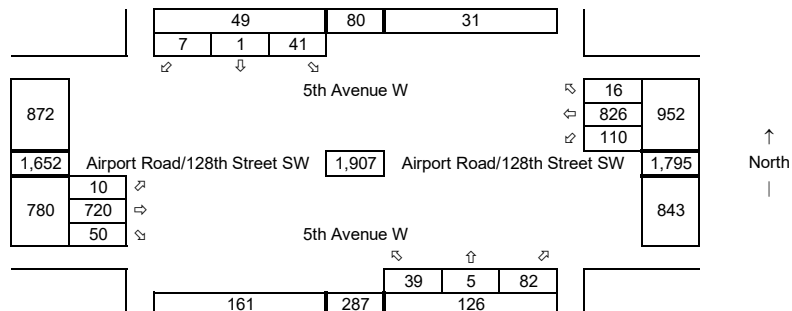
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 12

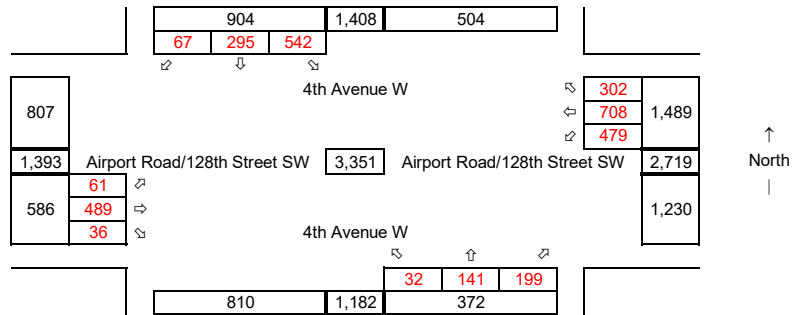
Existing Trips

Average Weekday

AM Peak-Hour

Year: 2/28/2017

Data Source: SnoCo

**Pipeline Trips**

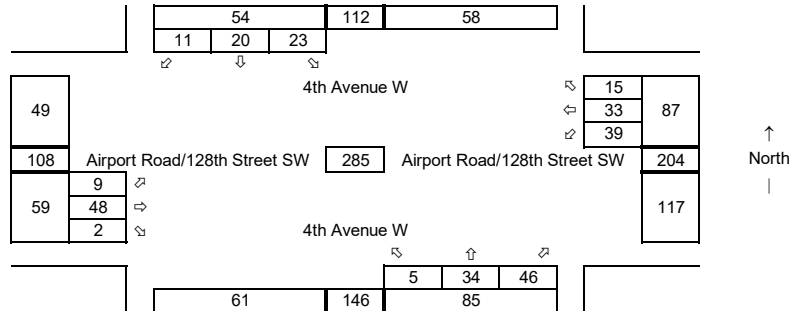
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

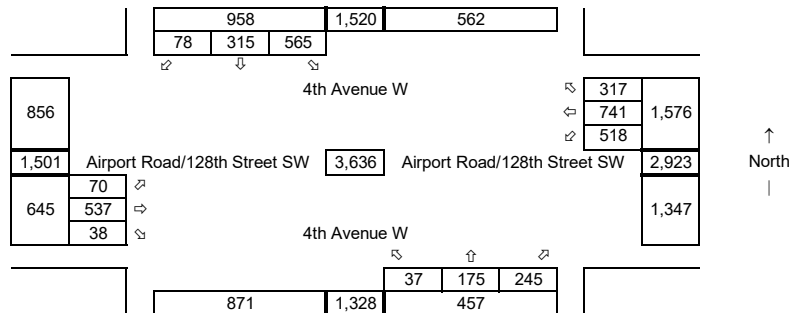
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

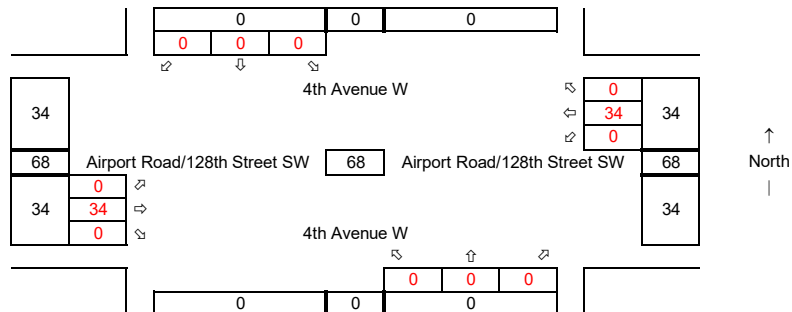
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

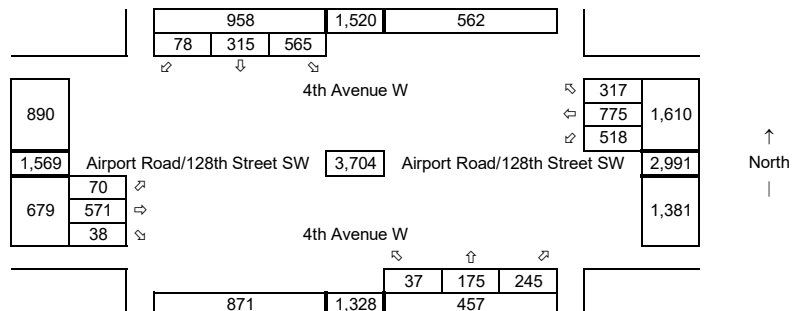
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 13

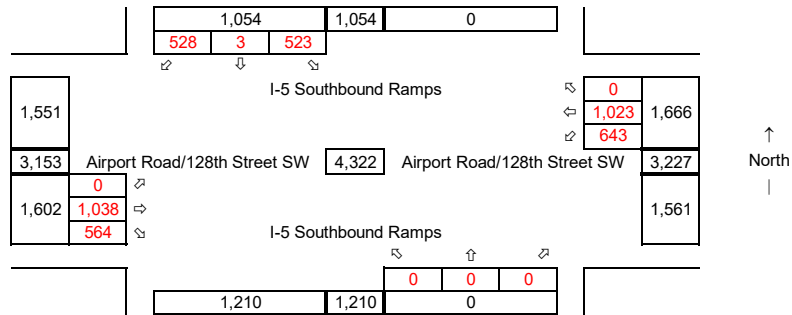
Existing Trips

Average Weekday

AM Peak-Hour

Year: 6/15/2017

Data Source: SnoCo

**Pipeline Trips**

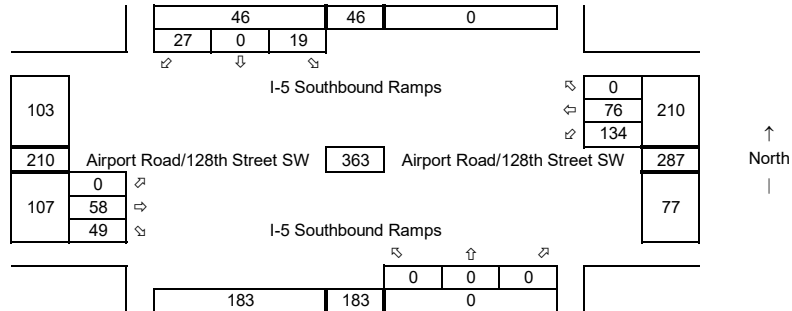
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

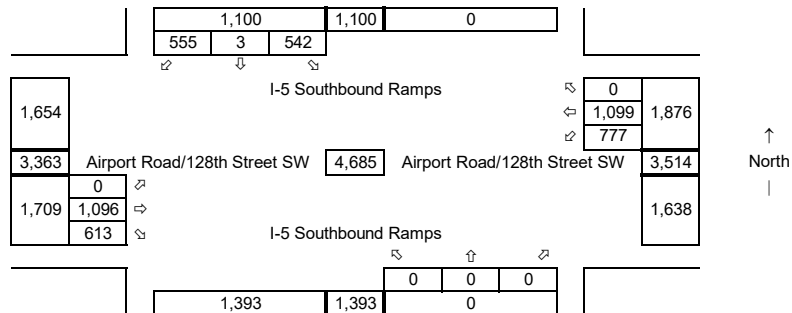
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

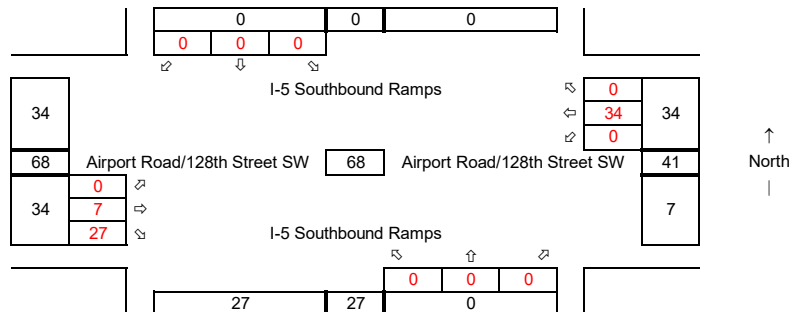
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

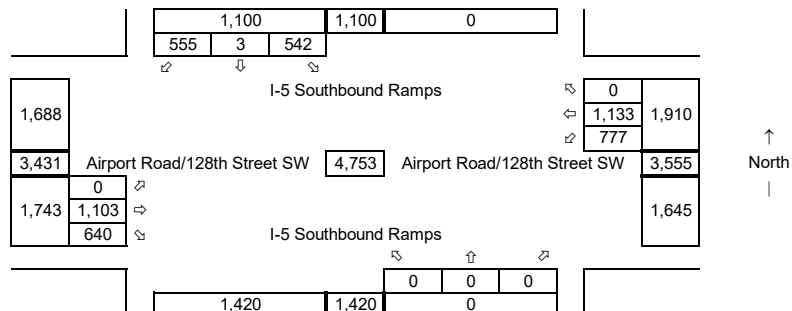
Average Weekday

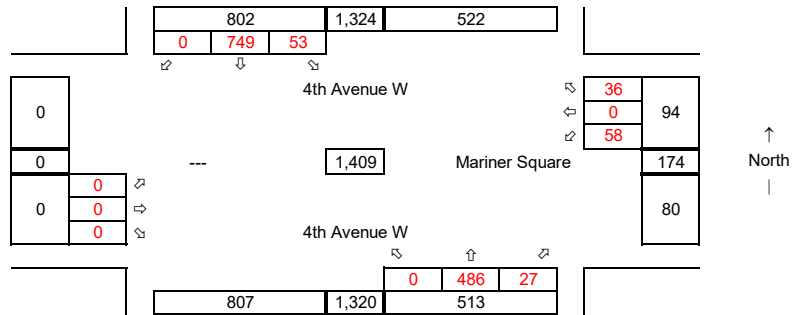
AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour

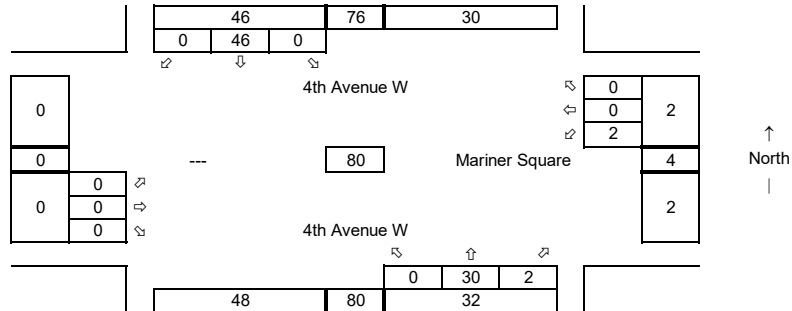


Data Source: **TDG**

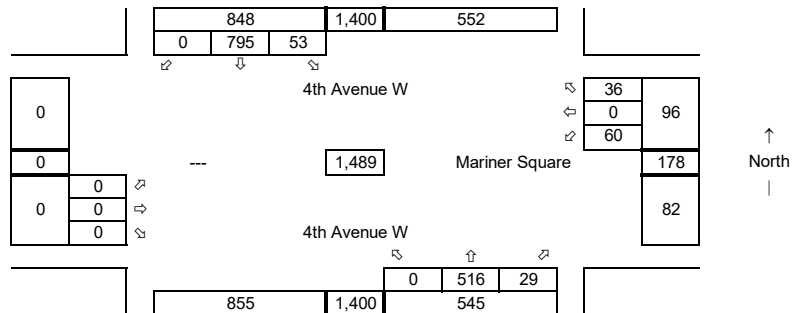
AM Peak-Hour

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

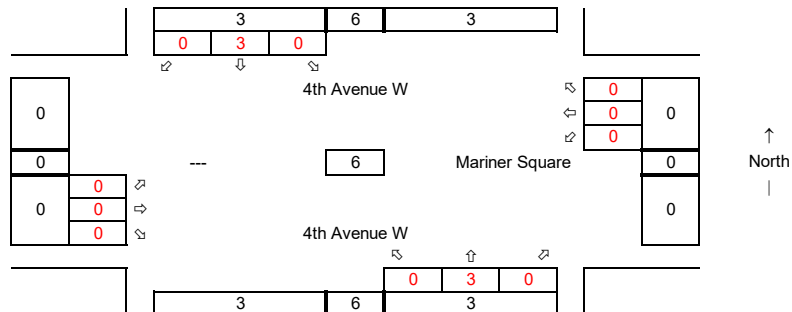


AM Peak-Hour

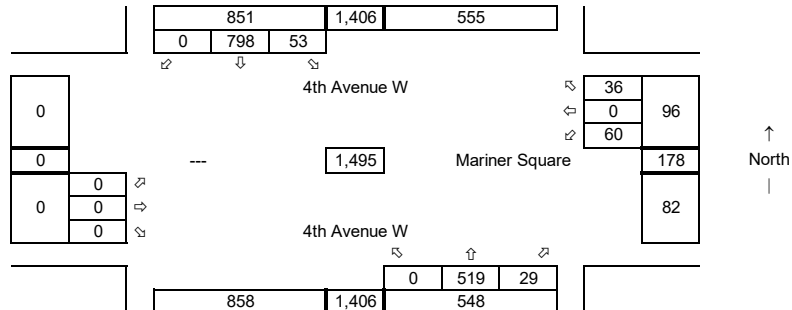


AM Peak-Hour

Development trips are anticipated to be local trips north of Mariner Square, but have been added to the intersection to represent a conservatively high impact.



AM Peak-Hour



Synchro ID: 15

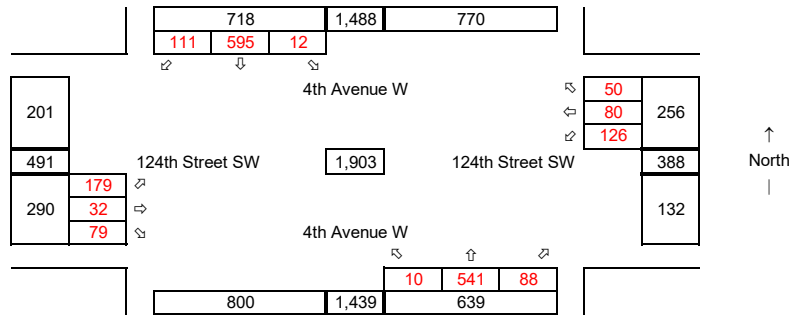
Existing Trips

Average Weekday

AM Peak-Hour

Year: 1/11/2018

Data Source: SnoCo

**Pipeline Trips**

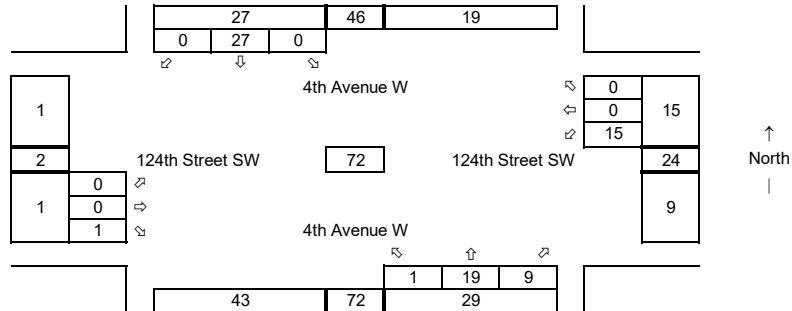
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

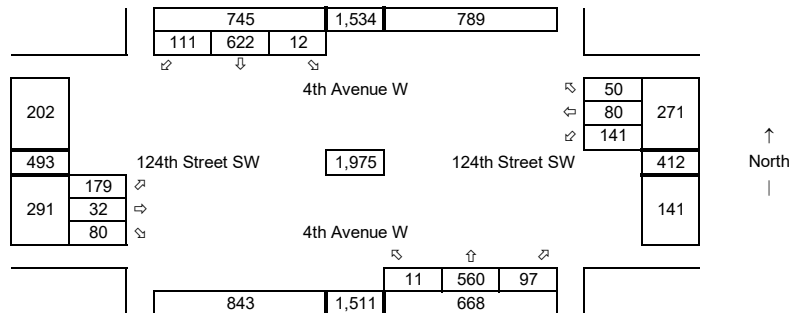
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 6

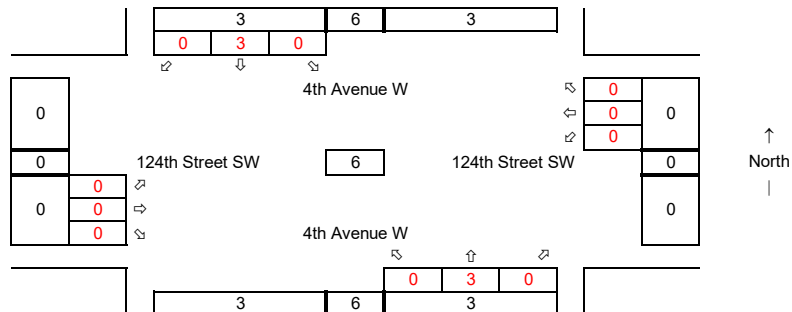
Total Growth = 1.0000

**Proposed Action Trips**

Average Weekday

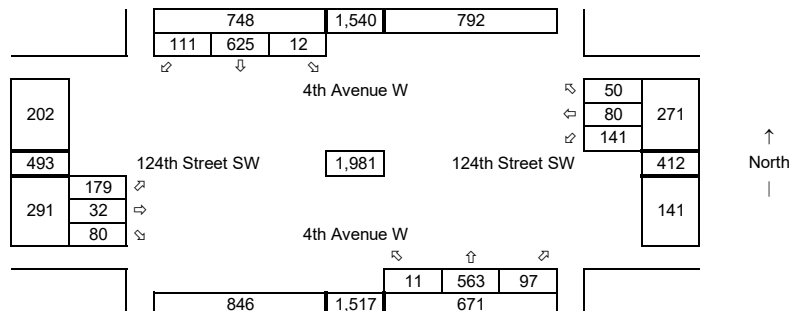
AM Peak-Hour

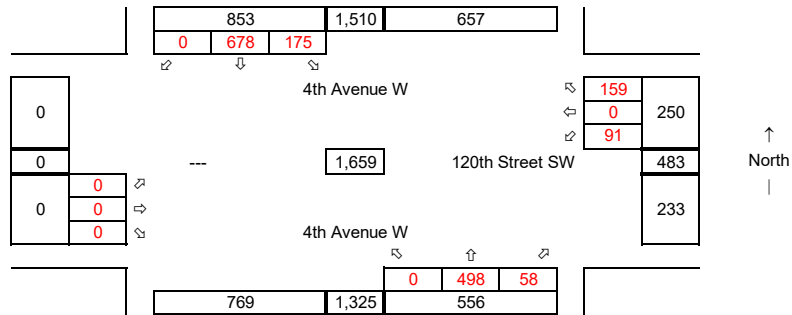
The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Future Year Operations**

Average Weekday

AM Peak-Hour



Data Source: **SnoCo**

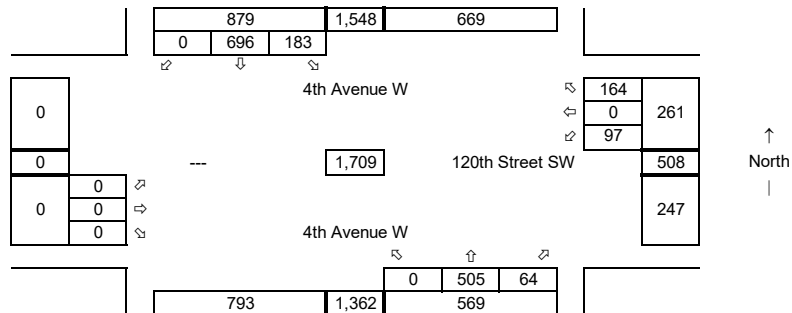
Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.



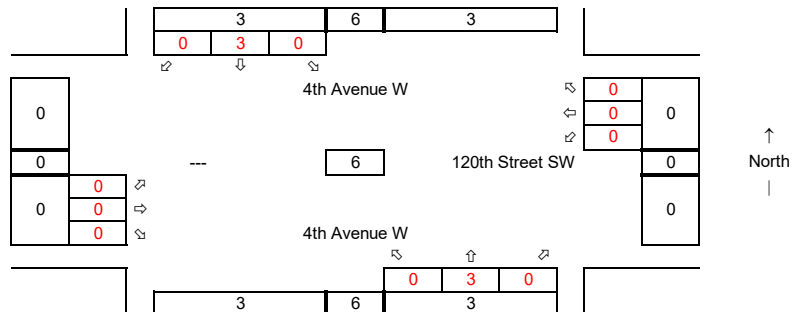
Average Weekday
AM Peak-Hour

Year:	2024
Growth Rate =	0.0%
Years of Growth =	6
Total Growth =	1.0000

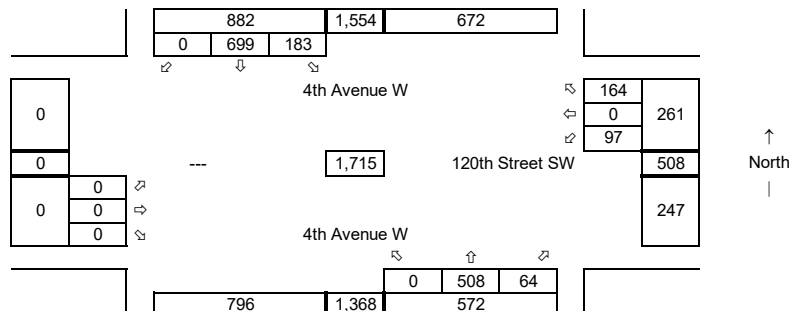


Average Weekday
AM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.



Average Weekday
AM Peak-Hour



Synchro ID: 17

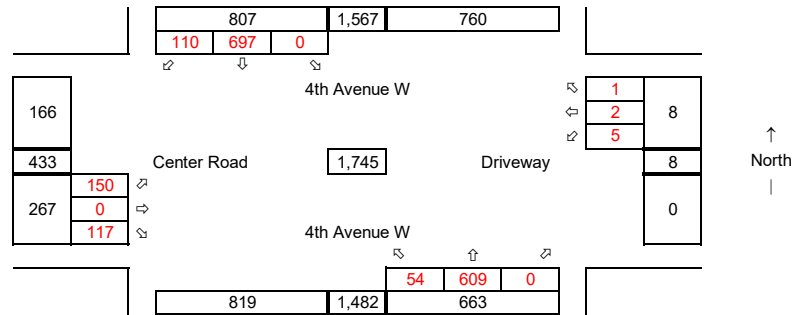
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

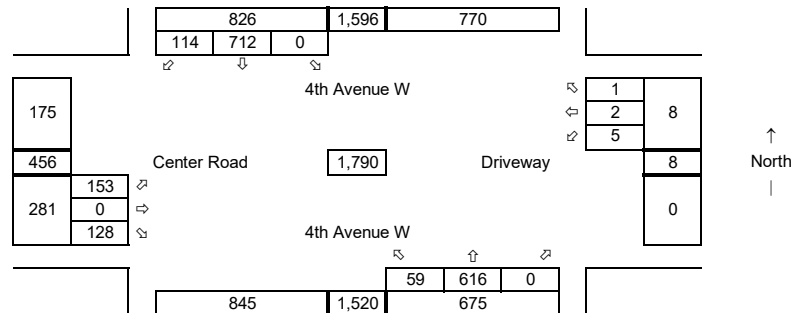
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 6

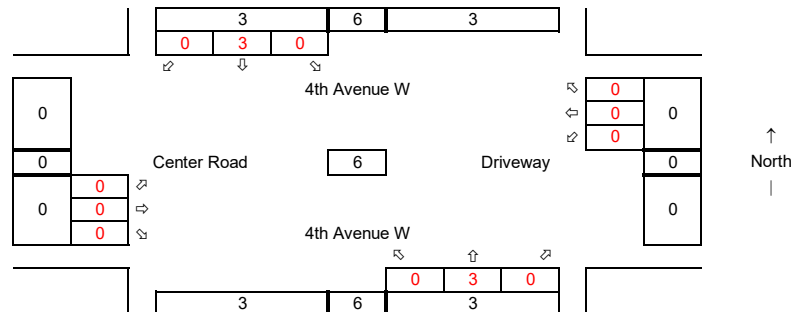
Total Growth = 1.0000

**Proposed Action Trips**

Average Weekday

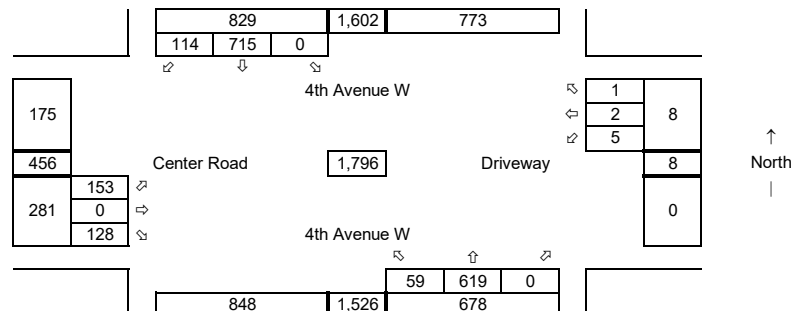
AM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 18

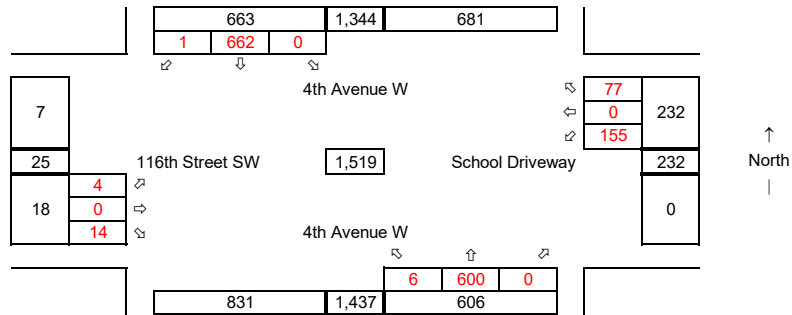
Existing Trips

Average Weekday

AM Peak-Hour

Year: 9/21/2017

Data Source: SnoCo

**Pipeline Trips**

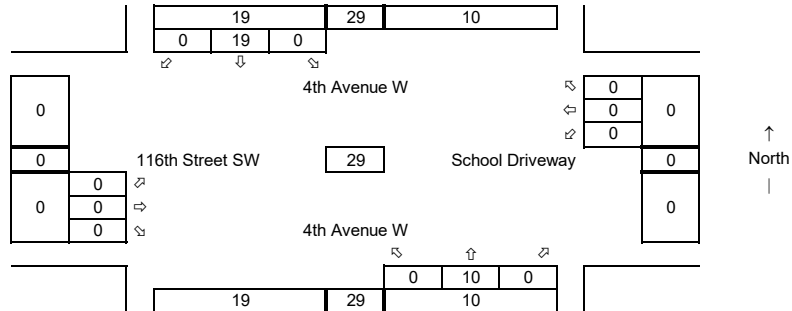
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

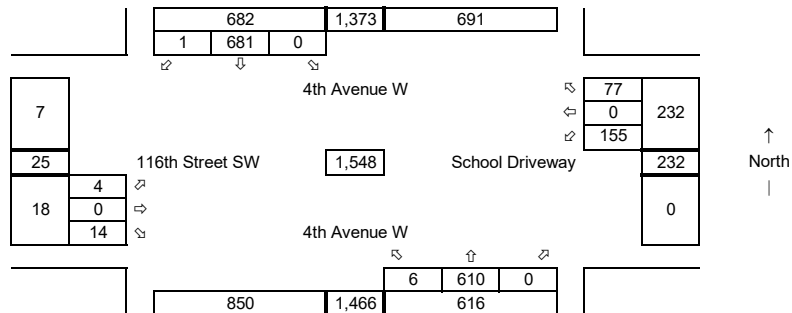
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

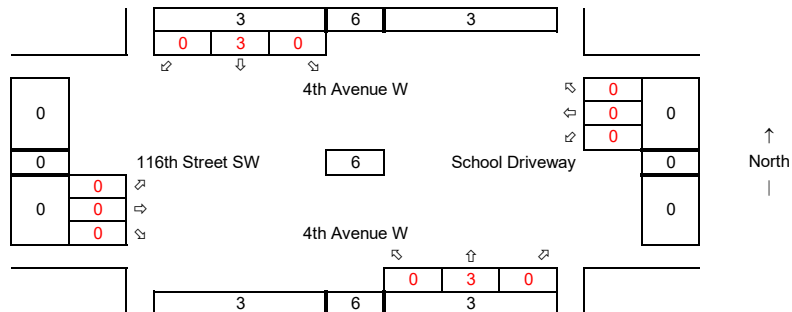
Total Growth = 1.0000

**Proposed Action Trips**

Average Weekday

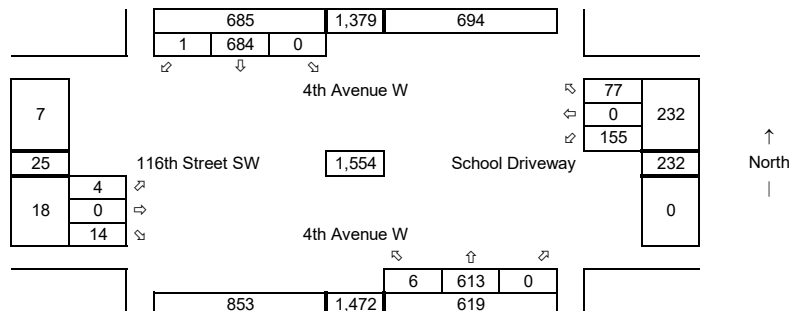
AM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 19

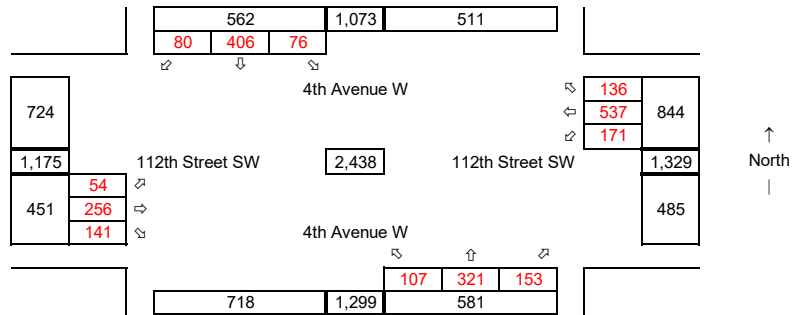
Existing Trips

Average Weekday

AM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

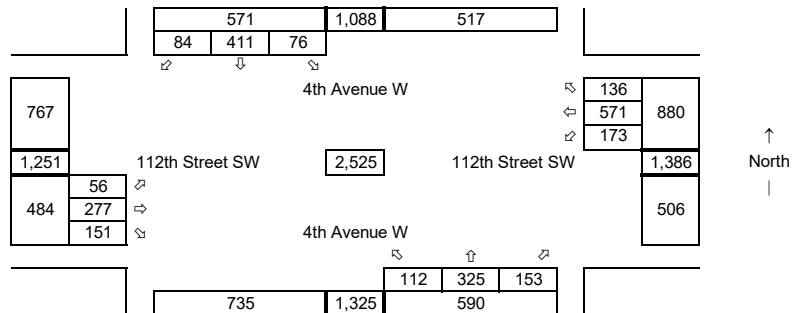
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

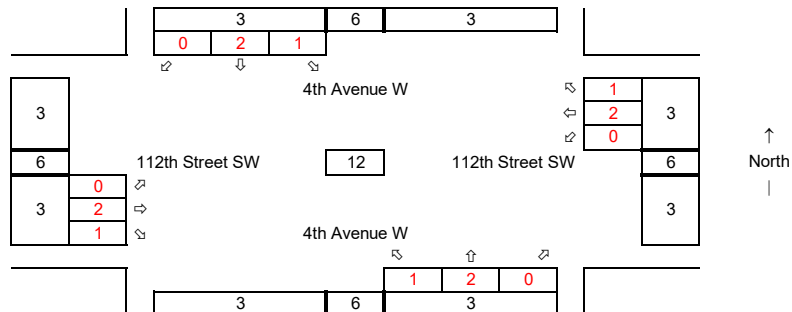
Years of Growth = 6

Total Growth = 1.0000

**Proposed Action Trips**

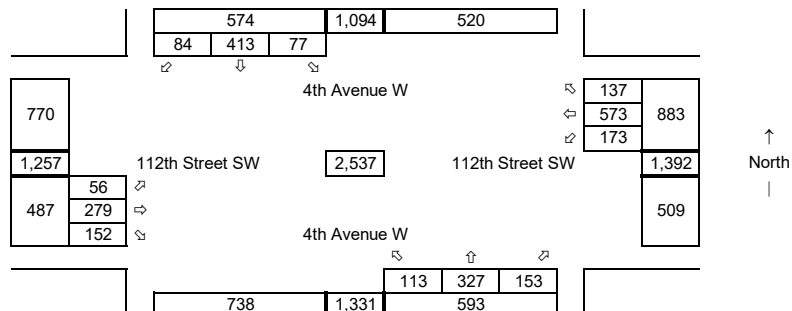
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour

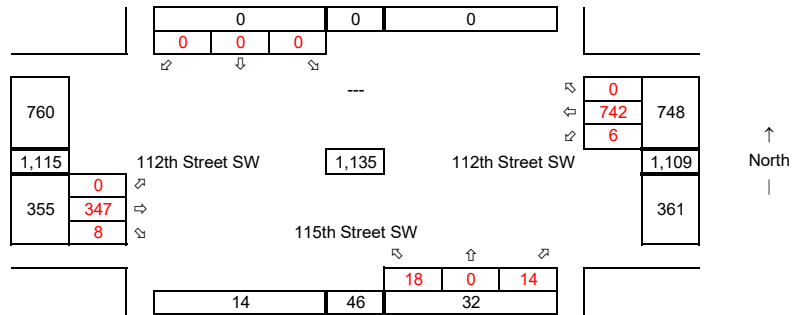


Synchro ID: 20

Existing TripsAverage Weekday
AM Peak-Hour

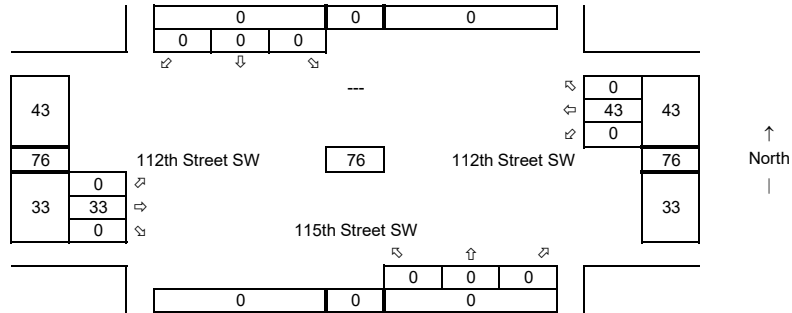
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
AM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

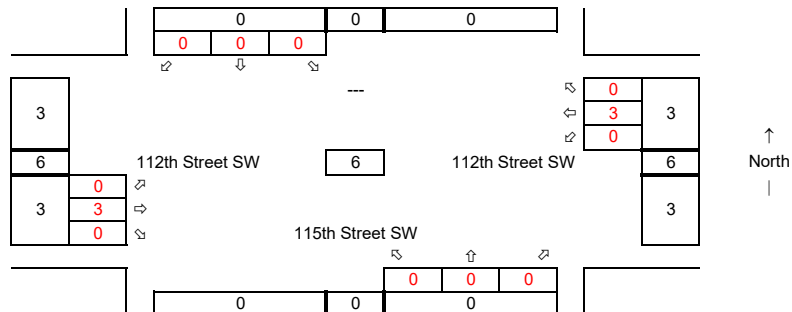
**No Action Trips**Average Weekday
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 6

Total Growth = 1.0000

**Proposed Action Trips**Average Weekday
AM Peak-Hour**Future Year Operations**Average Weekday
AM Peak-Hour

Synchro ID: 21

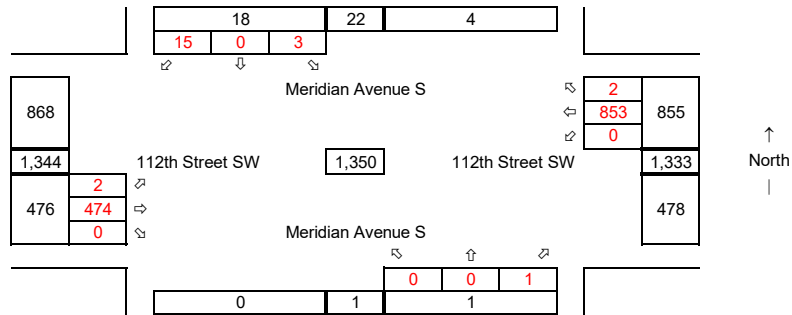
Existing Trips

Average Weekday

AM Peak-Hour

Year: 12/5/2017

Data Source: SnoCo

**Pipeline Trips**

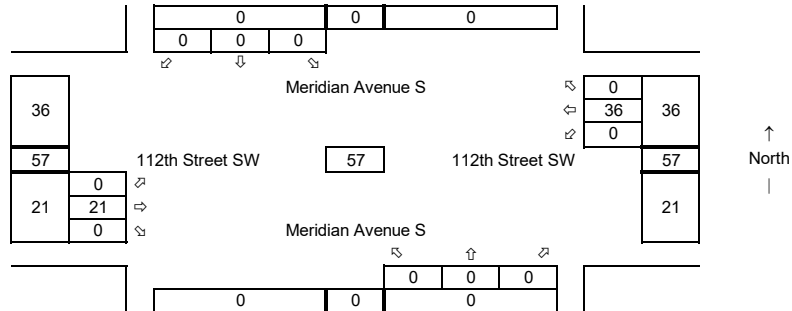
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

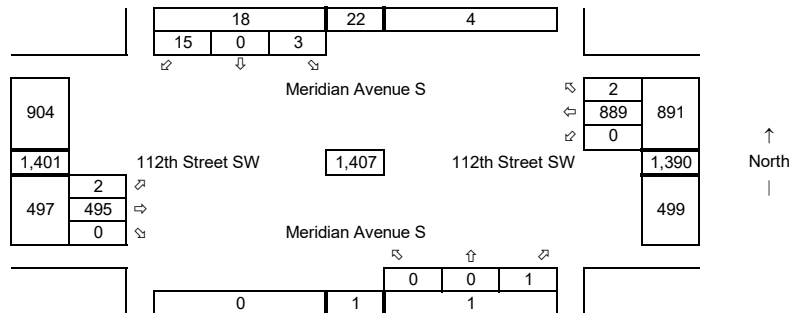
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

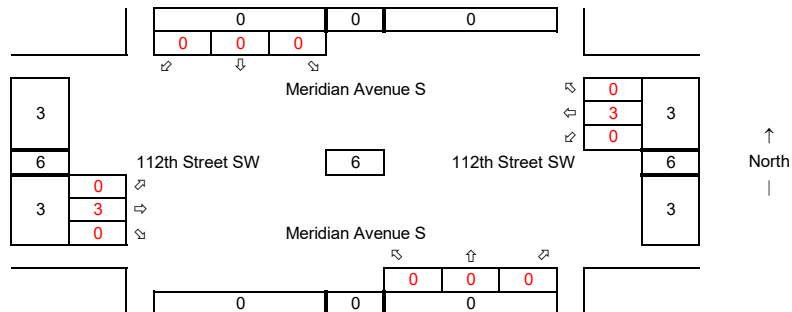
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

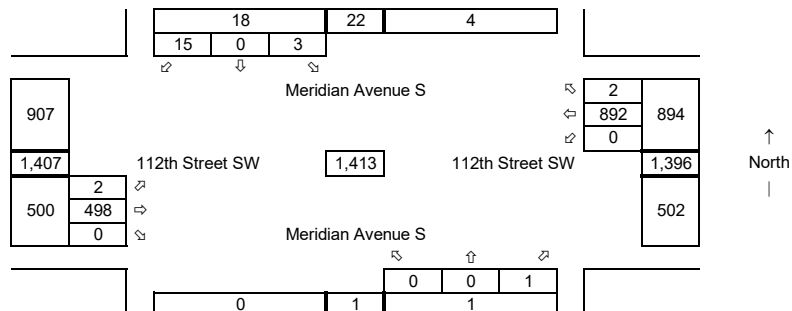
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 22

Existing Trips

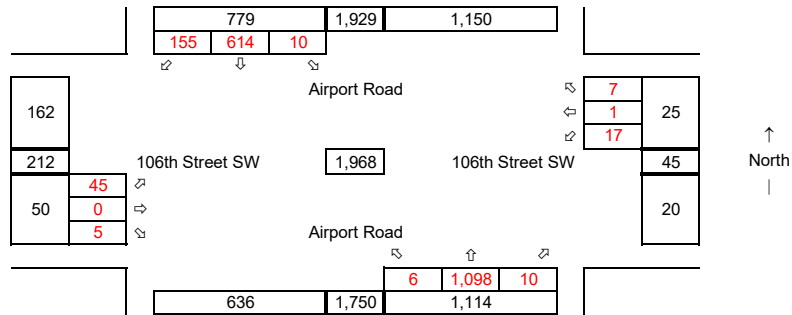
Average Weekday

AM Peak-Hour

Year: 12/7/2017

Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**

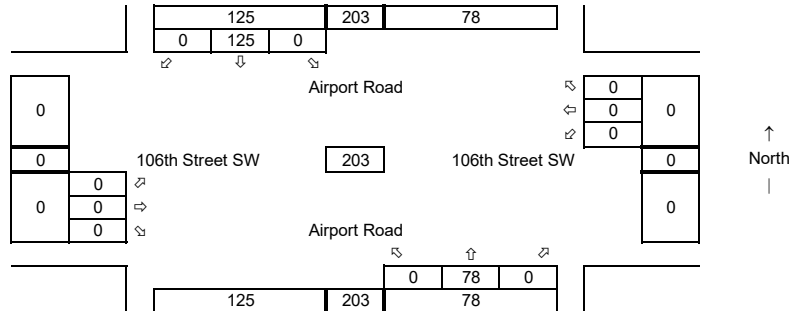
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

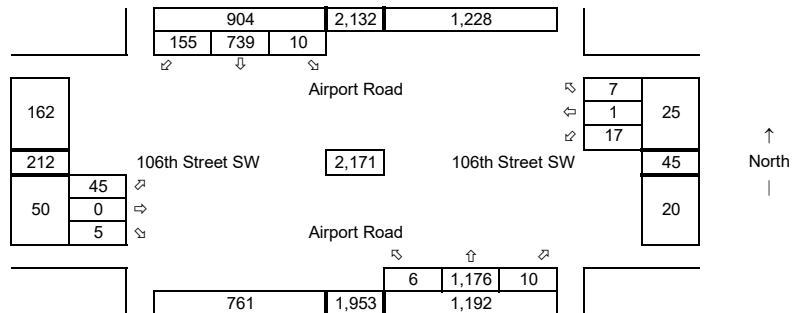
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

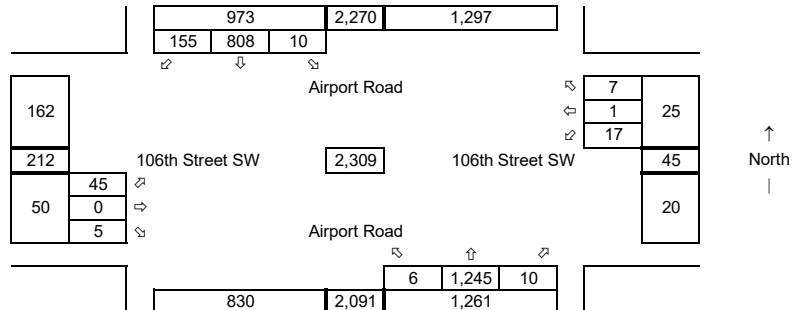
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 23

Existing Trips

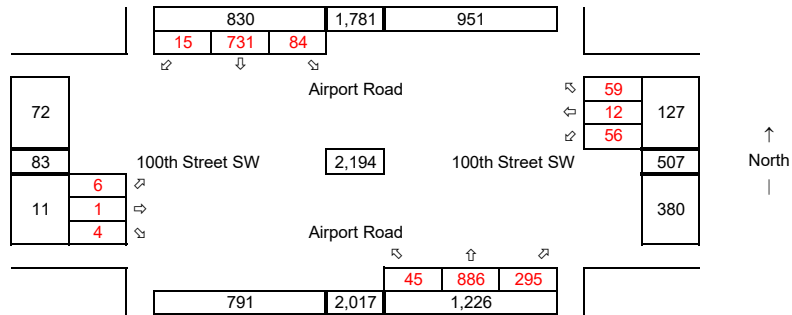
Average Weekday

AM Peak-Hour

Year: 10/19/2017

Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**

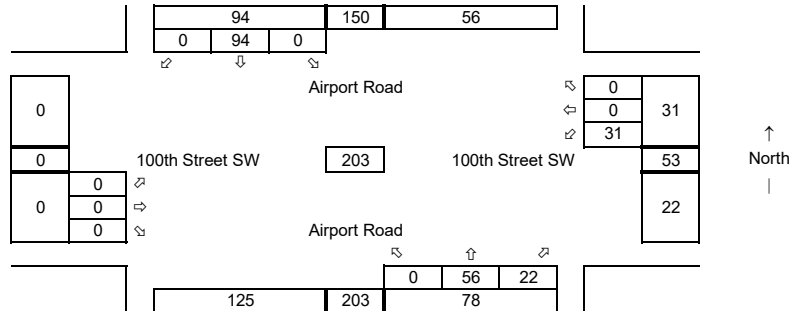
Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

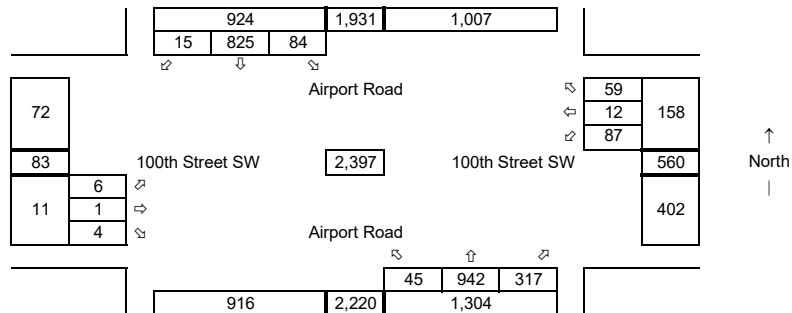
AM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

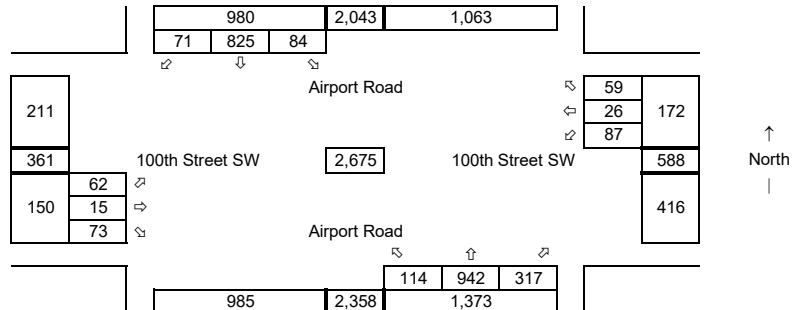
Average Weekday

AM Peak-Hour

**Future Year Operations**

Average Weekday

AM Peak-Hour



Synchro ID: 26

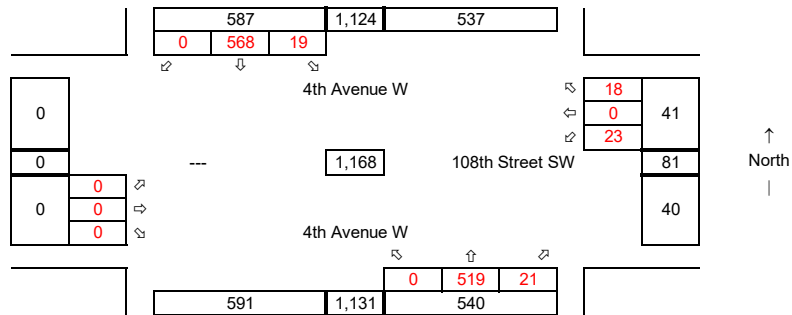
Existing Trips

Average Weekday

AM Peak-Hour

Year: 1/11/2018

Data Source: SnoCo

**Pipeline Trips**

Average Weekday

AM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

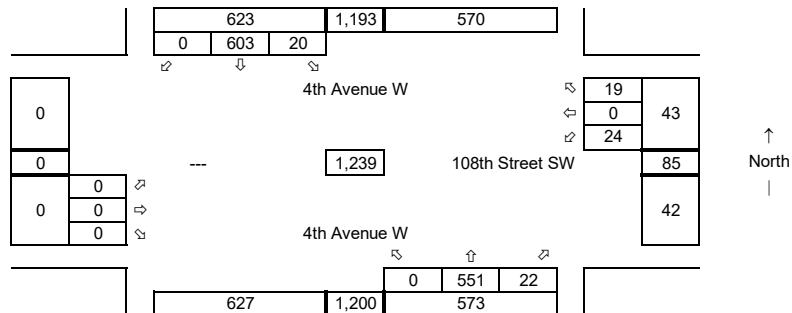
AM Peak-Hour

Year: 2024

Growth Rate = 1.0%

Years of Growth = 6

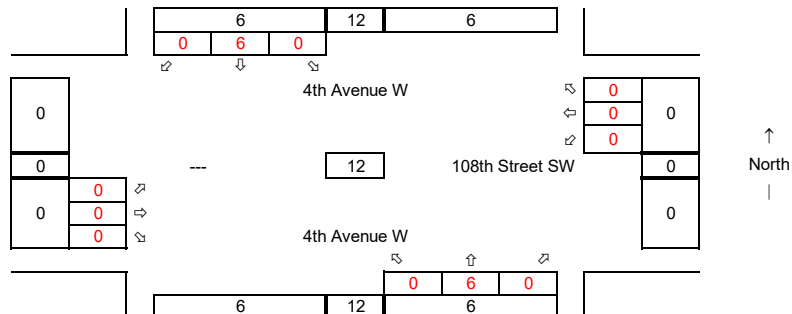
Total Growth = 1.0615

**Proposed Action Trips**

Average Weekday

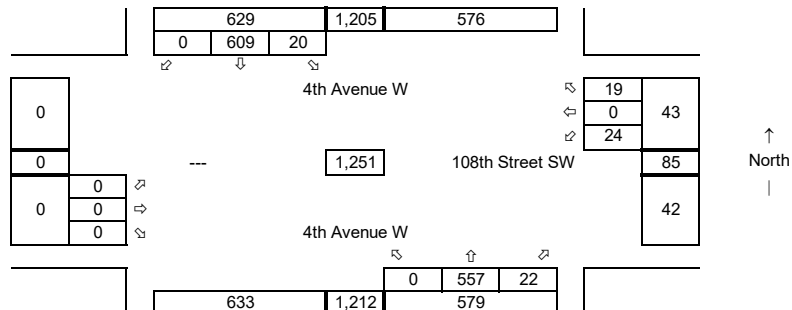
AM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Future Year Operations**

Average Weekday

AM Peak-Hour



2024 PM Turning Movement Volumes

Synchro ID: 1

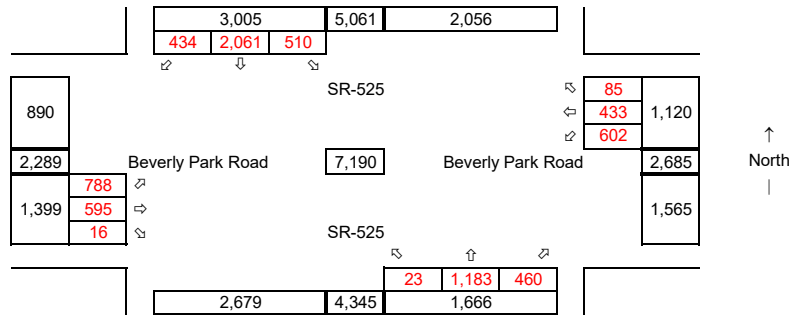
Existing Trips

Average Weekday

PM Peak-Hour

Year: 6/13/2017

Data Source: SnoCo

**Pipeline Trips**

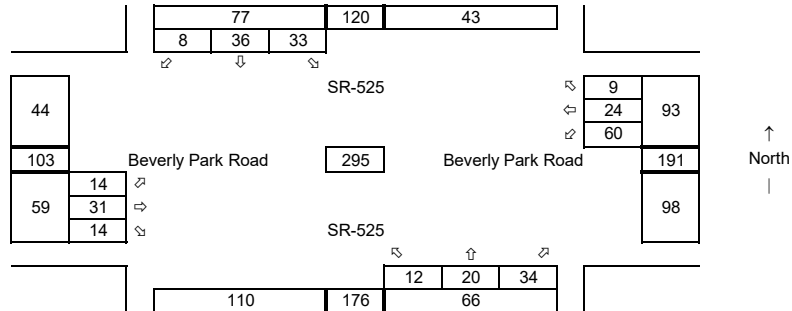
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

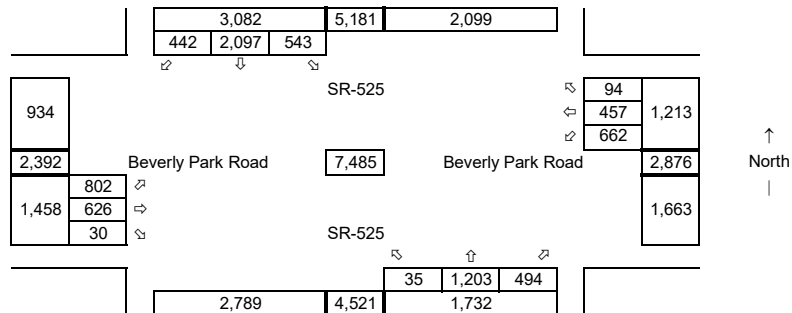
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

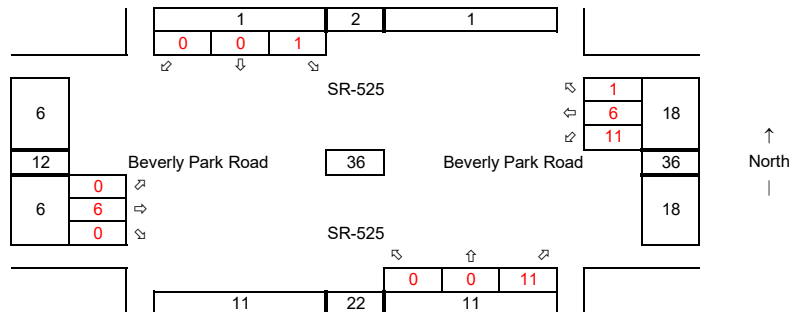
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

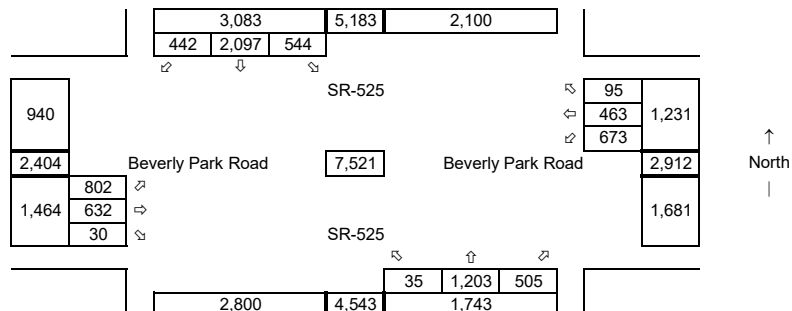
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour

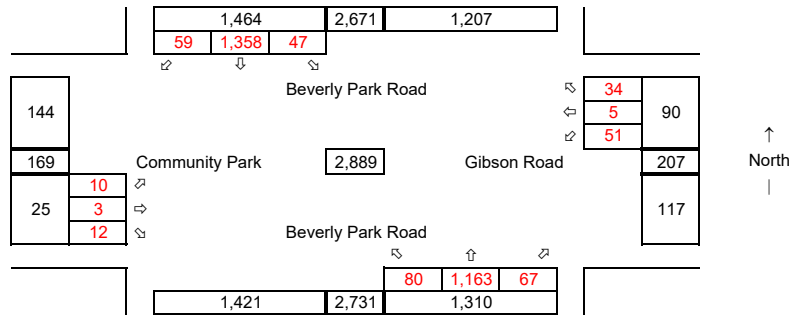


Synchro ID: 2

Existing TripsAverage Weekday
PM Peak-Hour

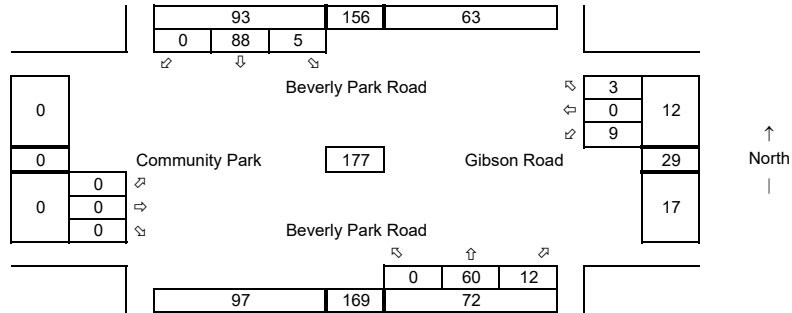
Year: 5/16/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

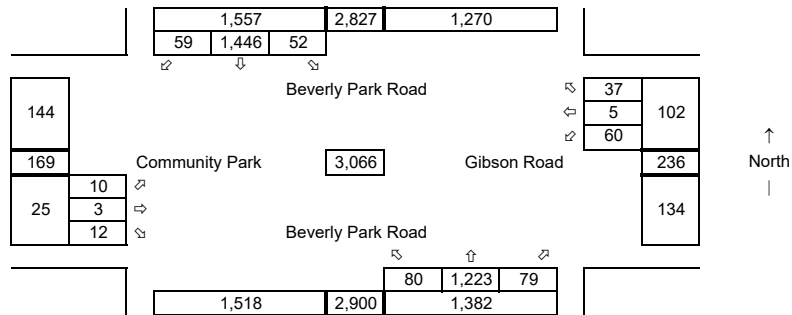
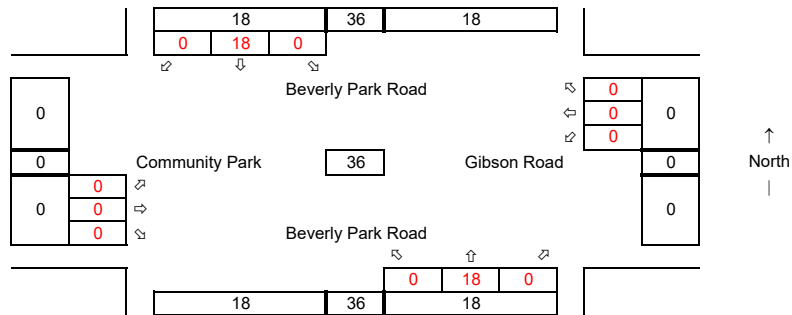
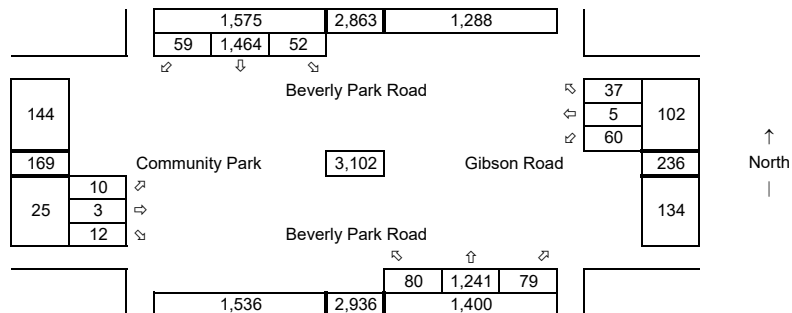
**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Future Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 3

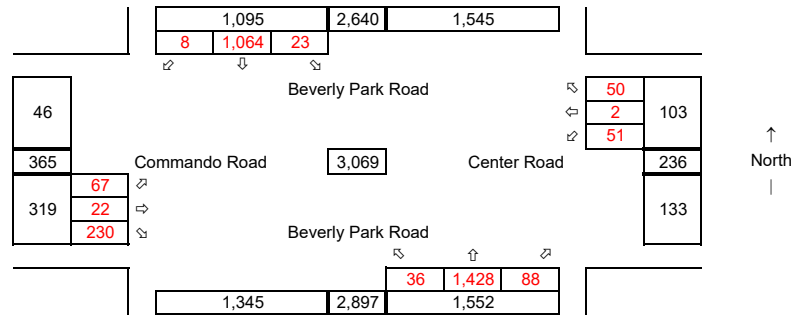
Existing Trips

Average Weekday

PM Peak-Hour

Year: 9/19/2017

Data Source: SnoCo

**Pipeline Trips**

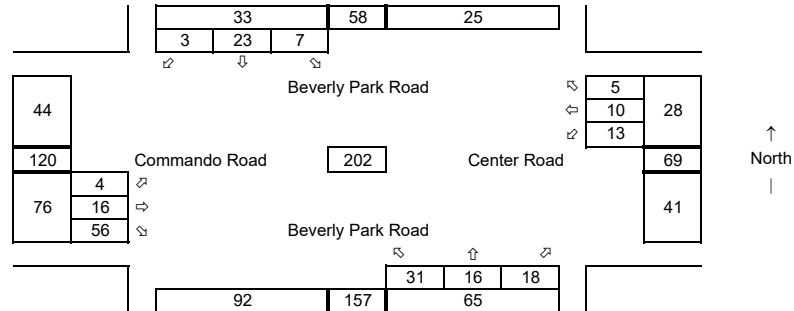
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

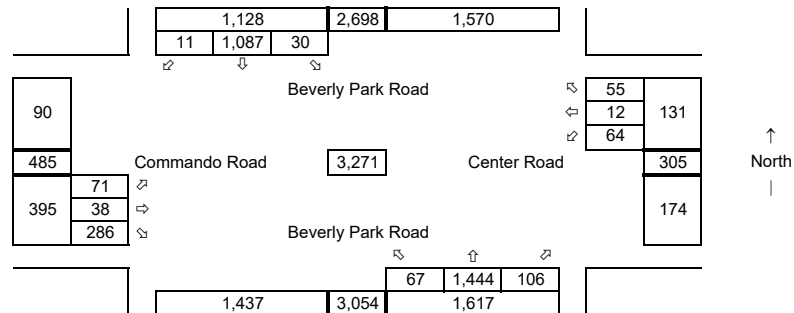
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

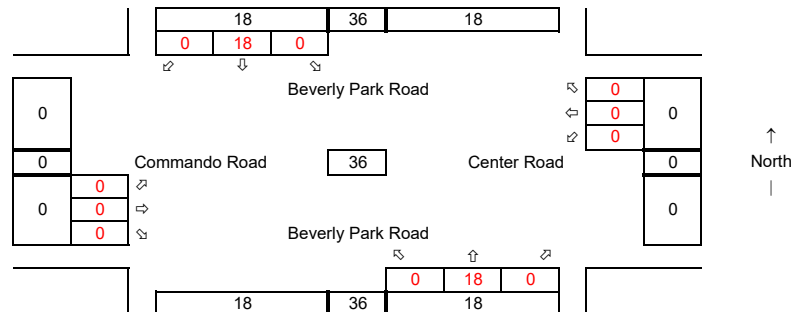
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

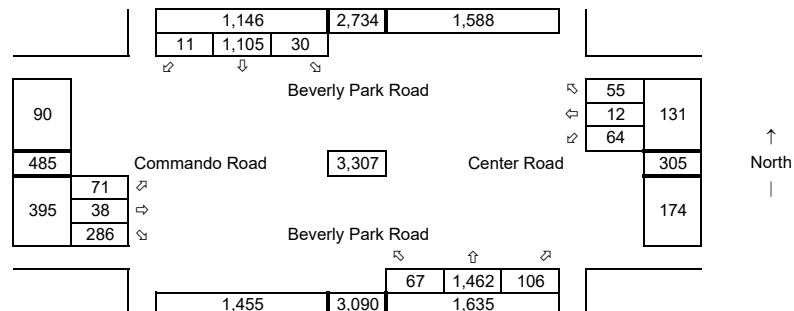
Average Weekday

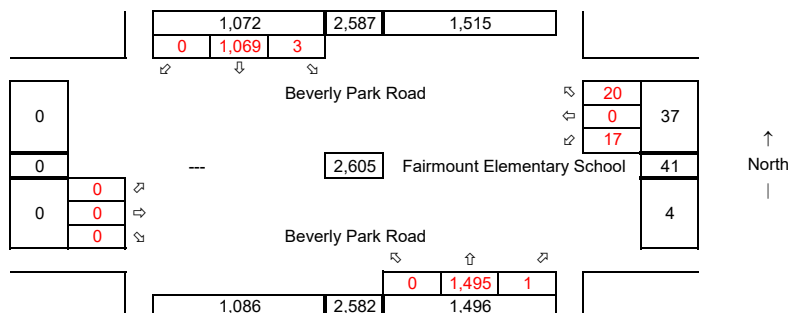
PM Peak-Hour

**Future Year Operations**

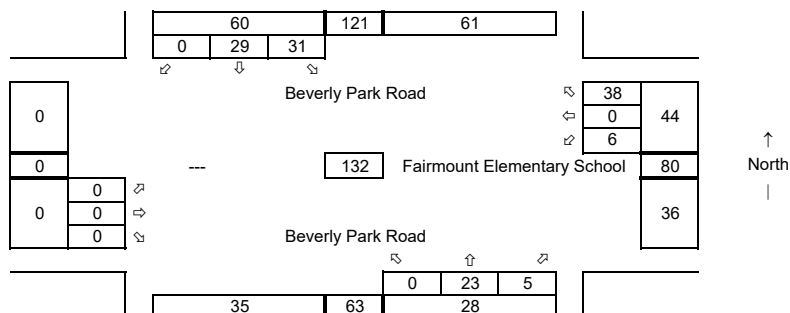
Average Weekday

PM Peak-Hour

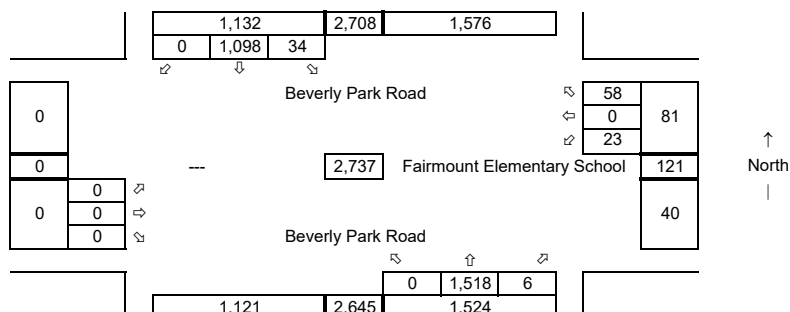


Data Source: **SnoCo**

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.



Total Growth = 1.0000



The map shows the intersection of Beverly Park Road and Fairmount Elementary School. Beverly Park Road runs horizontally across the top and bottom of the map. Fairmount Elementary School is located on the right side of the map, between the two segments of Beverly Park Road. A bus stop is proposed on Beverly Park Road, south of the intersection, indicated by a red 'X' and the label 'BUS STOP'. The map includes a north arrow pointing upwards and a scale bar indicating distances in feet (0, 100, 200). Various street names and landmarks are labeled, including Beverly Park Road, Fairmount Elementary School, and the intersection of Beverly Park Road and Fairmount Elementary School. The map also shows the layout of the intersection, including the road names, the school, and the proposed bus stop locations. The bus stop is located on Beverly Park Road, south of the intersection. The map includes a north arrow and a scale bar.

Map of the Beverly Park Road area showing the intersection with Fairmount Elementary School. The map includes a street grid with Beverly Park Road running horizontally and Fairmount Elementary School running vertically. A north arrow points upwards. Various lot numbers and street names are labeled. Beverly Park Road has lot numbers 1,150, 2,744, 1,594, 0, 1,116, 34, 2,773, and 1,139. Fairmount Elementary School has lot numbers 58, 0, 23, 81, 121, and 40. The intersection is marked with a cross. A dashed line indicates a property boundary or easement.

Synchro ID: 5

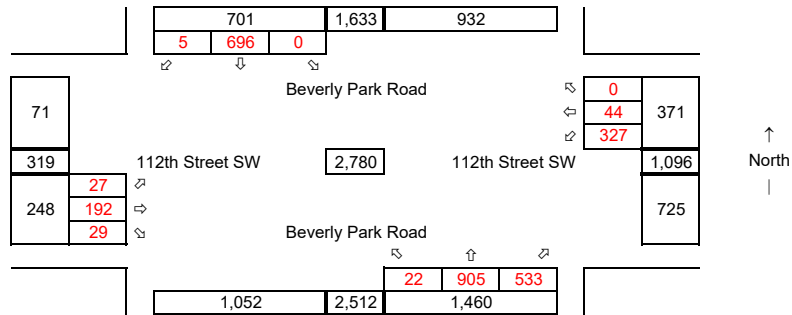
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/25/2017

Data Source: SnoCo

**Pipeline Trips**

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

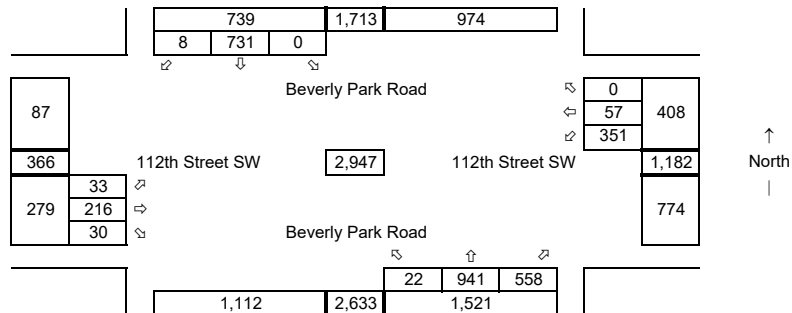
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

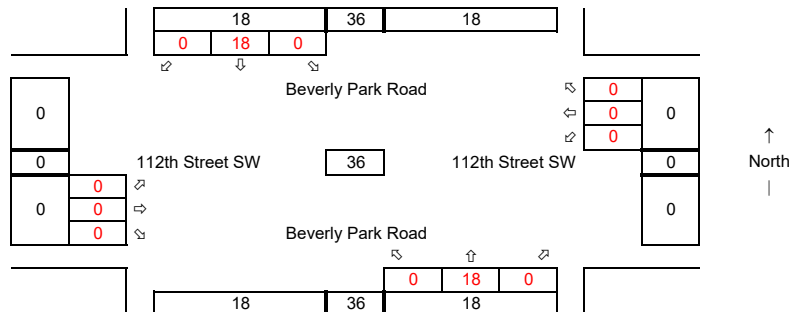
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

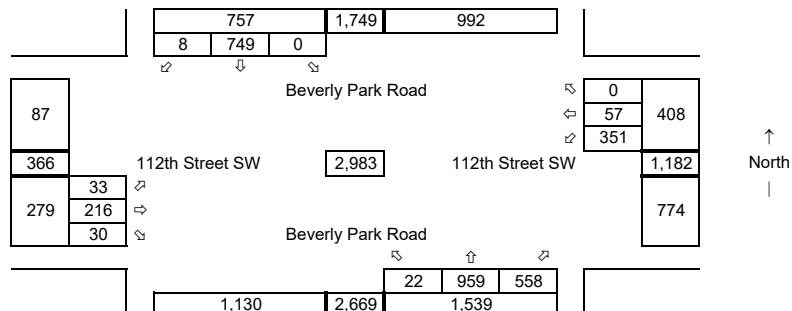
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 6

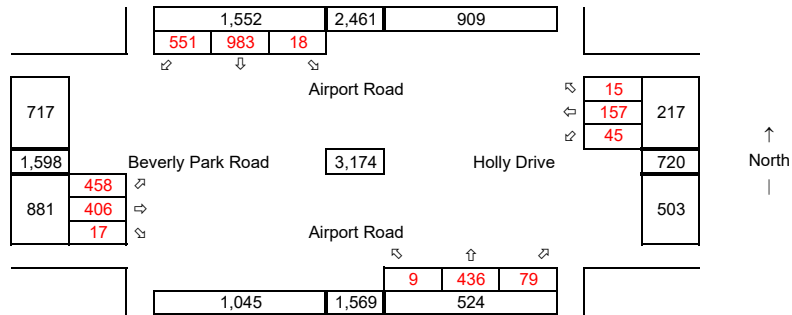
Existing Trips

Average Weekday

PM Peak-Hour

Year: 6/14/2017

Data Source: SnoCo

**Pipeline Trips**

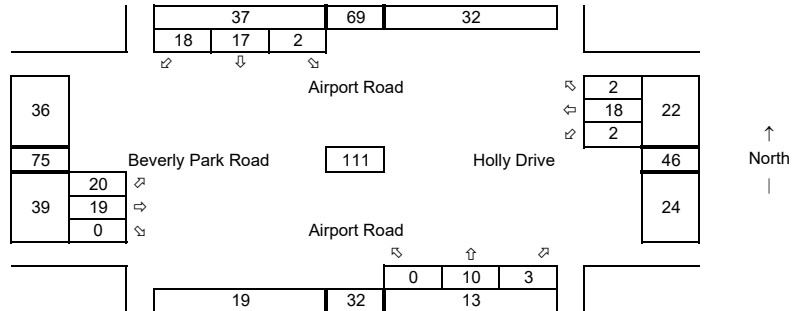
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

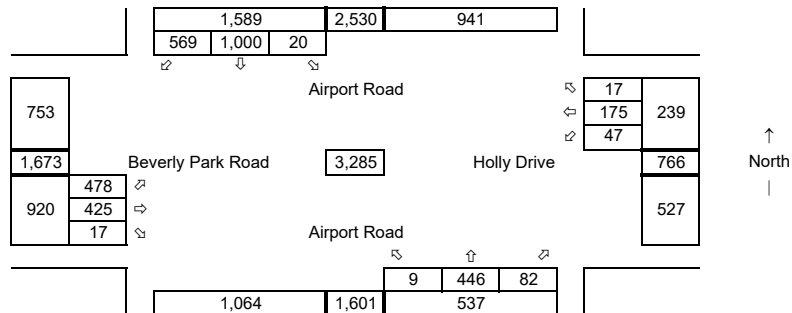
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

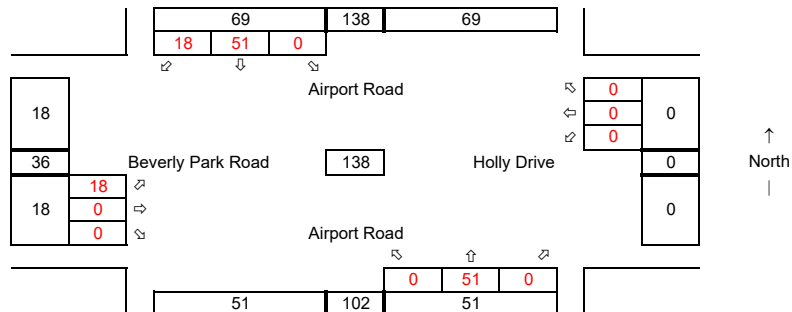
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

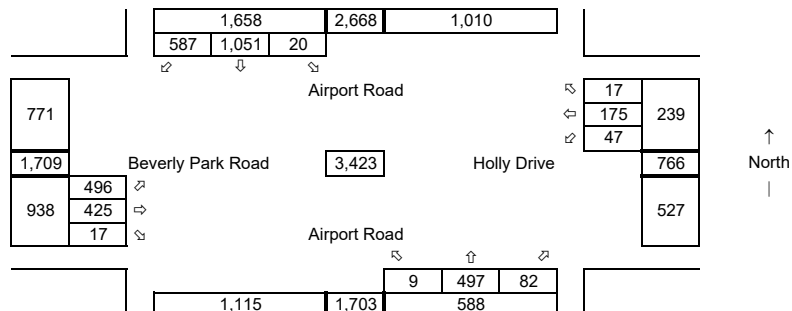
Average Weekday

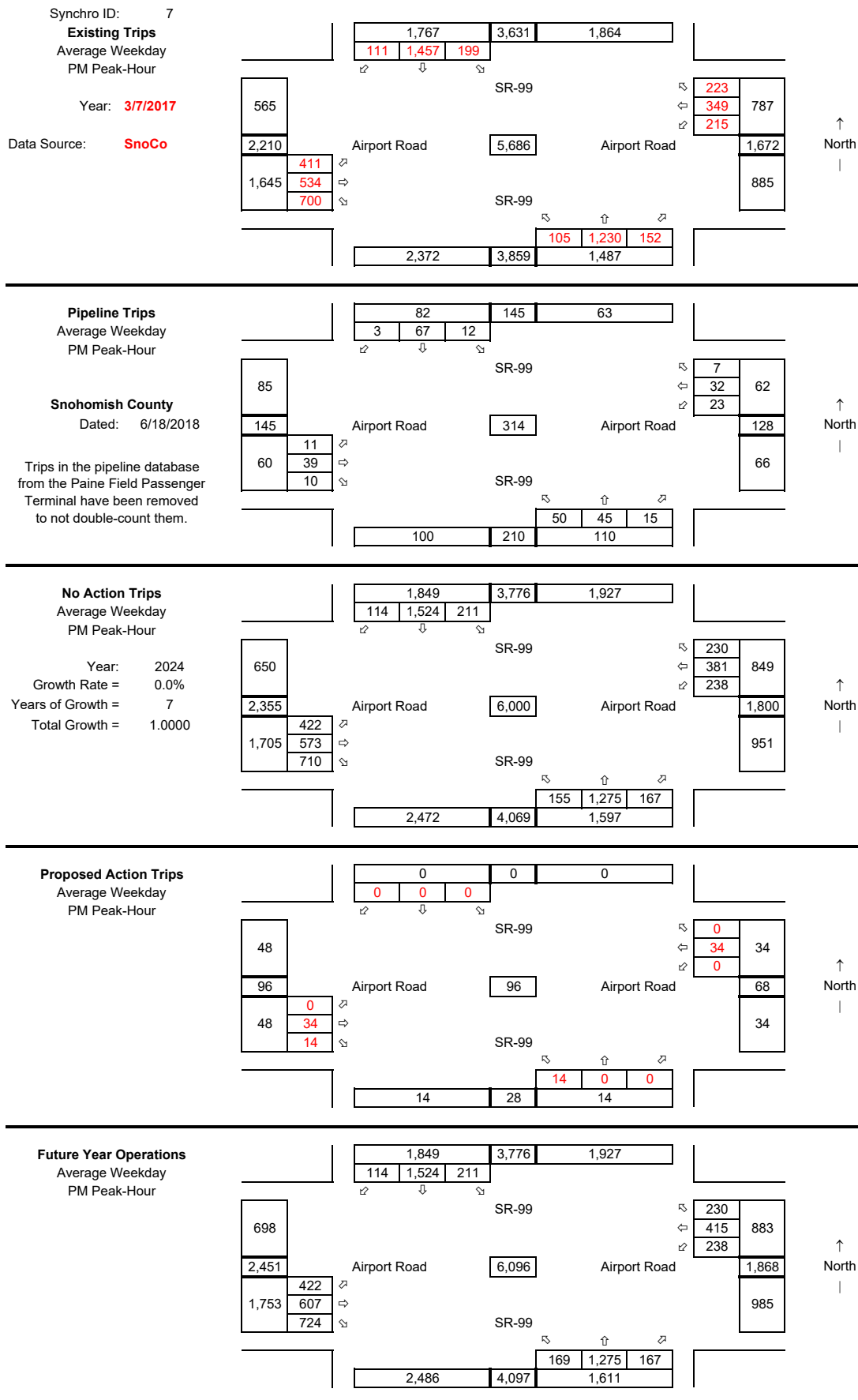
PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour





Synchro ID: 8

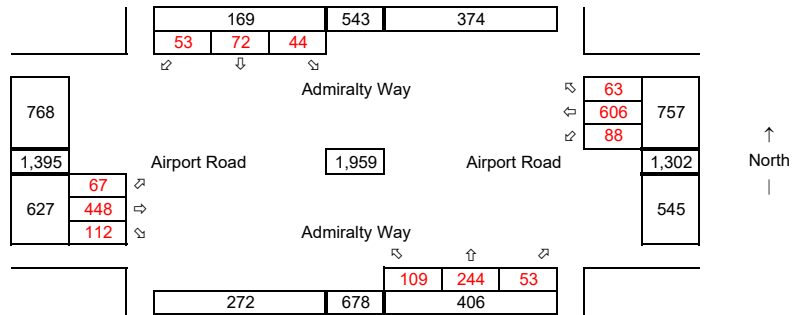
Existing Trips

Average Weekday

PM Peak-Hour

Year: 3/9/2017

Data Source: SnoCo

**Pipeline Trips**

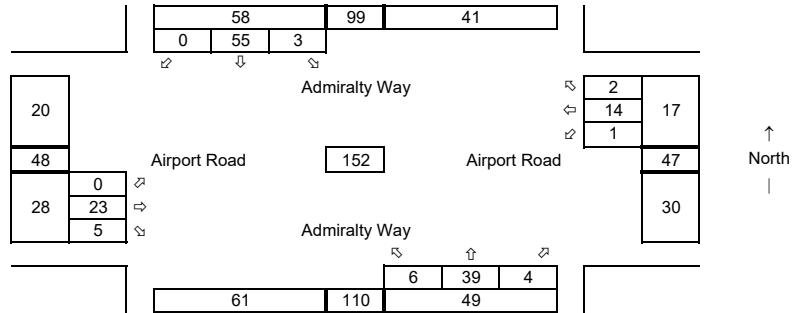
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

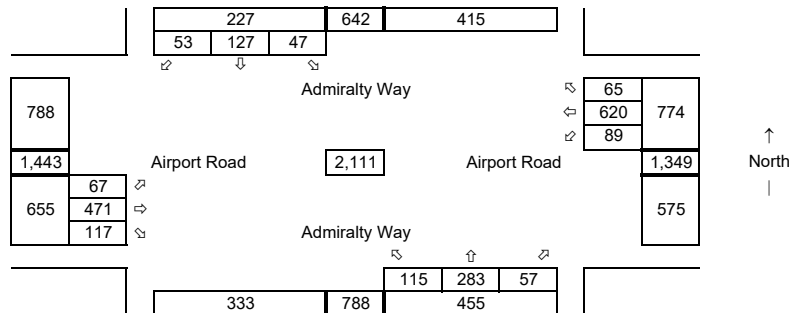
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

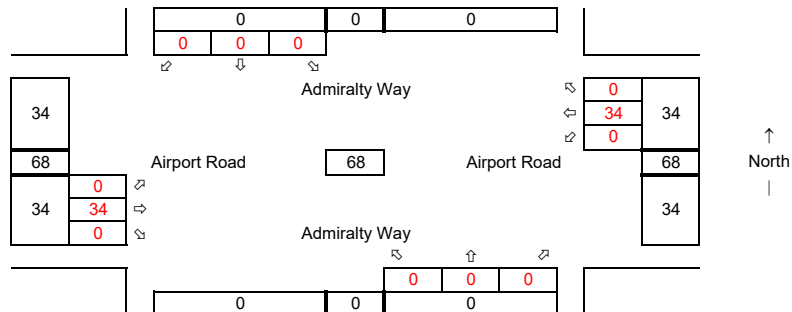
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

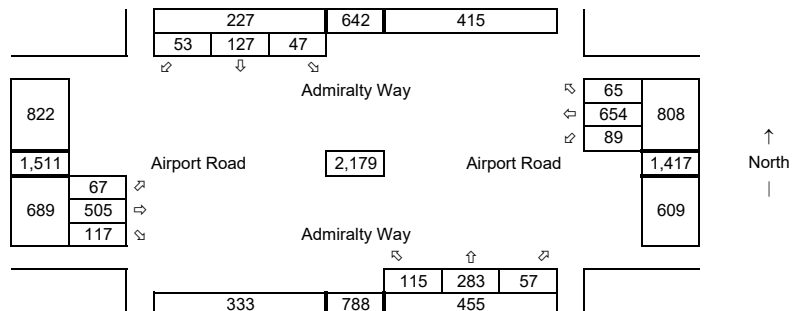
Average Weekday

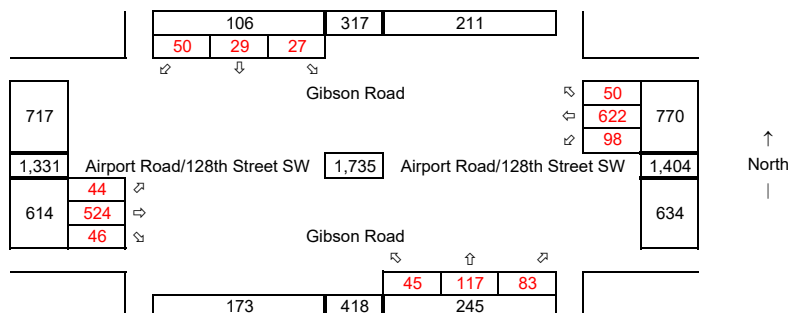
PM Peak-Hour

**Future Year Operations**

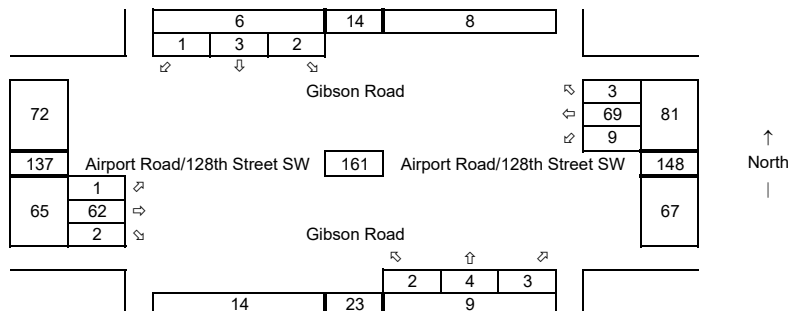
Average Weekday

PM Peak-Hour



Data Source: **SnoCo**

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.



Total Growth = 1.0000

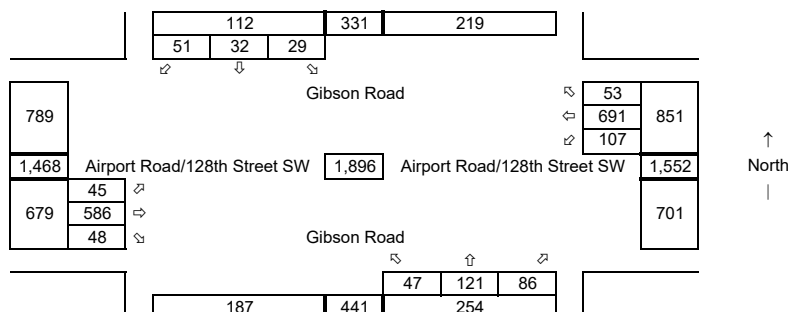
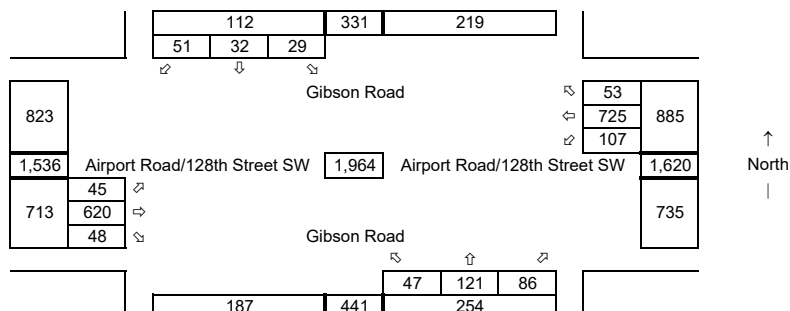


Diagram illustrating the intersection of Gibson Road and Airport Road/128th Street SW. The intersection is shown from a top-down perspective, with the roads labeled: Gibson Road (top and bottom) and Airport Road/128th Street SW (left and right). The diagram shows the layout of the roads, including the intersection area, and the surrounding area. The intersection is shown with a traffic light and a pedestrian crossing. The signalized intersection is shown with a traffic light symbol and a signal head. The pedestrian crossing is shown with a crosswalk symbol. The diagram also shows the layout of the roads and the surrounding area.

PM Peak-Hour



Synchro ID: 10

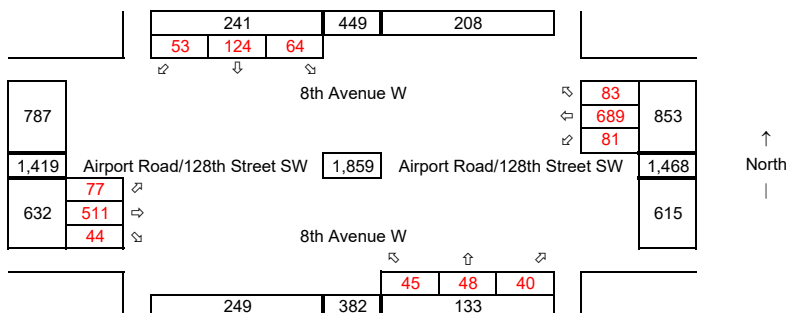
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: **TDG**



Pipeline Trips

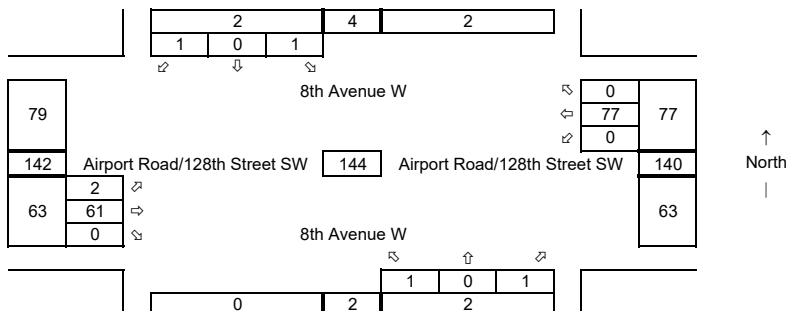
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.



No Action Trips

Average Weekday

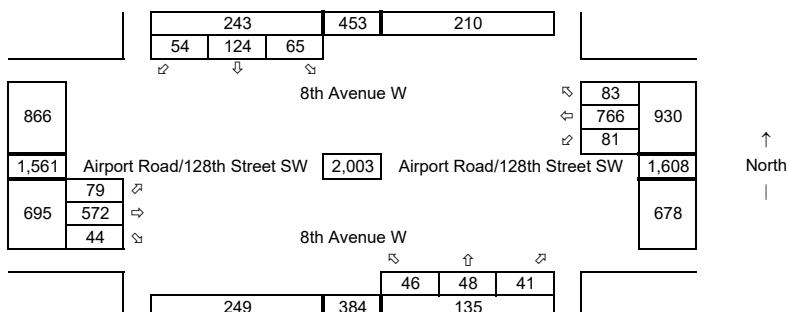
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 6

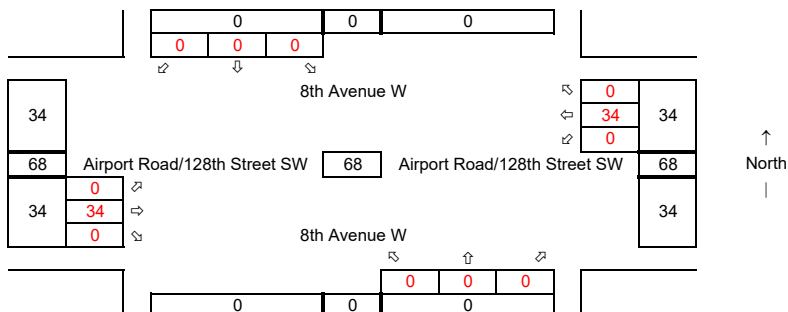
Total Growth = 1.0000



Proposed Action Trips

Average Weekday

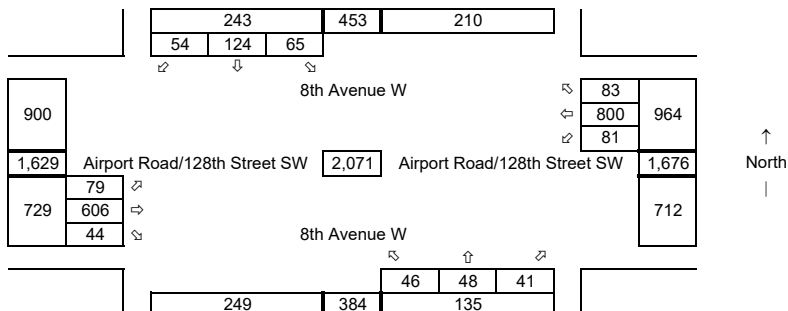
PM Peak-Hour



Future Year Operations

Average Weekday

PM Peak-Hour

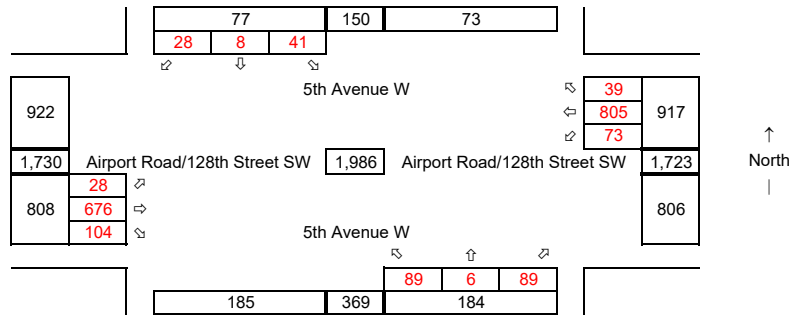


Synchro ID: 11

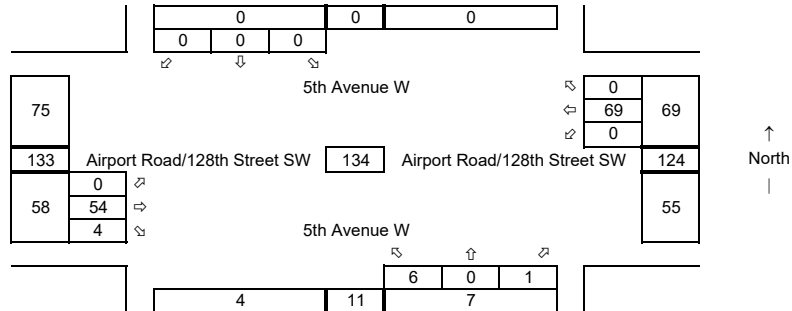
Existing TripsAverage Weekday
PM Peak-Hour

Year: 6/8/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

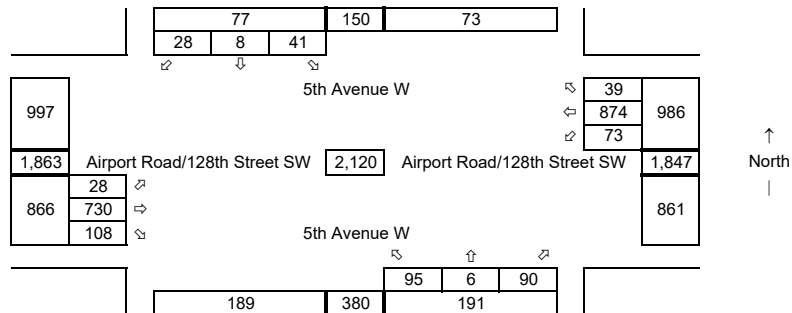
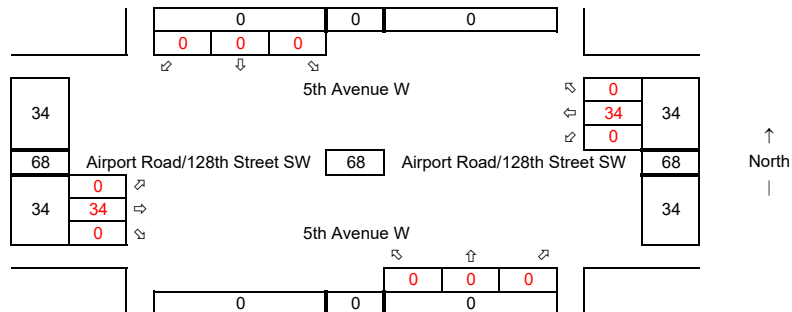
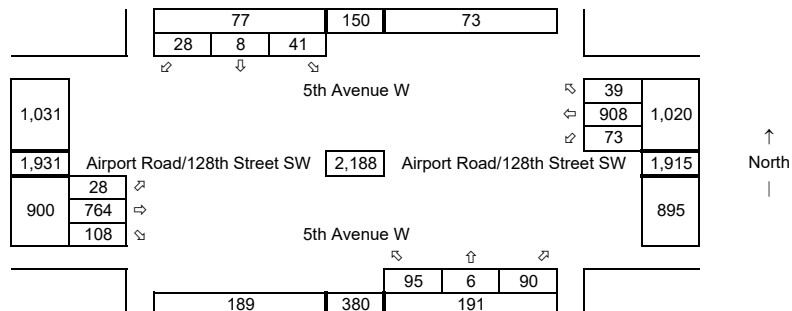
Trips in the pipeline database
from the Paine Field Passenger
Terminal have been removed
to not double-count them.**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

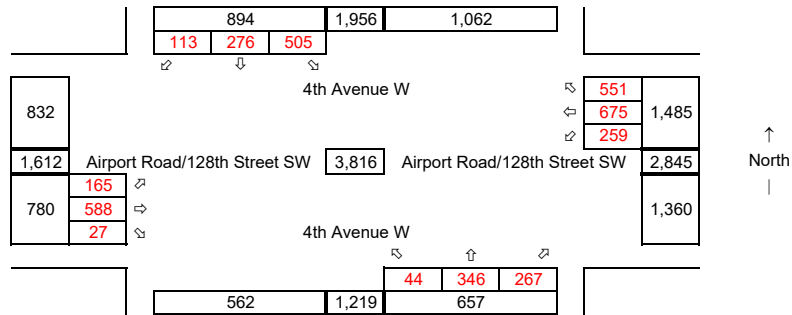
**Proposed Action Trips**Average Weekday
PM Peak-Hour**Future Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 12

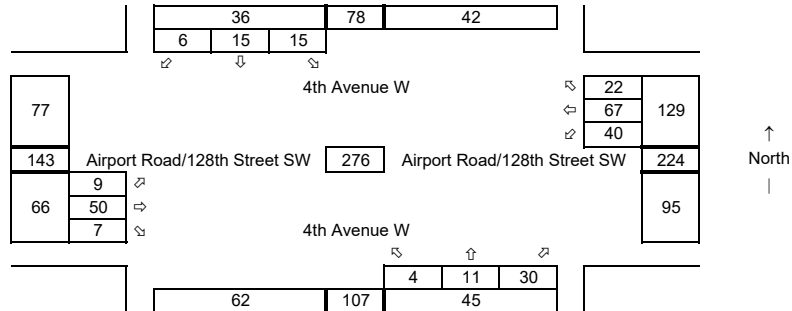
Existing TripsAverage Weekday
PM Peak-Hour

Year: 2/28/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

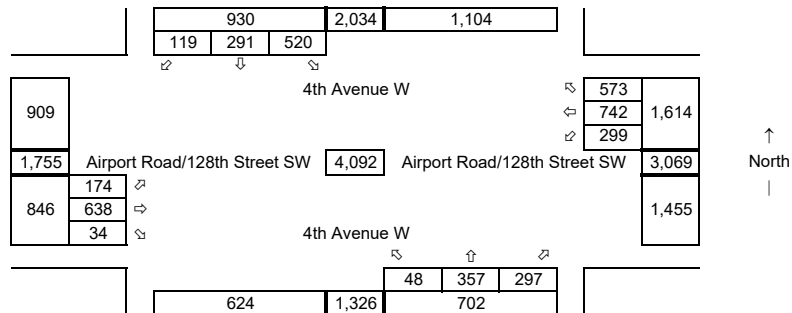
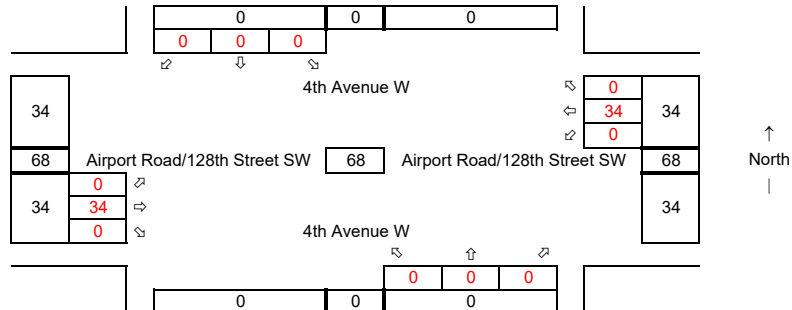
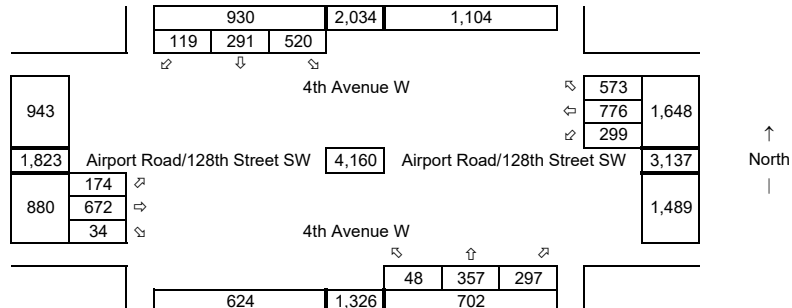
Trips in the pipeline database
from the Paine Field Passenger
Terminal have been removed
to not double-count them.**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Future Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 13

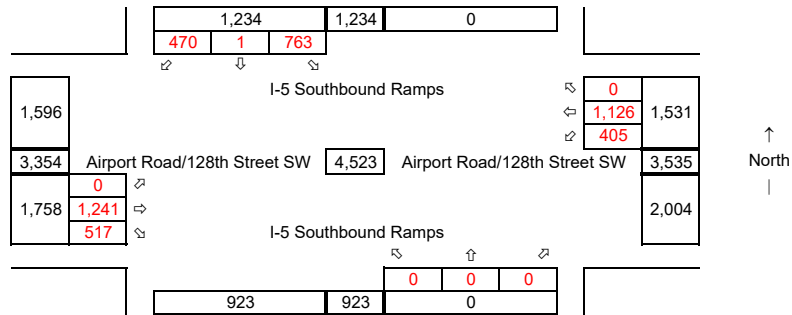
Existing Trips

Average Weekday

PM Peak-Hour

Year: 6/15/2017

Data Source: SnoCo

**Pipeline Trips**

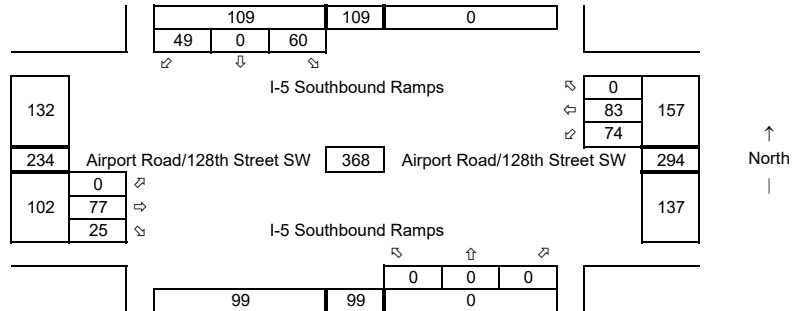
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

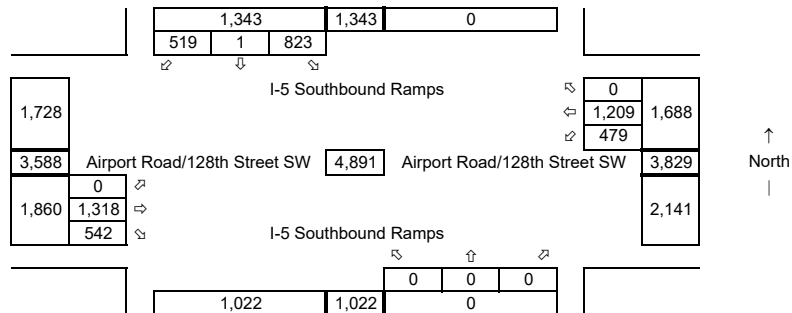
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

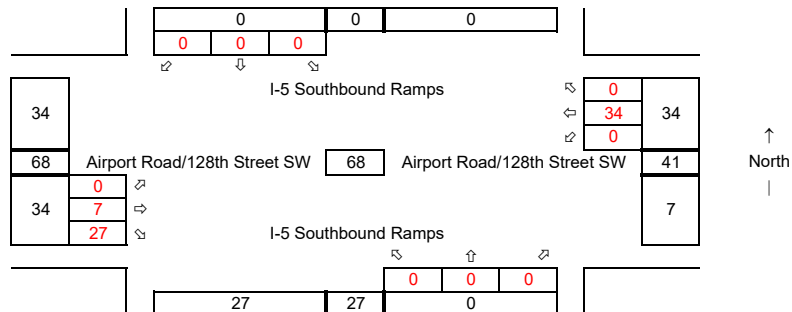
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

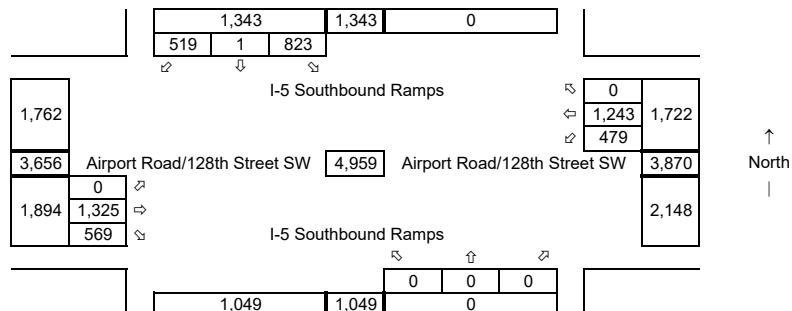
Average Weekday

PM Peak-Hour

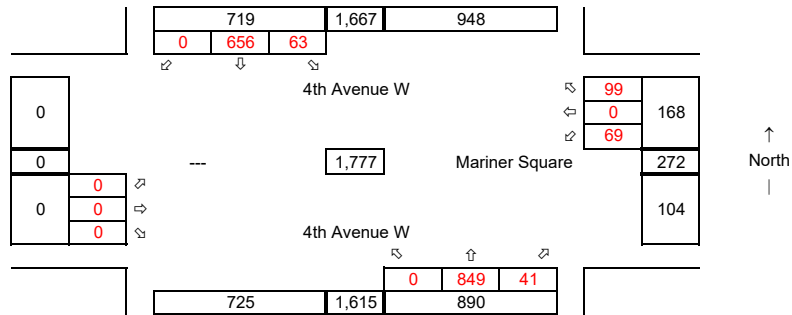
**Future Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 14
Existing Trips
 Average Weekday
 PM Peak-Hour
 Year: **5/30/2018**
 Data Source: **TDG**



Pipeline Trips
Average Weekday
PM Peak-Hour

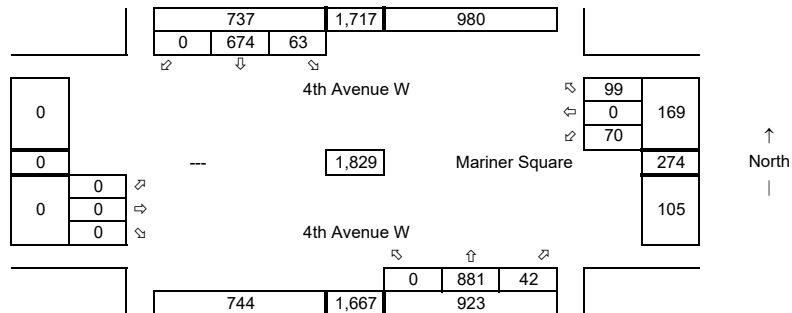
Snohomish County
Dated: 6/18/2018

Trips in the pipeline database
from the Paine Field Passenger
Terminal have been removed
to not double-count them.

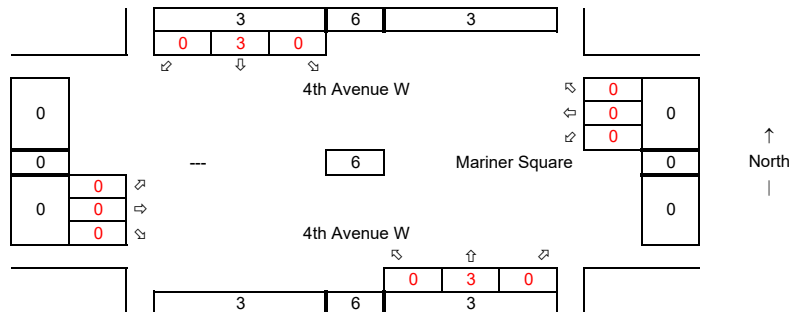


No Action Trips
Average Weekday
PM Peak-Hour

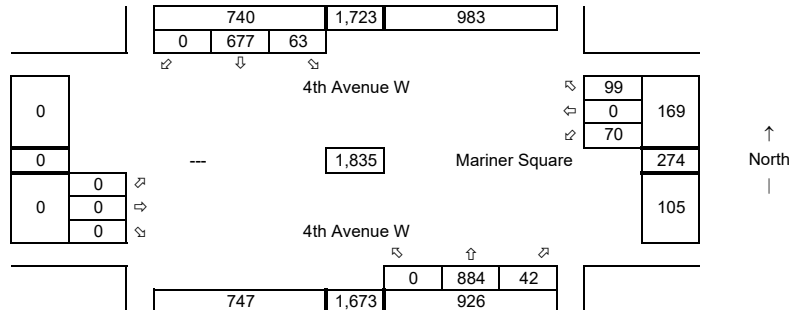
Year:	2024
Growth Rate =	0.0%
Years of Growth =	6
Total Growth =	1.0000

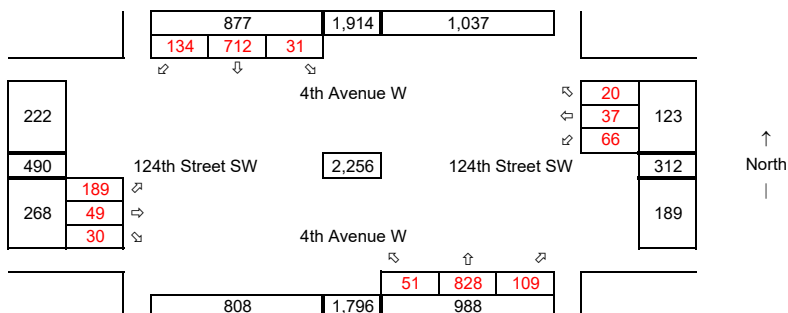


Development trips are anticipated to be local trips north of Mariner Square, but have been added to the intersection to represent a conservatively high impact.

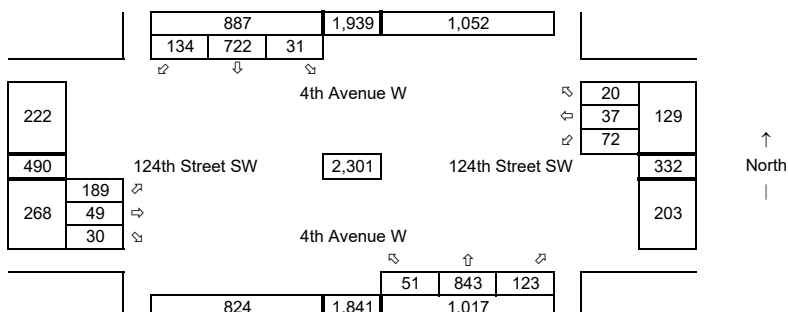


Future Year Operations
Average Weekday
PM Peak-Hour

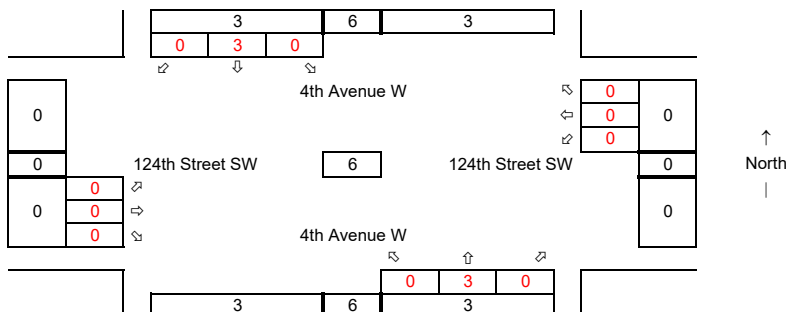


Data Source: **SnoCo**

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.



The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.



The map displays the intersection of 4th Avenue W and 124th Street SW. The streets are labeled in red text. Building footprints are shown in light gray with black outlines. Lot numbers are displayed in white boxes on the footprints. The map includes a north arrow pointing upwards.

Streets:

- 4th Avenue W (running horizontally across the intersection)
- 124th Street SW (running vertically through the intersection)

Building Footprints and Lot Numbers:

- Top Left:** A large building footprint with lot numbers 890, 1,945, and 1,055. Below it, a smaller footprint has lot numbers 134, 725, and 31.
- Top Right:** A building footprint with lot numbers 20, 37, and 72, and a separate lot number 129.
- Center:** A building footprint with lot number 2,307.
- Bottom Left:** A building footprint with lot numbers 222, 490, 268, 189, 49, and 30.
- Bottom Center:** A building footprint with lot numbers 827, 1,847, 51, 846, 1,020, and 123.
- Bottom Right:** A building footprint with lot number 332, and a separate lot number 203.

Map Features:

- Blue lines represent the streets.
- Red text labels the streets.
- Black outlines represent building footprints.
- White boxes with black text show lot numbers.
- A north arrow is located on the right side of the map.

Synchro ID: 16

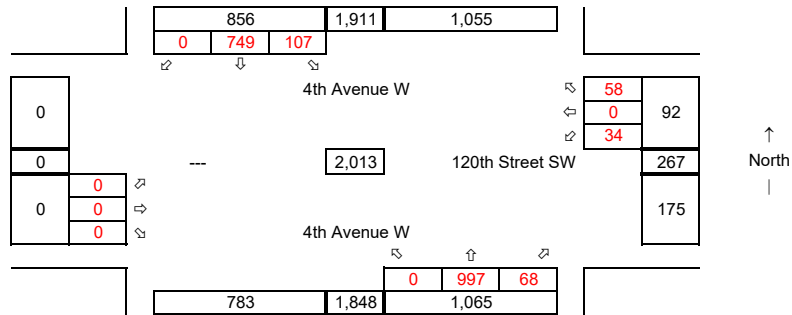
Existing Trips

Average Weekday

PM Peak-Hour

Year: 9/14/2017

Data Source: SnoCo

**Pipeline Trips**

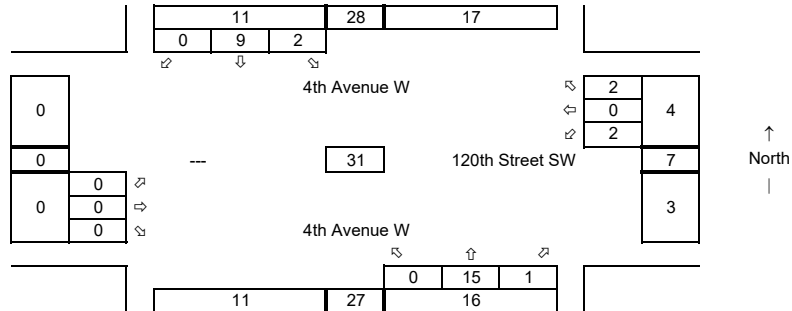
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

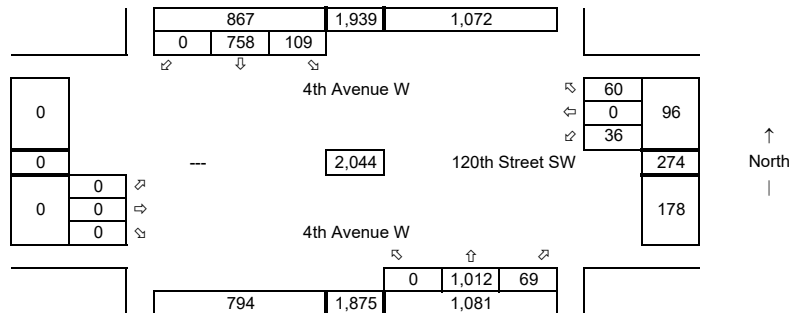
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

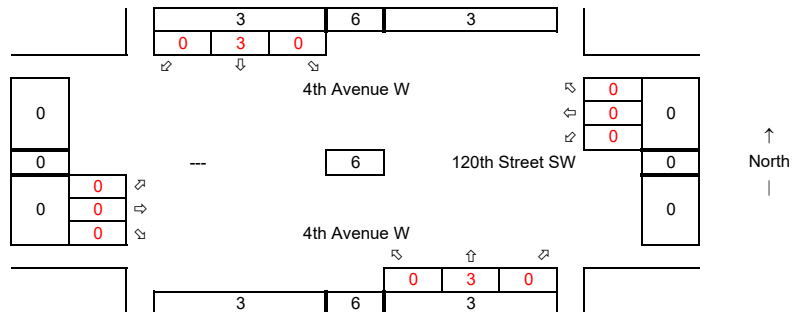
Total Growth = 1.0000

**Proposed Action Trips**

Average Weekday

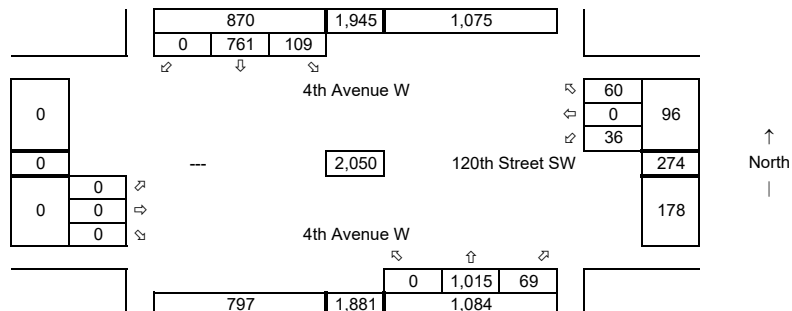
PM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Future Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 17

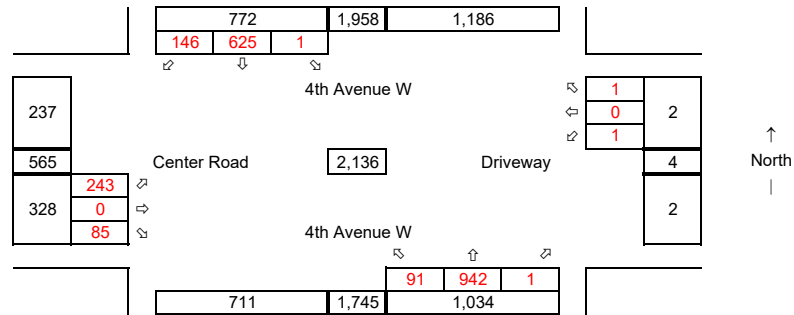
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

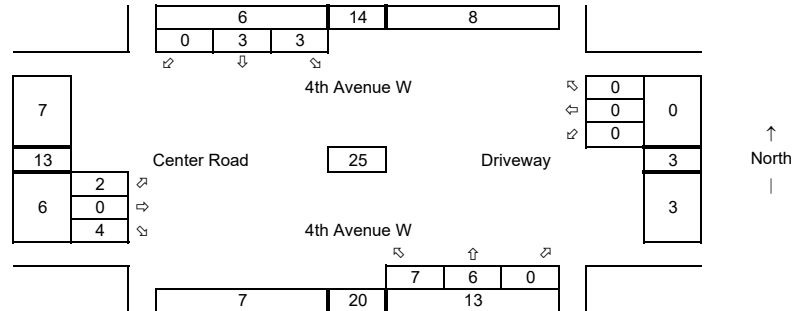
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

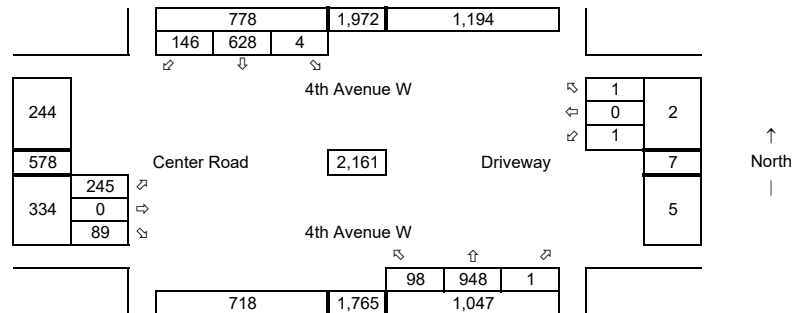
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 6

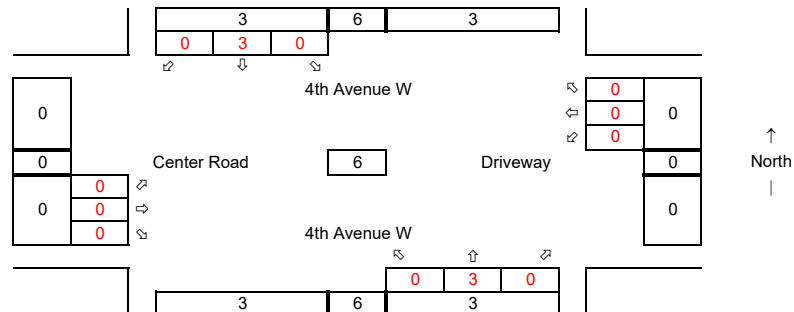
Total Growth = 1.0000

**Proposed Action Trips**

Average Weekday

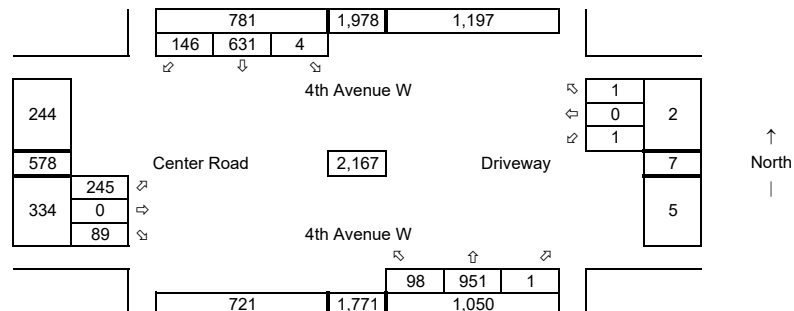
PM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Future Year Operations**

Average Weekday

PM Peak-Hour

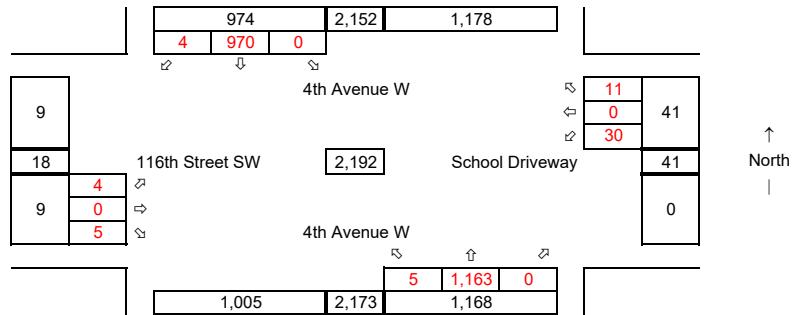


Synchro ID: 18

Existing TripsAverage Weekday
PM Peak-Hour

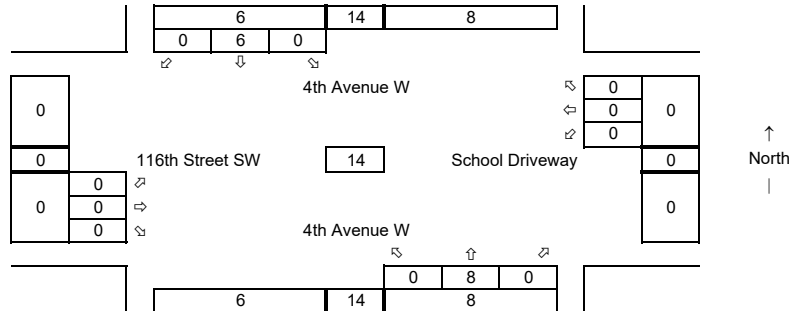
Year: 9/19/2017

Data Source: SnoCo

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

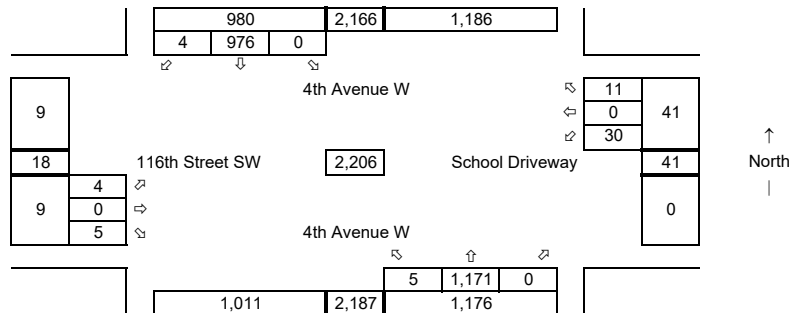
**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2024

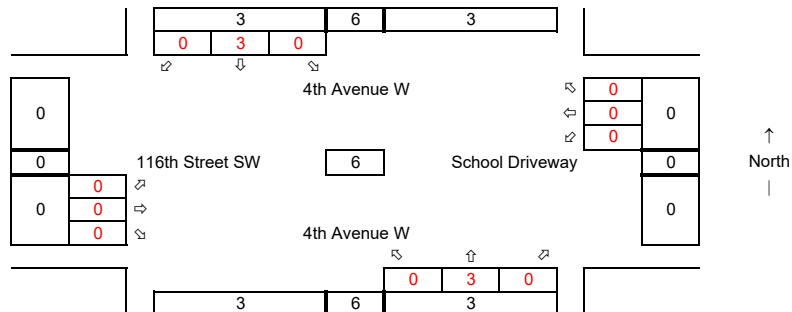
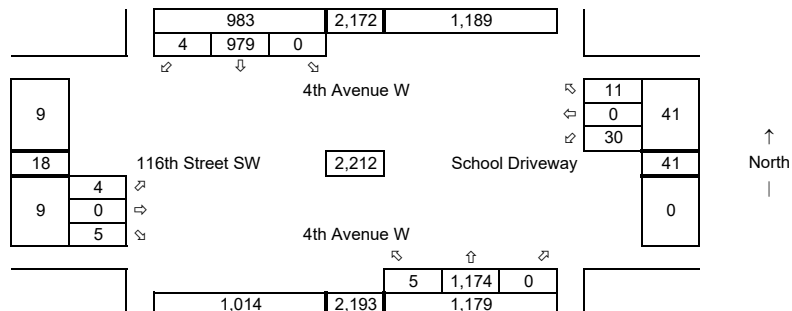
Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**Average Weekday
PM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Future Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 19

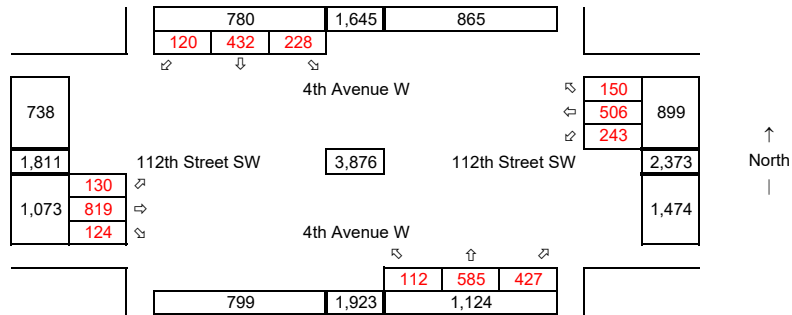
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

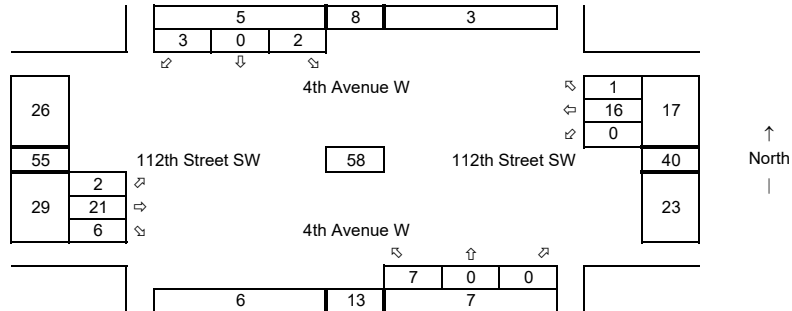
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

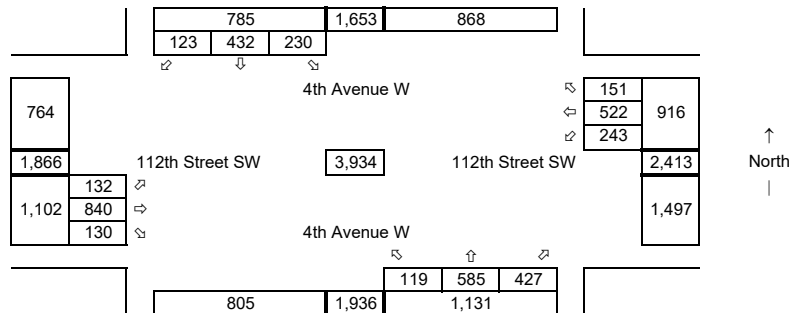
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

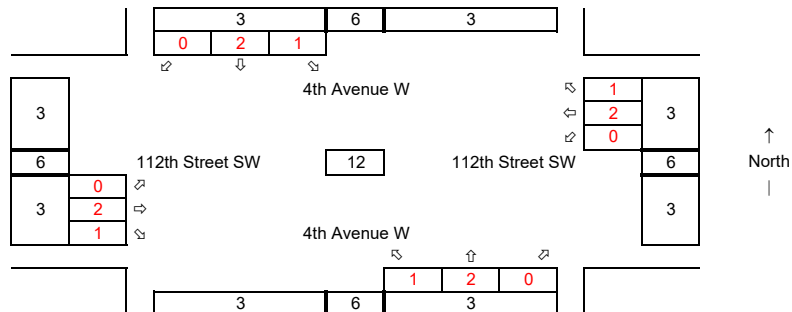
Years of Growth = 6

Total Growth = 1.0000

**Proposed Action Trips**

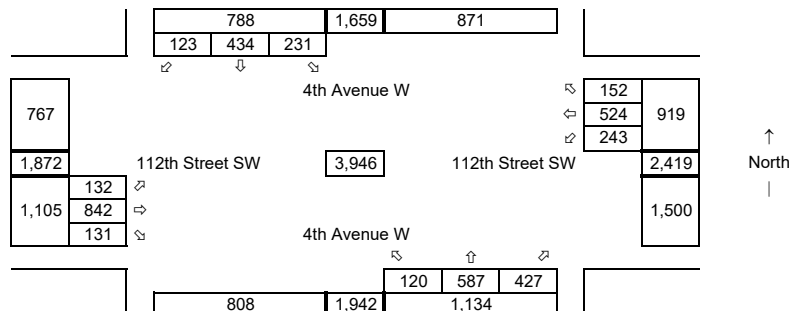
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour



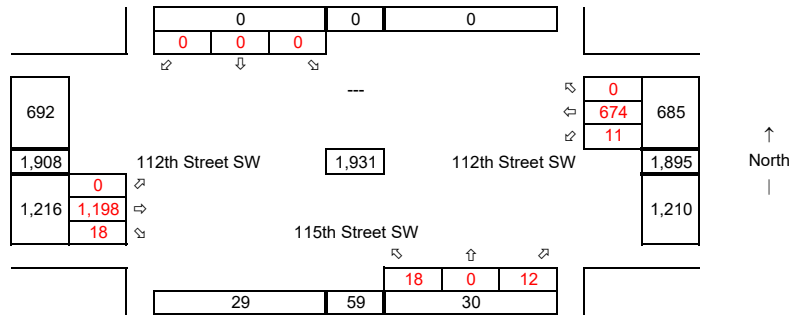
Synchro ID: 20

Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: **TDG**

Pipeline Trips

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.



No Action Trips

Average Weekday

PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 6

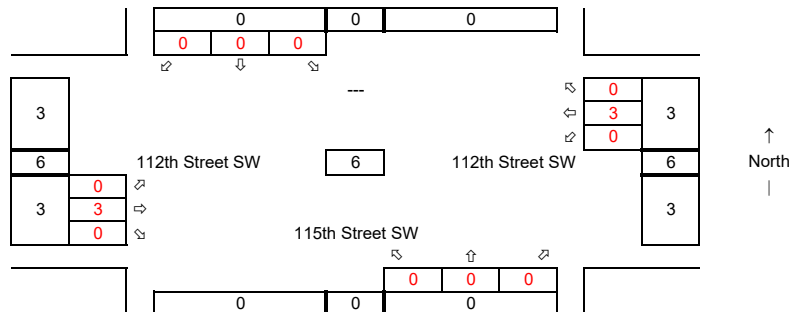
Total Growth = 1.0000



Proposed Action Trips

Average Weekday

PM Peak-Hour



Future Year Operations

Average Weekday

PM Peak-Hour



Synchro ID: 21

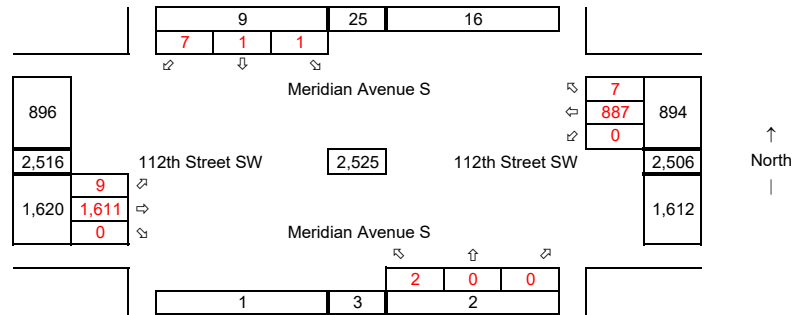
Existing Trips

Average Weekday

PM Peak-Hour

Year: 12/5/2017

Data Source: SnoCo

**Pipeline Trips**

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

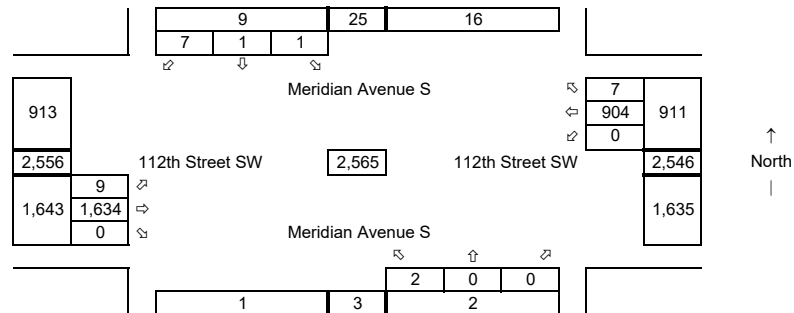
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

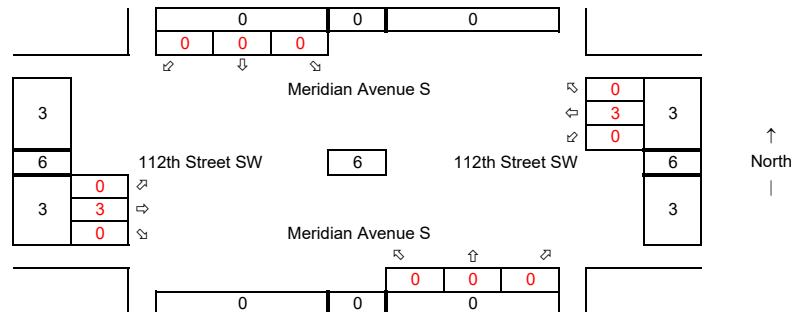
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

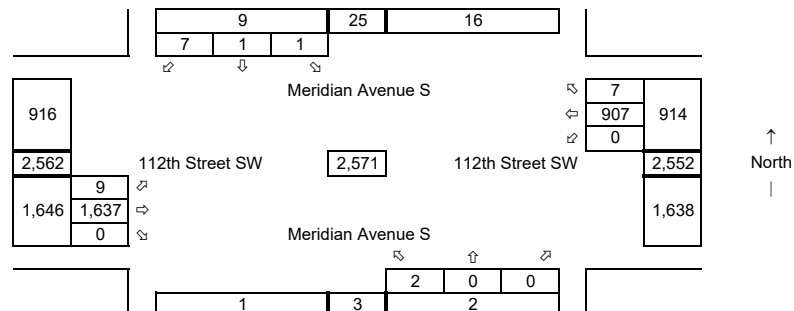
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 22

Existing Trips

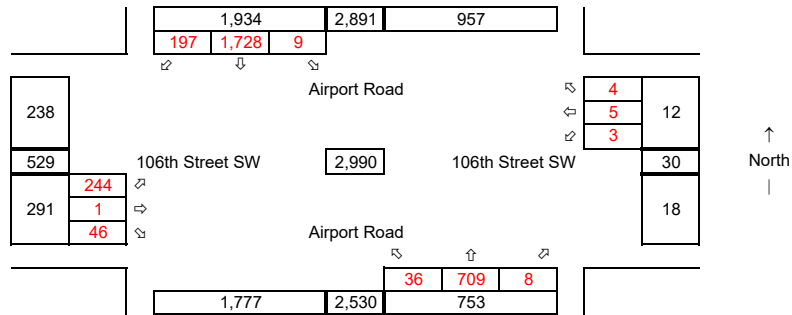
Average Weekday

PM Peak-Hour

Year: 12/7/2017

Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**

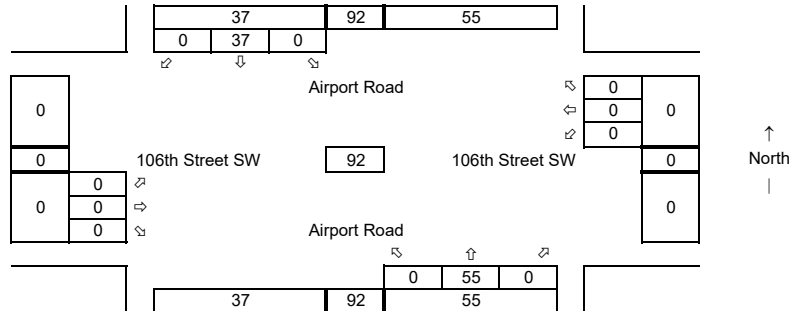
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

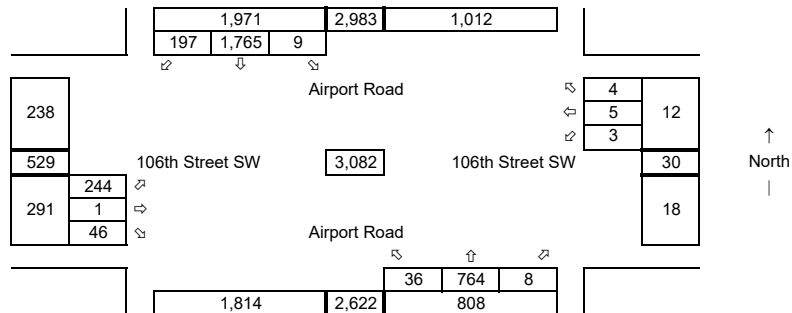
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

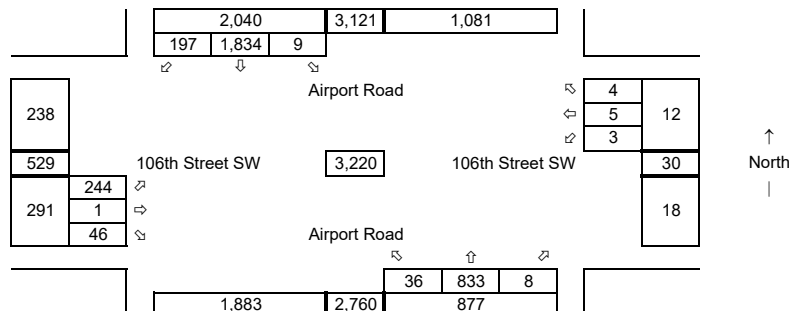
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 23

Existing Trips

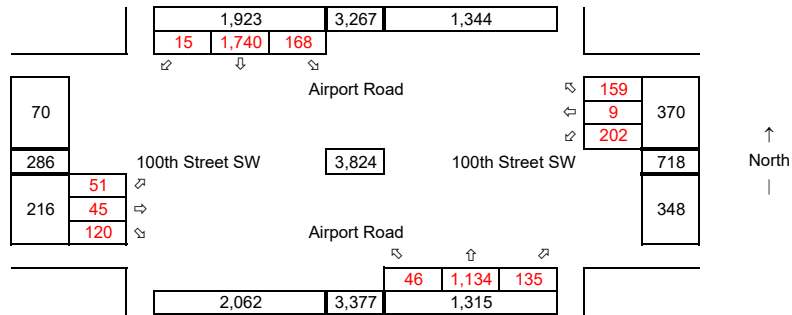
Average Weekday

PM Peak-Hour

Year: 10/19/2017

Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**

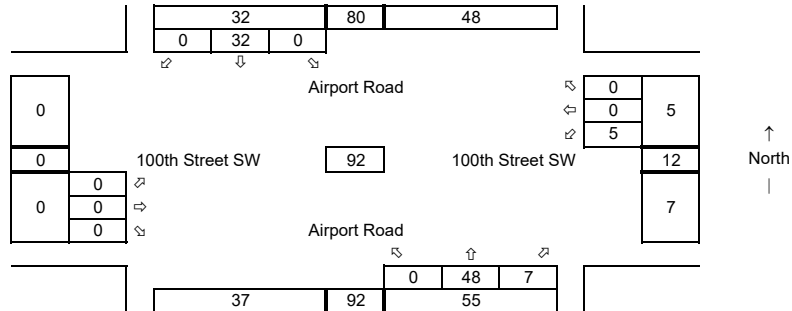
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

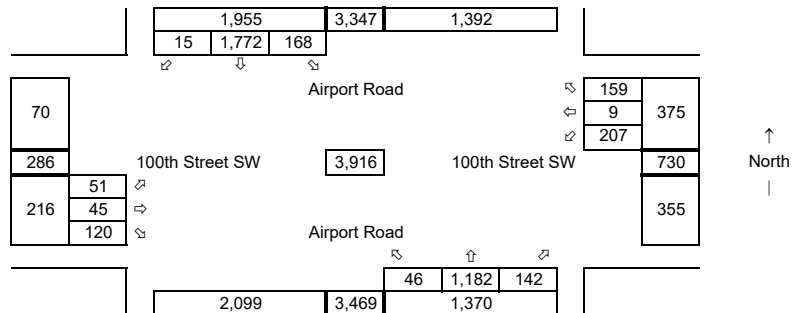
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

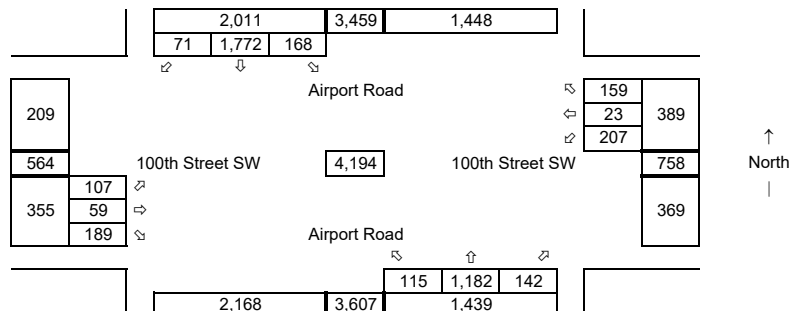
Average Weekday

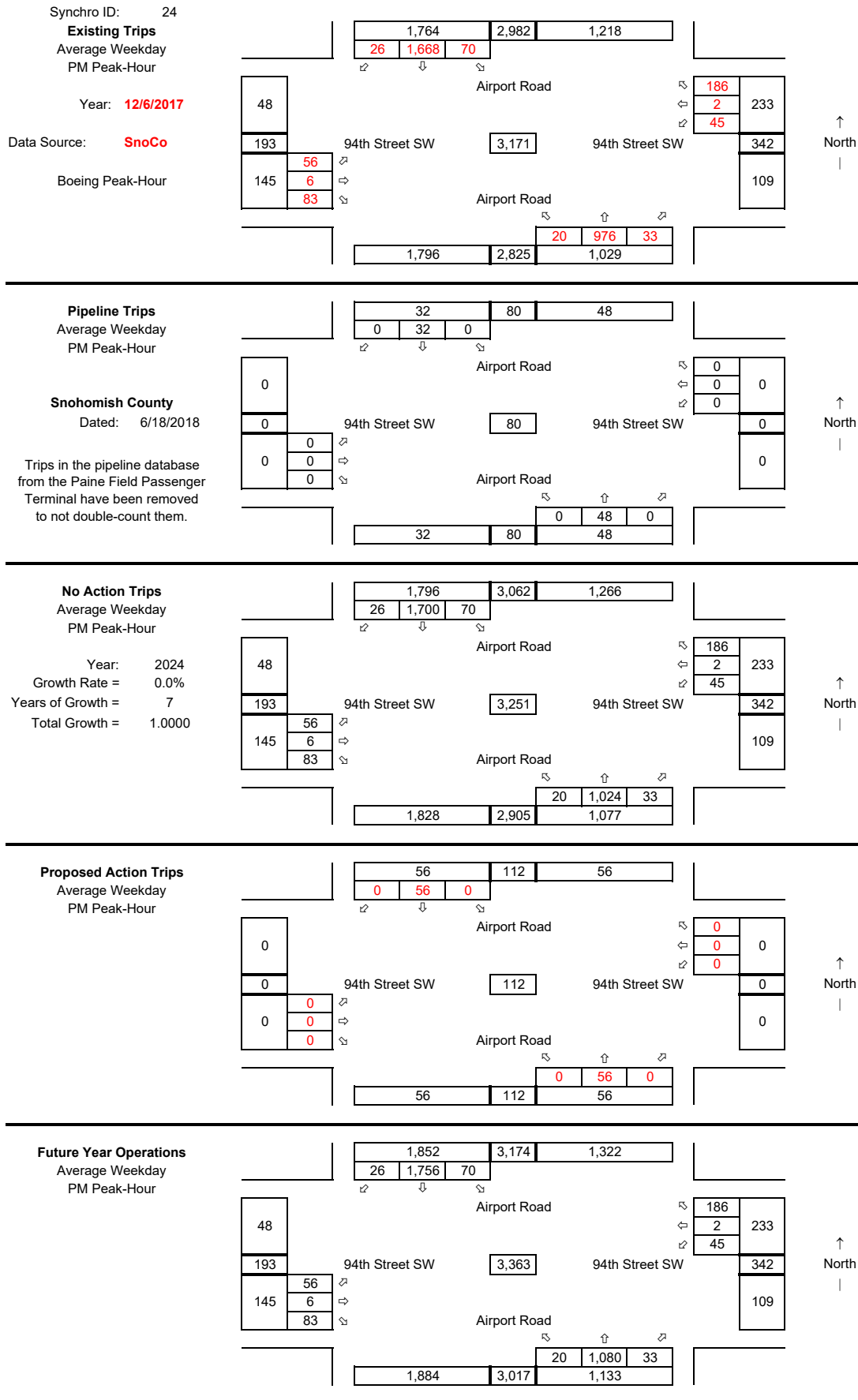
PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour





Synchro ID: 25

Existing Trips

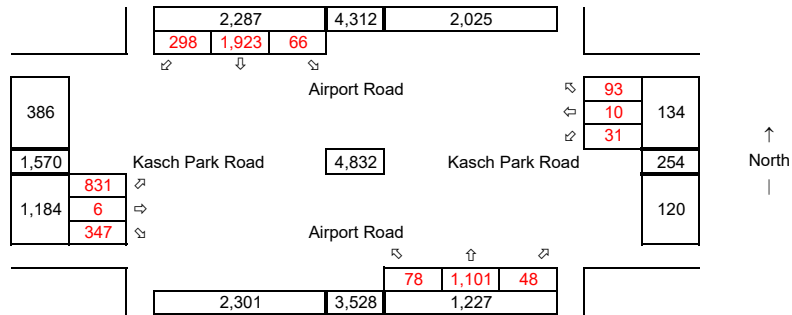
Average Weekday

PM Peak-Hour

Year: 12/5/2017

Data Source: SnoCo

Boeing Peak-Hour

**Pipeline Trips**

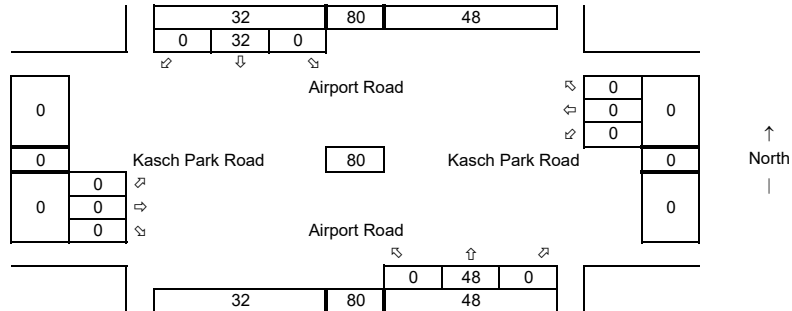
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

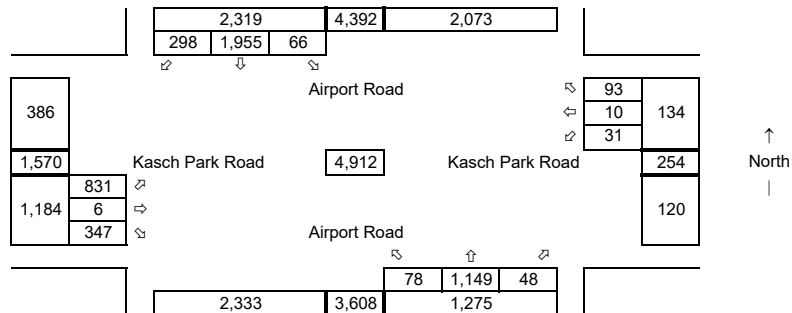
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

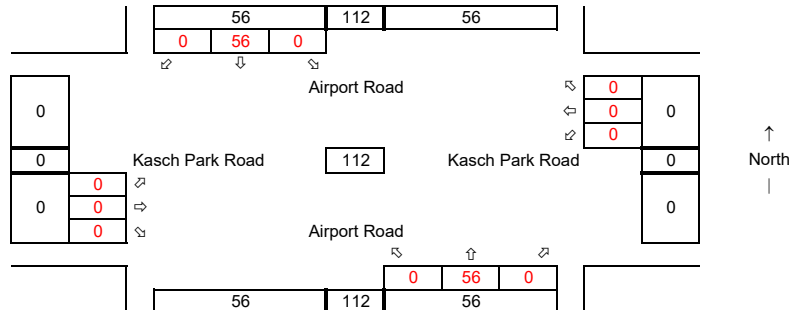
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

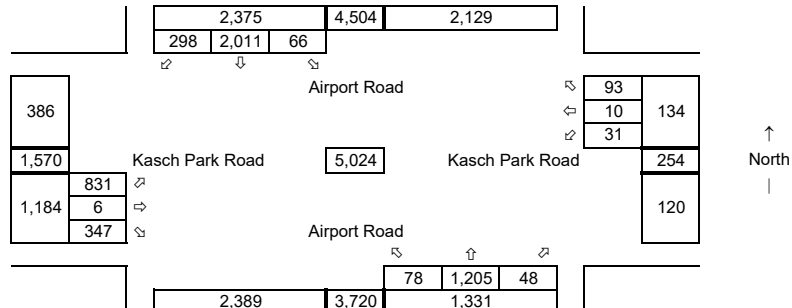
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 27

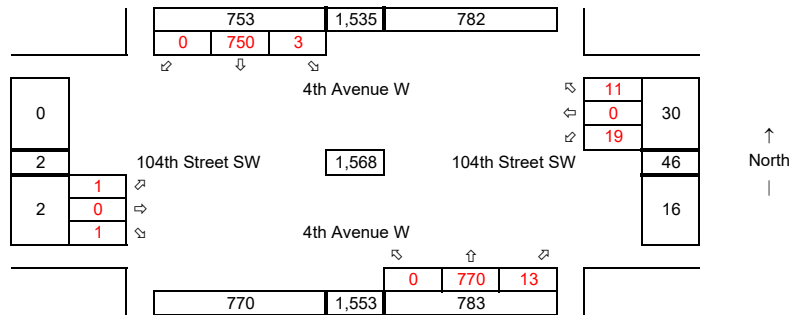
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

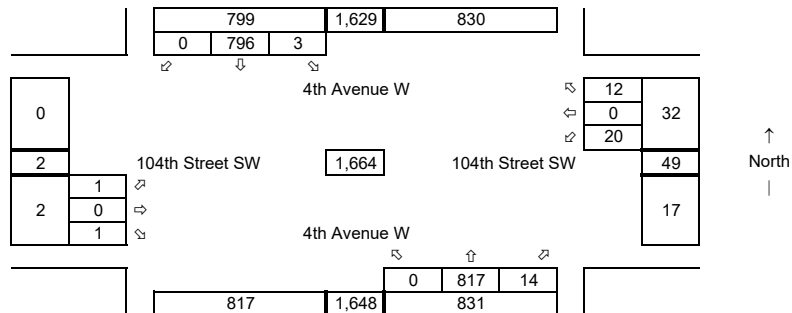
PM Peak-Hour

Year: 2024

Growth Rate = 1.0%

Years of Growth = 6

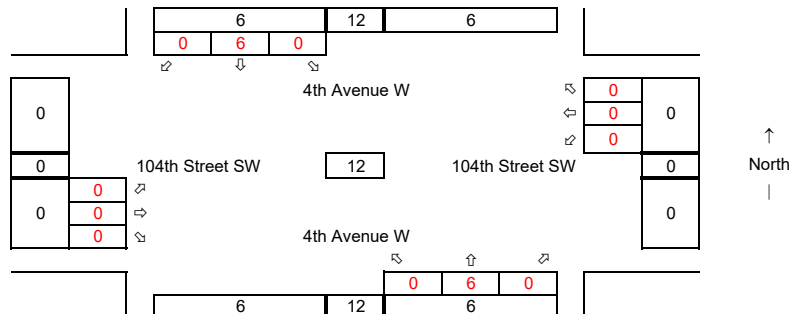
Total Growth = 1.0615

**Proposed Action Trips**

Average Weekday

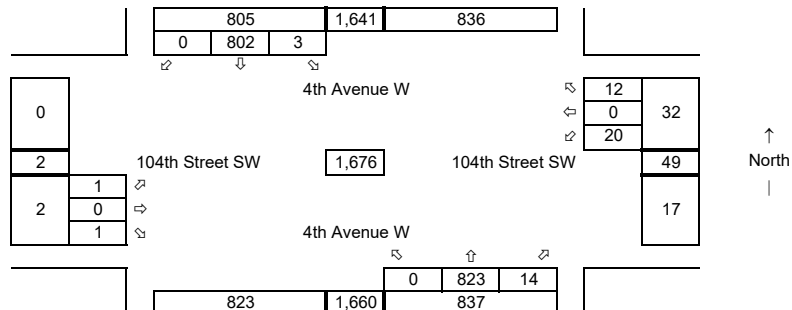
PM Peak-Hour

The local development trips could travel to and from local areas north of this intersection and therefore not impact this intersection, but have been added to the intersection to represent a conservatively high impact.

**Future Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 28

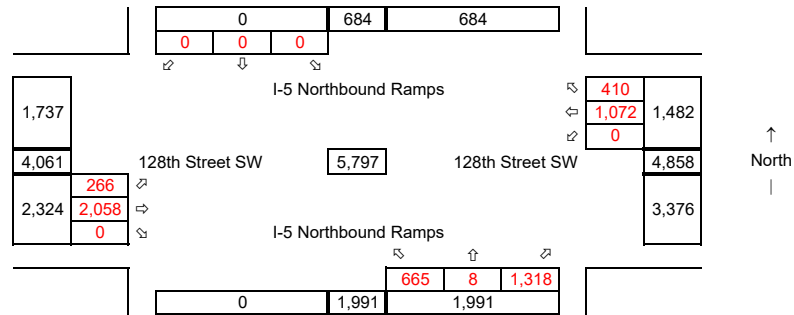
Existing Trips

Average Weekday

PM Peak-Hour

Year: 6/6/2017

Data Source: SnoCo

**Pipeline Trips**

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

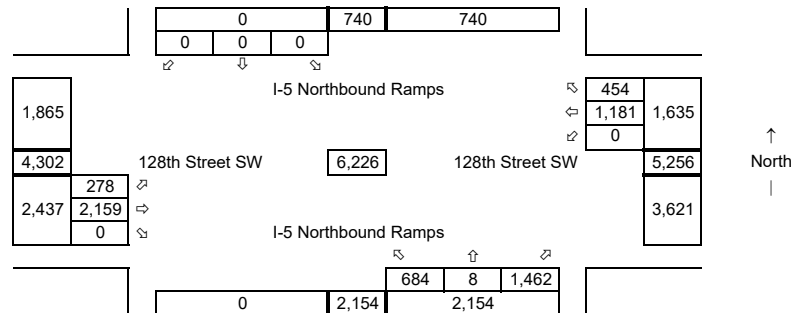
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

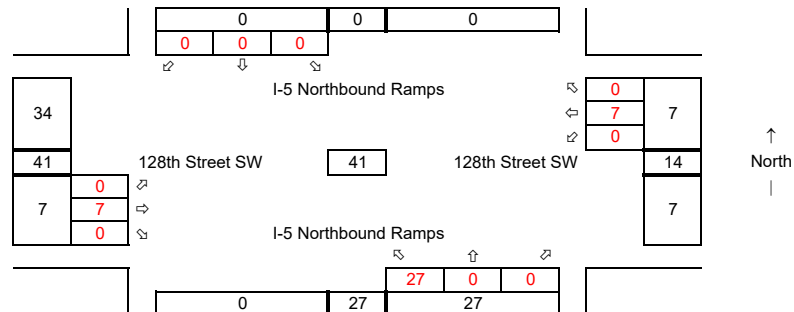
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

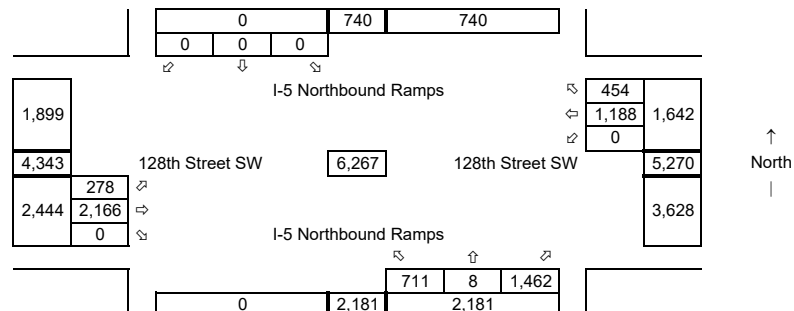
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour



Synchro ID: 29

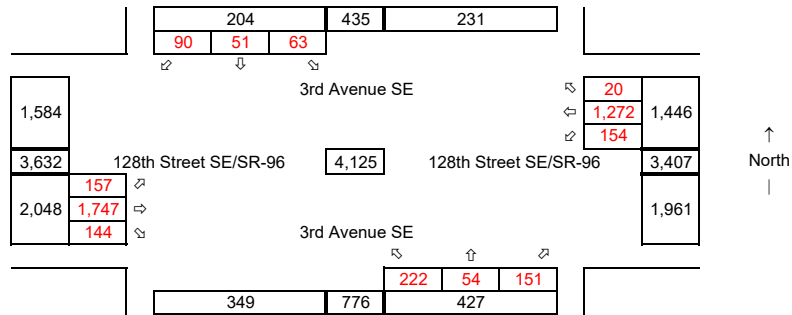
Existing Trips

Average Weekday

PM Peak-Hour

Year: 4/12/2017

Data Source: SnoCo

**Pipeline Trips**

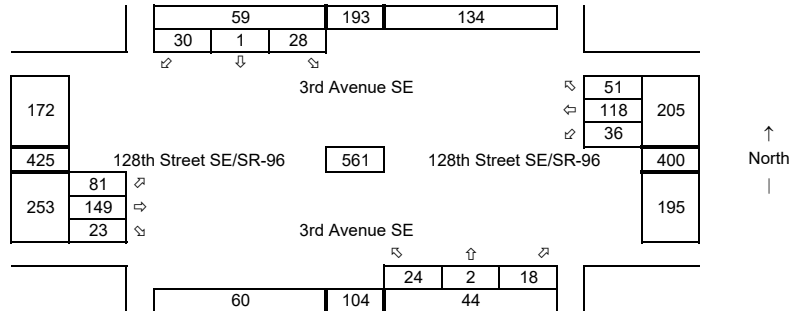
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

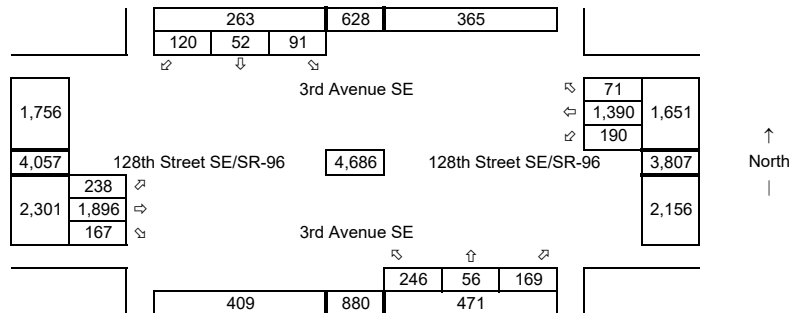
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

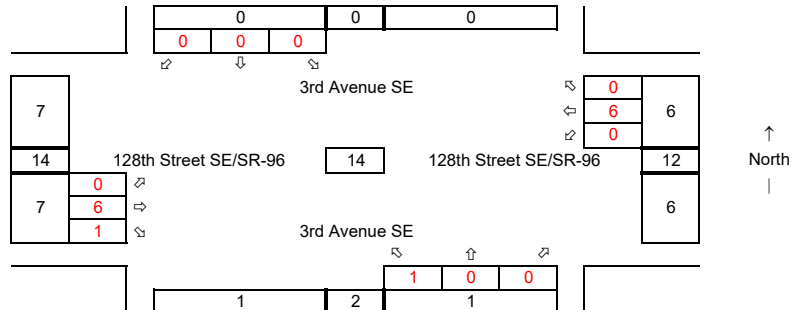
Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**

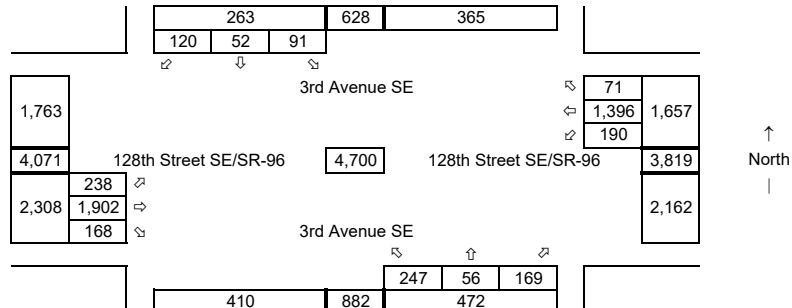
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour

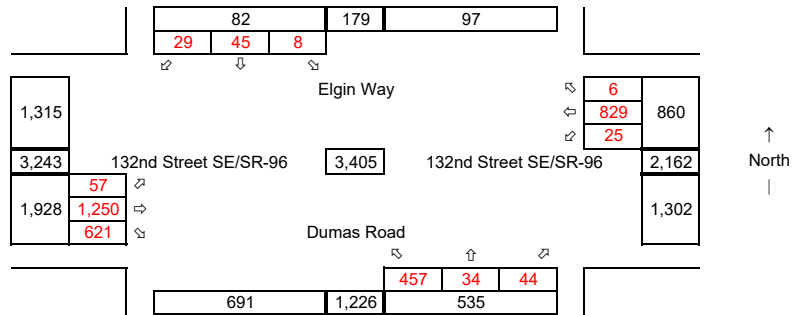


Synchro ID: 30

Existing TripsAverage Weekday
PM Peak-Hour

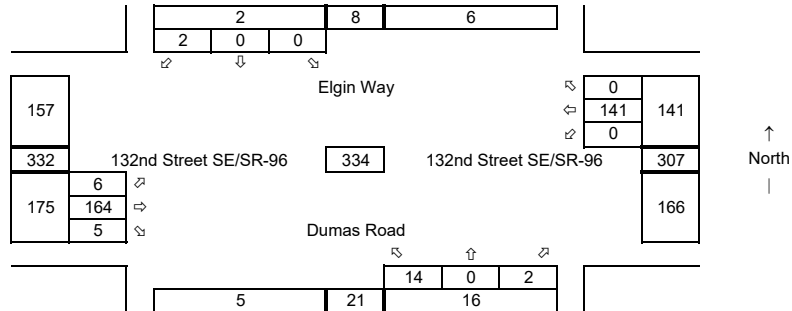
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

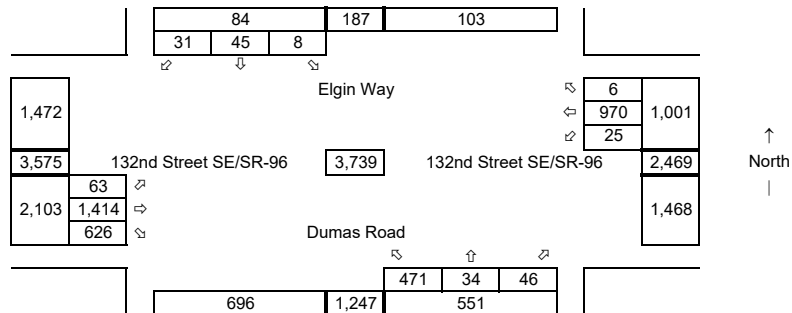
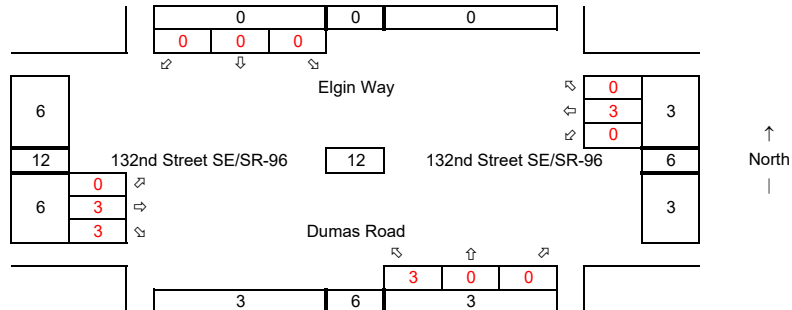
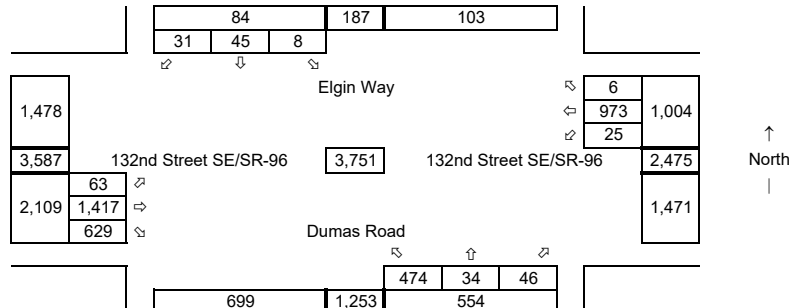
**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 6

Total Growth = 1.0000

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Future Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 31

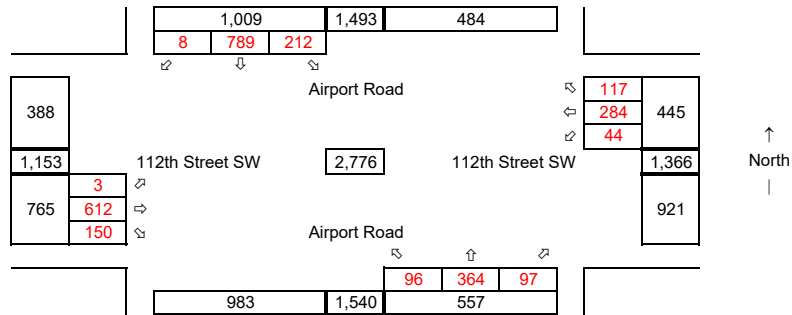
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

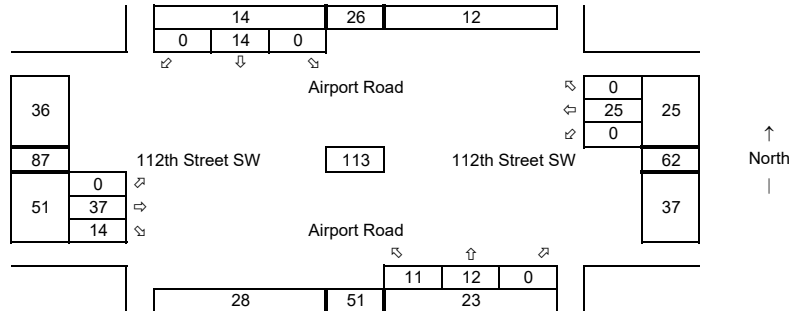
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Trips in the pipeline database from the Paine Field Passenger Terminal have been removed to not double-count them.

**No Action Trips**

Average Weekday

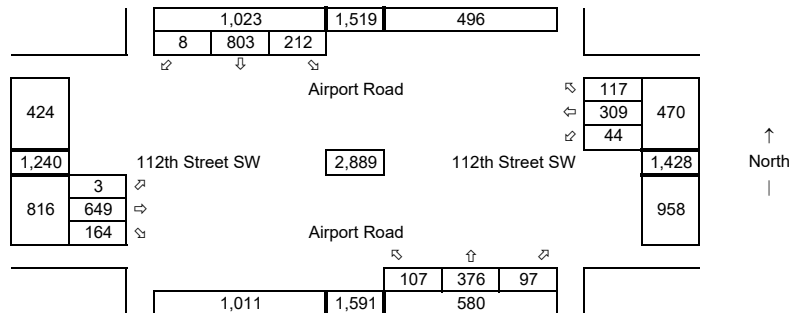
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 6

Total Growth = 1.0000

**Proposed Action Trips**

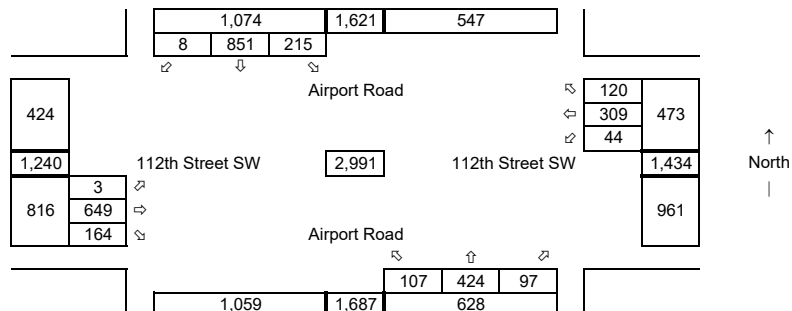
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour

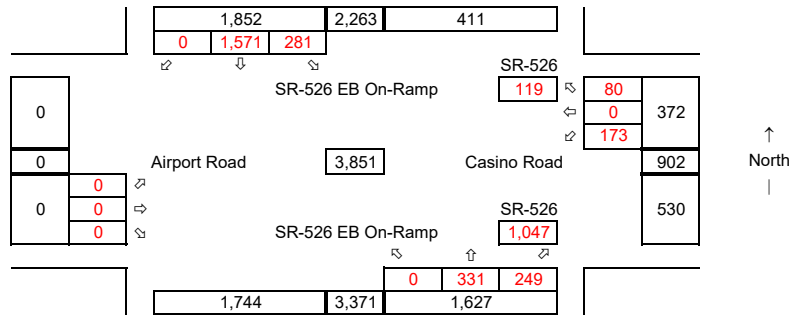


Synchro ID: 32

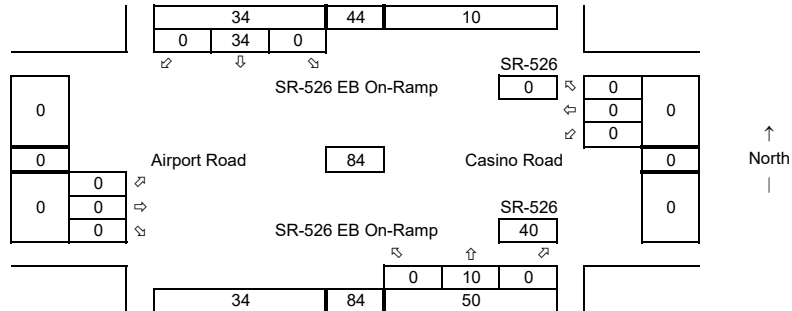
Existing TripsAverage Weekday
PM Peak-Hour

Year: 10/18/2017

Data Source: SnoCo

SR-526 volumes based on
previous counts.
NB to SR-526 ~76% of NBTh
WB to SR-526 ~60% of WBR**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

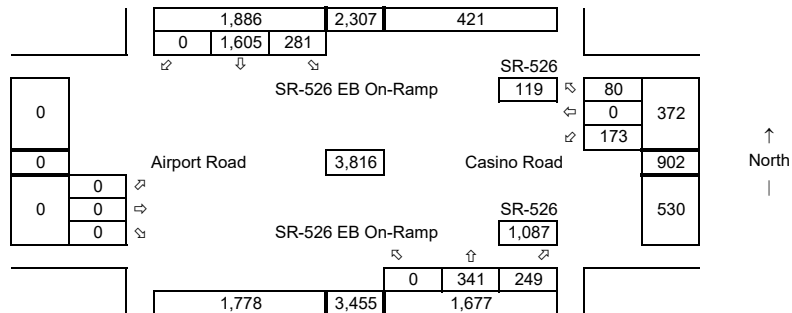
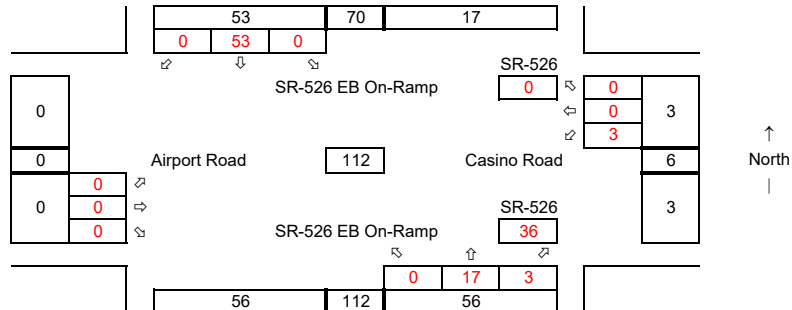
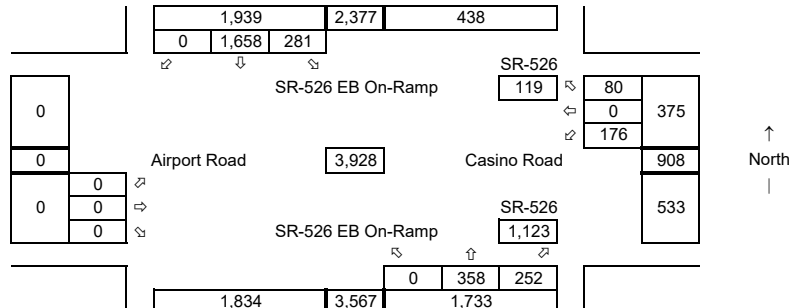
Trips in the pipeline database
from the Paine Field Passenger
Terminal have been removed
to not double-count them.**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2024

Growth Rate = 0.0%

Years of Growth = 7

Total Growth = 1.0000

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Future Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 33

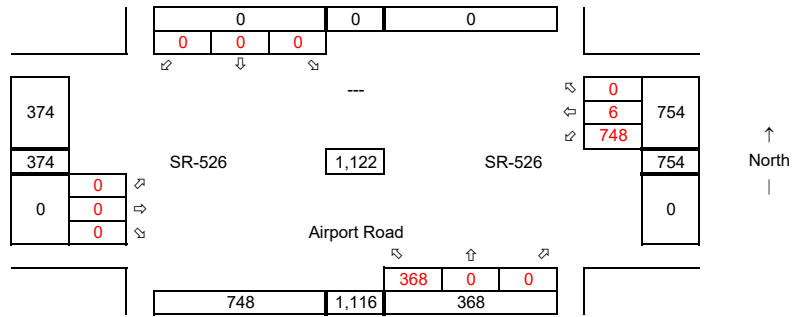
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

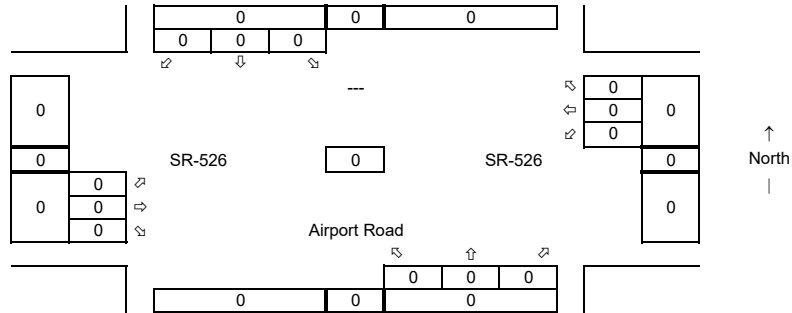
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

PM Peak-Hour

Year: 2024

Growth Rate = 1.0%

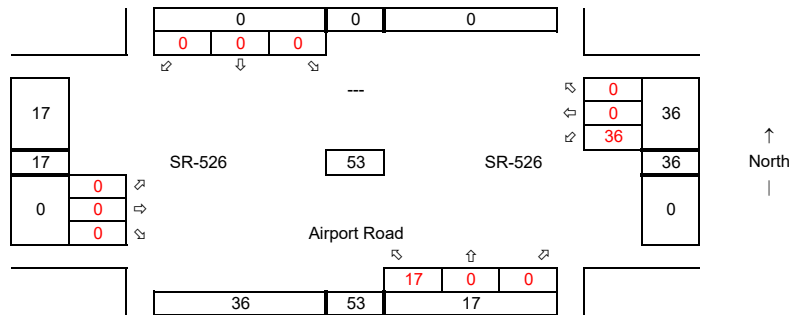
Years of Growth = 6

Total Growth = 1.0615

**Proposed Action Trips**

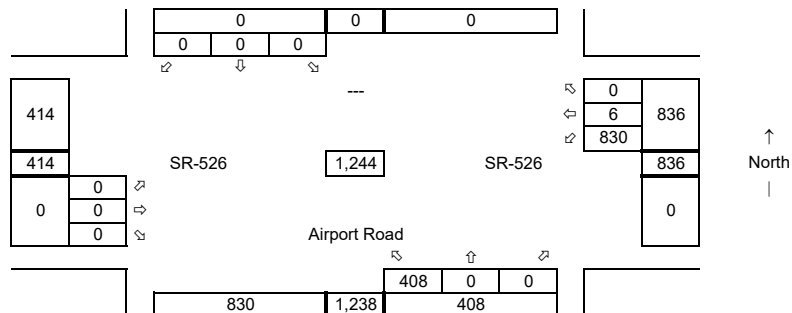
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour

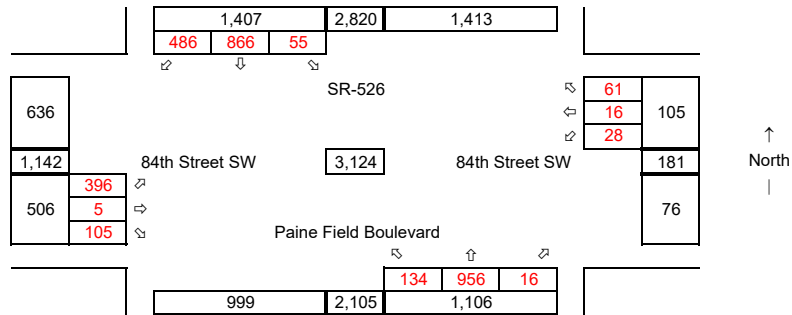


Synchro ID: 34

Existing TripsAverage Weekday
PM Peak-Hour

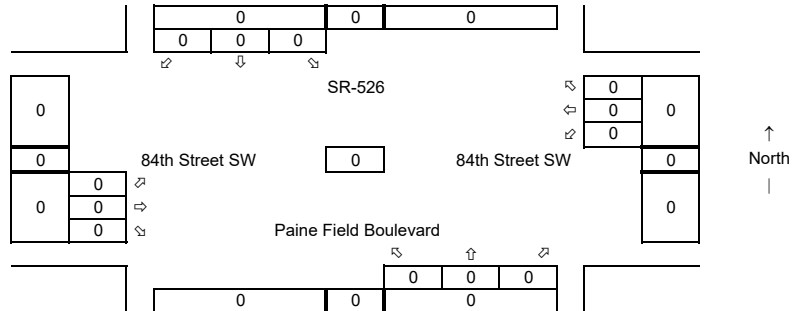
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

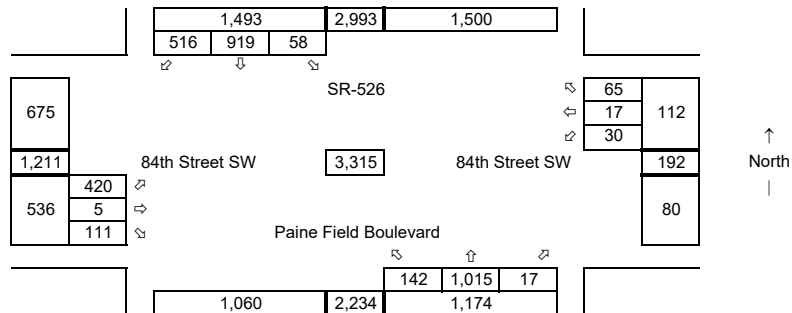
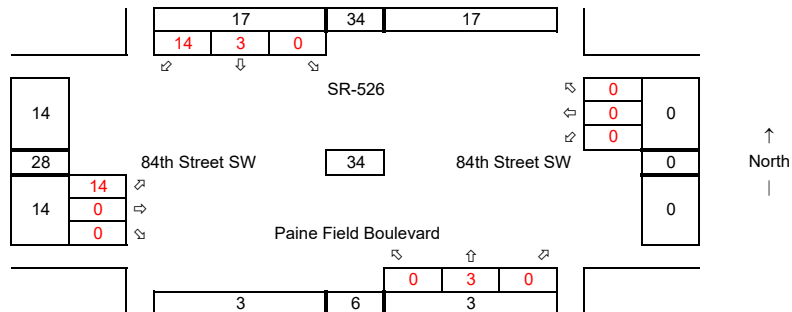
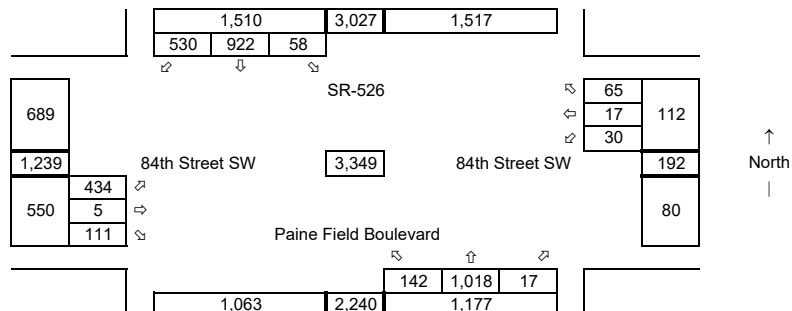
**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2024

Growth Rate = 1.0%

Years of Growth = 6

Total Growth = 1.0615

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Future Year Operations**Average Weekday
PM Peak-Hour

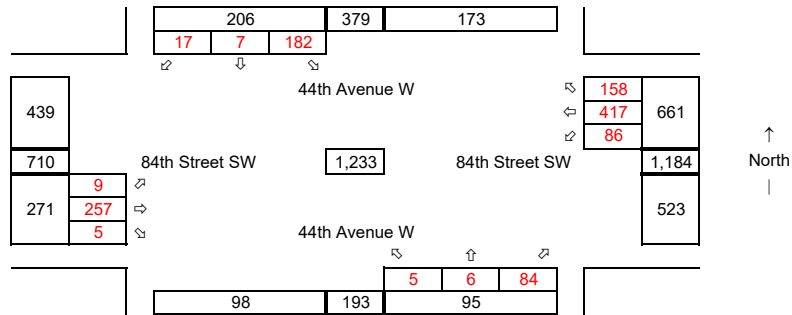
Synchro ID: 35

Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: **TDG**

Pipeline Trips

Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.



No Action Trips

Average Weekday

PM Peak-Hour

Year: 2024

Growth Rate = 1.0%

Years of Growth = 6

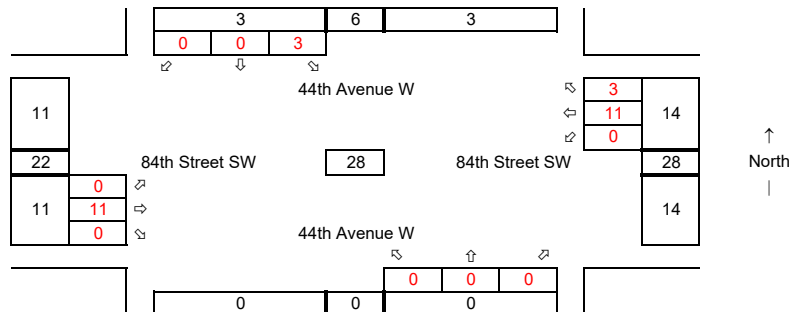
Total Growth = 1.0615



Proposed Action Trips

Average Weekday

PM Peak-Hour



Future Year Operations

Average Weekday

PM Peak-Hour



Synchro ID: 36

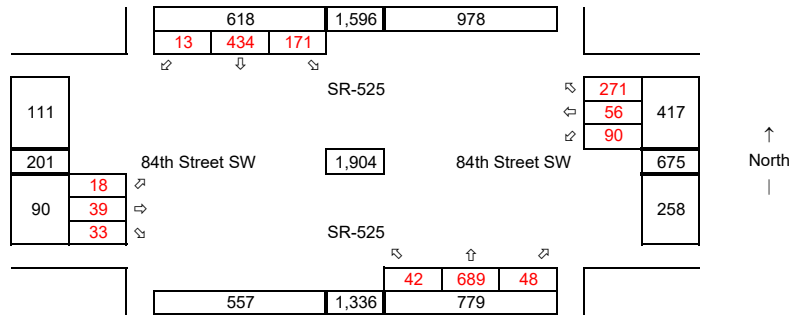
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

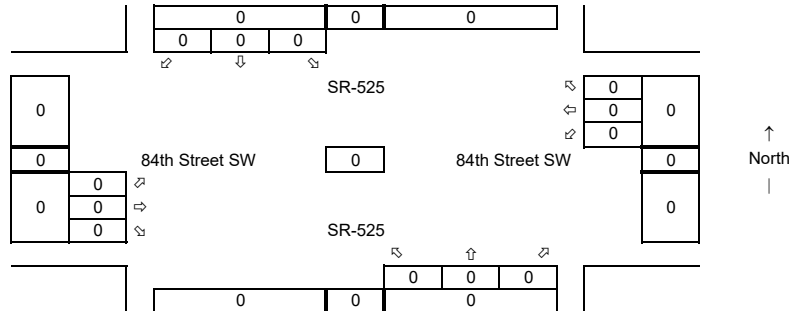
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

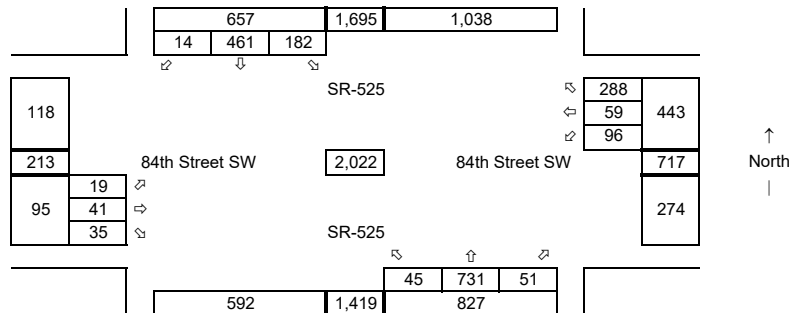
PM Peak-Hour

Year: 2024

Growth Rate = 1.0%

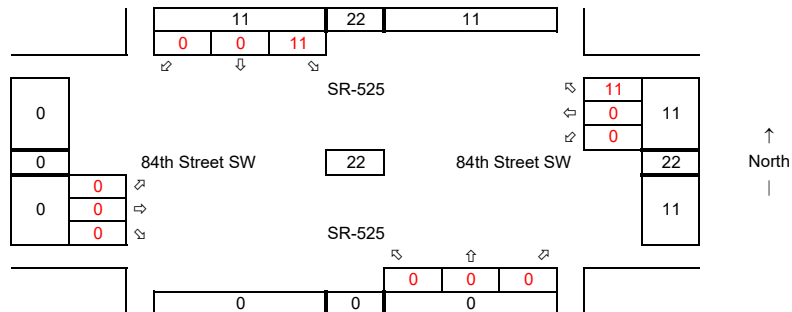
Years of Growth = 6

Total Growth = 1.0615

**Proposed Action Trips**

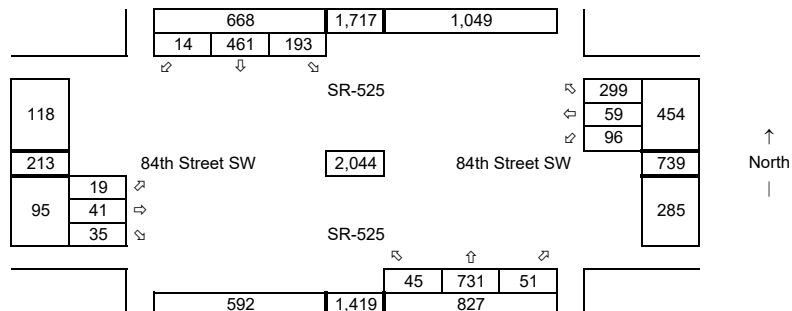
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour

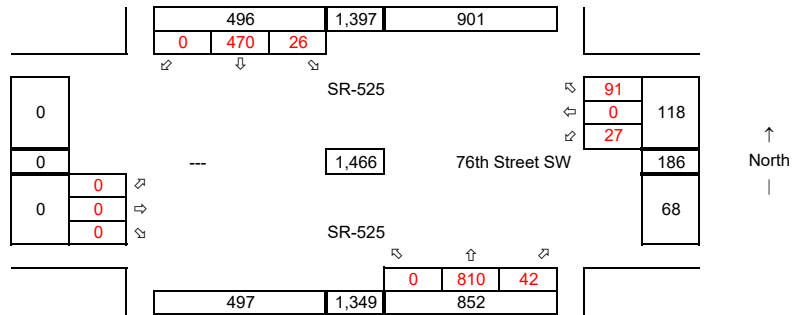


Synchro ID: 37

Existing TripsAverage Weekday
PM Peak-Hour

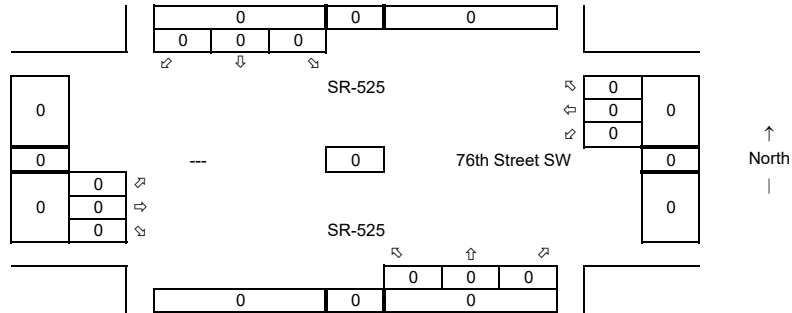
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

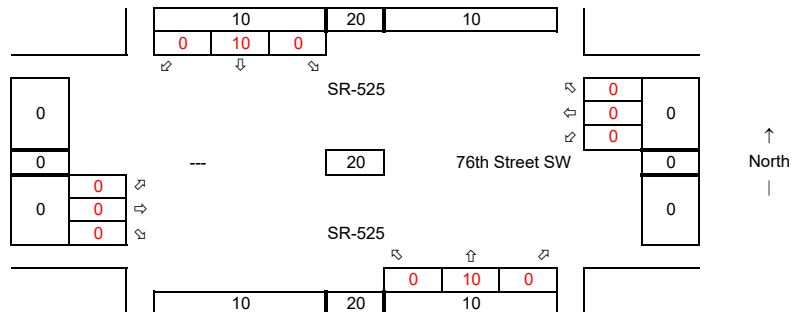
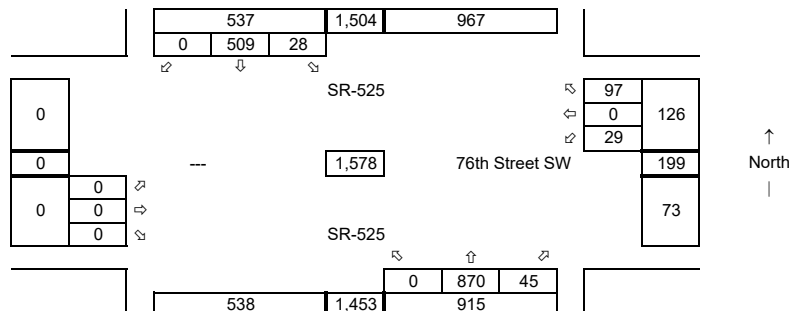
**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2024

Growth Rate = 1.0%

Years of Growth = 6

Total Growth = 1.0615

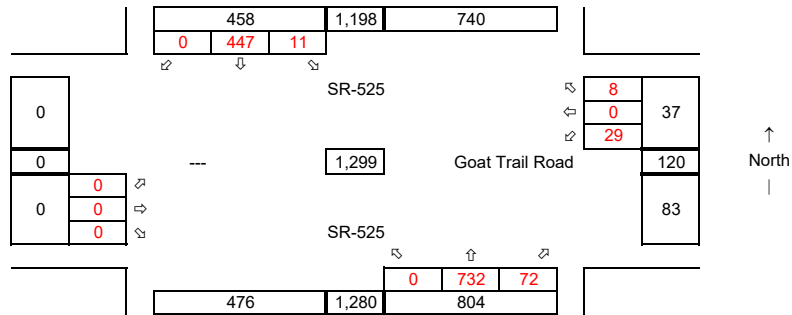
**Proposed Action Trips**Average Weekday
PM Peak-Hour**Future Year Operations**Average Weekday
PM Peak-Hour

Synchro ID: 38

Existing TripsAverage Weekday
PM Peak-Hour

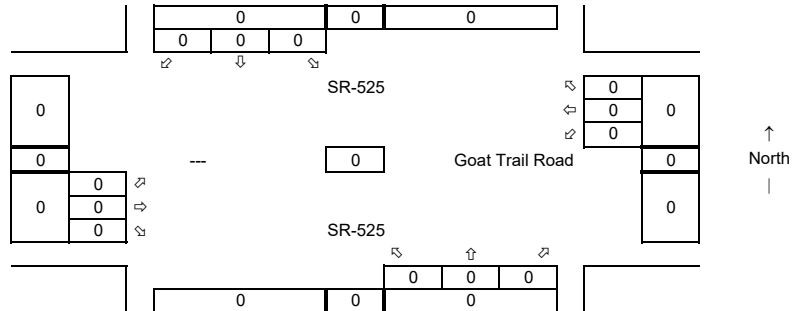
Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

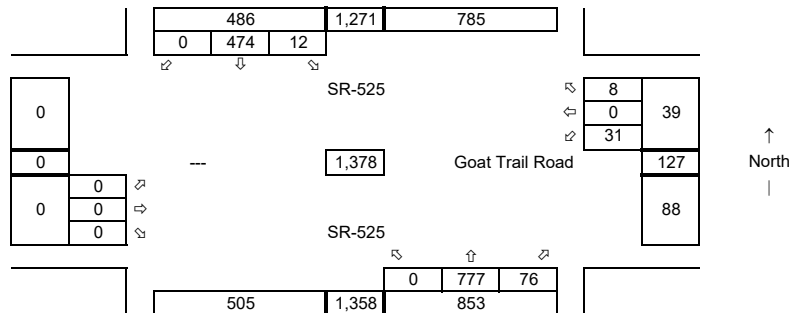
**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2024

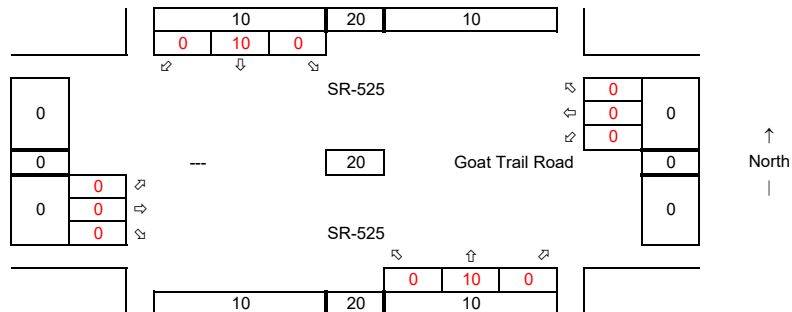
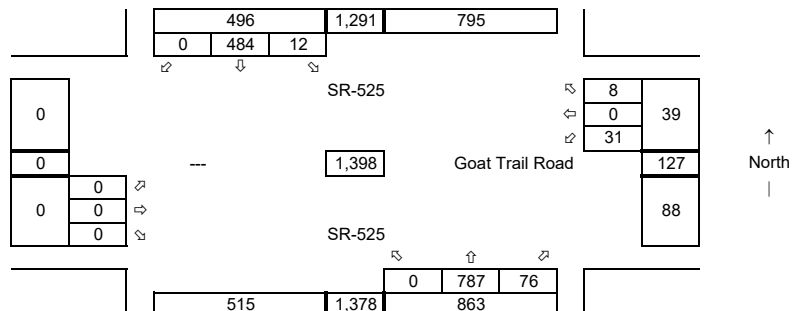
Growth Rate = 1.0%

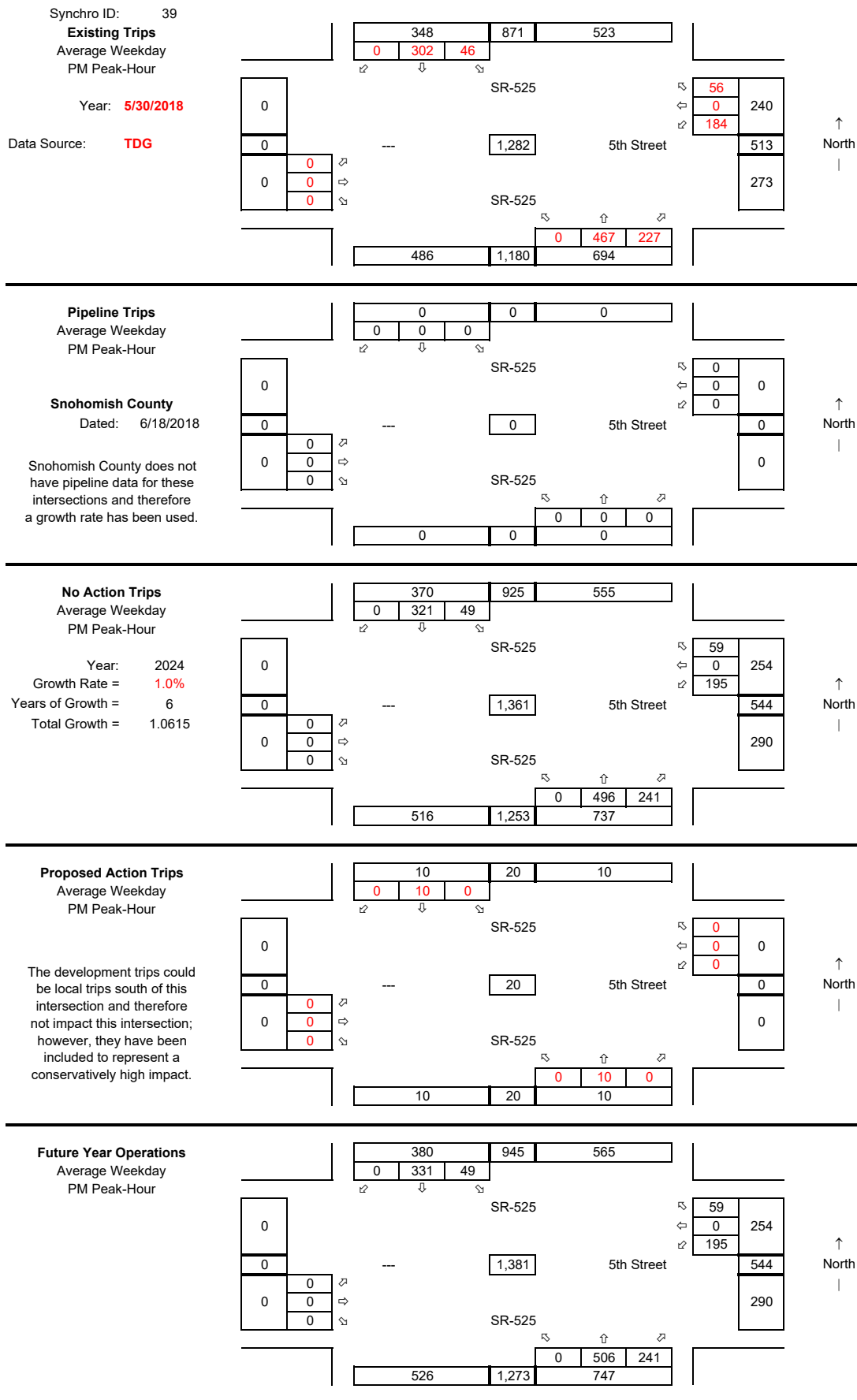
Years of Growth = 6

Total Growth = 1.0615

**Proposed Action Trips**Average Weekday
PM Peak-Hour

Development trips could be local trips south of this intersection and therefore not impact this intersection; however, they have been included to represent a conservatively high impact.

**Future Year Operations**Average Weekday
PM Peak-Hour



Synchro ID: 40

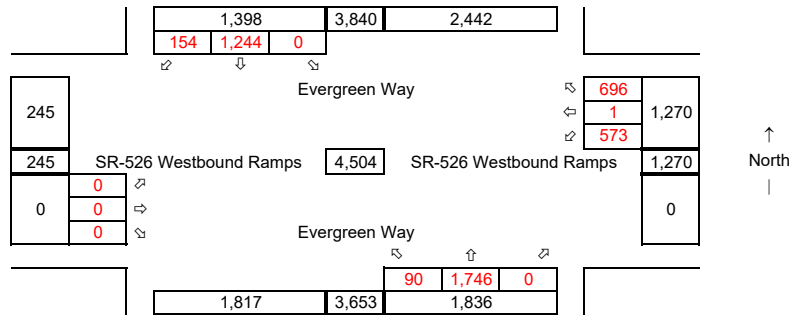
Existing Trips

Average Weekday

PM Peak-Hour

Year: 5/30/2018

Data Source: TDG

**Pipeline Trips**

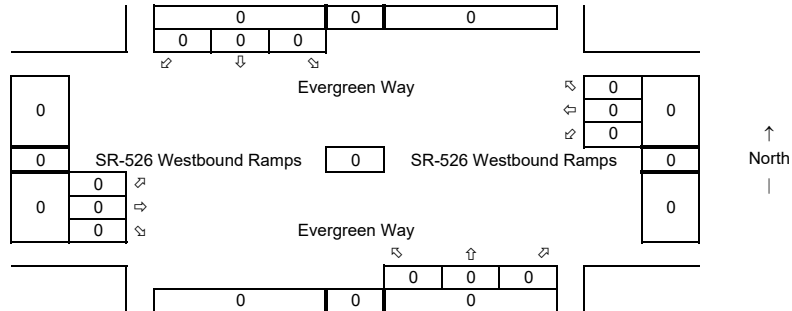
Average Weekday

PM Peak-Hour

Snohomish County

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

**No Action Trips**

Average Weekday

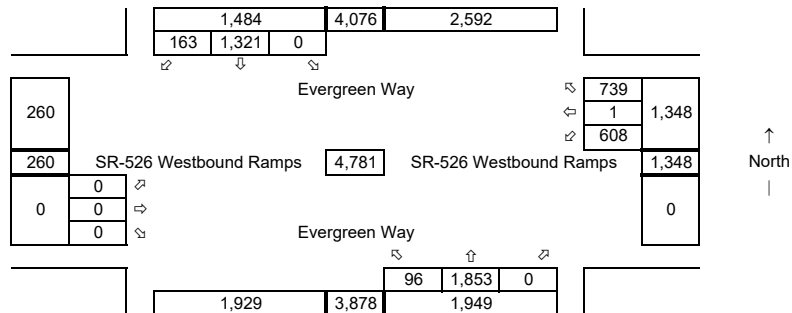
PM Peak-Hour

Year: 2024

Growth Rate = 1.0%

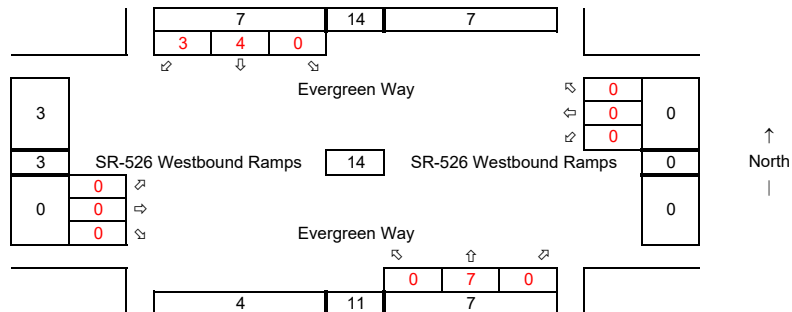
Years of Growth = 6

Total Growth = 1.0615

**Proposed Action Trips**

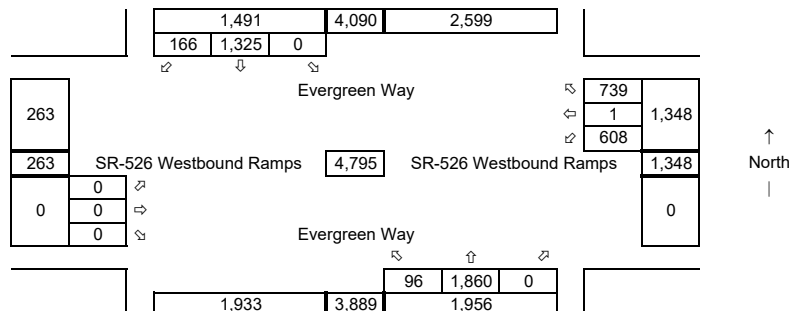
Average Weekday

PM Peak-Hour

**Future Year Operations**

Average Weekday

PM Peak-Hour

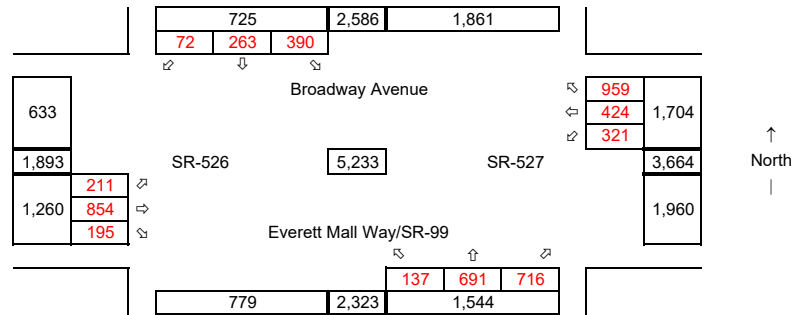


Synchro ID: 41

Existing TripsAverage Weekday
PM Peak-Hour

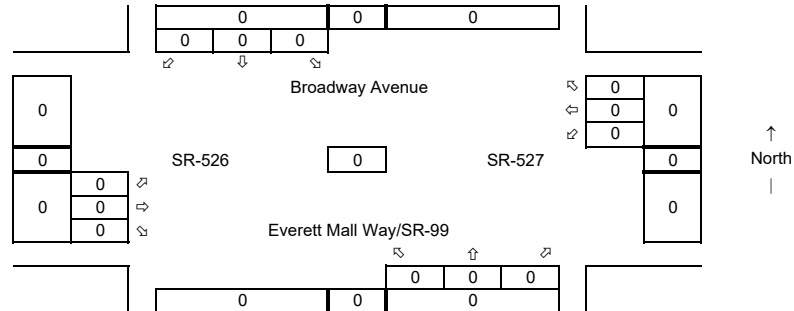
Year: 6/5/2018

Data Source: TDG

**Pipeline Trips**Average Weekday
PM Peak-Hour**Snohomish County**

Dated: 6/18/2018

Snohomish County does not have pipeline data for these intersections and therefore a growth rate has been used.

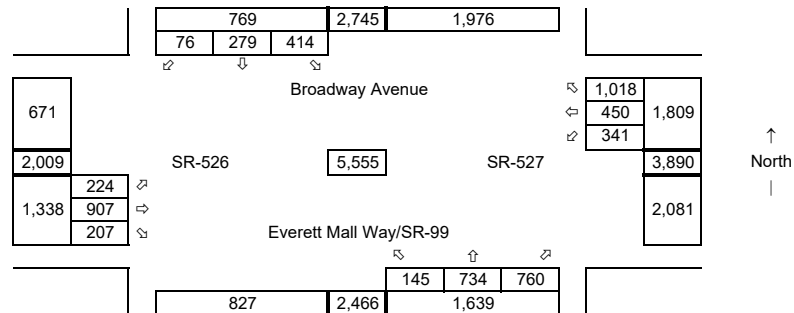
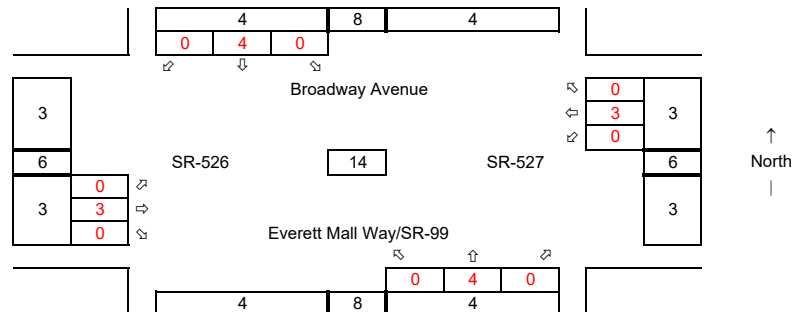
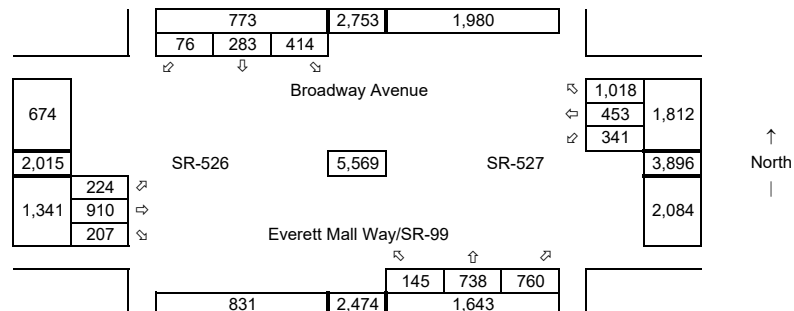
**No Action Trips**Average Weekday
PM Peak-Hour

Year: 2024

Growth Rate = 1.0%

Years of Growth = 6

Total Growth = 1.0615

**Proposed Action Trips**Average Weekday
PM Peak-Hour**Future Year Operations**Average Weekday
PM Peak-Hour

AM Peak-Hour Arterial Travel Times

LOS	AVG TRAVEL SPEED (MPH)

PREPARED BY: B. FECHT
CHECKED BY: S. PRESCOTT

Page 1

[illegible]

PREPARED BY: SN
CHECKED BY: CN

CROSS STREET	SEGMENT DIST. B/W (FT)	M.P. Acc. (MILE)	RUN #5		RUN #6		RUN #7		RUN #8		RUN #9		RUN #10		RUN #11		RUN #12		AVG. IIS DELAY (SEC)	AVG. TRAVEL TIME (SEC)	SEGMENT DIST. (MILE)	AVG. SPEED (MPH)	AVG. "LOS" (SEC)
			TRAVEL DELAY		TRAVEL DELAY		TRAVEL DELAY		TRAVEL DELAY		TRAVEL DELAY		TRAVEL DELAY		TRAVEL DELAY		TRAVEL DELAY						
			Acc.	B/W	Acc.	B/W	Acc.	B/W	Acc.	B/W	Acc.	B/W	Acc.	B/W	Acc.	B/W	Acc.	B/W					
			(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)					
			(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)					
			(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)					
SR-99	2119	0.000	0	35	0	39	0	63	22	37	0	65	37	0	35	0	35	0	38	43	0.40	33.41	A
Admiralty Way	1342	0.401	35	20	39	22	63	29	37	21	37	65	37	0	35	20	35	49	23	26	0.25	35.19	A
Gibson Road	1512	0.655	55	81	61	24	92	29	58	23	90	25	59	40	55	25	84	28	26	34	0.29	30.32	A
8th Avenue W	761	0.942	136	15	85	12	121	0	81	12	112	18	99	13	80	11	112	14	14	14	0.14	38.08	A
5th Place W	564	1.086	151	53	97	33	133	166	93	133	130	59	114	91	91	63	126	108	14	88	0.11	4.36	F
4th Avenue W	855	1.193	204	130	130	142	299	141	226	140	189	45	205	79	154	127	234	42	27	124	0.16	4.72	F
1-5 SB Ramps		1.355	334	91	272	116	440	130	366	114	320	98	340	94	281	101	276	25					
TOTAL :	7153	1.355	334	187	272	139	440	309	366	219	320	167	340	186	281	155	276	146	140	189	1.35	14.84	D

PREPARED BY: SN
CHECKED BY: CN

CROSS STREET	SEGMT DIST. B/W (FT)	M.P. Acc. (MILE)	RUN #2		RUN #3		RUN #4		RUN #5		RUN #6		RUN #7		RUN #8		RUN #9		AVG. RUNNING TIME (SEC)	AVG. I/S DELAY (SEC)	AVG. TRAVEL TIME (SEC)	SEGMT DIST. (MILE)	AVG. SPEED		"LOS"						
			TRAVEL Acc. (SEC)	B/W (SEC)	DELAY (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)	DELAY (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)	DELAY (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)	DELAY (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)	DELAY (SEC)	TRAVEL Acc. (SEC)					B/W (SEC)	DELAY (SEC)		TRAVEL Acc. (SEC)	B/W (SEC)	DELAY (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)	DELAY (SEC)

5 SB Ramps	855	0.000	0	64	46	34	10	20	0	81	67	45	31	32	16	40	60	50	16	31	47	0.16	12.40	E
4th Avenue W	564	0.162	64	33	46	34	15	20	0	81	67	45	31	32	16	40	60	50	13	20	33	0.11	11.65	E
5th Place W	761	0.269	97	39	18	49	80	32	43	195	15	59	64	43	46	53	112	39	15	43	0.14	12.00	E	
8th Avenue W	1512	0.413	136	30	24	129	64	75	30	210	0	123	47	89	32	97	127	0	27	28	0.29	38.90	A	
Gibson Road	1342	0.699	166	32	0	157	28	101	20	232	37	151	67	114	18	125	152	0	23	16	0.25	23.54	C	
Admiralty Way	2119	0.953	198	193	0	185	73	121	0	269	15	218	46	132	0	188	198	27	34	106	0.40	13.61	E	
SR-99		1.355	391	152	258	39	258	238	87	352	52	406	150	177	0	251	285	53		72				

[illegible]

ARTERIAL UNIT # : 229										AVG TRAVEL SPEED (MPH)																				
AU Name : 4th Avenue W										LOS																				
From : 112th Street SW										A > 35																				
To : 128th Street SW										B > 28																				
										C > 22																				
										D > 17																				
										E > 13																				
										F <= 13																				
CATEGORY : 1 - URBAN CLASS 2																														
DATE : 6/6/2018																														
DIRECTION : SB AM																														
PEAK HOUR IS: 07:30 - 08:29 RUNS 5 - 15																														
PREPARED BY: SN																														
CHECKED BY: CN																														
CROSS STREET	SEGMIT DIST. (FT)	M.P. Acc. (MILE)	RUN #5		RUN #6		RUN #7		RUN #8		RUN #9		RUN #10		RUN #11		RUN #12		RUN #13		RUN #14		RUN #15		AVG. RUNNING TIME B/W (SEC)	AVG. LOS DELAY (SEC)	AVG. TRAVEL TIME B/W (SEC)	SEGMIT DIST. (MILE)	AVG. SPEED (MPH)	"LOS"
112th Street SW	1455	0.000	TRAVEL Acc. B/W (SEC)	0 30 0	TRAVEL Acc. B/W (SEC)	0 53 22	TRAVEL Acc. B/W (SEC)	0 31 0	TRAVEL Acc. B/W (SEC)	0 28 0	TRAVEL Acc. B/W (SEC)	0 28 0	TRAVEL Acc. B/W (SEC)	0 53 21	TRAVEL Acc. B/W (SEC)	0 31 0	TRAVEL Acc. B/W (SEC)	0 36 7	TRAVEL Acc. B/W (SEC)	0 57 26	TRAVEL Acc. B/W (SEC)	0 30 0	TRAVEL Acc. B/W (SEC)	0 27 0	30		37	0.28	27.01	C
116th Street SW	779	0.276	30 52	53 21	28 31	28 37	53 19	72 0	31 16	36 16	57 25	30 15	27 15	17		24	0.15	21.86	D											
Center Road	421	0.423	82 11	74 11	50 11	59 11	65 11	72 10	47 39	52 8	82 12	45 10	42 14	11		13	0.08	21.33	D											
120th Street SW	1316	0.503	93 33	85 27	61 33	70 28	76 30	82 27	86 29	60 24	94 27	55 45	56 57	29		33	0.25	27.42	C											
124th Street SW	906	0.752	126 21	112 18	94 18	98 22	106 20	109 19	115 18	84 19	121 20	100 21	113 36	20		21	0.17	29.29	B											
Mariner Square	443	0.924	147 15	130 67	112 72	120 64	126 96	128 25	133 96	103 57	141 9	121 62	149 70	12		53	0.08	5.72	F											
128th Street SW		1.008	162 0	197 62	184 64	132 0	222 79	153 0	229 83	160 48	150 0	183 52	219 58		41															
																										</				

ARTERIAL UNIT #: 230
AU Name: 112th Street SW
From: 115th Avenue SW
To: Meridian Avenue S

Activity	Duration (days)	ES	EF	LS	LF	TF	FF
A	3	0	3	0	3	0	0
B	5	3	8	3	8	0	0
C	4	3	7	3	7	0	0
D	3	7	10	7	10	0	0
E	4	8	12	8	12	0	0
F	4	10	14	10	14	0	0

CATEGORY: 1 - URBAN CLASS 2

DATE : 6/12/2018

DIRECTION: EB AM

PEAK HOUR IS: 07:04 - 08:03 RUNS 1 - 15

PREPARED BY: SN

[illegible]

CATEGORY: 1 - URBAN CLASS 2

DATE: 6/12/2018

DIRECTION: WB AM

PEAK HOUR IS: 07:00 - 07:54 RUNS 1 - 15

PREPARED BY: SN

CROSS STREET	SEGMENT DIST. (FT)	M.P. ACC.	RUN #1															RUN #2															RUN #3															RUN #4															RUN #5															RUN #6															RUN #7															RUN #8															RUN #9															RUN #10															RUN #11															RUN #12															RUN #13															RUN #14															RUN #15															AVG. RUNNING TIME (SEC)	AVG. IIS DELAY (SEC)	AVG. TRAVEL TIME (SEC)	SEGMENT DIST. (MILE)	AVG. SPEED (MPH)	"LOS"																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
			TRAVEL DELAY					ACC.					BW					SEC					TRAVEL DELAY					ACC.					BW					SEC					TRAVEL DELAY					ACC.					BW					SEC					TRAVEL DELAY					ACC.					BW					SEC					TRAVEL DELAY					ACC.					BW					SEC					TRAVEL DELAY					ACC.					BW					SEC																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
			0					99					104					58					87					44					27					0					31					0					96					50					79					47					40					0					40					0					125					78					106					64					75					50					130					90					29					58					18					33					0					37					76					0.25					11.79					F																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			0					99					104					58					87					27					43					0					77					0					124					0					123					63					0					151					131					0					154					0					100					29					86					18					78					0					34					0					47.63					A																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

PREPARED BY: SN
CHECKED BY: CN

I - 9

I - 10

ARTERIAL UNIT #: 352

CATEGORY: 1 - URBAN CLASS 2

DIRECTION : SB AM
PEAK HOUR IS: 07:23 - 08:16 RUNS 4 - 14

PREPARED BY: SN
CHECKED BY: CN

I - 12

PM Peak-Hour Arterial Travel Times

AVG

TRAVEL

TRAVEL

(MPH)

(MPH)

A

A

A

A

A

A

M.P. C.	RUN #1			RUN #2			RUN #3			RUN #4			RUN #5			RUN #6			TRAVEL Acc. (SEC)
	TRAVEL Acc. (SEC)	BIW (SEC)	DELAY (SEC)	TRAVEL Acc. (SEC)	BIW (SEC)	DELAY (SEC)	TRAVEL Acc. (SEC)	BIW (SEC)	DELAY (SEC)	TRAVEL Acc. (SEC)	BIW (SEC)	DELAY (SEC)	TRAVEL Acc. (SEC)	BIW (SEC)	DELAY (SEC)	TRAVEL Acc. (SEC)	BIW (SEC)	DELAY (SEC)	
0.000	0	42	1	0	46	5	0	38	0	37	0	42	0	38	0	4	0	4	0
0.392	42	38		46	37		38	12		37	12	28	42	19		38	19		42
0.515	81		26	83		24	50		0	49	40	15	70		57	54			54
0.800	127	46	16	118	35	5	93	43	14	89	40	10	104	28	0	94	28	0	94
1.033	162	35	10	150	32	8	134	41	17	118	29	4	137	24	9	109	24	0	121
1.172	180	18	3	168	18	3	175	41	26	145	27	12	179	15	28	124	15	0	177
1.329	273	93	78	281	113	97	207	32	17	161	16	1	229	47	35	171	47	33	196
3.329	273	134		281	142		207	74		161	27	229	93	171	39				196

ARTERIAL RUN # : 227
AU Name : BEVERLY PARK RD
From : AIRPORT RD
To : SR 525
CATEGORY : 1 - URBAN CLASS 2
DATE : 6/7/2017
DIRECTION : SB PM
PEAK HOUR IS: 16:00 - 17:03 RUNS 1 - 7
PREPARED BY: B. FECHT
CHECKED BY: S. PRESCOTT

CROSS STREET	SEGMT DIST. (FT)	M.P. Acc. (MILE)	RUN #1		RUN #2		RUN #3		RUN #4		RUN #5		RUN #6		RUN #7		AVG. RUNNING TIME (SEC)	AVG. IIS DELAY (SEC)	SEGMENT DIST. (MILE)	AVG. SPEED "LOS" (MPH)	
			TRAVEL Acc.	DELAY BMW	TRAVEL Acc.	DELAY BMW	TRAVEL Acc.	DELAY BMW	TRAVEL Acc.	DELAY BMW	TRAVEL Acc.	DELAY BMW	TRAVEL Acc.	DELAY BMW							
			(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)							
AIRPORT RD	854	0.000	0	20	3	19	2	44	27	53	36	38	21	46	16	0	17	17	0.16	17.27	D
112 ST SW	695	0.162	20	18	4	15	1	44	22	53	36	38	13	46	16	13	14	2	0.13	29.62	B
FAIRMONT ES	1238	0.293	38	33	4	34	45	66	29	68	1	51	0	62	29	0	24	2	0.23	25.58	C
CENTER RD	1517	0.528	71	53	8	79	33	95	41	93	0	104	29	88	49	0	29	9	0.29	27.32	C
GIBSON RD	657	0.815	124	15	23	112	21	136	14	147	24	134	12	117	74	12	13	2	0.12	31.36	B
121 ST SW	1985	0.940	139	84	1	133	257	150	327	161	1	146	0	129	86	0	39	160	0.38	6.80	F
SR 525		1.316	223		45	390	218	477	288	280	80	413	228	336	219	94					

To: I-5 SB Ramps

PEAK HOUR IS: 17:04 - 18:02 RUNS 7 - 12

PREPARED BY: SN

CHECKED BY: CN

J - 3

PREPARED BY: SN
CHECKED BY: CN

CROSS STREET	SEGMT DIST. B/W (FT)	M.P. Acc. (MILE)	RUN #7		RUN #8		RUN #9		RUN #10		RUN #11		RUN #12		AVG. RUNNING TIME (SEC) B/W	AVG. I/S DELAY (SEC)	AVG. TRAVEL TIME (SEC) B/W	SEGMT DIST. (MILE)	AVG. SPEED (MPH)	AVG. "LOS"									
			Acc.	B/W (SEC)	Acc.	B/W (SEC)	Acc.	B/W (SEC)	Acc.	B/W (SEC)	Acc.	B/W (SEC)	Acc.	B/W (SEC)															
																					TRAVEL	DELAY	TRAVEL	DELAY	TRAVEL	DELAY	TRAVEL	DELAY	TRAVEL
																			(SEC)		(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)	(SEC)
I-5 SB Ramps	855	0.000	0	21	0	88	0	23	0	76	0	25	0	96	19	36	0.16	10.63	E										
4th Avenue W	564	0.162	21	12	0	88	13	23	0	76	25	13	0	96	14	0	0.11	28.14	B										
5th Place W	761	0.269	33	15	0	101	14	37	0	87	38	16	0	115	15	0	0.14	33.84	A										
8th Avenue W	1512	0.413	48	70	0	115	27	51	0	103	54	84	0	132	28	0	0.29	18.63	C										
Gibson Road	1342	0.699	118	24	41	142	20	107	26	168	138	82	55	162	23	27	0.25	28.74	B										
Admiralty Way	2119	0.953	142	133	0	162	165	131	0	189	220	192	54	182	36	9	0.40	10.16	E										
SR-99		1.355	275	94	94	327	128	255	88	325	98	412	151	285	76	106													
						</																							

TRAVEL TIME STUDY: COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 229

AU Name : 4th Avenue W
From : 128th Street SW
To : 112th Street SW

CATEGORY : 1 - URBAN CLASS 2

DATE : 6/6/2018

DIRECTION : NB PM
PEAK HOUR IS: 16:00 - 16:54 RUNS 1 - 8

PREPARED BY: SN
CHECKED BY: CN

ARTERIAL UNIT # : 229										AVG															
AU Name : 4th Avenue W										TRAVEL															
From : 128th Street SW										SPEED															
To : 112th Street SW										(MPH)															
CATEGORY : 1 - URBAN CLASS 2										LOS															
										A > 35															
										B > 28															
										C > 22															
										D > 17															
										E > 13															
										F <= 13															
DATE : 6/6/2018																									
DIRECTION : NB PM																									
PEAK HOUR IS: 16:00 - 16:54 RUNS 1 - 8																									
PREPARED BY: SN																									
CHECKED BY: CN																									
CROSS STREET	SEGMT DIST. (FT)	M.P. Acc. (MILE)																	AVG. SPEED (MPH)	AVG. "LOS"					
			RUN #1		RUN #2		RUN #3		RUN #4		RUN #5		RUN #6		RUN #7		RUN #8				AVG. IIS DELAY (SEC)	AVG. TRAVEL TIME (SEC)	SEGMT DIST. (MILE)		
			TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)							
			TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)							
128th Street SW	443	0.000	0	24	0	21	10	0	10	0	10	0	0	0	42	0	11	0	11	0	18	0.08	17.14	D	
Mariner Square	906	0.084	24	30	21	18	10	0	10	0	10	0	11	0	42	23	12	19	0	11	21	0.17	24.71	C	
124th Street SW	1316	0.255	54	49	39	27	0	30	24	0	28	31	33	0	65	30	31	25	0	32	27	0	30.29	B	
120th Street SW	421	0.505	103	66	66	16	0	54	9	0	85	9	60	0	95	9	56	10	0	59	9	11	0.08	26.39	C
Center Road	779	0.584	120	19	82	25	0	63	18	0	94	14	68	0	104	13	15	16	0	68	13	17	0.15	31.95	B
116th Place SW	1455	0.732	139	110	107	70	33	81	78	40	108	84	83	0	117	102	82	152	0	81	67	98	0.28	10.17	F
112th Street SW		1.008	249	80	177			159			192		54	200	219	76	234	111	148	40					

[illegible]

CATEGORY: 1 - URBAN CLASS 2

DATE : 5/31/2018

DIRECTION : WB PM
PEAK HOUR IS: 15:59 - 16:55 RUNS 1 - 15

PREPARED BY: SN
CHECKED BY: CN

[illegible]

J - 9

To: 106th Street

PREPARED BY: SN
CHECKED BY: CN

[illegible]

TRAVEL TIME STUDY: COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 352

AU Name : 4th Avenue W
From : 112th Street SW
To : 104th Street SW

CATEGORY : 1 - URBAN CLASS 2

DATE : 6/6/2018

DIRECTION : NB PM
PEAK HOUR IS: 16:05 - 16:53 RUNS 1 - 8

PREPARED BY: SN
CHECKED BY: CN

LOS

AVG TRAVEL SPEED (MPH)

A > 35
B > 28
C > 22
D > 17
E > 13
F <= 13

CROSS STREET	SEGMT DIST. (FT)	M.P. Acc. (MILE)	RUN #1		RUN #2		RUN #3		RUN #4		RUN #5		RUN #6		RUN #7		RUN #8		AVG. RUNNING TIME (SEC)	AVG. I/S DELAY (SEC)	AVG. TRAVEL TIME (SEC)	SEGMT DIST. (MILE)	AVG. SPEED (MPH)		"LOS"
			TRAVEL Acc. (SEC)	B/W (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)	TRAVEL Acc. (SEC)	B/W (SEC)							
112th Street SW	1324	0.000	0	36	0	35	0	38	0	26	0	33	0	36	0	27	0	31	0	32	1	33	0.25	27.56	C
108th Street SW	1345	0.251	36	35	38	35	32	26	33	23	40	36	27	30	25	31	31	30	0	30	0.25	30.19	30.19	B	
104th Street SW		0.505	71	0	62	1	70	0	49	0	73	0	66	0	52	0	62	0							
					</																				

TRAVEL TIME STUDY: COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 352

AU Name : 4th Avenue W
From : 104th Street SW
To : 112th Street SW

CATEGORY : 1 - URBAN CLASS 2

DATE : 6/6/2018

DIRECTION : SB PM

PEAK HOUR IS: 16:28 - 17:15 RUNS 4 - 11

PREPARED BY: SN
CHECKED BY: CN

LOS

AVG TRAVEL SPEED (MPH)

A > 35
B > 28
C > 22
D > 17
E > 13
F <= 13

CROSS STREET	SEGMENT DIST. (FT)	M.P. Acc. (MILE)	RUN #4		RUN #5		RUN #6		RUN #7		RUN #8		RUN #9		RUN #10		RUN #11		AVG. RUNNING TIME (SEC)	AVG. IIS DELAY (SEC)	AVG. TRAVEL TIME (SEC)	SEGMENT DIST. (MILE)	AVG. SPEED (MPH)	AVG. "LOS"
			TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)	TRAVEL DELAY Acc. (SEC)	B/W (SEC)						
104th Street SW	1345	0.000	0 106	79	0 28	0 69	41	0 44	0 44	0 31	0 27	0 25	0 27	0 25	0 30	0 30	0 30	0 30	30	15	45	0.25	20.38	D
108th Street SW	1324	0.255	106 28	28	28 29	69 117	44 28	44 28	31 31	25 57	27 75	25 57	27 75	25 57	30 118	30 118	30 118	30 118	28		60	0.25	14.95	E
112th Street SW		0.505	134 0	0	57 0	186 0	87 72	72 0	62 0	102 50	102 50	82 32	102 50	82 32	148 87	148 87	148 87	87		32				
TOTAL :	2669	0.505	134 79	79	57 0	186 128	72 0	62 0	102 50	102 50	82 32	148 87	148 87	58	47	105	0.51	17.27	D					

Signal Timing Data

525 MP 0356 Beverly Park

Page 1
January 23, 2018

Control Table Info

Description	SR525 / Beverly Park Blvd
Created By	GTSI
Created On	08/20/99 09:36:31
Modified By	SchuerP
Modified On	06/04/08 12:48:56

NextPhase 1.7.6 Control Params

Control Mode	scheduler
Manual Plan	1: Free Plan
Free Plan	1: Free Plan
Default Schedule	1: Standard Schedule

Schedule Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Standard Schedule	trf_ctrl	08/23/01 15:52:32	schuerp	07/12/17 13:31:32

Schedule Table 1 Params

Event	Enable	Hour	Minute	Day Of Week							CtrMode	Plan
				Su	Mo	Tu	We	Th	Fr	Sa		
1	X	0	1	X	X	X	X	X	X	X	sched	1
2	X	6	30		X	X	X	X	X		sched	6
3	X	13	30		X	X	X	X	X		sched	5
4	X	14	0		X	X	X	X	X		sched	6
5	X	18	0		X				X		sched	5
6	X	19	0		X	X	X	X	X		sched	1
7		0	0								sched	0
8		0	0								sched	0
9		0	0								sched	0
10		0	0								sched	0
11		0	0								sched	0
12		0	0								sched	0
13		0	0								sched	0
14		0	0								sched	0
15		0	0								sched	0
16		0	0								sched	0
17		0	0								sched	0
18		0	0								sched	0
19		0	0								sched	0
20		0	0								sched	0
21		0	0								sched	0
22		0	0								sched	0
23		0	0								sched	0
24		0	0								sched	0
25		0	0								sched	0
26		0	0								sched	0
27		0	0								sched	0
28		0	0								sched	0
29		0	0								sched	0
30		0	0								sched	0
31		0	0								sched	0
32		0	0								sched	0
33		0	0								sched	0
34		0	0								sched	0

NextEdit

525 MP 0356 Beverly Park**Page 11**
January 23, 2018**Plan Table 5 Offsets**

Offset	1	2	3	4	5	6	7	8	9	10	11
Barrier	a	None	None	None	None	None	None	None	None	None	None
Value	0	0	0	0	0	0	0	0	0	0	0

Plan Table 5 Offsets

Offset	12	13	14	15	16	17	18	19	20
Barrier	None	None	None	None	None	None	None	None	None
Value	0	0	0	0	0	0	0	0	0

Plan Table 6 Params

Plan Mode	Max Mode	Splt/Ofs	Phase	Sequence	Overlap	Prioritor
free	max1	seconds	4: Max 1 PM Free High 3.5-5	1: Standard	1: Not Used	1: None

Plan Table 6 Params

Config	Cycle Length	Permissive	SpcFcn								AuxFcn							
			1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
1: Beverly Park Cong	0	0																

Plan Table 6 Params

Prioritor Disable									
1	2	3	4	5	6	7	8	9	10

Plan Table 6 Flags

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Coord		X				X														
Hold		X				X														

Plan Table 6 Flags

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Coord																				
Hold																				

Plan Table 6 Splits

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CordMin	15	30	25	20	15	30	15	25	0	0	0	0	0	0	0
CordNom	25	45	25	25	20	50	25	25	0	0	0	0	0	0	0
CordMax	35	70	30	35	30	70	30	35	0	0	0	0	0	0	0
PriMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PriMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

525 MP 0356 Beverly Park

Page 14
January 23, 2018

Overlap Table 1 Timing

Overlap	K	L	M	N	O	P	Q	R	S	T
MinGreen	0	0	0	0	0	0	0	0	0	0
MaxGreen	0	0	0	0	0	0	0	0	0	0
GrnClear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YelClear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0
PedClear	0	0	0	0	0	0	0	0	0	0
Reservice	0	0	0	0	0	0	0	0	0	0

Phase Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	SR 525 & Beverly Park Blvd	GTSI	01/17/00 20:39:24	SchuerP	06/14/17 06:53:22
2	140 & 160 Max Limit	schuERP	07/20/10 08:53:54	SchuerP	06/14/17 06:53:52
3	Free Plan PM Peak	SchuerP	07/20/10 18:07:49	SchuerP	06/14/17 06:53:59

Phase Table 1 Flags

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Omit																				
PedOmit																				
MinRcl		X				X														
MaxRcl																				
SftRcl																				
ConSvc																				
PedRcl																				
DualEnt				X				X												
SimGap		X		X		X		X												
RedRest																				
AutoPed																				
WlkRest																				
PedRcycl		X		X		X		X												
RedLock																				
YelLock																				
NoExtend																				
NoAdded																				
NoReduce																				
NoRange																				
NoMaxLck																				

NextEdit

525 MP 0356 Beverly Park

Page 20
January 23, 2018

Phase Table 3 Flags

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Omit																				
PedOmit																				
MinRcl																				
MaxRcl																				
SftRcl																				
ConSvc																				
PedRcl																				
DualEnt																				
SimGap																				
RedRest																				
AutoPed																				
WlkRest																				
PedRcycl																				
RedLock																				
YelLock																				
NoExtend																				
NoAdded																				
NoReduce																				
NoRange																				
NoMaxLck																				

Phase Table 3 Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MinGrn	5	10	5	5	5	10	5	5	0	0	0	0	0	0	0
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	30	80	30	22	15	95	30	22	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	1.0	1.0	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
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0
PedClr	0	26	0	35	0	26	0	33	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

525 MP 0356 Beverly Park

Page 22
January 23, 2018

Active Config Table 1 Params

Phase	1: SR 525 & Beverly Park Blvd
Overlap	1: Beverly Park Blvd C & D
Preempt	1: SR 525 & Beverly Park Blvd
Cabinet	1: Basic 170_332
Detector	1: Basic 332 Detector Configuration
Coordination	1: Bev Park
Peer	1: None

Phase Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	SR 525 & Beverly Park Blvd	GTSI	01/17/00 18:35:33	schuerp	02/21/14 09:45:08

Phase Config Table 1 Phase ID

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	sbl	nbt	wbl	ebt	nbl	sbt	ebl	wbt	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Direction	none	none	none	none	none	none	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	31	32	33	34	35	36	37	38	39	40
Direction	none	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Flags

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Startup		X				X														
YelStart																				
RedStart																				
SecStart																				
Ped		X		X		X		X												
YelFlash																				
AltFlsHz																				
FlsEntry																				
FlsExit																				
NoCall																				
MCEOmit																				

NextEdit

2 - Beverly Park Rd at Gibson Rd

INTERSECTION: Beverly Park Rd & Gibson Rd

Page 6 (of 10)

Det. #	C-1 Pin #	Delay	Carry-over	Phase Assignmmts	Detector Attributes	Detector Set Assignments
1	39	0.0	0.0	2	45 7	123 8
2	40	0.0	0.0	6	45 7	123 8
3	41	5.0	0.0	4	45 7	123 8
4	42	5.0	0.0	8	45 7	123 8
5	43	0.0	0.0	2	45 7	123 8
6	44	0.0	0.0	6	45 7	123 8
7	45	5.0	0.0	4	45 7	123 8
8	46	5.0	0.0	8	45 7	123 8
9	47	0.0	0.0	2	67	123 8
10	48	0.0	0.0	6	67	123 8
11	49	5.0	0.0	4	67	123 8
12	50	5.0	0.0	8	67	123 8
13	55	5.0	0.0	5	45 7	123 8
14	56	5.0	0.0	1	45 7	123 8
15	57	0.0	0.0	7	45 7	123 8
16	58	0.0	0.0	3	45 7	123 8
17	59	0.0	0.0	5	45 7	123 8
18	60	0.0	0.0	1	45 7	123 8
19	61	0.0	0.0	7	45 7	123 8
20	62	0.0	0.0	3	45 7	123 8
21	63	0.0	0.0	2	45 7	123 8
22	64	0.0	0.0	6	45 7	123 8
23	65	5.0	0.0	4	45 7	123 8
24	66	5.0	0.0	8	45 7	123 8
25	67	0.0	0.0	2	2	123 8
26	68	0.0	0.0	6	2	123 8
27	69	0.0	0.0	4	2	123 8
28	70	0.0	0.0	8	2	123 8
29	76	0.0	0.0	2	45 7	123 8
30	77	0.0	0.0	6	45 7	123 8
31	78	0.0	0.0	4	45 7	123 8
32	79	0.0	0.0	8	45 7	123 8

Detector Assignments

Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Detector Assignments

- 1 = Detector Set 1
- 2 = Detector Set 2
- 3 = Detector Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

C-1 Pin #	
81	Flash Sense
0	External Permit - 1
0	External Permit - 2
0	External Permit - 3
0	Exclusive Ped Omit
0	Max. Term Inhibit
200	Max. 2
0	External Lag Phases
0	External Max. Recall
82	Stop Time
0	Manual Control Enable
0	Manual Control Advance
0	External Min. Recall

General Inputs

C-1 Pin #	
0	Railroad - 1
0	Railroad - 2
0	Special Event - 1
0	Special Event - 2
0	Gate Down
71	EV - A
72	EV - B
73	EV - C
74	EV - D

Preempt Inputs

C-1 Pin #	
0	Plan 1
0	Plan 2
0	Plan 3
0	Plan 4
0	Plan 5
0	Plan 6
0	Plan 7
0	Plan 8
0	Plan 9
0	Free
0	Flash

Coordination Plan Inputs

C-1 Pin #	
0	Phase Bank - 2
0	Phase Bank - 3
0	Detector Set - 2
0	Detector Set - 3
0	Overlap Vehicle Set - 2
0	Overlap Vehicle Set - 3

Bank & Set Inputs

C-1 Pin #	
0	Door Ajar
0	UPS Battery
0	UPS Power
0	Cabinet Temperature

C-1 Pin #	
0	Alarm - 1
0	Alarm - 2
0	Alarm - 3
0	Alarm - 4

INTERSECTION: Beverly Park Rd & Gibson Rd

Page 7 (of 10)

C-1 Pin #	
Advance Warning - 1	0
Advance Warning - 2	0
Detector Failure	0
Flasher - Alternating 1	0
Flasher - Alternating 2	0
Fast Flasher	0
On Line	0
Exclusive - Walk	0
Exclusive - Don't Walk	0
General Outputs	

C-1 Pin #	
Output - 1	200
Output - 2	0
Output - 3	0
Output - 4	0
Output - 5	0
Output - 6	0
Output - 7	0
Output - 8	0
Time of Day Outputs	

C-1 Pin #	
Plan - 1	0
Plan - 2	0
Plan - 3	0
Plan - 4	0
Plan - 5	0
Plan - 6	0
Plan - 7	0
Plan - 8	0
Plan - 9	0
Free	0
Coordination Plan Out	

Ped Phase	
Ped 2-P Loadswitch	2
Ped 4-P Loadswitch	4
Ped 6-P Loadswitch	6
Ped 8-P Loadswitch	8
Ped Loadswitch Assignment	

C-1 Pin #	
Phase - 1	99
Phase - 2	0
Phase - 3	0
Phase - 4	0
Phase - 5	90
Phase - 6	0
Phase - 7	0
Phase - 8	0
FYA PPLT Outputs	

C-1 Pin #	On	Flash
Railroad - 1	0	0
Railroad - 2	0	0
Special Event - 1	0	0
Special Event - 2	0	0
Preempt Failure	0	0
EV - A	0	0
EV - B	0	0
EV - C	0	0
EV - D	0	0
Any Preempt	0	0
Preemption Outputs		

C-1 Pin #	
Dial - 2	0
Dial - 3	0
Offset - 1	0
Offset - 2	0
Offset - 3	0
Free	0
Flash	0
Seven Wire Outputs	

C-1 Pin #	
Output - 1	0
Output - 2	0
Output - 3	0
Output - 4	0
Output - 5	0
Output - 6	0
Output - 7	0
Output - 8	0
Special Event Outputs	

C-1 Pin #	
Output - 1	0
Output - 2	0
Output - 3	0
Output - 4	0
Output - 5	0
Output - 6	0
Output - 7	0
Output - 8	0
Special Function Output	

Phase Number								
1	2	3	4	5	6	7	8	
Red	97	0	0	0	88	0	0	0
Yellow	98	0	0	0	89	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0
Phase Output Redirection								

Overlap Number								
1	2	3	4	5	6	7	8	
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Overlap Output Redirection								

2 - Beverly Park Rd at Gibson Rd

INTERSECTION: Beverly Park Rd & Gibson Rd

Event	Day of Week	Season	Hour	Minute	Plan	Offset
0	1234567		0	1	E	A
1			0	0	0	0
2			0	0	0	0
3			0	0	0	0
4			0	0	0	0
5			0	0	0	0
6			0	0	0	0
7			0	0	0	0
8			0	0	0	0
9			0	0	0	0
10			0	0	0	0
11			0	0	0	0
12			0	0	0	0
13			0	0	0	0
14			0	0	0	0
15			0	0	0	0
16			0	0	0	0
17			0	0	0	0
18			0	0	0	0
19			0	0	0	0
20			0	0	0	0
21			0	0	0	0
22			0	0	0	0
23			0	0	0	0
24			0	0	0	0
25			0	0	0	0
26			0	0	0	0
27			0	0	0	0
28			0	0	0	0
29			0	0	0	0
30			0	0	0	0
31			0	0	0	0

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Funct.	Phase / Bits
0	1234567		0	1	14	
1	1234567		5	0	15	1
2	1234567		19	0	15	
3			0	0	0	
4			0	0	0	
5			0	0	0	
6			0	0	0	
7			0	0	0	
8			0	0	0	
9			0	0	0	
10			0	0	0	
11			0	0	0	
12			0	0	0	
13			0	0	0	
14			0	0	0	
15			0	0	0	

Time of Day Function Events

TOD Functions

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Vehicle Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Vehicle Max Recall
- 10 = Soft Recall
- 11 = Max Extension 2
- 12 = Conditional Service
- 13 = Lag Free Phases
- 14, Bit 1 = Local Override
- 14, Bit 4 = Disable Det Off Monitoring
- 15 = TOD Outputs

INTERSECTION: 031 Bev-Park & Center Dr

Group Assignment: NONE

Field Master Assignment: **NONE**

System Reference Number: 168

Communications Channel: UDP:8002:172.16.41.44

Drop Address: 7

Area Number: 2

Area Address: 31

Field Change Record

[illegible]

Notes:

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Exclusive Ped Phase

[illegible]

Phase

[illegible]

Basic Phase
Timing

Yellow Change	4.0	4.0	3.5	4.0	4.0	3.5
Red Clear	0.5	0.5	0.5	0.5	0.5	0.5

Pedestrian Timing

Walking	0	7	0	7	0	7	0	7
Ped Clear - FDW	0	11	0	17	0	15	0	17
Adv / Delay Walk	0	0	0	0	0	0	0	0
PF Min Ped FDW	0	7	0	7	0	7	0	7

Volume Density

Type 3 Disconnect	0	0	0	0	0	0	0
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0
Min Gap	2.0	2.0	1.0	2.0	1.0	2.0	2.0
Max Gap	2.0	4.0	3.0	3.0	2.0	4.0	3.0
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1

Phase Timing - Bank 1

Phase Functions - Page 1

Red Lock	_____	Red Rest	_____
Yellow Lock	_____	Dual Entry	<u>2 4 6 8</u>
Simultaneous Gap	_____	Sequential Timing	_____
Rest In Walk	_____	Inhibit Ped Reserve	_____
Advance Walk	_____	Semi-Actuated	_____
Flashing Walk	_____	Guaranteed Passage	_____
Max Extension	_____	Conditional Service	_____

Phase Functions - Page 2

Minimum Recall	_____	
Ped Recall	_____	
Maximum Recall	_____	
Green Flash	_____	
Overlap Green Flash	_____	
Soft Recall	_____	2 6
External Recall	_____	
Manual Control Calls	_____	
Fast Green Flash	_____	
Fast Overlap G. Flash	_____	

3 - Beverly Park Rd at Center Rd

INTERSECTION: 031 Bev-Park & Center Dr

Page 6 (of 10)

Det. #	C-1 Pin #	Delay	Carry-over	Phase Assignmmts	Detector Attributes	Detector Set Assignments
1	39	0.0	0.0	2	5 7	123
2	40	0.0	0.0	6	5 7	123
3	41	0.0	0.0	4	5 7	123
4	42	0.0	0.0	8	5 7	123
5	43	0.0	0.0	2	5 7	123
6	44	0.0	0.0	6	5 7	123
7	45	0.0	0.0	4	5 7	123
8	46	0.0	0.0	8	5 7	123
9	47	0.0	0.0	2	5 7	123
10	48	0.0	0.0	6	5 7	123
11	49	0.0	0.0	4		123
12	50	0.0	0.0	8		123
13	55	0.0	0.0	5	5 7	123
14	56	0.0	0.0	1	5 7	123
15	57	0.0	0.0	7	5 7	123
16	58	0.0	0.0	3	5 7	123
17	59	0.0	0.0	5		123
18	60	0.0	0.0	1		123
19	61	0.0	0.0	7		123
20	62	0.0	0.0	3		123
21	63	0.0	0.0	2	5 7	123
22	64	0.0	0.0	6	5 7	123
23	65	0.0	0.0	4		123
24	66	0.0	0.0	8		123
25	67	0.0	0.0	2	2	123
26	68	0.0	0.0	6	2	123
27	69	0.0	0.0	4	2	123
28	70	0.0	0.0	8	2	123
29	76	0.0	0.0	2	5 7	123
30	77	0.0	0.0	6	5 7	123
31	78	0.0	0.0	4		123
32	79	0.0	0.0	8		123

Detector Assignments

Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Detector Assignments

- 1 = Detector Set 1
- 2 = Detector Set 2
- 3 = Detector Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

C-1 Pin #	
81	Flash Sense
0	External Permit - 1
0	External Permit - 2
0	External Permit - 3
0	Exclusive Ped Omit
0	Max. Term Inhibit
200	Max. 2
234	External Lag Phases
0	External Max. Recall
82	Stop Time
0	Manual Control Enable
0	Manual Cont. Advance
0	External Min. Recall

General Inputs

C-1 Pin #	
51	Railroad - 1
52	Railroad - 2
0	Special Event - 1
0	Special Event - 2
0	Gate Down
71	EV - A
72	EV - B
73	EV - C
74	EV - D

Preempt Inputs

C-1 Pin #	
0	Plan 1
0	Plan 2
0	Plan 3
0	Plan 4
0	Plan 5
0	Plan 6
0	Plan 7
0	Plan 8
0	Plan 9
0	Free
212	Flash

Coordination Plan Inputs

C-1 Pin #	
201	Phase Bank - 2
202	Phase Bank - 3
0	Detector Set - 2
0	Detector Set - 3
0	Overlap Vehicle Set - 2
0	Overlap Vehicle Set - 3

Bank & Set Inputs

C-1 Pin #	
0	Door Ajar
0	UPS Battery
54	UPS Power
0	Cabinet Temperature

C-1 Pin #	
54	Alarm - 1
0	Alarm - 2
0	Alarm - 3
0	Alarm - 4

C-1 Pin #	
0	Advance Warning - 1
0	Advance Warning - 2
0	Detector Failure
231	Flasher - Alternating 1
0	Flasher - Alternating 2
0	Fast Flasher
0	On Line
0	Exclusive - Walk
0	Exclusive - Don't Walk
General Outputs	

C-1 Pin #	
200	Output - 1
201	Output - 2
202	Output - 3
0	Output - 4
0	Output - 5
0	Output - 6
0	Output - 7
0	Output - 8
Time of Day Outputs	

C-1 Pin #	
0	Plan - 1
0	Plan - 2
0	Plan - 3
0	Plan - 4
0	Plan - 5
0	Plan - 6
0	Plan - 7
0	Plan - 8
0	Plan - 9
0	Free
Coordination Plan Out	

Ped Phase	
2	Ped 2-P Loadswitch
4	Ped 4-P Loadswitch
6	Ped 6-P Loadswitch
8	Ped 8-P Loadswitch
Ped Loadswitch Assignment	

C-1 Pin #	
0	Phase - 1
0	Phase - 2
0	Phase - 3
0	Phase - 4
0	Phase - 5
0	Phase - 6
0	Phase - 7
0	Phase - 8
FYA PPLT Outputs	

C-1 Pin #	On	Flash
	0	0
	0	0
	0	0
	0	0
	0	0
	0	0
	0	0
	0	0
	0	0
	0	0
	0	0
	0	0
	0	0
	0	0
	0	0
Preemption Outputs		

C-1 Pin #	
0	Dial - 2
0	Dial - 3
0	Offset - 1
0	Offset - 2
0	Offset - 3
0	Free
101	Flash
Seven Wire Outputs	

C-1 Pin #	
0	Output - 1
0	Output - 2
0	Output - 3
0	Output - 4
0	Output - 5
0	Output - 6
0	Output - 7
0	Output - 8
Special Event Outputs	

C-1 Pin #	
0	Output - 1
0	Output - 2
0	Output - 3
0	Output - 4
0	Output - 5
0	Output - 6
0	Output - 7
0	Output - 8
Special Function Output	

Phase Number								
1	2	3	4	5	6	7	8	
83	0	0	0	0	91	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
Phase Output Redirection								

Overlap Number								
1	2	3	4	5	6	7	8	
0	0	0	0	0	0	0	0	0
36	0	0	0	0	38	0	0	0
84	0	0	0	0	93	0	0	0
Overlap Output Redirection								

3 - Beverly Park Rd at Center Rd

INTERSECTION: 031 Bev-Park & Center Dr

Page 8 (of 10)

Event	Day of Week	Season	Hour	Minute	Plan	Offset
0	1234567		0	1	E	A
1			0	0	0	0
2			0	0	0	0
3			0	0	0	0
4			0	0	0	0
5			0	0	0	0
6			0	0	0	0
7			0	0	0	0
8			0	0	0	0
9			0	0	0	0
10			0	0	0	0
11			0	0	0	0
12			0	0	0	0
13			0	0	0	0
14			0	0	0	0
15			0	0	0	0
16			0	0	0	0
17			0	0	0	0
18			0	0	0	0
19			0	0	0	0
20			0	0	0	0
21			0	0	0	0
22			0	0	0	0
23			0	0	0	0
24			0	0	0	0
25			0	0	0	0
26			0	0	0	0
27			0	0	0	0
28			0	0	0	0
29			0	0	0	0
30			0	0	0	0
31			0	0	0	0

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Funct.	Phase / Bits
0	1234567		0	1	14	1 78
1	23456		5	0	15	1
2	23456		19	0	15	6
3			0	0	0	
4			0	0	0	
5			0	0	0	
6			0	0	0	
7			0	0	0	
8			0	0	0	
9			0	0	0	
10			0	0	0	
11			0	0	0	
12			0	0	0	
13			0	0	0	
14			0	0	0	
15			0	0	0	

Time of Day Function Events

TOD Functions

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Vehicle Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Vehicle Max Recall
- 10 = Soft Recall
- 11 = Max Extension 2
- 12 = Conditional Service
- 13 = Lag Free Phases
- 14, Bit 1 = Local Override
- 14, Bit 4 = Disable Det Off Monitoring
- 15 = TOD Outputs

4 - Beverly Park Rd at Fairmont Elem.

INTERSECTION: 033 Bev Park Rd & 115th St SW

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 21

N/S Street Name: Bev Park Rd

E/W Street Name: 115th St SW

Page 1 (of 9)

Last Database Change: 3/24/2017 15:11

Change Record			
Change	By	Date	Change

Notes: Phase 2 is NB Bev Park, Phase 6 SB. Phase 8 is WB 115th SW/School.

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	22	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	33	<C/O+0+3>

QuicNet Channel com32: (QuicNet)

Communication Addresses

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	3.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase											
Column Numbers ---->	1	2	3	4	5	6	7	8			
Phase Names ---->											
Ped Walk	0	10	0	9	0	0	0	0			
Ped FDW	0	12	0	18	0	0	0	0			
Min Green	5	7	0	5	0	7	0	5			
Type 3 Disconnect	0	15	0	0	0	15	0	0			
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Veh Extension	2.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0			
Max Gap	2.0	4.0	0.0	0.0	0.0	4.0	0.0	3.0			
Min Gap	2.0	2.0	0.0	0.0	0.0	2.0	0.0	3.0			
Max Limit	10	40	0	0	0	40	0	10			
Max Limit 2	24	25	0	0	0	25	0	30			
Adv. / Delay Walk	0	0	0	0	0	0	0	0			
PE Min Ped FDW	0	7	0	7	0	7	0	7			
Cond Serv Check	10	10	10	10	10	10	10	10			
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
Yellow Change	4.0	4.0	3.0	3.0	3.0	4.0	3.0	4.0			
Red Clear	0.5	0.5	0.0	0.5	0.0	0.5	0.0	0.5			

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	0	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	0	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

E	RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
2																
10																
0																
2																
0																
2																
0																
2																
0																
10																

Preempt Timing

F	Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
12										2	6					
4										2	6					
6																
8																
2																
6																
7																
8																
2																
6																
8																
2																
6																
8																

Phase Functions <C+0+F=1>

4 - Beverly Park Rd at Fairmont Elem.

INTERSECTION: 033 Bev Park Rd & 115th St SW

Page 4 (of 9)

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Spec. Funct. 1	0	NOT-3	242	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73
4	NAND-3 (a)	205	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74
5	NAND-3 (b)	54	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	212	RR-2	52
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	54	NOT-2	0	External Lag	0
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	201	OR-1 (a)	0	AND-1 (a)	0
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	202	OR-1 (b)	0	AND-1 (b)	0
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	55	AND-3 (a)	0
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	58	AND-3 (b)	0

<C+0+E=126>

Assignable Inputs

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	200	Dial 2 (7-Wire)	0
1	Phase ON - 2	0	Sp Evt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0
2	Phase ON - 3	0	Sp Evt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0
3	Phase ON - 4	0	Sp Evt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	201	TOD Out 4	0	Offset 2 (7-Wire)	0
4	Phase ON - 5	0	Sp Evt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0
5	Phase ON - 6	0	Sp Evt Out 5	0		0	Plan 5	0	AND-2	0	TOD Out 6	205	Free (7-Wire)	0
6	Phase ON - 7	0	Sp Evt Out 6	0		0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	101
7	Phase ON - 8	0	Sp Evt Out 7	0		0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0
8	Ph. Check - 1	0	Sp Evt Out 8	0	NOT-3	212	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0
9	Ph. Check - 2	0		0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	242	RR-1	0	DELAY-C	0		
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0		
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0		
F	Ph. Check - 8	0	Excl. Ped W/K	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0		

<C+0+E=127>

Assignable Outputs

INTERSECTION: 033 Bev Park Rd & 115th St SW

Row	TOD Coordination <C+0+9=0.2> (Bank 2)				TOD Function <C+0+7=0.2>				Column 4 Phases/Bits				Holiday Dates <C+0+8=1.2> (Bank 2)				Holiday Events <C+0+9=1.2> (Bank 2)						
	Time		Plan	Offset	Time		Tunct	Holiday Type		Phases/Bits		Day		Year	Month	Holiday Type		Time		Plan	Offset	Holiday Type	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	
	00 : 00		0	0	00 : 00		0	_____		_____		00		00	0	_____		00 : 00		0	0	_____	

[illegible]

Notes:

Manual Plan

0 = Automatic

1-9 = Plan 1-9

14 = Free
15 = Clock

15 = Flash

Manual Offset

0 = Automatic

1 = Offset A

2 = Offset B

Drop Number	21	<C/0+0+0>
Zone Number	1	<C/0+0+1>
Area Number	1	<C/0+0+2>
Area Address	32	<C/0+0+3>

Manual Plan	<C/0+A+1>
Manual Offset	<C/0+B+1>

Manual Selection

Communication Addresses

Manual Offset	
$<C/0+B+1>$	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	2.5	<F/1+0+F>
All Red Start	4.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Row	Column Numbers ---->							
	1	2	3	4	5	6	7	8
0	Phase Names ---->							
1	Ped Walk	0	7	0	7	0	7	0
2	Ped FDW	0	22	0	25	0	19	0
3	Min Green	0	7	5	5	5	7	5
4	Type 3 Disconnect	0	0	0	0	0	0	0
5	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	Veh Extension	0.0	2.0	2.0	2.0	2.0	2.0	2.0
7	Max Gap	0.0	4.0	3.0	3.5	2.0	4.0	3.0
8	Min Gap	0.0	1.0	0.5	0.5	1.0	1.0	0.5
9	Max Limit	0	20	10	15	15	20	8
A	Max Limit 2	0	40	25	30	28	40	20
B	Adv. / Delay Walk	0	0	0	0	0	0	0
C	PE Min Ped FDW	7	7	7	7	7	7	7
D	Cond Serv Check	10	10	10	10	10	10	10
E	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0
F	Yellow Change	3.0	4.0	3.5	3.5	3.5	4.0	3.5
	Red Clear	0.0	0.5	0.5	0.5	0.5	0.5	0.5

Phase Timing - Bank 1

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

E	
	RR-1 Delay
	RR-1 Clear
	EV-A Delay
	EV-A Clear
	EV-B Delay
	EV-B Clear
	EV-C Delay
	EV-C Clear
	EV-D Delay
	EV-D Clear
	RR-2 Delay
	RR-2 Clear
	View EV Delay
	View EV Clear
	View RR Delay
	View RR Clear

Preempt Timing

F		Row
Permit	2345678	0
Red Lock	_____	1
Yellow Lock	_____	2
Min Recall	_____	3
Ped Recall	_____	4
View Set Peds	-----	5
Rest In Walk	_____	6
Red Rest	_____	7
Dual Entry	2 6	8
Max Recall	_____	9
Soft Recall	_____	A
Max 2	_____	B
Cond. Service	_____	C
Man Cntrl Calls	_____	D
Yellow Start	4 8	E
First Phases	2 6	F

Phase Functions $C+0+F=1$

5 - Beverly Park Rd at 112th St SW

INTERSECTION: 032 Bev Park Rd & 112th St SW

Page 4 (of 9)

Row	Column 9			Column A		Column B		Column C		Column D		Column E		Column F	
	Spec. Funct. 1	0	NOT-3	242	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	
0	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	
1	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	
2	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	
3	NAND-3 (a)	54	OR-5 (a)	38	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	
4	NAND-3 (b)	205	OR-5 (b)	38	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	
5	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	212	RR-2	52	
6	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	
7	OR-7 (a)	221	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	
8	OR-7 (b)	222	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	54	NOT-2	233	External Lag	0	
9	OR-7 (c)	223	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	201	OR-1 (a)	0	AND-1 (a)	0	
A	OR-7 (d)	224	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	202	OR-1 (b)	0	AND-1 (b)	0	
B	OR-8 (a)	45	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	210	OR-2 (a)	38	AND-2 (a)	231	
C	OR-8 (b)	46	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	93	AND-2 (b)	93	
D	OR-8 (c)	56	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	235	
E	OR-8 (d)	56	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	91	

<C+O+E=126>

Assignable Inputs

Main Data Table															Row
Column 9			Column A		Column B		Column C		Column D		Column E		Column F		
Phase ON - 1	0	Preempt Fail	0	Flasher 0	231	Free	0	NOT-1	0	TOD Out 1	200	Dial 2 (7-Wire)	0	0	
Phase ON - 2	0	Sp Evt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0	1	
Phase ON - 3	0	Sp Evt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	233	TOD Out 3	202	Offset 1 (7-Wire)	0	2	
Phase ON - 4	0	Sp Evt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3	
Phase ON - 5	0	Sp Evt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4	
Phase ON - 6	0	Sp Evt Out 5	0			Plan 5	0	AND-2	99	TOD Out 6	205	Free (7-Wire)	0	5	
Phase ON - 7	0	Sp Evt Out 6	0			Plan 6	0	AND-3	32	TOD Out 7	0	Flash (7-Wire)	101	6	
Phase ON - 8	0	Sp Evt Out 7	0			Plan 7	0	NOT-2	235	TOD Out 8	0	Preempt	0	7	
Ph. Check - 1	0	Sp Evt Out 8	0	NOT-3	212	Plan 8	0	EV-A	221	Adv. Warn - 1	0	Low Priority A	0	8	
Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	222	Adv. Warn - 2	0	Low Priority B	0	9	
Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	223	DELAY-A	0	Low Priority C	0	A	
Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	98	Spec. Funct. 4	0	EV-D	224	DELAY-B	0	Low Priority D	0	B	
Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	242	RR-1	0	DELAY-C	0			C	
Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D	
Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	210	Spec. Event 1	0	DELAY-E	0			E	
Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	201	Spec. Event 2	0	DELAY-F	0			F	

<C+O+E=127>

Assignable Outputs

5 - Beverly Park Rd at 112th St SW

INTERSECTION: 032 Bev Park Rd & 112th St SW

Page 7 (of 9)

Row	Time	Tplan	Offset	Day of Week	Column 4			Time	Tunct	Day of Week	Column 4			Day	Year	Month	Holiday Type
0	00:01	E	A	1234567	1	78		00:01	E	1234567	1	78		00	00	0	
1	00:00	0	0		1			05:00	F	23456	1			00	00	0	
2	00:00	0	0					19:00	F	1234567				00	00	0	
3	00:00	0	0					00:00	0					00	00	0	
4	00:00	0	0					09:00	F	1	7			00	00	0	
5	00:00	0	0					00:00	0					00	00	0	
6	00:00	0	0					00:00	0					00	00	0	
7	00:00	0	0					00:00	0					00	00	0	
8	00:00	0	0					00:00	0					00	00	0	
9	00:00	0	0					00:00	0					00	00	0	
A	00:00	0	0					00:00	0					00	00	0	
B	00:00	0	0					00:00	0					00	00	0	
C	00:00	0	0					00:00	0					00	00	0	
D	00:00	0	0					00:00	0					00	00	0	
E	00:00	0	0					00:00	0					00	00	0	
F	00:00	0	0					00:00	0					00	00	0	

TOD Coordination <C+0+9=0.1>																	
(Bank 1)																	
TOD Function																	
<C+0+7=0.1>																	
Column 4																	
Phases/Bits																	
<C+0+E=27>																	
Holiday Dates <C+0+8=1.1>																	
(Bank 1)																	
Holiday Events <C+0+9=1.1>																	
(Bank 1)																	

Row	Time	Tplan	Offset	Day of Week	Column 4			Time	Tunct	Day of Week	Column 4			Day	Year	Month	Holiday Type
0	00:00	0	0		1	78		00:00	E	12	1	78		00	00	0	
1	00:00	0	0		1			05:00	F	12	1			00	00	0	
2	00:00	0	0					19:00	F	12				00	00	0	
3	00:00	0	0					00:00	0					00	00	0	
4	00:00	0	0					00:00	0					00	00	0	
5	00:00	0	0					00:00	0					00	00	0	
6	00:00	0	0					00:00	0					00	00	0	
7	00:00	0	0					00:00	0					00	00	0	
8	00:00	0	0					00:00	0					00	00	0	
9	00:00	0	0					00:00	0					00	00	0	
A	00:00	0	0					00:00	0					00	00	0	
B	00:00	0	0					00:00	0					00	00	0	
C	00:00	0	0					00:00	0					00	00	0	
D	00:00	0	0					00:00	0					00	00	0	
E	00:00	0	0					00:00	0					00	00	0	
F	00:00	0	0					00:00	0					00	00	0	

TOD Coordination <C+0+9=0.2>																	
(Bank 2)																	
TOD Function																	
<C+0+7=0.2>																	
Column 4																	
Phases/Bits																	
<C+0+E=28>																	
Holiday Dates <C+0+8=1.2>																	
(Bank 2)																	
Holiday Events <C+0+9=1.2>																	
(Bank 2)																	

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector
OFF Monitor
Bit 5 - Disable Low
Priority Preempt
Bit 7 - Detector Count
Monitor
Bit 8 - Real Time Split
Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

6 - Beverly Park Rd at Airport Rd

INTERSECTION: 019 Holly-Bev Pk & Airport Rd

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 15

N/S Street Name: Airport Rd.

E/W Street Name: Holly-Bev Pk

Page 1 (of 9)

Last Database Change: 2/1/2018 14:02

Change Record			
Change	By	Date	Change

Notes: Phase 4 is EB on Bev-Park, Phase 8 is WB from Holly.
Phase 2 is NB on Airport, and phase 6 is SB on Airport.

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	7	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	19	<C/O+0+3>

QuickNet Channel com39: (QuickNet)

Communication Addresses

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+0+2>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase										
Column Numbers ---->	1	2	3	4	5	6	7	8		
Phase Names ---->	1	2	3	4	5	6	7	8		
Ped Walk	0	7	0	5	0	7	0	5		
Ped FDW	0	15	0	25	0	18	0	25		
Min Green	4	10	4	5	4	10	4	4		
Type 3 Disconnect	0	0	0	0	0	0	0	0		
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Veh Extension	2.0	2.5	2.0	2.0	2.0	2.5	2.0	2.0		
Max Gap	2.0	4.0	3.0	3.0	2.0	4.0	3.0	3.0		
Min Gap	2.0	1.0	1.0	0.5	2.0	1.0	1.0	0.5		
Max Limit	10	30	10	10	10	30	10	10		
Max Limit 2	15	55	15	25	15	55	25	15		
Adv. / Delay Walk	0	0	0	0	0	0	0	0		
PE Min Ped FDW	0	7	0	7	0	7	0	7		
Cond Serv Check	15	10	10	10	10	10	10	10		
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
Yellow Change	3.5	4.0	3.5	3.5	3.5	4.0	3.5	3.5		
Red Clear	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	0	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	0	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
10	10	0	0	0	0	0	0	0	1	10	10	---	---	---	---

Preempt Timing

Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
12345678										2_6		1_5	12345678	4_8	2_6

Phase Functions <C+0+F=1>

6 - Beverly Park Rd at Airport Rd

INTERSECTION: 019 Holly-Bev Pk & Airport Rd

Page 4 (of 9)

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretime	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	201	RR-1	51
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	201	OR-1 (a)	0	AND-1 (a)	0
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	202	OR-1 (b)	0	AND-1 (b)	0
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	45	AND-3 (a)	0
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	46	AND-3 (b)	0

<C+0+E=126>

Assignable Inputs

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	200	Dial 2 (7-Wire)	0
1	Phase ON - 2	0	Sp Evt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0
2	Phase ON - 3	0	Sp Evt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0
3	Phase ON - 4	0	Sp Evt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	201	TOD Out 4	0	Offset 2 (7-Wire)	0
4	Phase ON - 5	0	Sp Evt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0
5	Phase ON - 6	0	Sp Evt Out 5	0		0	Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0
6	Phase ON - 7	0	Sp Evt Out 6	0		0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0
7	Phase ON - 8	0	Sp Evt Out 7	0		0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0
8	Ph. Check - 1	0	Sp Evt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0
9	Ph. Check - 2	0		0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0		
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0		
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0		
F	Ph. Check - 8	0	Excl. Ped W/K	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0		

<C+0+E=127>

Assignable Outputs

INTERSECTION: 019 Holly-Bev Pk & Airport Rd

SEPAC ECOM All Data

5/15/2018

1:41:00PM

Intersection Name: Airport Rd - SR 99

Intersection Alias: 17

Access Data

1 :1200 Baud

3 :1200 Baud

Access Code: 9999

Channel:

Address: 1

Revision: 3.51b

IP Address: 172.16.41.248

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	1-Inact	1-Inact	1-Inact	4-Grn	1-Inact	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings				Pedestrian Timings				Alt		Actuated	
Min						All	Green	Yellow	Offset	Walk	Walk	Bike	Bike					
Phase	Green	Passage	Max1	Max2	Yellow	Red	Delay	Delay	Time	Mode	Green	Psg	Walk	Ped	Alt	Ped	Flash	Ext
													Walk	Clr	Walk	Clr	Walk	Ped
Phase Data Bank: 1																		
1	5	2.0	30	30	3.5	0.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
2	10	6.0	50	85	4.0	0.7	0.0	0.0	0	0-Advance	0.0	0.0	7	28			No	0
3	5	2.0	40	40	3.5	0.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
4	10	4.0	40	60	4.0	0.7	0.0	0.0	30	0-Advance	0.0	0.0	7	24			No	0
5	5	2.0	30	30	3.5	0.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
6	10	6.0	50	85	4.0	0.7	0.0	0.0	0	0-Advance	0.0	0.0	7	20			No	0
7	5	2.0	40	40	3.5	0.7	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
8	10	4.0	40	60	4.0	0.7	0.0	0.0	100	0-Advance	0.0	0.0	7	22			No	0
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
Phase Data Bank: 2																		
1	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
2	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
4	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
Phase Data Bank: 3																		
1	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0
2	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0

7 - SR-99 at Airport Rd

3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
4	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
Phase Data Bank: 4																	
1	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
2	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
4	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	No	0	No

<u>Vehicle Density Timings</u>							<u>General Control</u>				<u>Miscellaneous</u>					<u>Special Sequence</u>		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
Phase Data Bank: 1																		
1	0.0	0	0	0	0	2.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	2.0	25	20	0	20	2.0	None	Soft	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	2.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	2.0	28	10	0	10	2.0	None	None	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	2.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	2.0	25	20	0	20	2.0	None	Soft	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	2.0	None	None	None	0	Yes	No	No	No	No	0	0	0
8	0.0	0	10	0	10	2.0	None	None	None	0	Yes	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

7 - SR-99 at Airport Rd

Signal Driver Output

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 2=Max 2

Correction Mode: 0=Dwell

Offset Mode: 1=End Grn

Force Mode: 0=Plan

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split Cycle

4/4

250

Split Times and Phase Modes

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	35	0=Actuated	2	105	1=Coordinate	3	45	0=Actuated	4	65	0=Actuated
5	35	0=Actuated	6	105	1=Coordinate	7	45	0=Actuated	8	65	0=Actuated

Traffic Plan Data

Plan: 4/4/1 Offset Time: 255 Alternat Sequence: 0 Rg 2 Lag Time: 0 Rg 3 Lag Time: 0 Rg 4 Lag Time: 0
 Mode: 0=Normal Special Function: 0 Correction Mode: 0=No

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 0 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days						
	1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION													
1	2	6:20	0/0/0		1	2	3	4	5	6	7	8	9	10	11	12	13	14
					X													
2	2	19:0	0/0/0															

7 - SR-99 at Airport Rd

AUX. Events

Event	Program		Min.	Aux Outputs			Det.	Det.	Det.	Special Function Outputs								
	Day	Hour		1	2	3	Diag.	Rpt.	Mult100	Dimming	1	2	3	4	5	6	7	8
1	1	0	1	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	2	0	1	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Special Function 2	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Special Function 3	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Special Function 4	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Special Function 5	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Special Function 6	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Special Function 7	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐
Special Function 8	☐	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐

8 - Admiralty Way at Airport Rd/128th St SW

INTERSECTION: 016 Airport Rd & Admiralty Way

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 12

N/S Street Name: Admiralty Way

E/W Street Name: Airport Rd

Page 1 (of 9)

Last Database Change: 10/10/2017 14:34

Change Record			
Change	By	Date	Change

Drop Number	10	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	16	<C/O+0+3>

QuicNet Channel com51: (QuicNet)

Communication Addresses

Manual Plan	
Manual Offset	

Manual Selection

Notes: Phase 2 is EB, Phase 8 is NB. Phase 3 & 7 are protected.

Phase 1 & 5 are permitted/protected and are operating as FYA.

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase										
Column Numbers ---->	1	2	3	4	5	6	7	8		
Phase Names ---->										
Ped Walk	0	7	0	7	0	7	0	7		
Ped FDW	0	18	0	27	0	16	0	25		
Min Green	3	5	5	5	3	5	5	5		
Type 3 Disconnect	0	0	0	0	0	0	0	0		
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Veh Extension	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0		
Max Gap	2.5	4.0	3.0	3.0	2.5	4.0	3.0	3.0		
Min Gap	0.5	1.0	0.5	0.5	0.5	1.0	0.5	0.5		
Max Limit	10	20	10	10	10	20	10	10		
Max Limit 2	15	40	35	35	15	40	25	30		
Adv. / Delay Walk	0	0	0	0	0	0	0	0		
PE Min Ped FDW	7	7	7	7	7	7	7	7		
Cond Serv Check	10	10	10	10	10	10	10	10		
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
Yellow Change	3.5	4.0	3.5	3.5	3.5	4.0	3.5	3.5		
Red Clear	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	0	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	0	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

E	RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
0																
10																
0																
1																
0																
1																
0																
10																

Preempt Timing

F	Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
0																
1																
2																
3																
4																
5																
6																
7																
8																
9																
A																
B																
C																
D																
E																
F																

Phase Functions <C+0+F=1>

8 - Admiralty Way at Airport Rd/128th St SW

INTERSECTION: 016 Airport Rd & Admiralty Way

Page 3 (of 9)

Coord Extra

1 = Programmed WALK Time for Sync Phases

2 = Always Terminate Sync Phase Peds

Column Numbers ---->		Plan									
Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	
0	Cycle Length	0	122	0	0	136	150	120	0	0	
1	Phase 1 - ForceOff	0	85	0	0	85	90	85	0	0	
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	
3	Phase 3 - ForceOff	0	25	0	0	35	30	20	0	0	
4	Phase 4 - ForceOff	0	65	0	0	60	70	60	0	0	
5	Phase 5 - ForceOff	0	85	0	0	80	90	85	0	0	
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	
7	Phase 7 - ForceOff	0	25	0	0	25	20	20	0	0	
8	Phase 8 - ForceOff	0	65	0	0	60	70	60	0	0	
9	Ring Offset	0	0	0	0	0	0	0	0	0	
A	Offset 1	0	25	0	0	75	0	0	0	0	
B	Offset 2	0	0	0	0	130	0	0	0	0	
C	Offset 3	0	0	0	0	0	42	0	0	0	
D	Perm 1 - End	0	15	0	0	15	15	0	0	0	
E	Hold Release	0	255	0	0	255	255	255	0	0	
F	Zone Offset	0	0	0	0	0	0	0	0	0	

Coordination - Bank 1

<C+0+C=1>

Sync Phases

<C+0+C=1>

Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	
0	Ped Adjustment	0	0	0	0	6	0	0	0	0	
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	
5	Reservice Time	0	0	0	0	0	0	0	0	0	
6	Reservice Phases										
7	Pretimed Phases										
8	Max Recall										
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	
C	Perm 2 Veh Phase										
D	Perm 2 Ped Phase										
E	Perm 3 Veh Phase										
F	Perm 3 Ped Phase										

Coordination - Bank 2

<C+0+C=2>

Lag Phases

<C+0+C=1>

Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	
0	Free Lag										
1	Plan 1 - Lag										
2	Plan 2 - Lag										
3	Plan 3 - Lag										
4	Plan 4 - Lag										
5	Plan 5 - Lag										
6	Plan 6 - Lag										
7	Plan 7 - Lag										
8	Plan 8 - Lag										
9	Plan 9 - Lag										
A	External Lag										
B											
C											
D											
E											
F											

8 - Admiralty Way at Airport Rd/128th St SW

INTERSECTION: 016 Airport Rd & Admiralty Way

Page 7 (of 9)

Row	Time	Tlan	Offset	Day of Week	TOD	Function	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tlan	Offset	Holiday Type
0	00:01	E	A	1234567	00:01	E	1 4 78	01	15	1	1	00:01	E	A	12
1	05:30	2	A	23456	05:00	F	1	19	15	1	2	14:30	5	A	2
2	08:30	E	A	23456	20:00	F		25	15	12	1	19:00	E	0	2
3	14:00	6	C	23456	00:00	0		01	16	1	1	00:00	0	0	
4	16:00	6	C	23456	00:00	0		04	07	7	2	00:00	0	0	
5	18:30	E	A	23456	00:00	0		03	07	9	2	00:00	0	0	
6	00:00	0	0		00:00	0		12	07	11	2	00:00	0	0	
7	00:00	0	0		00:00	0		22	07	11	1	00:00	0	0	
8	00:00	0	0		00:00	0		23	07	11	2	00:00	0	0	
9	00:00	0	0		00:00	0		25	07	12	1	00:00	0	0	
A	00:00	0	0		00:00	0		01	08	1	1	00:00	0	0	
B	00:00	0	0		00:00	0		21	08	1	2	00:00	0	0	
C	00:00	0	0		00:00	0		18	08	2	2	00:00	0	0	
D	00:00	0	0		00:00	0		26	08	5	2	00:00	0	0	
E	00:00	0	0		00:00	0		04	08	7	2	00:00	0	0	
F	00:00	0	0		00:00	0		01	08	9	2	00:00	0	0	

Row	Time	Tlan	Offset	Day of Week	TOD	Function	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tlan	Offset	Holiday Type
0	00:00	0	0		00:01	E	1 4 78	11	08	11	2	00:00	0	0	
1	00:00	0	0		05:00	F	1	27	08	11	1	00:00	0	0	
2	00:00	0	0		19:00	F		28	08	11	2	00:00	0	0	
3	00:00	0	0		00:00	0		25	08	12	1	00:00	0	0	
4	00:00	0	0		00:00	0		26	09	11	1	00:00	0	0	
5	00:00	0	0		00:00	0		27	09	11	2	00:00	0	0	
6	00:00	0	0		00:00	0		25	09	12	1	00:00	0	0	
7	00:00	0	0		00:00	0		01	10	1	2	00:00	0	0	
8	00:00	0	0		00:00	0		05	05	9	2	00:00	0	0	
9	00:00	0	0		00:00	0		11	05	11	2	00:00	0	0	
A	00:00	0	0		00:00	0		24	05	11	1	00:00	0	0	
B	00:00	0	0		00:00	0		25	05	11	2	00:00	0	0	
C	00:00	0	0		00:00	0		26	05	12	2	00:00	0	0	
D	00:00	0	0		00:00	0		02	06	1	2	00:00	0	0	
E	00:00	0	0		00:00	0		29	06	5	2	00:00	0	0	
F	00:00	0	0		00:00	0		23	06	11	1	00:00	0	0	

Row	Time	Tlan	Offset	Day of Week	TOD	Function	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tlan	Offset	Holiday Type
0	00:00	0	0		00:01	E	1 4 78	11	08	11	2	00:00	0	0	
1	00:00	0	0		05:00	F	1	27	08	11	1	00:00	0	0	
2	00:00	0	0		19:00	F		28	08	11	2	00:00	0	0	
3	00:00	0	0		00:00	0		25	08	12	1	00:00	0	0	
4	00:00	0	0		00:00	0		26	09	11	1	00:00	0	0	
5	00:00	0	0		00:00	0		27	09	11	2	00:00	0	0	
6	00:00	0	0		00:00	0		25	09	12	1	00:00	0	0	
7	00:00	0	0		00:00	0		01	10	1	2	00:00	0	0	
8	00:00	0	0		00:00	0		05	05	9	2	00:00	0	0	
9	00:00	0	0		00:00	0		11	05	11	2	00:00	0	0	
A	00:00	0	0		00:00	0		24	05	11	1	00:00	0	0	
B	00:00	0	0		00:00	0		25	05	11	2	00:00	0	0	
C	00:00	0	0		00:00	0		26	05	12	2	00:00	0	0	
D	00:00	0	0		00:00	0		02	06	1	2	00:00	0	0	
E	00:00	0	0		00:00	0		29	06	5	2	00:00	0	0	
F	00:00	0	0		00:00	0		23	06	11	1	00:00	0	0	

Row	Time	Tlan	Offset	Day of Week	TOD	Function	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tlan	Offset	Holiday Type
0	00:00	0	0		00:01	E	1 4 78	11	08	11	2	00:00	0	0	
1	00:00	0	0		05:00	F	1	27	08	11	1	00:00	0	0	
2	00:00	0	0		19:00	F		28	08	11	2	00:00	0	0	
3	00:00	0	0		00:00	0		25	08	12	1	00:00	0	0	
4	00:00	0	0		00:00	0		26	09	11	1	00:00	0	0	
5	00:00	0	0		00:00	0		27	09	11	2	00:00	0	0	
6	00:00	0	0		00:00	0		25	09	12	1	00:00	0	0	
7	00:00	0	0		00:00	0		01	10	1	2	00:00	0	0	
8	00:00	0	0		00:00	0		05	05	9	2	00:00	0	0	
9	00:00	0	0		00:00	0		11	05	11	2	00:00	0	0	
A	00:00	0	0		00:00	0		24	05	11	1	00:00	0	0	
B	00:00	0	0		00:00	0		25	05	11	2	00:00	0	0	
C	00:00	0	0		00:00	0		26	05	12	2	00:00	0	0	
D	00:00	0	0		00:00	0		02	06	1	2	00:00	0	0	
E	00:00	0	0		00:00	0		29	06	5	2	00:00	0	0	
F	00:00	0	0		00:00	0		23	06	11	1	00:00	0	0	

Row	Time	Tlan	Offset	Day of Week	TOD	Function	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tlan	Offset	Holiday Type
0	00:00	0	0		00:01	E	1 4 78	11	08	11	2	00:00	0	0	
1	00:00	0	0		05:00	F	1	27	08	11	1	00:00	0	0	
2	00:00	0	0		19:00	F		28	08	11	2	00:00	0	0	
3	00:00	0	0		00:00	0		25	08	12	1	00:00	0	0	
4	00:00	0	0		00:00	0		26	09	11	1	00:00	0	0	
5	00:00	0	0		00:00	0		27	09	11	2	00:00	0	0	
6	00:00	0	0		00:00	0		25	09	12	1	00:00	0	0	
7	00:00	0	0		00:00	0		01	10	1	2	00:00	0	0	
8	00:00	0	0		00:00	0		05	05	9	2	00:00	0	0	
9	00:00	0	0		00:00	0		11	05	11	2	00:00	0	0	
A	00:00	0	0		00:00	0		24	05	11	1	00:00	0	0	
B	00:00	0	0		00:00	0		25	05	11	2	00:00	0	0	
C	00:00	0	0		00:00	0		26	05	12	2	00:00	0	0	
D	00:00	0	0		00:00	0		02	06	1	2	00:00	0	0	
E	00:00	0	0		00:00	0		29	06	5	2	00:00	0	0	
F	00:00	0	0		00:00	0		23	06	11	1	00:00	0	0	

Row	Time	Tlan	Offset	Day of Week	TOD	Function	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tlan	Offset	Holiday Type
0	00:00	0	0		00:01	E	1 4 78	11	08	11	2	00:00	0	0	
1	00:00	0	0		05:00	F	1	27	08	11	1	00:00	0	0	
2	00:00	0	0		19:00	F		28	08	11	2	00:00	0	0	
3	00:00	0	0		00:00	0		25	08	12	1	00:00	0	0	
4	00:00	0	0		00:00	0		26	09	11	1	00:00	0	0	
5	00:00	0	0		00:00	0		27	09	11	2	00:00	0	0	
6	00:00	0	0		00:00	0		25	09	12	1	00:00	0	0	
7	00:00	0	0		00:00	0		01	10	1	2	00:00	0	0	
8	00:00	0	0		00:00	0		05	05	9	2	00:00	0	0	
9	00:00	0	0		00:00	0		11	05	11	2	00:00	0	0	
A	00:00	0	0		00:00	0		24	05	11	1	00:00	0	0	
B	00:00	0	0		00:00	0		25	05	11	2	00:00	0	0	
C	00:00	0	0		00:00	0		26	05	12	2	00:00	0	0	
D	00:00	0	0		00:00	0		02	06	1	2	00:00	0	0	
E	00:00	0	0		00:00	0		29	06	5	2	00:00	0	0	
F	00:00	0	0		00:00	0		23	06	11	1	00:00	0	0	

Row	Time	Tlan	Offset	Day of Week	TOD	Function	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tlan	Offset	Holiday Type
0	00:00	0	0		00:01	E	1 4 78	11	08	11	2	00:00	0	0	
1	00:00	0	0		05:00	F	1	27	08	11	1	00:00	0	0	
2	00:00	0	0		19:00	F		28	08	11	2	00:00	0	0	
3	00:00	0	0		00:00	0		25	08	12	1	00:00	0	0	
4	00:00	0	0		00:00	0		26	09	11	1	00:00	0	0	
5	00:00	0	0		00:00	0		27	09	11	2	00:00	0	0	
6	00:00														

9 - Gibson Rd at Airport Rd/128th St SW

INTERSECTION: 015 Airport Rd & Gibson Rd

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 11

N/S Street Name: Gibson Rd.

E/W Street Name: Airport Rd.

Page 1 (of 9)

Last Database Change: 2/1/2018 14:21

Change Record			
Change	By	Date	Change

Notes: Phase 2 is EB, Phase 6 is WB. Phase 8 is NB, Phase 4 is SB.

Phase 1 & 5 are protected/protected/permitted FYA. Phase 3 & 7 are protected.

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	11	<C/O+0+0>
Zone Number	2	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	15	<C/O+0+3>

QuicNet Channel com52: (QuicNet)

Communication Addresses

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Phase										
Column Numbers ---->	1	2	3	4	5	6	7	8		
Phase Names ---->										
Ped Walk	0	7	0	6	0	7	0	6		
Ped FDW	0	16	0	27	0	15	0	28		
Min Green	3	5	3	3	3	5	3	3		
Type 3 Disconnect	0	0	0	0	0	0	0	0		
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Veh Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0		
Max Gap	3.0	4.0	2.0	3.0	3.0	4.0	2.0	3.0		
Min Gap	0.5	1.0	2.0	0.5	0.5	1.0	2.0	1.0		
Max Limit	10	20	10	10	10	20	10	10		
Max Limit 2	10	40	15	15	10	40	15	15		
Adv. / Delay Walk	0	0	0	0	0	0	0	0		
PE Min Ped FDW	7	7	7	7	7	7	7	7		
Cond Serv Check	10	10	10	10	10	10	10	10		
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
Yellow Change	3.5	4.0	3.5	3.5	3.5	4.0	3.5	3.5		
Red Clear	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	0	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	0	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

E	RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
0																
10																
0																
1																
0																
1																
0																
10																

Preempt Timing

F	Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
0																
1																
2																
3																
4																
5																
6																
7																
8																
9																
A																
B																
C																
D																
E																
F																

Phase Functions <C+0+F=1>

9 - Gibson Rd at Airport Rd/128th St SW

INTERSECTION: 015 Airport Rd & Gibson Rd

Page 3 (of 9)

Coord Extra

1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan Name ---->	1	2	3	4	5	6	7	8	9
0	Cycle Length		0	122	0	0	150	150	120	0	0
1	Phase 1 - ForceOff		0	80	0	0	80	70	75	0	0
2	Phase 2 - ForceOff		0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff		0	20	0	0	30	20	20	0	0
4	Phase 4 - ForceOff		0	58	0	0	60	60	60	0	0
5	Phase 5 - ForceOff		0	76	0	0	80	70	75	0	0
6	Phase 6 - ForceOff		0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff		0	25	0	0	15	20	20	0	0
8	Phase 8 - ForceOff		0	58	0	0	60	60	60	0	0
9	Ring Offset		0	0	0	0	0	0	0	0	0
A	Offset 1		0	45	0	0	5	0	0	0	0
B	Offset 2		0	0	0	0	100	100	0	0	0
C	Offset 3		0	0	0	0	0	92	0	0	0
D	Perm 1 - End		1	1	1	1	1	1	0	0	0
E	Hold Release		255	255	255	255	255	255	255	255	255
F	Zone Offset		0	0	0	0	0	0	0	0	0

Coordination - Bank 1

<C+0+C=1>

Sync Phases

<C+0+C=1>

Row	Plan Name ---->	0	1	2	3	4	5	6	7	8	9
0	Ped Adjustment	0	3	0	0	0	4	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0	0
6	Reservice Phases										
7	Pretimed Phases										
8	Max Recall										
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
C	Perm 2 Veh Phase										
D	Perm 2 Ped Phase										
E	Perm 3 Veh Phase										
F	Perm 3 Ped Phase										

Coordination - Bank 2

<C+0+C=2>

Lag Phases

<C+0+C=1>

Row	Plan Name ---->	0	1	2	3	4	5	6	7	8	9
0	Free Lag	0	2	4	6	8					
1	Plan 1 - Lag	2	4	6	8						
2	Plan 2 - Lag	2	4	6	8						
3	Plan 3 - Lag	2	4	6	8						
4	Plan 4 - Lag	2	4	6	8						
5	Plan 5 - Lag	2	4	6	8						
6	Plan 6 - Lag	2	4	6	8						
7	Plan 7 - Lag										
8	Plan 8 - Lag										
9	Plan 9 - Lag										
A	External Lag										
B											
C											
D											
E											
F											

INTERSECTION: 014 128th St SW & 8th Ave W

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 10

N/S Street Name: 8th Ave. W

E/W Street Name: 128th St. SW

Page 1 (of 9)

Last Database Change: 10/12/2017 15:04

Change Record			
Change	By	Date	Change

Notes: Phase 2 is EB and Phase 6 is WB. Phase 8 is NB, and Phase 4 is SB.

All Left turns are Permitted/Protected.

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	12	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	14	<C/O+0+3>

QuicNet Channel com53: (QuicNet)

Manual Plan		<C/O+A+1>
Manual Offset		<C/O+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	4.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Phase											
Column Numbers ---->	1	2	3	4	5	6	7	8			
Phase Names ---->											
Ped Walk	0	7	0	7	0	7	0	7			
Ped FDW	0	21	0	26	0	16	0	25			
Min Green	7	15	5	5	7	15	5	5			
Type 3 Disconnect	0	0	0	0	0	0	0	0			
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Veh Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			
Max Gap	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0			
Min Gap	1.0	2.0	0.5	0.5	1.0	2.0	0.5	0.5			
Max Limit	15	30	12	15	10	30	12	7			
Max Limit 2	20	60	12	35	20	60	12	15			
Adv. / Delay Walk	0	0	0	0	0	0	0	5			
PE Min Ped FDW	7	7	7	7	7	7	7	7			
Cond Serv Check	10	10	10	10	10	10	10	10			
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
Yellow Change	3.5	4.0	3.5	3.5	3.5	4.0	3.5	3.5			
Red Clear	0.5	0.5	0.0	0.5	0.5	0.5	0.0	0.5			

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	0	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	0	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

E	RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
0																
10																
0																
1																
0																
1																
0																
1																
0																
10																

Preempt Timing

F	Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
0																
1																
2																
3																
4																
5																
6																
7																
8																
9																
A																
B																
C																
D																
E																
F																

Phase Functions <C+0+F=1>

Coord Extra

1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Column Numbers ---->		Plan									
Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	
0	Cycle Length	136	122	108	120	136	150	120	0	0	
1	Phase 1 - ForceOff	91	81	67	80	82	80	75	0	0	
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	
3	Phase 3 - ForceOff	20	20	12	32	17	20	15	0	0	
4	Phase 4 - ForceOff	67	61	47	60	56	60	55	0	0	
5	Phase 5 - ForceOff	91	81	67	16	76	80	75	0	0	
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	
7	Phase 7 - ForceOff	24	20	12	32	17	20	15	0	0	
8	Phase 8 - ForceOff	67	61	47	60	56	60	55	0	0	
9	Ring Offset	0	0	0	0	0	0	0	0	0	
A	Offset 1	66	60	10	55	20	0	0	0	0	
B	Offset 2	0	0	0	0	80	0	0	0	0	
C	Offset 3	0	0	0	0	15	130	0	0	0	
D	Perm 1 - End	1	15	5	1	10	0	0	0	0	
E	Hold Release	255	255	255	255	255	255	255	0	0	
F	Zone Offset	0	0	0	0	0	0	0	0	0	

Coordination - Bank 1 <C+0+C=1>

Row	Plan Name ---->	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
0	Ped Adjustment	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	Reservice Phases																
7	Pretimed Phases																
8	Max Recall																
9	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
A	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 2 Veh Phase																
C	Perm 2 Ped Phase																
D	Perm 3 Veh Phase																
E	Perm 3 Ped Phase																
F																	

Coordination - Bank 2 <C+0+C=2>

Row	Plan Name ---->	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
0	Plan 1 - Sync																
1	Plan 2 - Sync																
2	Plan 3 - Sync																
3	Plan 4 - Sync																
4	Plan 5 - Sync																
5	Plan 6 - Sync																
6	Plan 7 - Sync																
7	Plan 8 - Sync																
8	Plan 9 - Sync																
9	NEMA Sync																
A	NEMA Hold																
B																	
C																	
D																	
E	Coord Extra																
F																	

Sync Phases <C+0+C=1>

Row	Plan Name ---->	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
0	Free Lag																
1	Plan 1 - Lag																
2	Plan 2 - Lag																
3	Plan 3 - Lag																
4	Plan 4 - Lag																
5	Plan 5 - Lag																
6	Plan 6 - Lag																
7	Plan 7 - Lag																
8	Plan 8 - Lag																
9	Plan 9 - Lag																
A	External Lag																
B																	
C																	
D																	
E																	
F																	

Lag Phases <C+0+C=1>

INTERSECTION: 014 128th St SW & 8th Ave W

Page 7 (of 9)

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	A	1234567		00 : 01	E	1234567	1 78	01	15	1	1
1	05 : 30	2	A	23456		05 : 00	F	1234567	1	19	15	1	2
2	08 : 30	E	A	23456		20 : 00	F	1234567	1 5	25	15	12	1
3	10 : 30	3	A	23456		15 : 45	F	1234567		01	16	1	1
4	14 : 00	6	C	23456		00 : 00	0			04	07	7	2
5	16 : 00	6	C	23456		00 : 00	0			03	07	9	2
6	19 : 00	E	A	1234567		00 : 00	0			12	07	11	2
7	12 : 30	3	A	1	7	00 : 00	0			22	07	11	1
8	00 : 00	0	0			00 : 00	0			23	07	11	2
9	00 : 00	0	0			00 : 00	0			25	07	12	1
A	00 : 00	0	0			00 : 00	0			01	08	1	1
B	00 : 00	0	0			00 : 00	0			21	08	1	2
C	00 : 00	0	0			00 : 00	0			18	08	2	2
D	00 : 00	0	0			00 : 00	0			26	08	5	2
E	00 : 00	0	0			00 : 00	0			04	08	7	2
F	00 : 00	0	0			00 : 00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 00	0	0			00 : 01	E	12	1	11	08	11	2
1	00 : 00	0	0			05 : 00	F	12	1	27	08	11	1
2	00 : 00	0	0			19 : 00	F	12		28	08	11	2
3	00 : 00	0	0			00 : 00	0			25	08	12	1
4	00 : 00	0	0			00 : 00	0			17	05	1	2
5	00 : 00	0	0			00 : 00	0			21	05	2	2
6	00 : 00	0	0			00 : 00	0			30	05	5	2
7	00 : 00	0	0			00 : 00	0			04	05	7	2
8	00 : 00	0	0			00 : 00	0			05	05	9	2
9	00 : 00	0	0			00 : 00	0			11	05	11	2
A	00 : 00	0	0			00 : 00	0			24	05	11	1
B	00 : 00	0	0			00 : 00	0			25	05	11	2
C	00 : 00	0	0			00 : 00	0			26	05	12	2
D	00 : 00	0	0			00 : 00	0			02	06	1	2
E	00 : 00	0	0			00 : 00	0			29	06	5	2
F	00 : 00	0	0			00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	12		00 : 01	E	0	0	01	15	1	1
1	14 : 00	5	A	2		05 : 00	F	1234567	1	19	15	1	2
2	20 : 00	E	0	2		20 : 00	F	1234567	1 5	25	15	12	1
3	05 : 30	E	A	2		15 : 45	F	1234567		01	16	1	1
4	09 : 00	E	0	2		00 : 00	0			04	07	7	2
5	10 : 30	3	A	2		00 : 00	0			03	07	9	2
6	00 : 00	0	0			00 : 00	0			12	07	11	2
7	00 : 00	0	0			00 : 00	0			22	07	11	1
8	00 : 00	0	0			00 : 00	0			23	07	11	2
9	00 : 00	0	0			00 : 00	0			25	07	12	1
A	00 : 00	0	0			00 : 00	0			01	08	1	1
B	00 : 00	0	0			00 : 00	0			21	08	1	2
C	00 : 00	0	0			00 : 00	0			18	08	2	2
D	00 : 00	0	0			00 : 00	0			26	08	5	2
E	00 : 00	0	0			00 : 00	0			04	08	7	2
F	00 : 00	0	0			00 : 00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 00	0	0			00 : 01	E	12	1	11	08	11	2
1	00 : 00	0	0			05 : 00	F	12	1	27	08	11	1
2	00 : 00	0	0			19 : 00	F	12		28	08	11	2
3	00 : 00	0	0			00 : 00	0			25	08	12	1
4	00 : 00	0	0			00 : 00	0			17	05	1	2
5	00 : 00	0	0			00 : 00	0			21	05	2	2
6	00 : 00	0	0			00 : 00	0			30	05	5	2
7	00 : 00	0	0			00 : 00	0			04	05	7	2
8	00 : 00	0	0			00 : 00	0			05	05	9	2
9	00 : 00	0	0			00 : 00	0			11	05	11	2
A	00 : 00	0	0			00 : 00	0			24	05	11	1
B	00 : 00	0	0			00 : 00	0			25	05	11	2
C	00 : 00	0	0			00 : 00	0			26	05	12	2
D	00 : 00	0	0			00 : 00	0			02	06	1	2
E	00 : 00	0	0			00 : 00	0			29	06	5	2
F	00 : 00	0	0			00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	12		00 : 01	E	0	0	01	15	1	1
1	14 : 00	5	A	2		05 : 00	F	1234567	1	19	15	1	2
2	20 : 00	E	0	2		20 : 00	F	1234567	1 5	25	15	12	1
3	05 : 30	E	A	2		15 : 45	F	1234567		01	16	1	1
4	09 : 00	E	0	2		00 : 00	0			04	07	7	2
5	10 : 30	3	A	2		00 : 00	0			03	07	9	2
6	00 : 00	0	0			00 : 00	0			12	07	11	2
7	00 : 00	0	0			00 : 00	0			22	07	11	1
8	00 : 00	0	0			00 : 00	0			23	07	11	2
9	00 : 00	0	0			00 : 00	0			25	07	12	1
A	00 : 00	0	0			00 : 00	0			01	08	1	1
B	00 : 00	0	0			00 : 00	0			21	08	1	2
C	00 : 00	0	0			00 : 00	0			18	08	2	2
D	00 : 00	0	0			00 : 00	0			26	08	5	2
E	00 : 00	0	0			00 : 00	0			04	08	7	2
F	00 : 00	0	0			00 : 00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 00	0	0			00 : 01	E	12	1	11	08	11	2
1	00 : 00	0	0			05 : 00	F	12	1	27	08	11	1
2	00 : 00	0	0			19 : 00	F	12		28	08	11	2
3	00 : 00	0	0			00 : 00	0			25	08	12	1
4	00 : 00	0	0			00 : 00	0			17	05	1	2
5	00 : 00	0	0			00 : 00	0			21	05	2	2
6	00 : 00	0	0			00 : 00	0			30	05	5	2
7	00 : 00	0	0			00 : 00	0			04	05	7	2
8	00 : 00	0	0			00 : 00	0			05	05	9	2
9	00 : 00	0	0			00 : 00	0			11	05	11	2
A	00 : 00	0	0			00 : 00	0			24	05	11	1
B	00 : 00	0	0			00 : 00	0			25	05	11	2
C	00 : 00	0	0			00 : 00	0			26	05	12	2
D	00 : 00	0	0			00 : 00	0			02	06	1	2
E	00 : 00	0	0			00 : 00	0			29	06	5	2
F	00 : 00	0	0			00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	12		00 : 01	E	0	0	01	15	1	1
1	14 : 00	5	A	2		05 : 00	F	1234567	1	19	15	1	2
2	20 : 00	E	0	2		20 : 00	F	1234567	1 5	25	15	12	1
3	05 : 30	E	A	2		15 : 45	F	1234567		01	16	1	1
4	09 : 00	E	0	2		00 : 00	0			04	07	7	2
5	10 : 30	3	A	2		00 : 00	0			03	07	9	2
6	00 : 00	0	0			00 : 00	0			12	07	11	2
7	00 : 00	0	0			00 : 00	0			22	07	11	1
8	00 : 00	0	0			00 : 00	0			23	07	11	2
9	00 : 00	0	0			00 : 00	0			25	07	12	1
A	00 : 00	0	0			00 : 00	0			01	08	1	1
B	00 : 00	0	0			00 : 00	0			21	08	1	2
C	00 : 00	0	0			00 : 00	0			18	08	2	2
D	00 : 00	0	0			00 : 00	0			26	08	5	2
E	00 : 00	0	0			00 : 00	0			04	08	7	2
F	00 : 00	0	0			00 : 00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 00	0	0			00 : 01	E	12	1	11	08	11	2
1	00 : 00	0	0			05 : 00	F	12	1	27	08	11	1
2	00 : 00	0	0			19 : 00	F	12		28	08	11	2
3	00 : 00	0	0			00 : 00	0			25	08	12	1
4	00 : 00	0	0			00 : 00	0			17	05	1	2
5	00 : 00	0	0			00 : 00	0			21	05	2	2
6	00 : 00	0</											

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 9

N/S Street Name: 5th PI W

E/W Street Name: 128th St. SW

Last Database Change: 10/5/2017 10:50

Change Record			
Change	By	Date	Change

Notes: Phase 2 is eastbound. Phases 1 and 5 are protected/permissive using a flashing yellow arrow permissive display.

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	13	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	12	<C/O+0+3>

QuickNet Channel com54: (QuickNet)

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Phase											
Column Numbers ---->	1	2	3	4	5	6	7	8			
Phase Names ---->											
Ped Walk	0	7	0	7	0	7	0	7			
Ped FDW	0	26	0	23	0	11	0	25			
Min Green	3	10	0	5	3	10	0	5			
Type 3 Disconnect	0	0	0	0	0	0	0	0			
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Veh Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0			
Max Gap	3.0	4.0	0.0	3.0	3.0	4.0	0.0	3.0			
Min Gap	0.5	1.0	0.0	0.5	0.5	1.0	0.0	0.5			
Max Limit	15	30	0	15	15	30	0	15			
Max Limit 2	20	60	0	30	20	60	0	30			
Adv. / Delay Walk	0	0	0	7	0	0	0	7			
PE Min Ped FDW	0	7	0	7	0	7	0	7			
Cond Serv Check	10	10	0	10	10	10	0	10			
Reduce Every	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0			
Yellow Change	3.5	3.5	3.0	3.0	3.5	3.5	3.0	3.0			
Red Clear	0.5	0.5	0.0	0.5	0.5	0.5	0.0	0.5			

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	0	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	0	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

E	RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
0	10	0	0	0	0	1	0	0	0	1	0	10	---	---	---	---

Preempt Timing

F	Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
12 456 8									4 8		2 6				4 8	2 6

Phase Functions <C+0+F=1>

INTERSECTION: 013 128th St SW & 5th Pl W

Coord Extra

1 = Programmed WALK Time for Sync Phases

2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan	1	2	3	4	5	6	7	8	9
0	Plan Name ---->										
1	Cycle Length		136	122	108	130	136	150	120	0	0
2	Phase 1 - ForceOff		80	72	57	60	68	70	55	0	0
3	Phase 2 - ForceOff		0	0	0	0	0	0	0	0	0
4	Phase 3 - ForceOff		0	0	0	0	0	0	0	0	0
5	Phase 4 - ForceOff		47	32	35	35	42	45	35	0	0
6	Phase 5 - ForceOff		80	72	57	60	68	60	55	0	0
7	Phase 6 - ForceOff		0	0	0	0	0	0	0	0	0
8	Phase 7 - ForceOff		0	0	0	0	0	0	0	0	0
9	Phase 8 - ForceOff		47	32	35	35	42	45	35	0	0
A	Ring Offset		0	0	0	0	0	0	0	0	0
B	Offset 1		11	75	95	95	95	95	95	0	0
C	Offset 2		0	0	0	0	65	65	0	0	0
D	Offset 3		0	0	0	0	10	130	0	0	0
E	Perm 1 - End		1	1	1	15	1	0	0	0	0
F	Hold Release		255	255	255	255	255	255	0	0	0
	Zone Offset		0	0	0	0	0	0	0	0	0

Coordination - Bank 1

Sync Phases <C+0+C=1>

Row	Plan	1	2	3	4	5	6	7	8	9
0	Ped Adjustment		0	0	0	0	0	0	0	0
1	Perm 2 - Start		0	0	0	0	0	0	0	0
2	Perm 2 - End		0	0	0	0	0	0	0	0
3	Perm 3 - Start		0	0	0	0	0	0	0	0
4	Perm 3 - End		0	0	0	0	0	0	0	0
5	Reservice Time		0	0	0	0	0	0	0	0
6	Reservice Phases									
7	Pretimed Phases									
8	Max Recall									
A	Perm 1 Veh Phase		12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 1 Ped Phase		12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2

Lag Phases <C+0+C=1>

Row	Plan	1	2	3	4	5	6	7	8	9
0	Free Lag		2	4	6	8				
1	Plan 1 - Lag		2	4	6	8				
2	Plan 2 - Lag		2	4	6	8				
3	Plan 3 - Lag		2	4	6	8				
4	Plan 4 - Lag		2	4	6	8				
5	Plan 5 - Lag		2	4	6	8				
6	Plan 6 - Lag		2	4	6	8				
7	Plan 7 - Lag		2	4	6	8				
8	Plan 8 - Lag		2	4	6	8				
9	Plan 9 - Lag		2	4	6	8				
A	External Lag									
B										
C										
D										
E										
F										

INTERSECTION: 013 128th St SW & 5th PI W

Page 7 (of 9)

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:01	E	A	1234567	05:00	F	1234567	1	01	15	1	1
1	05:30	2	A	23456	08:30	F	1234567	1	19	15	1	2
2	08:30	E	A	23456	11:30	F	1234567	1	25	15	12	1
3	10:30	3	A	23456	18:30	F	1234567	1	01	16	1	1
4	14:00	6	C	23456	15:45	F	1234567	1 5	04	07	7	2
5	16:00	6	C	23456	00:00	0		1 78	03	07	9	2
6	20:00	E	A	1234567	00:01	E	1234567	1	12	07	11	2
7	12:30	3	A	1 7	00:00	0			22	07	11	1
8	19:00	E	0	1 7	00:00	0			23	07	11	2
9	00:00	0	0		00:00	0			25	07	12	1
A	00:00	0	0		00:00	0			01	08	1	1
B	00:00	0	0		00:00	0			21	08	1	2
C	00:00	0	0		00:00	0			18	08	2	2
D	00:00	0	0		00:00	0			26	08	5	2
E	00:00	0	0		00:00	0			04	08	7	2
F	00:00	0	0		00:00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:00	0	0		00:01	E	12	1 78	11	08	11	2
1	00:00	0	0		06:00	F	12	1	27	08	11	1
2	00:00	0	0		19:00	F	12		28	08	11	2
3	00:00	0	0		00:00	0			25	08	12	1
4	00:00	0	0		00:00	0			26	09	11	1
5	00:00	0	0		00:00	0			27	09	11	2
6	00:00	0	0		00:00	0			25	09	12	1
7	00:00	0	0		00:00	0			01	10	1	2
8	00:00	0	0		00:00	0			05	05	9	2
9	00:00	0	0		00:00	0			11	05	11	2
A	00:00	0	0		00:00	0			24	05	11	1
B	00:00	0	0		00:00	0			25	05	11	2
C	00:00	0	0		00:00	0			26	05	12	2
D	00:00	0	0		00:00	0			02	06	1	2
E	00:00	0	0		00:00	0			29	06	5	2
F	00:00	0	0		00:00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:01	E	0	12	00:00	0			00:00	0	0	
1	14:00	5	A	2	00:00	0			00:00	0	0	
2	20:00	E	0	2	00:00	0			00:00	0	0	
3	05:30	E	A	2	00:00	0			00:00	0	0	
4	09:00	E	0	2	00:00	0			00:00	0	0	
5	10:30	3	A	2	00:00	0			00:00	0	0	
6	00:00	0	0		00:00	0			00:00	0	0	
7	00:00	0	0		00:00	0			00:00	0	0	
8	00:00	0	0		00:00	0			00:00	0	0	
9	00:00	0	0		00:00	0			00:00	0	0	
A	00:00	0	0		00:00	0			00:00	0	0	
B	00:00	0	0		00:00	0			00:00	0	0	
C	00:00	0	0		00:00	0			00:00	0	0	
D	00:00	0	0		00:00	0			00:00	0	0	
E	00:00	0	0		00:00	0			00:00	0	0	
F	00:00	0	0		00:00	0			00:00	0	0	

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:01	E	0	12	00:01	E	12	1 78	11	08	11	2
1	14:00	5	A	2	06:00	F	12	1	27	08	11	1
2	20:00	E	0	2	19:00	F	12		28	08	11	2
3	05:30	E	A	2	00:00	0			25	08	12	1
4	09:00	E	0	2	00:00	0			26	09	11	1
5	10:30	3	A	2	00:00	0			27	09	11	2
6	00:00	0	0		00:00	0			25	09	12	1
7	00:00	0	0		00:00	0			01	10	1	2
8	00:00	0	0		00:00	0			05	05	9	2
9	00:00	0	0		00:00	0			11	05	11	2
A	00:00	0	0		00:00	0			24	05	11	1
B	00:00	0	0		00:00	0			25	05	11	2
C	00:00	0	0		00:00	0			26	05	12	2
D	00:00	0	0		00:00	0			02	06	1	2
E	00:00	0	0		00:00	0			29	06	5	2
F	00:00	0	0		00:00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:01	E	0	12	00:01	E	12	1 78	11	08	11	2
1	14:00	5	A	2	06:00	F	12	1	27	08	11	1
2	20:00	E	0	2	19:00	F	12		28	08	11	2
3	05:30	E	A	2	00:00	0			25	08	12	1
4	09:00	E	0	2	00:00	0			26	09	11	1
5	10:30	3	A	2	00:00	0			27	09	11	2
6	00:00	0	0		00:00	0			25	09	12	1
7	00:00	0	0		00:00	0			01	10	1	2
8	00:00	0	0		00:00	0			05	05	9	2
9	00:00	0	0		00:00	0			11	05	11	2
A	00:00	0	0		00:00	0			24	05	11	1
B	00:00	0	0		00:00	0			25	05	11	2
C	00:00	0	0		00:00	0			26	05	12	2
D	00:00	0	0		00:00	0			02	06	1	2
E	00:00	0	0		00:00	0			29	06	5	2
F	00:00	0	0		00:00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:01	E	0	12	00:01	E	12	1 78	11	08	11	2
1	14:00	5	A	2	06:00	F	12	1	27	08	11	1
2	20:00	E	0	2	19:00	F	12		28	08	11	2
3	05:30	E	A	2	00:00	0			25	08	12	1
4	09:00	E	0	2	00:00	0			26	09	11	1
5	10:30	3	A	2	00:00	0			27	09	11	2
6	00:00	0	0		00:00	0			25	09	12	1
7	00:00	0	0		00:00	0			01	10	1	2
8	00:00	0	0		00:00	0			05	05	9	2
9	00:00	0	0		00:00	0			11	05	11	2
A	00:00	0	0		00:00	0			24	05	11	1
B	00:00	0	0		00:00	0			25	05	11	2
C	00:00	0	0		00:00	0			26	05	12	2
D	00:00	0	0		00:00	0			02	06	1	2
E	00:00	0	0		00:00	0			29	06	5	2
F	00:00	0	0		00:00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:01	E	0	12	00:01	E	12	1 78	11	08	11	2
1	14:00	5	A	2	06:00	F	12	1	27	08	11	1
2	20:00	E	0	2	19:00	F	12		28	08	11	2
3	05:30	E	A	2	00:00	0			25	08	12	1
4	09:00	E	0	2	00:00	0			26	09	11	1
5	10:30	3	A	2	00:00	0			27	09	11	2
6	00:00	0	0		00:00	0			25	09	12	1
7	00:00	0	0		00:00	0			01	10	1	2
8	00:00	0	0		00:00	0			05	05	9	2
9	00:00	0	0		00:00	0			11	05	11	2
A	00:00	0	0		00:00	0			24	05	11	1
B	00:00	0	0		00:00	0			25	05	11	2
C	00:00	0	0		00:00	0			26	05	12	2
D	00:00	0	0		00:00	0			02	06	1	2
E	00:00	0	0		00:00	0			29	06	5	2
F	00:00	0	0		00:00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:01	E	0	12	00:01	E	12	1 78	11	08	11	2
1	14:00	5	A	2	06:00	F	12	1	27	08	11	1
2	20:00	E	0	2	19:00	F	12		28	08	11	2
3	05:30	E	A	2	00:00	0			25	08	12	1
4	09:00	E	0	2	00:00	0			26	09	11	1
5	10:30	3	A	2	00:00	0			27	09	11	2
6	00:00	0	0		00:00	0			25	09	12	1
7	00:00	0	0		00:00	0			01	10	1	2
8	00:00	0	0		00:00	0			05	05	9	2
9	00:00	0	0		00:00	0			11	05	11	2
A	00:00	0	0		00:00	0			24	05	11	1
B	00:00	0	0		00:00	0			25	05	11	2
C	00:00	0	0		00:00	0			26	05	12	2
D	00:00	0	0		00:00	0			02	06	1	2
E	00:00	0	0		00:00	0		</				

N/S Street Name: 4th Ave. W
E/W Street Name: 128th St. SW

Group Assignment: NONE
Field Master Assignment: NONE
System Reference Number: 8

Change Record			
Change	By	Date	Change

Notes:
Phase 2 is EB, Phase 6 WB. Overlap A is EB RT. Overlap B is NB RT.
Overlap 11 is for a WB LT No-U-turn sign that comes on during PM Peak.
All left turns are protected.

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	14	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	13	<C/O+0+3>

com55: (QuicNet)

Manual Plan		<C/O+A+1>
Manual Offset		<C/O+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase											
Column Numbers ---->	1	2	3	4	5	6	7	8			
Phase Names ---->	0	7	0	7	0	7	0	7			
Ped Walk	0	7	0	7	0	7	0	7			
Ped FDW	0	23	0	23	0	21	0	27			
Min Green	3	5	3	5	3	5	5	5			
Type 3 Disconnect	0	0	0	0	0	0	0	0			
Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0			
Veh Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0			
Max Gap	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0			
Min Gap	0.5	1.0	1.0	0.5	1.0	1.0	1.0	2.0			
Max Limit	15	15	15	15	15	15	15	15			
Max Limit 2	35	45	40	40	30	45	40	40			
Adv. / Delay Walk	0	0	0	0	0	0	0	0			
PE Min Ped FDW	0	7	0	7	0	7	0	7			
Cond Serv Check	10	10	0	10	10	10	0	10			
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
Yellow Change	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Red Clear	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5			

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	15	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	10	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	15	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	10	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

E	RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
0	0	10	0	0	0	1	0	0	0	1	0	10	---	---	---	---

Preempt Timing

F	Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
12345678				1		-----				2	6	2	6		4	8

Phase Functions <C+0+F=1>

1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

[illegible]

Coordination - Bank 1	<C+0+C=1>

[illegible]

Printed on 5/15/2018 1:21 PM

13 - I-5 Southbound Ramps at 128th St SW

Phase Parameters

[illegible][illegible]

13 - I-5 Southbound Ramps at 128th St SW

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	6		0	WBLT
2	Green Walk	1	6		0	EB
3	None	0			0	
4	None	0			0	
5	None	0			0	
6	Green Walk	2	1,9,2		0	WB
7	None	0			0	
8	Phase Not On	2			0	SB Off Ramp
9	Phase Not On	1	6		0	EB Bus Q-Jump
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

13 - I-5 Southbound Ramps at 128th St SW

Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode	Max Cyc Limit %	Min Cyc Limit %
Automatic	Shortway (Auto)	Per Pattern	Per Pattern	30	30

Patterns

Pattern	Cycle	Offset 1	Offset 2	Offset 3	Split	Sequence	Ref. Color	Max Mode	Phs	Det	Ped
									Pln	Pln	Pln
1	0	0	0	0	1	1	Yellow	Max 1	1	1	1
2	122	0	0	0	2	2	End	Max 1	2	1	1
3	108	0	0	0	3	1	End	Max 1	3	1	1
4	150	0	0	0	4	1	End	Max 1	4	1	1
5	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
6	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
7	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
8	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
9	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
10	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
11	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
12	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
13	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
14	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
15	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
16	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
17	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
18	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
19	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
20	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
21	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
22	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
23	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
24	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
25	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
26	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
27	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
28	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
29	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
30	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
31	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
32	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
33	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
34	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
35	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
36	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
37	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
38	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
39	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
40	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
41	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
42	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
43	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
44	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
45	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
46	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
47	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
48	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
49	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

13 - I-5 Southbound Ramps at 128th St SW

105	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2		Coord	Ref	Mode
PH.	Time	PH	PH	
1	47	X	X	None
2	26	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	81	X	X	None
7	0	.	.	None
8	41	.	.	None
9	8	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3		Coord	Ref	Mode
PH.	Time	PH	PH	
1	28	.	.	None
2	31	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	67	X	X	None
7	0	.	.	None
8	41	.	.	None

Split 4		Coord	Ref	Mode
PH.	Time	PH	PH	
1	31	.	.	None
2	68	X	X	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	105	X	X	None
7	0	.	.	None
8	45	.	.	None

13 - I-5 Southbound Ramps at 128th St SW

.	.	X	.	.	.

[illegible][illegible]

Day Plan		11		Description		Thanksgiving Day																						
Month of Year		Days of Week				Days of Month																						
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	X	.									.	.	.	.	.	X	X	X	X	X	X	X	.	.	.	.

Day Plan		12	Description										Christmas Day															
Month of Year					Days of Week					Days of Month																		
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	X								.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.

[illegible][illegible][illegible]

Day Plan		1	
Even	Hour	Min.	Act
1	0	1	1
2	0	0	
3	0	0	
4	0	0	
5	0	0	

Day Plan		2	
Event	Hour	Min.	Act
1	5	30	2
2	8	30	3
3	14	0	4
4	20	0	1
5	0	0	

Day Plan		3	
Event	Hour	Min.	Act
1	11	0	3
2	19	0	1
3	0	0	
4	0	0	
5	0	0	

Day Plan		4	
Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	

Day Plan		1	
Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan		2	
Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan		3	
Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan		4	
Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan

5

Day Plan

6

Day Plan

7

Day Plan

8

INTERSECTION: 006 Mariner Sq & 4th Ave W

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 6

N/S Street Name: 4th Ave W

E/W Street Name: Mariner Sq

Page 1 (of 9)

Last Database Change: 6/18/2018 10:39

Change Record			
Change	By	Date	Change

Notes: Phase 2 is NB, Phase 6 is SB. Phase 8 is WB. SB LT (ph 1) is prot/perp.

Manual Plan

0 = Automatic

1-9 = Plan 1-9

14 = Free

15 = Flash

Manual Offset

0 = Automatic

1 = Offset A

2 = Offset B

3 = Offset C

Drop Number	6	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	6	<C/O+0+3>

QuicNet Channel com33: (QuicNet)

Communication Addresses

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Phase											
Column Numbers ---->	1	2	3	4	5	6	7	8			
Phase Names ---->											
Ped Walk	0	7	0	0	0	0	0	5			
Ped FDW	0	18	0	0	0	0	0	16			
Min Green	3	5	0	0	0	5	0	3			
Type 3 Disconnect	0	0	0	0	0	0	0	0			
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Veh Extension	2.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0			
Max Gap	3.0	4.0	0.0	0.0	0.0	4.0	0.0	3.0			
Min Gap	0.5	1.0	0.0	0.0	0.0	1.0	0.0	0.5			
Max Limit	10	20	0	0	0	20	0	14			
Max Limit 2	26	45	0	0	0	45	0	36			
Adv. / Delay Walk	0	0	0	0	0	0	0	2			
PE Min Ped FDW	7	7	0	0	0	7	0	7			
Cond Serv Check	15	10	0	0	0	10	0	10			
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Yellow Change	3.5	3.5	3.0	0.0	0.0	3.5	0.0	3.5			
Red Clear	0.5	0.5	0.0	0.0	0.0	0.5	0.0	0.5			

Phase Timing - Bank 1

<C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	0	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	0	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing

<C+0+F=1>

9	A	B	C	D
RR-1 Delay	0	0	0	0.0
RR-1 Clear	0	0	0	0.0
EV-A Delay	0	0	0	0.0
EV-A Clear	1	0	0	0.0
EV-B Delay	0	0	0	0.0
EV-B Clear	1	0	0	0.0
EV-C Delay	0	0	0	0.0
EV-C Clear	1	0	0	0.0
EV-D Delay	0	0	0	0.0
EV-D Clear	1	0	0	0.0
RR-2 Delay	0	0	0	0.0
RR-2 Clear	0	0	0	0.0
View EV Delay	---	---	---	---
View EV Clear	---	---	---	---
View RR Delay	---	---	---	---
View RR Clear	---	---	---	---

Preempt Timing

9	A	B	C	D
Permit	12	6	8	
Red Lock				
Yellow Lock				
Min Recall				
Ped Recall				
View Set Peds				
Rest In Walk				
Red Rest				
Dual Entry				
Max Recall				
Soft Recall	2	6		
Max 2				
Cond. Service				
Man Cntrl Calls	12	6	8	
Yellow Start				
First Phases	2	6		

Phase Functions

<C+0+F=1>

INTERSECTION: 006 Mariner SQ & 4th Ave W

Coord Extra

1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Column Numbers ---->		Plan									
Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	
0	Cycle Length	68	61	108	60	68	75	60	150	0	
1	Phase 1 - ForceOff	40	36	62	12	32	40	40	35	0	
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	
3	Phase 3 - ForceOff	0	0	0	30	0	0	0	0	0	
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0	
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0	
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	
8	Phase 8 - ForceOff	25	23	36	30	23	25	25	25	0	
9	Ring Offset	0	0	0	0	0	0	0	0	0	
A	Offset 1	58	20	75	0	5	0	0	0	0	
B	Offset 2	0	0	0	0	65	0	0	0	0	
C	Offset 3	0	0	0	0	20	37	0	73	0	
D	Perm 1 - End	1	1	1	1	1	1	0	1	0	
E	Hold Release	255	255	255	255	255	255	0	255	0	
F	Zone Offset	0	0	0	0	0	0	0	0	0	

Coordination - Bank 1

<C+0+C=1>

Sync Phases

<C+0+C=1>

Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	
5	Reservice Time	0	0	0	0	0	0	0	0	0	
6	Reservice Phases										
7	Pretimed Phases										
8	Max Recall										
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678		
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678		
C	Perm 2 Veh Phase										
D	Perm 2 Ped Phase										
E	Perm 3 Veh Phase										
F	Perm 3 Ped Phase										

Coordination - Bank 2

<C+0+C=2>

Lag Phases

<C+0+C=1>

Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	
0	Free Lag	2	6	8							
1	Plan 1 - Lag	2	6	8							
2	Plan 2 - Lag	2	6	8							
3	Plan 3 - Lag	2	6	8							
4	Plan 4 - Lag	2	6	8							
5	Plan 5 - Lag	2	6	8							
6	Plan 6 - Lag										
7	Plan 7 - Lag										
8	Plan 8 - Lag										
9	Plan 9 - Lag	2	6	8							
A	External Lag										
B											
C											
D											
E											
F											

Row	Time	T	an	Offset	Day of Week	TOD	Function	Column 4	Day	Year	Month	Holiday Type
0	00:01	E	A	1234567	00:01	E	1234567	1	01	15	1	1
1	05:30	2	A	23456	05:00	F	1234567	1	19	15	1	2
2	08:30	E	A	23456	00:00	0		1	25	15	12	1
3	10:30	3	A	23456	11:30	F	1234567	1	01	16	1	1
4	14:00	5	A	23456	23:00	F	1234567		04	07	7	2
5	17:00	5	A	23456	00:00	0			03	07	9	2
6	20:00	E	A	1234567	00:00	0			12	07	11	2
7	12:30	3	A	1	00:00	0			22	07	11	1
8	00:00	0	0		00:00	0			23	07	11	2
9	00:00	0	0		00:00	0			25	07	12	1
A	00:00	0	0		00:00	0			01	08	1	1
B	00:00	0	0		00:00	0			21	08	1	2
C	00:00	0	0		00:00	0			18	08	2	2
D	00:00	0	0		00:00	0			26	08	5	2
E	00:00	0	0		00:00	0			04	08	7	2
F	00:00	0	0		00:00	0			01	08	9	2

Row	Time	T	an	Offset	Day of Week	TOD	Function	Column 4	Day	Year	Month	Holiday Type
0	00:00	0	0		00:00	0		1	78			
1	00:00	0	0		00:00	0		1				
2	00:00	0	0		00:00	0		1				
3	00:00	0	0		00:00	0		1				
4	00:00	0	0		00:00	0		1				
5	00:00	0	0		00:00	0		1				
6	00:00	0	0		00:00	0		1				
7	00:00	0	0		00:00	0		1				
8	00:00	0	0		00:00	0		1				
9	00:00	0	0		00:00	0		1				
A	00:00	0	0		00:00	0		1				
B	00:00	0	0		00:00	0		1				
C	00:00	0	0		00:00	0		1				
D	00:00	0	0		00:00	0		1				
E	00:00	0	0		00:00	0		1				
F	00:00	0	0		00:00	0		1				

Row	Time	T	an	Offset	Day of Week	TOD	Function	Column 4	Day	Year	Month	Holiday Type
0	00:00	0	0		00:00	0		1	78			
1	00:00	0	0		00:00	0		1				
2	00:00	0	0		00:00	0		1				
3	00:00	0	0		00:00	0		1				
4	00:00	0	0		00:00	0		1				
5	00:00	0	0		00:00	0		1				
6	00:00	0	0		00:00	0		1				
7	00:00	0	0		00:00	0		1				
8	00:00	0	0		00:00	0		1				
9	00:00	0	0		00:00	0		1				
A	00:00	0	0		00:00	0		1				
B	00:00	0	0		00:00	0		1				
C	00:00	0	0		00:00	0		1				
D	00:00	0	0		00:00	0		1				
E	00:00	0	0		00:00	0		1				
F	00:00	0	0		00:00	0		1				

Row	Time	T	an	Offset	Day of Week	TOD	Function	Column 4	Day	Year	Month	Holiday Type
0	00:00	0	0		00:00	0		1	78			
1	00:00	0	0		00:00	0		1				
2	00:00	0	0		00:00	0		1				
3	00:00	0	0		00:00	0		1				
4	00:00	0	0		00:00	0		1				
5	00:00	0	0		00:00	0		1				
6	00:00	0	0		00:00	0		1				
7	00:00	0	0		00:00	0		1				
8	00:00	0	0		00:00	0		1				
9	00:00	0	0		00:00	0		1				
A	00:00	0	0		00:00	0		1				
B	00:00	0	0		00:00	0		1				
C	00:00	0	0		00:00	0		1				
D	00:00	0	0		00:00	0		1				
E	00:00	0	0		00:00	0		1				
F	00:00	0	0		00:00	0		1				

Row	Time	T	an	Offset	Day of Week	TOD	Function	Column 4	Day	Year	Month	Holiday Type
0	00:00	0	0		00:00	0		1	78			
1	00:00	0	0		00:00	0		1				
2	00:00	0	0		00:00	0		1				
3	00:00	0	0		00:00	0		1				
4	00:00	0	0		00:00	0		1				
5	00:00	0	0		00:00	0		1				
6	00:00	0	0		00:00	0		1				
7	00:00	0	0		00:00	0		1				
8	00:00	0	0		00:00	0		1				
9	00:00	0	0		00:00	0		1				
A	00:00	0	0		00:00	0		1				
B	00:00	0	0		00:00	0		1				
C	00:00	0	0		00:00	0		1				
D	00:00	0	0		00:00	0		1				
E	00:00	0	0		00:00	0		1				
F	00:00	0	0		00:00	0		1				

Row	Time	T	an	Offset	Day of Week	TOD	Function	Column 4	Day	Year	Month	Holiday Type
0	00:00	0	0		00:00	0		1	78			
1	00:00	0	0		00:00	0		1				
2	00:00	0	0		00:00	0		1				
3	00:00	0	0		00:00	0		1				
4	00:00	0	0		00:00	0		1				
5	00:00	0	0		00:00	0		1				
6	00:00	0	0		00:00	0		1				
7	00:00	0	0		00:00	0		1				
8	00:00	0	0		00:00	0		1				
9	00:00	0	0		00:00	0		1				
A	00:00	0	0		00:00	0		1				
B	00:00	0	0		00:00	0		1				
C	00:00	0	0		00:00	0		1				
D	00:00	0	0		00:00	0		1				
E	00:00	0	0		00:00	0		1				
F	00:00	0	0		00:00	0		1				

Row	Time	T	an	Offset	Day of Week	TOD	Function	Column 4	Day	Year	Month	Holiday Type
0	00:00	0	0		00:00	0		1	78			
1	00:00	0	0		00:00	0		1				
2	00:00	0	0		00:00	0		1				
3	00:00	0	0		00:00	0		1				
4	00:00	0	0		00:00	0		1				
5	00:00	0	0		00:00	0		1				
6	00:00	0	0		00:00	0		1				
7	00:00	0	0		00:00	0		1				
8	00:00	0	0		00:00	0		1				
9	00:00	0	0		00:00	0		1				
A	00:00	0	0		00:00	0		1				
B	00:00	0	0		00:00	0		1				
C	00:00	0	0		00:00	0		1				
D	00:00	0	0		00:00	0		1				
E	00:00	0	0		00:00	0		1				
F	00:00	0	0		00:00	0		1				

Row	Time	T	an	Offset	Day of Week	TOD	Function	Column 4	Day	Year	Month	Holiday Type
0	00:00	0	0		00:00	0		1	78			
1	00:00	0	0		00:00	0		1				
2	00:00	0	0		00:00	0		1				
3	00:00	0	0		00:00	0		1				
4	00:00	0	0		00:00	0		1				
5	00:00	0	0		00:00	0		1				
6	00:00	0	0		00:00	0		1				
7	00:00	0	0		00:00	0		1				
8	00:00	0	0		00:00	0		1				
9	00:00	0	0		00:00	0		1				
A	00:00	0	0		00:00	0		1				
B	00:00	0	0		00:00	0		1				
C	00:00	0	0		00:00	0		1				
D	00:00	0	0		00:00	0		1				
E	00:00	0	0		00:00	0		1				
F	00:00	0	0		00:00	0		1				

Row	Time	T	an	Offset	Day of Week	TOD	Function	Column 4	Day	Year	Month	Holiday Type
0	00:00	0	0		00:00	0		1	78			
1	00:00	0	0		00:00	0		1				
2	00:00	0	0		00:00	0		1				
3	00:00	0	0		00:00	0		1				
4	00:00	0	0		00:00	0		1				
5	00:00	0	0		00:00	0		1				
6	00:00	0	0		00:00	0		1				
7	00:00	0	0		00:00	0		1				
8	00:00	0	0		00:00	0		1				
9	00:00	0	0		00:00	0		1				
A	00:00	0	0		00:00	0		1				
B	00:00	0	0		00:00	0	</					

INTERSECTION: 005 124th St SW & 4th Ave W

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 5

N/S Street Name: 4th Ave. W

E/W Street Name: 124th St. SW

Page 1 (of 9)
Last Database Change: 4/30/2018 14:27

Change Record			
Change	By	Date	Change

Notes: Phase 4 EB, Phase 2 NB. Phase 4 & 8 are simultaneous.

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	16	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	5	<C/O+0+3>

QuickNet Channel com57: (QuickNet)

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	2.5	<F/1+0+F>
All Red Start	3.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase										
Column Numbers ---->	1	2	3	4	5	6	7	8		
Phase Names ---->	1	2	3	4	5	6	7	8		
Ped Walk	0	6	0	7	0	6	0	7		
Ped FDW	0	15	0	20	0	14	0	22		
Min Green	4	7	0	4	4	7	0	4		
Type 3 Disconnect	0	0	0	0	0	0	0	0		
Added per Vehicle	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0		
Veh Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0		
Max Gap	3.0	4.0	0.0	3.0	3.0	4.0	0.0	3.0		
Min Gap	0.5	1.0	0.0	0.5	0.5	1.0	0.0	0.5		
Max Limit	15	20	0	15	20	20	0	15		
Max Limit 2	20	40	0	20	25	40	0	20		
Adv. / Delay Walk	0	0	0	0	0	0	0	0		
PE Min Ped FDW	7	7	7	7	7	7	7	7		
Cond Serv Check	10	10	10	10	10	10	10	10		
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
Yellow Change	3.5	3.5	0.5	3.5	3.5	3.5	3.0	3.5		
Red Clear	0.5	0.5	0.0	0.5	0.5	0.5	0.0	0.5		

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	15	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	15	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
2	10	0	1	0	1	0	1	0	1	2	10	---	---	---	---

Preempt Timing

Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
123456 8	2	6	---	---	---	---	4	8	2	6	---	12345678	4	8	2 6

Phase Functions <C+0+F=1>

Coord Extra

1 = Programmed WALK Time for Sync Phases

2 = Always Terminate Sync Phase Peds

Column Numbers ---->		Plan									
Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	
0	Cycle Length	0	61	61	0	68	75	0	0	0	
1	Phase 1 - ForceOff	0	36	35	0	30	40	0	0	0	
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	
4	Phase 4 - ForceOff	0	25	24	0	22	30	0	0	0	
5	Phase 5 - ForceOff	0	36	35	0	34	40	0	0	0	
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	
8	Phase 8 - ForceOff	0	25	24	0	22	30	0	0	0	
9	Ring Offset	0	0	0	0	0	0	0	0	0	
A	Offset 1	0	35	0	0	0	0	0	0	0	
B	Offset 2	0	0	0	0	12	0	0	0	0	
C	Offset 3	0	0	0	0	0	42	0	0	0	
D	Perm 1 - End	1	1	1	1	1	1	0	0	0	
E	Hold Release	255	255	255	255	255	255	0	0	0	
F	Zone Offset	0	0	0	0	0	0	0	0	0	

Coordination - Bank 1 <C+0+C=1>

Row	Plan Name ---->	0	4	4	0	5	5	0	0	0	0
0	Ped Adjustment	0	4	4	0	5	5	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0	0
6	Reservice Phases										
7											
8	Pretimed Phases										
9	Max Recall										
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
C	Perm 2 Veh Phase										
D	Perm 2 Ped Phase										
E	Perm 3 Veh Phase										
F	Perm 3 Ped Phase										

Coordination - Bank 2 <C+0+C=2>

Row	Plan Name ---->	0	4	4	0	5	5	0	0	0	0
0	Free Lag	2	4	6	8	2	4	6	8	2	4
1	Plan 1 - Lag	2	4	6	8	2	4	6	8	2	4
2	Plan 2 - Lag	2	4	6	8	2	4	6	8	2	4
3	Plan 3 - Lag	2	4	6	8	2	4	6	8	2	4
4	Plan 4 - Lag	2	4	6	8	2	4	6	8	2	4
5	Plan 5 - Lag	2	4	6	8	2	4	6	8	2	4
6	Plan 6 - Lag	2	4	6	8	2	4	6	8	2	4
7	Plan 7 - Lag										
8	Plan 8 - Lag										
9	Plan 9 - Lag										
A	External Lag										
B											
C											
D											
E											
F											

Lag Phases <C+0+C=1>

Sync Phases <C+0+C=1>

Row	Plan Name ---->	0	4	4	0	5	5	0	0	0	0
0	Plan 1 - Sync	2	6	2	6	2	6	2	6	2	6
1	Plan 2 - Sync	2	6	2	6	2	6	2	6	2	6
2	Plan 3 - Sync	2	6	2	6	2	6	2	6	2	6
3	Plan 4 - Sync	2	6	2	6	2	6	2	6	2	6
4	Plan 5 - Sync	2	6	2	6	2	6	2	6	2	6
5	Plan 6 - Sync	2	6	2	6	2	6	2	6	2	6
6	Plan 7 - Sync										
7	Plan 8 - Sync										
8	Plan 9 - Sync										
9	NEMA Sync										
A	NEMA Hold										
B											
C											
D											
E	Coord Extra										
F											

Sync Phases <C+0+C=1>

Row	TOD Coordination <C+0+9=0.2>			TOD Function			TOD Coordination <C+0+9=0.2>		
	Time	Plan	Offset	Time	Function	Holiday Type	Time	Plan	Offset
0	00 : 00	0	0	00 : 01	E	12	00 : 00	0	0
1	00 : 00	0	0	06 : 00	F	12	00 : 00	0	0
2	00 : 00	0	0	21 : 30	F	12	00 : 00	0	0
3	00 : 00	0	0	00 : 00	0		00 : 00	0	0
4	00 : 00	0	0	00 : 00	0		00 : 00	0	0
5	00 : 00	0	0	00 : 00	0		00 : 00	0	0
6	00 : 00	0	0	00 : 00	0		00 : 00	0	0
7	00 : 00	0	0	00 : 00	0		00 : 00	0	0
8	00 : 00	0	0	00 : 00	0		00 : 00	0	0
9	00 : 00	0	0	00 : 00	0		00 : 00	0	0
A	00 : 00	0	0	00 : 00	0		00 : 00	0	0
B	00 : 00	0	0	00 : 00	0		00 : 00	0	0
C	00 : 00	0	0	00 : 00	0		00 : 00	0	0
D	00 : 00	0	0	00 : 00	0		00 : 00	0	0
E	00 : 00	0	0	00 : 00	0		00 : 00	0	0
F	00 : 00	0	0	00 : 00	0		00 : 00	0	0

Column 4			Holiday Dates <C+0+8=1.2>			Holiday Events <C+0+9=1.2>		
Phases/Bits			Day	Year	Month	Holiday Type		
1	78		11	08	11	2		
2			27	08	11	1		
			28	08	11	2		
			25	08	12	1		
			26	09	11	1		
			27	09	11	2		
			25	09	12	1		
			01	10	1	2		
			05	05	9	2		
			11	05	11	2		
			24	05	11	1		
			25	05	11	2		
			26	05	12	2		
			02	06	1	2		
			29	06	5	2		
			23	06	11	1		

Plan Select			Month Select			Offset Select		
1 thru 9 = Coordination			1 = January			A = Offset A		
Plan 1 thru 9			2 = February			B = Offset B		
14 or E = Free			3 = March			C = Offset C		
15 or F = Flash			4 = April					
			5 = May					
			6 = June					
			7 = July					
			8 = August					
			9 = September					
			A = October					
			B = November					
			C = December					

INTERSECTION: 004 120th Ctr Rd & 4th Ave W

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 4

N/S Street Name: 4th Ave. W

E/W Street Name: 120th Ctr Rd

Page 1 (of 9)

Last Database Change: 4/30/2018 14:05

Change Record			
Change	By	Date	Change

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9

14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	17	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	4	<C/O+0+3>

QuicNet Channel com58: (QuicNet)

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	2.0	<F/1+0+F>
All Red Start	3.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase									
Column Numbers ---->	1	2	3	4	5	6	7	8	
Phase Names ---->									
Ped Walk	0	7	0	5	0	7	0	10	
Ped FDW	0	18	0	18	0	13	0	20	
Min Green	5	5	0	5	4	5	5	5	
Type 3 Disconnect	0	0	0	0	0	0	0	0	
Added per Vehicle	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	
Veh Extension	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	
Max Gap	2.0	4.0	0.0	3.0	3.0	4.0	2.0	3.0	
Min Gap	2.0	1.0	0.0	0.5	0.5	1.0	1.5	0.5	
Max Limit	22	45	0	15	15	45	10	15	
Max Limit 2	22	45	0	15	15	45	10	15	
Adv. / Delay Walk	0	0	0	0	0	0	0	0	
PE Min Ped FDW	0	5	0	7	0	5	0	7	
Cond Serv Check	10	10	0	10	10	10	10	10	
Reduce Every	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	
Yellow Change	3.0	4.0	0.1	3.0	3.0	4.0	3.0	3.0	
Red Clear	0.0	1.0	0.0	1.0	0.0	1.0	1.0	1.0	

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	20	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	20	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

E	RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
0	0	10	0	0	0	1	0	0	0	1	0	10	---	---	---	---

Preempt Timing

F	Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
12 45678					2 6	-----									4 8	2 6

Phase Functions <C+0+F=1>

1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Column Numbers --->		Plan								
Row	Plan Name --->	1	2	3	4	5	6	7	8	9
0	Cycle Length	0	61	0	0	68	150	0	0	0
1	Phase 1 - ForceOff	0	42	0	0	35	75	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0
4	Phase 4 - ForceOff	0	21	0	0	21	55	0	0	0
5	Phase 5 - ForceOff	0	33	0	0	45	85	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	10	0	0	10	20	0	0	0
8	Phase 8 - ForceOff	0	25	0	0	25	55	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	60	0	0	48	0	0	0	0
B	Offset 2	0	0	0	0	50	0	0	0	0
C	Offset 3	0	0	0	0	0	139	0	0	0
D	Perm 1 - End	1	1	1	1	1	1	1	1	1
E	Hold Release	255	255	255	255	255	255	255	255	255
F	Zone Offset	0	0	0	0	0	0	0	0	0

	E	
Plan 1 - Sync	2 6	
Plan 2 - Sync	2 6	
Plan 3 - Sync	2 6	
Plan 4 - Sync	2 6	
Plan 5 - Sync	2 6	
Plan 6 - Sync	2 6	
Plan 7 - Sync	2 6	
Plan 8 - Sync	2 6	
Plan 9 - Sync	2 6	
NEMA Sync		
NEMA Hold		
Coord Extra		

Sync Phases $\langle C+0+C=1 \rangle$

[illegible]

	F	Row
Free Lag	<u>2 4 6 8</u>	0
Plan 1 - Lag	<u>2 4 6 8</u>	1
Plan 2 - Lag	<u>2 4 6 8</u>	2
Plan 3 - Lag	<u>2 4 6 8</u>	3
Plan 4 - Lag	<u>2 4 6 8</u>	4
Plan 5 - Lag	<u>2 4 6 8</u>	5
Plan 6 - Lag	<u>2 4 6 8</u>	6
Plan 7 - Lag	<u>2 4 6 8</u>	7
Plan 8 - Lag	<u>2 4 6 8</u>	8
Plan 9 - Lag	<u>2 4 6 8</u>	9
External Lag	_____	A
		B
		C
		D
		E
		F

Lag Phases	$<C+0+C=1>$

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 3

N/S Street Name: 4th Ave W

E/W Street Name: Voyager Middle School

Last Database Change: 3/19/2018 7:59

Change Record			
Change	By	Date	Change

Notes: Phase 2 is NB. Phase 4 is EB.

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	18	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	3	<C/O+0+3>

QuicNet Channel com59: (QuicNet)

Communication Addresses

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+0+2>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase										
Column Numbers ---->	1	2	3	4	5	6	7	8		
Phase Names ---->	1	2	3	4	5	6	7	8		
Ped Walk	0	6	0	7	0	6	0	7		
Ped FDW	0	10	0	16	0	10	0	16		
Min Green	0	5	0	4	0	5	0	4		
Type 3 Disconnect	0	0	0	0	0	0	0	0		
Added per Vehicle	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0		
Veh Extension	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0		
Max Gap	0.0	3.0	0.0	2.0	0.0	3.0	0.0	2.0		
Min Gap	0.0	0.5	0.0	0.5	0.0	0.5	0.0	0.5		
Max Limit	0	40	0	15	0	40	0	20		
Max Limit 2	0	50	0	20	0	50	0	30		
Adv. / Delay Walk	0	0	0	5	0	0	0	5		
PE Min Ped FDW	0	7	0	7	0	7	0	7		
Cond Serv Check	0	0	0	0	0	0	0	0		
Reduce Every	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0		
Yellow Change	0.0	4.0	0.0	3.5	0.0	4.0	0.0	3.5		
Red Clear	0.0	0.5	0.0	0.5	0.0	0.5	0.0	0.5		

Phase Timing - Bank 1

<C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	20	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	20	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing

<C+0+F=1>

RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
10	10	0	0	0	0	0	0	0	0	10	10	---	---	---	---

Preempt Timing

Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
2	4	6	8	---	---	---	---	2	4	6	8	---	---	4	8

Phase Functions

<C+0+F=1>

INTERSECTION: 002 112th St SW & 4th Ave W

Group Assignment: **NONE**

Field Master Assignment: **NONE**

System Reference Number: **2**

N/S Street Name: **4th Ave. W**

E/W Street Name: **112th St. SW**

Page 1 (of 9)
Last Database Change: **1/12/2018 22:15**

Change Record			
Change	By	Date	Change

Notes: **Phase 4 is EB, Phase 2 is NB. All left turns are protected. Overlap 9 is for NB RT during WB LT.**

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	19	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	2	<C/O+0+3>

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase										
Column Numbers ---->	1	2	3	4	5	6	7	8		
Phase Names ---->										
Ped Walk	0	7	0	7	0	7	0	7		
Ped FDW	0	22	0	25	0	21	0	21		
Min Green	4	7	4	4	4	7	4	4		
Type 3 Disconnect	0	0	0	20	0	0	0	20		
Added per Vehicle	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0		
Veh Extension	2.0	3.0	2.0	2.5	2.0	3.0	2.0	2.5		
Max Gap	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0		
Min Gap	0.5	1.5	0.5	1.5	0.5	1.5	0.5	1.5		
Max Limit	25	35	20	25	25	30	20	25		
Max Limit 2	33	50	30	50	30	50	30	50		
Adv. / Delay Walk	0	0	0	0	0	0	0	0		
PE Min Ped FDW	7	7	7	7	7	7	7	7		
Cond Serv Check	10	10	15	10	10	10	10	10		
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
Yellow Change	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0		
Red Clear	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	---	---	---	---
Phase 2	0	0	0	0.0
Phase 3	20	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	20	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

9	A	B	C	D
RR-1 Delay	0	0	0	0
RR-1 Clear	0	0	0	0
EV-A Delay	0	0	0	0
EV-A Clear	1	0	0	0
EV-B Delay	0	0	0	0
EV-B Clear	1	0	0	0
EV-C Delay	0	0	0	0
EV-C Clear	1	0	0	0
EV-D Delay	0	0	0	0
EV-D Clear	1	0	0	0
RR-2 Delay	0	0	0	0
RR-2 Clear	0	0	0	0
View EV Delay	---	---	---	---
View EV Clear	---	---	---	---
View RR Delay	---	---	---	---
View RR Clear	---	---	---	---

Preempt Timing

Row	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F
Permit	12345678															
Red Lock																
Yellow Lock																
Min Recall																
Ped Recall																
View Set Peds																
Rest In Walk																
Red Rest																
Dual Entry																
Max Recall																
Soft Recall																
Max 2																
Cond. Service																
Man Cntrl Calls																
Yellow Start																
First Phases																

Phase Functions <C+0+F=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretime	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	63	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	47	Plan 2	0	Reserved	0	Offset 1 (7-Wire)	0	EV-B	72
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	65	Plan 3	0	Set Clock	0	Offset 2 (7-Wire)	0	EV-C	73
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	49	Plan 4	0	Stop Time	0	Offset 3 (7-Wire)	0	EV-D	74
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	64	Plan 5	0	Flash Sense	82	Free (7-Wire)	0	RR-1	51
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Manual Enable	81	Flash (7-Wire)	0	RR-2	52
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	66	Plan 7	0	Man. Advance	0	Excl. Ped Omitt	0	Spec. Event 1	0
8	OR-7 (a)	71	Fig 3 Diamond	0	System Det 8	50	Plan 8	0	External Alarm	0	NOT-1	0	Spec. Event 2	0
9	OR-7 (b)	72	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	Phase Bank 2	201	NOT-2	0	External Lag	0
A	OR-7 (c)	73	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 3	202	OR-1 (a)	0	AND-1 (a)	0
B	OR-7 (d)	74	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Overlap Set 2	210	OR-1 (b)	0	AND-1 (b)	0
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 3	0	OR-2 (a)	0	AND-2 (a)	0
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Detector Set 2	0	OR-2 (b)	0	AND-2 (b)	0
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 3	0	OR-3 (a)	0	AND-3 (a)	0
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0

<C+0+E=126>

Assignable Inputs

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	200	Dial 2 (7-Wire)	0
1	Phase ON - 2	0	Sp Evt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0
2	Phase ON - 3	0	Sp Evt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0
3	Phase ON - 4	0	Sp Evt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0
4	Phase ON - 5	0	Sp Evt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0
5	Phase ON - 6	0	Sp Evt Out 5	0		0	Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0
6	Phase ON - 7	0	Sp Evt Out 6	0		0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0
7	Phase ON - 8	0	Sp Evt Out 7	0		0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0
8	Ph. Check - 1	0	Sp Evt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0
9	Ph. Check - 2	0		0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0		
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0		
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	210	Spec. Event 1	0	DELAY-E	0		
F	Ph. Check - 8	0	Excl. Ped W/K	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0		

<C+0+E=127>

Assignable Outputs

INTERSECTION: 020 Airport Rd & 106th St SW

Group Assignment: **NONE**

Field Master Assignment: **NONE**

System Reference Number: **16**

N/S Street Name: **Airport Rd**

E/W Street Name: **106th St SW**

Page 1 (of 9)

Last Database Change: **6/24/2016 8:11**

Change Record			
Change	By	Date	Change

Notes: **Phase 2 is Northbound. Phase 4 is Eastbound. Left turns are protected.**

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	6	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	20	<C/O+0+3>

QuicNet Channel: **com43:** (QuicNet)

Communication Addresses

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase												
Column Numbers ---->	1	2	3	4	5	6	7	8				
Phase Names ---->												
Ped Walk	0	7	0	5	0	7	0	5				
Ped FDW	0	15	0	25	0	21	0	25				
Min Green	6	10	6	4	6	10	6	4				
Type 3 Disconnect	0	0	0	0	0	0	0	0				
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Veh Extension	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0				
Max Gap	3.0	2.5	3.0	3.0	3.0	2.5	3.0	3.0				
Min Gap	0.5	0.5	0.5	0.5	0.5	0.5	2.0	0.5				
Max Limit	10	30	12	8	10	30	12	8				
Max Limit 2	30	40	35	20	30	40	35	20				
Adv. / Delay Walk	0	0	0	0	0	0	0	0				
PE Min Ped FDW	0	7	0	7	0	7	0	7				
Cond Serv Check	10	10	10	10	10	10	10	10				
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0				
Yellow Change	4.0	4.0	3.5	3.5	4.0	4.0	3.5	3.5				
Red Clear	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5				

Phase Timing - Bank 1 <C+0+F=1>

Phase 1	---	---	---	---	---
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	15	0	0	0	0.0
Phase 8	0	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

RR-1 Delay	10
RR-1 Clear	10
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	10
RR-2 Clear	10
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

Permit	12345678
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
View Set Peds	
Rest In Walk	
Red Rest	
Dual Entry	
Max Recall	
Soft Recall	2 6
Max 2	
Cond. Service	
Man Cntrl Calls	12345678
Yellow Start	4 8
First Phases	2 6

Phase Functions <C+0+F=1>

INTERSECTION: 020 Airport Rd & 106th St SW

Page 3 (of 9)

Coord Extra

1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan	1	2	3	4	5	6	7	8	9
0	Plan Name ---->										
1	Cycle Length		70	80	90	100	110	120	0	0	150
2	Phase 1 - ForceOff		50	60	60	75	85	90	0	0	90
3	Phase 2 - ForceOff		0	0	0	0	0	0	0	0	0
4	Phase 3 - ForceOff		20	20	20	25	30	30	0	0	30
5	Phase 4 - ForceOff		35	40	40	50	60	60	0	0	60
6	Phase 5 - ForceOff		50	60	60	75	85	90	0	0	90
7	Phase 6 - ForceOff		0	0	0	0	0	0	0	0	0
8	Phase 7 - ForceOff		24	20	26	25	30	30	0	0	30
9	Phase 8 - ForceOff		35	40	40	50	60	60	0	0	60
A	Ring Offset		0	0	0	0	0	0	0	0	0
B	Offset 1		30	30	30	30	30	30	0	0	81
C	Offset 2		10	0	80	80	80	80	0	0	0
D	Offset 3		0	0	0	0	0	0	0	0	0
E	Perm 1 - End		20	1	30	1	1	1	0	0	1
F	Hold Release		60	255	78	255	255	255	0	0	255
	Zone Offset		0	0	0	0	0	0	0	0	0

<C+0+C=1>

Coordination - Bank 1

Sync Phases <C+0+C=1>

Row	E
0	
1	Plan 1 - Sync
2	Plan 2 - Sync
3	Plan 3 - Sync
4	Plan 4 - Sync
5	Plan 5 - Sync
6	Plan 6 - Sync
7	Plan 7 - Sync
8	Plan 8 - Sync
9	Plan 9 - Sync
A	NEMA Sync
B	NEMA Hold
C	
D	
E	Coord Extra
F	

Row	Coordination - Bank 2	1	2	3	4	5	6	7	8	9
0	Ped Adjustment	15	10	7	5	5	5	5	5	5
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0
5	Reservice Time	45	0	65	0	0	0	0	0	0
6	Reservice Phases	1	5	1	5					
7	Pretimed Phases									
8	Max Recall									
9	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
A	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 2 Veh Phase									
C	Perm 2 Ped Phase									
D	Perm 3 Veh Phase									
E	Perm 3 Ped Phase									
F										

<C+0+C=2>

Coordination - Bank 2

Lag Phases <C+0+C=1>

Row	F
0	Free Lag
1	Plan 1 - Lag
2	Plan 2 - Lag
3	Plan 3 - Lag
4	Plan 4 - Lag
5	Plan 5 - Lag
6	Plan 6 - Lag
7	Plan 7 - Lag
8	Plan 8 - Lag
9	Plan 9 - Lag
A	External Lag
B	
C	
D	
E	
F	

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretime	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	201	RR-1	51
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	201	OR-1 (a)	0	AND-1 (a)	0
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	202	OR-1 (b)	0	AND-1 (b)	0
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	61	AND-3 (a)	0
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	62	AND-3 (b)	0

<C+D+E=126>

Assignable Inputs

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	200	Dial 2 (7-Wire)	0
1	Phase ON - 2	0	Sp Evt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0
2	Phase ON - 3	0	Sp Evt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0
3	Phase ON - 4	0	Sp Evt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	201	TOD Out 4	0	Offset 2 (7-Wire)	0
4	Phase ON - 5	0	Sp Evt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0
5	Phase ON - 6	0	Sp Evt Out 5	0		0	Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0
6	Phase ON - 7	0	Sp Evt Out 6	0		0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0
7	Phase ON - 8	0	Sp Evt Out 7	0		0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0
8	Ph. Check - 1	0	Sp Evt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0
9	Ph. Check - 2	0		0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0		
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0		
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0		
F	Ph. Check - 8	0	Excl. Ped W/K	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0		

<C+D+E=127>

Assignable Outputs

INTERSECTION: 020 Airport Rd & 106th St SW

Page 7 (of 9)

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00 : 01	E	A	1234567	1234567	00 : 00	F	1234567	1234567	1	24	06	11	2	00 : 01	E	0	1234567
1	05 : 30	1	A	23456	23456	05 : 30	F	23456	23456	1	25	06	12	2	05 : 30	1	A	1
2	07 : 29	1	B	23456	23456	00 : 00	0				01	07	1	2	07 : 29	1	B	1
3	08 : 30	E	0	23456	23456	00 : 00	0				28	07	5	2	08 : 30	E	0	1
4	11 : 30	E	B	23456	23456	00 : 00	0				04	07	7	2	11 : 30	E	B	1
5	14 : 15	E	B	23456	23456	00 : 01	E	1234567	1234567	1 78	03	07	9	2	14 : 15	E	B	1
6	18 : 00	E	A	23456	23456	20 : 00	F	23456	23456		12	07	11	2	17 : 00	E	A	1
7	20 : 00	E	0	23456	23456	00 : 00	0				22	07	11	1	20 : 00	E	0	1
8	00 : 00	0	0			00 : 00	0				23	07	11	2	00 : 00	0	0	
9	00 : 00	0	0			00 : 00	0				25	07	12	1	00 : 00	0	0	
A	00 : 00	0	0			00 : 00	0				01	08	1	1	00 : 00	0	0	
B	00 : 00	0	0			00 : 00	0				21	08	1	2	00 : 00	0	0	
C	00 : 00	0	0			00 : 00	0				18	08	2	2	00 : 00	0	0	
D	00 : 00	0	0			00 : 00	0				26	08	5	2	00 : 00	0	0	
E	00 : 00	0	0			00 : 00	0				04	08	7	2	00 : 00	0	0	
F	00 : 00	0	0			00 : 00	0				01	08	9	2	00 : 00	0	0	

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00 : 00	0	0			00 : 01	E	1234567	1234567	1 78	11	08	11	2	00 : 00	0	0	
1	00 : 00	0	0			14 : 00	F	1234567	1234567	1	27	08	11	1	00 : 00	0	0	
2	00 : 00	0	0			18 : 30	F	1234567	1234567		28	08	11	2	00 : 00	0	0	
3	00 : 00	0	0			00 : 00	0				25	08	12	1	00 : 00	0	0	
4	00 : 00	0	0			00 : 00	0				26	09	11	1	00 : 00	0	0	
5	00 : 00	0	0			00 : 00	0				27	09	11	2	00 : 00	0	0	
6	00 : 00	0	0			00 : 00	0				25	09	12	1	00 : 00	0	0	
7	00 : 00	0	0			00 : 00	0				01	10	1	2	00 : 00	0	0	
8	00 : 00	0	0			00 : 00	0				05	05	9	2	00 : 00	0	0	
9	00 : 00	0	0			00 : 00	0				11	05	11	2	00 : 00	0	0	
A	00 : 00	0	0			00 : 00	0				24	05	11	1	00 : 00	0	0	
B	00 : 00	0	0			00 : 00	0				25	05	11	2	00 : 00	0	0	
C	00 : 00	0	0			00 : 00	0				26	05	12	2	00 : 00	0	0	
D	00 : 00	0	0			00 : 00	0				02	06	1	2	00 : 00	0	0	
E	00 : 00	0	0			00 : 00	0				29	06	5	2	00 : 00	0	0	
F	00 : 00	0	0			00 : 00	0				23	06	11	1	00 : 00	0	0	

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00 : 00	0	0			00 : 01	E	1234567	1234567	1 78	11	08	11	2	00 : 00	0	0	
1	00 : 00	0	0			14 : 00	F	1234567	1234567	1	27	08	11	1	00 : 00	0	0	
2	00 : 00	0	0			18 : 30	F	1234567	1234567		28	08	11	2	00 : 00	0	0	
3	00 : 00	0	0			00 : 00	0				25	08	12	1	00 : 00	0	0	
4	00 : 00	0	0			00 : 00	0				26	09	11	1	00 : 00	0	0	
5	00 : 00	0	0			00 : 00	0				27	09	11	2	00 : 00	0	0	
6	00 : 00	0	0			00 : 00	0				25	09	12	1	00 : 00	0	0	
7	00 : 00	0	0			00 : 00	0				01	10	1	2	00 : 00	0	0	
8	00 : 00	0	0			00 : 00	0				05	05	9	2	00 : 00	0	0	
9	00 : 00	0	0			00 : 00	0				11	05	11	2	00 : 00	0	0	
A	00 : 00	0	0			00 : 00	0				24	05	11	1	00 : 00	0	0	
B	00 : 00	0	0			00 : 00	0				25	05	11	2	00 : 00	0	0	
C	00 : 00	0	0			00 : 00	0				26	05	12	2	00 : 00	0	0	
D	00 : 00	0	0			00 : 00	0				02	06	1	2	00 : 00	0	0	
E	00 : 00	0	0			00 : 00	0				29	06	5	2	00 : 00	0	0	
F	00 : 00	0	0			00 : 00	0				23	06	11	1	00 : 00	0	0	

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00 : 00	0	0			00 : 01	E	1234567	1234567	1 78	11	08	11	2	00 : 00	0	0	
1	00 : 00	0	0			14 : 00	F	1234567	1234567	1	27	08	11	1	00 : 00	0	0	
2	00 : 00	0	0			18 : 30	F	1234567	1234567		28	08	11	2	00 : 00	0	0	
3	00 : 00	0	0			00 : 00	0				25	08	12	1	00 : 00	0	0	
4	00 : 00	0	0			00 : 00	0				26	09	11	1	00 : 00	0	0	
5	00 : 00	0	0			00 : 00	0				27	09	11	2	00 : 00	0	0	
6	00 : 00	0	0			00 : 00	0				25	09	12	1	00 : 00	0	0	
7	00 : 00	0	0			00 : 00	0				01	10	1	2	00 : 00	0	0	
8	00 : 00	0	0			00 : 00	0				05	05	9	2	00 : 00	0	0	
9	00 : 00	0	0			00 : 00	0				11	05	11	2	00 : 00	0	0	
A	00 : 00	0	0			00 : 00	0				24	05	11	1	00 : 00	0	0	
B	00 : 00	0	0			00 : 00	0				25	05	11	2	00 : 00	0	0	
C	00 : 00	0	0			00 : 00	0				26	05	12	2	00 : 00	0	0	
D	00 : 00	0	0			00 : 00	0				02	06	1	2	00 : 00	0	0	
E	00 : 00	0	0			00 : 00	0				29	06	5	2	00 : 00	0	0	
F	00 : 00	0	0			00 : 00	0				23	06	11	1	00 : 00	0	0	

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00 : 00	0	0			00 : 01	E	1234567	1234567	1 78	11	08	11	2	00 : 00	0	0	
1	00 : 00	0	0			14 : 00	F	1234567	1234567	1	27	08	11	1	00 : 00	0	0	
2	00 : 00	0	0			18 : 30	F	1234567	1234567		28	08	11	2	00 : 00	0	0	
3	00 : 00	0	0			00 : 00	0				25	08	12	1	00 : 00	0	0	
4	00 : 00	0	0			00 : 00	0				26	09	11	1	00 : 00	0	0	
5	00 : 00	0	0			00 : 00	0				27	09	11	2	00 : 00	0	0	
6	00 : 00	0	0			00 : 00	0				25	09	12	1	00 : 00	0	0	
7	00 : 00	0	0			00 : 00	0				01	10	1	2	00 : 00	0	0	
8	00 : 00	0	0			00 : 00	0				05	05	9	2	00 : 00	0	0	
9	00 : 00	0	0			00 : 00	0				11	05	11	2	00 : 00	0	0	
A	00 : 00	0	0			00 : 00	0				24	05	11	1	00 : 00	0	0	
B	00 : 00	0	0			00 : 00	0				25	05	11	2	00 : 00	0	0	
C	00 : 00	0	0			00 : 00	0				26	05	12	2	00 : 00	0	0	
D	00 : 00	0	0			00 : 00	0				02	06	1	2	00 : 00	0	0	
E	00 : 00	0	0			00 : 00	0				29	06	5	2	00 : 00	0	0	
F	00 : 00	0	0			00 : 00	0				23	06	11	1	00 : 00	0	0	

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00 : 00	0	0			00 : 01	E	1234567	1234567	1 78	11	08	11	2	00 : 00	0	0	
1	00 : 00	0	0			14 : 00	F	1234567	1234567	1	27	08	11	1	00 : 00	0	0	
2	00 : 00	0	0			18 : 30	F	1234567	1234567		28	08	11	2	00 : 00	0	0	
3	00 : 00	0	0			00 : 00	0				25	08	12	1	00 : 00	0	0	
4	00 : 00	0	0			00 : 00	0				26	09	11	1	00 : 00	0	0	
5	00 : 00	0	0			00 : 00	0				27	09	11	2	00 : 00	0	0	
6	00 : 00	0	0			00 : 00	0				25	09	12	1	00 : 00	0	0	
7	00 : 00	0	0															

INTERSECTION: 021 Airport Rd & 100th St SW

Group Assignment: **NONE**

Field Master Assignment: **NONE**

System Reference Number: **17**

N/S Street Name: **Airport Rd**

E/W Street Name: **100th St SW**

Page 1 (of 9)

Last Database Change: **11/15/2017 8:40**

Change Record			
Change	By	Date	Change

Notes: **Phase 2 is Northbound Airport Rd. Phase 4 is eastbound 100th St SW.**

All left turns are protected.

Manual Plan

0 = Automatic

1-9 = Plan 1-9

14 = Free

15 = Flash

Manual Offset

0 = Automatic

1 = Offset A

2 = Offset B

3 = Offset C

Drop Number	5	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	21	<C/O+0+3>

QuicNet Channel

com62: (QuicNet)

Communication Addresses

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+0+G>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Phase										
Column Numbers ---->	1	2	3	4	5	6	7	8		
Phase Names ---->										
Ped Walk	0	7	0	7	0	7	0	7		
Ped FDW	0	17	0	24	0	18	0	25		
Min Green	4	12	3	4	4	12	3	4		
Type 3 Disconnect	0	20	0	0	0	20	0	0		
Added per Vehicle	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0		
Veh Extension	2.0	3.0	2.0	3.0	2.0	3.0	2.0	2.0		
Max Gap	2.0	4.0	2.0	4.0	2.0	4.0	2.0	2.5		
Min Gap	0.5	1.0	2.0	0.5	0.5	1.0	2.0	1.5		
Max Limit	10	30	10	10	10	30	10	10		
Max Limit 2	15	60	25	25	20	60	25	20		
Adv. / Delay Walk	0	0	0	2	0	0	0	2		
PE Min Ped FDW	7	7	7	7	7	7	7	7		
Cond Serv Check	10	10	0	10	10	10	0	10		
Reduce Every	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0		
Yellow Change	3.5	4.0	3.0	3.0	3.5	4.0	3.0	3.0		
Red Clear	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		

Phase Timing - Bank 1

<C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	20	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	20	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing

<C+0+F=1>

9	A	B	C	D
RR-1 Delay	10			
RR-1 Clear	10			
EV-A Delay	0			
EV-A Clear	1			
EV-B Delay	0			
EV-B Clear	1			
EV-C Delay	0			
EV-C Clear	1			
EV-D Delay	0			
EV-D Clear	1			
RR-2 Delay	10			
RR-2 Clear	10			
View EV Delay				
View EV Clear				
View RR Delay				
View RR Clear				

Preempt Timing

9	A	B	C	D
Permit	12345678			
Red Lock				
Yellow Lock				
Min Recall				
Ped Recall				
View Set Peds				
Rest In Walk				
Red Rest				
Dual Entry				
Max Recall				
Soft Recall	2	6		
Max 2				
Cond. Service				
Man Cntrl Calls				
Yellow Start				
First Phases	2	6		

Phase Functions

<C+0+F=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretime	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Reserved	0	Offset 1 (7-Wire)	0	EV-B	72
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Set Clock	0	Offset 2 (7-Wire)	0	EV-C	73
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Stop Time	82	Offset 3 (7-Wire)	0	EV-D	74
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Flash Sense	81	Free (7-Wire)	0	RR-1	51
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Manual Enable	0	Flash (7-Wire)	203	RR-2	52
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Man. Advance	0	Excl. Ped Omit	0	Spec. Event 1	0
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	External Alarm	0	NOT-1	0	Spec. Event 2	0
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	Phase Bank 2	201	NOT-2	0	External Lag	0
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 3	202	OR-1 (a)	0	AND-1 (a)	0
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Overlap Set 2	0	OR-1 (b)	0	AND-1 (b)	0
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 3	0	OR-2 (a)	0	AND-2 (a)	0
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Detector Set 2	0	OR-2 (b)	0	AND-2 (b)	0
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 3	0	OR-3 (a)	0	AND-3 (a)	0
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0

<C+D+E=126>

Assignable Inputs

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	200	Dial 2 (7-Wire)	0
1	Phase ON - 2	0	Sp Evt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0
2	Phase ON - 3	0	Sp Evt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0
3	Phase ON - 4	0	Sp Evt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	203	Offset 2 (7-Wire)	0
4	Phase ON - 5	0	Sp Evt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0
5	Phase ON - 6	0	Sp Evt Out 5	0		0	Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0
6	Phase ON - 7	0	Sp Evt Out 6	0		0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0
7	Phase ON - 8	0	Sp Evt Out 7	0		0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0
8	Ph. Check - 1	0	Sp Evt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0
9	Ph. Check - 2	0		0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0		
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0		
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0		
F	Ph. Check - 8	0	Excl. Ped W/K	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0		

<C+D+E=127>

Assignable Outputs

INTERSECTION: 021 Airport Rd & 100th St SW

Page 7 (of 9)

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	A	1234567	1234567	00 : 01	E	1234567	1 78	24	06	11	2
1	06 : 15	E	A	23456	23456	05 : 00	F	23456	1	25	06	12	2
2	07 : 29	E	B	23456	23456	08 : 00	F	1 7	1	01	07	1	2
3	08 : 30	E	0	23456	1234567	20 : 00	F	1234567		28	07	5	2
4	11 : 30	E	B	23456		00 : 00	0			04	07	7	2
5	14 : 15	E	B	23456		00 : 00	0			03	07	9	2
6	18 : 00	E	A	23456		00 : 00	0			12	07	11	2
7	20 : 00	E	0	23456		00 : 00	0			22	07	11	1
8	00 : 00	0	0			00 : 00	0			23	07	11	2
9	00 : 00	0	0			00 : 00	0			25	07	12	1
A	00 : 00	0	0			00 : 00	0			01	08	1	1
B	00 : 00	0	0			00 : 00	0			21	08	1	2
C	00 : 00	0	0			00 : 00	0			18	08	2	2
D	00 : 00	0	0			00 : 00	0			26	08	5	2
E	00 : 00	0	0			00 : 00	0			04	08	7	2
F	00 : 00	0	0			00 : 00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 00	0	0			00 : 01	E	1234567	1 78	11	08	11	2
1	00 : 00	0	0			08 : 00	F	1234567	1	27	08	11	1
2	00 : 00	0	0			20 : 00	F	1234567		28	08	11	2
3	00 : 00	0	0			00 : 00	0			25	08	12	1
4	00 : 00	0	0			00 : 00	0			26	09	11	1
5	00 : 00	0	0			00 : 00	0			27	09	11	2
6	00 : 00	0	0			00 : 00	0			25	09	12	1
7	00 : 00	0	0			00 : 00	0			01	10	1	2
8	00 : 00	0	0			00 : 00	0			05	05	9	2
9	00 : 00	0	0			00 : 00	0			11	05	11	2
A	00 : 00	0	0			00 : 00	0			24	05	11	1
B	00 : 00	0	0			00 : 00	0			25	05	11	2
C	00 : 00	0	0			00 : 00	0			26	05	12	2
D	00 : 00	0	0			00 : 00	0			02	06	1	2
E	00 : 00	0	0			00 : 00	0			29	06	5	2
F	00 : 00	0	0			00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	1234567	1234567	00 : 01	E	1234567	1 78	11	08	11	2
1	05 : 30	1	A	1		00 : 00	0			27	08	11	1
2	07 : 29	1	B	1		20 : 00	F	1234567		28	08	11	2
3	08 : 30	E	0	1		00 : 00	0			25	08	12	1
4	11 : 30	1	B	1		00 : 00	0			26	09	11	1
5	14 : 15	3	B	1		00 : 00	0			27	09	11	2
6	17 : 00	1	A	1		00 : 00	0			25	09	12	1
7	20 : 00	E	0	1		00 : 00	0			01	10	1	2
8	00 : 00	0	0			00 : 00	0			05	05	9	2
9	00 : 00	0	0			00 : 00	0			11	05	11	2
A	00 : 00	0	0			00 : 00	0			24	05	11	1
B	00 : 00	0	0			00 : 00	0			25	05	11	2
C	00 : 00	0	0			00 : 00	0			26	05	12	2
D	00 : 00	0	0			00 : 00	0			02	06	1	2
E	00 : 00	0	0			00 : 00	0			29	06	5	2
F	00 : 00	0	0			00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	1234567	1234567	00 : 01	E	1234567	1 78	11	08	11	2
1	05 : 30	1	A	1		00 : 00	0			27	08	11	1
2	07 : 29	1	B	1		20 : 00	F	1234567		28	08	11	2
3	08 : 30	E	0	1		00 : 00	0			25	08	12	1
4	11 : 30	1	B	1		00 : 00	0			26	09	11	1
5	14 : 15	3	B	1		00 : 00	0			27	09	11	2
6	17 : 00	1	A	1		00 : 00	0			25	09	12	1
7	20 : 00	E	0	1		00 : 00	0			01	10	1	2
8	00 : 00	0	0			00 : 00	0			05	05	9	2
9	00 : 00	0	0			00 : 00	0			11	05	11	2
A	00 : 00	0	0			00 : 00	0			24	05	11	1
B	00 : 00	0	0			00 : 00	0			25	05	11	2
C	00 : 00	0	0			00 : 00	0			26	05	12	2
D	00 : 00	0	0			00 : 00	0			02	06	1	2
E	00 : 00	0	0			00 : 00	0			29	06	5	2
F	00 : 00	0	0			00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	1234567	1234567	00 : 01	E	1234567	1 78	11	08	11	2
1	05 : 30	1	A	1		00 : 00	0			27	08	11	1
2	07 : 29	1	B	1		20 : 00	F	1234567		28	08	11	2
3	08 : 30	E	0	1		00 : 00	0			25	08	12	1
4	11 : 30	1	B	1		00 : 00	0			26	09	11	1
5	14 : 15	3	B	1		00 : 00	0			27	09	11	2
6	17 : 00	1	A	1		00 : 00	0			25	09	12	1
7	20 : 00	E	0	1		00 : 00	0			01	10	1	2
8	00 : 00	0	0			00 : 00	0			05	05	9	2
9	00 : 00	0	0			00 : 00	0			11	05	11	2
A	00 : 00	0	0			00 : 00	0			24	05	11	1
B	00 : 00	0	0			00 : 00	0			25	05	11	2
C	00 : 00	0	0			00 : 00	0			26	05	12	2
D	00 : 00	0	0			00 : 00	0			02	06	1	2
E	00 : 00	0	0			00 : 00	0			29	06	5	2
F	00 : 00	0	0			00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	1234567	1234567	00 : 01	E	1234567	1 78	11	08	11	2
1	05 : 30	1	A	1		00 : 00	0			27	08	11	1
2	07 : 29	1	B	1		20 : 00	F	1234567		28	08	11	2
3	08 : 30	E	0	1		00 : 00	0			25	08	12	1
4	11 : 30	1	B	1		00 : 00	0			26	09	11	1
5	14 : 15	3	B	1		00 : 00	0			27	09	11	2
6	17 : 00	1	A	1		00 : 00	0			25	09	12	1
7	20 : 00	E	0	1		00 : 00	0			01	10	1	2
8	00 : 00	0	0			00 : 00	0			05	05	9	2
9	00 : 00	0	0			00 : 00	0			11	05	11	2
A	00 : 00	0	0			00 : 00	0			24	05	11	1
B	00 : 00	0	0			00 : 00	0			25	05	11	2
C	00 : 00	0	0			00 : 00	0			26	05	12	2
D	00 : 00	0	0			00 : 00	0			02	06	1	2
E	00 : 00	0	0			00 : 00	0			29	06	5	2
F	00 : 00	0	0			00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	1234567	1234567	00 : 01	E	1234567	1 78	11	08	11	2
1	05 : 30	1	A	1		00 : 00	0			27	08	11	1
2	07 : 29	1	B	1		20 : 00	F	1234567		28	08	11	2
3	08 : 30	E	0	1		00 : 00	0			25	08	12	1
4	11 : 30	1	B	1		00 : 00	0			26	09	11	1
5	14 : 15	3	B	1		00 : 00	0			27	09	11	2
6	17 : 00	1	A	1		00 : 00	0			25	09	12	1
7	20 : 00	E	0	1		00 : 00	0			01	10	1	2
8	00 : 00	0	0			00 : 00	0			05	05	9	2
9	00 : 00	0	0			00 : 00	0			11	05	11	2
A	00 : 00	0	0			00 : 00	0			24	05	11	1
B	00 : 00	0	0			00 : 00	0			25	05	11	2
C	00 : 00	0	0			00 : 00	0			26	05	12	2
D	00 : 00	0	0			00 : 00	0			02	06	1	2
E	00 : 00	0	0			00 : 00	0			29	06	5	2
F	00 : 00	0	0			00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	1234567	1234567	00 : 01	E	1234567	1 78	11	08	11	2
1	05 : 30	1	A	1		00 : 00	0			27	08	11	1
2	07 : 29	1	B	1		20 : 00	F	1234567		28	08	11	2
3	08 : 30	E	0	1		00 : 00	0			25	08	12	1
4													

INTERSECTION: 022 Airport Rd & Bomarc Rd

Group Assignment: NONE

Field Master Assignment: NONE

System Reference Number: 18

N/S Street Name: Airport Rd

E/W Street Name: Bomarc Rd

Last Database Change: 11/29/2016 12:35

Change Record			
Change	By	Date	Change

Notes: Phase 2 is NB, Phase 4 is EB. NB and SB left turns are Protected.

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	4	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	22	<C/O+0+3>

QuicNet Channel com64: (QuicNet)

Communication Addresses

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+0+2>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Phase											
Column Numbers ---->	1	2	3	4	5	6	7	8			
Phase Names ---->											
Ped Walk	0	7	0	5	0	7	0	5			
Ped FDW	0	17	0	24	0	13	0	24			
Min Green	3	15	3	5	5	15	3	5			
Type 3 Disconnect	0	20	0	0	0	20	0	0			
Added per Vehicle	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0			
Veh Extension	2.0	3.0	2.0	2.0	2.0	0.2	2.0	2.0			
Max Gap	2.5	4.0	2.5	2.5	3.0	4.0	2.5	2.5			
Min Gap	0.5	1.0	0.5	0.5	0.5	1.0	0.5	0.5			
Max Limit	15	30	15	10	15	30	15	10			
Max Limit 2	15	50	15	10	15	50	15	10			
Adv. / Delay Walk	0	0	0	2	0	0	0	2			
PE Min Ped FDW	7	7	7	7	7	7	7	7			
Cond Serv Check	15	10	10	10	10	10	10	10			
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
Yellow Change	3.5	4.0	3.0	3.0	3.5	4.0	3.0	3.0			
Red Clear	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5			

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	10	0	0	0.0
Phase 2	0	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	10	0	0	0.0
Phase 6	0	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

E	RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
10	10	10	0	0	0	1	0	0	0	1	10	10	---	---	---	---

Preempt Timing

F	Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
12345678										2	6		1		4	8

Phase Functions <C+0+F=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretime	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0
8	OR-7 (a)	71	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0
9	OR-7 (b)	72	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0
A	OR-7 (c)	73	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	201	OR-1 (a)	0	AND-1 (a)	0
B	OR-7 (d)	74	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	202	OR-1 (b)	0	AND-1 (b)	0
C	OR-8 (a)	55	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	210	OR-2 (a)	0	AND-2 (a)	0
D	OR-8 (b)	56	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0
E	OR-8 (c)	62	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0
F	OR-8 (d)	62	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0

<C+D+E=126>

Assignable Inputs

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	200	Dial 2 (7-Wire)	0
1	Phase ON - 2	0	Sp Evt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0
2	Phase ON - 3	0	Sp Evt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0
3	Phase ON - 4	0	Sp Evt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0
4	Phase ON - 5	0	Sp Evt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0
5	Phase ON - 6	0	Sp Evt Out 5	0		0	Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0
6	Phase ON - 7	0	Sp Evt Out 6	0		0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0
7	Phase ON - 8	0	Sp Evt Out 7	0		0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0
8	Ph. Check - 1	0	Sp Evt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0
9	Ph. Check - 2	0		0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0		
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0		
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	210	Spec. Event 1	0	DELAY-E	0		
F	Ph. Check - 8	0	Excl. Ped W/K	0	NAND-2	0	OR-8	201	Spec. Event 2	0	DELAY-F	0		

<C+D+E=127>

Assignable Outputs

INTERSECTION: 022 Airport Rd & Bomarc Rd

Page 7 (of 9)

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	A	1234567	00 : 01	F	1234567		24	06	11	2
1	05 : 30	E	A	23456	00 : 01	E	1234567	1 78	25	06	12	2
2	07 : 29	E	B	23456	05 : 00	F	23456	1	01	07	1	2
3	08 : 30	E	0	23456	00 : 00	0			28	07	5	2
4	11 : 30	E	B	23456	14 : 00	F	1234567	12	04	07	7	2
5	14 : 15	E	B	23456	16 : 30	F	1234567		03	07	9	2
6	18 : 00	E	A	23456	22 : 40	F	23456	2	12	07	11	2
7	20 : 00	E	0	23456	23 : 35	F	23456		22	07	11	1
8	00 : 00	0	0		00 : 00	0			23	07	11	2
9	00 : 00	0	0		00 : 00	0			25	07	12	1
A	00 : 00	0	0		00 : 00	0			01	08	1	1
B	00 : 00	0	0		00 : 00	0			21	08	1	2
C	00 : 00	0	0		00 : 00	0			18	08	2	2
D	00 : 00	0	0		00 : 00	0			26	08	5	2
E	00 : 00	0	0		00 : 00	0			04	08	7	2
F	00 : 00	0	0		00 : 00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 00	0	0		00 : 01	E	123	1 78	11	08	11	2
1	00 : 00	0	0		08 : 00	F	123	12	27	08	11	1
2	00 : 00	0	0		19 : 00	F	123		28	08	11	2
3	00 : 00	0	0		00 : 00	0			25	08	12	1
4	00 : 00	0	0		00 : 00	0			26	09	11	1
5	00 : 00	0	0		00 : 00	0			27	09	11	2
6	00 : 00	0	0		00 : 00	0			25	09	12	1
7	00 : 00	0	0		00 : 00	0			01	10	1	2
8	00 : 00	0	0		00 : 00	0			05	05	9	2
9	00 : 00	0	0		00 : 00	0			11	05	11	2
A	00 : 00	0	0		00 : 00	0			24	05	11	1
B	00 : 00	0	0		00 : 00	0			25	05	11	2
C	00 : 00	0	0		00 : 00	0			26	05	12	2
D	00 : 00	0	0		00 : 00	0			02	06	1	2
E	00 : 00	0	0		00 : 00	0			29	06	5	2
F	00 : 00	0	0		00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	1234567	00 : 01	E	1234567		24	06	11	2
1	05 : 30	E	A	1	00 : 01	E	1234567	1 78	25	06	12	2
2	07 : 29	E	B	1	05 : 00	F	23456	1	01	07	1	2
3	08 : 30	E	0	1	00 : 00	0			28	07	5	2
4	11 : 30	E	B	1	14 : 00	F	1234567	12	04	07	7	2
5	14 : 15	E	B	1	16 : 30	F	1234567		03	07	9	2
6	17 : 00	E	A	1	22 : 40	F	23456	2	12	07	11	2
7	00 : 00	0	0		23 : 35	F	23456		22	07	11	1
8	00 : 00	0	0		00 : 00	0			23	07	11	2
9	00 : 00	0	0		00 : 00	0			25	07	12	1
A	00 : 00	0	0		00 : 00	0			01	08	1	1
B	00 : 00	0	0		00 : 00	0			21	08	1	2
C	00 : 00	0	0		00 : 00	0			18	08	2	2
D	00 : 00	0	0		00 : 00	0			26	08	5	2
E	00 : 00	0	0		00 : 00	0			04	08	7	2
F	00 : 00	0	0		00 : 00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 00	0	0		00 : 01	E	123	1 78	11	08	11	2
1	00 : 00	0	0		08 : 00	F	123	12	27	08	11	1
2	00 : 00	0	0		19 : 00	F	123		28	08	11	2
3	00 : 00	0	0		00 : 00	0			25	08	12	1
4	00 : 00	0	0		00 : 00	0			26	09	11	1
5	00 : 00	0	0		00 : 00	0			27	09	11	2
6	00 : 00	0	0		00 : 00	0			25	09	12	1
7	00 : 00	0	0		00 : 00	0			01	10	1	2
8	00 : 00	0	0		00 : 00	0			05	05	9	2
9	00 : 00	0	0		00 : 00	0			11	05	11	2
A	00 : 00	0	0		00 : 00	0			24	05	11	1
B	00 : 00	0	0		00 : 00	0			25	05	11	2
C	00 : 00	0	0		00 : 00	0			26	05	12	2
D	00 : 00	0	0		00 : 00	0			02	06	1	2
E	00 : 00	0	0		00 : 00	0			29	06	5	2
F	00 : 00	0	0		00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	1234567	00 : 01	E	1234567		24	06	11	2
1	05 : 30	E	A	1	00 : 01	E	1234567	1 78	25	06	12	2
2	07 : 29	E	B	1	05 : 00	F	23456	1	01	07	1	2
3	08 : 30	E	0	1	00 : 00	0			28	07	5	2
4	11 : 30	E	B	1	14 : 00	F	1234567	12	04	07	7	2
5	14 : 15	E	B	1	16 : 30	F	1234567		03	07	9	2
6	17 : 00	E	A	1	22 : 40	F	23456	2	12	07	11	2
7	00 : 00	0	0		23 : 35	F	23456		22	07	11	1
8	00 : 00	0	0		00 : 00	0			23	07	11	2
9	00 : 00	0	0		00 : 00	0			25	07	12	1
A	00 : 00	0	0		00 : 00	0			01	08	1	1
B	00 : 00	0	0		00 : 00	0			21	08	1	2
C	00 : 00	0	0		00 : 00	0			18	08	2	2
D	00 : 00	0	0		00 : 00	0			26	08	5	2
E	00 : 00	0	0		00 : 00	0			04	08	7	2
F	00 : 00	0	0		00 : 00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 00	0	0		00 : 01	E	123	1 78	11	08	11	2
1	00 : 00	0	0		08 : 00	F	123	12	27	08	11	1
2	00 : 00	0	0		19 : 00	F	123		28	08	11	2
3	00 : 00	0	0		00 : 00	0			25	08	12	1
4	00 : 00	0	0		00 : 00	0			26	09	11	1
5	00 : 00	0	0		00 : 00	0			27	09	11	2
6	00 : 00	0	0		00 : 00	0			25	09	12	1
7	00 : 00	0	0		00 : 00	0			01	10	1	2
8	00 : 00	0	0		00 : 00	0			05	05	9	2
9	00 : 00	0	0		00 : 00	0			11	05	11	2
A	00 : 00	0	0		00 : 00	0			24	05	11	1
B	00 : 00	0	0		00 : 00	0			25	05	11	2
C	00 : 00	0	0		00 : 00	0			26	05	12	2
D	00 : 00	0	0		00 : 00	0			02	06	1	2
E	00 : 00	0	0		00 : 00	0			29	06	5	2
F	00 : 00	0	0		00 : 00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	1234567	00 : 01	E	1234567		24	06	11	2
1	05 : 30	E	A	1	00 : 01	E	1234567	1 78	25	06	12	2
2	07 : 29	E	B	1	05 : 00	F	23456	1	01	07	1	2
3	08 : 30	E	0	1	00 : 00	0			28	07	5	2
4	11 : 30	E	B	1	14 : 00	F	1234567	12	04	07	7	2
5	14 : 15	E	B	1	16 : 30	F	1234567		03	07	9	2
6	17 : 00	E	A	1	22 : 40	F	23456	2	12	07	11	2
7	00 : 00	0	0		23 : 35	F	23456		22	07	11	1
8	00 : 00	0	0		00 : 00	0			23	07	11	2
9	00 : 00	0	0		00 : 00	0			25	07	12	1
A	00 : 00	0	0		00 : 00	0			01	08	1	1
B	00 : 00	0	0		00 : 00	0			21	08	1	2
C	00 : 00	0	0		00 : 00	0			18	08	2	2
D	00 : 00	0	0		00 : 00	0			26	08	5	2
E	00 : 00	0	0		00 : 00	0			04	08	7	2
F	00 : 00	0	0		00 : 00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00 : 01	E	0	1234567	00 : 01	E	1234567		24	06	11	2
1	05 : 30	E	A	1	00 : 01	E	1234567	1 78	25	06	12	2
2	07 : 29	E	B	1	05 : 00	F	23456	1	01	07	1	2
3	08 : 30	E	0	1	00 : 00	0			28	07	5	2
4	11 : 30	E	B	1	14 : 00	F	1234567	12	04	07	7	2
5	14 : 15	E	B	1	16 : 30	F	1234567		03	07	9	2
6	17 : 00	E	A	1	22 : 40	F	23456	2	12	07	11	2
7	00 : 00	0	0		23 : 35	F	23456		22	07	11	1
8	00 : 00	0	0		00 : 00	0			23	07	11	2
9	00 : 00	0	0		00 : 00	0			25	07		

INTERSECTION: 023 Airport Rd & Kasch Park

Group Assignment: **NONE**

Field Master Assignment: **NONE**

System Reference Number: **19**

N/S Street Name: **Airport Rd**

E/W Street Name: **Kasch Park**

Last Database Change: **1/24/2018 9:12**

Change Record			
Change	By	Date	Change

Notes: **Phases 4 and 8 are exclusive. Phase 4 is EB. Phase 8 is WB.**

Phase 2 is NB. NB and SB LT are Protected.

Manual Plan
0 = Automatic
1-9 = Plan 1-9

14 = Free

15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	3	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	23	<C/O+0+3>

QuickNet Channel com65: (QuickNet)

Communication Addresses

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+0+C>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase											
Column Numbers ---->	1	2	3	4	5	6	7	8			
Phase Names ---->	1	2	3	4	5	6	7	8			
Ped Walk	0	7	0	0	0	7	0	5			
Ped FDW	0	15	0	0	0	15	0	22			
Min Green	4	10	0	6	4	10	0	4			
Type 3 Disconnect	0	0	0	0	0	0	0	0			
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Veh Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0			
Max Gap	3.0	4.0	0.0	3.0	3.0	4.0	0.0	2.0			
Min Gap	0.5	1.0	0.0	0.5	0.5	1.0	0.0	0.5			
Max Limit	10	25	0	10	10	25	0	10			
Max Limit 2	35	50	0	25	25	50	0	35			
Adv. / Delay Walk	0	0	0	0	0	0	0	2			
PE Min Ped FDW	7	7	0	7	7	7	0	7			
Cond Serv Check	10	10	0	10	10	10	0	10			
Reduce Every	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0			
Yellow Change	3.5	4.0	0.0	3.0	3.5	4.0	0.0	3.0			
Red Clear	0.5	0.5	0.0	0.5	0.5	0.5	0.0	0.5			

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	0	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	0	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
10	10	0	0	0	0	0	0	0	0	10	10	---	---	---	---

Preempt Timing

Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
12_456_8										2_6			12345678	1_5	2_6

Phase Functions <C+0+F=1>

1 = Programmed WALK Time for Sync Phases

2 = Always Terminate Sync Phase Peds

Column Numbers ---->									
1	2	3	4	5	6	7	8	9	
Plan Name ---->									
Cycle Length	70	80	90	110	110	0	0	70	0
Phase 1 - ForceOff	50	60	70	70	70	0	0	50	0
Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0
Phase 4 - ForceOff	15	20	30	30	30	0	0	13	0
Phase 5 - ForceOff	50	60	60	60	60	0	0	50	0
Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0
Phase 8 - ForceOff	35	40	45	45	45	0	0	35	0
Ring Offset	0	0	0	0	0	0	0	0	0
Offset 1	40	30	20	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Perm 1 - End	10	0	30	15	15	0	0	10	0
Hold Release	255	255	255	255	255	255	255	255	255
Zone Offset	0	0	0	0	0	0	0	0	0

	E	F
Plan 1 - Sync	2 6	
Plan 2 - Sync	2 6	
Plan 3 - Sync	2 6	
Plan 4 - Sync	2 6	
Plan 5 - Sync	2 6	
Plan 6 - Sync	2 6	
Plan 7 - Sync	2 6	
Plan 8 - Sync	2 6	
Plan 9 - Sync	2 6	
NEMA Sync		
NEMA Hold		
Coord Extra		

Sync Phases $<C+0+C=1>$

[illegible]

	Row
Free Lag	0
Plan 1 - Lag	1
Plan 2 - Lag	2
Plan 3 - Lag	3
Plan 4 - Lag	4
Plan 5 - Lag	5
Plan 6 - Lag	6
Plan 7 - Lag	7
Plan 8 - Lag	8
Plan 9 - Lag	9
External Lag	A
	B
	C
	D
	E
	F

Lag Phases	$\langle C+0+C=1 \rangle$

INTERSECTION: 023 Airport Rd & Kasch Park

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	0	0	7	0	5
1	Ped FDW	0	15	0	0	0	15	0	22
2	Min Green	4	7	0	4	4	7	0	4
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	2.0	0.0	3.0	2.0	2.0	0.0	2.0
6	Max Gap	3.0	4.0	0.0	4.0	3.0	4.0	0.0	3.0
7	Min Gap	0.5	0.5	0.0	1.0	0.5	1.0	0.0	0.5
8	Max Limit	10	25	0	10	10	25	0	10
9	Max Limit 2	25	50	0	20	35	50	0	35
A	Adv. / Delay Walk	0	0	0	0	0	0	0	2
B	PE Min Ped FDW	7	7	0	7	7	7	0	7
C	Cond Serv Check	10	10	0	10	10	10	0	10
D	Reduce Every	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
E	Yellow Change	3.5	4.0	0.0	3.0	3.5	4.0	0.0	3.0
F	Red Clear	0.5	0.5	0.0	0.5	0.5	0.5	0.0	0.5

Phase Timing - Bank 2

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	0	0	7	0	5
1	Ped FDW	0	15	0	0	0	15	0	22
2	Min Green	4	7	0	4	4	7	0	4
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	2.0	0.0	3.0	2.0	2.0	0.0	2.0
6	Max Gap	3.0	4.0	0.0	3.0	3.0	4.0	0.0	2.0
7	Min Gap	0.5	1.0	0.0	0.5	0.5	1.0	0.0	0.5
8	Max Limit	20	40	0	35	15	40	0	25
9	Max Limit 2	10	35	0	35	10	35	0	10
A	Adv. / Delay Walk	0	0	0	0	0	0	0	2
B	PE Min Ped FDW	7	7	0	7	7	7	0	7
C	Cond Serv Check	10	10	0	10	10	10	0	10
D	Reduce Every	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
E	Yellow Change	3.5	4.0	0.0	3.0	3.5	4.0	0.0	3.0
F	Red Clear	0.5	0.5	0.0	0.5	0.5	0.5	0.0	0.5

Phase Timing - Bank 3

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	0	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	0	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	0	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	0	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing

Transition Type
 0X = Shortway
 1.X = Lengthen
 X.1 thru X.4 =
 Number of
 cycles when
 lengthening

Daylight Savings
 Date
 If set to all zeros,
 standard dates
 will be used.

Transition Type
TBC Transition
 0.3 <C/5+1+9>

Lag Hold Phases
Coordinated Lag Hold Phases
 <C/5+1+A>

Sync Output Time
7-Wire Master
 0.0 <C/5+1+C>

Begin Month
 Begin Week
 End Month
 End Week
Daylight Savings Time
 3 <C/5+2+A>
 2 <C/5+2+B>
 11 <C/5+2+C>
 1 <C/5+2+D>

Time B4 Yellow
 Phase Number
Advance Warning Beacon - Sign 1
 0.0 <F/1+C+E>
 0 <F/1+C+F>

Time B4 Yellow
 Phase Number
Advance Warning Beacon - Sign 2
 0.0 <F/1+D+E>
 0 <F/1+D+F>

Long Failure
 Short Failure
Power Cycle Correction (Default = 0.7)
 0.7 <F/1+0+6>
 0.7 <F/1+0+7>

INTERSECTION: 023 Airport Rd & Kasch Park

Page 7 (of 9)

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:01	E	A	1234567	00:01	E	1234567	1_78	25	15	12	1
1	05:30	1	A	23456	04:30	F	1234567	1	01	16	1	1
2	07:29	1	B	23456	04:35	F	2	12	01	07	1	2
3	08:30	E	0	23456	00:00	0			28	07	5	2
4	11:30	E	B	23456	00:00	0			04	07	7	2
5	13:30	5	B	23456	00:00	0			03	07	9	2
6	18:00	E	A	23456	20:30	F	1234567		12	07	11	2
7	20:00	E	0	23456	22:20	F	23456	1_3	22	07	11	1
8	15:15	5	A	23456	00:00	0			23	07	11	2
9	06:00	8	A	23456	00:00	0			25	07	12	1
A	00:00	0	0		23:35	F	23456		01	08	1	1
B	00:00	0	0		00:00	0			21	08	1	2
C	00:00	0	0		00:00	0			18	08	2	2
D	00:00	0	0		00:00	0			26	08	5	2
E	00:00	0	0		00:00	0			04	08	7	2
F	00:00	0	0		00:00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:00	0	0		00:01	E	1234567	1_78	11	08	11	2
1	00:00	0	0		05:00	F	1234567	1	27	08	11	1
2	00:00	0	0		05:01	C	1234567	1	28	08	11	2
3	00:00	0	0		19:01	C	1234567		25	08	12	1
4	00:00	0	0		20:30	F	1234567		26	09	11	1
5	00:00	0	0		00:00	0			27	09	11	2
6	00:00	0	0		00:00	0			25	09	12	1
7	00:00	0	0		00:00	0			01	10	1	2
8	00:00	0	0		00:00	0			05	05	9	2
9	00:00	0	0		00:00	0			11	05	11	2
A	00:00	0	0		00:00	0			24	05	11	1
B	00:00	0	0		00:00	0			25	05	11	2
C	00:00	0	0		00:00	0			26	05	12	2
D	00:00	0	0		00:00	0			02	06	1	2
E	00:00	0	0		00:00	0			29	06	5	2
F	00:00	0	0		00:00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:01	E	0	1234567	00:01	E	1234567	1_78	25	15	12	1
1	06:15	1	A	12	04:30	F	1234567	1	01	16	1	1
2	07:29	1	B	12	04:35	F	2	12	01	07	1	2
3	08:30	E	0	12	00:00	0			28	07	5	2
4	11:30	E	B	1	00:00	0			04	07	7	2
5	14:15	3	B	1	00:00	0			03	07	9	2
6	17:00	E	A	1	20:30	F	1234567		12	07	11	2
7	00:00	0	0		22:20	F	23456	1_3	22	07	11	1
8	00:00	0	0		00:00	0			23	07	11	2
9	00:00	0	0		00:00	0			25	07	12	1
A	00:00	0	0		23:35	F	23456		01	08	1	1
B	00:00	0	0		00:00	0			21	08	1	2
C	00:00	0	0		00:00	0			18	08	2	2
D	00:00	0	0		00:00	0			26	08	5	2
E	00:00	0	0		00:00	0			04	08	7	2
F	00:00	0	0		00:00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:00	0	0		00:01	E	1234567	1_78	11	08	11	2
1	00:00	0	0		05:00	F	1234567	1	27	08	11	1
2	00:00	0	0		05:01	C	1234567	1	28	08	11	2
3	00:00	0	0		19:01	C	1234567		25	08	12	1
4	00:00	0	0		20:30	F	1234567		26	09	11	1
5	00:00	0	0		00:00	0			27	09	11	2
6	00:00	0	0		00:00	0			25	09	12	1
7	00:00	0	0		00:00	0			01	10	1	2
8	00:00	0	0		00:00	0			05	05	9	2
9	00:00	0	0		00:00	0			11	05	11	2
A	00:00	0	0		00:00	0			24	05	11	1
B	00:00	0	0		00:00	0			25	05	11	2
C	00:00	0	0		00:00	0			26	05	12	2
D	00:00	0	0		00:00	0			02	06	1	2
E	00:00	0	0		00:00	0			29	06	5	2
F	00:00	0	0		00:00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:01	E	0	1234567	00:01	E	1234567	1_78	25	15	12	1
1	06:15	1	A	12	04:30	F	1234567	1	01	16	1	1
2	07:29	1	B	12	04:35	F	2	12	01	07	1	2
3	08:30	E	0	12	00:00	0			28	07	5	2
4	11:30	E	B	1	00:00	0			04	07	7	2
5	14:15	3	B	1	00:00	0			03	07	9	2
6	17:00	E	A	1	20:30	F	1234567		12	07	11	2
7	00:00	0	0		22:20	F	23456	1_3	22	07	11	1
8	00:00	0	0		00:00	0			23	07	11	2
9	00:00	0	0		00:00	0			25	07	12	1
A	00:00	0	0		23:35	F	23456		01	08	1	1
B	00:00	0	0		00:00	0			21	08	1	2
C	00:00	0	0		00:00	0			18	08	2	2
D	00:00	0	0		00:00	0			26	08	5	2
E	00:00	0	0		00:00	0			04	08	7	2
F	00:00	0	0		00:00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:00	0	0		00:01	E	1234567	1_78	11	08	11	2
1	00:00	0	0		05:00	F	1234567	1	27	08	11	1
2	00:00	0	0		05:01	C	1234567	1	28	08	11	2
3	00:00	0	0		19:01	C	1234567		25	08	12	1
4	00:00	0	0		20:30	F	1234567		26	09	11	1
5	00:00	0	0		00:00	0			27	09	11	2
6	00:00	0	0		00:00	0			25	09	12	1
7	00:00	0	0		00:00	0			01	10	1	2
8	00:00	0	0		00:00	0			05	05	9	2
9	00:00	0	0		00:00	0			11	05	11	2
A	00:00	0	0		00:00	0			24	05	11	1
B	00:00	0	0		00:00	0			25	05	11	2
C	00:00	0	0		00:00	0			26	05	12	2
D	00:00	0	0		00:00	0			02	06	1	2
E	00:00	0	0		00:00	0			29	06	5	2
F	00:00	0	0		00:00	0			23	06	11	1

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:01	E	0	1234567	00:01	E	1234567	1_78	25	15	12	1
1	06:15	1	A	12	04:30	F	1234567	1	01	16	1	1
2	07:29	1	B	12	04:35	F	2	12	01	07	1	2
3	08:30	E	0	12	00:00	0			28	07	5	2
4	11:30	E	B	1	00:00	0			04	07	7	2
5	14:15	3	B	1	00:00	0			03	07	9	2
6	17:00	E	A	1	20:30	F	1234567		12	07	11	2
7	00:00	0	0		22:20	F	23456	1_3	22	07	11	1
8	00:00	0	0		00:00	0			23	07	11	2
9	00:00	0	0		00:00	0			25	07	12	1
A	00:00	0	0		23:35	F	23456		01	08	1	1
B	00:00	0	0		00:00	0			21	08	1	2
C	00:00	0	0		00:00	0			18	08	2	2
D	00:00	0	0		00:00	0			26	08	5	2
E	00:00	0	0		00:00	0			04	08	7	2
F	00:00	0	0		00:00	0			01	08	9	2

Row	Time	Tan	Offset	Day of Week	Time	Tunct	Day of Week	Column 4 Phases/Bits	Day	Year	Month	Holiday Type
0	00:00	0	0		00:01	E	1234567	1_78	11	08	11	2
1	00:00	0	0		05:00	F	1234567	1	27	08	11	1
2	00:00	0	0		05:01	C	1234567	1	28	08	11	2
3	00:00	0	0		19:01	C	1234567		25	08	12	1
4	00:00	0	0		20:30	F	1234567		26	09	11	1
5	00:00	0	0		00:00	0			27	09	11	2
6	00:00	0	0		00:00	0			25	09	12	1
7	00:00	0	0		00:00	0			01	10	1	2
8	00:00	0	0		00:00	0			05	05	9	2
9	00:00	0	0		00:00	0			11	05	11	2
A	00:00	0	0		00:00	0			24	05	11	1
B	00:00	0	0		00:00	0			25	05	11	2

INTERSECTION: 001 108th St SW & 4th Ave W

Group Assignment: 4th-128-Airport

Field Master Assignment: NONE

System Reference Number: 1

Communications Channel: UDP:8001:172.16.40.167

Drop Address: 20

Area Number: 1

Area Address: 1

Field Change Record

[illegible]

Notes:

Phase 2 is NB. Phase 4 is EB. Phase 1 is Prot/Perm.

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

Exclusive Ped Phase

Phase									
	1	2	3	4	5	6	7	8	
Basic Phase Timing	Min Green	5	5	5	5	0	5	0	0
	Extension	2.0	2.0	2.0	3.0	0.0	2.0	0.0	0.0
	Max	10	50	20	20	0	55	0	0
	Max 2	15	55	25	25	0	60	0	0
	Cond. Serve Check	15	10	0	10	0	10	0	0

Phase

[illegible]

Alternate Timing - Bank 1

Clear	Yellow Change		3.5	4.0	3.5	3.5	0.0	4.0	0.0	0.0
	Red Clear		0.5	0.5	0.5	0.5	0.0	0.5	0.0	0.0
Pedestrian Timing	Walk		0	7	0	7	0	7	0	0
	Ped Clear - FDW		0	8	0	13	0	8	0	0
	Adv / Delay Walk		0	7	0	2	0	0	0	0
	PE Min Ped FDW		0	7	0	7	0	3	0	0

Red Lock	_____	Red Rest	_____
Yellow Lock	_____	Dual Entry	_____
Simultaneous Gap	6 _____	Sequential Timing	1234 6 _____
Rest In Walk	6 _____	Inhibit Ped Service	_____
Advance Walk	2 4 _____	Semi-Actuated	_____
Flashing Walk	_____	Guaranteed Passage	_____
Max Extension	_____	Conditional Service	_____

Phase Functions - Page 1

Type 3 Disconnect	0	0	0	0	0	0	0
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0
Min Gap	0.5	1.0	0.5	3.0	0.0	1.0	0.0
Max Gap	3.0	4.0	3.0	3.0	0.0	4.0	0.0
Reduce Every	1.0	1.0	1.0	1.0	0.0	1.0	0.0

Minimum Recall	_____	
Ped Recall	_____	6
Maximum Recall	_____	
Green Flash	_____	
Overlap Green Flash	_____	

Soft Recall	_____	2	6
External Recall	_____		
Manual Control Calls	_____		
Fast Green Flash	_____		
Fast Overlap G. Flash	_____		

Phase Functions - Page 2

INTERSECTION: 001 108th St SW & 4th Ave W

Page 6 (of 10)

Det. #	C-1 Pin #	Delay	Carry-over	Phase Assignmmts	Detector Attributes	Detector Set Assignments
1	39	0.0	0.0	2	5 7	123 8
2	40	0.0	0.0	6	5 7	123 8
3	41	0.0	0.0	4	5 7	123 8
4	42	0.0	0.0	3		123
5	43	0.0	0.0	2	5 7	123 8
6	44	0.0	0.0	6		123
7	45	0.0	0.0	4		123
8	46	0.0	0.0	3		123
9	47	0.0	0.0	1		123
10	48	0.0	0.0	6		123
11	49	0.0	0.0	4		123
12	50	0.0	0.0	8		123
13	55	0.0	0.0	5		123
14	56	0.0	0.0	1	5 7	123 8
15	57	15.0	0.0	7		123
16	58	0.0	0.0	3	5 7	123 8
17	59	0.0	0.0	5		123
18	60	0.0	0.0	1		123
19	61	0.0	0.0	7		123
20	62	0.0	0.0	3		123
21	63	0.0	0.0	2	5 7	123 8
22	64	0.0	0.0	6	5 7	123 8
23	65	0.0	0.0	4		123
24	66	0.0	0.0	8		123
25	67	0.0	0.0	2	2	123
26	68	0.0	0.0	6	2	123
27	69	0.0	0.0	4	2	123
28	70	0.0	0.0	8	2	123
29	76	0.0	0.0	2	5 7	123 8
30	77	0.0	0.0	6	5 7	123 8
31	78	0.0	0.0	4		123
32	79	0.0	0.0	8		123

Detector Assignments

Detector Attributes

1 = Full Time Delay
 2 = Ped Call
 3 =
 4 = Count
 5 = Extension
 6 = Type 3
 7 = Calling
 8 = Alternate

Detector Assignments

1 = Detector Set 1
 2 = Detector Set 2
 3 = Detector Set 3
 4 =
 5 =
 6 = Failure - Min Recall
 7 = Failure - Max Recall
 8 = Report on Failure

C-1 Pin #	
81	Flash Sense
0	External Permit - 1
0	External Permit - 2
0	External Permit - 3
0	Exclusive Ped Omit
0	Max. Term Inhibit
200	Max. 2
234	External Lag Phases
0	External Max. Recall
82	Stop Time
0	Manual Control Enable
0	Manual Control Advance
0	External Min. Recall

General Inputs

C-1 Pin #	
51	Railroad - 1
52	Railroad - 2
0	Special Event - 1
0	Special Event - 2
0	Gate Down
71	EV - A
72	EV - B
73	EV - C
74	EV - D

Preempt Inputs

C-1 Pin #	
0	Door Ajar
0	UPS Battery
0	UPS Power
0	Cabinet Temperature

C-1 Pin #	
0	Plan 1
0	Plan 2
0	Plan 3
0	Plan 4
0	Plan 5
0	Plan 6
0	Plan 7
0	Plan 8
0	Plan 9
0	Free
212	Flash

Coordination Plan Inputs

C-1 Pin #	
201	Phase Bank - 2
202	Phase Bank - 3
0	Detector Set - 2
0	Detector Set - 3
0	Overlap Vehicle Set - 2
0	Overlap Vehicle Set - 3

Bank & Set Inputs

C-1 Pin #	
54	Alarm - 1
0	Alarm - 2
0	Alarm - 3
0	Alarm - 4

INTERSECTION: 001 108th St SW & 4th Ave W

Page 7 (of 10)

C-1 Pin #	
Advance Warning - 1	0
Advance Warning - 2	0
Detector Failure	0
Flasher - Alternating 1	231
Flasher - Alternating 2	0
Fast Flasher	0
On Line	0
Exclusive - Walk	0
Exclusive - Don't Walk	0
General Outputs	

C-1 Pin #	
Output - 1	200
Output - 2	201
Output - 3	202
Output - 4	0
Output - 5	0
Output - 6	205
Output - 7	0
Output - 8	0
Time of Day Outputs	

C-1 Pin #	
Plan - 1	0
Plan - 2	0
Plan - 3	0
Plan - 4	0
Plan - 5	0
Plan - 6	0
Plan - 7	0
Plan - 8	0
Plan - 9	0
Free	0
Coordination Plan Out	

Ped Phase	
Ped 2-P Loadswitch	2
Ped 4-P Loadswitch	4
Ped 6-P Loadswitch	
Ped 8-P Loadswitch	6
Ped Loadswitch Assignment	

C-1 Pin #	
Phase - 1	0
Phase - 2	0
Phase - 3	0
Phase - 4	0
Phase - 5	0
Phase - 6	0
Phase - 7	0
Phase - 8	0
FYA PPLT Outputs	

C-1 Pin #	On	Flash
Railroad - 1	0	0
Railroad - 2	0	0
Special Event - 1	0	0
Special Event - 2	0	0
Preempt Failure	0	0
EV - A	0	0
EV - B	0	0
EV - C	0	0
EV - D	0	0
Any Preempt	0	0
Preemption Outputs		

C-1 Pin #	
Dial - 2	0
Dial - 3	0
Offset - 1	0
Offset - 2	0
Offset - 3	0
Free	0
Flash	101
Seven Wire Outputs	

C-1 Pin #	
Output - 1	0
Output - 2	0
Output - 3	0
Output - 4	0
Output - 5	0
Output - 6	0
Output - 7	0
Output - 8	0
Special Event Outputs	

C-1 Pin #	
Output - 1	0
Output - 2	0
Output - 3	0
Output - 4	0
Output - 5	0
Output - 6	0
Output - 7	0
Output - 8	0
Special Function Output	

Phase Number								
1	2	3	4	5	6	7	8	
83	0	0	0	0	0	0	0	0
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0
Phase Output Redirection								

Overlap Number								
1	2	3	4	5	6	7	8	
0	0	0	0	0	0	0	0	0
Red	0	0	0	0	0	0	0	0
Yellow	36	0	0	0	0	0	0	0
Green	84	0	0	0	0	0	0	0
Overlap Output Redirection								

INTERSECTION: 001 108th St SW & 4th Ave W

Page 8 (of 10)

Event	Day of Week	Season	Hour	Minute	Plan	Offset
0	1234567		0	1	E	A
1			0	0	0	0
2			0	0	0	0
3			0	0	0	0
4			0	0	0	0
5			0	0	0	0
6			0	0	0	0
7			0	0	0	0
8			0	0	0	0
9			0	0	0	0
10			0	0	0	0
11			0	0	0	0
12			0	0	0	0
13			0	0	0	0
14			0	0	0	0
15			0	0	0	0
16			0	0	0	0
17			0	0	0	0
18			0	0	0	0
19			0	0	0	0
20			0	0	0	0
21			0	0	0	0
22			0	0	0	0
23			0	0	0	0
24			0	0	0	0
25			0	0	0	0
26			0	0	0	0
27			0	0	0	0
28			0	0	0	0
29			0	0	0	0
30			0	0	0	0
31			0	0	0	0

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Funct.	Phase / Bits
0	1234567		0	1	14	1 78
1	1234567		6	45	15	1
2	1234567		19	0	15	
3			0	0	0	
4			0	0	0	
5			0	0	0	
6			0	0	0	
7			0	0	0	
8			0	0	0	
9			0	0	0	
10			0	0	0	
11			0	0	0	
12			0	0	0	
13			0	0	0	
14			0	0	0	
15			0	0	0	

Time of Day Function Events

TOD Functions

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Vehicle Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Vehicle Max Recall
- 10 = Soft Recall
- 11 = Max Extension 2
- 12 = Conditional Service
- 13 = Lag Free Phases
- 14, Bit 1 = Local Override
- 14, Bit 4 = Disable Det Off Monitoring
- 15 = TOD Outputs

28 - I-5 Northbound Ramps at 128th St SW

Phase Parameters

[illegible][illegible]

28 - I-5 Northbound Ramps at 128th St SW

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	None	0			0	
2	Green Walk	1	5,6		0	EB
3	None	0			0	
4	Phase Not On	1			0	NB Off Ramp
5	Phase Not On	2	2		0	EBLT(NB I-5 On-Ramp)
6	Green Walk	2	2		0	WB
7	None	0			0	
8	None	0			0	
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

28 - I-5 Northbound Ramps at 128th St SW

Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode	Max Cyc Limit %	Min Cyc Limit %
Automatic	Shortway (Auto)	Per Pattern	Per Pattern	30	30

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 3	Split	Sequence	Ref. Color	Max Mode	Phs	Det	Ped
									Pln	Pln	Pln
1	0	0	0	0	1	1	Yellow	Max 1	1	1	1
2	122	0	0	0	2	1	End	Max 1	2	1	1
3	108	0	0	0	3	1	End	Max 1	3	1	1
4	150	0	0	0	4	1	End	Max 1	4	1	1
5	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
6	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
7	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
8	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
9	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
10	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
11	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
12	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
13	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
14	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
15	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
16	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
17	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
18	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
19	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
20	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
21	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
22	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
23	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
24	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
25	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
26	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
27	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
28	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
29	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
30	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
31	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
32	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
33	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
34	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
35	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
36	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
37	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
38	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
39	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
40	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
41	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
42	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
43	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
44	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
45	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
46	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
47	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
48	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
49	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

28 - I-5 Northbound Ramps at 128th St SW

105	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1

PH.	Time	Coord	Ref	Mode
		PH	PH	
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2

PH.	Time	Coord	Ref	Mode
		PH	PH	
1	0	.	.	None
2	81	X	X	None
3	0	.	.	None
4	41	.	.	None
5	25	.	.	None
6	56	X	X	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3

PH.	Time	Coord	Ref	Mode
		PH	PH	
1	0	.	.	None
2	67	X	X	None
3	0	.	.	None
4	41	.	.	None
5	25	.	.	None
6	42	X	X	None
7	0	.	.	None
8	0	.	.	None

Split 4

PH.	Time	Coord	Ref	Mode
		PH	PH	
1	0	.	.	None
2	85	X	X	None
3	0	.	.	None
4	65	.	.	None
5	35	.	.	None
6	50	X	X	None
7	0	.	.	None
8	0	.	.	None

096 - MP 0.30 - 3rd Ave SE - FYA - phase 3

Page 1
June 18, 2018

Control Table Info

Description	SR96 - 3rd Ave S
Created By	wagnerg
Created On	04/07/09 09:26:44
Modified By	unknown
Modified On	04/10/18 11:05:27

NextPhase 1.7.6 Control Params

Control Mode	scheduler
Manual Plan	1: Basic Free Plan
Free Plan	1: Basic Free Plan
Default Schedule	1: Basic Scheduler

Schedule Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Scheduler	wagnerg	04/07/09 09:26:44	wagnerg	10/05/17 10:48:09
2	Basic Holiday Schedule	wagnerg	11/24/14 10:58:30	wagnerg	02/26/15 08:03:09

Schedule Table 1 Params

Event	Enable	Hour	Minute	Day Of Week							CtrMode	Plan
				Su	Mo	Tu	We	Th	Fr	Sa		
1	X	0	1	X	X	X	X	X	X	X	free	1
2	X	5	30		X	X	X	X	X		sched	2
3	X	8	30		X	X	X	X	X		sched	3
4	X	11	0	X						X	sched	3
5	X	14	0		X	X	X	X	X		sched	4
6	X	19	0	X						X	free	1
7	X	20	0		X	X	X	X	X		free	1
8		0	0								sched	0
9		0	0								sched	0
10		0	0								sched	0
11		0	0								sched	0
12		0	0								sched	0
13		0	0								sched	0
14		0	0								sched	0
15		0	0								sched	0
16		0	0								sched	0
17		0	0								sched	0
18		0	0								sched	0
19		0	0								sched	0
20		0	0								sched	0
21		0	0								sched	0
22		0	0								sched	0
23		0	0								sched	0
24		0	0								sched	0
25		0	0								sched	0
26		0	0								sched	0
27		0	0								sched	0
28		0	0								sched	0
29		0	0								sched	0
30		0	0								sched	0
31		0	0								sched	0
32		0	0								sched	0
33		0	0								sched	0

NextEdit

096 - MP 0.30 - 3rd Ave SE - FYA - phase 3

Page 6
June 18, 2018

Parameters Holiday Floating

Holiday	Enable	Month	Week	Day of Week							Schedule	Description
				Su	Mo	Tu	We	Th	Fr	Sa		
6		1	1								1: Basic Scheduler	
7		1	1								1: Basic Scheduler	
8		1	1								1: Basic Scheduler	
9		1	1								1: Basic Scheduler	
10		1	1								1: Basic Scheduler	
11		1	1								1: Basic Scheduler	
12		1	1								1: Basic Scheduler	
13		1	1								1: Basic Scheduler	
14		1	1								1: Basic Scheduler	
15		1	1								1: Basic Scheduler	
16		1	1								1: Basic Scheduler	
17		1	1								1: Basic Scheduler	
18		1	1								1: Basic Scheduler	
19		1	1								1: Basic Scheduler	
20		1	1								1: Basic Scheduler	

Plan Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Free Plan	wagnerg	04/07/09 09:26:44	wagnerg	10/05/17 11:16:42
2	AM Peak - 122sec	wagnerg	04/07/09 09:27:15	DedinsM	06/14/18 11:22:31
3	Noon Peak - 108sec	wagnerg	04/07/09 09:27:15	DedinsM	06/14/18 11:23:00
4	PM Peak - 150sec	wagnerg	04/07/09 09:27:15	DedinsM	06/14/18 11:21:56

Plan Table 1 Params

Plan Mode	Max Mode	Splt/Ofs	Phase	Sequence	Overlap
free	max1	seconds	1: Basic Phase Parameters	1: Basic Sequence Data	1: Basic Overlap Data

Plan Table 1 Params

Prioritor	Config	Cycle Length	Permissive	SpcFcn							
				1	2	3	4	5	6	7	8
1: Basic Prioritor Data	1: Basic Active Configuration	0	0								

Plan Table 1 Params

AuxFcn								Prioritor Disable									
1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	9	10

Plan Table 1 Flags

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Coord																				
Hold																				

NextEdit

096 - MP 0.30 - 3rd Ave SE - FYA - phase 3

Page 11
June 18, 2018

Plan Table 4 Flags

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Coord																				
Hold																				

Plan Table 4 Splits

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CordMin	10	60	10	15	10	60	0	15	0	0	0	0	0	0	0
CordNom	20	92	15	38	20	92	0	53	0	0	0	0	0	0	0
CordMax	30	120	20	35	30	120	0	35	0	0	0	0	0	0	0
PriMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PriMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan Table 4 Splits

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
CordMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CordNom	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CordMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PriMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PriMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan Table 4 Splits

Phase	31	32	33	34	35	36	37	38	39	40
CordMin	0	0	0	0	0	0	0	0	0	0
CordNom	0	0	0	0	0	0	0	0	0	0
CordMax	0	0	0	0	0	0	0	0	0	0
PriMin	0	0	0	0	0	0	0	0	0	0
PriMax	0	0	0	0	0	0	0	0	0	0

Plan Table 4 Offsets

Offset	1	2	3	4	5	6	7	8	9	10	11
Barrier	a	None	None	None	None	None	None	None	None	None	None
Value	20	0	0	0	0	0	0	0	0	0	0

Plan Table 4 Offsets

Offset	12	13	14	15	16	17	18	19	20
Barrier	None	None	None	None	None	None	None	None	None
Value	0	0	0	0	0	0	0	0	0

Sequence Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Sequence Data	wagnerg	04/07/09 09:26:44	wagnerg	02/26/15 08:04:18

Sequence Table 1 Sequence

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Sequence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

096 - MP 0.30 - 3rd Ave SE - FYA - phase 3**Page 21****June 18, 2018****Phase Table 4 Flags**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Omit																				
PedOmit																				
MinRcl																				
MaxRcl																				
SftRcl																				
ConSvc																				
PedRcl																				
DualEnt																				
SimGap																				
RedRest																				
AutoPed																				
WlkRest																				
PedRcycl																				
RedLock																				
YelLock																				
NoExtend																				
NoAdded																				
NoReduce																				
NoRange																				
NoMaxLck																				

Phase Table 4 Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MinGrn	3	15	3	3	3	15	0	3	0	0	0	0	0	0	0
Passage	1.5	4.0	2.0	2.5	1.5	4.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	20	65	10	30	20	65	0	23	0	0	0	0	0	0	0
Max2	20	65	10	30	20	65	0	30	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	3.5	4.3	3.5	3.6	3.5	4.3	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0
PedClr	0	15	0	19	0	12	0	24	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	1.5	4.0	2.0	2.5	1.5	4.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

096 - MP 0.30 - 3rd Ave SE - FYA - phase 3

Page 29
June 18, 2018

Active Config Table 1 Params

Phase	1: Basic Phase Configuration
Overlap	1: Basic Overlap Configuration
Preempt	1: Basic Preempt Configuration
Cabinet	1: Basic 332 Cabinet Configuration
Detector	1: Basic Detector Configuration
Coordination	1: Basic Coordination Configuration
Peer	1: Basic Peer Configuration

Phase Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Phase Configuration	wagnerg	04/07/09 09:26:44	DedinsM	06/14/18 11:16:31

Phase Config Table 1 Phase ID

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	wbl	ebt	nbl	sbt	ebf	wbt	none	nbt	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Direction	none	none	none	none	none	none	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	31	32	33	34	35	36	37	38	39	40
Direction	none	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Flags

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Startup		X				X														
YelStart																				
RedStart																				
SecStart																				
Ped		X		X		X		X												
YelFlash																				
AltFlsHz																				
FlsEntry																				
FlsExit																				
NoCall																				
MCEomit																				

NextEdit

096 - MP 0.72 - Dumas Rd - Elgin Way

Page 1

October 5, 2017

Control Table Info

Description	SR96 - Dumas Rd / Elgin Way
Created By	wagnerg
Created On	04/07/09 10:01:30
Modified By	wagnerg
Modified On	10/05/17 11:26:58

NextPhase 1.7.6 Control Params

Control Mode	scheduler
Manual Plan	1: Basic Free Plan
Free Plan	1: Basic Free Plan
Default Schedule	1: Basic Scheduler

Schedule Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Scheduler	wagnerg	04/07/09 10:01:30	wagnerg	10/05/17 11:30:06
2	Basic Holiday Schedule	wagnerg	11/24/14 11:08:50	WagnerG	01/28/16 10:09:54

Schedule Table 1 Params

Event	Enable	Hour	Minute	Day Of Week							CtrMode	Plan
				Su	Mo	Tu	We	Th	Fr	Sa		
1	X	0	1	X	X	X	X	X	X	X	free	1
2	X	6	0		X	X	X	X	X		sched	2
3	X	10	30	X	X	X	X	X	X	X	sched	3
4	X	14	0		X	X	X	X	X		sched	4
5	X	20	0	X	X	X	X	X	X	X	sched	1
6		0	0								sched	0
7		0	0								sched	0
8		0	0								sched	0
9		0	0								sched	0
10		0	0								sched	0
11		0	0								sched	0
12		0	0								sched	0
13		0	0								sched	0
14		0	0								sched	0
15		0	0								sched	0
16		0	0								sched	0
17		0	0								sched	0
18		0	0								sched	0
19		0	0								sched	0
20		0	0								sched	0
21		0	0								sched	0
22		0	0								sched	0
23		0	0								sched	0
24		0	0								sched	0
25		0	0								sched	0
26		0	0								sched	0
27		0	0								sched	0
28		0	0								sched	0
29		0	0								sched	0
30		0	0								sched	0
31		0	0								sched	0
32		0	0								sched	0
33		0	0								sched	0

NextEdit

096 - MP 0.72 - Dumas Rd - Elgin Way

Page 6
October 5, 2017

Parameters Holiday Floating

Holiday	Enable	Month	Week	Day of Week							Schedule	Description
				Su	Mo	Tu	We	Th	Fr	Sa		
6		1	1								1: Basic Scheduler	
7		1	1								1: Basic Scheduler	
8		1	1								1: Basic Scheduler	
9		1	1								1: Basic Scheduler	
10		1	1								1: Basic Scheduler	
11		1	1								1: Basic Scheduler	
12		1	1								1: Basic Scheduler	
13		1	1								1: Basic Scheduler	
14		1	1								1: Basic Scheduler	
15		1	1								1: Basic Scheduler	
16		1	1								1: Basic Scheduler	
17		1	1								1: Basic Scheduler	
18		1	1								1: Basic Scheduler	
19		1	1								1: Basic Scheduler	
20		1	1								1: Basic Scheduler	

Plan Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Free Plan	wagnerg	04/07/09 10:01:30	WagnerG	01/28/16 10:10:24
2	AM Peak - 130sec	WagnerG	06/26/12 09:52:54	wagnerg	08/03/17 10:03:03
3	AM Peak - 125 sec	WagnerG	09/12/12 13:37:56	WagnerG	01/28/16 10:10:34
4	AM Peak - 150sec	WagnerG	09/12/12 13:38:00	WagnerG	01/28/16 10:10:38

Plan Table 1 Params

Plan Mode	Max Mode	Splt/Ofs	Phase	Sequence	Overlap
free	max1	seconds	1: Basic Phase Data	1: Basic Sequence Data	1: Basic Overlap Data

Plan Table 1 Params

Prioritor	Config	Cycle Length	Permissive	SpcFcn							
				1	2	3	4	5	6	7	8
1: Basic Prioritor Data	1: Basic Active Configuration	0	0								

Plan Table 1 Params

AuxFcn								Prioritor Disable									
1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	9	10

Plan Table 1 Flags

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Coord																				
Hold																				

NextEdit

096 - MP 0.72 - Dumas Rd - Elgin Way

Page 11
October 5, 2017

Plan Table 4 Flags

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Coord																				
Hold																				

Plan Table 4 Splits

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CordMin	20	35	20	20	20	35	0	0	0	0	0	0	0	0	0
CordNom	30	45	45	30	30	45	0	0	0	0	0	0	0	0	0
CordMax	35	65	40	40	35	65	0	0	0	0	0	0	0	0	0
PriMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PriMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan Table 4 Splits

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
CordMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CordNom	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CordMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PriMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PriMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan Table 4 Splits

Phase	31	32	33	34	35	36	37	38	39	40
CordMin	0	0	0	0	0	0	0	0	0	0
CordNom	0	0	0	0	0	0	0	0	0	0
CordMax	0	0	0	0	0	0	0	0	0	0
PriMin	0	0	0	0	0	0	0	0	0	0
PriMax	0	0	0	0	0	0	0	0	0	0

Plan Table 4 Offsets

Offset	1	2	3	4	5	6	7	8	9	10	11
Barrier	a	None	None	None	None	None	None	None	None	None	None
Value	135	0	0	0	0	0	0	0	0	0	0

Plan Table 4 Offsets

Offset	12	13	14	15	16	17	18	19	20
Barrier	None	None	None	None	None	None	None	None	None
Value	0	0	0	0	0	0	0	0	0

Sequence Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Sequence Data	wagnerg	04/07/09 10:01:30	WagnerG	01/28/16 10:10:48

Sequence Table 1 Sequence

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Sequence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

096 - MP 0.72 - Dumas Rd - Elgin Way**Page 14**
October 5, 2017**Phase Table 1 Timing**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MinGrn	3	10	5	3	3	10	0	0	0	0	0	0	0	0	0
Passage	2.0	4.0	3.5	3.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	30	60	35	35	30	60	0	0	0	0	0	0	0	0	0
Max2	30	60	35	35	30	60	0	0	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	3.5	4.3	3.5	3.5	3.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	2.0	1.8	2.0	2.0	2.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	7	7	7	0	7	0	0	0	0	0	0	0	0	0
PedClr	0	13	22	20	0	15	0	0	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	2.0	4.0	3.5	3.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Table 1 Timing

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
MinGrn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PedClr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

096 - MP 0.72 - Dumas Rd - Elgin Way

Page 21
October 5, 2017

Parameters External Plan Params

Plan	Enable	PinSel								CtrlMode	Plan	Description
		Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8			
246										ExtPlan	0	
247										ExtPlan	0	
248										ExtPlan	0	
249										ExtPlan	0	
250										ExtPlan	0	

Prioritor Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Prioritor Data	wagnerg	04/07/09 10:01:30	WagnerG	01/28/16 10:11:52

Prioritor Table 1 Params

Prioritor	1	2	3	4	5	6	7	8	9	10
Enable										
Service Phase	None	None	None	None	None	None	None	None	None	None
Override Next										
Lockout Same	0	0	0	0	0	0	0	0	0	0
Lockout Diff	0	0	0	0	0	0	0	0	0	0

Active Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Active Configuration	wagnerg	04/07/09 10:01:30	WagnerG	01/02/14 10:35:40

Active Config Table 1 Params

Phase	1: Basic Phase Configuration
Overlap	1: Basic Overlap Configuration
Preempt	1: Basic Preempt Configuration
Cabinet	1: Basic 332 Cabinet Configuration
Detector	1: Basic Detector Configuration
Coordination	1: Basic Coordination Configuration
Peer	1: Basic Peer Configuration

Phase Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Phase Configuration	wagnerg	04/07/09 10:01:30	WagnerG	01/02/14 10:35:48

Phase Config Table 1 Phase ID

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	wbl	ebt	nbt	sbt	ebf	wbt	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Direction	none	none	none	none	none	none	none	none	none	none	none	none	none	none	none

NextEdit

INTERSECTION: 018 112th St SW & Airport RdGroup Assignment: **NONE**Field Master Assignment: **NONE**System Reference Number: **14**N/S Street Name: **Airport Rd**
E/W Street Name: **112th St. SW**Page 1 (of 9)
Last Database Change: **5/15/2018 13:52**

Change Record			
Change	By	Date	Change

Notes:

Phase 2 is Airport NB, Phase 6 is SB, Phase 4 is 112th EB.

All lefts are protected.

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	8	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	18	<C/O+0+3>

QuickNet Channel com23: (QuickNet)

Communication Addresses

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	3.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase											
Column Numbers ---->	1	2	3	4	5	6	7	8			
Phase Names ---->											
Ped Walk	0	5	0	5	0	5	0	5	0	5	
Ped FDW	0	24	0	27	0	23	0	28	0	28	
Min Green	3	7	5	5	3	7	5	5	3	7	
Type 3 Disconnect	0	0	0	0	0	0	0	0	0	0	
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Veh Extension	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0	
Max Gap	2.5	4.0	3.0	4.0	2.5	4.0	3.0	4.0	3.0	4.0	
Min Gap	0.5	1.0	0.5	2.0	0.5	1.0	0.5	1.0	0.5	1.0	
Max Limit	7	15	7	16	12	15	8	7	16	12	
Max Limit 2	9	22	7	16	12	22	12	7	16	12	
Adv. / Delay Walk	0	0	0	0	0	0	0	0	0	0	
PE Min Ped FDW	0	0	0	0	0	0	0	0	0	0	
Cond Serv Check	0	0	0	0	0	0	0	0	0	0	
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Yellow Change	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	
Red Clear	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	

Row	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F

Phase Timing - Bank 1 <C+0+F=1>

9	A	B	C	D
Phase 1	0	0	0	0.0
Phase 2	0	0	8	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	12	0.0
Phase 5	0	0	0	0.0
Phase 6	0	0	10	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	12	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing <C+0+F=1>

9	A	B	C	D
RR-1 Delay	10			
RR-1 Clear	10			
EV-A Delay	0			
EV-A Clear	1			
EV-B Delay	0			
EV-B Clear	1			
EV-C Delay	0			
EV-C Clear	1			
EV-D Delay	0			
EV-D Clear	1			
RR-2 Delay	10			
RR-2 Clear	10			
View EV Delay				
View EV Clear				
View RR Delay				
View RR Clear				

Preempt Timing

9	A	B	C	D
Permit	12345678			
Red Lock				
Yellow Lock				
Min Recall				
Ped Recall				
View Set Peds				
Rest In Walk				
Red Rest				
Dual Entry				
Max Recall				
Soft Recall	2	6		
Max 2				
Cond. Service	1	5		
Man Cntrl Calls				
Yellow Start				
First Phases	2	6		

Phase Functions <C+0+F=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Spec. Funct. 1	0	NOT-3	216	Max 2	221	Pretime	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	56	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71
2	Spec. Funct. 3	0	OR-4 (a)	44	System Det 2	55	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72
3	Spec. Funct. 4	0	OR-4 (b)	44	System Det 3	43	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	44	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	41	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	42	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	207	Spec. Event 2	0
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	209	External Lag	0
A	OR-7 (c)	0	AND-4 (a)	203	Force A (nema)	0	DELAY-A	31	Phase Bank 2	220	OR-1 (a)	200	AND-1 (a)	31
B	OR-7 (d)	0	AND-4 (b)	218	Force B (nema)	0	DELAY-B	213	Phase Bank 3	223	OR-1 (b)	206	AND-1 (b)	212
C	OR-8 (a)	0	NAND-1 (a)	31	C.N.A. (nema)	0	DELAY-C	217	Overlap Set 2	210	OR-2 (a)	211	AND-2 (a)	201
D	OR-8 (b)	0	NAND-1 (b)	209	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	215	AND-2 (b)	204
E	OR-8 (c)	0	NAND-2 (a)	205	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	214	AND-3 (a)	31
F	OR-8 (d)	0	NAND-2 (b)	208	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	219	AND-3 (b)	202

<C+0+E=126>

Assignable Inputs

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F	
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	208	TOD Out 1	201	Dial 2 (7-Wire)	0
1	Phase ON - 2	0	Sp Evt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	207	TOD Out 2	202	Dial 3 (7-Wire)	0
2	Phase ON - 3	0	Sp Evt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	212	TOD Out 3	203	Offset 1 (7-Wire)	0
3	Phase ON - 4	0	Sp Evt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	215	TOD Out 4	221	Offset 2 (7-Wire)	0
4	Phase ON - 5	0	Sp Evt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	206	TOD Out 5	0	Offset 3 (7-Wire)	0
5	Phase ON - 6	0	Sp Evt Out 5	0		0	Plan 5	0	AND-2	205	TOD Out 6	223	Free (7-Wire)	0
6	Phase ON - 7	0	Sp Evt Out 6	0		0	Plan 6	0	AND-3	213	TOD Out 7	0	Flash (7-Wire)	0
7	Phase ON - 8	0	Sp Evt Out 7	0		0	Plan 7	0	NOT-2	210	TOD Out 8	220	Preempt	200
8	Ph. Check - 1	0	Sp Evt Out 8	0	NOT-3	217	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0
9	Ph. Check - 2	0		0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0
A	Ph. Check - 3	0	Detector Fail	0	OR-4	216	Spec. Funct. 3	0	EV-C	0	DELAY-A	211	Low Priority C	0
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	214	Low Priority D	0
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	218		
D	Ph. Check - 6	0	Central Control	0	AND-4	219	NAND-4	0	RR-2	0	DELAY-D	0		
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	204	OR-7	0	Spec. Event 1	0	DELAY-E	0		
F	Ph. Check - 8	0	Excl. Ped W/K	0	NAND-2	209	OR-8	0	Spec. Event 2	0	DELAY-F	0		

<C+0+E=127>

Assignable Outputs

INTERSECTION: 024 Airport Rd & Casino RdGroup Assignment: **NONE**Field Master Assignment: **NONE**System Reference Number: **104**N/S Street Name: **Airport Rd**E/W Street Name: **Casino Rd**

Page 1 (of 9)

Last Database Change: **5/15/2018 13:34**

Change Record			
Change	By	Date	Change

Notes: **Online 4/15/2003 14:00****Phase 2 is NB. Phase 4 is WB. WB RT is an Overlap with SB LT.**Manual Plan

0 = Automatic

1-9 = Plan 1-9

14 = Free

15 = Flash

Manual Offset

0 = Automatic

1 = Offset A

2 = Offset B

3 = Offset C

Drop Number	2	<C/O+0+0>
Zone Number	1	<C/O+0+1>
Area Number	1	<C/O+0+2>
Area Address	24	<C/O+0+3>

QuickNet Channel: **com67:** (QuickNet)**Communication Addresses**

Manual Plan	
Manual Offset	

Manual Selection

Flash Start	1	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	5.0	<F/1+0+C>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase(Outputs specified in Assignable
Outputs at E/127+A+E & F)

Phase									
Column Numbers ---->	1	2	3	4	5	6	7	8	
Phase Names ---->	1	2	3	4	5	6	7	8	
Ped Walk	0	7	7	0	0	0	0	0	0
Ped FDW	0	18	28	0	0	0	0	0	0
Min Green	4	10	15	6	0	10	0	0	0
Type 3 Disconnect	0	0	0	0	0	0	0	0	0
Added per Vehicle	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
Veh Extension	2.0	1.0	1.0	1.0	0.0	6.0	0.0	0.0	0.0
Max Gap	3.0	2.0	1.0	2.0	0.0	8.0	0.0	0.0	0.0
Min Gap	1.0	0.1	1.0	0.1	0.0	4.0	0.0	0.0	0.0
Max Limit	18	30	26	40	0	30	0	0	0
Max Limit 2	18	60	26	40	0	50	0	0	0
Adv. / Delay Walk	0	0	0	0	0	0	0	0	0
PE Min Ped FDW	7	7	7	7	7	7	7	7	7
Cond Serv Check	15	10	10	10	10	10	10	10	10
Reduce Every	2.0	1.0	1.0	1.0	1.0	0.5	1.0	1.0	1.0
Yellow Change	4.0	4.0	3.0	3.5	3.0	4.0	3.0	3.0	3.0
Red Clear	0.5	0.5	0.0	1.0	0.0	0.5	0.0	0.0	0.0

Phase Timing - Bank 1

<C+0+F=1>

9	A	B	C	D
Phase 1	10	0	0	0.0
Phase 2	25	0	0	0.0
Phase 3	0	0	0	0.0
Phase 4	0	0	0	0.0
Phase 5	0	0	0	0.0
Phase 6	25	0	0	0.0
Phase 7	0	0	0	0.0
Phase 8	0	0	0	0.0
Max Initial				
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Alternate Timing

<C+0+F=1>

E	RR-1 Delay	RR-1 Clear	EV-A Delay	EV-A Clear	EV-B Delay	EV-B Clear	EV-C Delay	EV-C Clear	EV-D Delay	EV-D Clear	RR-2 Delay	RR-2 Clear	View EV Delay	View EV Clear	View RR Delay	View RR Clear
10	10	10	0	0	0	3	0	0	0	3	10	10	---	---	---	---

Preempt Timing

F	Permit	Red Lock	Yellow Lock	Min Recall	Ped Recall	View Set Peds	Rest In Walk	Red Rest	Dual Entry	Max Recall	Soft Recall	Max 2	Cond. Service	Man Cntrl Calls	Yellow Start	First Phases
1234_6									2_6		2_6				4	2_6

Phase Functions

<C+0+F=1>

INTERSECTION: 024 Airport Rd & Casino Rd

Page 3 (of 9)

Coord Extra

1 = Programmed WALK Time for Sync Phases

2 = Always Terminate Sync Phase Peds

Row	Plan Name	1	2	3	4	5	6	7	8	9
0	Cycle Length	70	80	90	100	110	120			
1	Phase 1 - ForceOff	40	40	45	50	60	60	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0
4	Phase 4 - ForceOff	20	20	25	30	35	35	0	0	0
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0
9	Ring Offset	65	75	85	95	85	115	0	0	0
A	Offset 1	45	35	25	15	25	115	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Perm 1 - End	20	1	30	1	1	1	1	1	1
E	Hold Release	60	255	255	255	255	255	255	255	255
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination - Bank 1

<C+0+C=1>

Sync Phases

Row	E
0	
1	2_6_
2	2_6_
3	2_6_
4	2_6_
5	2_6_
6	2_6_
7	2_6_
8	2_6_
9	2_6_
A	NEMA Sync
B	NEMA Hold
C	
D	
E	1
F	

Row	Plan Name	15	10	10	5	5	5	5	5	5
0	Ped Adjustment	15	10	10	10	10	10	10	10	10
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	85	0	0	0	0
6	Reservice Phases					1				
7	Pretimed Phases									
8	Max Recall									
9	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
A	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 2 Veh Phase									
C	Perm 2 Ped Phase									
D	Perm 3 Veh Phase									
E	Perm 3 Ped Phase									
F										

Coordination - Bank 2

<C+0+C=1>

Lag Phases

Row	F
0	2_4_6_8
1	2_4_6_8
2	2_4_6_8
3	2_4_6_8
4	2_4_6_8
5	2_4_6_8
6	2_4_6_8
7	2_4_6_8
8	2_4_6_8
9	2_4_6_8
A	
B	
C	
D	
E	
F	

<C+0+C=1>

INTERSECTION: 024 Airport Rd & Casino Rd

Page 7 (of 9)

Row	Time	Tan	Offset	Day of Week	Function	TOD	Column 4	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00:01	E	A	1234567			Phases/Bits	25	15	12	1	00:01	E	0	1234567
1	05:30	1	A	23456			1	01	16	1	1	05:30	1	A	12
2	07:29	1	B	23456			1	01	07	1	2	07:29	1	B	12
3	08:30	E	0	23456			1	28	07	5	2	08:30	E	0	12
4	11:30	E	B	23456			1	04	07	7	2	11:30	E	B	1
5	13:30	5	A	23456				03	07	9	2	14:15	3	B	1
6	19:30	E	A	23456				12	07	11	2	17:00	E	A	1
7	20:00	E	0	23456				22	07	11	1	00:00	0	0	
8	15:15	5	A	23456				23	07	11	2	00:00	0	0	
9	00:00	0	0					25	07	12	1	00:00	0	0	
A	00:00	0	0					01	08	1	1	00:00	0	0	
B	00:00	0	0					21	08	1	2	00:00	0	0	
C	00:00	0	0					18	08	2	2	00:00	0	0	
D	00:00	0	0					26	08	5	2	00:00	0	0	
E	00:00	0	0					04	08	7	2	00:00	0	0	
F	00:00	0	0					01	08	9	2	00:00	0	0	

Row	Time	Tan	Offset	Day of Week	Function	TOD	Column 4	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00:00	0	0				Phases/Bits	11	08	11	2	00:00	0	0	
1	00:00	0	0				1	27	08	11	1	00:00	0	0	
2	00:00	0	0					28	08	11	2	00:00	0	0	
3	00:00	0	0					25	08	12	1	00:00	0	0	
4	00:00	0	0					26	09	11	1	00:00	0	0	
5	00:00	0	0					27	09	11	2	00:00	0	0	
6	00:00	0	0					25	09	12	1	00:00	0	0	
7	00:00	0	0					01	10	1	2	00:00	0	0	
8	00:00	0	0					05	05	9	2	00:00	0	0	
9	00:00	0	0					11	05	11	2	00:00	0	0	
A	00:00	0	0					24	05	11	1	00:00	0	0	
B	00:00	0	0					25	05	11	2	00:00	0	0	
C	00:00	0	0					26	05	12	2	00:00	0	0	
D	00:00	0	0					02	06	1	2	00:00	0	0	
E	00:00	0	0					29	06	5	2	00:00	0	0	
F	00:00	0	0					23	06	11	1	00:00	0	0	

Row	Time	Tan	Offset	Day of Week	Function	TOD	Column 4	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00:01	E	A	1234567			Phases/Bits	11	08	11	2	00:01	E	0	1234567
1	05:30	1	A	23456			1	27	08	11	1	05:30	1	A	1234567
2	07:29	1	B	23456				28	08	11	2	07:29	1	B	1234567
3	08:30	E	0	23456				25	08	12	1	08:30	E	0	
4	11:30	E	B	23456				26	09	11	1	11:30	E	B	
5	13:30	5	A	23456				27	09	11	2	13:30	5	A	
6	19:30	E	A	23456				25	09	12	1	19:30	E	A	
7	20:00	E	0	23456				01	10	1	2	20:00	E	0	
8	15:15	5	A	23456				05	05	9	2	15:15	5	A	
9	00:00	0	0					11	05	11	2	00:00	0	0	
A	00:00	0	0					24	05	11	1	00:00	0	0	
B	00:00	0	0					25	05	11	2	00:00	0	0	
C	00:00	0	0					26	05	12	2	00:00	0	0	
D	00:00	0	0					02	06	1	2	00:00	0	0	
E	00:00	0	0					29	06	5	2	00:00	0	0	
F	00:00	0	0					23	06	11	1	00:00	0	0	

Row	Time	Tan	Offset	Day of Week	Function	TOD	Column 4	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00:01	E	A	1234567			Phases/Bits	11	08	11	2	00:01	E	0	1234567
1	05:30	1	A	23456			1	27	08	11	1	05:30	1	A	1234567
2	07:29	1	B	23456				28	08	11	2	07:29	1	B	1234567
3	08:30	E	0	23456				25	08	12	1	08:30	E	0	
4	11:30	E	B	23456				26	09	11	1	11:30	E	B	
5	13:30	5	A	23456				27	09	11	2	13:30	5	A	
6	19:30	E	A	23456				25	09	12	1	19:30	E	A	
7	20:00	E	0	23456				01	10	1	2	20:00	E	0	
8	15:15	5	A	23456				05	05	9	2	15:15	5	A	
9	00:00	0	0					11	05	11	2	00:00	0	0	
A	00:00	0	0					24	05	11	1	00:00	0	0	
B	00:00	0	0					25	05	11	2	00:00	0	0	
C	00:00	0	0					26	05	12	2	00:00	0	0	
D	00:00	0	0					02	06	1	2	00:00	0	0	
E	00:00	0	0					29	06	5	2	00:00	0	0	
F	00:00	0	0					23	06	11	1	00:00	0	0	

Row	Time	Tan	Offset	Day of Week	Function	TOD	Column 4	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00:01	E	A	1234567			Phases/Bits	11	08	11	2	00:01	E	0	1234567
1	05:30	1	A	23456			1	27	08	11	1	05:30	1	A	1234567
2	07:29	1	B	23456				28	08	11	2	07:29	1	B	1234567
3	08:30	E	0	23456				25	08	12	1	08:30	E	0	
4	11:30	E	B	23456				26	09	11	1	11:30	E	B	
5	13:30	5	A	23456				27	09	11	2	13:30	5	A	
6	19:30	E	A	23456				25	09	12	1	19:30	E	A	
7	20:00	E	0	23456				01	10	1	2	20:00	E	0	
8	15:15	5	A	23456				05	05	9	2	15:15	5	A	
9	00:00	0	0					11	05	11	2	00:00	0	0	
A	00:00	0	0					24	05	11	1	00:00	0	0	
B	00:00	0	0					25	05	11	2	00:00	0	0	
C	00:00	0	0					26	05	12	2	00:00	0	0	
D	00:00	0	0					02	06	1	2	00:00	0	0	
E	00:00	0	0					29	06	5	2	00:00	0	0	
F	00:00	0	0					23	06	11	1	00:00	0	0	

Row	Time	Tan	Offset	Day of Week	Function	TOD	Column 4	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00:01	E	A	1234567			Phases/Bits	11	08	11	2	00:01	E	0	1234567
1	05:30	1	A	23456			1	27	08	11	1	05:30	1	A	1234567
2	07:29	1	B	23456				28	08	11	2	07:29	1	B	1234567
3	08:30	E	0	23456				25	08	12	1	08:30	E	0	
4	11:30	E	B	23456				26	09	11	1	11:30	E	B	
5	13:30	5	A	23456				27	09	11	2	13:30	5	A	
6	19:30	E	A	23456				25	09	12	1	19:30	E	A	
7	20:00	E	0	23456				01	10	1	2	20:00	E	0	
8	15:15	5	A	23456				05	05	9	2	15:15	5	A	
9	00:00	0	0					11	05	11	2	00:00	0	0	
A	00:00	0	0					24	05	11	1	00:00	0	0	
B	00:00	0	0					25	05	11	2	00:00	0	0	
C	00:00	0	0					26	05	12	2	00:00	0	0	
D	00:00	0	0					02	06	1	2	00:00	0	0	
E	00:00	0	0					29	06	5	2	00:00	0	0	
F	00:00	0	0					23	06	11	1	00:00	0	0	

Row	Time	Tan	Offset	Day of Week	Function	TOD	Column 4	Day	Year	Month	Holiday Type	Time	Tan	Offset	Holiday Type
0	00:01	E	A	1234567			Phases/Bits	11	08	11	2	00:01	E	0	1234567
1	05:30	1	A	23456			1	27	08	11	1	05:30	1	A	1234567
2	07:29	1	B	23456				28	08	11	2	07:29	1	B	1234567
3	08:30	E	0	23456				25	08	12	1	08:30	E	0	
4	11:30	E	B	23456				26	09	11	1	11:30	E	B	
5	13:30	5	A	23456				27	09	11	2	13:30	5	A	
6	19:30	E	A	23456				25	09	12	1	19:30	E	A	
7	20:00	E	0	23456				01	10	1	2	20:00	E	0	
8	15:15	5	A	23456				05	05	9	2	15:15	5	A	
9	00:00	0	0					11	05	11	2	00:00	0	0	
A	00:00	0	0					24	05	11	1	00:00	0	0	
B	00:00	0	0					25	05	11	2				

526 - MP 1.46 - Airport Rd

Page 1
March 23, 2016

Control Table Info

Description	SR526 / Airport Rd
Created By	zhangal
Created On	11/12/08 06:37:43
Modified By	WagnerG
Modified On	03/22/16 11:10:03

NextPhase 1.7.6 Control Params

Control Mode	scheduler
Manual Plan	1: Basic Free Plan
Free Plan	1: Basic Free Plan
Default Schedule	1: Basic Scheduler

Schedule Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Scheduler	zhangal	11/12/08 06:37:43	WagnerG	03/22/16 11:10:13
2	Holiday Schedule	WagnerG	10/04/13 08:40:32	WagnerG	03/22/16 11:10:20

Schedule Table 1 Params

Event	Enable	Hour	Minute	Day Of Week							CtrMode	Plan
				Su	Mo	Tu	We	Th	Fr	Sa		
1	X	0	1	X	X	X	X	X	X	X	sched	1
2		0	0								sched	0
3		0	0								sched	0
4		0	0								sched	0
5		0	0								sched	0
6		0	0								sched	0
7		0	0								sched	0
8		0	0								sched	0
9		0	0								sched	0
10		0	0								sched	0
11		0	0								sched	0
12		0	0								sched	0
13		0	0								sched	0
14		0	0								sched	0
15		0	0								sched	0
16		0	0								sched	0
17		0	0								sched	0
18		0	0								sched	0
19		0	0								sched	0
20		0	0								sched	0
21		0	0								sched	0
22		0	0								sched	0
23		0	0								sched	0
24		0	0								sched	0
25		0	0								sched	0
26		0	0								sched	0
27		0	0								sched	0
28		0	0								sched	0
29		0	0								sched	0
30		0	0								sched	0
31		0	0								sched	0
32		0	0								sched	0
33		0	0								sched	0

NextEdit

526 - MP 1.46 - Airport Rd**Page 10****March 23, 2016****Phase Table 1 Timing**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MinGrn	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	3.5	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	0	0	0	0	0	45	0	45	0	0	0	0	0	0	0
Max2	0	0	0	0	0	45	0	45	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	0.0	0.0	0.0	0.0	0.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	0.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PedClr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	0.0	0.0	0.0	0.0	0.0	3.5	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Table 1 Timing

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
MinGrn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PedClr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

526 - MP 1.46 - Airport Rd

Page 17
March 23, 2016

Parameters External Plan Params

Plan	Enable	PinSel								CtrlMode	Plan	Description
		Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8			
246										ExtPlan	0	
247										ExtPlan	0	
248										ExtPlan	0	
249										ExtPlan	0	
250										ExtPlan	0	

Prioritor Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Prioritor Data	zhangal	11/12/08 06:37:43	WagnerG	03/22/16 11:11:34

Prioritor Table 1 Params

Prioritor	1	2	3	4	5	6	7	8	9	10
Enable										
Service Phase	None	None	None	None	None	None	None	None	None	None
Override Next										
Lockout Same	0	0	0	0	0	0	0	0	0	0
Lockout Diff	0	0	0	0	0	0	0	0	0	0

Active Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Active Configuration	zhangal	11/12/08 06:37:43	WagnerG	03/21/16 14:14:11

Active Config Table 1 Params

Phase	1: Basic Phase Configuration
Overlap	1: Basic Overlap Configuration
Preempt	1: Basic Preempt Configuration
Cabinet	1: Basic 332 Cabinet Configuration
Detector	1: Basic Detector Configuration
Coordination	1: Basic Coordination Configuration
Peer	1: Basic Peer Configuration

Phase Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Phase Configuration	zhangal	11/12/08 06:37:43	WagnerG	03/21/16 14:14:24

Phase Config Table 1 Phase ID

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	none	none	none	none	none	wbt	none	nbt	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Direction	none	none	none	none	none	none	none	none	none	none	none	none	none	none	none

NextEdit

526 - MP 0.40 - 84th St SW

Page 1
March 23, 2016

Control Table Info

Description	SR526 - 84th St SW
Created By	WagnerG
Created On	03/25/09 08:20:53
Modified By	WagnerG
Modified On	03/22/16 11:29:23

NextPhase 1.7.6 Control Params

Control Mode	scheduler
Manual Plan	1: Basic Free Plan
Free Plan	1: Basic Free Plan
Default Schedule	1: Basic Scheduler

Schedule Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Scheduler	WagnerG	03/25/09 08:20:53	WagnerG	03/22/16 11:29:33
2	Holiday Schedule	WagnerG	08/28/13 14:37:27	WagnerG	03/22/16 11:29:40

Schedule Table 1 Params

Event	Enable	Hour	Minute	Day Of Week							CtrMode	Plan
				Su	Mo	Tu	We	Th	Fr	Sa		
1	X	0	1	X	X	X	X	X	X	X	free	1
2	X	4	30		X	X	X	X	X		sched	2
3	X	10	0		X	X	X	X	X		sched	1
4	X	13	0		X	X	X	X	X		sched	3
5	X	20	0			X	X	X	X		sched	1
6		0	0								sched	0
7		0	0								sched	0
8		0	0								sched	0
9		0	0								sched	0
10		0	0								sched	0
11		0	0								sched	0
12		0	0								sched	0
13		0	0								sched	0
14		0	0								sched	0
15		0	0								sched	0
16		0	0								sched	0
17		0	0								sched	0
18		0	0								sched	0
19		0	0								sched	0
20		0	0								sched	0
21		0	0								sched	0
22		0	0								sched	0
23		0	0								sched	0
24		0	0								sched	0
25		0	0								sched	0
26		0	0								sched	0
27		0	0								sched	0
28		0	0								sched	0
29		0	0								sched	0
30		0	0								sched	0
31		0	0								sched	0
32		0	0								sched	0
33		0	0								sched	0

NextEdit

526 - MP 0.40 - 84th St SW

Page 6
March 23, 2016

Parameters Holiday Floating

Holiday	Enable	Month	Week	Day of Week							Schedule	Description
				Su	Mo	Tu	We	Th	Fr	Sa		
6		1	1								1: Basic Scheduler	
7		1	1								1: Basic Scheduler	
8		1	1								1: Basic Scheduler	
9		1	1								1: Basic Scheduler	
10		1	1								1: Basic Scheduler	
11		1	1								1: Basic Scheduler	
12		1	1								1: Basic Scheduler	
13		1	1								1: Basic Scheduler	
14		1	1								1: Basic Scheduler	
15		1	1								1: Basic Scheduler	
16		1	1								1: Basic Scheduler	
17		1	1								1: Basic Scheduler	
18		1	1								1: Basic Scheduler	
19		1	1								1: Basic Scheduler	
20		1	1								1: Basic Scheduler	

Plan Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Free Plan	WagnerG	03/25/09 08:20:53	WagnerG	03/22/16 11:29:59
2	AM Peak Free	WagnerG	07/19/11 10:51:23	WagnerG	03/22/16 11:30:10
3	PM Peak Free	WagnerG	03/21/16 14:23:31	WagnerG	03/22/16 11:30:19

Plan Table 1 Params

Plan Mode	Max Mode	Splt/Ofs	Phase	Sequence	Overlap
free	max1	seconds	1: Basic Phase Data	1: Basic Sequence Data	1: Basic Overlap Parameters

Plan Table 1 Params

Prioritor	Config	Cycle Length	Permissive	SpcFcn							
				1	2	3	4	5	6	7	8
1: Basic Prioritor Data	1: Basic Active Configuration	0	0								

Plan Table 1 Params

AuxFcn								Prioritor Disable									
1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	9	10

Plan Table 1 Flags

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Coord																				
Hold																				

NextEdit

526 - MP 0.40 - 84th St SW**Page 18****March 23, 2016****Phase Table 3 Timing**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MinGrn	3	5	3	3	3	5	0	0	0	0	0	0	0	0	0
Passage	2.0	3.5	2.5	3.0	2.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	30	60	30	40	30	60	0	0	0	0	0	0	0	0	0
Max2	30	60	30	40	30	60	0	0	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	3.6	4.3	4.0	4.0	3.6	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	2.0	1.8	2.0	2.0	2.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	7	7	7	0	7	0	0	0	0	0	0	0	0	0
PedClr	0	25	30	32	0	26	0	0	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	2.0	3.5	2.5	3.0	2.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Table 3 Timing

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
MinGrn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PedClr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

526 - MP 0.40 - 84th St SW

Page 25
March 23, 2016

Parameters External Plan Params

Plan	Enable	PlnSel								CtrlMode	Plan	Description
		Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8			
246										ExtPlan	0	
247										ExtPlan	0	
248										ExtPlan	0	
249										ExtPlan	0	
250										ExtPlan	0	

Prioritor Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Prioritor Data	WagnerG	03/25/09 08:20:53	WagnerG	03/22/16 11:31:50

Prioritor Table 1 Params

Prioritor	1	2	3	4	5	6	7	8	9	10
Enable										
Service Phase	None	None	None	None	None	None	None	None	None	None
Override Next										
Lockout Same	0	0	0	0	0	0	0	0	0	0
Lockout Diff	0	0	0	0	0	0	0	0	0	0

Active Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Active Configuration	WagnerG	03/25/09 08:20:53	WagnerG	03/21/16 14:37:19

Active Config Table 1 Params

Phase	1: Basic Phase Configuration
Overlap	1: Basic Overlap Configuration
Preempt	1: Basic Preempt Configuration
Cabinet	1: Basic 332 Cabinet Configuration
Detector	1: Basic Detector Configuration
Coordination	1: Basic Coordination Configuration
Peer	1: Basic Peer Configuration

Phase Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Phase Configuration	WagnerG	03/25/09 08:20:53	WagnerG	03/21/16 14:37:28

Phase Config Table 1 Phase ID

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	sbl	nbt	wbt	ebt	nbl	sbt	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Direction	none	none	none	none	none	none	none	none	none	none	none	none	none	none	none

NextEdit

526 - MP 0.32 - 84th Ave W - 44th St W

Page 1

March 23, 2016

Control Table Info

Description	SR526 84th Ave W - 44th Ave W
Created By	WagnerG
Created On	06/15/11 12:38:16
Modified By	WagnerG
Modified On	03/22/16 11:33:26

NextPhase 1.7.6 Control Params

Control Mode	scheduler
Manual Plan	1: Basic Free Plan
Free Plan	1: Basic Free Plan
Default Schedule	1: Basic Scheduler

Schedule Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Scheduler	WagnerG	06/15/11 12:38:16	WagnerG	03/22/16 11:33:37
2	Holiday Schedule	WagnerG	08/28/13 14:09:23	WagnerG	03/22/16 11:33:43

Schedule Table 1 Params

Event	Enable	Hour	Minute	Day Of Week							CtrMode	Plan
				Su	Mo	Tu	We	Th	Fr	Sa		
1	X	0	1	X	X	X	X	X	X	X	free	1
2	X	4	30		X	X	X	X	X		sched	2
3	X	9	0		X	X	X	X	X		sched	1
4	X	10	0	X						X	sched	4
5	X	13	0		X	X	X	X	X		sched	3
6	X	20	0	X	X	X	X	X	X	X	sched	1
7		0	0								sched	0
8		0	0								sched	0
9		0	0								sched	0
10		0	0								sched	0
11		0	0								sched	0
12		0	0								sched	0
13		0	0								sched	0
14		0	0								sched	0
15		0	0								sched	0
16		0	0								sched	0
17		0	0								sched	0
18		0	0								sched	0
19		0	0								sched	0
20		0	0								sched	0
21		0	0								sched	0
22		0	0								sched	0
23		0	0								sched	0
24		0	0								sched	0
25		0	0								sched	0
26		0	0								sched	0
27		0	0								sched	0
28		0	0								sched	0
29		0	0								sched	0
30		0	0								sched	0
31		0	0								sched	0
32		0	0								sched	0
33		0	0								sched	0

NextEdit

526 - MP 0.32 - 84th Ave W - 44th St W

Page 19

March 23, 2016

Phase Table 3 Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MinGrn	0	7	0	3	0	7	0	3	0	0	0	0	0	0	0
Passage	0.0	4.0	0.0	2.5	0.0	4.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	0	45	0	25	0	45	0	25	0	0	0	0	0	0	0
Max2	0	45	0	25	0	45	0	25	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	0.0	4.0	0.0	4.0	0.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0
PedClr	0	15	0	20	0	14	0	21	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	0.0	4.0	0.0	2.5	0.0	4.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Table 3 Timing

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
MinGrn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PedClr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

526 - MP 0.32 - 84th Ave W - 44th St W

Page 29
March 23, 2016

Active Config Table 1 Params

Phase	1: Basic Phase Configuration
Overlap	1: Basic Overlap Configuration
Preempt	1: Basic Preempt Configuration
Cabinet	1: Basic 332 Cabinet Configuration
Detector	1: Basic Detector Configuration
Coordination	1: Basic Coordination Configuration
Peer	1: Basic Peer Configuration

Phase Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Phase Configuration	WagnerG	06/15/11 12:38:16	WagnerG	03/21/16 14:51:22

Phase Config Table 1 Phase ID

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	none	ebt	none	nbt	none	wbt	none	sbt	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Direction	none	none	none	none	none	none	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	31	32	33	34	35	36	37	38	39	40
Direction	none	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Flags

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Startup		X				X														
YelStart																				
RedStart																				
SecStart																				
Ped		X		X		X		X												
YelFlash																				
AltFlsHz																				
FlsEntry																				
FlsExit																				
NoCall																				
MCEOmit																				

NextEdit

36 - SR-525 at 84th St SW

Phase Parameters

[illegible][illegible]

36 - SR-525 at 84th St SW

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	5,6		0	SBLT
2	Green No Walk	1	5,6		0	NB
3	Phase Not On	1	7,8		0	WBLT
4	Phase Not On	1	7,8		0	EB
5	Phase Not On	2	1,2		0	NBLT
6	Green No Walk	2	1,2		0	SB
7	Phase Not On	2	3,4		0	EBLT
8	Phase Not On	2	3,4		0	WBT
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

36 - SR-525 at 84th St SW

105	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	0	0	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1

PH.	Time	Coord	Ref	Mode
		PH	PH	
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2

PH.	Time	Coord	Ref	Mode
		PH	PH	
1	37	.	.	None
2	41	X	X	None
3	20	.	.	None
4	42	.	.	None
5	25	.	.	None
6	53	X	X	None
7	20	.	.	None
8	42	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3

PH.	Time	Coord	Ref	Mode
		PH	PH	
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

Split 4

PH.	Time	Coord	Ref	Mode
		PH	PH	
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None

525 - MP 8.19 - 5th St

Page 1
October 23, 2017

Control Table Info

Description	SR 525 & 5th St.
Created By	SchuerP
Created On	01/31/11 07:03:24
Modified By	SchuerP
Modified On	01/31/11 11:52:17

NextPhase 1.7.6 Control Params

Control Mode	scheduler
Manual Plan	1: Free plan
Free Plan	1: Free plan
Default Schedule	1: Regular

Schedule Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Regular	SchuerP	01/31/11 07:03:24	SchuerP	07/11/16 14:07:10

Schedule Table 1 Params

Event	Enable	Hour	Minute	Day Of Week							CtrMode	Plan
				Su	Mo	Tu	We	Th	Fr	Sa		
1	X	0	1	X	X	X	X	X	X	X	sched	1
2	X	5	30		X	X	X	X	X		sched	2
3	X	9	30		X	X	X	X	X		sched	1
4		0	0								sched	0
5		0	0								sched	0
6		0	0								sched	0
7		0	0								sched	0
8		0	0								sched	0
9		0	0								sched	0
10		0	0								sched	0
11		0	0								sched	0
12		0	0								sched	0
13		0	0								sched	0
14		0	0								sched	0
15		0	0								sched	0
16		0	0								sched	0
17		0	0								sched	0
18		0	0								sched	0
19		0	0								sched	0
20		0	0								sched	0
21		0	0								sched	0
22		0	0								sched	0
23		0	0								sched	0
24		0	0								sched	0
25		0	0								sched	0
26		0	0								sched	0
27		0	0								sched	0
28		0	0								sched	0
29		0	0								sched	0
30		0	0								sched	0
31		0	0								sched	0
32		0	0								sched	0
33		0	0								sched	0
34		0	0								sched	0

NextEdit

525 - MP 8.19 - 5th St

Page 9

October 23, 2017

Phase Table 1 Flags

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Omit																				
PedOmit																				
MinRcl																				
MaxRcl																				
SftRcl																				
ConSvc																				
PedRcl																				
DualEnt																				
SimGap																				
RedRest																				
AutoPed																				
WlkRest																				
PedRcycl																				
RedLock																				
YelLock																				
NoExtend																				
NoAdded																				
NoReduce																				
NoRange																				
NoMaxLck																				

Phase Table 1 Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MinGrn	3	5	0	0	0	5	7	5	0	0	0	0	0	0	0
Passage	3.0	4.0	0.0	0.0	0.0	4.0	7.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	15	40	0	0	0	35	55	22	0	0	0	0	0	0	0
Max2	20	45	0	0	0	45	60	30	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	0.5	0.5	0.0	0.0	0.0	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0
PedClr	0	0	0	20	0	0	0	23	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	2	2	0	0	0	2	2	2	0	0	0	0	0	0	0
TBR	10	10	0	0	0	10	10	10	0	0	0	0	0	0	0
MinGap	2.5	3.0	0.0	0.0	0.0	3.0	5.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

525 - MP 8.19 - 5th St

Page 13
October 23, 2017

Phase Table 2 Timing

Phase	31	32	33	34	35	36	37	38	39	40
MinGrn	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0
Max1	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0
YelClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0
PedClr	0	0	0	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0
MinGap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0

Active Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	5th St.	SchuerP	01/31/11 07:03:24	SchuerP	01/31/11 10:44:23

Active Config Table 1 Params

Phase	1: Ph. 7 Exclusive
Overlap	1: OLA Virtual
Preempt	1:
Cabinet	1: Special Input Ph 7 omit
Detector	1: 27 & 28 term
Coordination	1: None
Peer	1: None

Phase Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Ph. 7 Exclusive	SchuerP	01/31/11 07:03:24	SchuerP	07/11/16 11:00:21

Phase Config Table 1 Phase ID

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	sbl	nbt	none	none	none	sbt	nbt	wbl	none	none	sbl	none	none	none	none

Phase Config Table 1 Phase ID

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Direction	none	none	none	none	none	none	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	31	32	33	34	35	36	37	38	39	40
Direction	none	none	none	none	none	none	none	none	none	none

NextEdit

Timing Sheets For The Controller

Controller Type: 820

820A

870

2070

Seapac
3.515

Command: Sys Control

Force Standby

Manual Plan

~~TIC~~ Enable

Intersection:

EVERGREEN WAY $\frac{1}{2}$ SR. 526 WB OFF RAMP

By:

WLS

Date:

~~MAY 2010~~ 6/2012

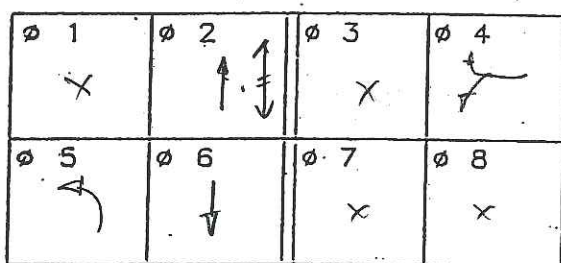
Notes:

Q2 Anu e 50', 200'

$\phi 6$ ADV @ $40'$, $260'$

05 STOP, ADV @ 175'

04 STOP, ADV @ 180', 380'



LAGS

Evergreen

EVP 3 = 46

PROT PERM

ICU #

105

SR-526 WB OFFRAMP

O.L.A

04

PROFFER

PROTIPERM

← E/P 2
= 64

WR ON RAMP

NO.	OVERLAP PHASES
1	$OLA = 4$
2	
3	
4	

PROT

$\phi_5 \phi_2$

EVP $1 = \phi_2, \phi_5$

K - 115.

40 - SR-526 Westbound Ramps at Evergreen Way

INTERSECTION NAME: **Evergreen Way - SR 526 WB Ramp**

10/1/2014
11:30:05AM

ACCESS DATA

ACCESS CODE: 9999

PORT 2 BAUD RATE: 6-38400

PORT 3 BAUD RATE: 0-1200

PHASE DATA

VEHICLE TIMES

Phase Bank 1

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN_GRN	0	15	0	6	6	15	0	0	0	0	0	0	0	0	0	0
PASS/10	0	20	0	20	20	30	0	0	0	0	0	0	0	0	0	0
MAX # 1	0	50	0	30	25	50	0	0	0	0	0	0	0	0	0	0
MAX # 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YEL/10	30	40	30	35	35	40	30	30	30	30	30	30	30	30	30	30
RED/10	0	10	0	10	10	10	0	0	0	0	0	0	0	0	0	0

Phase Bank 2

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN_GRN	0	15	0	6	6	15	0	0	0	0	0	0	0	0	0	0
PASS/10	0	20	0	20	20	20	0	0	0	0	0	0	0	0	0	0
MAX # 1	0	50	0	30	25	50	0	0	0	0	0	0	0	0	0	0
MAX # 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YEL/10	30	40	30	35	35	40	30	30	30	30	30	30	30	30	30	30
RED/10	0	10	0	10	10	10	0	0	0	0	0	0	0	0	0	0

Phase Bank 3

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN_GRN	0	15	0	6	6	15	0	0	0	0	0	0	0	0	0	0
PASS/10	0	20	0	20	20	20	0	0	0	0	0	0	0	0	0	0
MAX # 1	0	50	0	30	25	50	0	0	0	0	0	0	0	0	0	0
MAX # 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YEL/10	30	40	30	35	35	40	30	30	30	30	30	30	30	30	30	30
RED/10	0	10	0	10	10	10	0	0	0	0	0	0	0	0	0	0

Phase Bank 4

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN_GRN	0	15	0	6	6	15	0	0	0	0	0	0	0	0	0	0
PASS/10	0	20	0	20	20	20	0	0	0	0	0	0	0	0	0	0
MAX # 1	0	50	0	30	25	50	0	0	0	0	0	0	0	0	0	0
MAX # 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YEL/10	30	40	30	35	35	40	30	30	30	30	30	30	30	30	30	30
RED/10	0	10	0	10	10	10	0	0	0	0	0	0	0	0	0	0

* Press (-) Key to toggle to next bank

INTERSECTION NAME: **Evergreen Way - SR 526 WB Ramp**10/1/2014
11:30:05AM**PHASE DATA****DENSITY TIMES****Bank: 1**

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
AINI/10	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
MAX INI	0	30	0	0	0	30	0	0	0	0	0	0	0	0	0	0
TIM BEF	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0
CAR BEF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIM TO	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
MGAP/10	0	10	0	0	0	30	0	0	0	0	0	0	0	0	0	0

Bank: 2

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
AINI/10	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
MAX INI	0	30	0	0	0	30	0	0	0	0	0	0	0	0	0	0
TIM BEF	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0
CAR BEF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIM TO	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
MGAP/10	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0

Bank: 3

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
AINI/10	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
MAX INI	0	30	0	0	0	30	0	0	0	0	0	0	0	0	0	0
TIM BEF	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0
CAR BEF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIM TO	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
MGAP/10	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0

Bank: 4

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
AINI/10	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
MAX INI	0	30	0	0	0	30	0	0	0	0	0	0	0	0	0	0
TIM BEF	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0
CAR BEF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIM TO	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
MGAP/10	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0

* Press (-) Key to toggle to next bank

INTERSECTION NAME: Evergreen Way - SR 526 WB Ramp

10/1/2014
11:30:05AM

PHASE DATA

PEDESTRIAN TIMES

Bank: 1

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*FL WK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
**EXT PCL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*ACT RIW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bank: 2

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*FL WK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
**EXT PCL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*ACT RIW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bank: 3

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*FL WK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
**EXT PCL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*ACT RIW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bank: 4

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*FL WK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
**EXT PCL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*ACT RIW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Codes: *0 - No, 1 - Yes ** 0 - No, 1 - Y+R, 2 - Y

* Press (-) Key to toggle to next bank

INITIALIZATION & NON-ACTUATED RESPONSE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
INITIAL	0	4	0	1	1	4	0	0	0	0	0	0	0	0	0	0
NA RESP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Codes:	0	1	2	3	4	5
INITIAL	NONE	INACTIVE	RED	YELLOW	GREEN	DRK
NA RESP	NONE	TO NA 1	TO NA 11	TO BOTH	-----	-----

INTERSECTION NAME: Evergreen Way - SR 526 WB Ramp

10/1/2014
11:30:05AM

COORDINATION DATA

DIAL 1	SPLIT 1	CYCLE LENGTH 80					CYCLE - SUM 0		
OFFSET	TIM	ALT	PAT	COR	SPC	R2	R3	R4	
#	SEC	SEQ	MOD	MOD	FUN	LAG	LAG	LAG	
1	3	1	6	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TIME	0	56	0	24	16	40	0	0	0	0	0	0	0	0	0	0
MODE	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
REDUCE	0	5	0	13	5	0	0	0	0	0	0	0	0	0	0	0
EXTEND	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0

DIAL 1	SPLIT 2	CYCLE LENGTH 105					CYCLE - SUM 0		
OFFSET	TIM	ALT	PAT	COR	SPC	R2	R3	R4	
#	SEC	SEQ	MOD	MOD	FUN	LAG	LAG	LAG	
1	64	1	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TIME	0	73	0	32	19	54	0	0	0	0	0	0	0	0	0	0
MODE	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
REDUCE	0	5	0	15	5	0	0	0	0	0	0	0	0	0	0	0
EXTEND	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0

DIAL 1	SPLIT 3	CYCLE LENGTH 120					CYCLE - SUM 0		
OFFSET	TIM	ALT	PAT	COR	SPC	R2	R3	R4	
#	SEC	SEQ	MOD	MOD	FUN	LAG	LAG	LAG	
1	98	1	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TIME	0	87	0	33	19	68	0	0	0	0	0	0	0	0	0	0
MODE	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
REDUCE	0	5	0	15	5	0	0	0	0	0	0	0	0	0	0	0
EXTEND	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0

DIAL 1	SPLIT 4	CYCLE LENGTH 0					CYCLE - SUM		
OFFSET	TIM	ALT	PAT	COR	SPC	R2	R3	R4	
#	SEC	SEQ	MOD	MOD	FUN	LAG	LAG	LAG	
1	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TIME	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MODE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
REDUCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EXTEND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PATTERN MODE KEY: 0=NORMAL, 1=PRM, 2=YLD, 3=PYL, 4=POM, 5=SOM, 6=FAC
 CORRECTION mode KEY: 0=NORMAL, 1=DWL, 2=MDW, 3=SWY, 4=SW+, 5=SW2

40 - SR-526 Westbound Ramps at Evergreen Way

INTERSECTION NAME: **Evergreen Way - SR 526 WB Ramp**

10/1/2014
11:30:05AM

LOCAL TBC DATA

DST: Begin: Month 3 Week 2 COORD CYCLE ZERO 3:30
DST: End: Month 11 Week 1 HH:MM = Coord reference
01-12 1-5 00:00 = Time of Event initiation
(Begin < End) (5=Last Week) 24:00 = Midnight

EQUATED DAY (DEFINED DAY = DAY)

2 = 3 4 5 6 0 0 0

NOTE: Do not equated a day to days that are undefined, or days that are equated to other days.
This will result in days without events.

TIMEBASE TRAFFIC EVENTS

IT	PRGM	Time	PATTERN	FLASH	PHASE FUNCTION															
	Day	HH:MM	D/S/O		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	00:01	1/1/1																	
2	1	08:30	1/2/1																	
3	1	21:30	1/1/1																	
4	2	00:01	1/1/1																	
5	2	06:45	1/2/1																	
6	2	13:00	1/3/1																	
7	2	18:00	1/2/1																	
8	2	22:30	1/1/1																	
9	7	00:01	1/1/1																	
10	7	08:30	1/2/1																	
11	7	14:30	1/3/1																	
12	7	17:30	1/2/1																	
13	7	21:30	1/1/1																	
PRGM DAY					TIME HH:MM															
01-99					24 Hour Clock															
					PATTERN															
					(Dial/Split/Offset)															
					Flash - 5/5/0															
					Free - 0/0/4															
					PHASE FUNCTION															
					Call Free, set															
					Pattern - 0/0/0															

526 - MP 4.45 - Broadway - Everett Mall Way

Page 1

March 23, 2016

Control Table Info

Description	SR526 / Broadway Ave
Created By	WagnerG
Created On	04/08/09 09:11:41
Modified By	WagnerG
Modified On	03/22/16 10:21:16

NextPhase 1.7.6 Control Params

Control Mode	scheduler
Manual Plan	1: Basic Free Plan
Free Plan	1: Basic Free Plan
Default Schedule	1: Basic Scheduler

Schedule Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Scheduler	WagnerG	04/08/09 09:11:41	WagnerG	03/22/16 10:21:27
2	Holiday Schedule	wagnerG	10/30/13 09:36:26	WagnerG	03/22/16 10:21:40

Schedule Table 1 Params

Event	Enable	Hour	Minute	Day Of Week							CtrMode	Plan
				Su	Mo	Tu	We	Th	Fr	Sa		
1	X	0	1	X	X	X	X	X	X	X	sched	1
2	X	4	30		X	X	X	X	X		sched	2
3	X	9	0		X	X	X	X	X		sched	1
4	X	11	0	X						X	sched	4
5	X	14	0		X	X	X	X	X		sched	3
6	X	21	0	X	X	X	X	X	X	X	sched	1
7		0	0								sched	0
8		0	0								sched	0
9		0	0								sched	0
10		0	0								sched	0
11		0	0								sched	0
12		0	0								sched	0
13		0	0								sched	0
14		0	0								sched	0
15		0	0								sched	0
16		0	0								sched	0
17		0	0								sched	0
18		0	0								sched	0
19		0	0								sched	0
20		0	0								sched	0
21		0	0								sched	0
22		0	0								sched	0
23		0	0								sched	0
24		0	0								sched	0
25		0	0								sched	0
26		0	0								sched	0
27		0	0								sched	0
28		0	0								sched	0
29		0	0								sched	0
30		0	0								sched	0
31		0	0								sched	0
32		0	0								sched	0
33		0	0								sched	0

NextEdit

526 - MP 4.45 - Broadway - Everett Mall Way

Page 2
March 23, 2016

Schedule Table 1 Params

Event	Enable	Hour	Minute	Day Of Week							CtrMode	Plan
				Su	Mo	Tu	We	Th	Fr	Sa		
34		0	0								sched	0
35		0	0								sched	0
36		0	0								sched	0
37		0	0								sched	0
38		0	0								sched	0
39		0	0								sched	0
40		0	0								sched	0

Schedule Table 1 Params

Event	SpcFcn								AuxFcn								Description
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	
1																	Basic Free Plan
2																	AM Peak Free
3																	Free Plan
4																	Weekend Peak Free
5																	PM Peak Free
6																	Free Plan
7																	
8																	
9																	
10																	
11																	
12																	
13																	
14																	
15																	
16																	
17																	
18																	
19																	
20																	
21																	
22																	
23																	
24																	
25																	
26																	
27																	
28																	
29																	
30																	
31																	
32																	
33																	
34																	

NextEdit

526 - MP 4.45 - Broadway - Everett Mall Way

Page 12

March 23, 2016

Sequence Table 1 Sequence

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Sequence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Overlap Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Overlap Data	WagnerG	04/08/09 09:11:41	WagnerG	03/22/16 10:23:06

Overlap Table 1 Flags

Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Omit																				
OmitPed																				
RcallPri																				
RcallSec																				
PedRecal																				
PedRecycl																				
WalkRest																				
AutoExt																				

Overlap Table 1 Timing

Overlap	A	B	C	D	E	F	G	H	I	J
MinGreen	0	0	0	0	0	0	0	0	0	0
MaxGreen	0	0	0	0	0	0	0	0	0	0
GrnClear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YelClear	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RedClear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0
PedClear	0	0	0	0	0	0	0	0	0	0
Reservice	0	0	0	0	0	0	0	0	0	0

Overlap Table 1 Timing

Overlap	K	L	M	N	O	P	Q	R	S	T
MinGreen	0	0	0	0	0	0	0	0	0	0
MaxGreen	0	0	0	0	0	0	0	0	0	0
GrnClear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YelClear	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RedClear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0
PedClear	0	0	0	0	0	0	0	0	0	0
Reservice	0	0	0	0	0	0	0	0	0	0

Phase Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Phase Data	WagnerG	04/08/09 09:11:41	WagnerG	03/22/16 10:23:18
2	AM Peak Free	WagnerG	03/21/16 13:54:29	WagnerG	03/22/16 10:23:27
3	PM Peak Free	WagnerG	03/21/16 13:54:34	WagnerG	03/22/16 10:23:36
4	Weekend Peak Free	WagnerG	03/21/16 13:54:40	WagnerG	03/22/16 10:24:00

NextEdit

526 - MP 4.45 - Broadway - Everett Mall Way**Page 19****March 23, 2016****Phase Table 3 Timing**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MinGrn	3	5	5	5	3	5	0	0	0	0	0	0	0	0	0
Passage	2.5	3.5	2.5	2.5	2.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	35	50	35	30	40	45	0	0	0	0	0	0	0	0	0
Max2	35	50	35	30	40	45	0	0	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	7	7	7	0	0	0	0	0	0	0	0	0	0	0
PedClr	0	21	21	21	0	0	0	0	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	2.5	3.5	2.5	2.5	2.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Table 3 Timing

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
MinGrn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MinTerm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CSMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YelClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PedClr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MinGap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

526 - MP 4.45 - Broadway - Everett Mall Way

Page 29
March 23, 2016

Active Config Table 1 Params

Phase	1: Basic Phase Configuration
Overlap	1: Basic Overlap Configuration
Preempt	1: Basic Preempt Configuration
Cabinet	1: Basic 332 Cabinet Configuration
Detector	1: Basic Detector Configuration
Coordination	1: Basic Coordination Configuration
Peer	1: Basic Peer Configuration

Phase Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Phase Configuration	WagnerG	04/08/09 09:11:41	WagnerG	01/15/14 10:34:57

Phase Config Table 1 Phase ID

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Direction	eb1	wbt	nbt	sbt	wbl	ebt	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Direction	none	none	none	none	none	none	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Phase ID

Phase	31	32	33	34	35	36	37	38	39	40
Direction	none	none	none	none	none	none	none	none	none	none

Phase Config Table 1 Flags

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Startup		X				X														
YelStart																				
RedStart																				
SecStart																				
Ped		X	X	X		X														
YelFlash																				
AltFlsHz																				
FlsEntry																				
FlsExit																				
NoCall																				
MCEomit																				

NextEdit

Existing AM Peak-Hour Arterial Level of Service Analysis

Arterial Level of Service

Arterial Level of Service: NB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Gibson Road	II	38	48.7	9.0	57.7	0.52	32.7	B
Center Road	II	38	28.9	7.7	36.6	0.28	27.9	C
Fairmount Elementary	II	38	25.0	5.5	30.5	0.23	26.8	C
112th Street SW	II	38	16.0	15.0	31.0	0.14	16.1	E
Airport Road	II	38	18.3	16.3	34.6	0.16	16.5	E
Total	II		136.9	53.5	190.4	1.33	25.2	C

Arterial Level of Service: SB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
112th Street SW	II	40	18.3	15.0	33.3	0.16	17.2	D
Fairmount Elementary	II	40	16.0	3.3	19.3	0.14	25.9	C
Center Road	II	40	25.0	17.2	42.2	0.23	19.4	D
Gibson Road	II	40	28.9	4.8	33.7	0.28	30.3	B
SR-525	II	40	48.7	56.8	105.5	0.52	17.9	D
Total	II		136.9	97.1	234.0	1.33	20.5	D

Arterial Level of Service: EB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Admiralty Way	II	45	38.0	10.7	48.7	0.40	29.9	B
Gibson Road	II	45	27.2	8.2	35.4	0.26	26.6	C
8th Avenue W	II	40	28.6	6.3	34.9	0.28	28.9	B
5th Avenue W	II	40	17.4	1.6	19.0	0.15	28.7	B
4th Avenue W	II	40	11.2	69.7	80.9	0.10	4.3	F
I-5 Southbound Ramps	II	40	19.0	93.0	112.0	0.17	5.3	F
Total	II		141.4	189.5	330.9	1.36	14.8	E

Arterial Level of Service: WB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	I	35	20.6	30.7	51.3	0.17	11.6	F
5th Avenue W	I	35	12.2	19.2	31.4	0.10	11.2	F
8th Avenue W	I	50	15.1	15.8	30.9	0.15	17.6	E
Gibson Road	I	50	26.6	6.8	33.4	0.28	30.2	C
Admiralty Way	I	55	25.4	17.8	43.2	0.26	21.8	D
SR-99	I	50	34.7	72.0	106.7	0.40	13.6	F
Total	I		134.6	162.3	296.9	1.36	16.5	E

Arterial Level of Service

Arterial Level of Service: NB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Mariner Square	II	38	9.6	5.4	15.0	0.08	20.1	D
124th Street SW	II	38	19.7	8.2	27.9	0.17	22.1	C
120th Street SW	II	38	27.4	17.0	44.4	0.25	20.2	D
Center Road/Driveway	II	38	9.2	7.0	16.2	0.08	17.7	D
116th Place SW/Drive	II	38	17.0	7.2	24.2	0.15	21.9	D
[AU #230] 112th Stre	II	38	28.1	37.5	65.6	0.28	15.1	E
Total	II		111.0	82.3	193.3	1.01	18.8	D

Arterial Level of Service: SB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
116th Place SW/Drive	II	38	28.1	6.8	34.9	0.28	28.4	B
Center Road/Driveway	II	38	17.0	10.6	27.6	0.15	19.2	D
120th Street SW	II	38	9.2	5.9	15.1	0.08	19.0	D
124th Street SW	II	38	27.4	4.6	32.0	0.25	28.0	B
Mariner Square	II	38	19.7	4.8	24.5	0.17	25.2	C
[AU #228] Airport Ro	II	38	9.6	38.4	48.0	0.08	6.3	F
Total	II		111.0	71.1	182.1	1.01	19.9	D

Arterial Level of Service: EB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	II	38	42.8	31.4	74.2	0.45	21.9	D
Meridian Avenue/Driv	II	38	27.5	0.5	28.0	0.25	32.1	B
Total	II		70.3	31.9	102.2	0.70	24.7	C

Arterial Level of Service: WB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #352] 4th Avenue	II	40	27.5	39.3	66.8	0.25	13.5	E
115th St SW	II	40	42.8	0.8	43.6	0.45	37.2	A
Total	II		70.3	40.1	110.4	0.70	22.8	C

Arterial Level of Service: NB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
100th Street SW	I	48	35.7	8.2	43.9	0.42	34.1	B
94th Street SW	I	48	34.8	11.0	45.8	0.40	31.8	C
Kasch Park Road	I	48	30.8	13.9	44.7	0.34	27.2	C
Total	I		101.3	33.1	134.4	1.16	31.0	C

Arterial Level of Service

Arterial Level of Service: SB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
94th Street SW	I	50	30.8	6.9	37.7	0.34	32.3	C
100th Street SW	I	50	34.8	6.2	41.0	0.40	35.6	B
106th Street SW	I	50	35.7	20.7	56.4	0.42	26.5	D
Total	I		101.3	33.8	135.1	1.16	30.9	C

Arterial Level of Service: NB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	27.6	2.8	30.4	0.25	29.7	B
104th Street SW	II	40	28.0	1.2	29.2	0.25	31.4	B
Total	II		55.6	4.0	59.6	0.51	30.5	B

Arterial Level of Service: SB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	28.0	2.3	30.3	0.25	30.3	B
[AU #230] 112th Stre	II	40	27.6	38.7	66.3	0.25	13.6	E
Total	II		55.6	41.0	96.6	0.51	18.8	D

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HH	HH	HH	HH	HH	HH	HH	HH	HH	HH	HH	HH
Traffic Volume (vph)	550	394	16	328	250	116	13	1222	766	372	1397	297
Future Volume (vph)	550	394	16	328	250	116	13	1222	766	372	1397	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%		0%				-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0.95	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Lane Util. Factor	0.99	1.00	0.99	0.99	0.99	0.99	1.00	0.98	0.98	1.00	0.98	0.98
Ped Bike Factor		0.994		0.952				0.850			0.850	
Ft	0.950			0.950			0.950		0.950		0.950	
Flt Protected	3157	3233	0	3164	3088	0	1695	3389	1516	3239	3339	1494
Satd. Flow (prot)	0.950			0.950			0.950		0.950		0.950	
Flt Permitted	3141	3233	0	3142	3088	0	1693	3389	1480	3227	3339	1464
Satd. Flow (perm)			Yes			Yes			Yes		Yes	
Right Turn on Red		2		41		308					302	
Satd. Flow (RTOR)		30		40		2044					30	
Link Speed (mph)		1789		2764		2044					2044	
Link Distance (ft)		40.7		47.1		30.5					46.5	
Travel Time (s)			6	6		4		5	8		8	
Confl. Peds. (#/hr)	4		0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	567	422	0	338	378	0	13	1260	790	384	1440	306
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	30.0	35.0		30.0	35.0		30.0	70.0	70.0	35.0	70.0	70.0
Total Split (%)	17.6%	20.6%		17.6%	20.6%		17.6%	41.2%	41.2%	20.6%	41.2%	41.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	-5.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	0.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effect Green (s)	25.2	29.2		21.3	30.3		6.9	64.5	64.5	23.6	88.2	88.2
Actuated g/C Ratio	0.16	0.18		0.13	0.19		0.04	0.40	0.40	0.15	0.55	0.55
v/c Ratio	1.14	0.71		0.80	0.61		0.18	0.92	1.01	0.80	0.78	0.32
Control Delay	142.4	68.9		83.2	56.8		84.2	57.5	63.9	79.9	34.2	3.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	142.4	68.9		83.2	56.8		84.2	57.5	63.9	79.9	34.2	3.6
LOS	F	E		F	E		F	E	E	E	C	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

AM Peak-Hour

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		111.1			69.2			60.1			38.0	
Approach LOS		F			E			E			D	
Queue Length 50th (ft)	~344	220		174	171		13	635	~603	197	535	2
Queue Length 95th (ft)	#573	298		265	236		41	#1004	#1078	290	958	60
Internal Link Dist (ft)		1709			2684			1264			1964	
Turn Bay Length (ft)	190			130			145		165	310		500
Base Capacity (vph)	497	655		498	753		267	1367	781	612	1844	944
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.64		0.68	0.50		0.05	0.92	1.01	0.63	0.78	0.32

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 159.7

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 61.8

Intersection Capacity Utilization 90.3%

Analysis Period (min): 15

Description: SR-525 is north-south and Beverly Park Road is northeast-southwest

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

AM Peak-Hour

Lanes, Volumes, Timings

2: [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	1	59	1	36	5	1254	40	23	1042	3
Future Volume (vph)	6	0	1	59	1	36	5	1254	40	23	1042	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	30	150	0	0	150	0	0
Storage Lanes	0	0	0	0	0	1	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	1	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	0.98	0.95	1.00	1.00	1.00	1.00	1.00
Fit Protected						0.953	0.950			0.950		
Satd. Flow (prot)	0	1568	0	0	1758	1568	1752	3485	0	1719	3438	0
Fit Permitted						0.725	0.222			0.154		
Satd. Flow (perm)	0	1296	0	0	1337	1543	410	3485	0	279	3438	0
Right Turn on Red			Yes			Yes	Yes		Yes		Yes	
Satd. Flow (RTOR)		65				65		4				
Link Speed (mph)		35				35		38			40	
Link Distance (ft)		561				709		2764			1498	
Travel Time (s)		11.3				13.8		49.6			25.5	
Confl. Peds. (#/hr)	3					3	2		2	2		2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	14%	3%	3%	3%	3%	3%	3%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	64	38	5	1377	0	24	1112	0	0
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	NA	pm+pt	NA	NA	6
Protected Phases		4		8	8	2	2		6			
Permitted Phases	4		8	8	8	2	2		6			
Detector Phase	4		8	8	8	5	5		1			
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5
Total Split (s)	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
Total Split (%)	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Control Delay	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BUL 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BUL 18-040]

Existing Conditions

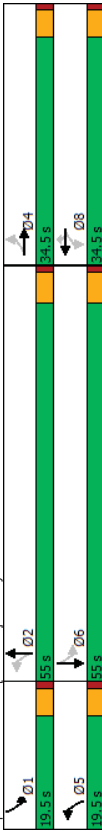
AM Peak-Hour

Lanes, Volumes, Timings

2: [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	0	0	29	0	1	94	2	37			
Queue Length 95th (ft)	0	0	0	64	11	5	416	14	261			
Internal Link Dist (ft)	501			629			2684		1418			
Turn Bay Length (ft)						30	150		150			
Base Capacity (vph)	530			506		624	575	2602	491	2822		
Starvation Cap Reductn	0			0		0	0	0	0	0		
Spillback Cap Reductn	0			0		0	0	0	0	0		
Storage Cap Reductn	0			0		0	0	0	0	0		
Reduced v/c Ratio	0.01			0.13		0.06	0.01	0.53	0.05	0.39		
Intersection Summary												
Area Type:	Other											
Cycle Length:	109											
Actuated Cycle Length:	80.1											
Natural Cycle:	80											
Control Type:	Actuated-Uncoordinated											
Intersection Signal Delay:	7.7											
Maximum v/c Ratio:	0.53											
Intersection Capacity Utilization:	57.6%											
Analysis Period (min):	15											
Description:	Beverly Park Road is NB/SB and Gibson Road is E/W. This is rotated for analysis purposes from the Snohomish County Timings.											

Splits and Phases: 2: [AU #227] Beverly Park Road & Gibson Road



Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	2	22	96	20	16	260	1056	49	16	782	60
Traffic Volume (vph)	6	2	22	96	20	16	260	1056	49	16	782	60
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0%	0%	0%	2%	2%	0%	-1%	0%	0%	0%	0%	0%
Grade (%)	75	0	0	60	0	0	150	0	150	0	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	2	0	0	0
Storage Lanes	25	0	0	25	0	0	25	0	25	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Lane Util. Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Ped Bike Factor	0.861	0.861	0.861	0.934	0.934	0.934	0.934	0.934	0.934	0.934	0.934	0.934
Fit	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1641	1487	0	1718	1679	0	1761	3498	0	1719	3400	0
Satd. Flow (prot)	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Flt Permitted	1725	1487	0	904	1679	0	222	3498	0	396	3400	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	25	30	30	18	30	30	4	38	40	7	40	7
Satd. Flow (RTOR)	1498	1498	1498	1498	1498	1498	1498	1498	1498	1498	1498	1498
Link Speed (mph)	31.0	31.0	31.0	31.0	31.0	31.0	26.9	26.9	26.9	26.9	26.9	26.9
Link Distance (ft)	1	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Travel Time (s)	10%	10%	10%	4%	4%	4%	3%	3%	3%	5%	5%	5%
Confl. Peds. (#/hr)	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	3%	3%	3%	5%	5%	5%
Shared Lane Traffic (vph)	7	27	0	110	41	0	299	1270	0	18	968	0
Lane Group Flow (vph)	pm-pt	NA	pm-pt	NA	NA	pm-pt	NA	NA	pm-pt	NA	NA	0
Turn Type	7	4	3	8	8	5	2	2	1	6	6	6
Protected Phases	4	4	8	8	8	2	2	2	6	6	6	6
Permitted Phases	7	4	3	8	8	5	2	2	1	6	6	6
Detector Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Switch Phase	9.0	28.0	9.0	28.0	28.0	9.0	28.0	28.0	9.0	28.0	28.0	28.0
Minimum Initial (s)	19.0	39.0	19.0	39.0	39.0	19.0	39.0	39.0	19.0	39.0	39.0	39.0
Minimum Split (s)	16.2%	33.3%	16.2%	33.3%	33.3%	16.2%	33.3%	33.3%	16.2%	33.3%	33.3%	33.3%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Lost Time (s)	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead/Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	8.8	7.2	12.9	11.5	11.5	45.9	49.9	30.1	30.1	30.1	30.1	30.1
Act Effct Green (s)	0.14	0.11	0.20	0.18	0.18	0.71	0.77	0.46	0.46	0.46	0.46	0.46
Actuated g/C Ratio	0.03	0.14	0.39	0.13	0.13	0.55	0.47	0.06	0.62	0.62	0.62	0.62
v/c Ratio	22.3	16.6	27.0	18.0	18.0	18.8	7.7	8.6	17.2	17.2	17.2	17.2
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	22.3	16.6	27.0	18.0	18.0	18.8	7.7	8.6	17.2	17.2	17.2	17.2
Total Delay	C	B	C	B	B	A	A	A	A	A	A	A
LOS	17.8	17.8	17.8	24.5	24.5	9.8	9.8	9.8	9.8	9.8	9.8	9.8
Approach Delay	17.1	17.1	17.1	17.1	17.1	17.1	17.1	17.1	17.1	17.1	17.1	17.1

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Existing Conditions

AM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	2	1	36	7	43	39	1	122	1	122	1	122
Queue Length 50th (ft)	12	23	83	35	236	357	14	304	14	304	14	304
Queue Length 95th (ft)	75	551	60	1286	150	1418	150	1120	150	1120	150	1120
Internal Link Dist (ft)	495	885	477	995	544	2680	583	2287	583	2287	583	2287
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.23	0.04	0.55	0.47	0.03	0.42	0.03	0.42	0.03	0.42

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 65.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Capacity Utilization: 60.6%

Analysis Period (min): 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 3. [AU #227] Beverly Park Road & Center Road



Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W		W	W
Traffic Volume (vph)	12	14	1077	2	5	965
Future Volume (vph)	12	14	1077	2	5	965
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.98		1.00			
Frt	0.928					
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1540		3471	0	1719	3438
Flt Permitted	0.977				0.170	
Satd. Flow (perm)	1526		3471	0	308	3438
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	15					
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1200			733
Travel Time (s)	8.9		21.5			12.5
Confl. Peds. (#/hr)	12	2		4	4	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	11%	11%	4%	4%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1186	0	5	1060
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	5.0		7.0		5.0	7.0
Minimum Split (s)	31.5		26.5		9.5	20.5
Total Split (s)	34.5		29.5		28.5	29.5
Total Split (%)	37.3%		31.9%		30.8%	31.9%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		-5.0		0.0	-5.0
Total Lost Time (s)	4.5		-0.5		4.5	-0.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	9.0		44.0		40.3	45.2
Actuated g/C Ratio	0.18		0.86		0.78	0.88
v/c Ratio	0.10		0.40		0.01	0.35
Control Delay	13.3		5.5		5.6	3.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	13.3		5.5		5.6	3.3
LOS	B		A		A	A
Approach Delay	13.3		5.5		3.3	
Approach LOS	B		A		A	
Queue Length 50th (ft)	3		0		0	0
Queue Length 95th (ft)	20		301		6	187
Internal Link Dist (ft)	313		1120			653

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

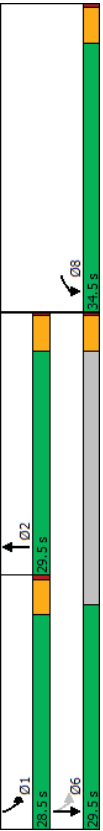
Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)	957		2969		938	3269
Base Capacity (vph)	0		0		0	0
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.03		0.40		0.01	0.32
Intersection Summary						
Area Type:	Other					
Cycle Length:	92.5					
Actuated Cycle Length:	51.4					
Natural Cycle:	70					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.40					
Intersection Signal Delay:	4.6					
Intersection Capacity Utilization:	42.3%					
Analysis Period (min):	15					
Intersection LOS:	A					
ICU Level of Service:	A					

Splits and Phases: 4: [AU #227] Beverly Park Road & Fairmount Elementary



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	17	3	412	132	0	34	904	126	0	683	18
Traffic Volume (vph)	7	17	3	412	132	0	34	904	126	0	683	18
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	250	0	250	0	0	0	135	0	135	0	0	0
Storage Length (ft)	1	0	2	0	0	1	1	0	1	25	0.95	0.95
Taper Length (ft)	25	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.979	0.979	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1530	2988	0	3467	1881	0	1770	3539	1583	0	3422	0
Flt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1523	2988	0	3463	1881	0	361	3539	1560	0	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	3	30		30				38	134		2	
Link Speed (mph)	30	433		838				733	838		40	
Link Distance (ft)	9.8	19.0		19.0				13.2	14.3		14.3	
Travel Time (s)	4	1	1	1	1	2	2	2	1	1	2	2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	18%	18%	18%	1%	1%	1%	2%	2%	2%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	21	0	438	140	0	36	962	134	0	746	0
Turn Type	Prot	NA	NA	Prot	NA	0	pm+pt	NA	pm+ow	0	NA	NA
Protected Phases	7	4	3	8	8	5	2	2	3	2	6	6
Permitted Phases												
Detector Phase	7	4	3	8	8	5	2	2	3	3	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	11.0	36.0	9.0	36.0	9.0	36.0	9.0	33.5	9.0	30.5	30.5	30.5
Total Split (s)	24.0	34.0	29.0	34.0	29.0	34.0	32.0	44.5	29.0	44.5	44.5	44.5
Total Split (%)	17.2%	24.4%	20.8%	24.4%	20.8%	24.4%	22.9%	31.9%	20.8%	31.9%	31.9%	31.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.6	4.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	Min
Act Effct Green (s)	6.1	7.5	14.3	17.1	23.7	21.8	38.0	23.1	38.0	23.1	0.45	0.45
Actuated g/C Ratio	0.12	0.15	0.28	0.33	0.46	0.42	0.74	0.45	0.74	0.45	0.49	0.49
v/c Ratio	0.04	0.05	0.46	0.22	0.10	0.64	0.11	0.10	0.64	0.11	0.15	0.15
Control Delay	33.1	24.9	21.0	15.9	11.1	15.0	0.9	0.0	15.0	0.9	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	24.9	21.0	15.9	11.1	15.0	0.9	15.0	0.9	15.0	0.0	0.0
LOS	C	C	C	C	B	B	A	B	A	B	B	B
Approach Delay		26.9		19.8			13.2				15.0	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

Existing Conditions

AM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	1	1	1	36	21	4	76	0	76	0	42	42
Queue Length 50th (ft)	17	14	163	99	28	286	14	248	14	248	758	758
Internal Link Dist (ft)	250	712	2062	250	1443	1168	3386	1358	1358	2818	2818	2818
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.22	0.10	0.03	0.28	0.10	0.26	0.10	0.26	0.26	0.26

Intersection Summary

Area Type: Other

Cycle Length: 139.5

Actuated Cycle Length: 51.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 15.4

Intersection Capacity Utilization 53.2%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	663	154	5	56	208	20	2	687	35	13	312	291
Traffic Volume (vph)	663	154	5	56	208	20	2	687	35	13	312	291
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	12	12	11	11	11	11	11	11
Lane Width (ft)												
Grade (%)	140	0	0	100	0	0	250	1	0	250	-1%	0
Storage Length (ft)	25	1	0	1	25	0	1	25	0	1	0	0
Taper Length (ft)	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99
Ped Bike Factor												
Ft	0.995			0.987			0.993				0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	1835	0	1770	1835	0	1669	4759	0	1594	4216	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3388	1835	0	1770	1835	0	1669	4759	0	1594	4216	0
Right Turn on Red		Yes				Yes			Yes			Yes
Satd. Flow (RTOR)		1		3			8				236	
Link Speed (mph)		38		30			30				30	
Link Distance (ft)		838		589			917				1237	
Travel Time (s)		15.0		13.4			20.8				28.1	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)		2				2			1			10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	10%	10%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	737	177	0	62	253	0	2	802	0	14	670	0
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	NA	Prot	NA	NA
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	7	4		3	8		5	2		1	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5	
Total Split (s)	29.0	29.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effr Green (s)	25.6	34.9		7.3	17.6		4.8	18.2		5.4	18.4	
Actuated g/C Ratio	0.34	0.46		0.10	0.23		0.06	0.24		0.07	0.24	
v/c Ratio	0.64	0.21		0.37	0.59		0.02	0.70		0.12	0.56	
Control Delay	27.1	16.3		41.5	32.9		41.5	30.4		41.0	18.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.1	16.3		41.5	32.9		41.5	30.4		41.0	18.2	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

AM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	D	C	C	D	C	C	D	D	B
Approach Delay		25.0			34.6			30.4				18.6
Approach LOS		C			C			C				B
Queue Length 50th (ft)	129	45		25	97		1	111		6		56
Queue Length 95th (ft)	#356	130		81	216		9	221		30		128
Internal Link Dist (ft)		758			509			837				1157
Turn Bay Length (ft)	140			100			250			250		
Base Capacity (vph)	1153	844		360	428		339	3554		324		3206
Salvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.64	0.21		0.17	0.59		0.01	0.23		0.04		0.21

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 75.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 26.1

Intersection Capacity Utilization 57.2%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: C

ICU Level of Service B

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	141	308	185	235	457	62	248	583	157	130	1374	77
Future Volume (vph)	141	308	185	235	457	62	248	583	157	130	1374	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	12	11	11	13	11	14	14	11	11
Storage Length (ft)	250	400	400	250	0	0	0	0	300	0	430	1
Storage Lanes	1	2	2	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.98	0.98	0.99	0.99	0.98	1.00	0.99	0.97	0.99	0.98	0.98
Ped Bike Factor	0.98								0.850		0.850	
Fit	0.950						0.950		0.950		0.950	
Flt Protected	1601	3202	2782	1703	3216	0	1776	3323	1641	1851	3355	1501
Satd. Flow (prot)	0.950						0.950		0.950		0.950	
Flt Permitted	1576	3202	2782	1667	3216	0	1774	3323	1598	1840	3355	1467
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red			201		7				171			52
Satd. Flow (RTOR)		30			50			30			30	
Link Speed (mph)	2688				2133			1701			1159	
Travel Time (s)	61.1				29.1			38.7			26.3	
Confl. Peds. (#/hr)	16	15	15	15	16	6	6	6	6	6	6	6
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
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	335	201	255	564	0	270	634	171	141	1493	84
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6	5	2	2	
Permitted Phases									6	6	5	2
Detector Phase	3	8	1	7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7	9.2	34.7	34.7	34.7	9.2	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0	30.0	85.0	85.0	85.0	30.0	85.0	85.0
Total Split (%)	18.6%	27.9%	14.0%	18.6%	27.9%	14.0%	39.5%	39.5%	39.5%	14.0%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	-4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	-0.2	4.2	4.7	4.7	4.7	4.2	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	22.2	28.7	25.9	31.8	43.2	25.9	88.3	88.3	88.3	18.4	80.7	80.7
Actuated g/C Ratio	0.12	0.16	0.14	0.17	0.23	0.14	0.48	0.48	0.48	0.10	0.44	0.44
v/c Ratio	0.80	0.68	0.36	0.87	0.75	1.09	0.40	0.20	0.77	1.02	0.13	0.13
Control Delay	108.5	80.8	10.3	103.0	72.0	151.9	35.0	5.0	108.5	78.9	15.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.5	80.8	10.3	103.0	72.0	151.9	35.0	5.0	108.5	78.9	15.6	15.6
LOS	F	F	B	F	F	E	F	C	A	F	E	B
Approach Delay		66.4			81.6			59.6			78.2	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

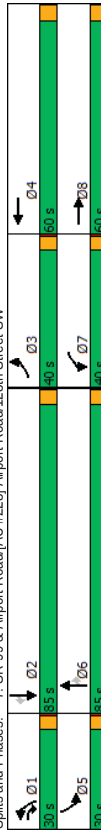
AM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	183	208	0	298	333	~364	~364	259	0	169	~1002	22
Queue Length 95th (ft)	287	267	47	#507	431	#655	#655	405	55	272	#1368	71
Internal Link Dist (ft)	250	2608	400	250	2053			1621	300	1079		430
Turn Bay Length (ft)	311	962	562	331	1056	248	1585	852	259	1464	669	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.35	0.36	0.77	0.53	1.09	0.40	0.20	0.54	1.02	0.13	
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
Actuated Cycle Length:	185											
Natural Cycle:	150											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	1.09											
Intersection Signal Delay:	72.3											
Intersection Capacity Utilization:	94.2%											
Analysis Period (min):	15											
Description:	Airport Road is east-west and SR-99 is north-south											
~	Volume exceeds capacity, queue is theoretically infinite.											
#	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

	↔	→	↘	↙	←	↖	↗	↕	↞	↠	↡	↢	↣	↤	↥	↦	↧	↨	↩	↪	↫	↬	↭	↮	↯	↰	↱	↲	↳	↴	↵	↶	↷	↸	↹	↺	↻	↼	↽	↾	↿	⇀	⇁	⇂	⇃	⇄	⇅	⇆	⇇	⇈	⇉	⇊	⇋	⇌	⇍	⇎	⇏	⇑	⇒	⇓	⇔	⇕	⇖	⇗	⇘	⇙	⇚	⇛	⇜	⇝	⇞	⇟	⇠	⇡	⇢	⇣	⇤	⇥	⇦	⇧	⇨	⇩	⇪	⇫	⇬	⇭	⇮	⇯	⇰	⇱	⇲	⇳	⇴	⇵	⇶	⇷	⇸	⇹	⇺	⇻	⇼	⇽	⇾	⇿	⤵	⤶	⤷	⤸	⤹	⤺	⤻	⤼	⤽	⤿	⥀	⥁	⥂	⥃	⥄	⥅	⥆	⥇	⥈	⥉	⥊	⥋	⥌	⥍	⥎	⥏	⥐	⥑	⥒	⥓	⥔	⥕	⥖	⥗	⥘	⥙	⥚	⥛	⥜	⥝	⥞	⥟	⥠	⥡	⥢	⥣	⥤	⥥	⥦	⥧	⥨	⥩	⥪	⥫	⥬	⥭	⥮	⥯	⥰	⥱	⥲	⥳	⥴	⥵	⥶	⥷	⥸	⥹	⥺	⥻	⥼	⥽	⥾	⥿	⦀	⦁	⦂	⦃	⦄	⦅	⦆	⦇	⦈	⦉	⦊	⦋	⦌	⦍	⦎	⦏	⦐	⦑	⦒	⦓	⦔	⦕	⦖	⦗	⦘	⦙	⦚	⦛	⦜	⦝	⦞	⦟	⦠	⦡	⦢	⦣	⦤	⦥	⦦	⦧	⦨	⦩	⦪	⦫	⦬	⦭	⦮	⦯	⦰	⦱	⦲	⦳	⦴	⦵	⦶	⦷	⦸	⦹	⦺	⦻	⦼	⦽	⦿	⧀	⧁	⧂	⧃	⧄	⧅	⧆	⧇	⧈	⧉	⧊	⧋	⧌	⧍	⧎	⧏	⧐	⧑	⧒	⧓	⧔	⧕	⧖	⧗	⧘	⧙	⧚	⧛	⧜	⧝	⧞	⧟	⧠	⧡	⧢	⧣	⧤	⧥	⧦	⧧	⧨	⧩	⧪	⧫	⧬	⧭	⧮	⧯	⧰	⧱	⧲	⧳	⧴	⧵	⧶	⧷	⧸	⧹	⧺	⧻	⧼	⧽	⧿	⨀	⨁	⨂	⨃	⨄	⨅	⨆	⨇	⨈	⨉	⨊	⨋	⨌	⨍	⨎	⨏	⨐	⨑	⨒	⨓	⨔	⨕	⨖	⨗	⨘	⨙	⨚	⨛	⨜	⨝	⨞	⨟	⨠	⨡	⨢	⨣	⨤	⨥	⨦	⨧	⨨	⨩	⨪	⨫	⨬	⨭	⨮	⨯	⨰	⨱	⨲	⨳	⨴	⨵	⨶	⨷	⨸	⨹	⨺	⨻	⨼	⨽	⨾	⨿	⩀	⩁	⩂	⩃	⩄	⩅	⩆	⩇	⩈	⩉	⩊	⩋	⩌	⩍	⩎	⩏	⩐	⩑	⩒	⩓	⩔	⩕	⩖	⩗	⩘	⩙	⩚	⩛	⩜	⩝	⩞	⩟	⩠	⩡	⩢	⩣	⩤	⩥	⩦	⩧	⩨	⩩	⩪	⩫	⩬	⩭	⩮	⩯	⩰	⩱	⩲	⩳	⩴	⩵	⩶	⩷	⩸	⩹	⩺	⩻	⩼	⩽	⩾	⩿	⪀	⪁	⪂	⪃	⪄	⪅	⪆	⪇	⪈	⪉	⪊	⪋	⪌	⪍	⪎	⪏	⪐	⪑	⪒	⪓	⪔	⪕	⪖	⪗	⪘	⪙	⪚	⪛	⪜	⪝	⪞	⪟	⪠	⪡	⪢	⪣	⪤	⪥	⪦	⪧	⪨	⪩	⪪	⪫	⪬	⪭	⪮	⪯	⪰	⪱	⪲	⪳	⪴	⪵	⪶	⪷	⪸	⪹	⪺	⪻	⪼	⪽	⪾	⪿	⫀	⫁	⫂	⫃	⫄	⫅	⫆	⫇	⫈	⫉	⫊	⫋	⫌	⫍	⫎	⫏	⫐	⫑	⫒	⫓	⫔	⫕	⫖	⫗	⫘	⫙	⫚	⫛	⫝̸	⫝	⫞	⫟	⫠	⫡	⫢	⫣	⫤	⫥	⫦	⫧	⫨	⫩	⫪	⫫	⫬	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	S																							

Lanes, Volumes, Timings

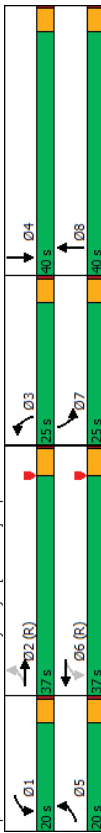
8: Admiralty Way & [AU #228] Airport Road/128th Street SW

[illegible]

Area Type:

Cycle Length: 122	Intersection LOS: C
Actuated Cycle Length: 122	ICU Level of Service A
Offset: 25 (20%), Referenced to phase 2EBTL and 6WBTL Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 23.2	
Intersection Capacity Utilization 52.1%	
Analysis Period (min) 15	

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BJL 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BJL 18-040]

Existing Conditions

AM Peak-Hour

Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	26	379	22	158	654	26	47	36	59	40	57	83
Future Volume (vph)	26	379	22	158	654	26	47	36	59	40	57	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	11	12	12	11	12
Grade (%)	150	3%	0	150	-3%	0	95	1%	0	80	-3%	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0.95	0.95	25	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	0.99	1.00	1.00
Ped Bike Factor	1.00	0.992	0.994	1.00	0.994	1.00	0.907	0.907	1.00	0.911	0.911	1.00
Ft Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1631	*4500	0	1728	3318	0	1581	1550	0	1762	1617	0
Ft Permitted	0.337	0.426	0.426	0.426	0.426	0.426	0.426	0.426	0.426	0.426	0.426	0.426
Satd. Flow (perm)	578	3124	0	773	3318	0	1576	1550	0	1758	1617	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	5	4	4	4	4	4	4	4	4	4	4	4
Link Speed (mph)	45	45	45	45	45	45	45	45	45	45	45	45
Link Distance (ft)	1382	1478	1478	1478	1478	1478	1478	1478	1478	1478	1478	1478
Travel Time (s)	20.9	20.2	20.2	20.2	20.2	20.2	18.5	18.5	2	2	16.8	4
Confl. Peds. (#/hr)	2	3	3	3	3	3	4	4	2	2	16.8	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	6%	6%	6%	4%	4%	4%
Shared Lane Traffic (%)	29	445	0	176	756	0	52	106	0	44	155	0
Lane Group Flow (vph)	pm+pt	NA	NA	pm+pt	NA	NA	Prot	NA	NA	Prot	NA	NA
Turn Type	5	2	2	1	6	6	3	8	8	7	4	4
Protected Phases	2	6	6	6	6	6	3	8	8	7	4	4
Permitted Phases	5	2	2	1	6	6	3	8	8	7	4	4
Detector Phase	Switch Phase	Minimum Initial (s)	8.0	27.5	8.0	26.5	8.0	38.0	8.0	37.0	8.0	37.0
Lead/Lag	18.0	42.0	22.0	46.0	20.0	33.0	20.0	33.0	25.0	38.0	25.0	38.0
Minimum Initial (s)	14.8%	34.4%	18.0%	37.7%	16.4%	27.0%	16.4%	27.0%	20.3%	31.1%	20.3%	31.1%
Total Split (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	-5.0	0.0	-5.0	0.0	-5.0	0.0	-5.0	0.0	-5.0	0.0	-5.0
Lost Time Adjust (s)	4.0	-0.5	4.0	-0.5	4.0	-0.5	4.0	-0.5	4.0	-0.5	4.0	-0.5
Total Lost Time (s)	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead/Lag	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max
Recall Mode	80.9	80.1	88.3	87.1	8.4	15.7	8.4	15.7	7.5	14.8	7.5	14.8
Act Effect Green (s)	0.66	0.66	0.72	0.71	0.07	0.13	0.07	0.13	0.06	0.12	0.06	0.12
Actuated g/C Ratio	0.07	0.15	0.28	0.32	0.48	0.42	0.48	0.42	0.41	0.62	0.41	0.62
v/c Ratio	7.2	8.2	7.3	6.8	68.2	24.0	68.2	24.0	65.3	39.8	65.3	39.8
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	7.2	8.2	7.3	6.8	68.2	24.0	68.2	24.0	65.3	39.8	65.3	39.8
Total Delay	LOS	A	A	A	A	A	E	C	E	D	E	D

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

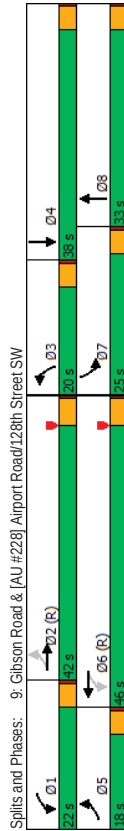
Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	8.1	6.9	6.9	8.1	6.9	6.9	8.1	6.9	6.9	8.1	6.9	6.9
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (ft)	2	70	37	2	70	37	40	31	34	72	73	73
Queue Length 95th (ft)	15	95	103	15	95	103	80	70	72	118	118	118
Internal Link Dist (ft)	1302	1398	1398	1302	1398	1398	736	736	736	659	659	659
Turn Bay Length (ft)	150	150	150	150	150	150	95	95	80	80	80	80
Base Capacity (vph)	535	2955	701	535	2955	701	207	431	303	493	493	493
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.15	0.25	0.05	0.15	0.25	0.25	0.25	0.15	0.31	0.31	0.31

Intersection Summary
Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 122
Offset: 45 (37%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 14.4
Intersection Capacity Utilization 55.3%
Analysis Period (min) 15
Description: Airport Road is east-west and Gibson Road is north-south
* User Entered Value



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	24	469	24	58	611	30	61	42	24	26	48	64
Future Volume (vph)	24	469	24	58	611	30	61	42	24	26	48	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	11	11	11	11	12	12	12	11	12
Grade (%)		-5%			5%			2%			3%	
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		0.91	25		0.95	25		0.99	25		0.99
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.99	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99
Ft	0.993			0.993			0.946			0.950		0.915
Flt Protected	0.950			0.950			0.950			0.950		0.950
Satd. Flow (prot)	1626	4633	0	1605	3183	0	1614	1652	0	1760	1639	0
Flt Permitted	0.387			0.413			0.407			0.712		0.712
Satd. Flow (perm)	661	4633	0	695	3183	0	692	1652	0	1312	1639	0
Right Turn on Red		Yes		Yes		Yes		Yes		Yes		Yes
Satd. Flow (RTOR)	7			4			24			56		
Link Speed (mph)	40			30			30			30		
Link Distance (ft)	1478			799			855			487		
Travel Time (s)	25.2			10.9			19.4			11.1		
Confl. Peds. (#/hr)	3		5	5		3	0.95	0.95	5	5		0.95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	7%	7%	7%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	519	0	61	675	0	64	69	0	27	118	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	52.0		11.0	27.5		9.0	36.0		9.0	37.0	
Total Split (s)	20.0	41.0		20.0	41.0		20.0	41.0		20.0	41.0	
Total Split (%)	16.4%	33.6%		16.4%	33.6%		16.4%	33.6%		16.4%	33.6%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	3.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	7.5		3.5	4.0		3.5	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	87.2	86.1		88.7	80.7		23.5	17.1		18.7	13.1	
Actuated g/C Ratio	0.71	0.71		0.73	0.66		0.19	0.14		0.15	0.11	
v/c Ratio	0.05	0.16		0.11	0.32		0.33	0.27		0.12	0.52	
Control Delay	7.0	63.7		10.7	15.8		40.3	31.5		34.5	33.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.0	63.7		10.7	15.8		40.3	31.5		34.5	33.7	
LOS	A	A		B	B		D	C		C	C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

AM Peak-Hour

Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		6.3			15.4			35.7				
Approach LOS		A			B			D				C
Queue Length 50th (ft)	4	32		20	201		44	33		18		48
Queue Length 95th (ft)	15	51		m33	145		63	62		33		88
Internal Link Dist (ft)		1398			719			775				407
Turn Bay Length (ft)	100			100			100			100		
Base Capacity (vph)	618	3273		636	2106		271	517		339		536
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.04	0.16		0.10	0.32		0.24	0.13		0.08		0.22

Intersection Summary

Area Type: Other

Cycle Length: 122

Actuated Cycle Length: 122

Offset: 60 (49%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 15.7

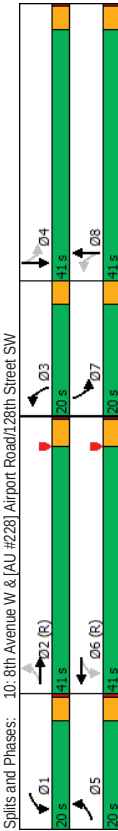
Intersection Capacity Utilization 51.8%

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B

ICU Level of Service A



Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	10	10	10	10	10	10	10	10	10	10	10
Traffic Volume (vph)	631	631	43	110	752	16	37	37	5	82	41	7
Future Volume (vph)	10	631	43	110	752	16	37	37	5	82	41	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	10	12	12	12	12	12	12	12
Grade (%)	125	-3%	0	100	3%	0	0	0	2%	0	-1%	0
Storage Length (ft)	1	0	0	1	0	0	0	0	0	0	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	25	0	0
Taper Length (ft)	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	0.98	1.00	0.99	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	0.99	1.00
Ped Bike Factor	0.991	0.991	0.991	0.997	0.997	0.997	0.997	0.997	0.980	0.980	0.981	0.981
Ft	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1625	1625	0	1621	*1750	0	0	1684	1494	0	1632	0
Satd. Flow (prot)	0.352	0.352	0.341	0.341	0.341	0.341	0.341	0.341	0.341	0.341	0.341	0.341
Flt Permitted	600	600	4617	0	580	3119	0	1372	1463	0	1252	0
Satd. Flow (perm)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Right Turn on Red	11	11	7	7	2	6	2	7.6	8	8	7.7	2
Satd. Flow (RTOR)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Link Speed (mph)	799	799	13.6	10.0	10.0	6	6	7.6	8	8	7.7	2
Link Distance (ft)	13.6	13.6	7	7	2	6	2	7.6	8	8	7.7	2
Travel Time (s)	6	6	7	7	2	6	2	7.6	8	8	7.7	2
Conf. Peds. (#/hr)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Peak Hour Factor	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Heavy Vehicles (%)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Lane Group Flow (vph)	10	695	0	113	791	0	0	43	85	0	50	0
Turn Type	pm+pt	NA	NA	pm+pt	NA	NA	Perm	NA	Perm	Perm	NA	0
Protected Phases	5	2	2	1	6	1	6	8	8	4	4	4
Permitted Phases	2	2	2	6	6	6	8	8	8	4	4	4
Detector Phase	5	2	2	1	6	1	6	8	8	4	4	4
Switch Phase	3.0	10.0	3.0	10.0	3.0	10.0	3.0	10.0	3.0	10.0	3.0	10.0
Minimum Initial (s)	8.0	50.5	8.0	22.0	8.0	22.0	35.5	35.5	35.5	35.5	33.5	33.5
Minimum Split (s)	40.0	50.0	40.0	50.0	40.0	50.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	32.8%	41.0%	32.8%	41.0%	32.8%	41.0%	26.2%	26.2%	26.2%	26.2%	26.2%	26.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-1.0	4.0	7.0	4.0	7.0	3.5	3.5	3.5	3.5	3.5	3.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)	97.2	97.5	102.7	97.9	97.2	97.9	11.8	11.8	11.8	11.8	11.8	11.8
Actuated g/C Ratio	0.80	0.80	0.84	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
v/c Ratio	0.02	0.19	0.21	0.56	0.33	0.39	0.40	0.40	0.40	0.40	0.40	0.40
Control Delay	2.4	1.6	3.7	19.2	2.4	19.2	54.2	14.0	52.2	52.2	52.2	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.4	1.6	3.7	19.2	2.4	19.2	54.2	14.0	52.2	52.2	52.2	52.2
LOS	A	A	A	A	B	B	D	D	B	B	D	D

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

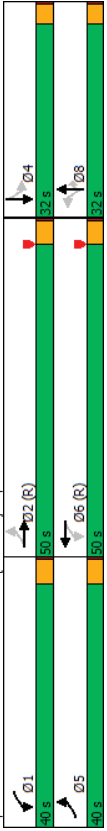
Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Approach LOS	A	A	A	B	B	B	C	C	C	C	C	D
Queue Length 50th (ft)	1	12	7	126	33	33	0	0	0	0	34	34
Queue Length 95th (ft)	4	32	41	265	60	60	41	41	41	41	63	63
Internal Link Dist (ft)	125	719	100	435	254	254	50	50	50	297	297	297
Turn Bay Length (ft)	807	3693	795	1404	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.19	0.14	0.56	0.13	0.21	0.17	0.17	0.17	0.17	0.17	0.17
Intersection Summary	Other											
Area Type:	Cycle Length: 122											
Cycle Length:	Actuated Cycle Length: 122											
Offset:	Offset: 75 (61%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow											
Natural Cycle:	95											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.56											
Intersection Signal Delay:	12.8											
Intersection Capacity Utilization:	54.0%											
Analysis Period (min):	15											
* User Entered Value												

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	61	489	36	479	708	302	32	141	199	542	295	67
Future Volume (vph)	61	489	36	479	708	302	32	141	199	542	295	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	12	11	15	15	12	16	11	15	12
Grade (%)	-1%											
Storage Length (ft)	90		0	455		0	0	0	0	245		0
Storage Lanes	1		0	1		1	1	1	1	1		0
Taper Length (ft)	25		0	25		1.00	1.00	1.00	0.97	1.00	1.00	1.00
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	0.96	0.98	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.96	0.98	1.00	1.00
Pt	0.990					0.850			0.850		0.972	
Flt Protected	0.950			0.950		1683	1822	1743	1679	3286	1966	0
Satd. Flow (prot)	1639	*3500	0	1710	3307							
Flt Permitted	0.950			0.950		0.950			0.950			
Satd. Flow (perm)	1634	4654	0	1706	3307	1650	1815	1743	1613	3212	1966	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	8					275			94			9
Link Speed (mph)	515					872			751			443
Link Distance (ft)												
Travel Time (s)	8.8					17.0			17.1			7.9
Confl. Peds. (#/hr)	6		3	3		6	5		26			5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	9%	9%	9%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	565	0	515	761	325	34	152	214	583	389	0
Turn Type	Prot	NA	NA	pm+ov	Prot	pm+ov	Prot	NA	pm+ov	Prot	NA	0
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases												
Detector Phase	5	2		1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	8.0	34.5		8.0	42.0	9.5	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	15.0	22.0		44.0	51.0	32.0	25.0	24.0	44.0	32.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0	0.0	0.0	0.0	0.0	0.0	-2.0	
Total Lost Time (s)	4.5	7.5		4.5	-0.5	4.5	4.5	4.5	4.5	4.5	2.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Recall Mode	None	C-Max		None	C-Max	None	None	Min	None	None	Min	
Act Effect Green (s)	8.6	21.2		39.2	61.8	81.6	6.8	15.7	54.9	24.9	39.6	
Actuated g/C Ratio	0.07	0.17		0.32	0.51	0.67	0.06	0.13	0.45	0.20	0.32	
v/c Ratio	0.57	0.92		0.94	0.45	0.27	0.34	0.68	0.27	0.87	0.60	
Control Delay	69.4	69.7		65.2	30.7	1.1	63.6	65.7	10.0	61.5	38.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	
Total Delay	69.4	69.7		65.2	30.7	1.1	63.6	65.7	10.0	61.5	41.3	
LOS	E	E		E	C	A	E	E	B	E	D	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

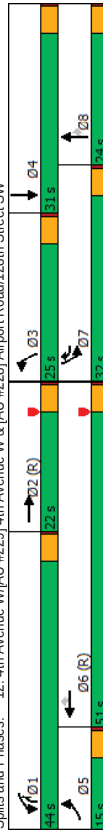
12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		69.7			35.8			35.7				53.4
Approach LOS		E			D			D				D
Queue Length 50th (ft)	44	~201		396	238	1	26	116	47	228	259	
Queue Length 95th (ft)	89	#296		m#498	m271	m15	59	183	92	291	357	
Internal Link Dist (ft)		435			792			671			363	
Turn Bay Length (ft)	90			455							245	
Base Capacity (vph)	141	615		565	1674	1232	306	278	813	740	643	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	154	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.47	0.92		0.91	0.45	0.26	0.11	0.55	0.26	0.79	0.80	

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 122
 Offset: 85 (70%), Referenced to phase 2EBT and 6WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 46.5
 Intersection Capacity Utilization 103.6%
 Analysis Period (min) 15
 * User Entered Value
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	1038	564	643	1023	0	0	0	0	523	3	528
Future Volume (vph)	0	1038	564	643	1023	0	0	0	0	523	3	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	400	0	0	0	0	0	330	0	330
Storage Lanes	0	0	1	2	0	0	0	0	0	1	0	1
Tapor Length (ft)	25	0	0	25	0	0	25	0	0	25	0	25
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.989	0.850									0.99
Fit												0.850
Fit Protected												0.950
Satd. Flow (prot)	0	3196	1374	3335	3438	0	0	0	0	1603	1608	1509
Fit Permitted												0.950
Satd. Flow (perm)	0	3196	1374	3335	3438	0	0	0	0	1603	1608	1490
Right Turn on Red										Yes		Yes
Satd. Flow (RTOR)		6	381									99
Link Speed (mph)			40		35			30				30
Link Distance (ft)			872		700			315				681
Travel Time (s)			14.9		13.6			7.2				15.5
Confl. Peds. (#/hr)	4					4						
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
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	0%	0%	0%	7%	7%	7%
Shared Lane Traffic (%)			15%							50%		
Lane Group Flow (vph)	0	1220	521	699	1112	0	0	0	0	284	287	574
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		2	1	6					8	8
Permitted Phases		2	2	2	1	6					8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	21.3	8.5	23.3					40.6	40.6	40.6
Total Split (s)	26.0	26.0	26.0	47.0	81.0					41.0	41.0	41.0
Total Split (%)	21.3%	21.3%	21.3%	38.5%	66.4%					33.6%	33.6%	33.6%
Yellow Time (s)	3.6	3.6	3.6	3.5	3.6					3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)	2.6	5.6	5.6	5.5	5.6					5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	C-Min					Min	Min	Min
Act Effct Green (s)	41.9	38.9	31.0	75.4						35.4	35.4	35.4
Actuated g/C Ratio	0.34	0.32	0.25	0.62						0.29	0.29	0.29
v/c Ratio	1.11	0.75	0.83	0.52						0.61	0.62	1.14
Control Delay	93.0	19.3	51.5	14.3						44.0	44.2	119.3
Queue Delay	0.0	0.0	0.0	0.0						0.0	0.0	0.0
Total Delay	93.0	19.3	51.5	14.3						44.0	44.2	119.3
LOS	F	B	B	D	B					D	D	F
Approach Delay	71.0				28.6					81.8		F
Approach LOS	E				C							F

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

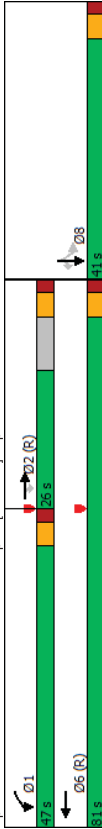
Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~613	124	269	244						203	206	~472
Queue Length 95th (ft)	m#831	m245	314	298						306	307	#697
Internal Link Dist (ft)	792			620				235			601	
Turn Bay Length (ft)			400	2124						330	466	502
Base Capacity (vph)	1101	697	1134	2124						465	466	502
Starvation Cap Reductn	0	0	0	0						0	0	0
Spillback Cap Reductn	0	0	0	0						0	0	0
Storage Cap Reductn	0	0	0	0						0	0	0
Reduced v/c Ratio	1.11	0.75	0.62	0.52						0.61	0.62	1.14
Intersection Summary												
Area Type:	Other											
Cycle Length:	122											
Actuated Cycle Length:	122											
Offset: 0 (0%), Referenced to phase 2EBT and 6WBT, Start of Green												
Natural Cycle: 120												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.14												
Intersection Signal Delay: 57.3												
Intersection Capacity Utilization 80.7%												
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												
# Queue shown is maximum after two cycles.												
~ 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	58	36	486	27	53	749
Traffic Volume (vph)	58	36	486	27	53	749
Future Volume (vph)	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	85	75	150	1	1
Storage Length (ft)	25	1	1	1	25	1
Taper Length (ft)	1.00	1.00	0.95	1.00	1.00	0.95
Lane Util. Factor	0.98	0.95	0.99			
Ped Bike Factor	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	1752	1568	3505	1568	1770	*2000
Flt Permitted	0.950					
Satd. Flow (perm)	1752	1544	3505	1497	674	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	30	41	38	31		38
Link Speed (mph)	500		443			906
Link Distance (ft)	11.4		7.9		21	16.3
Travel Time (s)				21		
Confl. Peds. (#/hr)	0.88	0.88	0.88	0.88	0.88	0.88
Peak Hour Factor	3%	3%	3%	3%	2%	2%
Heavy Vehicles (%)						
Shared Lane Traffic (%)	66	41	552	31	60	851
Lane Group Flow (vph)	Prot	Perm	NA	Perm	pm+pt	NA
Turn Type	8	8	2	2	6	6
Protected Phases						
Permitted Phases	8	8	2	2	1	6
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	25.0	25.0	29.0	29.0	8.0	20.0
Total Split (s)	23.0	23.0	25.0	25.0	14.0	39.0
Total Split (%)	37.1%	37.1%	40.3%	40.3%	22.6%	62.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-4.0	0.0	0.0	-4.0
Total Lost Time (s)	4.0	4.0	0.0	4.0	4.0	0.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	8.7	8.7	45.2	42.0	47.0	51.0
Actuated g/C Ratio	0.14	0.14	0.73	0.68	0.76	0.82
v/c Ratio	0.27	0.16	0.22	0.03	0.10	0.52
Control Delay	24.2	8.4	5.4	4.3	4.2	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	8.4	5.4	4.3	4.2	4.8
LOS	C	A	A	A	A	A
Approach Delay	18.1		5.4			4.8
Approach LOS	B		A			A

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

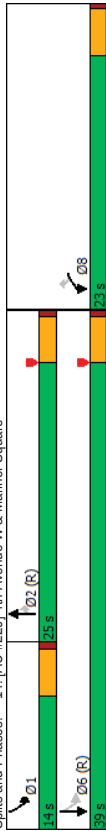
Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	24	0	32	0	4	25
Queue Length 95th (ft)	42	17	95	13	22	143
Internal Link Dist (ft)	420		363			826
Turn Bay Length (ft)	85			75	150	
Base Capacity (vph)	536	501	2553	1023	687	1644
Spallback Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.08	0.22	0.03	0.09	0.52
Intersection Summary						
Area Type:	Other					
Cycle Length:	62					
Actuated Cycle Length:	62					
Offset:	20 (32%), Referenced to phase 2 NBT and 6 SBT, Start of Yellow					
Natural Cycle:	65					
Control Type:	Actuated-Coordinated					
Maximum v/c Ratio:	0.52					
Intersection Signal Delay:	5.9					
Intersection Capacity Utilization	39.3%					
Analysis Period (min)	15					
* User Entered Value						

Splits and Phases: 14: [AU #229] 4th Avenue W & Mariner Square



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	179	32	79	126	80	50	10	541	88	12	595	111
Future Volume (vph)	179	32	79	126	80	50	10	541	88	12	595	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	125	0	0	175	0	0	225	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.99	1.00	1.00	0.99	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Frt	0.893	0.893	0.893	0.942	0.942	0.942	0.979	0.979	0.979	0.976	0.976	0.976
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1752	1632	0	1671	1643	0	1770	3447	0	1752	3404	0
Flt Permitted	0.659	0.659	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677
Satd. Flow (perm)	1206	1632	0	1190	1643	0	503	3447	0	635	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	89	30	30	56	30	30	33	38	38	38	44	38
Link Speed (mph)	500	510	510	510	510	510	510	510	510	510	510	510
Link Distance (ft)	11.4	11.4	11.4	11.4	11.4	11.4	16.3	16.3	16.3	16.3	23.6	23.6
Travel Time (s)	16	16	16	16	16	16	8	8	8	12	12	8
Confl. Peds. (#/hr)	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Peak Hour Factor	3%	3%	3%	8%	8%	8%	2%	2%	2%	3%	3%	3%
Heavy Vehicles (%)	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)	201	125	0	142	146	0	11	707	0	13	794	0
Lane Group Flow (vph)	Perm	NA	NA	Perm	NA	NA	pm+pt	NA	pm+pt	NA	NA	0
Turn Type	4	4	4	8	8	8	5	2	1	6	6	6
Protected Phases	4	4	4	8	8	8	5	2	1	6	6	6
Permitted Phases	4	4	4	8	8	8	5	2	1	6	6	6
Detector Phase	4	4	4	8	8	8	5	2	1	6	6	6
Switch Phase	4	4	4	8	8	8	5	2	1	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	4.0	4.0	7.0	7.0
Minimum Split (s)	37.5	37.5	37.5	33.0	33.0	33.0	8.0	25.0	8.0	8.0	24.0	24.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	11.0	25.0	11.0	11.0	25.0	25.0
Total Split (%)	41.0%	41.0%	41.0%	41.0%	41.0%	41.0%	18.0%	41.0%	18.0%	18.0%	41.0%	41.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	-1.0	-1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max	C-Max
Act Effrt Green (s)	14.4	14.4	14.4	14.4	14.4	14.4	37.8	36.8	37.8	36.8	41.8	41.8
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.60	0.62	0.62	0.69	0.69
v/c Ratio	0.71	0.28	0.51	0.34	0.03	0.03	0.03	0.34	0.03	0.03	0.34	0.34
Control Delay	34.2	8.1	25.3	13.2	6.3	6.3	6.3	8.2	2.9	2.9	4.6	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	8.1	25.3	13.2	6.3	6.3	6.3	8.2	2.9	2.9	4.6	4.6
LOS	C	A	A	B	B	B	A	A	A	A	A	A
Approach Delay	24.2	19.1	19.1	19.1	19.1	19.1	8.1	8.1	8.1	8.1	4.6	4.6
Approach LOS	C	B	B	B	B	B	A	A	A	A	A	A

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

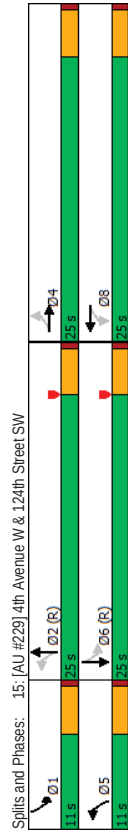
15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	68	10	45	27	1	50	1	50	0	0	0	0
Queue Length 95th (ft)	111	39	79	57	8	143	8	143	m5	198	198	198
Internal Link Dist (ft)	420	420	420	420	420	420	420	420	420	420	420	420
Turn Bay Length (ft)	150	620	409	602	459	2090	175	2090	225	525	2345	2345
Base Capacity (vph)	415	620	409	602	459	2090	175	2090	525	2345	2345	2345
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.20	0.35	0.24	0.02	0.34	0.02	0.34	0.02	0.02	0.34	0.34

Intersection Summary

Area Type: Other
Cycle Length: 61
Actuated Cycle Length: 61
Offset: 35 (57%), Referenced to phase 2: NBT and 6: SBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 10.7
Intersection Capacity Utilization 54.6%
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
ICU Level of Service A



Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↔	↔	↔	↔	↔	↔				
Traffic Volume (vph)	91	159	498	58	175	678				
Future Volume (vph)	91	159	498	58	175	678				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	150	0	0	0	125					
Storage Lanes	1	1	0	0	1					
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95				
Ped Bike Factor	1.00	0.95	0.98		0.94					
Frt	0.850	0.984								
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1612	1442	*4500	0	1719	*4500				
Flt Permitted	0.950				0.201					
Satd. Flow (perm)	1610	1371	3369	0	341	3438				
Right Turn on Red		Yes	Yes							
Satd. Flow (RTOR)		194	21							
Link Speed (mph)	30		38			38				
Link Distance (ft)	518		1316			421				
Travel Time (s)	11.8		23.6			7.6				
Confl. Peds. (#/hr)	1	48		169						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82				
Heavy Vehicles (%)	12%	12%	3%	3%	5%	5%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	111	194	678	0	213	827				
Turn Type	Prot	Perm	NA		pm+pt	NA				
Protected Phases	4		2		1	1 2				
Permitted Phases					1 2					
Detector Phase	4	4	2		1 2					
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0		5.0					
Minimum Split (s)	27.0	27.0	30.0	10.0	10.0					
Total Split (s)	25.0	25.0	19.0	17.0	17.0					
Total Split (%)	41.0%	41.0%	31.1%	27.9%	27.9%					
Yellow Time (s)	3.0	3.0	4.0		5.0					
All-Red Time (s)	1.0	1.0	1.0		0.0					
Lost Time Adjust (s)	0.0	0.0	-5.0		-5.0					
Total Lost Time (s)	4.0	4.0	0.0		0.0					
Lead/Lag			Lag		Lead					
Lead-Lag Optimize?			Yes		Yes					
Recall Mode	None	None	C-Max		None					
Act Effct Green (s)	18.2	18.2	23.1		38.8					
Actuated g/C Ratio	0.30	0.30	0.38		0.64					
v/c Ratio	0.23	0.36	0.40		0.37					
Control Delay	15.8	4.7	17.0		15.2					
Queue Delay	0.0	0.0	0.0		0.0					
Total Delay	15.8	4.7	17.0		15.2					
LOS	B	A	B		B					
Approach Delay	8.7		17.0							
Approach LOS	A		B							

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

AM Peak-Hour

Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Queue Length 50th (ft)	28	0	113		29	50				
Queue Length 95th (ft)	54	28	139		75	58				
Internal Link Dist (ft)	438		1236			341				
Turn Bay Length (ft)	150				125					
Base Capacity (vph)	554	599	1715		601	2434				
Starvation Cap Reductn	0	0	0		0	0				
Spillback Cap Reductn	0	0	0		0	0				
Storage Cap Reductn	0	0	0		0	0				
Reduced v/c Ratio	0.20	0.32	0.40		0.35	0.34				

Intersection Summary

Area Type: Other

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 60 (98%), Referenced to phase 2 NBSB and 6: Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.47

Intersection Capacity Delay: 11.0

Intersection Capacity Utilization 56.8%

Analysis Period (min) 15

* User Entered Value

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 16: [AU #229] 4th Avenue W & 120th Street SW



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	150	0	117	5	2	1	54	609	0	0	697	110
Future Volume (vph)	150	0	117	5	2	1	54	609	0	0	697	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	0	0	0	0	0	125	0	0	100	0	0
Storage Lanes	1	1	1	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	0	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.93	0.850		0.985		0.99		0.99		0.99	
Frt											0.980	
Flt Protected		0.950			0.968		0.950					
Satd. Flow (prot)	0	1719	1538	0	1812	0	1719	3438	0	1845	*4500	0
Flt Permitted		0.752			0.968		0.179					
Satd. Flow (perm)	0	1361	1423	0	1815	0	322	3438	0	1845	3412	0
Right Turn on Red			Yes		Yes		Yes		Yes		Yes	
Satd. Flow (RTOR)			250		1		19				38	
Link Speed (mph)		30			30		38				38	
Link Distance (ft)		500			500		421				779	
Travel Time (s)		11.4			11.4		7.6				14.0	
Confl. Peds. (#/hr)			105	105			19		123	123		19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	5%	5%	0%	0%	0%	5%	5%	5%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	133	0	9	0	61	692	0	0	917	0
Turn Type	Perm	NA	Perm	Perm	NA	NA	D,P+P	NA	Perm	NA	NA	0
Protected Phases		8	8	7	7	7	5	5	6	6	6	
Permitted Phases	8	8	8	7	7	7	5	5	6	6	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0		5.0	5.0		5.0
Minimum Split (s)	34.0	34.0	34.0	25.0	25.0	25.0	8.0		25.0	25.0		27.0
Total Split (s)	15.0	15.0	15.0	10.0	10.0	10.0	8.0		28.0	28.0		25.0
Total Split (%)	24.5%	24.6%	24.6%	16.4%	16.4%	16.4%	13.1%		45.9%	45.9%		41%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	-5.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0		5.0	0.0		
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None	None		C-Max	C-Max		None
Act Effct Green (s)	16.2	16.2	16.2	5.3	5.3	5.3	32.8	35.8		30.5		
Actuated g/C Ratio	0.27	0.27	0.27	0.09	0.09	0.09	0.54	0.59		0.50		
v/c Ratio	0.47	0.24	0.24	0.06	0.06	0.06	0.21	0.34		0.40		
Control Delay	25.6	1.0	1.0	25.0	25.0	25.0	12.5	7.0		10.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	25.6	1.0	1.0	25.0	25.0	25.0	12.5	7.0		10.6		
LOS	C	C	A	C	C	C	B	A		B		
Approach Delay	14.8			25.0	25.0	25.0	7.4	A		10.6		
Approach LOS	B			C	C	C	A			B		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1	2	4
Turn Type			
Protected Phases			
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.0	30.0	27.0
Total Split (s)	17.0	19.0	25.0
Total Split (%)	28%	31%	41%
Yellow Time (s)	5.0	4.0	3.0
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	None
Recall Mode	None	C-Max	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	46	0	0	3	3	14	36	82	5	32	107	✓
Queue Length 95th (ft)	#137	0	0	14	14	420	36	82	5	32	145	✓
Internal Link Dist (ft)	420			420			420	341			699	✓
Turn Bay Length (ft)							125	2018			2270	✓
Base Capacity (vph)	379	576	179	294	2018		0	0			0	✓
Starvation Cap Reductn	0	0	0	0	0		0	0			0	✓
Spillback Cap Reductn	0	0	0	0	0		0	0			0	✓
Storage Cap Reductn	0	0	0	0	0		0	0			0	✓
Reduced v/c Ratio	0.45	0.23	0.05	0.21	0.34						0.40	✓

Intersection Summary

Area Type: Other

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 60 (98%), Referenced to phase 2 NBSSB and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 10.1

Intersection Capacity Utilization 61.8%

Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 17: [AU #229] 4th Avenue W & Center Road/Driveway



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [BUL 18-040]

Existing Conditions
AM Peak-Hour

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [BUL 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	0	14	155	0	77	6	600	0	0	662	1
Traffic Volume (vph)	4	0	14	155	0	77	6	600	0	0	662	1
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	50	0	0	100	0	0	0	0	0
Storage Length (ft)	0	0	0	1	0	0	1	0	0	0	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.99	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.897	0.897	0.897	0.850								
Flt Protected	0.988	0.950					0.950					
Satd. Flow (prot)	0	1634	0	1687	1467	0	1752	3505	0	0	3539	0
Flt Permitted	0.946	0.744					0.265					
Satd. Flow (perm)	0	1559	0	1286	1467	0	486	3505	0	0	3539	0
Right Turn on Red		Yes			Yes		Yes		Yes		Yes	
Satd. Flow (RTOR)	18	239						38			38	
Link Speed (mph)	30	30						779			1455	
Link Distance (ft)	500	500						14.0			26.1	
Travel Time (s)	11.4	11.4						14.0			26.1	
Confl. Peds. (#/hr)	14	24	24	24	7%	7%	3%	0.88	0.88	0.88	0.88	10
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	176	88	0	7	682	0	0	753	0
Turn Type	Perm	NA	Perm	NA	NA	NA	Perm	NA	NA	NA	NA	NA
Protected Phases	4	4	8	8	8	8	2	2	2	2	6	6
Permitted Phases	4	4	8	8	8	8	2	2	2	2	6	6
Detector Phase	4	4	8	8	8	8	2	2	2	2	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	27.0	21.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	54.5	54.5	54.5	54.5	54.5	54.5
Total Split (s)	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	61.6%	61.6%	61.6%	61.6%	61.6%	61.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-4.0	0.0	0.0	-5.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	0.5	0.5	0.5	-0.5	0.5
Lead/Lag												
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	13.4	13.4	14.1	14.1	14.1	14.1	17.4	20.4	21.1	21.1	21.1	21.1
Act Effct Green (s)	0.39	0.41	0.41	0.41	0.41	0.41	0.51	0.59	0.62	0.62	0.62	0.62
Actuated g/C Ratio	0.03	0.33	0.12	0.03	0.03	0.03	0.03	0.33	0.35	0.35	0.35	0.35
v/c Ratio	4.4	10.3	0.3	10.3	0.3	10.3	7.2	7.2	6.8	6.8	6.8	6.8
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	4.4	10.3	0.3	10.3	0.3	10.3	7.2	7.2	6.8	6.8	6.8	6.8
Total Delay	A	B	A	B	A	B	A	A	A	A	A	A
LOS	A	B	A	B	A	B	A	A	A	A	A	A
Approach Delay	4.4	7.0	7.3	7.3	7.3	7.3	7.3	7.3	6.8	6.8	6.8	6.8
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

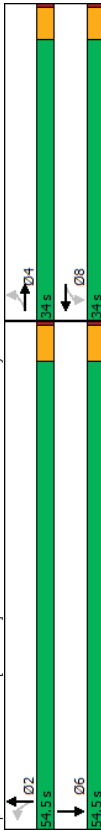
Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	24	0	62	0	8	25	1	98	0	25	25
Queue Length 95th (ft)	9	62	0	420	0	8	699	8	104	0	104	104
Internal Link Dist (ft)	420			420								
Turn Bay Length (ft)		50				100						
Base Capacity (vph)	1295	1065	1256			486	3505				3539	3539
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.17	0.07			0.01	0.19				0.21	0.21
Intersection Summary												
Area Type:	Other											
Cycle Length:	88.5											
Actuated Cycle Length:	34.3											
Natural Cycle:	50											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.35											
Intersection Signal Delay:	7.0											
Intersection Capacity Utilization:	41.7%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	A											

Splits and Phases: 18: [AU #229] 4th Avenue W & 116th Place SW/Driveway



Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	54	256	141	171	537	136	107	321	153	76	406	80
Future Volume (vph)	54	256	141	171	537	136	107	321	153	76	406	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	0	0	250	0	0	225	300	300	300	325	1
Storage Lanes	1	0	0	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99	0.99	1.00	1.00	1.00	0.97	0.99	1.00	1.00	0.975	0.975
Fit	0.950	0.947	0.950	0.950	0.970	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fit Protected	1719	*2000	0	1752	*1900	0	1703	3406	1524	1752	3405	0
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0
Satd. Flow (perm)	1717	3234	0	1746	3389	0	1695	3406	1483	1736	3405	0
Right Turn on Red		Yes	Yes		Yes	Yes			Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	56	38	4	4	17	40	38	1455	159	1324	22.6	5
Link Speed (mph)	2	2	2	2	2	2	2	2	2	2	2	2
Link Distance (ft)	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Travel Time (s)	5%	5%	5%	3%	3%	3%	6%	6%	6%	3%	3%	3%
Conf. Peds. (#/hr)	2	2	2	2	2	2	2	2	2	2	2	2
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
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)	56	414	0	178	701	0	111	334	159	79	506	0
Lane Group Flow (vph)	Prot	NA	NA	Prot	NA	0	Prot	NA	pm+ov	Prot	NA	0
Turn Type	7	4	4	3	8	8	5	2	3	1	6	6
Protected Phases	7	4	4	3	8	8	5	2	3	1	6	6
Permitted Phases												
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	4.0	4.0	7.0	7.0
Minimum Split (s)	8.0	36.5	8.0	32.5	8.0	32.5	8.0	33.5	8.0	8.0	32.5	32.5
Total Split (s)	34.0	54.5	34.0	54.5	34.0	54.5	34.0	54.5	34.0	37.0	54.5	54.5
Total Split (%)	18.9%	30.3%	18.9%	30.3%	18.9%	30.3%	18.9%	30.3%	18.9%	20.6%	30.3%	30.3%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0	-5.0	-5.0
Total Lost Time (s)	4.0	7.5	4.0	7.5	4.0	7.5	4.0	7.5	4.0	4.0	-0.5	-0.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	38.3	16.2	48.4	12.2	27.4	44.1	9.9	27.7	9.9	27.7	27.7
Actuated g/C Ratio	0.08	0.35	0.15	0.44	0.11	0.25	0.40	0.09	0.25	0.09	0.25	0.25
v/c Ratio	0.43	0.56	0.69	0.83	0.59	0.39	0.23	0.50	0.58	0.50	0.58	0.58
Control Delay	62.6	31.4	60.3	39.3	62.0	37.5	3.6	62.1	38.7	3.6	62.1	38.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	31.4	60.3	39.3	62.0	37.5	3.6	62.1	38.7	3.6	62.1	38.7
LOS	E	C	E	D	E	D	E	D	A	E	D	D
Approach Delay	35.1	35.1	35.1	43.6	35.1	35.1	35.1	35.1	35.1	35.1	35.1	35.1
Approach LOS	D	D	D	D	D	D	D	D	C	C	D	D

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

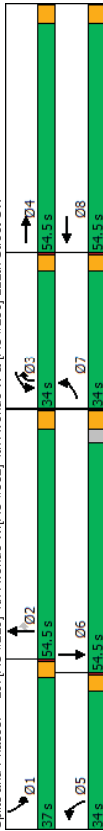
Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	38	102	119	219	75	106	0	53	161			
Queue Length 95th (ft)	91	212	218	451	152	168	36	118	247			
Internal Link Dist (ft)	2301			1238				1375				
Turn Bay Length (ft)	275	908	250	490	848	476	1589	878	539	1849		
Base Capacity (vph)	481	908	250	490	848	476	1589	878	539	1849		
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.46	0.36	0.83	0.23	0.21	0.18	0.15	0.27			
Intersection Summary												
Area Type:	Other											
Cycle Length:	180											
Actuated Cycle Length:	109.7											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.83											
Intersection Signal Delay:	39.1											
Intersection Capacity Utilization:	60.6%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW



Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW\AU #230\ 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	347	8	6	742	18	14
Future Volume (vph)	347	8	6	742	18	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	0	0	0	0
Storage Lanes	0	1	1	1	0	0
Taper Length (ft)	0	25	0	25	0	0
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor	1.00		0.98			
Frt	0.997				0.940	
Flt Protected					0.973	
Satd. Flow (prot)	3392	0	1752	3505	1738	0
Flt Permitted					0.973	
Satd. Flow (perm)	3392	0	962	3505	1738	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8				15	
Link Speed (mph)	30			40	30	
Link Distance (ft)	3508			2381	500	
Travel Time (s)	79.7			40.6	11.4	
Confl. Peds. (#/hr)		22	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	3%	3%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	373	0	6	781	34	0
Turn Type	NA	Perm	NA	Prot	NA	Prot
Protected Phases	2		6	8		
Permitted Phases			6			
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	33.0	33.0	33.0	33.0	7.0	7.0
Total Split (%)	82.5%	82.5%	82.5%	82.5%	17.5%	17.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-5.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	-1.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	29.0		29.0	34.0	3.0	
Actuated g/C Ratio	0.72	0.72	0.72	0.85	0.08	
v/c Ratio	0.15	0.01	0.01	0.26	0.24	
Control Delay	1.8	1.5	1.5	0.8	17.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	1.8	1.5	1.5	0.8	17.3	
LOS	A	A	A	A	B	
Approach Delay	1.8			0.8	17.3	
Approach LOS	A			A	B	
Queue Length 50th (ft)	7	0	0	0	4	
Queue Length 95th (ft)	13	2	0	0	22	
Internal Link Dist (ft)	3428			2301	420	
Turn Bay Length (ft)				100		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

AM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW\AU #230\ 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2461		697	2979	144	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.15		0.01	0.26	0.24	
Intersection Summary						
Area Type:	Other					
Cycle Length:	40					
Actuated Cycle Length:	40					
Offset:	20 (50%), Referenced to phase 2EBT and 6\WBT\ Start of Green					
Natural Cycle:	40					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.26					
Intersection Signal Delay:	1.6					
Intersection Capacity Utilization	30.5%					
Analysis Period (min)	15					
Intersection LOS:	A					
ICU Level of Service	A					

Splits and Phases: 20: 115th St SW & 112th Street SW\AU #230\ 112th Street SW



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

AM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2	474	0	0	853	2	0	0	1	3	0	15
Traffic Volume (vph)	2	474	0	0	853	2	0	0	1	3	0	15
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	0	100	0	0	0	0	0	0	0	0	0
Storage Length (ft)	25	1	0	1	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1703	3406	0	1845	3505	0	0	1644	0	0	1676	0
Flt Permitted	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283
Satd. Flow (perm)	507	3406	0	1845	3505	0	0	1644	0	0	1691	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	1	38	0	30	4093	0	0	480	0	0	27	0
Link Speed (mph)	38	38	38	38	38	38	38	38	38	38	38	38
Link Distance (ft)	1318	1318	1318	1318	1318	1318	1318	1318	1318	1318	1318	1318
Travel Time (s)	23.6	23.6	23.6	23.6	23.6	23.6	23.6	23.6	23.6	23.6	23.6	23.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Shared Lane Traffic (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Lane Group Flow (vph)	2	558	0	0	1006	0	0	1	0	0	22	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	NA	Perm	Perm	NA	NA
Protected Phases	2	2	2	2	2	2	2	2	2	2	2	2
Permitted Phases	2	2	2	2	2	2	2	2	2	2	2	2
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-1.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	30.0	35.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Actuated g/C Ratio	0.75	0.88	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
v/c Ratio	0.01	0.19	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38
Control Delay	1.5	0.5	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.5	0.5	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	1	0	0	0	0	0	0	0	0	0	0	0
Internal Link Dist (ft)	1238	1238	1238	1238	1238	1238	1238	1238	1238	1238	1238	1238
Turn Bay Length (ft)	100	100	100	100	100	100	100	100	100	100	100	100
Base Capacity (vph)	380	2980	380	380	2980	380	380	380	380	380	380	380
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

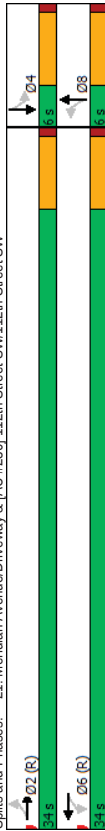
Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.19	0.19	0.38	0.38	0.38	0.00	0.00	0.00	0.00	0.20	0.20
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset:	20 (50%), Referenced to phase 2EBTL and 6:WBT, Start of Green											
Natural Cycle:	40											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.38											
Intersection Signal Delay:	1.8											
Intersection Capacity Utilization	34.1%											
Analysis Period (min)	15											
Intersection LOS:	A											
ICU Level of Service	A											

Splits and Phases: 21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW



Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

[illegible]

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [F]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB
Queue Length 50th (ft)	19	0		7	0		2	40		4	11	
Queue Length 95th (ft)	47	0		25	10		13	222		19	114	
Internal Link Dist (ft)		1085			914			1157			2114	
Turn Bay Length (ft)	90			125			150			250		
Base Capacity (vph)	373	469		412	209		265	3855		237	2281	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.01		0.04	0.04		0.02	0.31		0.05	0.36	

Intersection Summary

Area Type:	Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 30 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 14.0
Intersection LOS: B

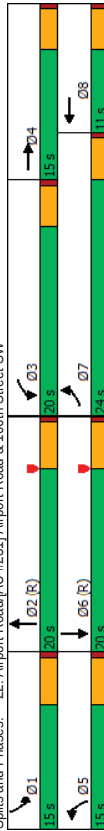
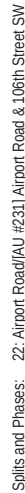
Intersection Capacity Utilization 37.7%

Analysis Period (min) 15

* User Entered Value

Intersection LOS: B

ICU Level of Service A



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [BJL 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	1	4	56	12	59	45	886	295	84	731	15
Traffic Volume (vph)	6	1	4	56	12	59	45	886	295	84	731	15
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	200	200	140	65	350	350	0	0	300	0	0
Storage Length (ft)	1	1	1	1	1	1	1	1	0	1	1	0
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								0.99	0.99	1.00	0.99	0.99
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1743	1482	1641	1727	1468	1736	*5500	0	1626	4659	0
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1656	1743	1482	1641	1727	1468	1736	4754	0	1621	4659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			97		79			3	
Link Speed (mph)		30			30			48			50	
Link Distance (ft)		858			1387			2194			2138	
Travel Time (s)		19.5			31.5			31.2			29.2	
Confl. Peds. (#/hr)									7			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	9%	9%	9%	10%	10%	10%	4%	4%	4%	11%	11%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1	5	64	14	67	51	1342	0	95	848	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	NA	NA
Protected Phases												
Permitted Phases	7	4	4	3	8	8	5	2	1	6		
Detector Phase												
Switch Phase	7	4	4	3	8	8	5	2	1	6		
Minimum Initial (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	12.0		4.0	12.0	
Minimum Split (s)	8.0	34.5	34.5	8.0	35.5	35.5	8.0	28.5		8.0	29.5	
Total Split (s)	28.5	28.5	28.5	23.5	23.5	23.5	24.0	64.5		19.0	64.5	
Total Split (%)	19.6%	19.6%	19.6%	16.2%	16.2%	16.2%	16.5%	44.3%		13.1%	44.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5		4.0	-0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	5.1	6.0	6.0	7.2	7.0	7.0	6.6	28.1		8.4	31.8	
Actuated g/C Ratio	0.11	0.13	0.13	0.15	0.15	0.15	0.14	0.60		0.18	0.67	
v/c Ratio	0.04	0.00	0.02	0.25	0.05	0.22	0.21	0.41		0.33	0.27	
Control Delay	25.8	25.0	0.0	24.2	22.2	5.6	24.4	8.2		23.5	6.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	25.8	25.0	0.0	24.2	22.2	5.6	24.4	8.2		23.5	6.2	
LOS	C	C	A	C	C	A	C	A		C	A	A
Approach Delay		15.8						8.8			8.0	
Approach LOS		B						A			A	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

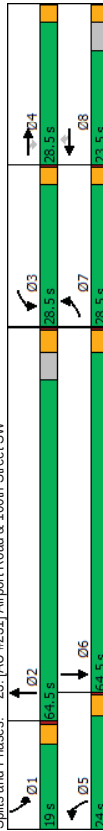
Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	2	0	0	15	3	0	12	65		21	37	
Queue Length 95th (ft)	14	5	0	58	20	18	49	173		75	102	
Internal Link Dist (ft)		778			1307			2114			2058	
Turn Bay Length (ft)	200	200	200	140	65	350				300		
Base Capacity (vph)	940	990	883	931	980	875	788	5486		554	4581	
Sanitation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.01	0.00	0.01	0.07	0.01	0.08	0.06	0.24		0.17	0.19	
Intersection Summary												
Area Type: Other												
Cycle Length: 145.5												
Actuated Cycle Length: 47.2												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.41												
Intersection Signal Delay: 8.9												
Intersection LOS: A												
ICU Level of Service A												
Intersection Capacity Utilization 48.3%												
Analysis Period (min) 15												
* User Entered Value												

Splits and Phases: 23: [AU #231] Airport Road & 100th Street SW



Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	45	4	23	7	2	29	54	796	114	236	812	45
Future Volume (vph)	45	4	23	7	2	29	54	796	114	236	812	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185	0	0	125	0	0	260	0	0	250	0	0
Storage Lanes	1	0	0	1	1	1	1	1	0	1	1	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99	0.99	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.871					0.850		0.981			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1511	0	1299	1367	1162	1736	4879	0	1656	4713	0
Flt Permitted	0.757			0.739			0.950			0.950		
Satd. Flow (perm)	1321	1511	0	1006	1367	1139	1730	4879	0	1655	4713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	24			30		69		58		19		
Link Speed (mph)	30			649				48		50		
Link Distance (ft)	429			14.8				2138		1785		
Travel Time (s)	9.8			5		9	5	30.4		24.3		
Confl. Peds. (#/ht)	9			5		5	5		1	1		5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	8%	8%	39%	39%	39%	4%	4%	4%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	28	0	7	2	31	57	968	0	251	912	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	Prot	NA	Prot	NA	NA	0
Protected Phases	4	4	4	8	8	8	5	2	1	6		
Permitted Phases	4	4	4	8	8	8	5	2	1	6		
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	3.0	15.0		
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	9.0	28.5	8.0	34.0		
Total Split (s)	13.5	13.5	13.5	13.5	13.5	13.5	19.0	54.5	19.0	54.5		
Total Split (%)	15.5%	15.5%	15.5%	15.5%	15.5%	15.5%	21.8%	62.6%	21.8%	62.6%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	4.0		
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	-5.0		
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5	4.0	-0.5		
Lead/Lag							Lead	Lag	Lead	Lag		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	Yes	None	Min		
Act Effct Green (s)	9.2	9.2	9.1	9.1	9.1	9.1	6.7	23.8	13.5	35.6		
Actuated g/C Ratio	0.19	0.19	0.18	0.18	0.18	0.18	0.14	0.48	0.27	0.72		
v/c Ratio	0.20	0.09	0.04	0.01	0.12	0.24	0.41		0.55	0.27		
Control Delay	20.0	9.8	18.1	17.5	1.9	27.4	11.0		26.0	6.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Delay	20.0	9.8	18.1	17.5	1.9	27.4	11.0		26.0	6.9		
LOS	C	A	B	B	A	A	C		C	A		
Approach Delay		16.3		5.5		5.5		11.9		11.0		
Approach LOS		B		A		A		B		B		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

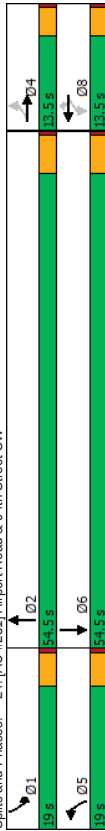
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	12	1	1	2	1	0	14	59		56	36	
Queue Length 95th (ft)	38	17	17	10	5	4	61	168		#241	144	
Internal Link Dist (ft)	349			569			2058				1705	
Turn Bay Length (ft)	185			125			260			250		
Base Capacity (vph)	358	427	272	370	359	582	4577			555	4419	
Starvation Cap Reductn	0	0	0	0	0	0	0			0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0			0	0	
Storage Cap Reductn	0	0	0	0	0	0	0			0	0	
Reduced v/c Ratio	0.13	0.07	0.03	0.01	0.09	0.10	0.21			0.45	0.21	

Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 49.3
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 11.5
 Intersection Capacity Utilization 52.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 24: [AU #231] Airport Road & 94th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions
AM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	188	3	65	42	3	38	201	669	42	98	853	424
Traffic Volume (vph)	188	3	65	42	3	38	201	669	42	98	853	424
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	200	200	90	200	200	225	200	0	110	200	0
Storage Length (ft)	1	1	1	1	1	0	1	1	0	1	1	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Ped Bike Factor	0.950	0.954	0.850	0.950	0.860	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1633	1640	1538	976	871	0	1752	4991	0	1736	4738	0
Satd. Flow (prot)	0.950	0.954	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	1628	1635	1538	976	871	0	1752	4991	0	1736	4738	0
Satd. Flow (perm)	91	91	91	91	91	91	91	91	91	91	91	91
Right Turn on Red	2	2	2	2	2	2	2	2	2	2	2	2
Satd. Flow (RTOR)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Link Speed (mph)	5%	5%	5%	85%	85%	85%	85%	85%	85%	85%	85%	85%
Link Distance (ft)	104	103	71	46	44	0	218	773	0	107	1388	0
Travel Time (s)	4	4	4	8	8	8	5	2	1	6	6	6
Conf. Peds. (#/hr)	4	4	4	4	4	4	4	4	4	4	4	4
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
Heavy Vehicles (%)	5%	5%	5%	85%	85%	85%	85%	85%	85%	85%	85%	85%
Shared Lane Traffic (%)	49%	49%	49%	49%	49%	49%	49%	49%	49%	49%	49%	49%
Lane Group Flow (vph)	104	103	71	46	44	0	218	773	0	107	1388	0
Turn Type	Split	NA	Perm	Split	NA	Prot	Prot	NA	Prot	Prot	NA	Prot
Protected Phases	4	4	4	4	4	4	4	4	4	4	4	4
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Detector Phase	4	4	4	4	4	4	4	4	4	4	4	4
Switch Phase	4	4	4	4	4	4	4	4	4	4	4	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5
Total Split (s)	23.5	23.5	23.5	38.5	38.5	38.5	38.5	38.5	38.5	38.5	38.5	38.5
Total Split (%)	15.1%	15.1%	15.1%	24.8%	24.8%	24.8%	24.8%	24.8%	24.8%	24.8%	24.8%	24.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	12.5	12.5	12.5	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7
Act Effrt Green (s)	0.15	0.15	0.15	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
Actuated g/C Ratio	0.44	0.43	0.24	0.42	0.33	0.61	0.61	0.30	0.47	0.76	0.76	0.76
v/c Ratio	46.7	46.5	7.7	55.1	22.6	43.6	43.6	13.9	48.7	26.9	26.9	26.9
Control Delay	46.7	46.5	7.7	55.1	22.6	43.6	43.6	13.9	48.7	26.9	26.9	26.9
Queue Delay	D	D	A	E	C	D	D	B	D	C	C	C
Total Delay	36.7	36.7	36.7	39.2	39.2	39.2	39.2	20.4	28.4	28.4	28.4	28.4
LOS	D	D	A	E	C	D	D	B	D	C	C	C
Approach Delay	D	D	A	E	C	D	D	B	D	C	C	C
Approach LOS	D	D	A	E	C	D	D	B	D	C	C	C

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

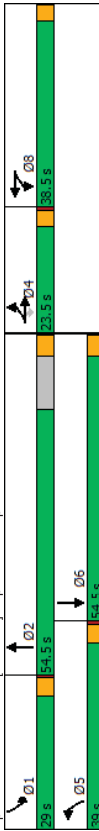
AM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	54	54	0	24	2	108	85	108	85	54	225	225
Queue Length 95th (ft)	143	142	29	75	40	244	160	244	160	140	390	390
Internal Link Dist (ft)	437	437	693	693	693	693	1705	693	1705	140	480	480
Turn Bay Length (ft)	200	200	200	90	225	225	110	225	110	563	3035	3035
Base Capacity (vph)	424	426	466	443	418	796	3816	418	796	563	3035	3035
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.24	0.15	0.10	0.11	0.27	0.20	0.27	0.20	0.19	0.46	0.46
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	155.5											
Actuated Cycle Length:	86											
Natural Cycle:	100											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.76											
Intersection Signal Delay:	26.8											
Intersection LOS:	C											
Intersection Capacity Utilization:	59.5%											
Analysis Period (min):	15											

Splits and Phases: 25: [AU #231] Airport Road/Airport Road & Kasch Park Road



Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W	W	W	W
Traffic Volume (vph)	23	18	519	21	19	568
Future Volume (vph)	23	18	519	21	19	568
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	0
Storage Lanes	1	0	1	1	1	1
Taper Length (ft)	25	0	0	0	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97		
Frt	0.940			0.850		
Flt Protected	0.973				0.950	
Satd. Flow (prot)	1624	0	1827	1553	1719	1810
Flt Permitted	0.973				0.384	
Satd. Flow (perm)	1624	0	1827	1501	695	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20			23		
Link Speed (mph)	30		40			40
Link Distance (ft)	500		1324			1345
Travel Time (s)	11.4		22.6			22.9
Confl. Peds. (#/hr)				4	4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	4%	4%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	564	23	21	617
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phases				2	6	
Detector Phase	3		2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		22.5	22.5	9.0	22.0
Total Split (s)	29.0		54.5	54.5	19.0	64.5
Total Split (%)	28.3%		53.2%	53.2%	18.5%	62.9%
Yellow Time (s)	3.5		4.0	4.0	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		-5.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		-0.5	4.5	4.0	4.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Max	Max	None	Max
Act Effct Green (s)	6.2		71.6	68.7	71.0	72.6
Actuated g/C Ratio	0.08		0.88	0.84	0.87	0.89
v/c Ratio	0.32		0.35	0.02	0.03	0.38
Control Delay	28.9		2.8	1.9	1.5	2.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	28.9		2.8	1.9	1.5	2.3
LOS	C		A	A	A	A
Approach Delay			2.8			2.3
Approach LOS	C		A			A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Existing Conditions

AM Peak-Hour

Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	14		19	0	1	51
Queue Length 95th (ft)	41		128	6	5	102
Internal Link Dist (ft)	420		1244			1265
Turn Bay Length (ft)					100	
Base Capacity (vph)	513		1605	1268	794	1664
Sanitation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.09		0.35	0.02	0.03	0.37

Intersection Summary

Area Type: Other

Cycle Length: 102.5

Actuated Cycle Length: 81.5

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 3.5

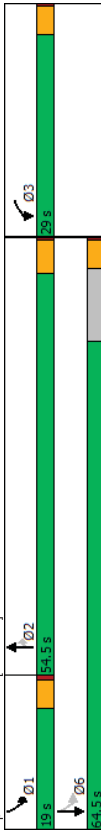
Intersection Capacity Utilization 40.7%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 26: [AU #352] 4th Avenue W & 108th Street SW



Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	5	0	514	7	0	492	0
Future Volume (vph)	0	0	0	4	0	5	0	514	7	0	492	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	100	0	100	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt					0.926			0.998				
Flt Protected					0.978							
Satd. Flow (prot)	0	1900	0	0	1721	0	1792	1788	0	1845	1845	0
Flt Permitted												
Satd. Flow (perm)	0	1900	0	0	1759	0	1792	1788	0	1845	1845	0
Right Turn on Red			Yes		Yes				Yes			Yes
Satd. Flow (RTOR)					27							
Link Speed (mph)					30			40				30
Link Distance (ft)					500			1345				1312
Travel Time (s)					11.4			22.9				29.8
Confl. Peds. (#/hr)							2		2	2		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	11	0	0	592	0	0	559	0
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8		2				6	
Permitted Phases	4			8			2				6	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	6.0	6.0	6.0	6.0	6.0	6.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	-1.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)					2.0			35.0			30.0	
Actuated g/C Ratio					0.05			0.88			0.75	
v/c Ratio					0.10			0.38			0.40	
Control Delay					6.8			1.2			2.8	
Queue Delay					0.0			0.0			0.0	
Total Delay					6.8			1.2			2.8	
LOS					A			A			A	
Approach Delay					6.8			1.2			2.8	
Approach LOS					A			A			A	
Queue Length 50th (ft)					0			0			22	
Queue Length 95th (ft)					6			0			41	
Internal Link Dist (ft)		420			420			1265			1232	
Turn Bay Length (ft)												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

Existing Conditions

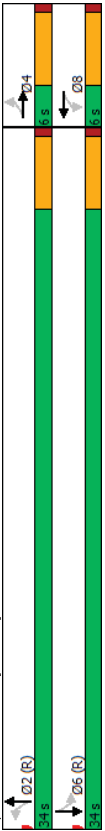
AM Peak-Hour

Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)							113	1564				1383
Starvation Cap Reductn							0	0				0
Spillback Cap Reductn							0	0				0
Storage Cap Reductn							0	0				0
Reduced v/c Ratio							0.10	0.38				0.40
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset:	0 (0%), Referenced to phase 2 NBT and 6 SBT, Start of Green											
Natural Cycle:	40											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.40											
Intersection Signal Delay:	2.0											
Intersection Capacity Utilization:	37.5%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	A											

Splits and Phases: 27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW



Existing PM Peak-Hour Arterial Level of Service Analysis

Arterial Level of Service

Arterial Level of Service: NB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Gibson Road	II	38	48.7	9.3	58.0	0.52	32.5	B
Center Road	II	38	28.9	10.6	39.5	0.28	25.9	C
Fairmount Elementary	II	38	25.0	8.2	33.2	0.23	24.6	C
112th Street SW	II	38	16.0	17.0	33.0	0.14	15.1	E
Airport Road	II	38	18.3	36.4	54.7	0.16	10.4	F
Total	II		136.9	81.5	218.4	1.33	22.0	D

Arterial Level of Service: SB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
112th Street SW	II	40	18.3	17.0	35.3	0.16	16.2	E
Fairmount Elementary	II	40	16.0	6.1	22.1	0.14	22.6	C
Center Road	II	40	25.0	8.1	33.1	0.23	24.7	C
Gibson Road	II	40	28.9	8.9	37.8	0.28	27.0	C
SR-525	II	40	48.7	159.0	207.7	0.52	9.1	F
Total	II		136.9	199.1	336.0	1.33	14.3	E

Arterial Level of Service: EB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Admiralty Way	III	35	48.5	13.4	61.9	0.40	23.5	C
Gibson Road	III	35	31.4	15.4	46.8	0.26	20.1	C
8th Avenue W	III	35	33.6	9.9	43.5	0.28	23.2	C
5th Avenue W	III	30	20.3	4.0	24.3	0.15	22.4	C
4th Avenue W	III	30	13.8	73.3	87.1	0.10	4.0	F
I-5 Southbound Ramps	III	30	22.1	156.4	178.5	0.17	3.3	F
Total	III		169.7	272.4	442.1	1.36	11.1	E

Arterial Level of Service: WB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	I	35	20.6	41.8	62.4	0.17	9.5	F
5th Avenue W	I	35	12.2	4.3	16.5	0.10	21.3	D
8th Avenue W	I	50	15.1	8.9	24.0	0.15	22.7	D
Gibson Road	I	50	26.6	19.3	45.9	0.28	22.0	D
Admiralty Way	I	55	25.4	24.1	49.5	0.26	19.0	E
SR-99	I	50	34.7	92.7	127.4	0.40	11.4	F
Total	I		134.6	191.1	325.7	1.36	15.0	F

Arterial Level of Service

Arterial Level of Service: NB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Mariner Square	II	40	9.6	5.3	14.9	0.08	20.3	D
124th Street SW	II	40	19.7	9.1	28.8	0.17	21.4	D
120th Street SW	II	40	27.4	17.3	44.7	0.25	20.1	D
Center Road/Driveway	II	40	9.2	5.6	14.8	0.08	19.4	D
116th Place SW/Drive	II	40	17.0	5.5	22.5	0.15	23.6	C
[AU #230] 112th Stre	II	40	28.1	57.6	85.7	0.28	11.6	F
Total	II		111.0	100.4	211.4	1.01	17.2	D

Arterial Level of Service: SB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
116th Place SW/Drive	III	35	33.1	3.2	36.3	0.28	27.3	B
Center Road/Driveway	III	35	18.9	17.9	36.8	0.15	14.4	D
120th Street SW	III	35	10.8	7.9	18.7	0.08	15.4	D
124th Street SW	III	35	29.9	4.6	34.5	0.25	26.0	B
Mariner Square	III	35	22.0	3.6	25.6	0.17	24.1	B
[AU #228] Airport Ro	III	35	11.3	36.0	47.3	0.08	6.4	F
Total	III		126.0	73.2	199.2	1.01	18.2	C

Arterial Level of Service: EB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	II	37	46.9	67.9	114.8	0.45	14.1	E
Meridian Avenue/Driv	II	38	27.5	1.3	28.8	0.25	31.2	B
Total	II		74.4	69.2	143.6	0.70	17.6	D

Arterial Level of Service: WB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #352] 4th Avenue	II	40	27.5	30.3	57.8	0.25	15.5	E
115th St SW	II	40	42.8	0.6	43.4	0.45	37.4	A
Total	II		70.3	30.9	101.2	0.70	24.9	C

Arterial Level of Service: NB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
100th Street SW	I	47	39.1	21.3	60.4	0.42	24.8	D
94th Street SW	I	47	38.1	23.7	61.8	0.40	23.6	D
Kasch Park Road	I	47	32.8	38.5	71.3	0.34	17.1	E
Total	I		110.0	83.5	193.5	1.16	21.6	D

Arterial Level of Service

Arterial Level of Service: SB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
94th Street SW	II	45	32.5	6.0	38.5	0.34	31.6	B
100th Street SW	II	45	38.1	21.3	59.4	0.40	24.5	C
106th Street SW	II	45	39.1	16.5	55.6	0.42	26.9	C
Total	II		109.7	43.8	153.5	1.16	27.2	C

Arterial Level of Service: NB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	III	35	30.1	7.9	38.0	0.25	23.8	C
104th Street SW	III	35	30.6	1.9	32.5	0.25	28.2	B
Total	III		60.7	9.8	70.5	0.51	25.8	B

Arterial Level of Service: SB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	28.0	6.1	34.1	0.25	26.9	C
[AU #230] 112th Stre	II	40	27.6	43.8	71.4	0.25	12.6	F
Total	II		55.6	49.9	105.5	0.51	17.2	D

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT
Traffic Volume (vph)	788	595	16	602	433	85	23	1183	460	510	2061	434
Future Volume (vph)	788	595	16	602	433	85	23	1183	460	510	2061	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0	25		0	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		0.99					0.98	1.00		
Ft		0.996			0.975				0.850			0.850
Flt Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	3219	3303	0	3351	*2750	0	1711	3422	1531	3302	3404	1523
Flt Permitted	0.950			0.950			0.950		0.950			
Satd. Flow (perm)	3219	3303	0	3324	3369	0	1711	3422	1501	3295	3404	1523
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1		11				30	191		30	300
Link Speed (mph)		30		40				1344			2044	
Link Distance (ft)		1789		2764								
Travel Time (s)		40.7		47.1				30.5			46.5	
Confl. Peds. (#/hr)			10	10					5			
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	857	664	0	654	563	0	25	1286	500	554	2240	472
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	30.0	35.0		30.0	35.0		30.0	70.0	70.0	35.0	70.0	70.0
Total Split (%)	17.6%	20.6%		17.6%	20.6%		17.6%	41.2%	41.2%	20.6%	41.2%	41.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	None	None	Min	Min
Act Effect Green (s)	25.0	32.3		25.0	29.3		8.0	64.0	64.0	29.9	90.4	90.4
Actuated g/C Ratio	0.15	0.19		0.15	0.17		0.05	0.37	0.37	0.17	0.52	0.52
v/c Ratio	1.84	1.07		1.35	1.18		0.32	1.01	0.74	0.97	1.25	0.50
Control Delay	420.5	120.9		220.7	159.0		90.3	80.6	35.9	100.1	154.6	11.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	420.5	120.9		220.7	159.0		90.3	80.6	35.9	100.1	154.6	11.7
LOS	F	F		F	F		F	F	D	F	F	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		289.7			192.1			68.4			124.7	
Approach LOS		F			F			E			F	
Queue Length 50th (ft)		~737		~484	~408		28	753		310	319	~1672
Queue Length 95th (ft)		#946		#671	#488		66	#1030		513	#485	#2019
Internal Link Dist (ft)		1709		2684			1264				1964	
Turn Bay Length (ft)		190		130			145			165	310	
Base Capacity (vph)		467		486	477		248	1272		678	575	1786
Starvation Cap Reductn		0		0	0		0	0		0	0	0
Spillback Cap Reductn		0		0	0		0	0		0	0	0
Storage Cap Reductn		0		0	0		0	0		0	0	0
Reduced v/c Ratio		1.84	1.07	1.35	1.18		0.10	1.01		0.74	0.96	1.25

Intersection Summary

Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	172.2
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.84
Intersection Signal Delay:	154.3
Intersection Capacity Utilization:	118.3%
Analysis Period (min):	15
Description:	SR-525 is north-south and Beverly Park Road is northeast-southwest
* User Entered Value	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	3	12	51	5	34	80	1163	67	47	1358	59
Traffic Volume (vph)	10	3	12	51	5	34	80	1163	67	47	1358	59
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	30	150	0	0	150	0	0
Storage Length (ft)	0	0	0	0	0	1	1	0	0	1	0	0
Storage Lanes	25	0	0	0	0	1	1	0	0	1	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Lane Util. Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	1.00	1.00	0.99	1.00	0.99
Ped Bike Factor	0.935	0.935	0.935	0.935	0.935	0.935	0.935	0.992	0.992	0.935	0.992	0.935
Flt Protected	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.950	0.950	0.980	0.950	0.980
Satd. Flow (prot)	0	1728	0	0	1798	1599	1752	3471	0	1770	3513	0
Flt Permitted	0.876	0.876	0.876	0.876	0.876	0.876	0.876	0.120	0.120	0.876	0.120	0.876
Satd. Flow (perm)	0	1544	0	0	1361	1578	221	3471	0	343	3513	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	12	35	3	3	65	65	7	6	4	4	6	4
Link Speed (mph)	35	35	35	35	35	35	35	38	38	38	40	38
Link Distance (ft)	561	561	561	561	561	561	561	2764	2764	2764	1498	2764
Travel Time (s)	11.3	11.3	11.3	11.3	11.3	11.3	11.3	49.6	49.6	49.6	25.5	49.6
Confl. Peds. (#/hr)	1	1	1	1	1	1	1	6	6	6	6	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	2%	3%
Shared Lane Traffic (%)	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	2%	3%
Lane Group Flow (vph)	Perm	NA	0	Perm	0	Perm	pm+pt	NA	0	48	1461	0
Turn Type	Perm	NA	0	Perm	0	Perm	pm+pt	NA	0	48	1461	0
Protected Phases	4	4	4	4	4	4	4	4	4	4	4	4
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Detector Phase	4	4	4	4	4	4	4	4	4	4	4	4
Switch Phase	4	4	4	4	4	4	4	4	4	4	4	4
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5
Total Split (s)	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
Total Split (%)	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Act Effrt Green (s)	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Delay	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Approach LOS	C	C	C	C	C	C	C	C	C	C	C	C

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	6	6	6	27	0	6	148	4	144	4	144	4
Queue Length 95th (ft)	27	27	27	61	9	34	371	23	426	23	426	23
Internal Link Dist (ft)	501	501	501	629	629	629	2684	1418	1418	1418	1418	1418
Turn Bay Length (ft)	607	607	607	528	528	528	2498	150	2553	150	2553	150
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04	0.04	0.11	0.05	0.17	0.51	0.09	0.55	0.09	0.55	0.09
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	109											
Actuated Cycle Length:	78.5											
Natural Cycle:	75											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.57											
Intersection Signal Delay:	9.5											
Intersection Capacity Utilization:	64.3%											
Analysis Period (min):	15											
Description:	Beverly Park Road is NB/SB and Gibson Road is E/W. This is rotated for analysis purposes from the Snohomish County Timings.											
Splits and Phases:	2. [AU #227] Beverly Park Road & Gibson Road											
Split 1	19.5 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s
Split 2	19.5 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	67	22	230	51	2	50	36	1428	88	23	1064	8
Traffic Volume (vph)	67	22	230	51	2	50	36	1428	88	23	1064	8
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0%	0%	0%	2%	2%	0%	-1%	0%	0%	0%	0%	0%
Grade (%)	75	0	0	60	0	150	0	150	0	150	0	0
Storage Length (ft)	1	0	0	1	0	1	0	2	0	2	0	0
Storage Lanes	25	0	0	25	0	25	0	25	0	25	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Lane Util. Factor	0.863	0.863	0.863	0.856	0.856	0.856	0.991	0.991	0.991	0.991	0.991	0.991
Ped Bike Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1787	1623	0	1639	1477	0	1761	3485	0	1787	3570	0
Satd. Flow (prot)	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692
Flt Permitted	1302	1623	0	1046	1477	0	336	3485	0	203	3570	0
Satd. Flow (perm)	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692
Right Turn on Red	230	30	30	50	50	50	6	38	0	40	1	1
Satd. Flow (RTOR)	30	30	30	30	30	30	38	38	0	40	40	40
Link Speed (mph)	631	631	631	1366	1366	1366	1498	1498	0	1200	1200	1200
Link Distance (ft)	14.3	14.3	14.3	31.0	31.0	31.0	26.9	26.9	0	20.5	20.5	20.5
Travel Time (s)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Confl. Peds. (#/hr)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor	1%	1%	1%	9%	9%	9%	3%	3%	3%	1%	1%	1%
Heavy Vehicles (%)	67	252	0	51	52	0	36	1516	0	23	1072	0
Shared Lane Traffic (%)	pm-pt	NA	pm-pt	NA	NA	NA	pm+pt	NA	pm-pt	NA	NA	NA
Lane Group Flow (vph)	7	4	4	3	8	8	5	2	1	6	6	6
Turn Type	7	4	4	3	8	8	2	2	6	6	6	6
Protected Phases	7	4	4	3	8	8	5	2	1	6	6	6
Permitted Phases	7	4	4	3	8	8	5	2	1	6	6	6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6	6
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	7.0
Minimum Initial (s)	9.0	28.0	9.0	9.0	28.0	9.0	9.5	22.5	9.5	9.5	26.5	26.5
Minimum Split (s)	19.0	39.0	19.0	19.0	39.0	19.5	19.5	39.5	19.5	19.5	39.5	39.5
Total Split (%)	16.2%	33.3%	16.2%	16.2%	33.3%	16.7%	16.7%	33.8%	16.7%	16.7%	33.8%	33.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	-5.0	-5.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	-0.5	4.5	4.5	-0.5	-0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.2	6.9	10.3	6.6	38.9	42.2	38.6	42.0	38.6	42.0	38.6	42.0
Act Effct Green Ratio	0.18	0.11	0.17	0.11	0.63	0.68	0.62	0.68	0.62	0.68	0.62	0.68
v/c Ratio	0.23	0.65	0.22	0.26	0.11	0.64	0.09	0.44	0.09	0.44	0.09	0.44
Control Delay	21.5	14.9	21.5	13.8	6.7	10.6	6.9	8.1	6.9	8.1	6.9	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	14.9	21.5	13.8	6.7	10.6	6.9	8.1	6.9	8.1	6.9	8.1
LOS	C	B	B	C	B	B	A	B	A	A	A	A
Approach Delay	16.3	16.3	16.3	17.8	17.8	17.8	10.6	10.6	10.6	10.6	8.1	8.1

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	18	7	14	1	5	128	3	73	13	237	1120	2432
Queue Length 50th (ft)	52	73	43	31	18	407	0	0	0	0	0	0
Queue Length 95th (ft)	551	551	1286	1286	150	576	2380	529	0	0	0	0
Internal Link Dist (ft)	75	1045	448	885	0	0	0	0	0	0	0	0
Turn Bay Length (ft)	494	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.24	0.11	0.06	0.06	0.64	0.04	0.44	0.04	0.44	0.44	0.44

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 61.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 10.5

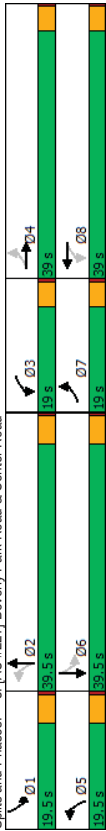
Intersection Capacity Utilization 71.8%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 3 [AU #227] Beverly Park Road & Center Road



Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↖	↑↑
Traffic Volume (vph)	17	20	1495	1	3	1069
Future Volume (vph)	17	20	1495	1	3	1069
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	1.00		1.00			
FFI	0.926					
FFI Protected	0.978				0.950	
Satd. Flow (prot)	1671	0	3539	0	1770	3539
FFI Permitted	0.978				0.093	
Satd. Flow (perm)	1669	0	3539	0	173	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	22					
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1200			733
Travel Time (s)	8.9		21.5			12.5
Confl. Pcts. (#/hr)	1			9	9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	1609	0	3	1149
Turn Type	Prot		NA		pm+pt	NA
Permitted Phases	8		2		1	6
Prohibited Phases					6	
Detector Phases	8		2		1	6
Switch Phase						
Minimum Initial (s)	5.0		7.0		5.0	7.0
Minimum Split (s)	31.5		26.5		9.5	20.5
Total Split (s)	34.5		29.5		28.5	29.5
Total Split (%)	37.3%		31.9%		30.8%	31.9%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		-5.0		0.0	3.0
Total Lost Time (s)	4.5		-0.5		4.5	7.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	9.1		44.6		41.1	43.3
Actuated g/C Ratio	0.17		0.85		0.78	0.83
v/c Ratio	0.13		0.53		0.01	0.39
Control Delay	12.2		8.2		6.0	6.1
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	12.2		8.2		6.0	6.1
LOS	B		A		A	A
Approach Delay	12.2		8.2			6.1
Approach LOS	B		A			A
Queue Length 50th (ft)	4		0		0	0
Queue Length 95th (ft)	23		#544		4	275
External Link Dist (ft)	333		1120			653

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [BJL 18-040]

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

[illegible]

Existing Conditions	PM Peak-Hour
Paine Field Commercial Service	
Gibson Traffic Consultants, Inc. [BJL 18-040]	

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	27	192	29	327	44	0	22	905	533	0	696	5
Future Volume (vph)	27	192	29	327	44	0	22	905	533	0	696	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	0	250	0	0	0	135	0	0	0	0
Storage Lanes	1	0	0	2	0	0	1	1	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	0	0	0
Lane Util. Factor	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	0.980								0.980			
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	3461	0	3433	1863	0	1752	3505	1568	0	3535	0
Flt Permitted	0.950			0.950			0.175					
Satd. Flow (perm)	1770	3461	0	3433	1863	0	323	3505	1543	0	3535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			30			38	327		40	
Link Speed (mph)		30			838			733			838	
Link Distance (ft)		433			19.0			13.2			14.3	
Travel Time (s)		9.8										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	230	0	341	46	0	23	943	555	0	730	0
Turn Type	Prot	NA	NA	Prot	NA	NA	pm+pt	NA	pm+ow	0	INA	0
Protected Phases	7	4	3	3	8	8	5	2	3	2	6	
Permitted Phases							2	2	2	2		
Detector Phase	7	4	3	3	8	8	5	2	3	3	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	11.0	36.0	9.0	36.0	9.0	36.0	9.0	33.5	9.0	30.5	30.5	30.5
Total Split (s)	24.0	34.0	29.0	34.0	29.0	34.0	32.0	44.5	29.0	44.5	44.5	44.5
Total Split (%)	17.2%	24.4%	20.8%	24.4%	20.8%	24.4%	22.9%	31.9%	20.8%	31.9%	31.9%	31.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	Min
Act Effct Green (s)	6.1	9.7	12.4	22.7	24.5	24.5	24.5	37.0	23.4	23.4	23.4	23.4
Actuated g/C Ratio	0.10	0.16	0.21	0.38	0.41	0.41	0.41	0.40	0.62	0.39	0.39	0.39
v/c Ratio	0.15	0.40	0.47	0.06	0.08	0.08	0.08	0.67	0.51	0.52	0.52	0.52
Control Delay	31.8	25.9	25.0	17.7	11.5	11.5	11.5	17.0	3.3	17.0	3.3	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.8	25.9	25.0	17.7	11.5	11.5	11.5	17.0	3.6	17.0	3.6	17.0
LOS	C	C	C	C	B	B	B	B	A	A	B	B
Approach Delay		26.6			24.1			12.0			17.0	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C	C	C	C	C	C	B	B	B	B	B	B
Queue Length 50th (ft)	9	35	8	51	8	5	135	21	135	88	88	88
Queue Length 95th (ft)	37	85	41	117	41	18	232	59	232	206	206	206
Internal Link Dist (ft)	250	353	758	250	758	884	653	135	653	758	758	758
Turn Bay Length (ft)	629	1852	1160	1527	1160	884	3434	1369	3434	2656	2656	2656
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.12	0.22	0.22	0.04	0.03	0.27	0.53	0.27	0.53	0.27	0.27
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	139.5											
Actuated Cycle Length:	59.3											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.67											
Intersection Signal Delay:	16.2											
Intersection Capacity Utilization	51.0%											
Analysis Period (min)	15											
Intersection LOS:	B											
ICU Level of Service	A											

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT
Traffic Volume (vph)	458	406	17	45	157	15	9	436	79	18	983	551
Future Volume (vph)	458	406	17	45	157	15	9	436	79	18	983	551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)			0%			0%		1%			-1%	
Storage Length (ft)	140		0	100		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00		1.00		1.00	1.00	1.00	0.99	
Frt	0.994			0.987			0.977				0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	1798	0	1752	1818	0	1608	4493	0	1736	4691	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3325	1798	0	1752	1818	0	1608	4493	0	1729	4691	0
Right Turn on Red		Yes			Yes				Yes			Yes
Satd. Flow (RTOR)		1		3			36				141	
Link Speed (mph)		38		30			30				30	
Link Distance (ft)		838		589			917				1237	
Travel Time (s)		15.0		13.4			20.8				28.1	
Confl. Peds. (#/hr)	3					3			3			
Confl. Bikes (#/hr)		2		2			1					10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	8%	8%	8%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	482	445	0	47	181	0	9	542	0	19	1615	0
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	Prot	NA	NA	NA
Protected Phases	7	4		3	8		5	2		1	6	
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5	
Total Split (s)	29.0	29.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	17.4	27.9		7.3	16.0		5.5	31.5		6.0	33.7	
Actuated g/C Ratio	0.21	0.34		0.09	0.19		0.07	0.38		0.07	0.41	
v/c Ratio	0.68	0.73		0.30	0.51		0.08	0.31		0.15	0.80	
Control Delay	38.5	36.4		48.2	38.0		49.8	18.6		49.1	24.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.5	36.4		48.2	38.0		49.8	18.6		49.1	24.0	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D	D	D	D	D	D	B	B	D	D	C
Approach Delay		37.5				40.1		19.1				24.3
Approach LOS		D				D		B				C
Queue Length 50th (ft)	106	194		21	74		4	55		9		216
Queue Length 95th (ft)	270	#519		81	208		27	138		43		474
Internal Link Dist (ft)		758			509			837				1157
Turn Bay Length (ft)	140			100			250			250		
Base Capacity (vph)	1109	610		349	407		320	3291		346		3464
Salvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.43	0.73		0.13	0.44		0.03	0.16		0.05		0.47

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 82.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 28.2

Intersection Capacity Utilization 70.0%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: C

ICU Level of Service C

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	411	534	700	215	349	223	105	1230	152	199	1457	111
Future Volume (vph)	411	534	700	215	349	223	105	1230	152	199	1457	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	12	11	11	13	11	14	14	11	11
Storage Length (ft)	250	400	400	250	0	0	0	300	0	0	430	0
Storage Lanes	1	2	1	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99			0.98	0.99	0.98	1.00	0.99	0.92	0.99	0.95	0.95
Fit	0.950		0.850	0.942					0.850		0.850	
Flt Protected							0.950		0.950			
Satd. Flow (prot)	1728	3455	3002	1752	3159	0	1811	3388	1672	1906	3455	1546
Flt Permitted	0.950		0.950				0.950		0.950			
Satd. Flow (perm)	1716	3455	3002	1723	3159	0	1802	3388	1543	1884	3455	1469
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			692		63			30	82			70
Link Speed (mph)		30			50			1701			30	
Link Distance (ft)		2688			2133			38.7			1159	
Travel Time (s)		61.1			29.1			38.7			26.3	
Confl. Peds. (#/hr)	7		16	16		7	21		28	28		21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	424	551	722	222	590	0	108	1268	157	205	1502	114
Turn Type	Prot	NA	Over	Prot	NA	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6	5	2	2	
Permitted Phases									6	5	2	2
Detector Phase	3	8	1	7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7		9.2	34.7	34.7	9.2	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0		30.0	85.0	85.0	30.0	85.0	85.0
Total Split (%)	18.5%	27.9%	14.0%	18.6%	27.9%		14.0%	39.5%	39.5%	14.0%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7		0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	7.7		4.2	4.7	4.7	4.2	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min		None	None	None	None	None	None
Act Effct Green (s)	35.9	46.8	16.7	28.7	36.6		16.7	80.3	80.3	24.1	87.7	87.7
Actuated g/C Ratio	0.18	0.24	0.08	0.15	0.19		0.08	0.41	0.41	0.12	0.44	0.44
v/c Ratio	1.35	0.67	0.81	0.87	0.93		0.71	0.92	0.23	0.88	0.98	0.17
Control Delay	233.8	74.1	15.2	115.0	92.7		113.0	67.6	19.9	120.3	71.6	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	233.8	74.1	15.2	115.0	92.7		113.0	67.6	19.9	120.3	71.6	15.7
LOS	F	E	B	F	F		F	E	B	F	E	B
Approach Delay		88.9			98.8			65.9			73.5	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

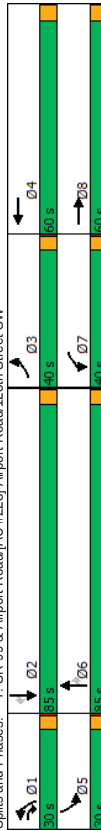
Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	~730	353	21	289	369		141	837	62	267	1014	33
Queue Length 95th (ft)	#1030	441	97	408	448		220	#1068	132	#445	#1371	90
Internal Link Dist (ft)		2608		2053				1621			1079	
Turn Bay Length (ft)	250		400	250			236	1379	676	249	1533	430
Base Capacity (vph)	313	968	994	318	884		0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.35	0.57	0.73	0.70	0.67		0.46	0.92	0.23	0.82	0.98	0.17
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
	Actuated Cycle Length: 197.7											
	Natural Cycle: 150											
	Control Type: Actuated-Uncoordinated											
	Maximum v/c Ratio: 1.35											
	Intersection Signal Delay: 79.5											
	Intersection Capacity Utilization 105.1%											
	Analysis Period (min) 15											
	Description: Airport Road is east-west and SR-99 is north-south											
	~ Volume exceeds capacity, queue is theoretically infinite.											
	# Queue shown is maximum after two cycles.											
	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	67	448	112	88	606	63	109	244	53	44	72	53
Traffic Volume (vph)	67	448	112	88	606	63	109	244	53	44	72	53
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	14	11	12	13	12	12	11	16	12	11	16	12
Lane Width (ft)												
Grade (%)	150	0	150	0	150	0	100	4%	0	100	4%	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	25	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor												
Ped Bike Factor	1.00	0.970	0.986	0.986	0.986	0.986	0.986	0.986	0.986	0.986	0.986	0.986
Ft	0.950	3285	0	1847	*5000	0	1693	2033	0	1676	1922	0
Flt Protected	0.343	0.379	0.379	0.379	0.379	0.379	0.379	0.379	0.379	0.379	0.379	0.379
Satd. Flow (prot)	673	3285	0	737	3513	0	1685	2033	0	1676	1922	0
Flt Permitted												
Satd. Flow (perm)												
Right Turn on Red												
Satd. Flow (RTOR)												
Link Speed (mph)												
Link Distance (ft)												
Travel Time (s)												
Confl. Peds. (#/hr)												
Peak Hour Factor												
Heavy Vehicles (%)												
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	566	0	89	676	0	110	300	0	44	127	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	6	3	8	8	7	4	4	4
Permitted Phases	2	6	6	6	6	6	6	6	6	6	6	6
Detector Phase	5	2	1	6	6	3	8	8	7	4	4	4
Switch Phase												
Minimum Initial (s)	3.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	29.5	8.0	57.0	8.0	36.0	9.0	36.0	9.0	38.0	9.0	38.0
Total Split (s)	20.0	60.0	20.0	60.0	20.0	60.0	30.0	50.0	20.0	40.0	20.0	40.0
Total Split (%)	13.3%	40.0%	13.3%	40.0%	13.3%	40.0%	20.0%	33.3%	13.3%	26.7%	13.3%	26.7%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	-5.0	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.0	-0.5	4.0	-0.5	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min
Act Effect Green (s)	98.7	96.7	100.8	99.1	100.8	99.1	14.1	28.1	8.4	20.6	8.4	20.6
Actuated g/C Ratio	0.66	0.64	0.67	0.66	0.67	0.66	0.09	0.19	0.06	0.14	0.06	0.14
v/c Ratio	0.14	0.27	0.16	0.20	0.16	0.20	0.69	0.78	0.47	0.45	0.47	0.45
Control Delay	11.0	13.4	20.1	24.1	20.1	24.1	87.0	69.4	84.0	51.2	84.0	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	13.4	20.1	24.1	20.1	24.1	87.0	69.4	84.0	51.2	84.0	51.2
LOS	B	B	B	C	C	C	F	E	F	F	D	D

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

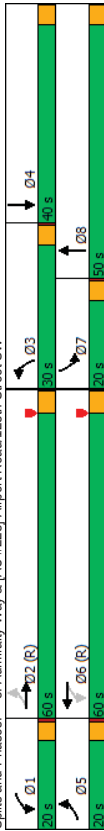
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	13.1			23.7			74.2					
Approach LOS	B			C			E					E
Queue Length 50th (ft)	20	111	59	237			106	280		43		94
Queue Length 95th (ft)	54	210	98	380			169	342		84		146
Internal Link Dist (ft)	2053			1302			777					1050
Turn Bay Length (ft)	150			150			100			100		
Base Capacity (vph)	591	2126	626	3306			293	629		178		478
Starvation Cap Reductn	0	0	0	0			0	0		0		0
Spillback Cap Reductn	0	0	0	0			0	0		0		0
Storage Cap Reductn	0	0	0	0			0	0		0		0
Reduced v/c Ratio	0.12	0.27	0.14	0.20			0.38	0.48		0.25		0.27

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 42 (28%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 33.8
 Intersection Capacity Utilization 56.4%
 Analysis Period (min) 15
 * User Entered Value

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	44	524	46	98	622	50	45	117	83	27	29	50
Future Volume (vph)	44	524	46	98	622	50	45	117	83	27	29	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	11	12	12	11	12
Grade (%)	150	3%	0	150	-3%	0	95	1%	0	80	-3%	0
Storage Length (ft)	1	25	0	1	0	0	1	25	0	1	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Ped Bike Factor	0.988			0.989			0.938			0.905		
Ft	0.950			0.950			0.950			0.950		
Flt Protected	1710	3258	0	1762	3359	0	1627	1651	0	1779	1623	0
Satd. Flow (prot)	0.341			0.367			0.950			0.950		
Flt Permitted	611	3258	0	679	3359	0	1623	1651	0	1768	1623	0
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red	9			8			22			53		
Satd. Flow (RTOR)	35			50			816			739		
Link Speed (mph)	1382			1478			18.5			16.8		
Link Distance (ft)	26.9			20.2			5			6		
Travel Time (s)	5		2	2		5	2		6		2	
Confl. Peds. (#/hr)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Peak Hour Factor	4%	4%	4%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Heavy Vehicles (%)												
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	606	0	104	715	0	48	212	0	29	84	0
Turn Type	pm-pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	27.5		8.0	26.5		8.0	38.0		8.0	37.0	
Total Split (s)	10.0	80.0		10.0	80.0		20.0	40.0		20.0	40.0	
Total Split (%)	6.7%	53.3%		6.7%	53.3%		13.3%	26.7%		13.3%	26.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	105.4	104.1		109.1	107.3		8.8	23.8		7.0	20.1	
Actuated g/C Ratio	0.70	0.69		0.73	0.72		0.06	0.16		0.05	0.13	
v/c Ratio	0.10	0.27		0.19	0.30		0.51	0.76		0.35	0.32	
Control Delay	11.5	15.4		13.8	19.3		85.4	69.9		80.3	26.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.5	15.4		13.8	19.3		85.4	69.9		80.3	26.0	
LOS	B	B		B	B		F	E		F	C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

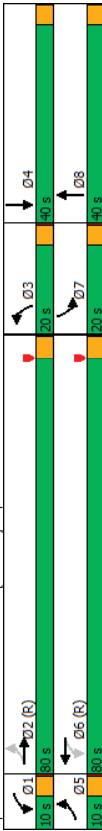
9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	15.1			18.6			72.8					
Approach LOS	B			B			E					D
Queue Length 50th (ft)	17	103		54	253		46	182		28		27
Queue Length 95th (ft)	51	281		101	310		91	249		63		73
Internal Link Dist (ft)	1302			1398			736					659
Turn Bay Length (ft)	150			150			95			80		
Base Capacity (vph)	478	2263		548	2404		173	412		189		429
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.10	0.27		0.19	0.30		0.28	0.51		0.15		0.20

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 92 (61%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 26.3
 Intersection Capacity Utilization 55.8%
 Analysis Period (min) 15
 ICU Level of Service B
 Description: Airport Road is east-west and Gibson Road is north-south

Splits and Phases: 9: Gibson Road & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	77	511	44	81	689	83	45	48	40	64	124	53
Traffic Volume (vph)	77	511	44	81	689	83	45	48	40	64	124	53
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	13	11	11	11	11	12	12	12	11	12
Lane Width (ft)												
Grade (%)	100											
Storage Length (ft)	1											
Storage Lanes	25											
Taper Length (ft)	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	0.99	0.99	0.97	0.97	0.96	0.99	0.95	0.955
Ped Bike Factor		0.988			0.984		0.931					
Frt	0.950											
Flt Protected	1736	4918	0	1636	*4500	0	1694	1673	0	1726	1667	0
Satd. Flow (prot)	0.276											
Flt Permitted	504	4918	0	652	3202	0	771	1673	0	1057	1667	0
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red		13			12			27			13	
Satd. Flow (RTOR)		35			50			30			30	
Link Speed (mph)		1478			799			855			487	
Link Distance (ft)												
Travel Time (s)		28.8			10.9			19.4			11.1	
Confl. Peds. (#/hr)	9		4	4	9	9	7		32	32		7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	591	0	86	821	0	48	94	0	68	188	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	52.0		11.0	27.5		9.0	36.0		9.0	37.0	
Total Split (s)	20.0	70.0		20.0	70.0		20.0	40.0		20.0	40.0	
Total Split (%)	13.3%	46.7%		13.3%	46.7%		13.3%	26.7%		13.3%	26.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		3.5	4.0		3.5	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	99.2	96.0		99.7	96.3		35.2	28.1		37.4	29.2	
Actuated g/C Ratio	0.66	0.64		0.66	0.64		0.23	0.19		0.25	0.19	
v/c Ratio	0.21	0.19		0.18	0.28		0.21	0.28		0.23	0.56	
Control Delay	7.6	9.9		8.4	8.9		40.0	37.4		40.8	56.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.6	9.9		8.4	8.9		40.0	37.4		40.8	56.3	
LOS	A	A		A	A		D	D		D	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.6			8.9			38.2				
Approach LOS		A			A			D				D
Queue Length 50th (ft)	22	105		26	121		34	54		49		151
Queue Length 95th (ft)	19	71		29	153		66	109		87		232
Internal Link Dist (ft)		1398			719			775				407
Turn Bay Length (ft)	100			100			100			100		
Base Capacity (vph)	478	3153		554	2892		305	422		353		409
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.17	0.19		0.16	0.28		0.16	0.22		0.19		0.46

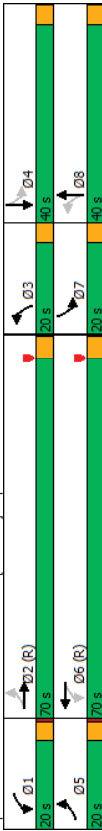
Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 130 (87%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 16.8
 Intersection Capacity Utilization 66.3%
 Analysis Period (min) 15
 * User Entered Value

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	28	676	104	73	805	39	89	89	6	89	41	8
Future Volume (vph)	28	676	104	73	805	39	89	89	6	89	41	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	10	12	12	12	12	12	12	12
Grade (%)		-3%			3%		0	2%		0	-1%	
Storage Length (ft)	125	0	0	100	0	0	0	0	50	0	0	0
Storage Lanes	1	0	0	1	0	0	0	0	1	0	0	0
Taper Length (ft)	25	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.99	0.98	0.99	0.98	0.99	0.99	0.99
Ped Bike Factor	1.00	0.980			0.993		0.850	0.951		0.951		
Ft	0.950			0.950			0.955	0.974		0.974		
Flt Protected												
Satd. Flow (prot)	1736	4868	0	1669	3195	0	0	1796	1599	0	1689	0
Flt Permitted	0.291			0.297			0.635	0.675		0.675		
Satd. Flow (perm)	531	4868	0	520	3195	0	0	1188	1564	0	1165	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30		6					94		19	
Link Speed (mph)		30		35			30		339		30	
Link Distance (ft)		799		515			334		7.6		7.7	
Travel Time (s)		18.2		10.0			0.93		0.93		0.93	
Confl. Peds. (#/hr)	3		6	6		3	5		7		7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	0%	0%	0%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	639	0	78	908	0	0	102	96	0	83	0
Turn Type	pm-pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6			8	8	8	4	4	
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.0	50.5		8.0	22.0		35.5	35.5	35.5	33.5	33.5	
Total Split (s)	15.0	80.0		25.0	90.0		45.0	45.0	45.0	45.0	45.0	
Total Split (%)	10.0%	53.3%		16.7%	60.0%		30.0%	30.0%	30.0%	30.0%	30.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	-1.0		4.0	-1.0		3.5	3.5	3.5	3.5	3.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Min	Min	Min	Min	Min	
Recall Mode	None	C-Max		None	C-Max		Min	Min	Min	Min	Min	
Act Effect Green (s)	119.7	119.7		122.9	124.0		17.9	17.9	17.9	17.9	17.9	
Actuated g/C Ratio	0.80	0.80		0.82	0.83		0.12	0.12	0.12	0.12	0.12	
v/c Ratio	0.06	0.22		0.17	0.34		0.72	0.36	0.54	0.54	0.54	
Control Delay	3.0	4.0		2.2	4.3		88.8	13.6	57.9	57.9	57.9	
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0	0.0	0.0	0.0	
Total Delay	3.0	4.0		2.2	4.4		88.8	13.6	57.9	57.9	57.9	
LOS	A	A		A	A		F	B	B	B	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

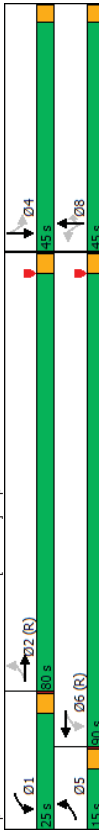
PM Peak-Hour

Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	4.0			4.2			52.3					
Approach LOS	A			A			D					E
Queue Length 50th (ft)	6	84		6	75		99		2			60
Queue Length 95th (ft)	12	78		16	80		149		52			106
Internal Link Dist (ft)	719			435			254					259
Turn Bay Length (ft)	125			100					50			
Base Capacity (vph)	528	3889		592	2641		328		500			336
Starvation Cap Reductn	0	0		0	438		0		0			0
Spillback Cap Reductn	0	0		0	0		0		0			0
Storage Cap Reductn	0	0		0	0		0		0			0
Reduced v/c Ratio	0.06	0.22		0.13	0.41		0.31		0.19			0.25
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	130 (87%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow											
Natural Cycle:	95											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.72											
Intersection Signal Delay:	10.7											
Intersection Capacity Utilization:	55.7%											
Analysis Period (min):	15											
ICU Level of Service B												

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	165	588	27	259	675	551	44	346	267	505	276	113
Traffic Volume (vph)	165	588	27	259	675	551	44	346	267	505	276	113
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	16	12	11	15	15	12	16	11	15	12
Lane Width (ft)												
Grade (%)	90	0	455	0	455	0	0	0	0	245	0	0
Storage Length (ft)	1	0	0	1	1	1	1	1	1	1	1	0
Storage Lanes	25	0.91	0.91	1.00	0.95	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Taper Length (ft)	1.00	1.00	0.98	0.98	0.98	0.98	0.98	0.98	0.99	0.99	0.99	0.99
Lane Util. Factor	1.00	0.993	0.993	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.957	0.957
Ped Bike Factor	0.950	1702	*2200	0	1744	*4500	1716	1891	1743	3319	1933	0
Fit Protected	0.950	1695	4844	0	1709	3371	1677	1850	1704	3297	1933	0
Satd. Flow (prot)	1695	4844	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (perm)	4	30	35	35	35	35	35	35	35	35	35	35
Link Speed (mph)	515	11.7	19	19	19	19	19	19	19	19	19	19
Travel Time (s)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Conf. Peds. (#/hr)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Peak Hour Factor	168	628	0	264	689	562	45	353	272	515	397	0
Heavy Vehicles (%)	Prot	NA	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	NA
Shared Lane Traffic (%)	5	2	1	6	7	3	8	1	7	4	4	4
Lane Group Flow (vph)	5	2	1	6	7	3	8	1	7	4	4	4
Turn Type	5	2	1	6	7	3	8	1	7	4	4	4
Protected Phases	5	2	1	6	7	3	8	1	7	4	4	4
Permitted Phases	5	2	1	6	7	3	8	1	7	4	4	4
Detector Phase	5	2	1	6	7	3	8	1	7	4	4	4
Switch Phase	5	2	1	6	7	3	8	1	7	4	4	4
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Minimum Split (s)	8.0	34.5	8.0	42.0	9.5	8.0	38.5	8.0	9.5	34.5	8.0	34.5
Total Split (s)	25.0	40.0	35.0	50.0	35.0	15.0	40.0	35.0	35.0	60.0	35.0	60.0
Yellow Time (s)	16.7%	26.7%	23.3%	33.3%	23.3%	10.0%	26.7%	23.3%	23.3%	40.0%	23.3%	40.0%
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	3.0	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0
Total Lost Time (s)	4.5	7.5	4.5	-0.5	4.5	4.5	4.5	4.5	4.5	4.5	-0.5	-0.5
Lead/Lag	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Recall Mode	None	C-Max	None	None	None	None	None	None	None	None	Min	Min
Act Effect Green (s)	17.9	43.4	26.1	59.6	81.4	7.8	32.7	58.8	26.8	58.6	32.7	58.6
Actuated g/C Ratio	0.12	0.29	0.17	0.40	0.54	0.05	0.22	0.39	0.18	0.39	0.22	0.39
v/c Ratio	0.83	0.98	0.87	0.98	0.98	0.46	0.90	0.98	0.87	0.98	0.87	0.98
Control Delay	99.8	73.3	77.6	41.8	26.3	83.1	82.0	21.2	75.4	36.0	82.0	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.8	73.3	77.6	41.8	26.3	83.1	82.0	21.2	75.4	36.0	82.0	21.2
LOS	F	E	F	D	C	F	F	F	C	E	D	D

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

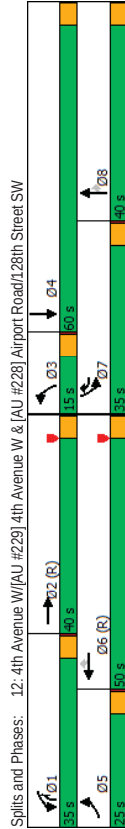
Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	78.9	E	E	42.3	D	D	57.4	E	E	61.0	E	E
Approach LOS	169	~254	259	296	307	307	44	332	121	254	281	281
Queue Length 50th (ft)	#264	#380	m322	m343	m364	m364	87	#486	183	314	380	380
Queue Length 95th (ft)	435	792	455	354	1787	1031	132	429	769	674	792	792
Internal Link Dist (ft)	90	232	638	0	0	0	0	0	0	0	0	0
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.98	0.75	0.39	0.55	0.34	0.82	0.35	0.76	0.87	0.87	0.87

Intersection Summary
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 107 (71%), Referenced to Phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Capacity Utilization 91.8%
Analysis Period (min) 15
Intersection LOS: E
ICU Level of Service F
* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
95th percentile volume exceeds capacity, queue may be longer.
m Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Splits and Phases: 12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	1241	517	405	1126	0	0	0	0	763	1	470
Future Volume (vph)	0	1241	517	405	1126	0	0	0	0	763	1	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	400	0	0	0	0	0	330	0	330
Storage Lanes	0	0	1	2	0	0	0	0	0	1	0	1
Taper Length (ft)	25	0	0	25	0	0	0	0	0	25	0	0
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.994	0.850							0.98	0.850	
Flt Protected												
Satd. Flow (prot)	0	*2500	1427	3400	3505	0	0	0	0	1698	1701	1599
Flt Permitted												
Satd. Flow (perm)	0	3337	1427	3400	3505	0	0	0	0	1698	1701	1570
Right Turn on Red			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)		3	343									94
Link Speed (mph)					35			30				30
Link Distance (ft)					700			315				681
Travel Time (s)					13.6			7.2				15.5
Confl. Peds. (#/hr)	7											
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)			10%							50%		
Lane Group Flow (vph)	0	1405	506	440	1224	0	0	0	0	414	416	511
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6					8		8
Permitted Phases			2	2	1	6				8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	8.5	23.3						40.6	40.6	40.6
Total Split (s)	68.0	68.0	31.0	105.0						45.0	45.0	45.0
Total Split (%)	45.3%	45.3%	20.7%	70.0%						30.0%	30.0%	30.0%
Yellow Time (s)	3.6	3.6	3.5	3.6						3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0						2.0	2.0	2.0
Lost Time Adjust (s)	3.0	3.0	0.0	0.0						0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	5.6	5.6						5.6	5.6	5.6
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Min	C-Min						Min	Min	Min
Act Effct Green (s)	67.8	70.8	23.1	99.4						39.4	39.4	39.4
Actuated g/C Ratio	0.45	0.47	0.15	0.66						0.26	0.26	0.26
v/c Ratio	1.24	0.59	0.84	0.53						0.93	0.93	1.06
Control Delay	156.4	19.0	62.0	6.1						81.8	82.5	100.8
Queue Delay	1.4	0.0	0.0	1.3						69.4	68.9	0.0
Total Delay	157.8	19.0	62.0	7.4						151.1	151.4	100.8
LOS	F	F	B	E	A					F	F	F
Approach Delay	121.0				21.8					132.1		
Approach LOS	F				C					F		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

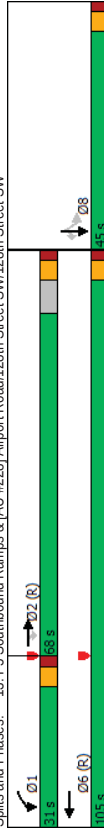
Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~960	134	201	195					418	421	~477
Queue Length 95th (ft)		m#1086	m249	m184	m120					#633	#637	#709
Internal Link Dist (ft)		792		400	620			235			601	
Turn Bay Length (ft)												
Base Capacity (vph)		1132	855	578	2322					330	446	481
Starvation Cap Reductn		0	0	0	826					0	0	0
Spillback Cap Reductn		285	0	0	0					354	354	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		1.66	0.59	0.76	0.82					4.50	4.52	1.06
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset: 0 (0%), Referenced to phase 2EBT and 6WBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.24												
Intersection Capacity Delay: 90.5												
Intersection Capacity Utilization 118.7%												
Analysis Period (min) 15												
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



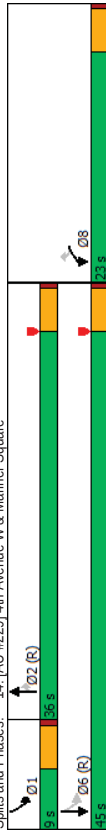
Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	69	99	849	41	63	656
Future Volume (vph)	69	99	849	41	63	656
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	85		75	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.98		0.96	1.00	
FFt	0.850	0.850		0.850		
FFt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	*2000
FFt Permitted	0.950				0.254	
Satd. Flow (perm)	1770	1549	3539	1524	471	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102		36		
Link Speed (mph)	30		40			35
Link Distance (ft)	500		443			906
Travel Time (s)	11.4		7.6			17.6
Confl. Peds. (#/hr)		10		13		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	102	875	42	65	676
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	25.0	25.0	29.0	29.0	8.0	20.0
Total Split (s)	23.0	23.0	36.0	36.0	9.0	45.0
Total Split (%)	33.8%	33.8%	52.9%	52.9%	13.2%	66.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-4.0	0.0	0.0	3.0
Total Lost Time (s)	4.0	4.0	0.0	4.0	4.0	7.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Acc Effct Green (s)	9.0	9.0	51.3	48.1	52.7	51.1
Actuated g/C Ratio	0.13	0.13	0.75	0.71	0.78	0.75
v/c Ratio	0.30	0.35	0.33	0.04	0.14	0.45
Control Delay	27.9	8.8	5.3	3.7	1.8	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	8.8	5.3	3.7	1.8	3.6
LOS	C	A	A	A	A	A
Approach Delay	16.6		5.2			3.4
Approach LOS	B		A			A
Queue Length 50th (ft)	28	0	60	1	0	2

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

[illegible]

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	189	49	30	66	37	20	51	828	109	31	712	134
Future Volume (vph)	189	49	30	66	37	20	51	828	109	31	712	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	125	0	0	175	0	0	225	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99	0.99	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00
Frt	0.944			0.947			0.983			0.976		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1765	0	1905	1789	0	1787	3503	0	1787	3472	0
Flt Permitted	0.717			0.702			0.224			0.220		
Satd. Flow (perm)	1344	1765	0	1329	1789	0	421	3503	0	413	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	32			22			35			47		
Link Speed (mph)	30			30			40			35		
Link Distance (ft)	500			510			906			1316		
Travel Time (s)	11.4			11.6			15.4			25.6		
Confl. Peds. (#/ht)	6		5	5		6	6		3	3		6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	85	0	71	62	0	55	1007	0	33	910	0
Turn Type	Perm	NA	NA	Perm	NA	NA	pm+pt	NA	pm+pt	NA	NA	0
Protected Phases	4	4	4	8	8	8	5	2	1	6	6	
Permitted Phases	4	4	4	8	8	8	5	2	6	6	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	37.5	37.5		33.0	33.0		8.0	25.0		8.0	24.0	
Total Split (s)	22.0	22.0		22.0	22.0		12.0	38.0		8.0	34.0	
Total Split (%)	32.4%	32.4%		32.4%	32.4%		17.6%	55.9%		11.8%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	-1.0		4.0	-1.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	13.9	13.9		13.9	13.9		45.2	47.7		43.0	45.3	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.66	0.70		0.63	0.67	
v/c Ratio	0.74	0.22		0.26	0.16		0.14	0.41		0.09	0.39	
Control Delay	41.3	15.7		23.7	15.6		4.5	9.1		8.7	4.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	41.3	15.7		23.7	15.6		4.5	9.1		8.7	4.6	
LOS	D	B		C	B		A	A		A	A	
Approach Delay	33.7			19.9				8.9			4.8	
Approach LOS	C			B				A			A	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

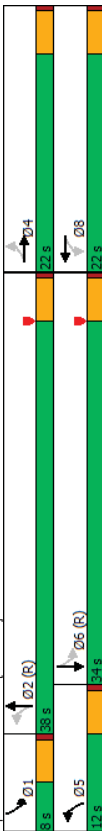
Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	79	18		25	14		11	131		7	44	
Queue Length 95th (ft)	138	48		54	39		5	247		17	50	
Internal Link Dist (ft)	420			430				826			1236	
Turn Bay Length (ft)	150			125			175			225		
Base Capacity (vph)	355	490		351	489		445	2470		354	2326	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.17		0.20	0.13		0.12	0.41		0.09	0.39	
Intersection Summary												
Area Type:	Other											
Cycle Length:	68											
Actuated Cycle Length:	68											
Offset: 0 (0%), Referenced to phase 2/NBTL and 6/SBTL, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.74												
Intersection Signal Delay: 10.8	Intersection LOS: B											
Intersection Capacity Utilization 57.7%	ICU Level of Service B											
Analysis Period (min) 15												

Splits and Phases: 15: [AU #229] 4th Avenue W & 124th Street SW



Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↔	↔	↔	↔	↔	↔				
Traffic Volume (vph)	34	58	997	68	107	749				
Future Volume (vph)	34	58	997	68	107	749				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	150	0	0	0	125					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95				
Ped Bike Factor	0.98	0.98	1.00	1.00	1.00					
Frt	0.850	0.990								
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1787	1599	*4500	0	1787	*4500				
Flt Permitted	0.950				0.134					
Satd. Flow (perm)	1787	1569	3530	0	251	3574				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)		62	14							
Link Speed (mph)	30		40			35				
Link Distance (ft)	518		1316			421				
Travel Time (s)	11.8		22.4			8.2				
Confl. Peds. (#/hr)		8		14	14					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	37	62	1145	0	115	805				
Turn Type	Prot	Perm	NA	NA	pm+pt	NA				
Protected Phases	4		2		1	1	1	2	5	6
Permitted Phases		4			1	1	1	1	7	8
Detector Phase	4	4	2		1	1				
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0		5.0		4.0	5.0	5.0	5.0
Minimum Split (s)	27.0	27.0	30.0		10.0		8.0	25.0	25.0	34.0
Total Split (s)	25.0	25.0	33.0		10.0		20.0	23.0	10.0	15.0
Total Split (%)	36.8%	36.8%	48.5%		14.7%		29%	34%	15%	22%
Yellow Time (s)	3.0	3.0	4.0		5.0		3.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0		0.0		0.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	-5.0		-5.0					
Total Lost Time (s)	4.0	4.0	0.0		0.0					
Lead/Lag			Lag		Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None		None	None	None	None
Act Effct Green (s)	21.0	21.0	33.0		43.0	38.0				
Actuated g/C Ratio	0.31	0.31	0.49		0.63	0.56				
v/c Ratio	0.07	0.12	0.52		0.30	0.32				
Control Delay	17.1	5.9	17.3		16.3	7.9				
Queue Delay	0.0	0.0	0.0		0.0	0.0				
Total Delay	17.1	5.9	17.3		16.3	7.9				
LOS	B	A	B		B	A				
Approach Delay	10.1		17.3			9.0				
Approach LOS	B		B			A				

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Queue Length 50th (ft)	11	0	105		21	52				
Queue Length 95th (ft)	30	23	307		65	106				
Internal Link Dist (ft)	438		1236			341				
Turn Bay Length (ft)	150				125					
Base Capacity (vph)	551	527	2191		384	2514				
Starvation Cap Reductn	0	0	0		0	0				
Spillback Cap Reductn	0	0	0		0	0				
Storage Cap Reductn	0	0	0		0	0				
Reduced v/c Ratio	0.07	0.12	0.52		0.30	0.32				

Intersection Summary

Area Type: Other

Cycle Length: 68

Actuated Cycle Length: 68

Offset: 50 (7.4%), Referenced to phase 2 NBSB and 6, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Capacity Delay: 13.4

Intersection Capacity Utilization 53.4%

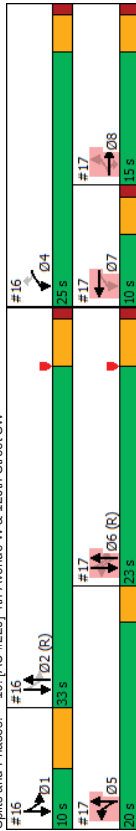
Analysis Period (min) 15

* User Entered Value

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 16: [AU #229] 4th Avenue W & 120th Street SW



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	243	0	85	1	0	1	91	942	1	1	625	146
Future Volume (vph)	243	0	85	1	0	1	91	942	1	1	625	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	0	0	0	0	0	125	0	0	100	0	0
Storage Lanes	1	1	1	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98	0.850		1.00	1.00	1.00	1.00	0.99	0.99	0.972	
Frt					0.932							
Flt Protected		0.950			0.976		0.950			0.950		
Satd. Flow (prot)	0	1787	1599	0	1728	0	1787	3574	0	1787	*4500	0
Flt Permitted		0.757					0.247			0.273		
Satd. Flow (perm)	0	1424	1572	0	1768	0	464	3574	0	511	3457	0
Right Turn on Red			Yes		Yes	Yes			Yes		Yes	
Satd. Flow (RTOR)			225		225		4		13	13	45	4
Link Speed (mph)		30			30			40			35	
Link Distance (ft)		500			500			421			779	
Travel Time (s)		11.4			11.4			7.2			15.2	
Confl. Peds. (#/hr)			7									
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	270	94	0	2	0	101	1048	0	1	856	0
Turn Type	Perm	NA	Perm	Perm	NA	NA	D,P+P	NA	NA	Perm	NA	0
Protected Phases		8			7		5	5	6		6	
Permitted Phases	8	8	8	7	7		5	5	6	6	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		4.0			5.0	5.0	
Minimum Split (s)	34.0	34.0	34.0	25.0	25.0		8.0			25.0	25.0	
Total Split (s)	15.0	15.0	15.0	10.0	10.0		20.0			23.0	23.0	
Total Split (%)	22.1%	22.1%	22.1%	14.7%	14.7%		29.4%			33.8%	33.8%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.0			1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0			0.0	-5.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		3.0			5.0	0.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Max	C-Max	
Act Effct Green (s)	19.2	19.2	19.2	5.0	5.0		37.0	40.0		19.4	24.4	
Actuated g/C Ratio	0.28	0.28	0.28	0.07	0.07		0.54	0.59		0.29	0.36	
v/c Ratio	0.67	0.67	0.67	0.01	0.01		0.18	0.50		0.01	0.52	
Control Delay	35.2	35.2	35.2	0.6	0.6		8.9	5.6		19.0	17.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.2	35.2	35.2	0.6	0.6		8.9	5.6		19.0	17.9	
LOS	D	D	A	A	A		A	A		B	B	
Approach Delay	26.3							5.9			17.9	
Approach LOS	C							A			B	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1	2	4
Turn Type			
Protected Phases			
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.0	30.0	27.0
Total Split (s)	10.0	33.0	25.0
Total Split (%)	15%	49%	37%
Yellow Time (s)	5.0	4.0	3.0
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	None
Recall Mode	None	C-Max	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

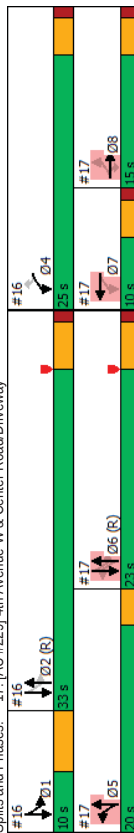
PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group		→	→	←	←	←	←	↑	↑	↑	↓	↓
Queue Length 50th (ft)	95	0	0	0	0	0	19	107	0	0	141	
Queue Length 95th (ft)	#262	0	0	0	0	0	m26	17	4	4	194	
Internal Link Dist (ft)	420			420				341			699	
Turn Bay Length (ft)							125		100			
Base Capacity (vph)	401	604	361				591	2100	145	1643		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.16	0.01				0.17	0.50	0.01	0.52		
Intersection Summary												
Area Type:	Other											
Cycle Length:	68											
Actuated Cycle Length:	68											
Offset:	50 (74%), Referenced to phase 2 NBSSB and 6:, Start of Yellow											
Natural Cycle:	100											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.67											
Intersection Signal Delay:	13.4											
Intersection Capacity Utilization:	62.2%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 17: [AU #229] 4th Avenue W & Center Road/Driveway



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	0	5	30	0	11	5	1163	0	0	970	4
Traffic Volume (vph)	4	0	5	30	0	11	5	1163	0	0	970	4
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	50	0	100	0	100	0	0	0	0
Storage Length (ft)	0	0	0	1	0	0	1	0	0	0	0	0
Storage Lanes	25	0	0	25	0	25	0	25	0	25	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	0.925	0.978	0.950	0.850	0.950	0.950	0.950	0.999	0.950	0.950	0.999	0.950
Flt Protected	0	1535	0	1770	1583	0	1787	3574	0	0	3571	0
Satd. Flow (prot)	0	851	0	851	1583	0	851	1583	0	0	1583	0
Flt Permitted	0	1335	0	1863	1583	0	421	3574	0	0	3571	0
Satd. Flow (perm)	18	30	56	30	56	30	30	40	Yes	Yes	35	Yes
Right Turn on Red	30	500	30	500	30	500	30	779	0	0	1455	0
Satd. Flow (RTOR)	11.4	11.4	11.4	11.4	11.4	11.4	13.3	13.3	0.93	0.93	28.3	0.93
Link Speed (mph)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Link Distance (ft)	12%	12%	12%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Travel Time (s)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	12%	12%	12%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)	0	9	0	32	12	0	5	1251	0	0	1047	0
Lane Group Flow (vph)	Perm	NA	Perm	NA	Perm	NA	Perm	NA	0	0	NA	0
Turn Type	4	4	8	8	8	8	2	2	6	6	6	6
Protected Phases	4	4	8	8	8	8	2	2	6	6	6	6
Permitted Phases	4	4	8	8	8	8	2	2	6	6	6	6
Detector Phase	4	4	8	8	8	8	2	2	6	6	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	27.0	21.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	54.5	54.5	54.5	54.5	54.5	54.5
Total Split (s)	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	61.6%	61.6%	61.6%	61.6%	61.6%	61.6%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Total Lost Time (s)	None	None	None	None	None	None	None	None	None	None	None	None
Lead/Lag	9.2	9.2	9.2	9.2	9.2	9.2	24.2	24.2	24.2	24.2	24.2	24.2
Lead-Lag Optimize?	0.31	0.31	0.31	0.31	0.31	0.31	0.81	0.81	0.81	0.81	0.81	0.81
Recall Mode	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01
Act Effr Green (s)	4.8	4.8	4.8	4.8	4.8	4.8	6.0	6.0	6.0	6.0	6.0	6.0
Actuated g/C Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
v/c Ratio	11.1	11.1	11.1	11.1	11.1	11.1	6.0	6.0	6.0	6.0	6.0	6.0
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	4.8	4.8	4.8	4.8	4.8	4.8	6.0	6.0	6.0	6.0	6.0	6.0
Total Delay	A	A	A	A	A	A	A	A	A	A	A	A
LOS	4.8	4.8	4.8	4.8	4.8	4.8	5.5	5.5	5.5	5.5	5.5	5.5
Approach Delay	A	A	A	A	A	A	A	A	A	A	A	A
Approach LOS	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	6	6	6	6	6	6	6	6	6	6	6	6
Queue Length 95th (ft)	23	23	23	23	23	23	246	246	246	246	246	246

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	420	420	420	420	420	420	100	699	699	1375	1375	1375
Turn Bay Length (ft)	1167	1167	1167	1625	1625	1625	403	3420	3420	3473	3473	3473
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.37	0.37	0.30	0.30	0.30
Intersection Summary	Other											
Area Type:	Other											
Cycle Length: 88.5												
Actuated Cycle Length: 29.9												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.43												
Intersection Signal Delay: 4.5												
Intersection Capacity Utilization 43.4%												
Analysis Period (min) 15												
Intersection LOS: A												
ICU Level of Service A												
Splits and Phases: 18: [AU #229] 4th Avenue W & 116th Place SW/Driveway												
Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2	Ø2
Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4	Ø4
Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6	Ø6
Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8	Ø8

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	130	819	124	243	506	150	112	585	427	228	432	120
Future Volume (vph)	130	819	124	243	506	150	112	585	427	228	432	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	0	0	250	0	0	225	0	300	300	325	0
Storage Lanes	1	0	0	1	0	0	1	0	1	1	1	0
Taper Length (ft)	25	0	0	25	0	0	25	0	25	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	1.00	0.99	1.00	1.00	0.99	1.00	0.99	0.99	0.99	0.99
Fit	0.980	0.980	0.980	0.966	0.966	0.966	0.950	0.950	0.850	0.950	0.967	0.967
Fit Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1787	*3300	0	1752	*4500	0	1770	3539	1583	1770	3395	0
Fit Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1783	3487	0	1743	3372	0	1750	3539	1530	1753	3395	0
Right Turn on Red			Yes			Yes			Yes		Yes	Yes
Satd. Flow (RTOR)		9		22					80		21	
Link Speed (mph)		37		40				40			40	
Link Distance (ft)		2381		1318				1455			1324	
Travel Time (s)		43.9		22.5				24.8			22.6	
Confl. Peds. (#/hr)	3		13	13		3	13		12	12		13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	993	0	256	691	0	118	616	449	240	581	0
Turn Type	Prot	NA	Prot	NA	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	6
Protected Phases												
Permitted Phases	7	4		3	8		5	2	3	1	6	
Detector Phase												
Switch Phase	7	4		3	8		5	2	3	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0	4.0	4.0	7.0	
Minimum Split (s)	8.0	36.5		8.0	32.5		8.0	33.5	8.0	8.0	32.5	
Total Split (s)	34.0	54.5		34.0	54.5		34.0	54.5	34.0	37.0	54.5	
Total Split (%)	18.9%	30.3%		18.9%	30.3%		18.9%	30.3%	18.9%	20.6%	30.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0		0.0	-5.0	0.0	0.0	-5.0	
Total Lost Time (s)	4.0	7.5		4.0	-0.5		4.0	-0.5	4.0	4.0	-0.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	16.2	47.6		16.2	65.8		14.7	37.0	58.6	24.6	46.9	
Actuated g/C Ratio	0.11	0.32		0.17	0.44		0.10	0.25	0.39	0.16	0.31	
v/c Ratio	0.71	0.95		0.84	0.35		0.69	0.71	0.69	0.83	0.54	
Control Delay	87.5	67.9		85.0	30.3		88.0	57.6	34.9	85.9	43.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	87.5	67.9		85.0	30.3		88.0	57.6	34.9	85.9	43.8	
LOS	F	E		F	C		F	E	C	F	D	
Approach Delay		70.3			45.1			52.0			56.1	
Approach LOS		E			D			D			E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

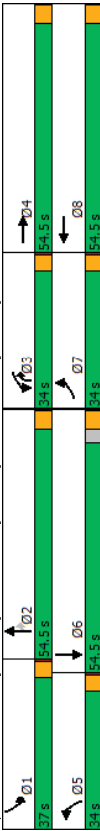
19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	136	518		247	231		117	301	289	236	246	
Queue Length 95th (ft)	225	#797		#433	360		200	395	440	361	327	
Internal Link Dist (ft)		2301		1238				1375			1244	
Turn Bay Length (ft)	275			250			225		300			
Base Capacity (vph)	360	1050		353	1977		357	1310	895	383	1337	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.38	0.95		0.73	0.35		0.33	0.47	0.65	0.61	0.43	
Intersection Summary												
Area Type:	Other											
Cycle Length:	180											
Actuated Cycle Length:	150.6											
Natural Cycle:	120											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.95											
Intersection Signal Delay:	56.3											
Intersection Capacity Utilization:	87.9%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Intersection LOS: E

ICU Level of Service E

Splits and Phases: 19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW



Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	1198	18	11	674	18	12
Future Volume (vph)	1198	18	11	674	18	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100	0	0	0
Storage Lanes	0	0	1	1	1	0
Taper Length (ft)	0	0	25	25	25	0
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	0.99	0.946	0.971
Flt Protected	0.998					
Satd. Flow (prot)	3565	0	0.950	3505	1686	0
Satd. Flow (perm)	3565	0	0.213	0.971	0.971	0
Right Turn on Red		Yes	0	392	3505	1686
Satd. Flow (RTOR)	10					12
Link Speed (mph)	30			40	30	30
Link Distance (ft)	3508			2381	500	500
Travel Time (s)	79.7			40.6	11.4	11.4
Confl. Peds. (#/hr)		16	16			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1240	0	11	688	30	0
Lane Type	NA	Perm	NA	Prot	NA	Prot
Turn Type	2		6	8		
Protected Phases						
Permitted Phases			6			
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	6.0	6.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	15.0%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-5.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	-1.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effect Green (s)	30.0	30.0	30.0	35.0	2.0	2.0
Actuated g/C Ratio	0.75	0.75	0.75	0.88	0.05	0.05
v/c Ratio	0.46	0.04	0.04	0.22	0.32	0.32
Control Delay	2.6	1.6	1.6	0.6	23.8	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.6	1.6	1.6	0.6	23.8	23.8
LOS	A	A	A	A	C	C
Approach Delay	2.6			0.6	23.8	23.8
Approach LOS	A			A	C	C
Queue Length 50th (ft)	27	0	0	0	4	4
Queue Length 95th (ft)	42	2	2	0	#25	#25
Internal Link Dist (ft)	3428			2301	420	420
Turn Bay Length (ft)				100		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

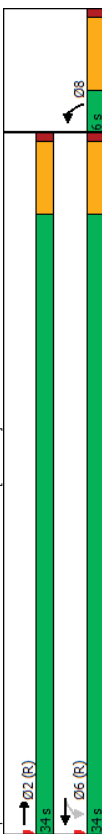
Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2676	294	3066	95		
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.04	0.22	0.32		
Intersection Summary						
Area Type:	Other					
Cycle Length:	40					
Actuated Cycle Length:	40					
Offset:	20 (50%), Referenced to phase 2EBT and 6.WBTL Start of Green					
Natural Cycle:	45					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.46					
Intersection Signal Delay:	2.2					
Intersection Capacity Utilization	53.7%					
Analysis Period (min)	15					
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases:	20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW					



Lanes, Volumes, Timings

21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	9	1611	0	0	887	7	2	0	0	1	1	7
Future Volume (vph)	9	1611	0	0	887	7	2	0	0	1	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	1	0	0	0	0	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	0	0	0	0	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.999							
Flt Protected	0.950							0.950				0.885
Satd. Flow (prot)	1787	3574	0	1863	3535	0	0	1805	0	0	1690	0
Flt Permitted	0.310											
Satd. Flow (perm)	583	3574	0	1863	3535	0	0	1900	0	0	1700	0
Right Turn on Red			Yes		Yes			Yes			Yes	
Satd. Flow (RTOR)	2			5							7	
Link Speed (mph)		38		30				30			30	
Link Distance (ft)		1318		4093				500			500	
Travel Time (s)		23.6		93.0				11.4			11.4	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1661	0	0	921	0	0	2	0	0	9	0
Turn Type	Perm	NA	0	Perm	NA	0	Perm	NA	0	Perm	NA	0
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-1.0		4.0	4.0		4.0			4.0		4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	30.0	35.0		30.0			2.0			2.0		2.0
Actuated g/C Ratio	0.75	0.88		0.75			0.05			0.05		0.05
v/c Ratio	0.02	0.53		0.35			0.02			0.10		0.10
Control Delay	1.4	1.3		2.1			18.5			15.6		15.6
Queue Delay	0.0	0.0		0.0			0.0			0.0		0.0
Total Delay	1.4	1.3		2.1			18.5			15.6		15.6
LOS	A	A		A			B			B		B
Approach Delay		1.3		2.1			18.5			15.6		15.6
Approach LOS		A		A			B			B		B
Queue Length 50th (ft)	0	0		0			1			1		1
Queue Length 95th (ft)	2	0		28			5			10		10
Internal Link Dist (ft)		1238		4013			420			420		420
Turn Bay Length (ft)	100											

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U.L 18-040]

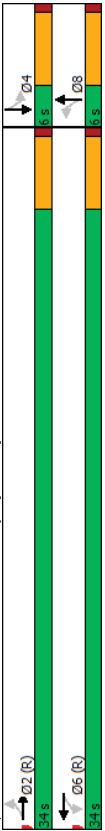
Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Base Capacity (vph)	437	3127			2652			95			91	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.02	0.53			0.35			0.02			0.10	
Intersection Summary	Other											
Area Type:	Cycle Length: 40											
Actuated Cycle Length:	40											
Offset:	20 (50%), Referenced to phase 2EBTL and 6WBTL, Start of Green											
Natural Cycle:	45											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.53											
Intersection Signal Delay:	1.6											
Intersection Capacity Utilization	54.5%											
Analysis Period (min)	15											
Intersection LOS:	A											
ICU Level of Service	A											

Splits and Phases: 21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW



Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	244	1	46	3	5	4	36	709	8	9	1728	197
Traffic Volume (vph)	244	1	46	3	5	4	36	709	8	9	1728	197
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	90	0	125	0	150	0	150	0	250	0	250	0
Storage Length (ft)	1	0	1	0	1	0	1	0	1	0	1	0
Storage Lanes	25	0	25	0	25	0	25	0	25	0	25	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.853	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Ped Bike Factor	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Flt Protected	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Satd. Flow (prot)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Flt Permitted	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Satd. Flow (perm)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	51	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	1165	994	22.6	22.6	22.6	22.6	22.6	22.6	22.6	22.6	22.6	22.6
Link Distance (ft)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Travel Time (s)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Confl. Peds. (#/hr)	15%	15%	15%	17%	17%	17%	8%	8%	8%	4%	4%	4%
Peak Hour Factor	271	52	0	3	10	0	40	797	0	10	2139	0
Shared Lane Traffic (%)	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Lane Group Flow (vph)	7	4	4	3	8	8	5	2	1	6	6	6
Protected Phases	7	4	4	3	8	8	5	2	1	6	6	6
Permitted Phases	7	4	4	3	8	8	5	2	1	6	6	6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6	6
Switch Phase	6.0	4.0	6.0	4.0	4.0	4.0	6.0	10.0	6.0	10.0	10.0	10.0
Minimum Initial (s)	10.0	34.0	10.0	34.0	34.0	34.0	10.0	26.5	10.0	34.0	34.0	34.0
Minimum Split (s)	39.0	24.0	39.0	24.0	24.0	24.0	34.5	44.5	34.5	44.5	44.5	44.5
Total Split (%)	27.5%	16.9%	27.5%	16.9%	16.9%	16.9%	24.3%	31.3%	24.3%	31.3%	31.3%	31.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effrt Green (s)	19.0	19.0	6.2	5.1	7.2	46.4	6.3	46.7	6.3	46.7	6.3	46.7
Actuated g/C Ratio	0.25	0.25	0.08	0.07	0.08	0.07	0.09	0.60	0.08	0.60	0.08	0.60
v/c Ratio	0.71	0.14	0.02	0.10	0.02	0.10	0.26	0.28	0.07	0.72	0.07	0.72
Control Delay	38.7	8.9	41.7	35.8	41.7	35.8	42.2	10.0	41.8	16.5	41.8	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	8.9	41.7	35.8	41.7	35.8	42.2	10.0	41.8	16.5	41.8	16.5
LOS	D	A	D	D	D	D	D	A	D	B	D	B
Approach Delay	33.9	37.1	37.1	37.1	37.1	37.1	37.1	11.5	37.1	16.6	37.1	16.6
Approach LOS	C	C	C	C	C	C	C	B	C	B	C	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Paine Field Commercial Service

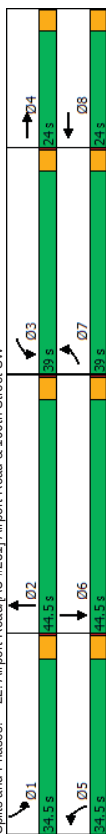
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	122	0	0	1	3	19	51	19	51	5	259	5
Queue Length 95th (ft)	240	29	1085	12	21	59	163	59	163	24	627	24
Internal Link Dist (ft)	90	736	446	125	411	671	2875	671	2875	250	2114	250
Turn Bay Length (ft)	736	446	446	125	411	671	2875	671	2875	250	2114	250
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.12	0.12	0.00	0.02	0.06	0.28	0.06	0.28	0.01	0.72	0.01
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	142											
Actuated Cycle Length:	77.4											
Natural Cycle:	120											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.72											
Intersection Signal Delay:	17.1											
Intersection Capacity Utilization:	64.6%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 22: Airport Road/[AU #231] Airport Road & 106th Street SW



Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	51	45	120	202	9	159	46	1134	135	168	1740	15
Future Volume (vph)	51	45	120	202	9	159	46	1134	135	168	1740	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	200	140	140	65	350	350	350	0	300	0	0
Storage Lanes	1	1	1	1	1	1	1	1	0	1	0	0
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91
Ped Bike Factor									0.984	1.00	1.00	0.999
Fit Protected	0.950			0.950		0.850	0.950		0.950	0.950		
Satd. Flow (prot)	1719	1810	1538	1752	1845	1568	1736	*5500	0	1752	5030	0
Fit Permitted	0.950			0.950		0.950	0.950		0.950	0.950		
Satd. Flow (perm)	1719	1810	1538	1752	1845	1568	1735	4893	0	1751	5030	0
Right Turn on Red			Yes	Yes		Yes	Yes		Yes		Yes	Yes
Satd. Flow (RTOR)			146		30	178		20				1
Link Speed (mph)			30		1387			2194			2138	45
Link Distance (ft)			858		31.5			31.8			32.4	
Travel Time (s)			19.5									
Confl. Peds. (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	55	146	246	11	194	56	1548	0	205	2140	0
Turn Type	Prot	NA	Perm	Prot	3	8	5	2	Prot	1	6	6
Protected Phases												
Permitted Phases	7	4	4	3	8	8	5	2	1	1	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	12.0	4.0	4.0	12.0	12.0
Minimum Split (s)	8.0	34.5	34.5	8.0	35.5	35.5	8.0	28.5	8.0	8.0	29.5	29.5
Total Split (s)	28.5	28.5	28.5	23.5	23.5	23.5	24.0	64.5	19.0	19.0	64.5	64.5
Total Split (%)	19.6%	19.6%	19.6%	16.2%	16.2%	16.2%	16.5%	44.3%	13.1%	13.1%	44.3%	44.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	-5.0	-5.0
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5	4.0	4.0	-0.5	-0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	9.0	9.0	20.1	23.1	23.1	8.1	48.4	15.6	15.6	58.5	58.5
Actuated g/C Ratio	0.08	0.09	0.09	0.19	0.22	0.22	0.08	0.46	0.15	0.15	0.56	0.56
v/c Ratio	0.44	0.35	0.55	0.73	0.03	0.40	0.41	0.60	0.78	0.78	0.76	0.76
Control Delay	60.8	56.8	17.0	55.3	39.1	10.6	60.6	21.3	68.1	68.1	21.3	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.8	56.8	17.0	55.3	39.1	10.6	60.6	21.3	68.1	68.1	21.3	21.3
LOS	E	E	B	E	D	B	E	C	E	E	C	C
Approach Delay		35.7										
Approach LOS		D										

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

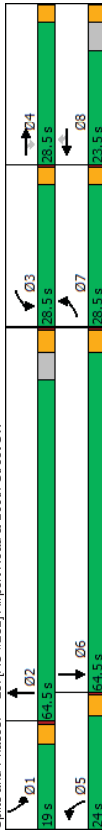
Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	43	37	0	164	6	9	38	268	143	406		
Queue Length 95th (ft)	85	77	47	251	22	56	79	309	#279	488		
Internal Link Dist (ft)		778			1307			2114		2058		
Turn Bay Length (ft)	200	200	200	140	65	350			300			
Base Capacity (vph)	430	452	494	438	461	526	347	3858	263	3271		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.14	0.12	0.30	0.56	0.02	0.37	0.16	0.40	0.78	0.65		
Intersection Summary												
Area Type:	Other											
Cycle Length:	145.5											
Actuated Cycle Length:	104.1											
Natural Cycle:	105											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.78											
Intersection Signal Delay:	26.0											
Intersection Capacity Utilization:	65.1%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 23: [AU #231] Airport Road & 100th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	56	6	83	45	2	186	20	976	33	70	1668	26
Future Volume (vph)	56	6	83	45	2	186	20	976	33	70	1668	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185	0	125	0	260	0	260	0	250	0	250	0
Storage Lanes	1	0	1	1	1	1	1	1	0	1	1	0
Taper Length (ft)	25	0	25	0	25	0	25	0	25	0	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1687	1506	0	1671	1759	1495	1687	*2800	0	1719	4928	0
Flt Permitted	0.757	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692
Satd. Flow (perm)	1341	1506	0	1215	1759	1473	1686	4819	0	1715	4928	0
Right Turn on Red		Yes		Yes		Yes			Yes			Yes
Satd. Flow (RTOR)	94	30	3	3	3	211	4	9	6	6	5	4
Link Speed (mph)	30	649	30	30	30	30	30	47	2138	1785	45	1785
Link Distance (ft)	429	9.8	14.8	14.8	14.8	14.8	14.8	31.0	31.0	27.0	27.0	27.0
Travel Time (s)	3	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Conf. Peds. (#/hr)	0.88	7%	7%	8%	8%	8%	7%	7%	7%	5%	5%	5%
Peak Hour Factor	7%	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)	7%	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Lane Group Flow (vph)	64	101	0	51	2	211	23	1147	0	80	1925	0
Turn Type	Perm	NA	NA	Perm	8	Perm	Prot	NA	Prot	1	6	6
Protected Phases	4	4	4	4	4	4	4	4	4	4	4	4
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Detector Phase	4	4	4	4	4	4	4	4	4	4	4	4
Switch Phase	4	4	4	4	4	4	4	4	4	4	4	4
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	28.5	8.0	8.0	34.0	8.0
Total Split (s)	13.5	13.5	13.5	13.5	13.5	13.5	13.5	19.0	19.0	19.0	54.5	19.0
Total Split (%)	15.5%	15.5%	15.5%	15.5%	15.5%	15.5%	15.5%	21.8%	21.8%	21.8%	62.6%	21.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	3.5	3.5	4.0	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	7.5	4.0	4.0	0.5	4.0
Lead/Lag												
Lead/Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	Yes	Yes	Yes	Yes	Yes
Act Effct Green (s)	10.2	10.2	10.2	10.2	10.2	10.2	10.2	6.6	6.6	6.6	27.1	6.6
Act Effct Green (%)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.12	0.12	0.12	0.74	0.12
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.12	0.12	0.12	0.53	0.12
v/c Ratio	27.9	9.9	27.9	9.9	27.9	9.9	27.9	8.6	8.6	8.6	6.0	8.6
Control Delay	27.9	9.9	27.9	9.9	27.9	9.9	27.9	23.7	23.7	23.7	6.0	23.7
Queue Delay	27.9	9.9	27.9	9.9	27.9	9.9	27.9	23.7	23.7	23.7	6.0	23.7
LOS	C	A	A	C	C	C	A	C	C	C	A	A
Approach Delay	16.9	16.9	16.9	16.9	16.9	16.9	16.9	23.9	23.9	23.9	7.1	23.9
Approach LOS	B	B	B	B	B	B	B	C	C	C	A	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	19	2	15	1	0	7	114	23	34			
Queue Length 95th (ft)	66	41	56	7	51	40	#337	94	343			
Internal Link Dist (ft)	349		569				2058		1705			
Turn Bay Length (ft)	185		125			260						
Base Capacity (vph)	332	443	301	436	523	2287						
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.23	0.17	0.00	0.40	0.04	0.50	0.15	0.44			
Intersection Summary												
Area Type:	Other											
Cycle Length:	87											
Actuated Cycle Length:	57.2											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.86											
Intersection Signal Delay:	13.4											
Intersection Capacity Utilization:	58.1%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 24: [AU #231] Airport Road & 94th Street SW



Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	831	6	347	31	10	93	78	1101	48	66	1923	298
Future Volume (vph)	831	6	347	31	10	93	78	1101	48	66	1923	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	90		0	225		0	110		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25		25			25			25			0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.98		0.865		0.994		1.00		0.980
Fit Protected	0.950	0.953		0.950		0.950				0.950		
Satd. Flow (prot)	1698	1703	1599	1271	1137	0	1703	*3600	0	1752	4935	0
Fit Permitted	0.950	0.953		0.950		0.950				0.950		
Satd. Flow (perm)	1687	1693	1599	1271	1137	0	1703	4859	0	1752	4935	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			309			118		6			32	
Link Speed (mph)			30			30		47			30	
Link Distance (ft)			517			773		1785			560	
Travel Time (s)			11.8			17.6		25.9			12.7	
Confl. Peds. (#/hr)	6					6			1	1		
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	42%	42%	42%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	526	534	439	39	131	0	99	1455	0	84	2811	0
Turn Type	Split	NA	Perm	Split	NA	Prot	Prot	5	2	1	6	
Protected Phases	4	4	4	8	8	5	2					
Permitted Phases	4	4	4	8	8	5	2					
Detector Phase												
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	4.0	4.0	4.0	10.0			4.0	10.0	
Minimum Split (s)	20.0	20.0	20.0	30.5	30.5	15.0	41.0			8.0	26.5	
Total Split (s)	30.0	30.0	30.0	15.0	15.0	13.6%	36.4%			25.0	50.0	
Total Split (%)	27.3%	27.3%	27.3%	13.6%	13.6%	13.6%	36.4%			22.7%	45.5%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	4.0			3.5	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5			0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	7.5			4.0	4.5	
Lead/Lag				Lead	Lag	Lead	Lag			Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes			Yes	Yes	
Recall Mode	None	None	None	None	None	None	None			None	C-Min	
Act Effct Green (s)	26.5	26.5	26.5	7.9	7.9	9.9	49.4			9.7	50.2	
Actuated g/C Ratio	0.24	0.24	0.24	0.07	0.07	0.09	0.45			0.09	0.46	
v/c Ratio	1.29	1.30	0.71	0.43	0.69	0.65	0.90			0.55	1.24	
Control Delay	181.9	188.3	18.4	62.4	30.0	67.5	38.5			57.9	143.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	
Total Delay	181.9	188.3	18.4	62.4	30.0	67.5	38.5			57.9	143.9	
LOS	F	F	B	E	C	E	D			E	F	
Approach Delay												
Approach LOS												

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~498	~509	79	27	9	68	349	58	~926			
Queue Length 95th (ft)	#591	#601	133	53	49	108	#421	92	#870			
Internal Link Dist (ft)		437			693		1705		480			
Turn Bay Length (ft)	200		200	90		225		110				
Base Capacity (vph)	409	410	619	132	224	175	1618	334	2270			
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	178			
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0	0	0	0			
Reduced v/c Ratio	1.29	1.30	0.71	0.30	0.58	0.57	0.90	0.25	1.34			

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2NBT and 6SBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.30
 Intersection Capacity Delay: 111.6
 Intersection Signal Utilization 88.4%
 Analysis Period (min) 15
 * User Entered Value
 Intersection LOS: F
 ICU Level of Service E

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 25: [AU #231] Airport Road/Airport Road & Kasch Park Road



Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W	W	W	W
Traffic Volume (vph)	36	15	758	28	31	776
Future Volume (vph)	36	15	758	28	31	776
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			0.98		
Frt	0.959			0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1726	0	1881	1599	1787	1881
Flt Permitted	0.966			0.221		
Satd. Flow (perm)	1723	0	1881	1562	416	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18			28		
Link Speed (mph)	30		35			40
Link Distance (ft)	500		1324			1345
Travel Time (s)	11.4		25.8			22.9
Confl. Peds. (#/ht)	1			1	1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	892	33	36	913
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phase				2	6	
Detector Phase	3		2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	22.5	22.5	9.0	22.0	22.0
Total Split (s)	29.0	54.5	54.5	19.0	64.5	64.5
Total Split (%)	28.3%	53.2%	53.2%	18.5%	62.9%	62.9%
Yellow Time (s)	3.5	4.0	4.0	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.5	4.0	4.0	4.0
Lead/Lag		Lag	Lag	Lead	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	Max	Max	None	Max	
Act Effct Green (s)	8.7	67.5	63.5	68.6	69.5	
Actuated g/C Ratio	0.10	0.81	0.76	0.82	0.83	
v/c Ratio	0.31	0.59	0.03	0.08	0.58	
Control Delay	28.4	7.9	3.2	3.2	6.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.4	7.9	3.2	3.2	6.1	
LOS	C	A	A	A	A	A
Approach Delay	28.4		7.7		6.0	
Approach LOS	C	A			A	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

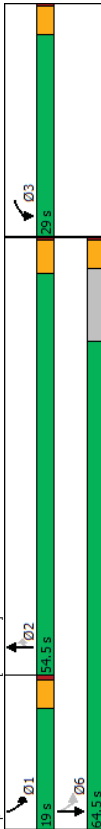
PM Peak-Hour

Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	21		154	1	2	105
Queue Length 95th (ft)	47		426	12	13	361
Internal Link Dist (ft)	420		1244			1265
Turn Bay Length (ft)					100	
Base Capacity (vph)	531		1519	1194	588	1643
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.11		0.59	0.03	0.06	0.56
Intersection Summary						
Area Type: Other						
Cycle Length: 102.5						
Actuated Cycle Length: 83.5						
Natural Cycle: 70						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.59						
Intersection Signal Delay: 7.5						
Intersection Capacity Utilization 51.7%						
Analysis Period (min) 15						
Intersection LOS: A						
ICU Level of Service A						

Splits and Phases: 26: [AU #352] 4th Avenue W & 108th Street SW



Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	19	0	11	0	770	13	3	750	0
Future Volume (vph)	1	0	1	19	0	11	0	770	13	3	750	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	100	0	0	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00		0.99		
Frt	0.932				0.951			0.998				
Flt Protected	0.976				0.969					0.950		
Satd. Flow (prot)	0	1728	0	0	1751	0	1863	1858	0	1787	1881	0
Flt Permitted	0	1771	0	0	1807	0	1863	1858	0	524	1881	0
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red												
Satd. Flow (RTOR)	27	30	27	30	27	30	2	35	18	18	30	2
Link Speed (mph)	30	500	30	500	30	500	2	1345	29.8	1312	29.8	2
Travel Time (s)	11.4				11.4			26.2				
Confl. Peds. (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	Perm	NA	0	Perm	NA	0	Perm	NA	0	Perm	NA	0
Turn Type	Perm	NA	0	Perm	NA	0	Perm	NA	0	Perm	NA	0
Protected Phases	4			8			2			6		
Permitted Phases	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	6.0	6.0	6.0	6.0	6.0	6.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0			4.0			4.0	-1.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	2.0			2.0			35.0			30.0		30.0
Actuated g/C Ratio	0.05			0.05			0.88			0.75		0.75
v/c Ratio	0.02			0.28			0.53			0.01		0.58
Control Delay	0.5			16.9			1.9			1.3		4.3
Queue Delay	0.0			0.0			0.0			0.0		0.0
Total Delay	0.5			16.9			1.9			1.3		4.3
LOS	A			B			A			A		A
Approach Delay	0.5			16.9			1.9			4.3		4.3
Approach LOS	A			B			A			A		A
Queue Length 50th (ft)	0			0			0			0		41
Queue Length 95th (ft)	0			0			0			1		82
Internal Link Dist (ft)	420			420			1265			100		1232
Turn Bay Length (ft)												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Existing Conditions

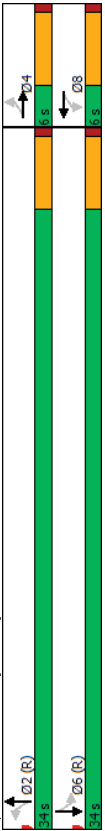
PM Peak-Hour

Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	114						116			1625		1410
Starvation Cap Reductn	0					0	0		0	0		0
Spillback Cap Reductn	0					0	0		0	0		0
Storage Cap Reductn	0					0	0		0	0		0
Reduced v/c Ratio	0.02					0.28			0.53	0.01		0.58
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset: 0 (0%), Referenced to phase 2/NBTL and 6/SBTL, Start of Green												
Natural Cycle:	60											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.58											
Intersection Signal Delay: 3.3	Intersection LOS: A											
Intersection Capacity Utilization 51.3%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW



2019 No Action AM Peak-Hour Arterial Level of Service Analysis

Arterial Level of Service

Arterial Level of Service: NB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Gibson Road	II	38	48.7	9.2	57.9	0.52	32.5	B
Center Road	II	38	28.9	9.8	38.7	0.28	26.4	C
Fairmount Elementary	II	38	25.0	9.9	34.9	0.23	23.4	C
112th Street SW	II	38	16.0	14.8	30.8	0.14	16.2	E
Airport Road	II	38	18.3	16.4	34.7	0.16	16.5	E
Total	II		136.9	60.1	197.0	1.33	24.3	C

Arterial Level of Service: SB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
112th Street SW	II	40	18.3	16.7	35.0	0.16	16.3	E
Fairmount Elementary	II	40	16.0	4.2	20.2	0.14	24.7	C
Center Road	II	40	25.0	18.4	43.4	0.23	18.9	D
Gibson Road	II	40	28.9	4.9	33.8	0.28	30.2	B
SR-525	II	40	48.7	57.1	105.8	0.52	17.8	D
Total	II		136.9	101.3	238.2	1.33	20.1	D

Arterial Level of Service: EB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Admiralty Way	II	45	38.0	9.8	47.8	0.40	30.4	B
Gibson Road	II	45	27.2	8.7	35.9	0.26	26.2	C
8th Avenue W	II	40	28.6	6.2	34.8	0.28	29.0	B
5th Avenue W	II	40	17.4	2.3	19.7	0.15	27.7	C
4th Avenue W	II	40	11.2	76.6	87.8	0.10	4.0	F
I-5 Southbound Ramps	II	40	19.0	55.5	74.5	0.17	8.0	F
Total	II		141.4	159.1	300.5	1.36	16.3	E

Arterial Level of Service: WB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	I	35	20.6	16.0	36.6	0.17	16.2	E
5th Avenue W	I	35	12.2	5.7	17.9	0.10	19.6	E
8th Avenue W	I	50	15.1	4.3	19.4	0.15	28.1	C
Gibson Road	I	50	26.6	4.5	31.1	0.28	32.4	C
Admiralty Way	I	55	25.4	11.1	36.5	0.26	25.8	D
SR-99	I	50	34.7	72.0	106.7	0.40	13.6	F
Total	I		134.6	113.6	248.2	1.36	19.7	E

Arterial Level of Service

Arterial Level of Service: NB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Mariner Square	II	38	9.6	5.5	15.1	0.08	20.0	D
124th Street SW	II	38	19.7	8.3	28.0	0.17	22.1	C
120th Street SW	II	38	27.4	15.9	43.3	0.25	20.7	D
Center Road/Driveway	II	38	9.2	7.1	16.3	0.08	17.6	D
116th Place SW/Drive	II	38	17.0	7.2	24.2	0.15	21.9	D
[AU #230] 112th Stre	II	38	28.1	37.7	65.8	0.28	15.1	E
Total	II		111.0	81.7	192.7	1.01	18.8	D

Arterial Level of Service: SB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
116th Place SW/Drive	II	38	28.1	6.8	34.9	0.28	28.4	B
Center Road/Driveway	II	38	17.0	10.6	27.6	0.15	19.2	D
120th Street SW	II	38	9.2	5.9	15.1	0.08	19.0	D
124th Street SW	II	38	27.4	6.5	33.9	0.25	26.5	C
Mariner Square	II	38	19.7	5.0	24.7	0.17	25.0	C
[AU #228] Airport Ro	II	38	9.6	50.3	59.9	0.08	5.0	F
Total	II		111.0	85.1	196.1	1.01	18.5	D

Arterial Level of Service: EB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	II	38	42.8	32.1	74.9	0.45	21.7	D
Meridian Avenue/Driv	II	38	27.5	0.5	28.0	0.25	32.1	B
Total	II		70.3	32.6	102.9	0.70	24.5	C

Arterial Level of Service: WB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #352] 4th Avenue	II	40	27.5	40.8	68.3	0.25	13.2	E
115th St SW	II	40	42.8	0.8	43.6	0.45	37.2	A
Total	II		70.3	41.6	111.9	0.70	22.5	C

Arterial Level of Service: NB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
100th Street SW	I	48	35.7	8.5	44.2	0.42	33.8	C
94th Street SW	I	48	34.8	11.0	45.8	0.40	31.8	C
Kasch Park Road	I	48	30.8	13.8	44.6	0.34	27.3	C
Total	I		101.3	33.3	134.6	1.16	31.0	C

Arterial Level of Service

Arterial Level of Service: SB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
94th Street SW	I	50	30.8	6.9	37.7	0.34	32.3	C
100th Street SW	I	50	34.8	6.5	41.3	0.40	35.3	B
106th Street SW	I	50	35.7	21.4	57.1	0.42	26.2	D
Total	I		101.3	34.8	136.1	1.16	30.6	C

Arterial Level of Service: NB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	27.6	2.9	30.5	0.25	29.6	B
104th Street SW	II	40	28.0	1.2	29.2	0.25	31.4	B
Total	II		55.6	4.1	59.7	0.51	30.5	B

Arterial Level of Service: SB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	28.0	2.4	30.4	0.25	30.2	B
[AU #230] 112th Stre	II	40	27.6	39.2	66.8	0.25	13.5	E
Total	II		55.6	41.6	97.2	0.51	18.7	D

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
Traffic Volume (vph)	554	403	18	345	257	122	16	1228	786	381	1404	298
Future Volume (vph)	554	403	18	345	257	122	16	1228	786	381	1404	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0.95	25		0.95	1.00	0.95	1.00	0.97	0.95	1.00
Lane Util. Factor	0.97	0.95	0.97	0.95	0.99	0.99	1.00	0.98	0.98	1.00	0.98	0.98
Ped Bike Factor	1.00	1.00	0.99	0.99	0.952			0.850	0.850		0.850	
Ft	0.950			0.950			0.950		0.950		0.950	
Flt Protected	3157	3229	0	3164	3088	0	1695	3389	1516	3239	3339	1494
Satd. Flow (prot)	0.950			0.950			0.950		0.950		0.950	
Flt Permitted	3142	3229	0	3143	3088	0	1693	3389	1480	3227	3339	1464
Satd. Flow (perm)			Yes			Yes			Yes		Yes	
Right Turn on Red									314		302	
Satd. Flow (RTOR)	2			42				30			30	
Link Speed (mph)	30			40				1344			2044	
Link Distance (ft)	1789			2764								
Travel Time (s)	40.7			47.1				30.5			46.5	
Confl. Peds. (#/hr)	4		6	6		4	5		8		8	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	571	434	0	356	391	0	16	1266	810	393	1447	307
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	30.0	35.0		30.0	35.0		30.0	70.0	70.0	35.0	70.0	70.0
Total Split (%)	17.6%	20.6%		17.6%	20.6%		17.6%	41.2%	41.2%	20.6%	41.2%	41.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	-5.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	0.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effect Green (s)	25.2	29.5		21.8	31.2		7.1	64.4	64.4	24.1	86.1	86.1
Actuated g/C Ratio	0.16	0.18		0.14	0.19		0.04	0.40	0.40	0.15	0.53	0.53
v/c Ratio	1.16	0.73		0.83	0.62		0.21	0.93	1.04	0.81	0.81	0.33
Control Delay	148.9	70.2		85.4	57.1		85.3	59.7	71.2	80.8	37.5	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	148.9	70.2		85.4	57.1		85.3	59.7	71.2	80.8	37.5	3.7
LOS	F	E		F	E		F	E	E	F	D	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)												
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 161

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 65.1

Intersection Capacity Utilization 91.2%

Analysis Period (min): 15

Description: SR-525 is north-south and Beverly Park Road is northeast-southwest

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

2: [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	0	1	61	1	38	5	1289	42	25	1060	3
Traffic Volume (vph)	6	0	1	61	1	38	5	1289	42	25	1060	3
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	30	150	0	0	150	0	0
Storage Lanes	0	0	0	0	0	1	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	1	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.981	0.959	0.98	0.98	0.95	0.995	1.00	1.00	1.00	1.00	1.00
Flt Protected				0.953			0.950			0.950		
Satd. Flow (prot)	0	1568	0	0	1758	1568	1752	3484	0	1719	3438	0
Flt Permitted		0.796		0.725			0.217			0.145		
Satd. Flow (perm)	0	1298	0	0	1337	1543	400	3484	0	262	3438	0
Right Turn on Red		Yes				Yes	Yes		Yes		Yes	
Satd. Flow (RTOR)	65					65		4				
Link Speed (mph)	35			35				38			40	
Link Distance (ft)	561			709			2764				1498	
Travel Time (s)	11.3			13.8			49.6				25.5	
Confl. Peds. (#/ht)	3			3			2		2	2		2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	14%	3%	3%	3%	3%	3%	3%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	66	40	5	1416	0	27	1131	0
Turn Type	Perm	NA	Perm	Perm	pm+pt	pm+pt	NA	NA	pm+pt	NA	NA	0
Protected Phases		4		8	8	8	2	2	6	6		
Permitted Phases	4		8	8	8	8	2	2	6	6		
Detector Phase	4		8	8	8	8	5	2	1	6		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5
Total Split (s)	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
Total Split (%)	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.03	0.38	0.16	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Control Delay	0.3	37.1	4.4	4.8	9.2	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	37.1	4.4	4.8	9.2	4.8	4.8	4.8	4.8	4.8	4.8	4.8
LOS	A	A	D	A	A	A	A	A	A	A	A	A
Approach Delay	0.3			24.7				9.2			4.9	
Approach LOS	A			C				A			A	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

2: [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	0	0	29	0	1	100	2	40			
Queue Length 95th (ft)	0	0	0	65	13	5	437	15	267			
Internal Link Dist (ft)	501			629			2684		1418			
Turn Bay Length (ft)				30			150		150			
Base Capacity (vph)	531			506			2596		480			
Starvation Cap Reductn	0			0			0		0			
Spillback Cap Reductn	0			0			0		0			
Storage Cap Reductn	0			0			0		0			
Reduced v/c Ratio	0.01			0.13			0.01		0.06			0.40
Intersection Summary												
Area Type: Other												
Cycle Length: 109												
Actuated Cycle Length: 80.1												
Natural Cycle: 80												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.55												
Intersection Signal Delay: 7.9												
Intersection Capacity Utilization 58.6%												
Analysis Period (min) 15												
Description: Beverly Park Road is NB/SB and Gibson Road is E/W. This is rotated for analysis purposes from the Snohomish County Timings.												
Splits and Phases: 2: [AU #227] Beverly Park Road & Gibson Road												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	4	28	101	27	18	283	1069	51	17	791	61
Traffic Volume (vph)	6	4	28	101	27	18	283	1069	51	17	791	61
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0%	0%	0%	2%	2%	0%	-1%	0%	0%	0%	0%	0%
Grade (%)	75	0	0	60	0	0	150	0	150	0	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	2	0	0	0
Storage Lanes	25	0	0	25	0	0	25	0	25	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Lane Util. Factor	1.00	1.00	1.00	1.00	0.99	1.00	0.99	0.99	1.00	0.99	0.99	0.99
Ped Bike Factor	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870
Fit Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1641	1503	0	1718	1689	0	1761	3498	0	1719	3400	0
Fit Permitted	0.723	0.437	0.437	0.437	0.437	0.437	0.119	0.202	0.202	0.202	0.202	0.202
Satd. Flow (perm)	1247	1503	0	790	1689	0	221	3498	0	366	3400	0
Right Turn on Red		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	32	30	30	21	30	30	4	38	40	7	40	7
Link Speed (mph)	631	1366	1366	1366	1366	1366	1498	1200	1200	1200	1200	1200
Link Distance (ft)	14.3	31.0	31.0	31.0	31.0	31.0	26.9	20.5	20.5	20.5	20.5	20.5
Travel Time (s)												
Confl. Peds. (#/hr)	1	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	3%	3%	3%	5%	5%	5%
Shared Lane Traffic (vph)	7	37	0	116	52	0	325	1288	0	20	979	0
Lane Group Flow (vph)	pm-pt	NA	pm-pt	NA	NA	pm-pt	pm-pt	NA	pm-pt	pm-pt	NA	0
Turn Type	7	4	3	8	8	5	2	2	6	6	6	6
Protected Phases	4	4	8	8	8	2	2	2	1	1	1	1
Permitted Phases	7	4	3	8	8	5	2	2	1	1	1	1
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	28.0	9.0	9.5	22.5	9.5	9.5	26.5	26.5
Total Split (s)	19.0	39.0	19.0	39.0	39.0	19.5	39.5	39.5	19.5	39.5	39.5	39.5
Total Split (%)	16.2%	33.3%	16.2%	33.3%	33.3%	16.7%	33.8%	33.8%	16.7%	33.8%	33.8%	33.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	-5.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	-0.5	4.5	4.5	-0.5	-0.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effrt Green (s)	10.0	7.3	15.1	13.6	13.6	47.1	49.3	31.3	31.3	31.2	0.46	0.46
Actuated g/C Ratio	0.15	0.11	0.22	0.20	0.20	0.69	0.72	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.03	0.20	0.40	0.15	0.15	0.62	0.51	0.07	0.63	0.63	0.63	0.63
Control Delay	22.0	17.2	27.0	18.0	18.0	22.7	9.8	9.0	0.0	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	17.2	27.0	18.0	18.0	22.7	9.8	9.0	0.0	0.0	0.0	0.0
LOS	C	B	C	B	B	C	C	A	A	A	B	B
Approach Delay	18.0	18.0	18.0	24.2	24.2	12.4	12.4	12.4	12.4	12.4	12.4	12.4

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	2	2	2	42	11	82	111	82	111	3	171	B
Queue Length 50th (ft)	12	28	551	87	42	#274	366	15	309	15	309	15
Queue Length 95th (ft)	75	462	857	458	957	522	2525	551	2183	551	2183	551
Internal Link Dist (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.04	0.25	0.05	0.05	0.62	0.51	0.04	0.45	0.04	0.45	0.45

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 68.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Capacity Delay: 15.3

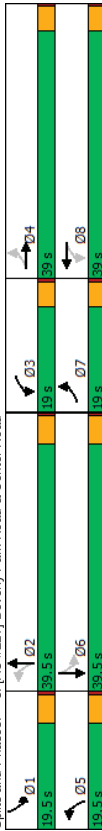
Intersection Signal Utilization 62.4%

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3. [AU #227] Beverly Park Road & Center Road



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W		W	W
Traffic Volume (vph)	19	57	1083	11	60	979
Future Volume (vph)	19	57	1083	11	60	979
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.98	1.00				
Frt	0.899	0.999				
Flt Protected	0.988				0.950	
Satd. Flow (prot)	1504	0	3467	0	1719	3438
Flt Permitted	0.988				0.134	
Satd. Flow (perm)	1497	0	3467	0	242	3438
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	63		1			
Link Speed (mph)	30	38				40
Link Distance (ft)	393	1200				733
Travel Time (s)	8.9	21.5				12.5
Confl. Peds. (#/hr)	12	2		4	4	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	11%	11%	4%	4%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	1202	0	66	1076
Turn Type	Prot		NA	pm+pt	NA	
Protected Phases	8		2	1	6	
Permitted Phases				6		
Detector Phase	8		2	1	6	
Switch Phase						
Minimum Initial (s)	5.0	7.0		5.0	7.0	
Minimum Split (s)	31.5	26.5		9.5	20.5	
Total Split (s)	34.5	29.5		28.5	29.5	
Total Split (%)	37.3%	31.9%		30.8%	31.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.5	-0.5		4.5	-0.5	
Lead/Lag			Lag	Lead		
Lead-Lag Optimize?			Yes	Yes		
Recall Mode	None	None		None	Min	
Act Effct Green (s)	9.4	37.4		38.3	43.4	
Actuated g/C Ratio	0.17	0.69		0.70	0.80	
v/c Ratio	0.27	0.51		0.20	0.39	
Control Delay	9.8	9.9		6.9	4.2	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	9.8	9.9		6.9	4.2	
LOS	A	A		A	A	
Approach Delay	9.8	9.9		4.4	4.4	
Approach LOS	A	A		A	A	
Queue Length 50th (ft)	6	92		4	23	
Queue Length 95th (ft)	32	#341		33	193	
Internal Link Dist (ft)	313	1120			653	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)	877		2377		838	3302
Base Capacity (vph)	0		0		0	0
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.10		0.51		0.08	0.33
Intersection Summary						
Area Type:	Other					
Cycle Length:	92.5					
Actuated Cycle Length:	54.5					
Natural Cycle:	70					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.51					
Intersection Signal Delay:	7.3					
Intersection Capacity Utilization:	51.2%					
Analysis Period (min):	15					
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases:	4: [AU #227] Beverly Park Road & Fairmount Elementary					
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
	28.5 s	29.5 s				28.5 s
						28.5 s



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	8	20	3	443	142	0	34	936	143	0	720	20
Traffic Volume (vph)	8	20	3	443	142	0	34	936	143	0	720	20
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	250	0	250	0	0	0	0	135	0	0	0	0
Storage Length (ft)	1	0	2	0	0	0	1	1	0	0	0	0
Storage Lanes	25	0	25	0	0	0	25	0	0	0	0	0
Taper Length (ft)	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99	1.00
Ped Bike Factor	0.981							0.850			0.996	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1530	2995	0	3467	1881	0	1770	3539	1583	0	3422	0
Flt Permitted	0.950			0.950			0.175					
Satd. Flow (perm)	1523	2995	0	3463	1881	0	326	3539	1560	0	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	3							38	152		2	
Link Speed (mph)	30			30				733			40	
Link Distance (ft)	433			838				13.2			838	
Travel Time (s)	9.8			19.0							14.3	
Confl. Peds. (#/hr)	4		1	1		4	2		1	1		2
Confl. Bikes (#/hr)			4			2			4			4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	18%	18%	18%	1%	1%	1%	2%	2%	2%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	24	0	471	151	0	36	996	152	0	787	0
Turn Type	Prot	NA	NA	Prot	NA	0	pmt+pt	NA	pmt+ov	0	NA	0
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases							2		2			
Detector Phase	7	4		3	8		5	2	3		6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	7.0	5.0		7.0	
Minimum Split (s)	11.0	36.0		9.0	36.0		9.0	33.5	9.0		30.5	
Total Split (s)	24.0	34.0		29.0	34.0		32.0	44.5	29.0		44.5	
Total Split (%)	17.2%	24.4%		20.8%	24.4%		22.9%	31.9%	20.8%		31.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0	3.5		4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5		0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	1.1	0.0		-2.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	5.6	4.0		2.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	
Recall Mode	None	None		None	None		None	None	None		Min	
Act Effct Green (s)	6.1	7.4		15.4	18.2		27.2	25.3	42.6		24.4	
Actuated g/C Ratio	0.11	0.13		0.27	0.32		0.48	0.45	0.76		0.43	
v/c Ratio	0.05	0.06		0.49	0.25		0.11	0.62	0.12		0.53	
Control Delay	35.1	27.5		22.8	17.9		11.2	14.8	0.8		16.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	35.1	27.5		22.8	17.9		11.2	14.8	0.8		16.7	
LOS	D	C		C	B		B	A	A		B	
Approach Delay		29.6			21.6			12.9			16.7	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C	C	C	C	C	C	B	B	B	B	B	B
Queue Length 50th (ft)	3	3	3	63	37	4	92	0	0	0	90	0
Queue Length 95th (ft)	21	16	16	177	109	29	300	14	14	14	266	0
Internal Link Dist (ft)	250	643	1890	1822	1322	1060	3372	1365	135	135	2654	0
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.01	0.26	0.11	0.03	0.30	0.11	0.11	0.11	0.30	0.30

Intersection Summary

Area Type: Other

Cycle Length: 139.5

Actuated Cycle Length: 56.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 16.3

Intersection Capacity Utilization 55.0%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL
Traffic Volume (vph)	684	165	5	56	221	20	2	692	36	13	314	317
Future Volume (vph)	684	165	5	56	221	20	2	692	36	13	314	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	140		0	100		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00			1.00		1.00		0.99	
Ft		0.995		0.988			0.993				0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	1835	0	1770	1837	0	1669	4759	0	1594	4201	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3388	1835	0	1770	1837	0	1669	4759	0	1594	4201	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		1		3			8				257	
Link Speed (mph)		38		30			30				30	
Link Distance (ft)		838		589			917				1237	
Travel Time (s)		15.0		13.4			20.8				28.1	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)		2				2			1			10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	10%	10%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	760	189	0	62	268	0	2	809	0	14	701	0
Protected Phases	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Detector Phase	7	4		3	8		5	2		1	6	
Permitted Phases												
Switch Phase	7	4		3	8		5	2		1	6	
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5	
Total Split (s)	29.0	29.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	25.7	35.0		7.3	17.6		4.8	18.3		5.4	18.6	
Actuated g/C Ratio	0.34	0.46		0.10	0.23		0.06	0.24		0.07	0.24	
v/c Ratio	0.66	0.22		0.37	0.63		0.02	0.70		0.12	0.58	
Control Delay	27.6	16.4		41.7	34.2		41.5	30.5		41.2	18.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.6	16.4		41.7	34.2		41.5	30.5		41.2	18.0	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	D	C	C	D	C	C	D	D	B
Approach Delay		25.4			35.6			30.5				18.4
Approach LOS		C			D			C				B
Queue Length 50th (ft)	135	49		25	105		1	113		6		58
Queue Length 95th (ft)	#374	138		82	230		9	224		30		131
Internal Link Dist (ft)		758			509			837				1157
Turn Bay Length (ft)	140			100			250			250		
Base Capacity (vph)	1149	844		359	427		338	3542		323		3190
Salvage Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.66	0.22		0.17	0.63		0.01	0.23		0.04		0.22

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 76.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 26.3

Intersection Capacity Utilization 58.5%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	142	318	191	241	474	65	258	603	162	135	1395	77
Traffic Volume (vph)	142	318	191	241	474	65	258	603	162	135	1395	77
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	14	12	11	11	13	11	14	14	11	11
Lane Width (ft)	250	400	250	0	0	0	300	0	300	0	430	1
Storage Length (ft)	1	2	1	0	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	0.99	0.98	0.98	0.99	0.99	0.98	1.00	0.99	0.97	0.99	0.98	0.98
Ped Bike Factor												
Fit	0.950		0.850		0.982				0.850		0.850	
Fit Protected							0.950			0.950		
Satd. Flow (prot)	1601	3202	2782	1703	3215	0	1776	3223	1641	1851	3355	1501
Fit Permitted							0.950			0.950		
Satd. Flow (perm)	1577	3202	2782	1668	3215	0	1774	3223	1598	1841	3355	1467
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			208		7				176			51
Link Speed (mph)		30			50			30			30	
Link Distance (ft)		2688			2133			1701			1159	
Travel Time (s)		61.1			29.1			38.7			26.3	
Confl. Peds. (#/hr)	16	15	15	15	16	6	6	6	6	6	6	6
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
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	346	208	262	586	0	280	655	176	147	1516	84
Turn Type	Prot	NA	Over	Prot	NA	Prot	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6	5	2	2	2
Permitted Phases												
Detector Phase	3	8	1	7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7	9.2	34.7	34.7	9.2	42.7	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0	30.0	85.0	85.0	30.0	85.0	85.0	85.0
Total Split (%)	18.6%	27.9%	14.0%	18.6%	27.9%	14.0%	39.5%	39.5%	14.0%	39.5%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	-4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	-0.2	4.2	4.2	4.7	4.7	4.2	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	22.5	30.0	25.9	32.8	45.2	25.9	87.7	87.7	18.9	80.7	80.7	80.7
Actuated g/C Ratio	0.12	0.16	0.14	0.18	0.24	0.14	0.47	0.47	0.10	0.43	0.43	0.43
v/c Ratio	0.80	0.68	0.37	0.88	0.75	1.14	0.42	0.21	0.79	1.05	0.13	0.13
Control Delay	109.7	80.7	10.4	103.8	72.0	167.7	36.7	5.0	111.3	87.9	16.4	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.7	80.7	10.4	103.8	72.0	167.7	36.7	5.0	111.3	87.9	16.4	16.4
LOS	F	F	B	F	E	F	D	A	F	F	B	B
Approach Delay		66.4			81.8			64.7			86.4	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BJL 18-040]

2019 No Action Conditions

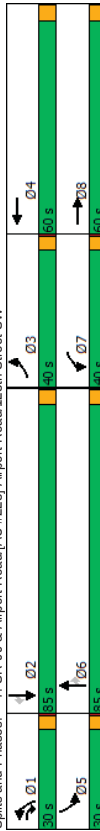
AM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	186	217	0	310	350		~396	276	0	178	~1051	23
Queue Length 95th (ft)	292	276	48	#538	452		#695	429	56	286	#1428	73
Internal Link Dist (ft)	250	2608	400	250	2053			1621	300		1079	430
Turn Bay Length (ft)	307	950	564	327	1043		245	1555	841	256	1445	661
Base Capacity (vph)	0	0	0	0	0		0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.36	0.37	0.80	0.56		1.14	0.42	0.21	0.57	1.05	0.13
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
Actuated Cycle Length:	187.3											
Natural Cycle:	150											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	1.14											
Intersection Signal Delay:	76.8											
Intersection Capacity Utilization:	95.9%											
Analysis Period (min):	15											
Description:	Airport Road is east-west and SR-99 is north-south											
~	Volume exceeds capacity, queue is theoretically infinite.											
#	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	15	362	47	63	656	28	64	60	56	61	105	65
Traffic Volume (vph)	15	362	47	63	656	28	64	60	56	61	105	65
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	14	11	12	13	12	12	11	16	12	11	16	12
Lane Width (ft)												
Grade (%)	150	2%	0	150	-2%	0	100	4%	0	100	4%	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0.95	0.95	25	0.95	0.95	25	0.95	25	25	0.99	1.00
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.983	0.983	0.950	0.994	0.950	0.950	0.927	0.950	0.950	0.943	0.950
Ped Bike Factor												
Ft	0.950	1749	3106	0	1794	3447	0	1588	1828	0	1683	1959
Flt Protected	0.369	0.457	0.457	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	676	3106	0	861	3447	0	1595	1828	0	1683	1959	0
Flt Permitted												
Satd. Flow (perm)												
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	5	14	14	2	4	31	2	31	0	63	175	0
Link Speed (mph)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Link Distance (ft)	9%	45	45	55	1382	857	30	857	1130	7	4	1%
Travel Time (s)	32.3	32.3	17.1	5	17.1	19.5	2	19.5	25.7	7%	1%	1%
Conf. Peds. (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	9%	9%	5%	5%	7%	7%	7%	7%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	421	0	65	705	0	66	120	0	63	175	0
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	Prot	NA	0	Prot	NA	0
Protected Phases	5	2	1	6	3	8	3	8	7	7	4	4
Permitted Phases	2	6	6	6	6	6	6	6	6	6	6	6
Detector Phase	5	2	1	6	3	8	3	8	7	7	4	4
Switch Phase												
Minimum Initial (s)	3.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	29.5	8.0	57.0	9.0	36.0	9.0	36.0	9.0	36.0	9.0	36.0
Total Split (s)	10.0	76.0	10.0	76.0	21.0	44.0	21.0	44.0	20.0	43.0	20.0	43.0
Total Split (%)	6.7%	50.7%	6.7%	50.7%	14.0%	29.3%	13.3%	28.7%	13.3%	28.7%	13.3%	28.7%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.0	5.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min
Act Effect Green (s)	106.3	106.7	110.0	105.4	106.3	106.7	106.3	106.7	106.3	106.7	106.3	106.7
Actuated g/C Ratio	0.71	0.71	0.73	0.70	0.71	0.73	0.70	0.71	0.71	0.73	0.70	0.71
v/c Ratio	0.03	0.19	0.10	0.29	0.03	0.19	0.10	0.29	0.03	0.19	0.10	0.29
Control Delay	92	9.8	9.1	11.1	92	9.8	9.1	11.1	86.0	66.6	86.0	66.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92	9.8	9.1	11.1	92	9.8	9.1	11.1	86.0	66.6	86.0	66.6
LOS	A	A	A	A	A	A	A	A	F	F	F	E

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

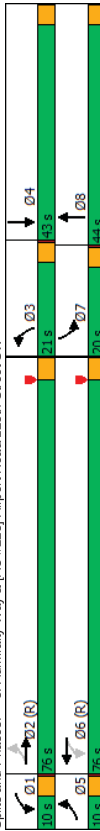
AM Peak-Hour

Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	9.8	11.0	11.0	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1
Approach LOS	A	A	A	B	B	B	B	B	B	B	B	B
Queue Length 50th (ft)	4	65	65	15	100	100	64	83	61	150	150	150
Queue Length 95th (ft)	16	143	143	44	191	191	114	130	110	205	205	205
Internal Link Dist (ft)	150	2053	2053	150	1302	1302	100	777	100	1050	1050	1050
Turn Bay Length (ft)	525	2213	2213	672	2424	2424	181	510	180	524	524	524
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.19	0.19	0.10	0.29	0.29	0.36	0.24	0.35	0.33	0.33	0.33
Intersection Summary	Other											
Area Type:	Cycle Length: 150											
Actuated Cycle Length:	150											
Offset:	81 (54%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow											
Natural Cycle:	115											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.67											
Intersection Signal Delay:	25.3											
Intersection Capacity Utilization:	52.6%											
Analysis Period (min):	15											
Intersection LOS:	C											
ICU Level of Service:	A											

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	26	387	22	158	668	26	48	41	62	41	62	83
Future Volume (vph)	26	387	22	158	668	26	48	41	62	41	62	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	11	12	12	11	12
Grade (%)	150	3%	0	150	-3%	0	95	1%	0	80	-3%	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0.95	0.95	25	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	0.99	1.00	1.00
Ped Bike Factor	1.00	0.992	0.992	1.00	0.994	1.00	0.910	0.910	1.00	0.914	1.00	1.00
Ft	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	Satd. Flow (prot)	1631	*4500	0	1728	3318	0	1555	0	1762	1622	0
Satd. Flow (perm)	0.335	0.335	0.434	0.434	0.434	0.434	0.434	0.434	0.434	0.434	0.434	0.434
Right Turn on Red	574	3123	0	787	3318	0	1574	1555	0	1758	1622	0
Satd. Flow (RTOR)	4	4	Yes	4	4	Yes	4	4	Yes	4	4	Yes
Link Speed (mph)	45	45	45	45	45	45	45	45	45	45	45	45
Link Distance (ft)	1382	1382	1382	1478	1478	1478	816	816	816	739	739	739
Travel Time (s)	20.9	20.9	20.9	20.2	20.2	20.2	18.5	18.5	18.5	16.8	16.8	16.8
Conf. Peds. (#/hr)	2	2	3	3	3	3	4	4	2	2	4	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	6%	6%	6%	4%	4%	4%
Shared Lane Traffic (%)	29	454	0	176	771	0	53	115	0	46	161	0
Lane Group Flow (vph)	pm+pt	NA	NA	pm+pt	NA	NA	Prot	NA	NA	Prot	NA	NA
Turn Type	5	2	2	1	6	6	3	8	8	7	4	4
Protected Phases	2	2	2	1	6	6	3	8	8	7	4	4
Permitted Phases	5	2	2	1	6	6	3	8	8	7	4	4
Detector Phase	3.0	5.0	3.0	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Switch Phase	8.0	27.5	8.0	8.0	26.5	8.0	8.0	38.0	8.0	37.0	8.0	37.0
Minimum Initial (s)	10.0	56.0	27.0	27.0	73.0	21.0	21.0	49.0	18.0	46.0	18.0	46.0
Minimum Split (s)	6.7%	37.3%	18.0%	18.0%	48.7%	14.0%	14.0%	32.7%	12.0%	30.7%	12.0%	30.7%
Total Split (%)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	-5.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	-0.5	4.0	4.0	-0.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Lost Time (s)	Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead/Lag	None	C-Max	None	None	C-Max	None	None	None	None	None	None	None
Recall Mode	104.9	104.1	112.8	112.8	111.5	9.4	18.6	18.6	8.3	17.5	8.3	17.5
Act Effect Green (s)	0.70	0.69	0.75	0.75	0.74	0.06	0.12	0.12	0.06	0.12	0.06	0.12
Actuated g/C Ratio	0.07	0.15	0.27	0.27	0.31	0.54	0.49	0.47	0.71	0.47	0.71	0.47
v/c Ratio	8.7	8.7	8.7	8.7	8.7	8.7	8.7	8.7	8.7	8.7	8.7	8.7
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	8.7	8.7	8.7	8.7	8.7	8.7	8.7	8.7	8.7	8.7	8.7	8.7
Total Delay	LOS	A	A	A	A	A	F	D	F	E	E	E

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

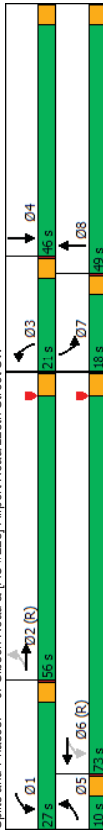
9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	8.7	4.7	4.7	8.7	4.7	4.7	8.7	4.7	4.7	8.7	4.7	4.7
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (ft)	6	71	26	72	26	72	51	59	44	114	44	114
Queue Length 95th (ft)	20	87	65	112	65	112	98	109	88	172	88	172
Internal Link Dist (ft)	1302	1302	1302	1302	1302	1302	1302	1302	1302	1302	1302	1302
Turn Bay Length (ft)	150	448	150	448	150	448	150	448	150	448	150	448
Base Capacity (vph)	3124	736	2466	736	2466	736	179	502	164	485	164	485
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.15	0.24	0.31	0.24	0.31	0.30	0.23	0.28	0.33	0.28	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 53 (35%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 17.3
 Intersection Capacity Utilization 55.5%
 Analysis Period (min) 15
 Description: Airport Road is east-west and Gibson Road is north-south
 * User Entered Value

Spills and Phases: 9: Gibson Road & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	26	490	24	58	625	30	61	42	24	26	48	66
Future Volume (vph)	26	490	24	58	625	30	61	42	24	26	48	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	11	11	11	11	12	12	12	11	12
Grade (%)	100	-5%			5%			2%			3%	
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		0	25		0	25		0	25		0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	0.99	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Ft	0.993			0.993			0.946			0.914		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1626	4632	0	1605	3183	0	1614	1652	0	1760	1637	0
Flt Permitted	0.381			0.411			0.356			0.712		
Satd. Flow (perm)	650	4632	0	691	3183	0	605	1652	0	1311	1637	0
Right Turn on Red		Yes		Yes		Yes			Yes		Yes	
Satd. Flow (RTOR)	7			4			19			44		
Link Speed (mph)	1478			799			855			487		
Travel Time (s)	25.2			10.9			19.4			11.1		
Confl. Peds. (#/hr)	3		5	5		3	0.95	0.95	7%	5	0.95	0.95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	7%	7%	7%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	541	0	61	690	0	64	69	0	27	120	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	52.0		11.0	27.5		9.0	36.0		9.0	37.0	
Total Split (s)	13.0	78.0		15.0	80.0		13.0	46.0		11.0	44.0	
Total Split (%)	8.7%	52.0%		10.0%	53.3%		8.7%	30.7%		7.3%	29.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	3.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	7.5		3.5	4.0		3.5	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	113.9	112.8		115.2	107.2		24.5	18.3		20.4	14.6	
Actuated g/C Ratio	0.76	0.75		0.77	0.71		0.16	0.12		0.14	0.10	
v/c Ratio	0.05	0.16		0.11	0.30		0.41	0.32		0.14	0.61	
Control Delay	5.1	6.2		2.6	4.3		57.1	44.4		47.4	51.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.1	6.2		2.6	4.3		57.1	44.4		47.4	51.3	
LOS	A	A		A	A		E	D		D	D	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

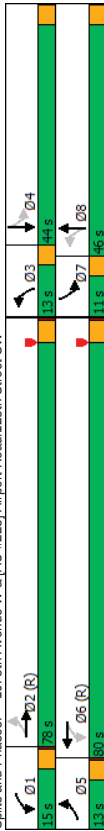
2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	6.1			4.2			50.5			50.6		
Approach LOS	A			A			D			D		
Queue Length 50th (ft)	5	58		7	50		55	46		23	73	
Queue Length 95th (ft)	16	72		m14	82		84	83		44	122	
Internal Link Dist (ft)	1398			719			100			100		407
Turn Bay Length (ft)	100			100			166			209		468
Base Capacity (vph)	558	3483		607	2276		0			0		0
Starvation Cap Reductn	0	0		0	0		0			0		0
Spillback Cap Reductn	0	0		0	0		0			0		0
Storage Cap Reductn	0	0		0	0		0			0		0
Reduced v/c Ratio	0.05	0.16		0.10	0.30		0.39	0.14		0.13	0.26	
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 52 (35%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.61												
Intersection Signal Delay: 13.0												
Intersection Capacity Utilization 51.8%												
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	10	10	10	10	10	10	10	10	10	10	10
Traffic Volume (vph)	649	649	45	110	765	16	38	5	82	41	1	7
Future Volume (vph)	10	649	45	110	765	16	38	5	82	41	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	10	12	12	12	12	12	12	12
Grade (%)	125	-3%	0	100	3%	0	0	2%	50	0	-1%	0
Storage Length (ft)	1	0	0	1	0	0	0	0	1	0	0	0
Storage Lanes	25	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Taper Length (ft)	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	0.98	0.99	0.99	0.99
Lane Util. Factor	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.850	0.850	0.850	0.850
Ped Bike Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
Fit	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fit Protected	1625	4612	0	1621	*1750	0	0	1684	1494	0	1631	0
Satd. Flow (prot)	0.348	0.341	0	0.341	0.341	0	0	0.775	0.775	0	0.737	0
Fit Permitted	591	4612	0	579	3119	0	0	1359	1460	0	1241	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	17	30	30	30	30	30	30	30	30	30	30	30
Satd. Flow (RTOR)	40	799	799	799	799	799	799	799	799	799	799	799
Link Speed (mph)	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6
Link Distance (ft)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Travel Time (s)	6	6	6	6	6	6	6	6	6	6	6	6
Confl. Peds. (#/hr)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Peak Hour Factor	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Heavy Vehicles (%)	10	715	0	113	805	0	0	44	85	0	50	0
Shared Lane Traffic (%)	pm+pt	NA	pm+pt	NA	NA	NA	NA	NA	NA	NA	NA	NA
Lane Group Flow (vph)	5	2	2	1	6	8	8	8	8	4	4	4
Turn Type	2	2	2	2	2	2	2	2	2	2	2	2
Protected Phases	5	2	2	1	6	8	8	8	8	4	4	4
Permitted Phases	2	2	2	2	2	2	2	2	2	2	2	2
Detector Phase	5	2	2	1	6	8	8	8	8	4	4	4
Switch Phase	3.0	10.0	3.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	8.0	50.5	8.0	22.0	22.0	35.5	35.5	35.5	35.5	35.5	35.5	35.5
Minimum Split (s)	8.0	104.5	10.0	106.5	106.5	35.5	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	5.3%	69.7%	6.7%	71.0%	71.0%	23.7%	23.7%	23.7%	23.7%	23.7%	23.7%	23.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	-5.0	0.0	3.0	3.0	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	4.0	-1.0	4.0	7.0	7.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Total Lost Time (s)	Lead	Lag	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead/Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	None	C-Max	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Recall Mode	124.2	124.7	128.5	123.0	123.0	123.0	123.0	123.0	123.0	123.0	123.0	123.0
Act Effect Green (s)	0.83	0.83	0.86	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Actuated g/C Ratio	0.02	0.19	0.21	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
v/c Ratio	3.3	2.3	1.6	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	3.3	2.3	1.6	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Total Delay	A	A	A	A	A	A	A	A	A	A	A	A
LOS	3	3	3	3	3	3	3	3	3	3	3	3

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

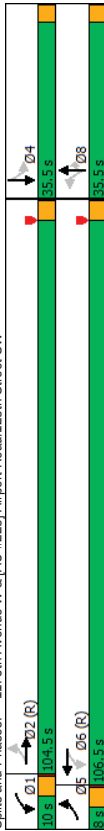
2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	2.3	A	A	5.2	A	A	34.4	C	34.4	E	66.9	E
Approach LOS	1	22	4	80	42	0	42	0	42	0	44	44
Queue Length 50th (ft)	7	61	14	102	72	47	72	47	72	47	77	77
Queue Length 95th (ft)	125	719	100	435	254	254	254	254	254	254	259	259
Internal Link Dist (ft)	520	3838	537	1435	289	378	289	378	289	378	268	268
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.19	0.21	0.58	0.15	0.22	0.15	0.22	0.15	0.22	0.19	0.19
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	36 (24%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow											
Natural Cycle:	95											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.56											
Intersection Signal Delay:	7.8											
Intersection Capacity Utilization	54.0%											
Analysis Period (min)	15											
* User Entered Value												

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	64	505	37	492	719	307	34	152	214	550	302	71
Future Volume (vph)	64	505	37	492	719	307	34	152	214	550	302	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	12	11	15	15	12	16	11	15	12
Grade (%)		-1%			1%			0%			0%	
Storage Length (ft)	90		0	455		0	0		0	245		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25		0	25		1.00	1.00		1.00	0.97		1.00
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00		1.00	0.97		1.00
Ped Bike Factor	1.00	1.00	1.00	1.00	0.98	1.00	1.00		0.95	0.97		1.00
Pt		0.990				0.850			0.850		0.972	
Flt Protected	0.950		0.950		3307	1683	1822	1743	1679	3286	1965	0
Satd. Flow (prot)	1639	*3500	0	1710								
Flt Permitted	0.950		0.950			0.950			0.950			
Satd. Flow (perm)	1633	4654	0	1705	3307	1647	1814	1743	1602	3196	1965	0
Right Turn on Red		Yes				Yes			Yes			Yes
Satd. Flow (RTOR)		7				289			76		9	
Link Speed (mph)		515			35		751				443	
Link Distance (ft)		8.8			17.0		17.1				7.9	
Travel Time (s)												
Confl. Peds. (#/hr)	6		3	3		6	5		26	26		5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	9%	9%	9%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	583	0	529	773	330	37	163	230	591	401	0
Turn Type	Prot	NA	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	NA
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases												
Detector Phase	5	2		1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	5.0	3.0	5.0	5.0	5.0	
Minimum Split (s)	8.0	42.0	9.5	8.0	38.5	8.0	38.5	8.0	38.5	9.5	34.5	
Total Split (s)	11.0	34.7		47.0	70.7	29.8	13.0	38.5	47.0	29.8	55.3	
Yellow Time (s)	7.3%	23.1%		31.3%	47.1%	19.9%	8.7%	25.7%	31.3%	19.9%	36.9%	
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0	0.0	0.0	0.0	0.0	0.0	-2.0	
Total Lost Time (s)	4.5	7.5		4.5	-0.5	4.5	4.5	4.5	4.5	4.5	2.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Recall Mode	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Act Effect Green (s)	9.5	27.3		53.1	78.9	99.2	7.0	23.3	76.4	25.3	45.3	
Actuated g/C Ratio	0.06	0.18		0.35	0.53	0.66	0.05	0.16	0.51	0.17	0.30	
v/c Ratio	0.66	0.91		0.87	0.44	0.28	0.44	0.60	0.26	1.07	0.67	
Control Delay	96.9	76.6		67.9	16.0	0.6	84.5	66.8	12.9	115.0	50.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	
Total Delay	96.9	76.6		67.9	16.0	0.6	84.5	66.8	12.9	115.0	52.8	
LOS	F	E		E	B	A	F	E	B	F	D	

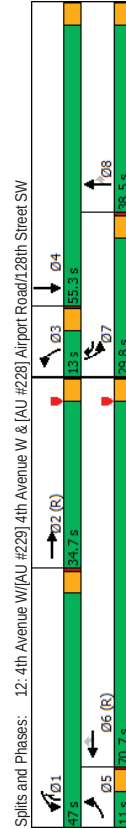
Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		78.7			29.7			39.5				89.8
Approach LOS		E			C			D				F
Queue Length 50th (ft)		60		174		483	158	1	36	156	75	~328
Queue Length 95th (ft)		#180		#286		m#719	m210	m7	76	212	126	#450
Internal Link Dist (ft)		435			792							363
Turn Bay Length (ft)		90			455							245
Base Capacity (vph)		104		643		605	1739	1193	103	395	880	554
Starvation Cap Reductn		0		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.66		0.91		0.87	0.44	0.28	0.36	0.41	0.26	1.07
Reduced v/c Ratio		0.66		0.91		0.87	0.44	0.28	0.36	0.41	0.26	1.07
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow											
Natural Cycle:	150											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	1.07											
Intersection Signal Delay:	55.6											
Intersection Capacity Utilization	104.8%											
Analysis Period (min)	15											
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
# Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
m Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												



Splits and Phases: 12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1057	580	688	1048	0	0	0	0	529	3	537
Traffic Volume (vph)	0	1057	580	688	1048	0	0	0	0	529	3	537
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	0	0	0	0	330	330	330
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	0	0	0	0	0	0	0	0	0	0	0	0
Tapor Length (ft)	25	0	1	2	0	0	0	0	0	0	0	0
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	0.989	0.850								0.99	0.850	
Flt Protected	0	3196	1374	3335	3438	0	0	0	0	0.950	0.953	
Satd. Flow (prot)	0	3196	1374	3335	3438	0	0	0	0	1603	1608	1509
Flt Permitted	0	3196	1374	3335	3438	0	0	0	0	0.950	0.953	
Satd. Flow (perm)	0	3196	1374	3335	3438	0	0	0	0	1603	1608	1489
Right Turn on Red			Yes		Yes	Yes			Yes			Yes
Satd. Flow (RTOR)		6	372		35		30				30	89
Link Speed (mph)		40			700		315				681	
Link Distance (ft)		872			13.6		7.2				15.5	
Travel Time (s)		14.9										
Confl. Peds. (#/hr)	4				4							
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
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	0%	0%	0%	7%	7%	7%
Shared Lane Traffic (%)		15%								50%		
Lane Group Flow (vph)	0	1244	535	748	1139	0	0	0	0	287	291	584
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6					8		8
Permitted Phases		2	2	1	6					8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	8.5	23.3	23.3					40.6	40.6	40.6
Total Split (s)	58.8	58.8	38.0	96.8	96.8					53.2	53.2	53.2
Total Split (%)	39.2%	39.2%	25.3%	64.5%	64.5%					35.5%	35.5%	35.5%
Yellow Time (s)	3.6	3.6	3.5	3.6	3.6					3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)	2.6	5.6	5.5	5.6	5.6					5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Min	Min	Min
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Min					47.6	47.6	47.6
Act Effct Green (s)	56.2	53.2	32.5	91.2	91.2					0.32	0.32	0.32
Actuated g/C Ratio	0.37	0.35	0.22	0.61	0.61					0.56	0.57	1.10
v/c Ratio	1.04	0.74	1.04	0.54	0.54					47.8	48.0	107.7
Control Delay	55.5	6.9	99.3	18.5	18.5					0.0	0.0	0.0
Queue Delay	55.5	0.0	0.0	0.0	0.0					47.8	48.0	107.7
Total Delay	55.5	6.9	99.3	19.3	19.3					D	D	F
LOS	E	A	F	B	B					D	D	F
Approach Delay	40.9			51.0						77.9		
Approach LOS	D			D						E		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

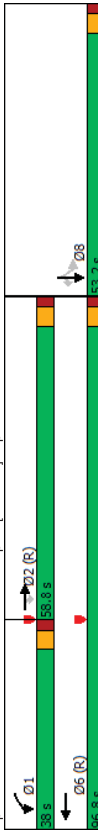
2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~698	6	~404	328						246	250	~582
Queue Length 95th (ft)	m#767	m16	#532	388						353	356	#822
Internal Link Dist (ft)	792			620				235			601	
Turn Bay Length (ft)				400						330	510	533
Base Capacity (vph)	1201	727	722	2090						508	0	0
Starvation Cap Reductn	0	0	0	0	607					0	0	0
Spillback Cap Reductn	0	0	0	0	0					0	0	0
Storage Cap Reductn	0	0	0	0	0					0	0	0
Reduced v/c Ratio	1.04	0.74	1.04	0.77						0.56	0.57	1.10
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 148 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green												
Natural Cycle: 120												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.10												
Intersection Signal Delay: 53.8												
Intersection Capacity Utilization 82.8%												
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												
# Queue shown is maximum after two cycles.												
Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	59	36	496	28	53	764
Traffic Volume (vph)	59	36	496	28	53	764
Future Volume (vph)	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	85	75	150	1	1
Storage Length (ft)	25	1	1	1	25	25
Taper Length (ft)	1.00	1.00	0.95	1.00	1.00	0.95
Lane Util. Factor	0.98	0.95	0.99			
Ped Bike Factor	0.850					
Fit Protected	0.950					
Satd. Flow (prot)	1752	1568	3505	1568	1770	*2000
Fit Permitted	0.950					
Satd. Flow (perm)	1752	1544	3505	1497	664	3539
Right Turn on Red	Yes	Yes	Yes	Yes		
Satd. Flow (RTOR)	41			32		
Link Speed (mph)	30		38			38
Link Distance (ft)	500		443			906
Travel Time (s)	11.4		7.9		21	16.3
Confl. Peds. (#/hr)		4		21		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	41	564	32	60	868
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases	8	8	2	2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	25.0	25.0	29.0	8.0	20.0	20.0
Total Split (s)	23.0	23.0	25.0	14.0	39.0	39.0
Total Split (%)	37.1%	37.1%	40.3%	22.6%	62.9%	62.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-4.0	0.0	0.0	-4.0
Total Lost Time (s)	4.0	4.0	0.0	4.0	4.0	0.0
Lead/Lag		Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.8	8.8	45.1	41.9	46.9	50.9
Actuated g/C Ratio	0.14	0.14	0.73	0.68	0.76	0.82
v/c Ratio	0.27	0.16	0.22	0.03	0.10	0.53
Control Delay	24.2	8.4	5.5	4.3	4.2	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	8.4	5.5	4.3	4.2	5.0
LOS	C	A	A	A	A	A
Approach Delay	18.2		5.4			4.9
Approach LOS	B		A			A

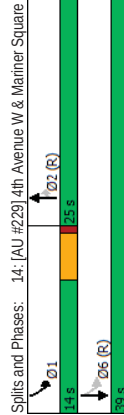
Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	24	0	33	0	4	27
Queue Length 95th (ft)	42	17	97	14	22	148
Internal Link Dist (ft)	420		363			826
Turn Bay Length (ft)	85			75	150	
Base Capacity (vph)	536	501	2551	1023	681	1643
Spillback Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.08	0.22	0.03	0.09	0.53
Intersection Summary						
Area Type:	Other					
Cycle Length:	62					
Actuated Cycle Length:	62					
Offset:	20 (32%), Referenced to phase 2 NBT and 6 SBT, Start of Yellow					
Natural Cycle:	65					
Control Type:	Actuated-Coordinated					
Maximum v/c Ratio:	0.53					
Intersection Capacity Delay:	6.0					
Intersection Capacity Utilization:	39.3%					
Analysis Period (min):	15					
* User Entered Value						



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	179	32	79	131	80	50	10	547	91	12	604	111
Future Volume (vph)	179	32	79	131	80	50	10	547	91	12	604	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	125	0	0	175	0	0	225	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98	0.99	0.99	1.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.977
Frt	0.893			0.942			0.979			0.950		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1631	0	1671	1634	0	1770	3434	0	1752	3398	0
Flt Permitted	0.574			0.618			0.294			0.349		
Satd. Flow (perm)	1039	1631	0	1086	1634	0	548	3434	0	638	3398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	89			27			16			19		
Link Speed (mph)	30			30			38			38		
Link Distance (ft)	500			510			906			1316		
Travel Time (s)	11.4			11.6			16.3			23.6		
Confl. Peds. (#/hr)	16		1	1		8	8		12	12		8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	125	0	147	146	0	11	717	0	13	804	0
Turn Type	Perm	NA	NA	Perm	NA	pm+pt	5	2	NA	pm+pt	NA	NA
Protected Phases	4	4		8	8		2		6	6		6
Permitted Phases	4	4		8	8		2		6	6		6
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	37.5	37.5		33.0	33.0		8.0	25.0		8.0	24.0	
Total Split (s)	70.0	70.0		70.0	70.0		10.0	70.0		10.0	70.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		6.7%	46.7%		6.7%	46.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag				Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	22.3	22.3		22.3	22.3		67.6	66.8		67.7	71.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.68	0.68		0.69	0.73	
v/c Ratio	0.86	0.29		0.60	0.38		0.03	0.31		0.03	0.32	
Control Delay	68.5	12.7		44.8	28.5		7.0	8.3		6.9	6.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	68.5	12.7		44.8	28.5		7.0	8.3		6.9	6.5	
LOS	E	B		D	C		A	A		A	A	
Approach Delay	47.1			36.7			8.3			6.5		
Approach LOS	D			D			A			A		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	118	17		80	61		2	73		2	66	
Queue Length 95th (ft)	220	65		156	124		9	184		11	187	
Internal Link Dist (ft)		420			430			826			1236	
Turn Bay Length (ft)	150			125			175			225		
Base Capacity (vph)	702	1132		734	1113		451	2328		506	2478	
Sanitation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.11		0.20	0.13		0.02	0.31		0.03	0.32	
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	98.7											
Natural Cycle:	75											
Control Type:	Semi Act-Uncoord											
Maximum v/c Ratio:	0.86											
Intersection Signal Delay:	17.3											
Intersection Capacity Utilization	54.9%											
Analysis Period (min)	15											

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 15: [AU #229] 4th Avenue W & 124th Street SW



Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↔	↔	↔	↔	↔	↔				
Traffic Volume (vph)	93	161	500	60	178	684				
Future Volume (vph)	93	161	500	60	178	684				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	150	0	0	0	125					
Storage Lanes	1	1	0	0	1					
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95				
Ped Bike Factor	1.00	0.95	0.98		0.94					
Frt	0.850	0.984								
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1612	1442	*4500	0	1719	*4500				
Flt Permitted	0.950				0.202					
Satd. Flow (perm)	1610	1371	3367	0	342	3438				
Right Turn on Red		Yes	Yes	Yes						
Satd. Flow (RTOR)		196	22							
Link Speed (mph)	30		38			38				
Link Distance (ft)	518		1316			421				
Travel Time (s)	11.8		23.6			7.6				
Confl. Peds. (#/hr)	1	48		169		169				
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82				
Heavy Vehicles (%)	12%	12%	3%	3%	5%	5%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	113	196	683	0	217	834				
Turn Type	Prot	Perm	NA	NA	pm+pt	NA				
Protected Phases	4		2		1	12				
Permitted Phases					12					
Detector Phase	4	4	2		12					
Switch Phase					1					
Minimum Initial (s)	5.0	5.0	5.0		5.0					
Minimum Split (s)	27.0	27.0	30.0	10.0	10.0					
Total Split (s)	25.0	25.0	19.0	17.0	17.0					
Total Split (%)	41.0%	41.0%	31.1%	27.9%	27.9%					
Yellow Time (s)	3.0	3.0	4.0		5.0					
All-Red Time (s)	1.0	1.0	1.0	0.0	0.0					
Lost Time Adjust (s)	0.0	0.0	-5.0	-5.0	-5.0					
Total Lost Time (s)	4.0	4.0	0.0	0.0	0.0					
Lead/Lag			Lag	Lag	Lead					
Lead-Lag Optimize?			Yes	Yes	Yes					
Recall Mode	None	None	C-Max	None	None					
Act Effct Green (s)	18.2	18.2	23.1		38.8					
Actuated g/C Ratio	0.30	0.30	0.38		0.64					
v/c Ratio	0.24	0.36	0.40		0.38					
Control Delay	15.9	4.7	15.9		15.4					
Queue Delay	0.0	0.0	0.0		0.0					
Total Delay	15.9	4.7	15.9		15.4					
LOS	B	A	B		B					
Approach Delay	8.8		15.9		7.9					
Approach LOS	A		B		A					

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

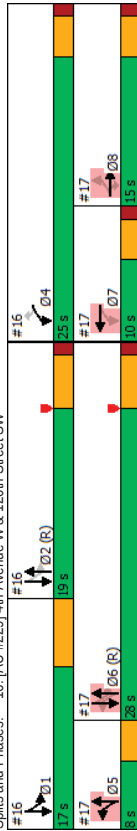
16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Queue Length 50th (ft)	29	0	102		31	50				
Queue Length 95th (ft)	55	28	130		76	60				
Internal Link Dist (ft)	438		1236			341				
Turn Bay Length (ft)	150				125					
Base Capacity (vph)	554	600	1714		601	2434				
Starvation Cap Reductn	0	0	0		0	0				
Spillback Cap Reductn	0	0	0		0	0				
Storage Cap Reductn	0	0	0		0	0				
Reduced v/c Ratio	0.20	0.33	0.40		0.36	0.34				

Intersection Summary

Area Type: Other
 Cycle Length: 61
 Actuated Cycle Length: 61
 Offset: 60 (98%), Referenced to phase 2 NBSB and 6: Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Capacity Delay: 10.7
 Intersection LOS: B
 ICU Level of Service B
 Analysis Period (min) 15
 * User Entered Value

Splits and Phases: 16: [AU #229] 4th Avenue W & 120th Street SW



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	151	0	121	5	2	1	56	611	0	0	702	111
Future Volume (vph)	151	0	121	5	2	1	56	611	0	0	702	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	0	0	0	0	0	125	0	0	100	0	0
Storage Lanes	1	1	1	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	0	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.93	0.850		0.985		0.99				0.99	
Frt											0.980	
Flt Protected		0.950			0.968		0.950					
Satd. Flow (prot)	0	1719	1538	0	1812	0	1719	3438	0	1845	*4500	0
Flt Permitted		0.752					0.179					
Satd. Flow (perm)	0	1361	1423	0	1815	0	322	3438	0	1845	3412	0
Right Turn on Red			Yes		Yes		Yes		Yes			Yes
Satd. Flow (RTOR)			250		1		19				38	
Link Speed (mph)		30			30		38				38	
Link Distance (ft)		500			500		421				779	
Travel Time (s)		11.4			11.4		7.6				14.0	
Confl. Peds. (#/hr)			105	105			19		123	123		19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	5%	5%	0%	0%	0%	5%	5%	5%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	138	0	9	0	64	694	0	0	924	0
Turn Type	Perm	NA	Perm	Perm	NA	NA	D,P+P	NA	Perm	NA	NA	0
Protected Phases		8	8	7	7	7	5	5	6	6	6	
Permitted Phases	8	8	8	7	7	7	5	5	6	6	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0		5.0	5.0		5.0
Minimum Split (s)	34.0	34.0	34.0	25.0	25.0	25.0	8.0		25.0	25.0		27.0
Total Split (s)	15.0	15.0	15.0	10.0	10.0	10.0	8.0		28.0	28.0		25.0
Total Split (%)	24.5%	24.6%	24.6%	16.4%	16.4%	16.4%	13.1%		45.9%	45.9%		41%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	-5.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0		5.0	0.0		
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None	None		C-Max	C-Max		None
Act Effct Green (s)		16.2	16.2	5.3	5.3	5.3	32.8	35.8		30.5		
Actuated g/C Ratio		0.27	0.27	0.09	0.09	0.09	0.54	0.59		0.50		
v/c Ratio		0.48	0.25	0.06	0.06	0.06	0.22	0.34		0.41		
Control Delay		25.8	1.2	25.0	25.0	25.0	12.9	7.1		10.6		
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay		25.8	1.2	25.0	25.0	25.0	12.9	7.1		10.6		
LOS		C	A	C	C	C	B	A		B		
Approach Delay		14.8						7.6		10.6		
Approach LOS		B		C	C	C		A		B		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases			
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.0	30.0	27.0
Total Split (s)	17.0	19.0	25.0
Total Split (%)	28%	31%	41%
Yellow Time (s)	5.0	4.0	3.0
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	C-Max	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	47	0	0	3	3	6	6	36			108	
Queue Length 95th (ft)	#138	1	14	14	14	38	38	83			146	
Internal Link Dist (ft)	420			420				341			699	
Turn Bay Length (ft)						125	125	2018			2270	
Base Capacity (vph)	379	576	179	179	294	294	2018	0	0	0	0	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.45	0.24	0.05	0.22	0.34							

Intersection Summary

Area Type: Other

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 60 (98%), Referenced to phase 2NBSB and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 10.2

Intersection Capacity Utilization 62.0%

Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 17: [AU #229] 4th Avenue W & Center Road/Driveway



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	0	14	155	0	77	6	603	0	0	668	1
Traffic Volume (vph)	4	0	14	155	0	77	6	603	0	0	668	1
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	50	0	0	100	0	0	0	0	0
Storage Length (ft)	0	0	0	1	0	0	1	0	0	0	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.99	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.897	0.897	0.897	0.850	0.850	0.850	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	0	1634	0	1687	1467	0	1752	3505	0	0	3539	0
Satd. Flow (prot)	0.946	0.744	0.744	0.744	0.744	0.744	0.263	0.263	0	0	3539	0
Flt Permitted	0	1559	0	1286	1467	0	482	3505	0	0	3539	0
Satd. Flow (perm)	18	237	237	237	237	237	237	237	237	237	237	237
Right Turn on Red	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Satd. Flow (RTOR)	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Link Speed (mph)	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4
Link Distance (ft)	14	24	24	24	24	24	10	13	13	13	13	10
Travel Time (s)	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Conf. Peds. (#/hr)	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Lane Group Flow (vph)	0	21	0	176	88	0	7	685	0	0	760	0
Turn Type	Perm	NA	Perm	NA	NA	Perm	Perm	2	2	2	NA	6
Protected Phases	4	4	8	8	8	8	2	2	2	2	6	6
Permitted Phases	4	4	8	8	8	8	2	2	2	2	6	6
Detector Phase	4	4	8	8	8	8	2	2	2	2	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	27.0	21.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	54.5	54.5	54.5	54.5	54.5	54.5
Total Split (s)	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	61.6%	61.6%	61.6%	61.6%	61.6%	61.6%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Total Lost Time (s)	None	None	None	None	None	None	None	None	None	None	None	None
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	13.4	13.4	13.4	13.4	13.4	13.4	14.1	14.1	14.1	14.1	14.1	14.1
Act Effct Green (s)	0.39	0.39	0.39	0.39	0.39	0.39	0.51	0.51	0.51	0.51	0.51	0.51
Actuated g/C Ratio	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
v/c Ratio	4.4	4.4	4.4	4.4	4.4	4.4	10.3	10.3	10.3	10.3	10.3	10.3
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	4.4	4.4	4.4	4.4	4.4	4.4	10.3	10.3	10.3	10.3	10.3	10.3
Total Delay	A	A	A	A	A	A	B	A	A	A	A	A
LOS	A	A	A	A	A	A	B	A	A	A	A	A
Approach Delay	4.4	4.4	4.4	4.4	4.4	4.4	7.1	7.1	7.1	7.1	7.1	7.1
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	24	0	0	0	0	1	25	0	0	25	0
Queue Length 95th (ft)	9	62	0	0	0	0	8	98	0	0	105	0
Internal Link Dist (ft)	420	420	420	420	420	420	699	699	420	420	1375	420
Turn Bay Length (ft)	1293	1064	1254	50	100	482	3505	3505	100	482	3539	100
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.17	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	88.5											
Actuated Cycle Length:	34.4											
Natural Cycle:	50											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.35											
Intersection Signal Delay:	7.0											
Intersection Capacity Utilization:	41.9%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	A											

Splits and Phases: 18: [AU #229] 4th Avenue W & 116th Place SW/Driveway



Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	55	263	144	172	548	136	109	322	153	76	408	81
Future Volume (vph)	55	263	144	172	548	136	109	322	153	76	408	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	0	0	250	0	0	225	300	300	300	325	1
Storage Lanes	1	0	0	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99	1.00	1.00	0.97	0.99	1.00	0.97	0.99	1.00	0.97	0.95
Fit	0.947	0.947	0.947	0.970	0.970	0.970	0.950	0.950	0.950	0.950	0.975	0.975
Fit Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1719	*2000	0	1752	*1900	0	1703	3406	1524	1752	3405	0
Fit Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0
Satd. Flow (perm)	1717	3234	0	1746	3389	0	1695	3406	1483	1736	3405	0
Right Turn on Red		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)		56	38	16	40	22.5	5	8	159	13	40	22.6
Link Speed (mph)		38	38	1318	1455	26.1	5	8	8	8	8	8
Link Distance (ft)		2381	42.7	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Travel Time (s)		42.7	42.7	42.7	42.7	42.7	42.7	42.7	42.7	42.7	42.7	42.7
Confl. Peds. (#/hr)	2											
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
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	424	0	179	713	0	114	335	159	79	509	0
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	pm+ov	Prot	NA	6
Protected Phases												
Permitted Phases	7	4	4	3	8	8	5	2	3	1	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	4.0	4.0	7.0	7.0
Minimum Split (s)	8.0	36.5	8.0	32.5	8.0	32.5	8.0	32.5	8.0	32.5	8.0	32.5
Total Split (s)	34.0	54.5	34.0	54.5	34.0	54.5	34.0	54.5	34.0	54.5	34.0	54.5
Total Split (%)	18.9%	30.3%	18.9%	30.3%	18.9%	30.3%	18.9%	30.3%	18.9%	30.3%	18.9%	30.3%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0
Total Lost Time (s)	4.0	7.5	4.0	7.5	4.0	7.5	4.0	7.5	4.0	7.5	4.0	7.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	38.5	16.4	48.7	12.4	27.8	44.7	10.0	27.9	10.0	27.9	10.0
Actuated g/C Ratio	0.08	0.35	0.15	0.44	0.11	0.25	0.40	0.09	0.25	0.09	0.25	0.09
v/c Ratio	0.43	0.58	0.69	0.84	0.60	0.39	0.23	0.50	0.59	0.50	0.59	0.50
Control Delay	63.3	32.1	60.8	40.8	62.7	37.7	3.6	63.0	39.2	3.6	63.0	39.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	32.1	60.8	40.8	62.7	37.7	3.6	63.0	39.2	3.6	63.0	39.2
LOS	E	C	E	D	E	D	E	D	A	E	D	D
Approach Delay		35.8		44.8		44.8		44.8		44.8		44.8
Approach LOS		D		D		D		D		D		D

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
AM Peak-Hour

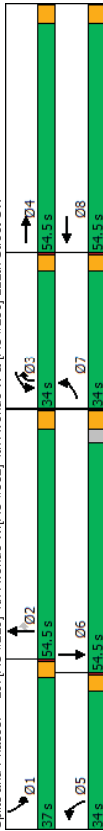
Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	39	107	121	228	77	107	77	107	0	54	162	162
Queue Length 95th (ft)	95	221	224	#468	158	172	158	172	37	120	255	255
Internal Link Dist (ft)	2301	2301	2301	1238	1375	1375	1375	1375	1375	1375	1244	1244
Turn Bay Length (ft)	275	903	250	846	225	473	225	473	300	300	1837	1837
Base Capacity (vph)	478	903	487	846	473	1578	473	1578	877	535	1837	1837
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.47	0.37	0.84	0.24	0.21	0.24	0.21	0.18	0.15	0.28	0.28
Intersection Summary												
Area Type:	Other											
Cycle Length:	180											
Actuated Cycle Length:	110.6											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.84											
Intersection Signal Delay:	39.9											
Intersection Capacity Utilization:	61.1%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Intersection LOS: D
ICU Level of Service B

Splits and Phases: 19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW\AU #230\ 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	358	8	6	756	18	14
Future Volume (vph)	358	8	6	756	18	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	0	0	0	0
Storage Lanes	0	1	1	1	0	0
Taper Length (ft)	0	25	1.00	0.95	1.00	1.00
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor	1.00	0.997	0.98	0.940	0.973	0.940
Flt Protected						
Satd. Flow (prot)	3392	0	1752	3505	1738	0
Flt Permitted						
Satd. Flow (perm)	3392	0	951	3505	1738	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8				15	
Link Speed (mph)	30			40	30	
Link Distance (ft)	3508			2381	500	
Travel Time (s)	79.7			40.6	11.4	
Confl. Peds. (#/hr)		22	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	3%	3%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	385	0	6	796	34	0
Turn Type	NA	Perm	NA	Prot	8	
Protected Phases	2					
Permitted Phases		6				
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	33.0	33.0	33.0	7.0	7.0	
Total Split (%)	82.5%	82.5%	82.5%	17.5%	17.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	-5.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	-1.0	4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	29.0		29.0	34.0	3.0	
Actuated g/C Ratio	0.72	0.72	0.72	0.85	0.08	
v/c Ratio	0.16	0.01	0.01	0.27	0.24	
Control Delay	1.8	1.5	1.5	0.8	17.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	1.8	1.5	1.5	0.8	17.3	
LOS	A	A	A	A	B	
Approach Delay	1.8			0.8	17.3	
Approach LOS	A			A	B	
Queue Length 50th (ft)	7	0	0	0	4	
Queue Length 95th (ft)	13	2	0	0	22	
Internal Link Dist (ft)	3428			2301	420	
Turn Bay Length (ft)				100		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

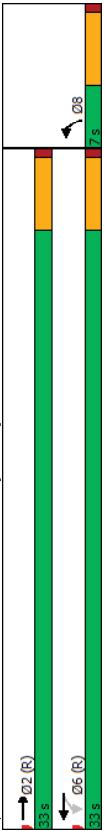
2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW\AU #230\ 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2461		689	2979	144	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.16		0.01	0.27	0.24	
Intersection Summary						
Area Type:	Other					
Cycle Length:	40					
Actuated Cycle Length:	40					
Offset:	20 (50%), Referenced to phase 2EBT and 6\WBT\ Start of Green					
Natural Cycle:	40					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.27					
Intersection Signal Delay:	1.6					
Intersection Capacity Utilization	30.9%					
Analysis Period (min)	15					
Intersection LOS:	A					
ICU Level of Service	A					

Splits and Phases: 20: 115th St SW & 112th Street SW\AU #230\ 112th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2	481	0	0	865	2	0	0	1	3	0	15
Traffic Volume (vph)	2	481	0	0	865	2	0	0	1	3	0	15
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	0	100	0	0	0	0	0	0	0	0	0
Storage Length (ft)	1	0	1	0	0	0	0	0	0	0	0	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1703	3406	0	1845	3505	0	0	1644	0	0	1676	0
Satd. Flow (prot)	0.279	0.279	0	0.85	0.85	0	0	0.85	0	0	0.85	0
Flt Permitted	500	3406	0	1845	3505	0	0	1644	0	0	1691	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	1	38	30	4093	30	30	475	30	30	30	27	30
Satd. Flow (RTOR)	Link Speed (mph)	1318	23.6	93.0	11.4	11.4	0.85	0.85	0.85	0.85	0.85	0.85
Link Distance (ft)	Travel Time (s)	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Peak Hour Factor	Heavy Vehicles (%)	6%	6%	6%	3%	3%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Lane Group Flow (vph)	Turn Type	2	566	0	1020	0	0	1	0	0	22	0
Protected Phases	Protected Phases	2	2	6	6	6	8	8	8	8	4	4
Minimum Split (s)	Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	Total Split (%)	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	Total Lost Time (s)	4.0	-1.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead/Lag	30.0	35.0	30.0	30.0	30.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead-Lag Optimize?	Act Effct Green (s)	0.75	0.88	0.75	0.75	0.75	0.05	0.05	0.05	0.05	0.05	0.05
Act Effct Green (s)	Actuated g/C Ratio	0.01	0.19	0.39	0.39	0.39	0.00	0.00	0.00	0.00	0.00	0.00
v/c Ratio	Control Delay	1.5	0.5	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	Total Delay	1.5	0.5	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0
LOS	LOS	A	A	A	A	A	A	A	A	A	B	B
Approach Delay	Approach Delay	0.5	0.5	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0
Approach LOS	Approach LOS	A	A	A	A	A	A	A	A	A	B	B
Queue Length 50th (ft)	Queue Length 50th (ft)	0	0	0	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	Queue Length 95th (ft)	1	0	0	0	0	0	0	0	0	0	0
Internal Link Dist (ft)	Internal Link Dist (ft)	1238	1238	1238	1238	1238	4013	4013	4013	4013	420	420
Turn Bay Length (ft)	Turn Bay Length (ft)	100	100	100	100	100	100	100	100	100	110	110
Base Capacity (vph)	Base Capacity (vph)	375	2980	375	2980	375	533	533	533	533	110	110
Starvation Cap Reductn	Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.19	0.19	0.39	0.39	0.39	0.00	0.00	0.00	0.00	0.20	0.20
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset:	20 (50%), Referenced to phase 2EBTL and 6:WBTL, Start of Green											
Natural Cycle:	40											
Control Type:	Prelimed											
Maximum v/c Ratio:	0.39											
Intersection Signal Delay:	1.8											
Intersection Capacity Utilization	34.5%											
Analysis Period (min)	15											
Intersection LOS:	A											
ICU Level of Service	A											

Splits and Phases: 21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW



Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	45	0	5	17	1	7	6	1124	10	10	655	155
Future Volume (vph)	45	0	5	17	1	7	6	1124	10	10	655	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0	125	0	125	0	150	0	150	0	250	0
Storage Lanes	1	0	1	0	1	0	1	0	1	0	1	0
Taper Length (ft)	25	1	25	25	1	100	25	25	25	25	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.850	0.869	0.99	0.99	0.869	0.950	0.999	0.950	0.950	0.971	0.971
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1308	1170	0	1805	1633	0	1770	5080	0	1583	*5500	0
Flt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0
Satd. Flow (perm)	1307	1170	0	1805	1633	0	1770	5080	0	1583	4418	0
Right Turn on Red (RTOR)			Yes			Yes			Yes			Yes
Link Speed (mph)	304	30	30	7	30	30	7	2	79	50	2194	50
Link Distance (ft)	1165	994	994	22.6	994	22.6	1	1237	29.9	29.9	29.9	29.9
Travel Time (s)	1	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Conf. Peds. (#/hr)	38%	38%	38%	0%	0%	0%	2%	2%	2%	14%	14%	14%
Peak Hour Factor	48	5	0	18	8	0	6	1207	0	11	863	0
Heavy Vehicles (%)	Prot	NA	Prot	Prot	NA	Prot	Prot	NA	Prot	Prot	NA	NA
Shared Lane Traffic (%)	7	4	3	8	8	5	2	2	1	6	6	6
Lane Group Flow (vph)	7	4	3	8	8	5	2	2	1	6	6	6
Protected Phases	6.0	4.0	6.0	4.0	4.0	6.0	4.0	10.0	6.0	10.0	10.0	10.0
Permitted Phases	10.0	34.0	10.0	34.0	34.0	10.0	34.0	26.5	10.5	32.5	32.5	32.5
Detector Phase	24.0	15.0	20.0	20.0	11.0	15.0	20.0	20.0	15.0	20.0	20.0	20.0
Switch Phase	34.3%	21.4%	28.6%	15.7%	21.4%	21.4%	28.6%	28.6%	21.4%	28.6%	28.6%	28.6%
Minimum Initial (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Total Split (%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	-0.5	-0.5
All-Red Time (s)	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lost Time Adjust (s)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Total Lost Time (s)	None	None	None	None	None	None	C-Min	C-Min	None	None	C-Min	C-Min
Lead/Lag	8.2	9.3	6.1	6.8	6.8	6.0	6.0	53.1	6.0	28.4	28.4	28.4
Lead-Lag Optimize?	0.12	0.13	0.09	0.10	0.10	0.09	0.09	0.76	0.09	0.41	0.41	0.41
Recall Mode	0.31	0.01	0.11	0.05	0.04	0.04	0.04	0.31	0.08	0.38	0.38	0.38
Act Effct Green (s)	33.0	0.0	31.1	16.5	30.2	30.2	8.2	30.9	30.9	21.4	21.4	21.4
Acted g/C Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	33.0	0.0	31.1	16.5	30.2	30.2	8.2	30.9	30.9	21.4	21.4	21.4
Queue Delay	33.0	0.0	31.1	16.5	30.2	30.2	8.2	30.9	30.9	21.4	21.4	21.4
Total Delay	C	A	C	B	C	C	C	C	C	C	C	C
Approach Delay	29.8	C	C	C	C	C	C	8.3	8.3	21.5	21.5	21.5
Approach LOS	C	C	C	C	C	C	C	A	A	C	C	C

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

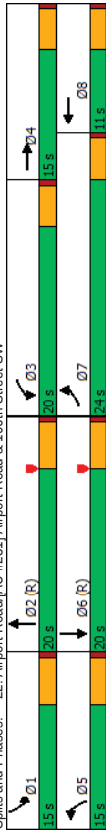
2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	19	0	0	7	0	0	2	42	0	4	12	12
Queue Length 95th (ft)	47	0	0	25	10	10	13	#233	19	19	123	123
Internal Link Dist (ft)	1085						914	1157			2114	2114
Turn Bay Length (ft)	90			125			150	3855		250	2275	2275
Base Capacity (vph)	373	463		412	209		265	3855		237	2275	2275
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.01		0.04	0.04		0.02	0.31		0.05	0.38	0.38
Intersection Summary	Other											
Area Type:	Other											
Cycle Length: 70												
Actuated Cycle Length: 70												
Offset: 30 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Control Type: Actuated-Coordinated												
Natural Cycle: 90												
Intersection Capacity Delay: 14.4	Intersection LOS: B											
Maximum v/c Ratio: 0.38	ICU Level of Service A											
Intersection Capacity Utilization 38.2%												
Analysis Period (min) 15												
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 22: Airport Road/[AU #231] Airport Road & 106th Street SW



Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	1	4	66	12	59	45	905	302	84	762	15
Traffic Volume (vph)	6	1	4	66	12	59	45	905	302	84	762	15
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	200	200	140	65	350	350	0	0	300	0	0
Storage Length (ft)	1	1	1	1	1	1	1	1	0	1	1	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								0.99	0.99	1.00	0.99	0.99
Fit Protected	0.950			0.950			0.950	0.962			0.997	
Satd. Flow (prot)	1656	1743	1482	1641	1727	1468	1736	*5500	0	1626	4659	0
Fit Permitted	0.950			0.950			0.950		0	0.950		0
Satd. Flow (perm)	1656	1743	1482	1641	1727	1468	1736	4749	0	1621	4659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			97		80				2
Link Speed (mph)		30			30			48				50
Link Distance (ft)		858			1387			2194				2138
Travel Time (s)		19.5			31.5			31.2				29.2
Confl. Peds. (#/hr)									7			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	9%	9%	9%	10%	10%	10%	4%	4%	4%	11%	11%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1	5	75	14	67	51	1371	0	95	883	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	4	3	8	8	5	2	1	6		
Permitted Phases												
Detector Phase	7	4	4	3	8	8	5	2	1	6		
Switch Phase												
Minimum Initial (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	12.0		4.0	12.0	
Minimum Split (s)	8.0	34.5	34.5	8.0	35.5	35.5	8.0	28.5		8.0	29.5	
Total Split (s)	28.5	28.5	28.5	23.5	23.5	23.5	24.0	64.5		19.0	64.5	
Total Split (%)	19.6%	19.6%	19.6%	16.2%	16.2%	16.2%	16.5%	44.3%		13.1%	44.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5		4.0	-0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	Min
Act Effrt Green (s)	5.2	6.0	6.0	7.7	7.6	7.6	6.7	29.0		8.5	32.8	
Actuated g/C Ratio	0.11	0.12	0.12	0.16	0.16	0.16	0.14	0.60		0.17	0.67	
v/c Ratio	0.04	0.00	0.02	0.29	0.05	0.22	0.21	0.41		0.33	0.28	
Control Delay	26.8	27.0	0.2	25.0	22.7	5.4	25.4	8.5		24.5	6.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.8	27.0	0.2	25.0	22.7	5.4	25.4	8.5		24.5	6.5	
LOS	C	C	A	C	C	A	C	A		C	A	
Approach Delay		16.6						9.1			8.2	
Approach LOS		B						A			A	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

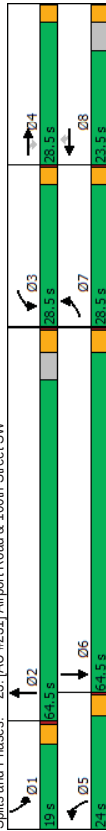
2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	2	0	0	18	3	0	12	69		22	40	
Queue Length 95th (ft)	14	5	0	66	20	18	50	183		77	110	
Internal Link Dist (ft)		778			1307			2114			2058	
Turn Bay Length (ft)	200	965	200	140	956	856	350	5453		300	4555	
Base Capacity (vph)	917	864	864	909	956	856	769	5453		540	4555	
Sanitation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.01	0.00	0.01	0.08	0.01	0.08	0.07	0.25		0.18	0.19	
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	145.5											
Actuated Cycle Length:	48.6											
Natural Cycle:	85											
Control Type:	Actuated-Uncoordinated											
Intersection Signal Delay:	9.2											
Maximum v/c Ratio:	0.41											
Intersection LOS:	A											
ICU Level of Service A												
Intersection Capacity Utilization	49.4%											
Analysis Period (min)	15											
* User Entered Value												

Splits and Phases: 23: [AU #231] Airport Road & 100th Street SW



Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	45	4	23	7	2	29	54	815	114	236	843	45
Traffic Volume (vph)	45	4	23	7	2	29	54	815	114	236	843	45
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	185	0	125	0	125	0	260	0	250	0	250	0
Storage Length (ft)	1	0	0	1	1	1	1	1	1	1	1	0
Storage Lanes	25	0	0	25	0	0	25	0	25	0	25	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Lane Util. Factor	0.99	0.99	0.99	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.871					0.850		0.982			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1511	0	1299	1367	1162	1736	4885	0	1656	4713	0
Flt Permitted	0.757			0.739			0.950			0.950		
Satd. Flow (perm)	1321	1511	0	1006	1367	1139	1730	4885	0	1655	4713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	24			30		69		56		18		
Link Speed (mph)	30			649				48		50		
Link Distance (ft)	429			14.8				2138		1785		
Travel Time (s)	9			5		9	5	30.4		24.3		
Confl. Peds. (#/ht)	9			5		5	5		1	1		5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	8%	8%	39%	39%	39%	4%	4%	4%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	28	0	7	2	31	57	988	0	251	945	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	Prot	NA	Prot	NA	NA	0
Protected Phases	4	4		8	8	8	5	2	1	6		
Permitted Phases	4	4		8	8	8	5	2	1	6		
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		3.0	15.0	
Minimum Split (s)	33.0	33.0		33.0	33.0	33.0	9.0	28.5		8.0	34.0	
Total Split (s)	13.5	13.5		13.5	13.5	13.5	19.0	54.5		13.5	54.5	
Total Split (%)	15.5%	15.5%		15.5%	15.5%	15.5%	21.8%	62.6%		21.8%	62.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	3.5	3.5		3.5	3.5	3.5	4.0	-0.5		4.0	-0.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)	9.2	9.2		9.1	9.1	9.1	6.7	24.0		13.5	35.8	
Actuated g/C Ratio	0.19	0.19		0.18	0.18	0.18	0.14	0.48		0.27	0.72	
v/c Ratio	0.20	0.09		0.04	0.01	0.12	0.24	0.41		0.55	0.28	
Control Delay	20.2	9.9		18.3	17.5	1.9	27.6	11.0		26.2	6.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.2	9.9		18.3	17.5	1.9	27.6	11.0		26.2	6.9	
LOS	C	A		B	B	A	C	B		C	A	
Approach Delay		16.4			5.5			11.9			11.0	
Approach LOS		B			A			B			B	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	12	1	1	2	1	0	14	61		57	38	
Queue Length 95th (ft)	39	17	17	10	5	5	61	172		#244	150	
Internal Link Dist (ft)		349			569			2058			1705	
Turn Bay Length (ft)	185			125			260			250		
Base Capacity (vph)	357	425		271	369	358	580	4578		554	4415	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.07		0.03	0.01	0.09	0.10	0.22		0.45	0.21	
Intersection Summary												
Area Type:	Other											
Cycle Length:	87											
Actuated Cycle Length:	49.5											
Natural Cycle:	80											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.55											
Intersection Signal Delay:	11.5											
Intersection Capacity Utilization:	52.9%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 24: [AU #231] Airport Road & 94th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	188	3	65	42	3	38	201	688	42	98	884	424
Traffic Volume (vph)	188	3	65	42	3	38	201	688	42	98	884	424
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	200	200	90	200	200	225	200	0	110	200	0
Storage Length (ft)	1	1	1	1	1	0	1	1	0	1	1	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	1.00	1.00	0.850	0.860	0.860	0.860	0.860	0.991	0.991	0.950	0.951	0.951
Ped Bike Factor	0.950	0.954	1538	976	871	0	1752	4991	0	1736	4743	0
Flt Protected	1633	1640	1538	976	871	0	1752	4991	0	1736	4743	0
Satd. Flow (prot)	0.950	0.954	1538	976	871	0	1752	4991	0	1736	4743	0
Flt Permitted	1628	1635	1538	976	871	0	1752	4991	0	1736	4743	0
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red			91			41		7			82	
Satd. Flow (RTOR)			30			30		48			30	
Link Speed (mph)			517			773		1785			560	
Link Distance (ft)			11.8			17.6		25.4			12.7	
Travel Time (s)												
Conf. Peds. (#/hr)	2					2						
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
Heavy Vehicles (%)	5%	5%	5%	85%	85%	85%	3%	3%	3%	4%	4%	4%
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	104	103	71	46	44	0	218	794	0	107	1422	0
Turn Type	Split	NA	Perm	Split	NA	Prot	Prot	NA	Prot	Prot	NA	NA
Protected Phases	4	4	4	8	8	8	5	2	1	6	6	6
Permitted Phases												
Detector Phase	4	4	4	8	8	8	5	2	1	6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	4.0	4.0	7.0	7.0
Minimum Split (s)	20.0	20.0	20.0	30.5	30.5	30.5	8.0	41.0	8.0	8.0	26.5	26.5
Total Split (s)	23.5	23.5	23.5	38.5	38.5	38.5	39.0	54.5	29.0	29.0	54.5	54.5
Total Split (%)	15.1%	15.1%	15.1%	24.8%	24.8%	24.8%	25.1%	35.0%	18.6%	18.6%	35.0%	35.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5	4.0	4.0	4.5	4.5
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.5	12.5	12.5	9.7	9.7	9.7	17.7	45.4	11.3	33.4	8.0	26.5
Actuated g/C Ratio	0.14	0.14	0.14	0.11	0.11	0.11	0.20	0.52	0.13	0.38	0.03	0.38
v/c Ratio	0.45	0.44	0.24	0.43	0.33	0.33	0.62	0.31	0.48	0.76	0.03	0.76
Control Delay	47.7	47.5	7.9	56.4	22.8	22.8	44.7	13.8	49.9	26.9	0.0	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	47.5	7.9	56.4	22.8	22.8	44.7	13.8	49.9	26.9	0.0	26.9
LOS	D	D	A	E	C	C	D	B	D	D	C	C
Approach Delay												
Approach LOS	D	D	D	D	D	D	D	C	C	C	C	C

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

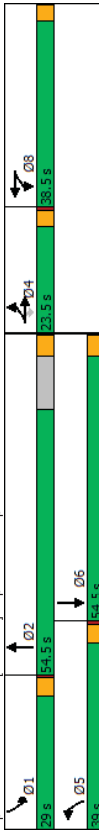
2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	56	55	0	24	2	111	89	111	89	56	237	237
Queue Length 95th (ft)	145	143	29	76	39	247	164	247	164	142	404	404
Internal Link Dist (ft)	437	437	200	90	693	225	1705	225	1705	110	2997	2997
Turn Bay Length (ft)	415	417	458	434	410	779	3760	779	3760	551	2997	2997
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	46	46
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.25	0.16	0.11	0.11	0.28	0.21	0.28	0.21	0.19	0.48	0.48
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	155.5											
Actuated Cycle Length:	87.6											
Natural Cycle:	100											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.76											
Intersection Signal Delay:	26.9											
Intersection LOS:	C											
ICU Level of Service B												
Intersection Capacity Utilization	60.1%											
Analysis Period (min)	15											

Splits and Phases: 25: [AU #231] Airport Road/Airport Road & Kasch Park Road



Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W	W	W	W
Traffic Volume (vph)	23	18	524	21	19	574
Future Volume (vph)	23	18	524	21	19	574
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	0
Storage Lanes	1	0	1	1	1	1
Taper Length (ft)	25	0	0	0	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97		
Frt	0.940			0.850		
Flt Protected	0.973				0.950	
Satd. Flow (prot)	1624	0	1827	1553	1719	1810
Flt Permitted	0.973				0.382	
Satd. Flow (perm)	1624	0	1827	1501	691	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20			23		
Link Speed (mph)	30		40			40
Link Distance (ft)	500		1324			1345
Travel Time (s)	11.4		22.6			22.9
Confl. Peds. (#/hr)				4	4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	4%	4%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	570	23	21	624
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phases				2	6	
Detector Phase	3		2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		22.5	22.5	9.0	22.0
Total Split (s)	29.0		54.5	54.5	19.0	64.5
Total Split (%)	28.3%		53.2%	53.2%	18.5%	62.9%
Yellow Time (s)	3.5		4.0	4.0	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		-5.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		-0.5	4.5	4.0	4.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Max	Max	None	Max
Act Effct Green (s)	6.2		71.6	68.7	71.0	72.6
Actuated g/C Ratio	0.08		0.88	0.84	0.87	0.89
v/c Ratio	0.32		0.36	0.02	0.03	0.39
Control Delay	28.9		2.9	1.9	1.5	2.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	28.9		2.9	1.9	1.5	2.4
LOS	C		A	A	A	A
Approach Delay	28.9		2.8			2.3
Approach LOS	C		A			A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions

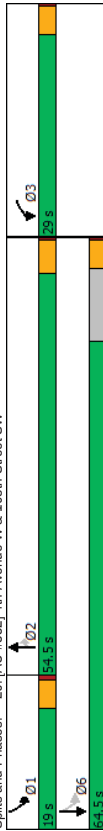
AM Peak-Hour

Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	14		19	0	1	52
Queue Length 95th (ft)	41		130	6	5	103
Internal Link Dist (ft)	420		1244			1265
Turn Bay Length (ft)					100	
Base Capacity (vph)	513		1605	1268	791	1664
Sanitation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.09		0.36	0.02	0.03	0.38
Intersection Summary						
Area Type: Other						
Cycle Length: 102.5						
Actuated Cycle Length: 81.5						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.39						
Intersection Signal Delay: 3.5						
Intersection Capacity Utilization 41.0%						
Analysis Period (min) 15						
Intersection LOS: A						
ICU Level of Service A						

Splits and Phases: 26: [AU #352] 4th Avenue W & 108th Street SW



Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	5	0	519	7	0	497	0
Future Volume (vph)	0	0	0	4	0	5	0	519	7	0	497	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	100	0	0	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt					0.926			0.998				
Flt Protected					0.978							
Satd. Flow (prot)	0	1900	0	0	1721	0	1792	1788	0	1845	1845	0
Flt Permitted												
Satd. Flow (perm)	0	1900	0	0	1759	0	1792	1788	0	1845	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27							
Link Speed (mph)					30			40				30
Link Distance (ft)					500			1345				1312
Travel Time (s)					11.4			22.9				29.8
Confl. Peds. (#/hr)							2		2	2		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	11	0	0	598	0	0	565	0
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	6.0	6.0	6.0	6.0	6.0	6.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	-1.0		4.0		4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)					2.0			35.0			30.0	
Actuated g/C Ratio					0.05			0.88			0.75	
v/c Ratio					0.10			0.38			0.41	
Control Delay					6.8			1.2			2.8	
Queue Delay					6.8			0.0			0.0	
Total Delay					6.8			1.2			2.8	
LOS					A			A			A	
Approach Delay					6.8			1.2			2.8	
Approach LOS					A			A			A	
Queue Length 50th (ft)					0			0			23	
Queue Length 95th (ft)					6			0			42	
Internal Link Dist (ft)		420			420			1265			1232	
Turn Bay Length (ft)												

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

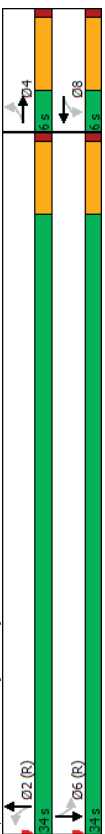
2019 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)							113	1564				1383
Starvation Cap Reductn							0	0				0
Spillback Cap Reductn							0	0				0
Storage Cap Reductn							0	0				0
Reduced v/c Ratio							0.10	0.38				0.41
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset: 0 (0%), Referenced to phase 2(NBTL and 6(SBTL, Start of Green												
Natural Cycle: 45												
Control Type: Prelimed												
Maximum v/c Ratio: 0.41												
Intersection Signal Delay: 2.1												
Intersection Capacity Utilization 37.7%												
Analysis Period (min) 15												
Intersection LOS: A												
ICU Level of Service A												

Splits and Phases: 27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW



2019 No Action PM Peak-Hour Arterial Level of Service Analysis

Arterial Level of Service

Arterial Level of Service: NB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Gibson Road	II	38	48.7	9.6	58.3	0.52	32.3	B
Center Road	II	38	28.9	11.2	40.1	0.28	25.5	C
Fairmount Elementary	II	38	25.0	9.2	34.2	0.23	23.9	C
112th Street SW	II	38	16.0	17.3	33.3	0.14	15.0	E
Airport Road	II	38	18.3	37.3	55.6	0.16	10.3	F
Total	II		136.9	84.6	221.5	1.33	21.6	D

Arterial Level of Service: SB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
112th Street SW	II	40	18.3	17.3	35.6	0.16	16.0	E
Fairmount Elementary	II	40	16.0	7.4	23.4	0.14	21.4	D
Center Road	II	40	25.0	9.8	34.8	0.23	23.5	C
Gibson Road	II	40	28.9	9.1	38.0	0.28	26.9	C
SR-525	II	40	48.7	167.8	216.5	0.52	8.7	F
Total	II		136.9	211.4	348.3	1.33	13.8	E

Arterial Level of Service: EB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Admiralty Way	III	35	48.5	13.8	62.3	0.40	23.3	C
Gibson Road	III	35	31.4	7.2	38.6	0.26	24.4	B
8th Avenue W	III	35	33.6	9.2	42.8	0.28	23.5	C
5th Avenue W	III	30	20.3	2.1	22.4	0.15	24.3	B
4th Avenue W	III	30	13.8	66.3	80.1	0.10	4.4	F
I-5 Southbound Ramps	III	30	22.1	115.0	137.1	0.17	4.3	F
Total	III		169.7	213.6	383.3	1.36	12.8	E

Arterial Level of Service: WB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	I	35	20.6	23.1	43.7	0.17	13.6	F
5th Avenue W	I	35	12.2	2.9	15.1	0.10	23.3	D
8th Avenue W	I	50	15.1	6.8	21.9	0.15	24.9	D
Gibson Road	I	50	26.6	3.4	30.0	0.28	33.6	C
Admiralty Way	I	55	25.4	10.8	36.2	0.26	26.0	D
SR-99	I	50	34.7	93.7	128.4	0.40	11.3	F
Total	I		134.6	140.7	275.3	1.36	17.8	E

Arterial Level of Service

Arterial Level of Service: NB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Mariner Square	II	40	9.6	5.3	14.9	0.08	20.3	D
124th Street SW	II	40	19.7	9.2	28.9	0.17	21.4	D
120th Street SW	II	40	27.4	17.4	44.8	0.25	20.0	D
Center Road/Driveway	II	40	9.2	5.6	14.8	0.08	19.4	D
116th Place SW/Drive	II	40	17.0	5.5	22.5	0.15	23.6	C
[AU #230] 112th Stre	II	40	28.1	57.7	85.8	0.28	11.6	F
Total	II		111.0	100.7	211.7	1.01	17.1	D

Arterial Level of Service: SB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
116th Place SW/Drive	III	35	33.1	3.2	36.3	0.28	27.3	B
Center Road/Driveway	III	35	18.9	18.0	36.9	0.15	14.4	D
120th Street SW	III	35	10.8	8.0	18.8	0.08	15.3	D
124th Street SW	III	35	29.9	4.6	34.5	0.25	26.0	B
Mariner Square	III	35	22.0	3.6	25.6	0.17	24.1	B
[AU #228] Airport Ro	III	35	11.3	39.3	50.6	0.08	6.0	F
Total	III		126.0	76.7	202.7	1.01	17.9	D

Arterial Level of Service: EB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	II	37	46.9	69.6	116.5	0.45	13.9	E
Meridian Avenue/Driv	II	38	27.5	1.3	28.8	0.25	31.2	B
Total	II		74.4	70.9	145.3	0.70	17.4	D

Arterial Level of Service: WB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #352] 4th Avenue	II	40	27.5	30.5	58.0	0.25	15.5	E
115th St SW	II	40	42.8	0.6	43.4	0.45	37.4	A
Total	II		70.3	31.1	101.4	0.70	24.9	C

Arterial Level of Service: NB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
100th Street SW	I	47	39.1	21.4	60.5	0.42	24.7	D
94th Street SW	I	47	38.1	24.2	62.3	0.40	23.4	D
Kasch Park Road	I	47	32.8	40.0	72.8	0.34	16.7	E
Total	I		110.0	85.6	195.6	1.16	21.3	D

Arterial Level of Service

Arterial Level of Service: SB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
94th Street SW	II	45	32.5	7.2	39.7	0.34	30.7	B
100th Street SW	II	45	38.1	21.5	59.6	0.40	24.5	C
106th Street SW	II	45	39.1	16.6	55.7	0.42	26.9	C
Total	II		109.7	45.3	155.0	1.16	26.9	C

Arterial Level of Service: NB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	III	35	30.1	8.0	38.1	0.25	23.7	C
104th Street SW	III	35	30.6	1.9	32.5	0.25	28.2	B
Total	III		60.7	9.9	70.6	0.51	25.8	B

Arterial Level of Service: SB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	28.0	6.2	34.2	0.25	26.8	C
[AU #230] 112th Stre	II	40	27.6	43.9	71.5	0.25	12.6	F
Total	II		55.6	50.1	105.7	0.51	17.2	D

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT
Traffic Volume (vph)	793	605	21	622	441	88	27	1190	471	521	2073	437
Future Volume (vph)	793	605	21	622	441	88	27	1190	471	521	2073	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0	25		0	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		0.99					0.98	1.00		
Ft	0.950	0.995			0.975				0.850			0.850
Flt Protected				0.950			0.950		0.950			
Satd. Flow (prot)	3219	3299	0	3351	*2750	0	1711	3422	1531	3302	3404	1523
Flt Permitted				0.950			0.950		0.950			
Satd. Flow (perm)	3219	3299	0	3325	3369	0	1711	3422	1501	3295	3404	1523
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2		12		194					30	300
Link Speed (mph)		30		40				30			2044	
Link Distance (ft)		1789		2764				1344			46.5	
Travel Time (s)		40.7		47.1				30.5				
Confl. Peds. (#/hr)			10	10					5			
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	862	681	0	676	575	0	29	1293	512	566	2253	475
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	30.0	35.0		30.0	35.0		30.0	70.0	70.0	35.0	70.0	70.0
Total Split (%)	17.6%	20.6%		17.6%	20.6%		17.6%	41.2%	41.2%	20.6%	41.2%	41.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effect Green (s)	25.0	32.3		25.0	29.3		8.4	64.0	64.0	30.0	87.8	87.8
Actuated g/C Ratio	0.15	0.19		0.15	0.17		0.05	0.37	0.37	0.17	0.51	0.51
v/c Ratio	1.85	1.10		1.39	1.21		0.35	1.02	0.75	0.99	1.30	0.52
Control Delay	425.7	129.0		238.9	167.8		91.0	82.1	37.0	103.6	174.9	12.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	425.7	129.0		238.9	167.8		91.0	82.1	37.0	103.6	174.9	12.4
LOS	F	F		F	F		F	F	D	F	F	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		294.8			206.2			69.6				
Approach LOS		F			F			E				F
Queue Length 50th (ft)		~743		~472	~422		32	~764		323	327	~1693
Queue Length 95th (ft)		#953		#524	#483		72	#1038		531	#502	#2046
Internal Link Dist (ft)		1709			2684			1264				1964
Turn Bay Length (ft)		190		130			145			165	310	500
Base Capacity (vph)		467		486	476		248	1271		679	574	1733
Starvation Cap Reductn		0		0	0		0	0		0	0	0
Spillback Cap Reductn		0		0	0		0	0		0	0	0
Storage Cap Reductn		0		0	0		0	0		0	0	0
Reduced v/c Ratio		1.85		1.10	1.39	1.21	0.12	1.02		0.75	0.99	1.30
0.52												

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 172.4

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.85

Intersection Signal Delay: 164.0

Intersection Capacity Utilization 119.1%

Analysis Period (min): 15

Description: SR-525 is north-south and Beverly Park Road is northeast-southwest

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	3	12	54	5	35	80	1183	71	49	1387	59
Traffic Volume (vph)	10	3	12	54	5	35	80	1183	71	49	1387	59
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	30	150	0	0	150	0	0
Storage Length (ft)	0	0	0	0	0	1	1	0	0	1	0	0
Storage Lanes	25	0	0	0	0	1	1	0	0	1	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Lane Util. Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	1.00	1.00	0.99	1.00	0.99
Ped Bike Factor	0.935	0.935	0.935	0.935	0.935	0.935	0.935	0.992	0.992	0.935	0.992	0.935
Flt Protected	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.950	0.950	0.980	0.950	0.980
Satd. Flow (prot)	0	1728	0	0	1798	1599	1752	3471	0	1770	3513	0
Flt Permitted	0.876	0.876	0.876	0.876	0.876	0.876	0.876	0.114	0.114	0.876	0.114	0.876
Satd. Flow (perm)	0	1544	0	0	1359	1578	210	3471	0	330	3513	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	12	35	3	3	3	3	3	7	4	4	6	6
Link Speed (mph)	35	35	35	35	35	35	35	38	38	38	40	40
Link Distance (ft)	561	561	561	561	561	561	561	2764	2764	2764	1498	1498
Travel Time (s)	11.3	11.3	11.3	11.3	11.3	11.3	11.3	49.6	49.6	49.6	25.5	25.5
Confl. Peds. (#/hr)	1	1	1	1	1	1	1	6	6	6	6	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	2%	2%
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	Perm	NA	Perm	Perm	Perm	Perm	pm+pt	NA	0	51	1491	0
Turn Type	Perm	NA	Perm	Perm	Perm	Perm	pm+pt	NA	0	51	1491	0
Protected Phases	4	4	4	4	4	4	4	2	1	6	6	6
Permitted Phases	4	4	4	4	4	4	4	2	1	6	6	6
Detector Phase	4	4	4	4	4	4	4	2	1	6	6	6
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	30.5	30.5	30.5	30.5	30.5	30.5	30.5	24.0	9.5	9.5	29.0	29.0
Minimum Split (s)	34.5	34.5	34.5	34.5	34.5	34.5	34.5	55.0	19.5	19.5	55.0	55.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	50.5%	17.9%	17.9%	50.5%	50.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.0	4.5	4.5	0.0	0.0
Lead/Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	None	None	None	None	None	None	None	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Yes	Yes	Yes	Yes	Yes
Act Effct Green (s)	10.1	10.1	10.1	10.1	10.1	10.1	10.1	56.7	56.7	56.7	58.0	58.0
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.72	0.72	0.72	0.74	0.74
v/c Ratio	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.52	0.52	0.52	0.58	0.58
Control Delay	21.6	21.6	21.6	21.6	21.6	21.6	21.6	9.6	9.6	9.6	9.1	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	21.6	21.6	21.6	21.6	21.6	21.6	9.6	9.6	9.6	9.1	9.1
LOS	C	C	C	C	C	C	C	A	A	A	A	A
Approach Delay	21.6	21.6	21.6	21.6	21.6	21.6	21.6	9.4	9.4	9.4	9.0	9.0
Approach LOS	C	C	C	C	C	C	C	A	A	A	A	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	6	6	6	28	0	6	155	155	155	4	151	151
Queue Length 95th (ft)	27	27	27	64	10	34	384	384	384	24	442	442
Internal Link Dist (ft)	501	501	501	629	629	629	2684	2684	2684	1418	1418	1418
Turn Bay Length (ft)	603	603	603	524	524	524	2496	2496	2496	150	2639	2639
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04	0.04	0.12	0.12	0.12	0.52	0.52	0.52	0.10	0.56	0.56
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	109											
Actuated Cycle Length:	78.9											
Natural Cycle:	75											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.58											
Intersection Signal Delay:	9.8											
Intersection Capacity Utilization:	65.1%											
Analysis Period (min):	15											
Description:	Beverly Park Road is NB/SB and Gibson Road is E/W. This is rotated for analysis purposes from the Snohomish County Timings.											
Spits and Phases:	2. [AU #227] Beverly Park Road & Gibson Road											
Ø1	19.5 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s
Ø2	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s
Ø3	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s
Ø4	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s
Ø5	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s
Ø6	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s
Ø7	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s
Ø8	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	68	27	249	55	5	52	46	1433	94	25	1072	9
Future Volume (vph)	68	27	249	55	5	52	46	1433	94	25	1072	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			0%		2%			-1%			0%	
Storage Length (ft)	75	0	0	60	1	0	150	0	150	0	150	0
Storage Lanes	1	0	0	1	1	0	1	0	2	0	2	0
Taper Length (ft)	25	0	0	25	0	0	25	0	25	0	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00	1.00	1.00	1.00	
Frt	0.865				0.863			0.991			0.999	
Flt Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	1787	1627	0	1639	1489	0	1761	3485	0	1787	3570	0
Flt Permitted	0.545			0.714			0.164		0.113			
Satd. Flow (perm)	1025	1627	0	1232	1489	0	304	3485	0	213	3570	0
Right Turn on Red		Yes			Yes				Yes		Yes	
Satd. Flow (RTOR)		249		52			6				1	
Link Speed (mph)		30		30			38				40	
Link Distance (ft)		631		1366			1498				1200	
Travel Time (s)		14.3		31.0			26.9				20.5	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	1%	1%	9%	9%	9%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	276	0	55	57	0	46	1527	0	25	1081	0
Turn Type	pm-pt	NA		pm-pt	NA		pm+pt	NA		pm-pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.0	28.0		9.0	28.0		9.5	22.5		9.5	26.5	
Total Split (s)	19.0	39.0		19.0	39.0		19.5	39.5		19.5	39.5	
Total Split (%)	16.2%	33.3%		16.2%	33.3%		16.7%	33.8%		16.7%	33.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.5	-0.5		4.5	-0.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	11.5	7.4		10.7	6.9		38.7	41.9		37.2	39.6	
Actuated g/C Ratio	0.19	0.12		0.17	0.11		0.62	0.67		0.60	0.64	
v/c Ratio	0.25	0.67		0.22	0.27		0.14	0.65		0.10	0.47	
Control Delay	21.8	14.9		21.6	14.3		7.2	11.2		7.2	9.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.8	14.9		21.6	14.3		7.2	11.2		7.2	9.8	
LOS	C	B		C	B		A	B		A	A	
Approach Delay		16.3			17.9			11.1			9.8	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	18	9		15	2		6	131		3	131	A
Queue Length 95th (ft)	52	80		45	33		22	426		14	252	
Internal Link Dist (ft)		551			1286			1418			1120	
Turn Bay Length (ft)	75		60			150						
Base Capacity (vph)	489	1055		461	893		561	2354		531	2401	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.26		0.12	0.06		0.08	0.65		0.05	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 62.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 11.5

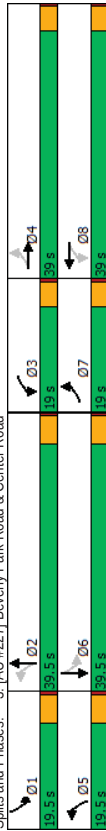
Intersection Capacity Utilization: 73.6%

Analysis Period (min): 15

Intersection LOS: B

ICU Level of Service: D

Splits and Phases: 3. [AU #227] Beverly Park Road & Center Road



Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	W	W	W	W
Traffic Volume (vph)	19	33	1503	3	13	1079
Future Volume (vph)	19	33	1503	3	13	1079
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	1.00	1.00	1.00			
Frt	0.914					
Flt Protected	0.982				0.950	
Satd. Flow (prot)	1656	0	3539	0	1770	3539
Flt Permitted	0.982				0.093	
Satd. Flow (perm)	1655	0	3539	0	173	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	35					
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1200			733
Travel Time (s)	8.9		21.5			12.5
Confl. Peds. (#/hr)	1			9	9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	1619	0	14	1160
Turn Type	Prot		NA	pm+pt	NA	
Protected Phases	8		2	1	6	
Permitted Phases				6		
Detector Phase	8		2	1	6	
Switch Phase						
Minimum Initial (s)	5.0		7.0		5.0	7.0
Minimum Split (s)	31.5		26.5		9.5	20.5
Total Split (s)	34.5		29.5		28.5	29.5
Total Split (%)	37.3%		31.9%		30.8%	31.9%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		-5.0		0.0	3.0
Total Lost Time (s)	4.5		-0.5		4.5	7.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	9.3		43.3		39.9	40.4
Actuated g/C Ratio	0.17		0.81		0.74	0.75
v/c Ratio	0.17		0.57		0.05	0.44
Control Delay	11.0		9.2		6.3	7.4
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	11.0		9.2		6.3	7.4
LOS	B		A		A	A
Approach Delay	11.0		9.2		7.3	
Approach LOS	B		A		A	
Queue Length 50th (ft)	6		45		1	76
Queue Length 95th (ft)	26		#554		11	280
Internal Link Dist (ft)	313		1120			653

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)	969		2856		864	3243
Base Capacity (vph)	0		0		0	0
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.06		0.57		0.02	0.36
Intersection Summary						
Area Type:	Other					
Cycle Length:	92.5					
Actuated Cycle Length:	53.6					
Natural Cycle:	80					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.57					
Intersection Signal Delay:	8.5					
Intersection Capacity Utilization:	52.9%					
Analysis Period (min):	15					
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases:	4: [AU #227] Beverly Park Road & Fairmount Elementary					
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
	28.5 s	29.5 s	29.5 s	29.5 s	29.5 s	29.5 s
	28.5 s	29.5 s	29.5 s	29.5 s	29.5 s	29.5 s



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	29	200	29	335	48	0	22	917	541	0	708	6
Future Volume (vph)	29	200	29	335	48	0	22	917	541	0	708	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	250	0	0	0	0	135	0	0	0	0
Storage Lanes	1	0	0	2	0	0	1	1	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	0	0	0
Lane Util. Factor	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1770	3465	0	3433	1863	0	1752	3505	1568	0	3535	0
Flt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1770	3465	0	3433	1863	0	314	3505	1543	0	3535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	10	30			30			38	311		1	
Link Speed (mph)	30	433			838			733	838		40	
Link Distance (ft)	9.8	19.0			19.0			13.2	14.3		14.3	
Travel Time (s)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	238	0	349	50	0	23	955	564	0	744	0
Turn Type	Prot	NA	NA	Prot	NA	NA	pm+pt	NA	pm+ow	0	NA	0
Protected Phases	7	4	3	3	8	8	5	2	3	6	6	6
Permitted Phases												
Detector Phase	7	4	3	3	8	8	5	2	3	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	11.0	36.0	9.0	36.0	36.0	36.0	9.0	33.5	9.0	30.5	30.5	30.5
Total Split (s)	24.0	34.0	29.0	34.0	34.0	34.0	32.0	44.5	29.0	44.5	44.5	44.5
Total Split (%)	17.2%	24.4%	20.8%	24.4%	24.4%	24.4%	22.9%	31.9%	20.8%	31.9%	31.9%	31.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.2	10.0	12.7	23.3	23.3	23.3	25.0	24.5	37.8	23.9	23.9	23.9
Actuated g/C Ratio	0.10	0.17	0.21	0.39	0.41	0.41	0.41	0.41	0.63	0.40	0.40	0.40
v/c Ratio	0.16	0.41	0.48	0.07	0.09	0.09	0.09	0.67	0.52	0.53	0.53	0.53
Control Delay	32.4	26.5	25.4	17.9	17.9	17.9	11.8	17.3	3.6	17.3	17.3	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.0
Total Delay	32.4	26.5	25.4	17.9	17.9	17.9	11.8	17.3	4.0	17.3	17.3	17.3
LOS	C	C	C	C	C	C	B	B	A	A	B	B
Approach Delay												

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

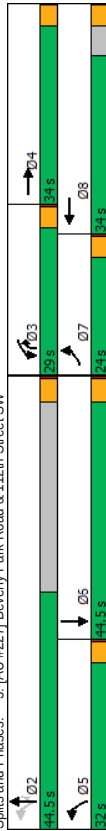
2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C	C	C	C	C	C	B	B	B	B	B	B
Queue Length 50th (ft)	10	37	9	53	9	5	141	25	141	25	92	92
Queue Length 95th (ft)	40	89	40	121	44	18	240	65	240	65	214	214
Internal Link Dist (ft)	250	618	1820	1498	1139	868	3421	1360	3421	1360	2619	2619
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.13	0.23	0.23	0.04	0.03	0.28	0.56	0.28	0.56	0.28	0.28
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	139.5											
Actuated Cycle Length:	60.4											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.67											
Intersection Signal Delay:	16.6											
Intersection Capacity Utilization	51.8%											
Analysis Period (min)	15											
Intersection LOS:	B											
ICU Level of Service	A											

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1	1	1	1	1	1	1	1	1	1	1
Traffic Volume (vph)	465	412	17	46	163	16	9	439	80	19	989	557
Future Volume (vph)	465	412	17	46	163	16	9	439	80	19	989	557
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Storage Length (ft)	140	0	0	100	0	0	250	0	0	250	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99
Frt	0.994	0.987	0.987	0.987	0.987	0.987	0.977	0.977	0.977	0.977	0.946	0.946
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	3335	1798	0	1752	1817	0	1608	4493	0	1736	4691	0
Flt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	3325	1798	0	1752	1817	0	1608	4493	0	1729	4691	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	1	1	1	1	1	1	1	1	1	1	1	1
Link Speed (mph)	38	38	38	38	38	38	38	38	38	38	38	38
Link Distance (ft)	838	838	838	838	838	838	838	838	838	838	838	838
Travel Time (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Confl. Peds. (#/hr)	3	3	3	3	3	3	3	3	3	3	3	3
Confl. Bikes (#/hr)	2	2	2	2	2	2	2	2	2	2	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	489	452	0	48	189	0	9	546	0	20	1627	0
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	8	8	5	2	1	6	6	6
Permitted Phases	7	4	3	8	8	8	5	2	1	6	6	6
Detector Phase	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Switch Phase	4.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	8.0	34.0	8.0	34.0	8.0	34.0	8.0	34.0	8.0	34.0	8.0	34.0
Minimum Split (s)	29.0	29.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0
Total Split (s)	22.9%	22.9%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Eff Green (s)	17.6	28.1	7.3	16.1	5.5	32.1	6.0	34.3	6.0	34.3	6.0	34.3
Actuated g/C Ratio	0.21	0.34	0.09	0.19	0.07	0.39	0.07	0.41	0.07	0.41	0.07	0.41
v/c Ratio	0.69	0.74	0.31	0.53	0.08	0.31	0.08	0.31	0.08	0.31	0.08	0.31
Control Delay	38.9	37.3	48.7	39.1	50.2	18.6	49.4	24.1	49.4	24.1	49.4	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	37.3	48.7	39.1	50.2	18.6	49.4	24.1	49.4	24.1	49.4	24.1

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

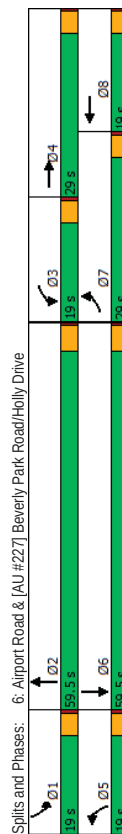
2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1	1	1	1	1	1	1	1	1	1	1
Approach Delay	38.2	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Approach LOS	D	D	D	D	D	D	D	D	D	D	D	D
Queue Length 50th (ft)	108	199	22	79	22	79	4	56	9	218	9	218
Queue Length 95th (ft)	273	#535	82	217	82	217	27	139	44	480	44	480
Internal Link Dist (ft)	758	758	509	509	509	509	837	837	837	837	837	837
Turn Bay Length (ft)	140	100	100	100	100	100	250	250	250	250	250	250
Base Capacity (vph)	1095	609	345	401	345	401	316	3255	341	3428	341	3428
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.74	0.14	0.47	0.14	0.47	0.03	0.17	0.06	0.47	0.06	0.47

Intersection Summary
Area Type: Other
Cycle Length: 126.5
Actuated Cycle Length: 83
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 28.6
Intersection Capacity Utilization: 70.5%
Analysis Period (min): 15
Description: Airport Road is north-south and Beverly Park Road is east-west
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	415	547	703	223	360	225	122	1245	157	203	1479	112
Future Volume (vph)	415	547	703	223	360	225	122	1245	157	203	1479	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	12	11	11	13	11	14	14	11	11
Storage Length (ft)	250	400	400	250	0	0	0	300	0	0	430	0
Storage Lanes	1	2	1	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99			0.98	0.99	0.942	1.00		0.92	0.99		0.95
Fit	0.950		0.850		0.942				0.850		0.850	
Flt Protected	1728	3455	3002	1752	3159	0	1811	3388	1672	1906	3455	1546
Satd. Flow (prot)	0.950		0.950		0.950		0.950		0.950		0.950	
Flt Permitted	1717	3455	3002	1724	3159	0	1802	3388	1543	1885	3455	1469
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red			687		60				83			70
Satd. Flow (RTOR)		30		50			30				30	
Link Speed (mph)	2688			2133			1701				1159	
Link Distance (ft)	61.1			29.1			38.7				26.3	
Travel Time (s)												
Confl. Peds. (#/hr)	7	16	16	7	21	7	21	28	28	28	28	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	428	564	725	230	603	0	126	1284	162	209	1525	115
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6	5	2	2	
Permitted Phases									6	5	2	2
Detector Phase	3	8	1	7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7		9.2	34.7	9.2	42.7	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0		30.0	85.0	85.0	30.0	85.0	85.0
Total Split (%)	18.5%	27.9%	14.0%	18.6%	27.9%		14.0%	39.5%	39.5%	14.0%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7		0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	7.7		4.2	4.7	4.7	4.2	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min		None	None	None	None	None	None
Act Effct Green (s)	35.9	46.9	18.6	29.7	37.8		18.6	80.5	80.5	24.5	86.4	86.4
Actuated g/C Ratio	0.18	0.24	0.09	0.15	0.19		0.09	0.40	0.40	0.12	0.43	0.43
v/c Ratio	1.38	0.69	0.80	0.88	0.93		0.75	0.94	0.24	0.89	1.02	0.17
Control Delay	244.2	75.6	15.1	115.3	93.7		114.6	70.8	20.7	121.7	82.0	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	244.2	75.6	15.1	115.3	93.7		114.6	70.8	20.7	121.7	82.0	16.6
LOS	F	E	B	F	F		F	C	C	F	F	B
Approach Delay		92.1		99.7			69.1				82.4	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions

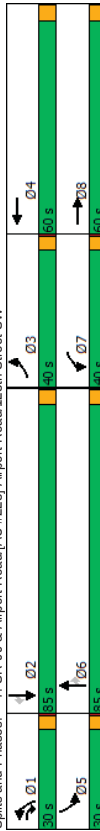
PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	~748	366	26	301	382		165	864	66	275	~1116	35
Queue Length 95th (ft)	#1052	452	104	#436	462		252	#1104	138	#459	#1444	94
Internal Link Dist (ft)		2608		2053				1621			1079	
Turn Bay Length (ft)	250		400	250			234	1366	671	246	1496	430
Base Capacity (vph)	310	959	986	315	873		0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.38	0.59	0.74	0.73	0.69		0.54	0.94	0.24	0.85	1.02	0.17
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
Actuated Cycle Length:	199.5											
Natural Cycle:	150											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	1.38											
Intersection Signal Delay:	84.1											
Intersection Capacity Utilization:	107.2%											
Analysis Period (min):	15											
Description:	Airport Road is east-west and SR-99 is north-south											
~	Volume exceeds capacity, queue is theoretically infinite.											
#	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	67	456	114	88	611	64	111	257	54	45	90	53
Future Volume (vph)	67	456	114	88	611	64	111	257	54	45	90	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	11	12	13	12	12	11	16	12	11	16	12
Grade (%)	150	2%	0	150	-2%	0	100	4%	0	100	4%	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	25	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.970	0.986	0.986	0.986	0.986	0.986	0.986	0.986	0.986	0.986	0.986
Ft	0.950	3285	0	1847	*5000	0	1693	2035	0	1676	1941	0
Flt Protected	0.339	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372
Satd. Flow (prot)	665	3285	0	723	3512	0	1686	2035	0	1676	1941	0
Flt Permitted		Yes			Yes				Yes			Yes
Satd. Flow (perm)		26		9			8				19	
Right Turn on Red		35		55			30				30	
Satd. Flow (RTOR)		2133		1382			857				1130	
Link Speed (mph)		41.6		17.1			19.5				25.7	
Link Distance (ft)												
Travel Time (s)												
Conf. Peds. (#/hr)	5	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Peak Hour Factor	2%	2%	2%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Heavy Vehicles (%)												
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	576	0	89	682	0	112	315	0	45	145	0
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	6	6	3	8	7	4	4	4
Permitted Phases	2	6	6	6	6	6	3	8	7	4	4	4
Detector Phase	5	2	1	6	6	6	3	8	7	4	4	4
Switch Phase												
Minimum Initial (s)	3.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	29.5	8.0	57.0	8.0	57.0	9.0	36.0	9.0	38.0	9.0	38.0
Total Split (s)	14.0	65.0	14.0	65.0	14.0	65.0	28.0	53.0	18.0	43.0	18.0	43.0
Total Split (%)	9.3%	43.3%	9.3%	43.3%	9.3%	43.3%	18.7%	35.3%	12.0%	28.7%	12.0%	28.7%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	-5.0	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.0	-0.5	4.0	-0.5	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min
Act Effect Green (s)	97.6	95.5	99.6	97.9	97.9	97.9	14.3	29.1	8.5	21.5	8.5	21.5
Actuated g/C Ratio	0.65	0.64	0.66	0.65	0.66	0.65	0.10	0.19	0.06	0.14	0.06	0.14
v/c Ratio	0.14	0.27	0.17	0.21	0.17	0.21	0.70	0.79	0.48	0.49	0.48	0.49
Control Delay	11.4	13.8	12.6	10.8	12.6	10.8	87.0	69.3	84.3	55.0	84.3	55.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	13.8	12.6	10.8	12.6	10.8	87.0	69.3	84.3	55.0	84.3	55.0
LOS	B	B	B	B	B	B	F	E	F	F	E	E

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	13.6	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Approach LOS	B	B	B	B	B	B	B	B	B	B	B	B
Queue Length 50th (ft)	21	117	27	97	27	97	108	293	44	115	44	115
Queue Length 95th (ft)	54	214	65	174	65	174	170	358	86	170	86	170
Internal Link Dist (ft)	2053	1302	1302	1302	1302	1302	1302	1302	1302	1302	1302	1302
Turn Bay Length (ft)	150	527	150	527	150	527	150	527	150	527	150	527
Base Capacity (vph)	527	2101	527	2101	527	2101	527	2101	527	2101	527	2101
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.27	0.16	0.21	0.16	0.21	0.41	0.47	0.29	0.28	0.29	0.28

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 109 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

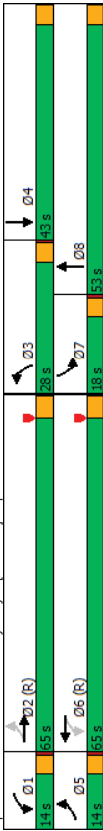
Intersection Signal Delay: 29.8

Intersection Capacity Utilization 57.2%

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	44	545	47	101	645	51	46	118	84	28	30	50
Future Volume (vph)	44	545	47	101	645	51	46	118	84	28	30	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	11	12	12	11	12
Grade (%)	150	3%	0	150	-3%	0	95	1%	0	80	-3%	0
Storage Length (ft)	1	25	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	1.00
Ped Bike Factor	0.988	0.988	0.988	0.988	0.988	0.988	0.938	0.938	0.938	0.938	0.938	0.938
Fit Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1710	3259	0	1762	3359	0	1627	1651	0	1779	1625	0
Fit Permitted	0.331	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356
Satd. Flow (perm)	593	3259	0	660	3359	0	1623	1651	0	1768	1625	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	8	35	35	35	35	35	35	35	35	35	35	35
Link Speed (mph)	1382	1478	1478	1478	1478	1478	1478	1478	1478	1478	1478	1478
Travel Time (s)	26.9	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2
Conf. Peds. (#/hr)	5	2	2	2	2	2	2	2	2	2	2	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)	47	630	0	107	740	0	49	215	0	30	85	0
Lane Group Flow (vph)	pm-pt	NA	pm-pt	NA	NA	NA	Prot	NA	3	8	7	4
Turn Type	5	2	1	6	6	6	3	8	7	4	4	4
Protected Phases	2	6	6	6	6	6	6	6	6	6	6	6
Permitted Phases	5	2	1	6	6	6	3	8	7	4	4	4
Detector Phase	3.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Switch Phase	8.0	27.5	8.0	26.5	8.0	38.0	8.0	37.0	8.0	37.0	8.0	37.0
Minimum Initial (s)	13.0	67.0	18.0	72.0	20.0	51.0	20.0	51.0	14.0	45.0	14.0	45.0
Total Split (s)	8.7%	44.7%	12.0%	48.0%	3.5	4.0	3.5	3.5	9.3%	30.0%	9.3%	30.0%
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	-5.0	0.0	-5.0	0.0	-5.0	0.0	-5.0	0.0	-5.0	0.0	-5.0
Lost Time Adjust (s)	4.0	-0.5	4.0	-0.5	4.0	-0.5	4.0	-0.5	4.0	-0.5	4.0	-0.5
Total Lost Time (s)	Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead/Lag	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode
Act Effect Green (s)	105.1	103.8	109.0	107.1	109.0	107.1	8.9	23.9	7.0	20.2	7.0	20.2
Actuated g/C Ratio	0.70	0.69	0.73	0.71	0.73	0.71	0.06	0.16	0.05	0.13	0.05	0.13
v/c Ratio	0.10	0.28	0.20	0.31	0.51	0.76	0.36	0.32	0.36	0.32	0.36	0.32
Control Delay	5.9	7.2	4.7	3.4	85.5	68.8	80.5	26.2	80.5	26.2	80.5	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.9	7.2	4.7	3.4	85.5	68.8	80.5	26.2	80.5	26.2	80.5	26.2
LOS	A	A	A	A	A	A	F	E	F	C	F	C

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	7.1	3.5	3.5	7.1	3.5	3.5	7.1	3.5	3.5	7.1	3.5	3.5
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (ft)	6	154	13	31	13	31	47	182	29	28	28	28
Queue Length 95th (ft)	21	82	22	141	22	141	92	251	65	65	65	65
Internal Link Dist (ft)	150	1302	150	1398	150	1398	736	1398	150	1398	150	1398
Turn Bay Length (ft)	495	2257	495	2400	495	2400	173	534	118	482	118	482
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.28	0.18	0.31	0.18	0.31	0.28	0.40	0.25	0.18	0.25	0.18

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	107 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	16.5
Intersection Capacity Utilization:	56.1%
Analysis Period (min):	15
ICU Level of Service:	B
ICU Level of Service B	
Description:	Airport Road is east-west and Gibson Road is north-south

Splits and Phases: 9: Gibson Road & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	78	531	44	81	715	83	45	48	40	64	124	53
Future Volume (vph)	78	531	44	81	715	83	45	48	40	64	124	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	11	11	11	11	12	12	12	11	12
Grade (%)	-5%				5%			2%			3%	
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00		0.91	1.00	0.99	0.99	0.97	0.97	0.96	0.99	0.99	0.99
Ped Bike Factor			0.988		0.984		0.931			0.955		
Ft Protected	0.950		0.950		0.950		0.950		0.950		0.950	
Satd. Flow (prot)	1736		1636		1636		1636		1636		1636	
Ft Permitted	0.266		0.371		0.432		0.432		0.607		0.607	
Satd. Flow (perm)	486		4918		3203		765		1673		1667	
Right Turn on Red			Yes		Yes		Yes		Yes		Yes	
Satd. Flow (RTOR)			11		10		29		30		15	
Link Speed (mph)			35		50		30		855		487	
Link Distance (ft)			1478		799		10.9		19.4		11.1	
Travel Time (s)			28.8		4		9		7		32	
Confl. Peds. (#/hr)	9		4		4		9		4		9	
Peak Hour Factor	0.94		0.94		0.94		0.94		0.94		0.94	
Heavy Vehicles (%)	3%		3%		4%		4%		2%		3%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	612	0	86	849	0	48	94	0	68	188	0
Turn Type	pm+pt	NA	NA	pm+pt	NA	NA	pm+pt	NA	NA	pm+pt	NA	NA
Protected Phases	5	2	1	6	3	8	8	8	7	4	4	4
Permitted Phases	2	6	6	8	8	8	8	8	4	4	4	4
Detector Phase	5	2	1	6	3	8	8	8	7	4	4	4
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	52.0		11.0	27.5		9.0	36.0		9.0	37.0	
Total Split (s)	21.0	65.0		21.0	65.0		14.0	49.0		15.0	50.0	
Total Split (%)	14.0%	43.3%		14.0%	43.3%		9.3%	32.7%		10.0%	33.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		3.5	4.0		3.5	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	99.3	96.2		99.8	96.4		35.2	28.1		37.1	29.0	
Actuated g/C Ratio	0.66	0.64		0.67	0.64		0.23	0.19		0.25	0.19	
v/c Ratio	0.22	0.19		0.18	0.29		0.21	0.23		0.23	0.56	
Control Delay	8.3	9.2		5.9	6.8		40.2	36.2		41.0	55.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.3	9.2		5.9	6.8		40.2	36.2		41.0	55.9	
LOS	A	A		A	A		D	D		D	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.1			6.8			37.5				
Approach LOS		A			A			D				D
Queue Length 50th (ft)		23		19	103		34	53		49		149
Queue Length 95th (ft)		36		30	121		67	107		87		232
Internal Link Dist (ft)		1398			719			775				407
Turn Bay Length (ft)		100		100	553		253	522		321		521
Base Capacity (vph)		477		3157	2896		100	0		100		0
Starvation Cap Reductn		0		0	0		0	0		0		0
Spillback Cap Reductn		0		0	0		0	0		0		0
Storage Cap Reductn		0		0	0		0	0		0		0
Reduced v/c Ratio		0.17		0.19	0.16		0.19	0.18		0.21		0.36
Intersection Summary	Other											
Area Type:	Cycle Length: 150											
Actuated Cycle Length:	150											
Offset:	84 (56%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow											
Natural Cycle:	110											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.56											
Intersection Signal Delay:	15.4											
Intersection Capacity Utilization:	66.3%											
Analysis Period (min):	15											
* User Entered Value												

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	28	694	105	73	828	39	91	6	89	41	8	28
Future Volume (vph)	28	694	105	73	828	39	91	6	89	41	8	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	10	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-1%	
Storage Length (ft)	125		0	100		0	0		50	0	0	0
Storage Lanes	1		0	1		0	0		1	0	0	0
Taper Length (ft)	25		0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.99	0.98	0.99	0.98	0.99	0.99	0.99
Ped Bike Factor	1.00	0.980			0.993			0.850		0.951		
Fit	0.950			0.950			0.955		0.959	0.974		
Fit Protected												
Satd. Flow (prot)	1736	4868	0	1669	3195	0	0	1796	1599	0	1689	0
Fit Permitted	0.283			0.290			0.636		0.672		0.672	
Satd. Flow (perm)	516	4868	0	508	3195	0	0	1189	1564	0	1160	0
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)		34		6					93		19	
Link Speed (mph)		30		35			30		334		30	
Link Distance (ft)		799		515			334		7.6		7.7	
Travel Time (s)		18.2		10.0			5		0.93		0.93	
Confl. Peds. (#/hr)	3		6	6		3	5		7		7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	0%	0%	0%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	859	0	78	932	0	0	104	96	0	83	0
Turn Type	pm-pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6			8	8	8	4	4	
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.0	50.5		8.0	22.0		35.5	35.5	35.5	33.5	33.5	
Total Split (s)	10.0	89.0		15.0	94.0		46.0	46.0	46.0	46.0	46.0	
Total Split (%)	6.7%	59.3%		10.0%	62.7%		30.7%	30.7%	30.7%	30.7%	30.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	-1.0		4.0	-1.0		3.5	3.5	3.5	3.5	3.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		Min	Min	Min	Min	Min	
Act Effect Green (s)	119.5	119.5		122.7	123.8		18.1	18.1	18.1	18.1	18.1	
Actuated g/C Ratio	0.80	0.80		0.82	0.83		0.12	0.12	0.12	0.12	0.12	
v/c Ratio	0.07	0.22		0.17	0.35		0.73	0.36	0.73	0.53	0.53	
Control Delay	3.0	2.1		1.7	2.9		89.2	14.0	89.2	14.0	57.6	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0	0.0	0.0	0.0	
Total Delay	3.0	2.1		1.7	3.1		89.2	14.0	89.2	14.0	57.6	
LOS	A	A		A	A		F	B	B	B	E	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

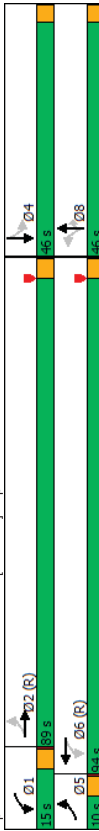
2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		2.1										
Approach LOS		A										
Queue Length 50th (ft)	3	26		3	32							
Queue Length 95th (ft)	10	47		7	284							
Internal Link Dist (ft)		719			435							
Turn Bay Length (ft)	125			100								
Base Capacity (vph)	463	3885		506	2637							
Starvation Cap Reductn	0	0		0	858							
Spillback Cap Reductn	0	0		0	0							
Storage Cap Reductn	0	0		0	0							
Reduced v/c Ratio	0.06	0.22		0.15	0.52							
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	109 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow											
Natural Cycle:	95											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.73											
Intersection Signal Delay:	9.3											
Intersection Capacity Utilization:	55.7%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	B											

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	188	605	29	272	697	558	45	350	277	510	281	115
Traffic Volume (vph)	168	605	29	272	697	558	45	350	277	510	281	115
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	16	12	11	15	15	12	16	11	15	12
Lane Width (ft)												
Grade (%)	90	0	455	0	455	0	0	0	0	245	0	0
Storage Length (ft)	1	0	0	1	1	1	1	1	1	1	1	0
Storage Lanes	25	0.91	0.91	1.00	0.95	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Taper Length (ft)	1.00	1.00	0.98	0.98	0.98	0.98	0.98	0.98	0.99	0.99	0.99	0.99
Lane Util. Factor	1.00	0.993	0.993	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.957	0.957
Ped Bike Factor	0.950	1702	*2200	0	1744	1716	1891	1810	1743	3319	1933	0
Fit Protected	0.950	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	0
Satd. Flow (prot)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Fit Permitted	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Satd. Flow (perm)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Right Turn on Red	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Satd. Flow (RTOR)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Link Speed (mph)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Link Distance (ft)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Travel Time (s)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Conf. Peds. (#/hr)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Peak Hour Factor	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Heavy Vehicles (%)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Shared Lane Traffic (%)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Lane Group Flow (vph)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Turn Type	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Protected Phases	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Permitted Phases	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Detector Phase	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Switch Phase	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Minimum Initial (s)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Minimum Split (s)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Total Split (s)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Total Split (%)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Yellow Time (s)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
All-Red Time (s)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Lost Time Adjust (s)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Lost Time (s)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Total Lost Time (s)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Lead/Lag	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Lead-Lag Optimize?	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Recall Mode	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Act Effect Green (s)	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Actuated g/C Ratio	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
v/c Ratio	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Control Delay	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Queue Delay	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
Total Delay	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0
LOS	1695	4843	0	1710	3371	1677	1850	1704	3297	1933	1933	0

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	73.1	183	167	80	45	340	137	263	302	414	363	72.8
Approach LOS	E	C	C	C	C	C	C	C	C	C	C	E
Queue Length 50th (ft)	172	183	167	80	45	340	137	263	302	414	363	72.8
Queue Length 95th (ft)	#295	#309	m#409	m222	m107	90	#513	215	#379	414	363	72.8
Internal Link Dist (ft)	90	435	455	291	1892	992	107	410	704	542	245	72.8
Turn Bay Length (ft)	209	696	291	1892	992	107	410	704	542	245	72.8	72.8
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.93	0.96	0.38	0.57	0.43	0.87	0.40	0.96	0.91	0.91	0.91

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 47 (31%), Referenced to phase 2EBT and 6WBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 54.7

Intersection Capacity Utilization 92.9%

Analysis Period (min) 15

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

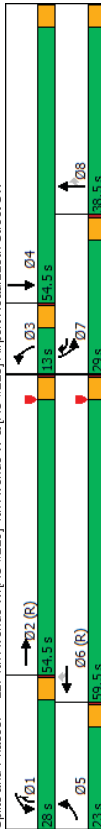
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: D

ICU Level of Service F

Splits and Phases: 12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1267	430	1154	0	0	0	0	0	783	1	486
Traffic Volume (vph)	0	1267	430	1154	0	0	0	0	0	783	1	486
Future Volume (vph)	0	1267	430	1154	0	0	0	0	0	783	1	486
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	400	0	0	0	0	0	330	0	330
Storage Lanes	0	0	1	2	0	0	0	0	0	1	0	1
Taper Length (ft)	25	0	0	25	0	0	0	0	0	25	0	0
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.994	0.850							0.98	0.850	
Flt Protected				0.950						0.950	0.952	
Satd. Flow (prot)	0	*2500	1427	3400	3505	0	0	0	0	1698	1701	1599
Flt Permitted				0.950						0.950	0.952	
Satd. Flow (perm)	0	3337	1427	3400	3505	0	0	0	0	1698	1701	1570
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	373		35		30				30	86
Link Speed (mph)					700		315				681	
Link Distance (ft)					13.6		7.2				15.5	
Travel Time (s)												
Confl. Peds. (#/hr)	7											5
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)			10%							50%		
Lane Group Flow (vph)	0	1434	514	467	1254	0	0	0	0	425	427	528
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6					8		8
Permitted Phases		2	2	2	1	6				8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	8.5	23.3	23.3					40.6	40.6	40.6
Total Split (s)	81.0	81.0	23.0	104.0	104.0					46.0	46.0	46.0
Total Split (%)	54.0%	54.0%	15.3%	69.3%	69.3%					30.7%	30.7%	30.7%
Yellow Time (s)	3.6	3.6	3.5	3.6	3.6					3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	3.0	3.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	5.6	5.6	5.6					5.6	5.6	5.6
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Min	Min	Min
Recall Mode	C-Max	C-Max	C-Max	C-Min						40.4	40.4	40.4
Act Effct Green (s)	72.4	75.4	17.5	98.4						0.27	0.27	0.27
Actuated g/C Ratio	0.48	0.50	0.12	0.66						0.93	0.93	1.09
v/c Ratio	1.19	0.57	1.18	0.55						81.1	81.5	109.1
Control Delay	115.0	3.0	131.4	20.9						4.1	4.2	0.0
Queue Delay	117.7	3.0	131.4	24.7						85.1	85.6	109.1
Total Delay										F	F	F
LOS		F	A	F	C					F	F	F
Approach Delay	87.4									94.5		
Approach LOS	F			D						F		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~913	13	~285	482						429	431	~514
Queue Length 95th (ft)	m#1024	m19	m#255	m441						#647	#653	#749
Internal Link Dist (ft)	792			620				235			601	
Turn Bay Length (ft)			400							330		330
Base Capacity (vph)	1208	902	396	2299						457	458	485
Starvation Cap Reductn	0	0	0	936						0	0	0
Spillback Cap Reductn	484	0	0	0						14	14	0
Storage Cap Reductn	0	0	0	0						0	0	0
Reduced v/c Ratio	1.98	0.57	1.18	0.92						0.96	0.96	1.09
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 23 (15%), Referenced to phase 2EBT and 6WBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.19												
Intersection Signal Delay: 77.8												
Intersection Capacity Utilization 121.6%												
Analysis Period (min) 15												
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												
Spills and Phases: 13- I-5 Southbound Ramps & [AU #28] Airport Road/128th Street SW/128th Street SW												
01 23 s 81 s 02 (R) 06 (R) 08												
104 s 26 s 26 s 08 08												

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	69	99	860	41	63	662
Future Volume (vph)	69	99	860	41	63	662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	85		75	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.98		0.96	1.00	
Frt	0.850			0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	*2000
Flt Permitted	0.950				0.250	
Satd. Flow (perm)	1770	1549	3539	1524	464	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102		36		
Link Speed (mph)	30		40			35
Link Distance (ft)	500		443			906
Travel Time (s)	11.4		7.6			17.6
Confl. Peds. (#/ht)		10		13	13	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8	2		1	6	
Permitted Phases	8	8	2	2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	25.0	25.0	29.0	29.0	8.0	20.0
Total Split (s)	23.0	23.0	36.0	36.0	9.0	45.0
Total Split (%)	33.8%	33.8%	52.9%	52.9%	13.2%	66.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-4.0	0.0	0.0	3.0
Total Lost Time (s)	4.0	4.0	0.0	4.0	4.0	7.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	9.0	9.0	51.3	48.1	52.7	51.1
Actuated g/C Ratio	0.13	0.13	0.75	0.71	0.78	0.75
v/c Ratio	0.30	0.35	0.33	0.04	0.14	0.45
Control Delay	27.9	8.8	5.3	3.7	1.8	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	8.8	5.3	3.7	1.8	3.6
LOS	C	A	A	A	A	A
Approach Delay	16.6		5.3			3.5
Approach LOS	B		A			A
Queue Length 50th (ft)	28	0	61	1	0	2

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

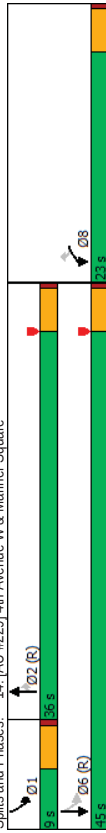
PM Peak-Hour

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	51	32	155	16	11	130
Internal Link Dist (ft)	420		363			826
Turn Bay Length (ft)		85		75	150	
Base Capacity (vph)	494	506	2667	1087	457	1504
Saturation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.20	0.33	0.04	0.14	0.45
Intersection Summary						
Area Type:	Other					
Cycle Length:	88					
Actuated Cycle Length:	68					
Offset:	36 (53%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow					
Natural Cycle:	65					
Control Type:	Actuated-Coordinated					
Maximum v/c Ratio:	0.45					
Intersection Signal Delay:	5.6					
Intersection Capacity Utilization	45.0%					
Analysis Period (min)	15					
* User Entered Value						

Splits and Phases: 14: [AU #229] 4th Avenue W & Mariner Square



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	189	49	30	68	37	20	51	833	114	31	715	134
Traffic Volume (vph)	189	49	30	68	37	20	51	833	114	31	715	134
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	150	0	0	125	0	0	175	0	0	225	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	25	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.99	0.99	1.00	0.99	0.99	1.00	0.99	1.00	1.00	0.95	0.95
Ped Bike Factor	0.944			0.947			0.982			0.976		
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1765	0	1905	1789	0	1787	3499	0	1787	3472	0
Fit Permitted	0.717			0.702			0.223			0.216		
Satd. Flow (perm)	1344	1765	0	1329	1789	0	419	3499	0	406	3472	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)	32			22			37			47		
Link Speed (mph)	30			30			40			35		
Link Distance (ft)	500			510			906			1316		
Travel Time (s)	11.4			11.6			15.4			25.6		
Confl. Peds. (#/hr)	6			5			6			3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	85	0	73	62	0	55	1019	0	33	913	0
Turn Type	Perm	NA	NA	Perm	NA	NA	pm+pt	NA	0	pm+pt	NA	0
Protected Phases	4	4	4	8	8	8	5	2	6	1	6	6
Permitted Phases	4	4	4	8	8	8	5	2	6	1	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	37.5	37.5		33.0	33.0		8.0	25.0		8.0	24.0	
Total Split (s)	22.0	22.0		22.0	22.0		12.0	38.0		8.0	34.0	
Total Split (%)	32.4%	32.4%		32.4%	32.4%		17.6%	55.9%		11.8%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	-1.0		4.0	-1.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	13.9	13.9		13.9	13.9		45.2	47.7		43.0	45.3	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.66	0.70		0.63	0.67	
v/c Ratio	0.74	0.22		0.27	0.16		0.14	0.41		0.09	0.39	
Control Delay	41.3	15.7		23.8	15.6		4.5	9.2		8.7	4.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	41.3	15.7		23.8	15.6		4.5	9.2		8.7	4.6	
LOS	D	B		C	B		A	A		A	A	
Approach Delay	33.7							9.0			4.8	
Approach LOS	C				C			A			A	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

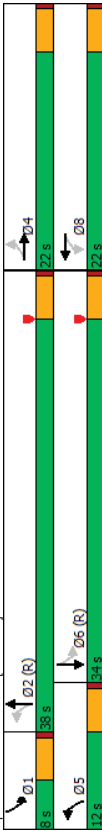
PM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	79	18		26	14		10	133		7	44	
Queue Length 95th (ft)	138	48		55	39		5	251		17	49	
Internal Link Dist (ft)	420			430				826			1236	
Turn Bay Length (ft)	150			125			175			225		
Base Capacity (vph)	355	490		351	489		443	2467		349	2326	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.17		0.21	0.13		0.12	0.41		0.09	0.39	
Intersection Summary												
Area Type:	Other											
Cycle Length:	68											
Actuated Cycle Length:	68											
Offset: 0 (0%), Referenced to phase 2/NBTL and 6/SBTL, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.74												
Intersection Signal Delay: 10.9												
Intersection Capacity Utilization 56.0%												
Analysis Period (min) 15												
Intersection LOS: B												
ICU Level of Service B												

Splits and Phases: 15: [AU #229] 4th Avenue W & 124th Street SW



Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↔	↔	↔	↔	↔	↔				
Traffic Volume (vph)	35	59	1002	68	108	752				
Future Volume (vph)	35	59	1002	68	108	752				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	150	0	0	0	125					
Storage Lanes	1	1								
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95				
Ped Bike Factor	0.98	0.98	1.00	1.00	1.00					
Frt	0.850	0.990								
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1787	1599	*4500	0	1787	*4500				
Flt Permitted	0.950				0.134					
Satd. Flow (perm)	1787	1569	3530	0	251	3574				
Right Turn on Red		Yes	Yes	Yes						
Satd. Flow (RTOR)		63	14							
Link Speed (mph)	30		40			35				
Link Distance (ft)	518		1316			421				
Travel Time (s)	11.8		22.4			8.2				
Confl. Peds. (#/hr)		8		14	14					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	38	63	1150	0	116	809				
Turn Type	Prot	Perm	NA	NA	pm+pt	NA				
Protected Phases	4		2		1	1	1	2	5	6
Permitted Phases					1	1	1	1	7	8
Detector Phase	4	4			1	1				
Switch Phase			2							
Minimum Initial (s)	5.0	5.0	5.0		5.0		4.0	5.0	5.0	5.0
Minimum Split (s)	27.0	27.0	30.0		10.0		8.0	25.0	25.0	34.0
Total Split (s)	25.0	25.0	33.0		10.0		20.0	23.0	10.0	15.0
Total Split (%)	36.8%	36.8%	48.5%		14.7%		29%	34%	15%	22%
Yellow Time (s)	3.0	3.0	4.0		5.0		3.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0		0.0		0.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	-5.0		-5.0					
Total Lost Time (s)	4.0	4.0	0.0		0.0					
Lead/Lag			Lag		Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None		None	None	None	None
Act Effct Green (s)	21.0	21.0	33.0		43.0	38.0				
Actuated g/C Ratio	0.31	0.31	0.49		0.63	0.56				
v/c Ratio	0.07	0.12	0.52		0.30	0.32				
Control Delay	17.1	5.9	17.4		16.3	8.0				
Queue Delay	0.0	0.0	0.0		0.0	0.0				
Total Delay	17.1	5.9	17.4		16.3	8.0				
LOS	B	A	B		B	A				
Approach Delay	10.1		17.4			9.0				
Approach LOS	B		B			A				

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

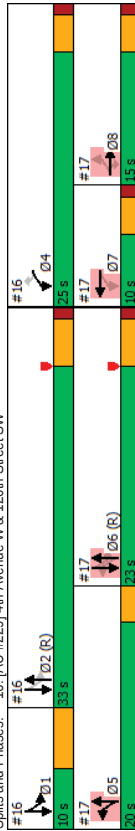
16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Queue Length 50th (ft)	11	0	107		22	53				
Queue Length 95th (ft)	30	24	308		66	107				
Internal Link Dist (ft)	438		1236			341				
Turn Bay Length (ft)	150				125					
Base Capacity (vph)	551	528	2191		384	2514				
Starvation Cap Reductn	0	0	0		0	0				
Spillback Cap Reductn	0	0	0		0	0				
Storage Cap Reductn	0	0	0		0	0				
Reduced v/c Ratio	0.07	0.12	0.52		0.30	0.32				

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 68
 Offset: 50 (7.4%), Referenced to phase 2 NBSB and 6, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Capacity Delay: 13.5
 Intersection LOS: B
 Analysis Period (min): 15
 ICU Level of Service A
 * User Entered Value

Splits and Phases: 16: [AU #229] 4th Avenue W & 120th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	244	0	86	1	0	1	93	944	1	2	626	146
Traffic Volume (vph)	244	0	86	1	0	1	93	944	1	2	626	146
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	125	0	0	0	0	0	125	0	0	100	0	0
Storage Length (ft)	1	1	1	0	0	0	1	0	0	1	0	0
Storage Lanes	25			25			25			25		
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Lane Util. Factor												
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	1787	1599	0	1728	0	1787	3574	0	1787	*4500	0
Flt Permitted												
Satd. Flow (perm)	0	1757					0.247			0.273		
Right Turn on Red												
Satd. Flow (RTOR)							0	464	0	511	3457	0
Link Speed (mph)							Yes		Yes		45	Yes
Link Distance (ft)											35	
Travel Time (s)											779	
Confl. Peds. (#/hr)											15.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	271	96	0	2	0	103	1050	0	2	858	0
Turn Type	Perm	NA	Perm	Perm	NA	NA	D,P+P	NA	NA	Perm	NA	0
Protected Phases												
Permitted Phases	8	8	8	7	7	7	5	5	6	6	6	
Detector Phase	8	8	8	7	7	7	5	5	6	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0			5.0	5.0	5.0
Minimum Split (s)	34.0	34.0	34.0	25.0	25.0	25.0	8.0			25.0	25.0	27.0
Total Split (s)	15.0	15.0	15.0	10.0	10.0	10.0	20.0			23.0	23.0	25.0
Total Split (%)	22.1%	22.1%	22.1%	14.7%	14.7%	14.7%	29.4%			33.8%	33.8%	37%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.0			1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	-5.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0			5.0	0.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Recall Mode	None	None	None	None	None	None	None			C-Max	C-Max	None
Act Effct Green (s)	19.2	19.2	19.2	5.0	5.0	5.0	37.0	40.0		19.4	24.4	
Actuated g/C Ratio	0.28	0.28	0.28	0.07	0.07	0.07	0.54	0.59		0.29	0.36	
v/c Ratio	0.68	0.68	0.68	0.01	0.01	0.01	0.19	0.50		0.01	0.52	
Control Delay	35.4	35.4	35.4	0.6	0.6	0.6	9.1	5.6		19.0	18.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.4	35.4	35.4	0.6	0.6	0.6	9.1	5.6		19.0	18.0	
LOS	D	D	D	A	A	A	A	A		B	B	
Approach Delay	26.3							5.9			18.0	
Approach LOS	C							A			B	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1	2	4
Turn Type			
Protected Phases			
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.0	30.0	27.0
Total Split (s)	10.0	33.0	25.0
Total Split (%)	15%	49%	37%
Yellow Time (s)	5.0	4.0	3.0
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	None
Recall Mode	None	C-Max	C-Max
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	95	0	0	0	0	0	20	106				
Queue Length 95th (ft)	#263	0	0	0	0	0	m27	18				
Internal Link Dist (ft)	420			420				341				
Turn Bay Length (ft)							125			100		
Base Capacity (vph)	401	604	361				591	2100		145	1642	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.68	0.16	0.01				0.17	0.50		0.01	0.52	

Intersection Summary

Area Type: Other

Cycle Length: 68

Actuated Cycle Length: 68

Offset: 50 (74%), Referenced to phase 2NBSSB and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 13.4

Intersection Capacity Utilization 62.3%

Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

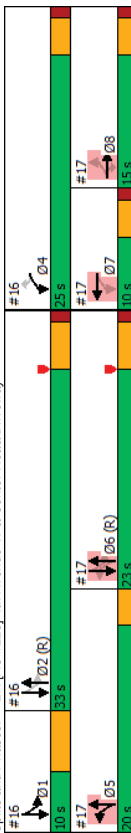
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 17: [AU #229] 4th Avenue W & Center Road/Driveway



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	0	5	30	0	11	5	1166	0	0	972	4
Traffic Volume (vph)	4	0	5	30	0	11	5	1166	0	0	972	4
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	50	0	0	100	0	0	0	0	0
Storage Length (ft)	0	0	0	1	0	0	1	0	0	0	0	0
Storage Lanes	25	0	0	1	0	0	1	0	0	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	0.925	0.978	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	0	1535	0	1770	1583	0	1787	3574	0	0	3571	0
Satd. Flow (prot)	0	851	0	851	1583	0	851	1583	0	0	851	0
Flt Permitted	0	1335	0	1335	1583	0	1335	1583	0	0	1335	0
Satd. Flow (perm)	0	1335	0	1335	1583	0	1335	1583	0	0	1335	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	18	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	500	500	500	500	500	500	500	500	500	500	500	500
Link Distance (ft)	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4
Travel Time (s)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Peak Hour Factor	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
Heavy Vehicles (%)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Turn Type	4	4	4	4	4	4	4	4	4	4	4	4
Protected Phases	4	4	4	4	4	4	4	4	4	4	4	4
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Detector Phase	4	4	4	4	4	4	4	4	4	4	4	4
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Lost Time (s)	None	None	None	None	None	None	None	None	None	None	None	None
Lead/Lag	Recall Mode	Act Eff Green (s)	Actuated g/C Ratio	v/c Ratio	Control Delay	Queue Delay	Total Delay	LOS	Approach Delay	Approach LOS	Queue Length 50th (ft)	Queue Length 95th (ft)
Lead-Lag Optimize?	9.2	0.31	0.02	4.8	0.0	4.8	11.2	A	8.1	A	0	6
Recall Mode	0.32	0.05	0.02	11.2	0.0	11.2	11.2	B	8.1	A	23	0
Act Eff Green (s)	0.02	0.05	0.02	0.0	0.0	0.0	0.0	A	8.1	A	0	0
Actuated g/C Ratio	11.2	0.1	0.1	0.0	0.0	0.0	0.0	A	8.1	A	0	0
v/c Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	A	8.1	A	0	0
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	A	8.1	A	0	0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	A	8.1	A	0	0
Total Delay	4.8	11.2	0.1	11.2	0.1	11.2	11.2	A	8.1	A	0	0
LOS	A	B	A	A	A	A	A	A	A	A	0	0
Approach Delay	4.8	8.1	8.1	8.1	8.1	8.1	8.1	A	8.1	A	0	0
Approach LOS	A	A	A	A	A	A	A	A	A	A	0	0
Queue Length 50th (ft)	0	2	0	0	0	0	0	A	0	A	0	0
Queue Length 95th (ft)	6	23	0	0	0	0	6	247	0	0	154	154

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	420	420	420	420	420	420	100	699	699	1375	1375	1375
Turn Bay Length (ft)	1166	1166	1166	1624	1387	1624	402	3419	3419	3472	3472	3472
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.37	0.37	0.30	0.30	0.30
Intersection Summary	Other											
Area Type:	Other											
Cycle Length: 88.5												
Actuated Cycle Length: 30												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.43												
Intersection Signal Delay: 4.5												
Intersection Capacity Utilization 43.5%												
Analysis Period (min) 15												
Intersection LOS: A												
ICU Level of Service A												
Splits and Phases: 18: [AU #229] 4th Avenue W & 116th Place SW/Driveway												

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street S'W

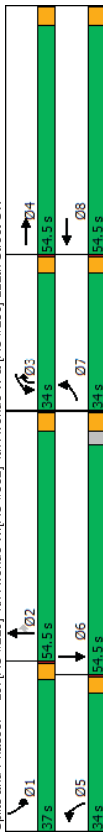
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖️	↗️	↖️	↖️	↖️	↖️	↖️	↖️	↖️	↖️	↖️	↖️
Traffic Volume (vph)	131	826	126	243	511	150	114	585	427	229	432	121
Future Volume (vph)	131	826	126	243	511	150	114	585	427	229	432	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	0	0	250	0	0	225	300	300	300	325	325
Storage Lanes	1	0	0	1	0	0	1	1	1	1	1	1
Lane Length (ft)	25	0.95	0.95	25	0.95	0.95	25	25	25	25	0.95	0.95
Lane Util. Factor	1.00	1.00	1.00	0.99	1.00	1.00	0.99	0.99	0.97	0.99	0.99	0.99
Ped Bike Factor	1.00	0.980	0.980	0.966	0.966	0.966	0.966	0.966	0.850	0.966	0.967	0.967
FLProtected	0.950		0.950				0.950			0.950		
Satd. Flow (prot)	1787	*3300	0	1752	*4500	0	1770	3539	1583	1770	3395	0
FLPermitted	0.950		0.950				0.950			0.950		0
Satd. Flow (perm)	1783	3487	0	1743	3372	0	1750	3539	1530	1753	3395	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9		22					79		21	
Link Speed (mph)		37		40				40			40	
Link Distance (ft)		2381		1318			1455			1324		
Travel Time (s)		43.9		22.5			24.8			22.6		
Conf. Peds. (#/hr)	3		13	13		3	13		12	12		13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	1002	0	256	696	0	120	616	449	241	582	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pmt-ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	2	3	1	6
Permitted Phases												
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0	4.0	4.0	7.0	
Minimum Split (s)	8.0	36.5		8.0	32.5		8.0	33.5	8.0	8.0	32.5	
Total Split (s)	34.0	54.5		34.0	54.5		34.0	54.5	34.0	37.0	54.5	
Total Split (%)	18.9%	30.3%		18.9%	30.3%		18.9%	30.3%	18.9%	20.6%	30.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0		0.0	-5.0	0.0	0.0	-5.0	
Total Lost Time (s)	4.0	7.5		4.0	-0.5		4.0	-0.5	4.0	4.0	-0.5	
Lead-Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Eff Green (s)	16.3	47.6		26.2	65.7		14.9	37.0	58.7	24.7	46.9	
Actuated g/C Ratio	0.11	0.32		0.17	0.44		0.10	0.25	0.39	0.16	0.31	
w/C Ratio	0.72	0.96		0.84	0.35		0.69	0.71	0.69	0.83	0.54	
Control Delay	87.4	69.6		85.4	30.5		88.2	57.7	35.1	86.0	43.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	87.4	69.6		85.4	30.5		88.2	57.7	35.1	86.0	43.9	
LOS	F	E		F	C		F	F	E	D	D	
Approach Delay		71.8			45.3							
Approach LOS		E			D			D			E	

Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

[illegible]

Splits and Phases: 19: [AU #229] 4th Avenue W/TAU #352] 4th Ave



Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	1208	18	11	683	18	12
Future Volume (vph)	1208	18	11	683	18	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	0	0	0	0
Storage Lanes	0	1	1	1	1	0
Taper Length (ft)	0	25	25	25	25	0
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	0.99	0.946	0.971
Flt Protected	0.998					
Satd. Flow (prot)	3565	0	1752	3505	1686	0
Flt Permitted	3565	0	0.210	0.971	0	0
Satd. Flow (perm)		Yes	0	386	1686	Yes
Right Turn on Red						
Satd. Flow (RTOR)	10				12	
Link Speed (mph)	30			40	30	
Link Distance (ft)	3508			2381	500	
Travel Time (s)	79.7			40.6	11.4	
Confl. Peds. (#/hr)		16	16			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1251	0	11	697	30	0
Turn Type	NA	Perm	NA	Prot	NA	Prot
Protected Phases	2		6	8		
Permitted Phases			6			
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	6.0	6.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	15.0%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-5.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	-1.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	30.0	30.0	35.0	35.0	2.0	2.0
Actuated g/C Ratio	0.75	0.75	0.88	0.88	0.05	0.05
v/c Ratio	0.47	0.04	0.04	0.23	0.32	0.32
Control Delay	2.6	1.6	1.6	0.6	23.8	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.6	1.6	1.6	0.6	23.8	23.8
LOS	A	A	A	A	C	C
Approach Delay	2.6			0.6	23.8	
Approach LOS	A			A	C	
Queue Length 50th (ft)	27	0	0	0	4	
Queue Length 95th (ft)	43	2	2	0	#25	
Internal Link Dist (ft)	3428			2301	420	
Turn Bay Length (ft)				100		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2676	289	3066	95		
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.04	0.23	0.32		
Intersection Summary	Other					
Area Type:	Cycle Length: 40					
Actuated Cycle Length:	40					
Offset:	20 (50%), Referenced to phase 2EBT and 6WBT. Start of Green					
Natural Cycle:	45					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.47					
Intersection Signal Delay:	2.2					
Intersection Capacity Utilization	54.0%					
Analysis Period (min)	15					
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases:	20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW					



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	9	1619	0	0	893	7	2	0	0	1	1	7
Future Volume (vph)	9	1619	0	0	893	7	2	0	0	1	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	1	0	0	0	0	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.999							
Flt Protected	0.950							0.950			0.885	
Satd. Flow (prot)	1787	3574	0	1863	3535	0	0	1805	0	0	1690	0
Flt Permitted	0.308											
Satd. Flow (perm)	579	3574	0	1863	3535	0	0	1900	0	0	1700	0
Right Turn on Red			Yes		Yes	Yes		Yes			Yes	
Satd. Flow (RTOR)	2			5							7	
Link Speed (mph)		38		30				30			30	
Link Distance (ft)		1318		4093				500			500	
Travel Time (s)		23.6		93.0				11.4			11.4	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1669	0	0	928	0	0	2	0	0	9	0
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA	Perm
Protected Phases	2			6			8				4	
Permitted Phases	2			6			8				4	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-1.0		4.0	4.0		4.0				4.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)	30.0	35.0		30.0			2.0				2.0	
Actuated g/C Ratio	0.75	0.88		0.75			0.05				0.05	
v/c Ratio	0.02	0.53		0.35			0.02				0.10	
Control Delay	1.4	1.3		2.1			18.5				15.6	
Queue Delay	0.0	0.0		0.0			0.0				0.0	
Total Delay	1.4	1.3		2.1			18.5				15.6	
LOS	A	A		A			B				B	
Approach Delay		1.3		2.1			18.5				15.6	
Approach LOS		A		A			B				B	
Queue Length 50th (ft)	0	0		0			1				1	
Queue Length 95th (ft)	2	0		28			5				10	
Internal Link Dist (ft)		1238		4013			420				420	
Turn Bay Length (ft)	100											

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

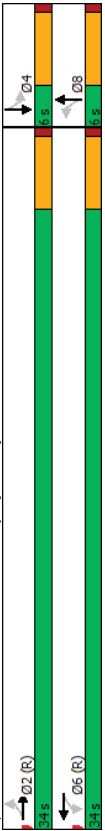
2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Base Capacity (vph)	434	3127			2652			95			91	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.02	0.53			0.35			0.02			0.10	
Intersection Summary	Other											
Area Type:	Cycle Length: 40											
Actuated Cycle Length:	40											
Offset:	20 (50%), Referenced to phase 2EBTL and 6WBTL, Start of Green											
Natural Cycle:	45											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.53											
Intersection Signal Delay:	1.6											
Intersection Capacity Utilization	54.8%											
Analysis Period (min)	15											
Intersection LOS:	A											
ICU Level of Service	A											

Splits and Phases: 21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW



Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	244	1	46	3	5	4	36	727	8	9	1740	197
Traffic Volume (vph)	244	1	46	3	5	4	36	727	8	9	1740	197
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	90	0	125	0	150	0	150	0	250	0	0	0
Storage Length (ft)	1	0	1	0	1	0	1	0	1	0	1	0
Storage Lanes	25	0	25	0	25	0	25	0	25	0	25	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.853	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Ped Bike Factor	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Flt Protected	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Satd. Flow (prot)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Flt Permitted	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Satd. Flow (perm)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Right Turn on Red	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Satd. Flow (RTOR)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Link Speed (mph)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Link Distance (ft)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Travel Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Confl. Peds. (#/hr)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Peak Hour Factor	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Heavy Vehicles (%)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Shared Lane Traffic (%)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Lane Group Flow (vph)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Turn Type	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Protected Phases	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Permitted Phases	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Detector Phase	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Switch Phase	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Minimum Initial (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Minimum Split (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Total Split (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Total Split (%)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Yellow Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
All-Red Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Lost Time Adjust (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Lost Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Lead/Lag	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Lead-Lag Optimize?	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Recall Mode	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Act Effct Green (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Actuated g/C Ratio	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
v/c Ratio	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Control Delay	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Queue Delay	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Total Delay	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
LOS	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Approach Delay	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901
Approach LOS	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4901

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

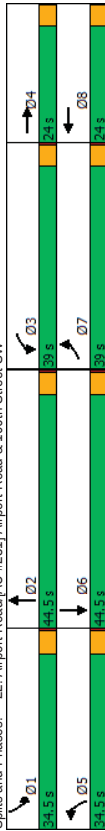
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	122	0	0	1	3	19	52	19	52	5	263	5
Queue Length 95th (ft)	240	29	1085	12	21	59	168	59	168	24	#633	24
Internal Link Dist (ft)	90	0	0	125	411	671	2875	671	2875	250	2114	250
Turn Bay Length (ft)	736	446	0	723	411	671	2875	671	2875	697	2960	697
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.12	0.00	0.00	0.02	0.06	0.28	0.06	0.28	0.01	0.73	0.01

Intersection Summary

Area Type:	Other
Cycle Length:	142
Actuated Cycle Length:	77.4
Natural Cycle:	120
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	17.1
Intersection Capacity Utilization:	64.9%
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 22: Airport Road/[AU #231] Airport Road & 106th Street SW



Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	51	45	120	204	9	159	46	1150	137	168	1751	15
Future Volume (vph)	51	45	120	204	9	159	46	1150	137	168	1751	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	200	140	140	65	350	350	350	0	300	0	0
Storage Lanes	1	1	1	1	1	1	1	1	0	1	0	0
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91
Ped Bike Factor									0.984	1.00	1.00	0.999
Fit Protected	0.950			0.950		0.850			0.950		0.950	
Satd. Flow (prot)	1719	1810	1538	1752	1845	1568	1736	*5500	0	1752	5030	0
Fit Permitted	0.950			0.950		0.950			0.950		0.950	
Satd. Flow (perm)	1719	1810	1538	1752	1845	1568	1735	4893	0	1751	5030	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146			177		20				1
Link Speed (mph)			30		30							45
Link Distance (ft)			858		1387			2194			2138	
Travel Time (s)			19.5		31.5			31.8			32.4	
Confl. Peds. (#/hr)							1		3	3		
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	55	146	249	11	194	56	1569	0	205	2153	0
Turn Type	Prot	NA	Perm	Prot	Prot	Perm	Prot	NA	Prot	NA	NA	NA
Protected Phases												
Permitted Phases	7	4	4	3	8	8	5	2	1	6		
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	12.0	4.0	12.0	12.0	12.0
Minimum Split (s)	8.0	34.5	34.5	8.0	35.5	35.5	8.0	28.5	8.0	29.5	29.5	29.5
Total Split (s)	28.5	28.5	28.5	23.5	23.5	23.5	24.0	64.5	19.0	64.5	64.5	64.5
Total Split (%)	19.6%	19.6%	19.6%	16.2%	16.2%	16.2%	16.5%	44.3%	13.1%	44.3%	44.3%	44.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	-5.0	0.0	0.0
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5	4.0	-0.5	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	Min
Act Effct Green (s)	8.5	9.0	9.0	20.4	23.3	23.3	8.1	48.9	15.6	59.0	15.6	59.0
Actuated g/C Ratio	0.08	0.09	0.09	0.19	0.22	0.22	0.08	0.47	0.15	0.56	0.15	0.56
v/c Ratio	0.45	0.36	0.55	0.73	0.03	0.40	0.42	0.61	0.79	0.76	0.79	0.76
Control Delay	61.2	57.2	17.1	55.7	39.2	10.7	61.0	21.4	69.3	21.5	69.3	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.2	57.2	17.1	55.7	39.2	10.7	61.0	21.4	69.3	21.5	69.3	21.5
LOS	E	E	B	E	D	B	E	C	E	C	E	C
Approach Delay		35.9										
Approach LOS		D										

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

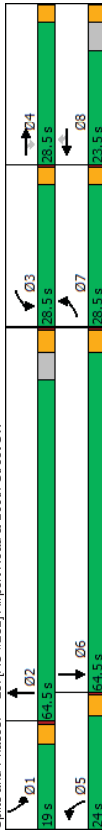
2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	43	38	0	169	6	10	39	275	145	414		
Queue Length 95th (ft)	85	77	47	253	22	57	79	314	#279	493		
Internal Link Dist (ft)		778			1307			2114		2058		
Turn Bay Length (ft)	200		200	140	65	350			300			
Base Capacity (vph)	426	448	491	434	457	522	344	3827	260	3245		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.15	0.12	0.30	0.57	0.02	0.37	0.16	0.41	0.79	0.66		
Intersection Summary												
Area Type: Other												
Cycle Length: 145.5												
Actuated Cycle Length: 104.8												
Natural Cycle: 105												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.79												
Intersection Signal Delay: 26.2												
Intersection Capacity Utilization 65.5%												
Analysis Period (min) 15												
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 23: [AU #231] Airport Road & 100th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	56	6	83	45	2	186	20	992	33	70	1679	26
Future Volume (vph)	56	6	83	45	2	186	20	992	33	70	1679	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185	0	125	0	260	0	260	0	0	250	0	0
Storage Lanes	1	0	1	1	1	1	1	1	0	1	1	0
Taper Length (ft)	25	0	25	0	25	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.860					0.850		0.995			0.998	
Flt Protected	0.950					0.950		0.950			0.950	
Satd. Flow (prot)	1687	1506	0	1671	1759	1495	1687	*2800	0	1719	4928	0
Flt Permitted	0.757					0.692		0.950			0.950	
Satd. Flow (perm)	1341	1506	0	1215	1759	1473	1686	4819	0	1715	4928	0
Right Turn on Red		Yes			Yes	Yes			Yes		Yes	
Satd. Flow (RTOR)	94		3	3	30	211		9	6		5	
Link Speed (mph)	30				649			47			45	
Link Distance (ft)	429				14.8			2138			1785	
Travel Time (s)	9.8							31.0			27.0	
Confl. Peds. (#/hr)	3											
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	7%	7%	7%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	101	0	51	2	211	23	1165	0	80	1938	0
Turn Type	Perm	NA	NA	Perm	8	Perm	Prot	5	2	1	6	
Protected Phases												
Permitted Phases	4	4	4	8	8	8	5	2	2	1	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	3.0	15.0	15.0	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	28.5	8.0	34.0	34.0	
Total Split (s)	13.5	13.5	13.5	13.5	13.5	13.5	13.5	19.0	54.5	19.0	54.5	
Total Split (%)	15.5%	15.5%	15.5%	15.5%	15.5%	15.5%	15.5%	21.8%	62.6%	21.8%	62.6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	7.5	4.0	7.5	7.5	
Lead/Lag								Lead	Lag	Lead	Lag	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	10.2	10.2	10.2	10.2	10.2	10.2	10.2	6.6	27.5	8.3	40.6	
Act Effct Green (s)	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.11	0.48	0.14	0.70	
Actuated g/C Ratio	0.27	0.29	0.24	0.01	0.49	0.12	0.87	0.32	0.56	0.32	0.56	
Control Delay	28.1	10.0	28.1	25.5	8.6	36.2	24.2	33.8	7.2	33.8	7.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.1	10.0	28.1	25.5	8.6	36.2	24.2	33.8	7.2	33.8	7.2	
LOS	C	A	A	C	C	A	D	C	C	C	A	
Approach Delay												
Approach LOS	B	B	B	B	B	B	B	C	C	C	A	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	19	2	15	1	0	7	118	24	35			
Queue Length 95th (ft)	66	41	56	7	51	40	#348	94	348			
Internal Link Dist (ft)	349		569			2058			1705			
Turn Bay Length (ft)	185		125		260				250			
Base Capacity (vph)	330	441	299	432	521	530	2274	540	4375			
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0	0	0	0			
Reduced v/c Ratio	0.19	0.23	0.17	0.00	0.40	0.04	0.51	0.15	0.44			
Intersection Summary												
Area Type:	Other											
Cycle Length:	87											
Actuated Cycle Length:	57.6											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.87											
Intersection Signal Delay:	14.2											
Intersection Capacity Utilization:	58.3%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 24: [AU #231] Airport Road & 94th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	831	6	347	31	10	93	78	1117	48	66	1934	298
Future Volume (vph)	831	6	347	31	10	93	78	1117	48	66	1934	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	90		0	225		0	110		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25		25			25			25			0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.98		0.865		0.994		1.00		0.980
Flt Protected	0.950	0.953	0.850	0.950		0.950				0.950		
Satd. Flow (prot)	1698	1703	1599	1271	1137	0	1703	*4050	0	1752	4935	0
Flt Permitted	0.950	0.953	0.950	0.950		0.950				0.950		
Satd. Flow (perm)	1687	1693	1599	1271	1137	0	1703	4960	0	1752	4935	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			309			118		6			32	
Link Speed (mph)			30			30		47			30	
Link Distance (ft)			517			773		1785			560	
Travel Time (s)			11.8			17.6		25.9			12.7	
Confl. Peds. (#/hr)	6					6			1		1	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	42%	42%	42%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	526	534	439	39	131	0	99	1475	0	84	2825	0
Turn Type	Split	NA	Perm	Split	NA	Prot	Prot	5	2	1	6	
Protected Phases	4	4	4	8	8							
Permitted Phases	4	4	4	8	8							
Detector Phase	4	4	4	8	8							
Switch Phase	6.0	6.0	6.0	4.0	4.0							
Minimum Initial (s)	20.0	20.0	20.0	30.5	30.5							
Minimum Split (s)	30.0	30.0	30.0	15.0	15.0							
Total Split (%)	27.3%	27.3%	27.3%	13.6%	13.6%							
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0							
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5							
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0							
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5							
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	26.8	26.8	26.8	10.2	10.2	9.3	42.7	9.6	46.1	8.0	26.5	
Actuated g/C Ratio	0.25	0.25	0.25	0.10	0.10	0.09	0.40	0.09	0.44	0.09	0.44	
v/c Ratio	1.22	1.24	0.69	0.32	0.61	0.66	0.90	0.53	1.30	0.53	1.30	
Control Delay	155.0	161.0	18.4	51.3	22.6	70.6	40.0	60.4	167.7	60.4	167.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	
Total Delay	155.0	161.0	18.4	51.3	22.6	70.6	40.0	60.4	167.8	60.4	167.8	
LOS	F	F	B	D	C	E	D	E	F	E	F	
Approach Delay												
Approach LOS												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

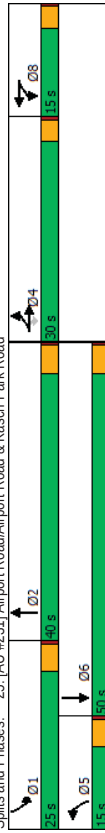
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~465	~475	73	26	8	65	328			55	~908	
Queue Length 95th (ft)	#703	#716	153	51	44	122	#503			102	#1050	
Internal Link Dist (ft)		437			693		1705				480	
Turn Bay Length (ft)	200		200	90		225				110		
Base Capacity (vph)	431	432	636	171	255	179	1636			352	2168	
Saturation Cap Reductn	0	0	0	0	0	0	0			0	70	
Spillback Cap Reductn	0	0	0	0	0	0	0			0	0	
Storage Cap Reductn	0	0	0	0	0	0	0			0	0	
Reduced v/c Ratio	1.22	1.24	0.69	0.23	0.51	0.55	0.90			0.24	1.35	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 105.8
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 118.0
 Intersection Capacity Utilization 88.6%
 Analysis Period (min) 15
 * User Entered Value
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: F
 ICU Level of Service E

Splits and Phases: 25: [AU #231] Airport Road/Airport Road & Kasch Park Road



Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W	W	W	W
Traffic Volume (vph)	36	15	766	28	31	784
Future Volume (vph)	36	15	766	28	31	784
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	0
Storage Lanes	1	0	1	1	1	1
Taper Length (ft)	25	1.00	1.00	1.00	25	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.98	0.850			
Frt	0.959			0.950		
Flt Protected	0.966			1787	1881	
Satd. Flow (prot)	1726	0	1881	1599	0.217	1881
Flt Permitted	0.966			0.217	408	1881
Satd. Flow (perm)	1723	0	1881	1562	408	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18			28		
Link Speed (mph)	30		35		1	40
Link Distance (ft)	500		1324			1345
Travel Time (s)	11.4		25.8			22.9
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	901	33	36	922
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phase				2	6	
Detector Phase	3		2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	22.5	22.5	9.0	22.0	22.0
Total Split (s)	29.0	54.5	54.5	19.0	64.5	64.5
Total Split (%)	28.3%	53.2%	53.2%	18.5%	62.9%	62.9%
Yellow Time (s)	3.5	4.0	4.0	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.5	4.0	4.0	4.0
Lead/Lag		Lag	Lag	Lead	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	Max	Max	None	Max	
Act Effct Green (s)	8.7	67.5	63.5	68.6	69.5	
Actuated g/C Ratio	0.10	0.81	0.76	0.82	0.83	
v/c Ratio	0.31	0.59	0.03	0.09	0.59	
Control Delay	28.4	8.0	3.2	3.2	6.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.4	8.0	3.2	3.2	6.2	
LOS	C	A	A	A	A	A
Approach Delay	28.4		7.8		6.1	
Approach LOS	C	A			A	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

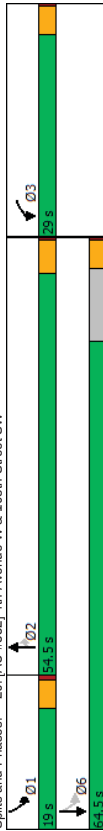
2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	21		157	1	2	107
Queue Length 95th (ft)	47		436	12	13	368
Internal Link Dist (ft)	420		1244			1265
Turn Bay Length (ft)					100	
Base Capacity (vph)	531		1519	1194	584	1643
Sanitation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.11		0.59	0.03	0.06	0.56
Intersection Summary						
Area Type:	Other					
Cycle Length:	102.5					
Actuated Cycle Length:	83.5					
Natural Cycle:	70					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.59					
Intersection Signal Delay:	7.6					
Intersection Capacity Utilization	52.1%					
Analysis Period (min)	15					
Intersection LOS:	A					
ICU Level of Service	A					

Splits and Phases: 26: [AU #352] 4th Avenue W & 108th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	19	0	11	0	778	13	3	758	0
Future Volume (vph)	1	0	1	19	0	11	0	778	13	3	758	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	100	0	0	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00		0.99		
Frt	0.932				0.951			0.998				
Flt Protected	0.976				0.969					0.950		
Satd. Flow (prot)	0	1728	0	0	1751	0	1863	1858	0	1787	1881	0
Flt Permitted	0	1771	0	0	1807	0	1863	1858	0	516	1881	0
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red												
Satd. Flow (RTOR)	27	30	30	27			2	35	18	18	30	2
Link Speed (mph)	30	500	500	30				1345			1312	
Link Distance (ft)	11.4			11.4				26.2			29.8	
Travel Time (s)												
Confl. Peds. (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	Perm	NA	0	Perm	NA	0	Perm	NA	0	Perm	NA	0
Turn Type	4	4	4	8	8	8	2	2	2	6	6	6
Protected Phases												
Permitted Phases	4	4	4	8	8	8	2	2	2	6	6	6
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	6.0	6.0	6.0	6.0	6.0	6.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	-1.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	2.0				2.0			35.0		30.0	30.0	
Actuated g/C Ratio	0.05				0.05			0.88		0.75	0.75	
v/c Ratio	0.02				0.28			0.53		0.01	0.59	
Control Delay	0.5				16.9			1.9		1.3	4.4	
Queue Delay	0.0				0.0			0.0		0.0	0.0	
Total Delay	0.5				16.9			1.9		1.3	4.4	
LOS	A				B			A		A	A	
Approach Delay	0.5				16.9			1.9		4.3	4.3	
Approach LOS	A				B			A		A	A	
Queue Length 50th (ft)	0				1			0		0	42	
Queue Length 95th (ft)	0				20			0		1	84	
Internal Link Dist (ft)	420				420			1265		100	1232	
Turn Bay Length (ft)												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions

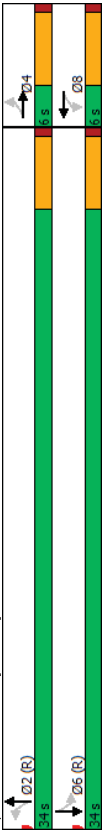
PM Peak-Hour

Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	114						116			1625		1410
Starvation Cap Reductn	0					0	0		0	0		0
Spillback Cap Reductn	0					0	0		0	0		0
Storage Cap Reductn	0					0	0		0	0		0
Reduced v/c Ratio	0.02					0.28			0.53	0.01		0.59
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset: 0 (0%), Referenced to phase 2/NBTL and 6/SBTL, Start of Green												
Natural Cycle:	60											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.59											
Intersection Signal Delay: 3.4												
Intersection Capacity Utilization 51.8%												
Analysis Period (min): 15												
Intersection LOS: A												
ICU Level of Service A												

Splits and Phases: 27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW



2019 Opening Year Operations AM Peak- Hour Arterial Level of Service Analysis

Arterial Level of Service

Arterial Level of Service: NB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Gibson Road	II	38	48.7	9.4	58.1	0.52	32.4	B
Center Road	II	38	28.9	9.9	38.8	0.28	26.3	C
Fairmount Elementary	II	38	25.0	10.0	35.0	0.23	23.4	C
112th Street SW	II	38	16.0	14.8	30.8	0.14	16.2	E
Airport Road	II	38	18.3	17.0	35.3	0.16	16.2	E
Total	II		136.9	61.1	198.0	1.33	24.2	C

Arterial Level of Service: SB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
112th Street SW	II	40	18.3	16.7	35.0	0.16	16.3	E
Fairmount Elementary	II	40	16.0	4.2	20.2	0.14	24.7	C
Center Road	II	40	25.0	18.4	43.4	0.23	18.9	D
Gibson Road	II	40	28.9	4.9	33.8	0.28	30.2	B
SR-525	II	40	48.7	57.5	106.2	0.52	17.7	D
Total	II		136.9	101.7	238.6	1.33	20.1	D

Arterial Level of Service: EB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Admiralty Way	II	45	38.0	10.0	48.0	0.40	30.3	B
Gibson Road	II	45	27.2	8.4	35.6	0.26	26.5	C
8th Avenue W	II	40	28.6	6.1	34.7	0.28	29.0	B
5th Avenue W	II	40	17.4	2.5	19.9	0.15	27.4	C
4th Avenue W	II	40	11.2	86.1	97.3	0.10	3.6	F
I-5 Southbound Ramps	II	40	19.0	62.5	81.5	0.17	7.3	F
Total	II		141.4	175.6	317.0	1.36	15.4	E

Arterial Level of Service: WB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	I	35	20.6	16.5	37.1	0.17	16.0	E
5th Avenue W	I	35	12.2	6.4	18.6	0.10	18.9	E
8th Avenue W	I	50	15.1	4.2	19.3	0.15	28.2	C
Gibson Road	I	50	26.6	4.9	31.5	0.28	32.0	C
Admiralty Way	I	55	25.4	11.3	36.7	0.26	25.7	D
SR-99	I	50	34.7	72.5	107.2	0.40	13.6	F
Total	I		134.6	115.8	250.4	1.36	19.5	E

Arterial Level of Service

Arterial Level of Service: NB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Mariner Square	II	38	9.6	5.5	15.1	0.08	20.0	D
124th Street SW	II	38	19.7	8.3	28.0	0.17	22.1	C
120th Street SW	II	38	27.4	15.9	43.3	0.25	20.7	D
Center Road/Driveway	II	38	9.2	7.2	16.4	0.08	17.5	D
116th Place SW/Drive	II	38	17.0	7.2	24.2	0.15	21.9	D
[AU #230] 112th Stre	II	38	28.1	39.1	67.2	0.28	14.8	E
Total	II		111.0	83.2	194.2	1.01	18.7	D

Arterial Level of Service: SB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
116th Place SW/Drive	II	38	28.1	6.8	34.9	0.28	28.4	B
Center Road/Driveway	II	38	17.0	10.6	27.6	0.15	19.2	D
120th Street SW	II	38	9.2	5.9	15.1	0.08	19.0	D
124th Street SW	II	38	27.4	6.5	33.9	0.25	26.5	C
Mariner Square	II	38	19.7	5.0	24.7	0.17	25.0	C
[AU #228] Airport Ro	II	38	9.6	50.3	59.9	0.08	5.0	F
Total	II		111.0	85.1	196.1	1.01	18.5	D

Arterial Level of Service: EB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	II	38	42.8	32.6	75.4	0.45	21.5	D
Meridian Avenue/Driv	II	38	27.5	0.5	28.0	0.25	32.1	B
Total	II		70.3	33.1	103.4	0.70	24.4	C

Arterial Level of Service: WB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #352] 4th Avenue	II	40	27.5	41.2	68.7	0.25	13.1	E
115th St SW	II	40	42.8	0.8	43.6	0.45	37.2	A
Total	II		70.3	42.0	112.3	0.70	22.5	C

Arterial Level of Service: NB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
100th Street SW	I	48	35.7	11.9	47.6	0.42	31.4	C
94th Street SW	I	48	34.8	11.1	45.9	0.40	31.8	C
Kasch Park Road	I	48	30.8	13.7	44.5	0.34	27.3	C
Total	I		101.3	36.7	138.0	1.16	30.2	C

Arterial Level of Service

Arterial Level of Service: SB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
94th Street SW	I	50	30.8	6.9	37.7	0.34	32.3	C
100th Street SW	I	50	34.8	12.8	47.6	0.40	30.6	C
106th Street SW	I	50	35.7	22.4	58.1	0.42	25.7	D
Total	I		101.3	42.1	143.4	1.16	29.1	C

Arterial Level of Service: NB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	27.6	2.9	30.5	0.25	29.6	B
104th Street SW	II	40	28.0	1.2	29.2	0.25	31.4	B
Total	II		55.6	4.1	59.7	0.51	30.5	B

Arterial Level of Service: SB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	28.0	2.4	30.4	0.25	30.2	B
[AU #230] 112th Stre	II	40	27.6	39.4	67.0	0.25	13.5	E
Total	II		55.6	41.8	97.4	0.51	18.7	D

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HH	HH	HH	HH	HH	HH	HH	HH	HH	HH	HH	HH
Traffic Volume (vph)	554	409	18	356	263	123	16	1228	797	382	1404	298
Future Volume (vph)	554	409	18	356	263	123	16	1228	797	382	1404	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0.95	25		0.95	1.00	0.95	1.00	0.97	0.95	1.00
Lane Util. Factor	0.97	0.95	0.97	0.95	0.99	0.99	1.00	0.98	0.98	1.00	0.98	0.98
Ped Bike Factor	1.00	1.00	0.99	0.99	0.952			0.850			0.850	
Ft	0.950	3233	0	3164	3088	0	1695	3389	1516	3239	3339	1494
Flt Protected	0.950							0.950			0.950	
Satd. Flow (prot)	3157	3233	0	3164	3088	0	1695	3389	1516	3239	3339	1494
Flt Permitted	0.950							0.950			0.950	
Satd. Flow (perm)	3142	3233	0	3143	3088	0	1693	3389	1480	3227	3339	1464
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2		41		319		30			30	302
Link Speed (mph)		30		40		2764		1344			2044	
Link Distance (ft)		1789		47.1				30.5			46.5	
Travel Time (s)		40.7		6		4		5		8	8	5
Confl. Peds. (#/hr)	4		6	6		4		5		8	8	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	571	441	0	367	398	0	16	1266	822	394	1447	307
Turn Type	Prot	NA	NA	3	8		5	2	2	1	6	6
Protected Phases												
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	30.0	35.0		30.0	35.0		30.0	70.0	70.0	35.0	70.0	70.0
Total Split (%)	17.6%	20.6%		17.6%	20.6%		17.6%	41.2%	41.2%	20.6%	41.2%	41.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	-5.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	0.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effect Green (s)	25.2	29.4		22.3	31.6		7.2	64.4	64.4	24.2	86.1	86.1
Actuated g/C Ratio	0.16	0.18		0.14	0.20		0.04	0.40	0.40	0.15	0.53	0.53
v/c Ratio	1.16	0.75		0.84	0.62		0.21	0.94	1.05	0.81	0.81	0.33
Control Delay	150.6	71.3		85.8	57.5		85.6	60.4	75.1	81.1	37.8	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	150.6	71.3		85.8	57.5		85.6	60.4	75.1	81.1	37.8	3.7
LOS	F	E		F	E		F	E	E	F	D	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)												
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 161.5

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 66.2

Intersection Capacity Utilization 91.4%

Analysis Period (min): 15

Description: SR-525 is north-south and Beverly Park Road is northeast-southwest

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	0	1	61	1	38	5	1307	42	25	1078	3
Traffic Volume (vph)	6	0	1	61	1	38	5	1307	42	25	1078	3
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	30	150	0	0	150	0	0
Storage Lanes	0	0	0	0	0	1	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	1	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.981	0.959	0.98	0.98	0.850	0.995	1.00	0.995	1.00	1.00	1.00
Flt Protected	0	0	0	0	0	0	0	0	0	0	0	0
Satd. Flow (prot)	0	1568	0	0	1758	1568	1752	3485	0	1719	3438	0
Flt Permitted	0	0.796	0	0	0.725	0.725	0.212	0.212	0	0.141	0.141	0
Satd. Flow (perm)	0	1298	0	0	1337	1543	391	3485	0	255	3438	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	65	35	35	65	35	65	35	4	2	2	40	2
Link Speed (mph)	35	35	35	35	35	35	35	38	38	38	38	38
Link Distance (ft)	561	561	561	561	561	561	561	2764	2764	2764	1498	1498
Travel Time (s)	11.3	11.3	11.3	11.3	11.3	11.3	11.3	49.6	49.6	49.6	25.5	25.5
Confl. Peds. (#/hr)	3	3	3	3	3	3	3	2	2	2	2	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	14%	3%	3%	3%	3%	3%	3%	3%	5%	5%
Shared Lane Traffic (%)	0	7	0	0	66	40	5	1435	0	27	1150	0
Lane Group Flow (vph)	Perm	NA	Perm	Perm	Perm	Perm	pm+pt	NA	pm+pt	NA	NA	6
Turn Type	4	4	4	8	8	8	2	2	6	6	6	6
Protected Phases	4	4	4	8	8	8	5	2	1	1	1	1
Permitted Phases	4	4	4	8	8	8	5	2	1	1	1	1
Detector Phase	4	4	4	8	8	8	5	2	1	1	1	1
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	30.5	30.5	30.5	30.5	30.5	30.5	30.5	24.0	24.0	24.0	29.0	29.0
Minimum Split (s)	34.5	34.5	34.5	34.5	34.5	34.5	34.5	19.5	19.5	19.5	55.0	55.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	17.9%	17.9%	17.9%	50.5%	50.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.0	5.0	4.5	0.0	0.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effrt Green (s)	10.5	10.5	10.5	10.5	10.5	10.5	10.5	59.7	59.7	62.1	65.7	65.7
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.75	0.75	0.78	0.82	0.82
v/c Ratio	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.55	0.55	0.09	0.41	0.41
Control Delay	0.3	0.3	0.3	0.3	0.3	0.3	0.3	4.8	4.8	4.8	4.9	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	0.3	0.3	0.3	0.3	0.3	0.3	9.4	9.4	4.8	4.9	4.9
LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay	0.3	0.3	0.3	0.3	0.3	0.3	0.3	9.3	9.3	4.9	4.9	4.9
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	0	0	29	0	1	102	2	41	2	41	2
Queue Length 95th (ft)	0	0	0	65	13	5	447	15	274	15	274	15
Internal Link Dist (ft)	501	501	501	629	629	629	2684	2684	1418	1418	1418	1418
Turn Bay Length (ft)	531	531	531	506	506	506	150	150	150	150	150	150
Base Capacity (vph)	0	0	0	624	624	624	563	563	476	476	2818	2818
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.01	0.13	0.06	0.01	0.55	0.06	0.41	0.06	0.41	0.41
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	109											
Actuated Cycle Length:	80.1											
Natural Cycle:	80											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.55											
Intersection Signal Delay:	8.0											
Intersection Capacity Utilization:	59.1%											
Analysis Period (min):	15											
Description:	Beverly Park Road is NB/SB and Gibson Road is E/W. This is rotated for analysis purposes from the Snohomish County Timings.											

Intersection LOS: A
ICU Level of Service B

Splits and Phases: 2. [AU #227] Beverly Park Road & Gibson Road

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	4	28	101	27	18	283	1087	51	17	809	61
Traffic Volume (vph)	6	4	28	101	27	18	283	1087	51	17	809	61
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Grade (%)	75	0	0	60	0	0	150	0	150	0	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	2	0	0	0
Storage Lanes	25	0	0	25	0	0	25	0	25	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Lane Util. Factor	1.00	1.00	1.00	1.00	0.99	1.00	0.99	0.99	1.00	0.99	0.99	0.99
Ped Bike Factor	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870	0.870
Fit Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1641	1503	0	1718	1689	0	1761	3498	0	1719	3400	0
Fit Permitted	0.723	0.437	0.437	0.437	0.437	0.437	0.116	0.195	0.195	0.195	0.195	0.195
Satd. Flow (perm)	1247	1503	0	790	1689	0	215	3498	0	353	3400	0
Right Turn on Red		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	32	30	30	21	30	30	4	38	4	40	7	40
Link Speed (mph)	631	1366	1366	1366	1366	1366	1498	1200	1498	1200	20.5	20.5
Link Distance (ft)	14.3	31.0	31.0	31.0	31.0	31.0	26.9	26.9	26.9	26.9	20.5	20.5
Travel Time (s)	1	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Confl. Peds. (#/hr)	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Peak Hour Factor	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Heavy Vehicles (%)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	7	37	0	116	52	0	325	1308	0	20	1000	0
Turn Type	pm-pt	NA	pm-pt	NA	NA	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	7	4	3	8	8	5	2	2	1	6	6	6
Permitted Phases	4	4	8	8	8	2	2	2	6	6	6	6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	28.0	9.0	9.5	22.5	9.5	9.5	26.5	26.5
Total Split (s)	19.0	39.0	19.0	39.0	39.0	19.5	39.5	39.5	19.5	39.5	39.5	39.5
Total Split (%)	16.2%	33.3%	16.2%	33.3%	33.3%	16.7%	33.8%	33.8%	16.7%	33.8%	33.8%	33.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	-5.0	-5.0	-5.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	-0.5	4.5	-0.5	-0.5	-0.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effrt Green (s)	9.9	7.3	15.1	13.6	13.6	47.7	49.9	32.0	31.9	32.0	31.9	31.9
Actuated g/C Ratio	0.14	0.11	0.22	0.20	0.20	0.69	0.72	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.03	0.20	0.40	0.15	0.15	0.63	0.52	0.07	0.63	0.07	0.63	0.63
Control Delay	22.2	17.3	27.3	18.2	18.2	23.4	9.9	9.0	18.4	9.0	18.4	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	17.3	27.3	18.2	18.2	23.4	9.9	9.0	18.4	9.0	18.4	18.4
LOS	C	B	C	B	B	C	A	A	A	A	B	B
Approach Delay	18.1	18.1	18.1	18.1	18.1	18.1	18.1	18.1	18.1	18.1	18.1	18.1

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	2	2	2	43	11	85	113	85	113	3	176	B
Queue Length 50th (ft)	12	28	551	87	42	#277	375	375	375	15	318	318
Queue Length 95th (ft)	75	848	457	453	946	150	2532	2532	2532	544	2159	1120
Internal Link Dist (ft)	457	848	453	453	946	150	2532	2532	2532	544	2159	1120
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.04	0.26	0.05	0.05	0.63	0.52	0.63	0.52	0.04	0.46	0.46

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 68.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 15.4

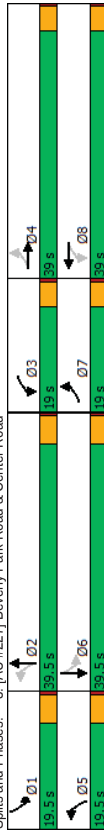
Intersection Capacity Utilization 62.9%

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3. [AU #227] Beverly Park Road & Center Road



Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W	W	W	W
Traffic Volume (vph)	19	57	1101	11	60	997
Future Volume (vph)	19	57	1101	11	60	997
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.98	1.00				
Frt	0.899	0.999				
Flt Protected	0.988				0.950	
Satd. Flow (prot)	1504	0	3467	0	1719	3438
Flt Permitted	0.988				0.130	
Satd. Flow (perm)	1497	0	3467	0	235	3438
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	63		1			
Link Speed (mph)	30	38				40
Link Distance (ft)	393	1200				733
Travel Time (s)	8.9	21.5				12.5
Confl. Peds. (#/hr)	12	2		4	4	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	11%	11%	4%	4%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	1222	0	66	1096
Turn Type	Prot		NA	pm+pt	NA	
Protected Phases	8	2	1	6		
Permitted Phases				6		
Detector Phase	8	2	1	6		
Switch Phase						
Minimum Initial (s)	5.0	7.0		5.0	7.0	
Minimum Split (s)	31.5	26.5		9.5	20.5	
Total Split (s)	34.5	29.5		28.5	29.5	
Total Split (%)	37.3%	31.9%		30.8%	31.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.5	-0.5		4.5	-0.5	
Lead/Lag		Lag		Lead		
Lead-Lag Optimize?		Yes		Yes		
Recall Mode	None	None		None	Min	
Act Effct Green (s)	9.4	37.4		38.3	43.4	
Actuated g/C Ratio	0.17	0.69		0.70	0.80	
v/c Ratio	0.27	0.51		0.21	0.40	
Control Delay	9.8	10.0		6.9	4.2	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	9.8	10.0		6.9	4.2	
LOS	A	B		A	A	
Approach Delay	9.8	10.0		4.4	4.4	
Approach LOS	A	B		A	A	
Queue Length 50th (ft)	6	94		4	24	
Queue Length 95th (ft)	32	#358		33	198	
Internal Link Dist (ft)	313	1120			653	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)	877		2377		836	3302
Base Capacity (vph)	0		0		0	0
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.10		0.51		0.08	0.33
Intersection Summary						
Area Type:	Other					
Cycle Length:	92.5					
Actuated Cycle Length:	54.5					
Natural Cycle:	70					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.51					
Intersection Signal Delay:	7.4					
Intersection Capacity Utilization:	51.7%					
Analysis Period (min):	15					
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases:	4: [AU #227] Beverly Park Road & Fairmount Elementary					
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
	28.5 s	29.5 s				28.5 s



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	8	20	3	443	142	0	34	954	143	0	738	20
Traffic Volume (vph)	8	20	3	443	142	0	34	954	143	0	738	20
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	250	0	250	0	0	0	135	0	135	0	0	0
Storage Length (ft)	1	0	2	0	0	1	1	0	1	0	0	0
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99	1.00
Frt	0.981							0.850			0.996	
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1530	2995	0	3467	1881	0	1770	3539	1583	0	3422	0
Flt Permitted	0.950			0.950			0.170				0.3422	0
Satd. Flow (perm)	1523	2995	0	3463	1881	0	317	3539	1560	0	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	3								152			2
Link Speed (mph)	30			30				38			40	
Link Distance (ft)	433			838				733			838	
Travel Time (s)	9.8			19.0				13.2			14.3	
Confl. Peds. (#/hr)	4		1	1		4	2		1	1		2
Confl. Bikes (#/hr)			4			2			4			4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	18%	18%	18%	1%	1%	1%	2%	2%	2%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	24	0	471	151	0	36	1015	152	0	806	0
Turn Type	Prot	NA	NA	Prot	NA	0	pm+pt	NA	pm+ov	0	NA	0
Protected Phases	7	4	3	8			5	2	3		6	
Permitted Phases							2		2			
Detector Phase	7	4	3	8			5	2	3		6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	11.0	36.0	9.0	36.0	9.0	36.0	9.0	33.5	9.0	30.5	30.5	30.5
Total Split (s)	24.0	34.0	29.0	34.0	29.0	34.0	32.0	44.5	29.0	44.5	44.5	44.5
Total Split (%)	17.2%	24.4%	20.8%	24.4%	20.8%	24.4%	22.9%	31.9%	20.8%	31.9%	31.9%	31.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.6	4.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	7.4	15.5	18.3	27.7	25.8	43.2	24.9	24.9	24.9	24.9	24.9
Actuated g/C Ratio	0.11	0.13	0.27	0.32	0.49	0.46	0.76	0.44	0.44	0.44	0.44	0.44
v/c Ratio	0.05	0.06	0.50	0.25	0.11	0.63	0.12	0.54	0.54	0.54	0.54	0.54
Control Delay	35.5	27.9	23.1	18.2	11.1	14.8	0.8	16.7	16.7	16.7	16.7	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	27.9	23.1	18.2	11.1	14.8	0.8	16.7	16.7	16.7	16.7	16.7
LOS	D	C	C	B	B	B	A	B	A	B	B	B
Approach Delay		30.0		21.9			13.0			13.0		16.7

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C	C	C	C	C	C	B	B	B	B	B	B
Queue Length 50th (ft)	3	3	3	64	38	4	95	0	95	0	94	94
Queue Length 95th (ft)	21	16	179	110	758	28	307	14	307	14	272	272
Internal Link Dist (ft)	250	636	1870	1312	1051	3368	1367	135	1367	135	2639	2639
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.26	0.12	0.03	0.30	0.11	0.31	0.11	0.31	0.31	0.31

Intersection Summary

Area Type: Other

Cycle Length: 139.5

Actuated Cycle Length: 56.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 16.4

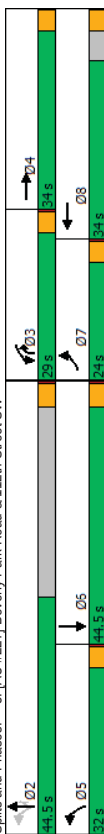
Intersection Capacity Utilization 55.5%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL
Traffic Volume (vph)	702	165	5	56	221	20	2	743	36	13	365	335
Future Volume (vph)	702	165	5	56	221	20	2	743	36	13	365	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	140		0	100		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00			1.00		1.00		0.99	
Frt		0.995		0.988			0.993				0.928	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	3400	1835	0	1770	1837	0	1669	4759	0	1594	4216	0
Flt Permitted		0.950		0.950			0.950			0.950		
Satd. Flow (perm)	3388	1835	0	1770	1837	0	1669	4759	0	1594	4216	0
Right Turn on Red		Yes				Yes			Yes			Yes
Satd. Flow (RTOR)		1		3			7				231	
Link Speed (mph)		38		30			30				30	
Link Distance (ft)		838		589			917				1237	
Travel Time (s)		15.0		13.4			20.8				28.1	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)		2				2			1			10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	10%	10%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	780	189	0	62	268	0	2	866	0	14	778	0
Protected Phases	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Detector Phase	7	4		3	8		5	2		1	6	
Permitted Phases												
Switch Phase	7	4		3	8		5	2		1	6	
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5	
Total Split (s)	29.0	29.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Eff Green (s)	25.8	35.0		7.3	17.6		4.8	19.4		5.4	19.7	
Actuated g/C Ratio	0.33	0.45		0.09	0.23		0.06	0.25		0.07	0.25	
v/c Ratio	0.69	0.23		0.37	0.64		0.02	0.72		0.13	0.62	
Control Delay	28.9	17.0		42.5	35.3		42.0	30.7		42.0	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.9	17.0		42.5	35.3		42.0	30.7		42.0	20.3	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	D	D	D	D	C	C	D	C	C
Approach Delay		26.6		36.6		36.6		30.7		30.7		20.7
Approach LOS		C		D		D		C		C		C
Queue Length 50th (ft)	143	50		26	107		1	124		6		75
Queue Length 95th (ft)	#400	142		82	235		9	241		30		159
Internal Link Dist (ft)		758			509			837				1157
Turn Bay Length (ft)	140			100			250			250		
Base Capacity (vph)	1133	831		354	421		333	3491		318		3153
Salvage Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.69	0.23		0.18	0.64		0.01	0.25		0.04		0.25

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 77.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 27.3

Intersection Capacity Utilization 60.0%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: C

ICU Level of Service B

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	142	352	205	241	508	65	272	603	162	135	1395	77
Traffic Volume (vph)	142	352	205	241	508	65	272	603	162	135	1395	77
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	14	12	11	11	13	11	14	14	11	11
Lane Width (ft)	250	400	250	0	0	0	300	0	300	0	430	1
Storage Lanes	1	2	1	0	1	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.99	0.98	0.99	0.99	0.99	1.00	0.99	0.97	0.99	0.98	0.98
Ped Bike Factor	0.99								0.850		0.850	
Fit	0.950						0.950		0.950		0.950	
Fit Protected	1601	3202	2782	1703	3220	0	1776	3323	1641	1851	3355	1501
Satd. Flow (prot)	0.950						0.950		0.950		0.950	
Fit Permitted	1578	3202	2782	1669	3220	0	1774	3323	1598	1841	3355	1467
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red			223		6				176			51
Satd. Flow (RTOR)												
Link Speed (mph)	30				50			30			30	
Link Distance (ft)	2688				2133			1701			1159	
Travel Time (s)	61.1				29.1			38.7			26.3	
Confl. Peds. (#/hr)	16	15	15	15	16	6	6	6	6	6	6	6
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
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	383	223	262	623	0	296	655	176	147	1516	84
Turn Type	Prot	NA	Over	Prot	NA	Prot	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4	1	6	6	5	2	2	2
Permitted Phases												
Detector Phase	3	8	1	7	4	1	6	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7	9.2	34.7	34.7	9.2	42.7	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0	30.0	85.0	85.0	30.0	85.0	85.0	85.0
Total Split (%)	18.6%	27.9%	14.0%	18.6%	27.9%	14.0%	39.5%	39.5%	14.0%	39.5%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	-4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	-0.2	4.2	4.7	4.7	4.2	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	22.8	32.7	25.9	32.9	47.8	25.9	87.6	87.6	19.1	80.7	80.7	80.7
Actuated g/C Ratio	0.12	0.17	0.14	0.17	0.25	0.14	0.46	0.46	0.10	0.42	0.42	0.42
v/c Ratio	0.81	0.70	0.39	0.89	0.77	1.22	0.43	0.21	0.79	1.07	1.07	1.07
Control Delay	111.8	80.7	10.3	107.1	72.5	195.0	38.4	5.2	113.4	94.1	17.0	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.8	80.7	10.3	107.1	72.5	195.0	38.4	5.2	113.4	94.1	17.0	17.0
LOS	F	F	B	F	E	F	D	A	F	F	B	B
Approach Delay		66.4			82.7		74.3				92.0	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	189	244	0	316	379	~448	~448	286	0	181	~1083	24
Queue Length 50th (ft)	296	304	50	#553	485	#763	#763	441	57	290	#1470	74
Internal Link Dist (ft)	250	2608	400	250	2053	1621	1621		300	1423	1079	430
Turn Bay Length (ft)	302	935	571	322	1028	242	1529	830	252	1423	651	651
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.41	0.39	0.81	0.61	1.22	0.43	0.21	0.58	1.07	0.13	0.13

Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 190.2

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 81.5

Intersection Capacity Utilization 97.2%

Analysis Period (min) 15

Description: Airport Road is east-west and SR-99 is north-south

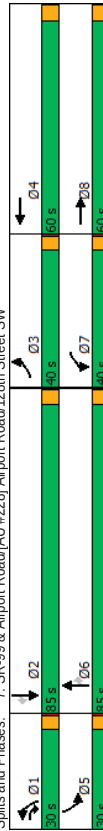
~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queue shown is maximum after two cycles.

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	15	396	47	63	690	28	64	60	56	61	105	65
Traffic Volume (vph)	15	396	47	63	690	28	64	60	56	61	105	65
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	14	11	12	13	12	12	11	16	12	11	16	12
Lane Width (ft)												
Grade (%)	150	2%	0	150	-2%	0	100	4%	0	100	4%	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0.95	0.95	25	0.95	0.95	25	0.95	25	25	0.99	1.00
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984
Ped Bike Factor												
Ft	0.950	3110	0	1794	3447	0	1588	1828	0	1683	1959	0
Flt Protected	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354
Satd. Flow (prot)	649	3110	0	827	3447	0	1595	1828	0	1683	1959	0
Flt Permitted												
Satd. Flow (perm)												
Right Turn on Red												
Satd. Flow (RTOR)												
Link Speed (mph)												
Link Distance (ft)												
Travel Time (s)												
Conf. Peds. (#/hr)												
Peak Hour Factor												
Heavy Vehicles (%)												
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	456	0	65	740	0	66	120	0	63	175	0
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	Prot	NA	3	8	7	4
Protected Phases	5	2	1	6	6	6	3	8	3	8	7	4
Permitted Phases	2	2	2	2	2	2	2	2	2	2	2	2
Detector Phase	5	2	1	6	6	6	3	8	3	8	7	4
Switch Phase												
Minimum Initial (s)	3.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	29.5	8.0	57.0	9.0	36.0	9.0	36.0	9.0	36.0	9.0	36.0
Total Split (s)	10.0	76.0	10.0	76.0	21.0	44.0	21.0	44.0	21.0	44.0	21.0	44.0
Total Split (%)	6.7%	50.7%	6.7%	50.7%	14.0%	29.3%	13.3%	28.7%	13.3%	28.7%	13.3%	28.7%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.0	5.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min
Act Effect Green (s)	106.3	106.7	110.0	105.4	106.3	106.7	110.0	105.4	106.3	106.7	110.0	105.4
Actuated g/C Ratio	0.71	0.71	0.73	0.70	0.71	0.73	0.70	0.71	0.71	0.73	0.70	0.71
v/c Ratio	0.03	0.21	0.10	0.31	0.03	0.21	0.10	0.31	0.03	0.21	0.10	0.31
Control Delay	92	10.0	9.1	11.3	92	10.0	9.1	11.3	92	10.0	9.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92	10.0	9.1	11.3	92	10.0	9.1	11.3	92	10.0	9.1	11.3
LOS	A	A	A	A	A	A	A	A	A	A	A	A

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay												
Approach LOS												
Queue Length 50th (ft)	4	73	16	113	64	83	61	150				
Queue Length 95th (ft)	16	156	43	189	114	130	110	205				
Internal Link Dist (ft)	150	2053	150	1302	100	777	100	1050				
Turn Bay Length (ft)	506	2216	506	2424	181	510	180	524				
Base Capacity (vph)	0	0	0	0	0	0	0	0				
Starvation Cap Reductn	0	0	0	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0	0	0	0				
Reduced v/c Ratio	0.03	0.21	0.10	0.31	0.36	0.24	0.35	0.33				
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	81 (54%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow											
Natural Cycle:	115											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.67											
Intersection Signal Delay:	24.8											
Intersection Capacity Utilization:	52.9%											
Analysis Period (min):	15											
Intersection LOS:	C											
ICU Level of Service:	A											

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	26	421	22	158	702	26	48	41	62	41	62	83
Future Volume (vph)	26	421	22	158	702	26	48	41	62	41	62	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	11	12	12	11	12
Grade (%)	150	3%	0	150	-3%	0	95	1%	0	80	-3%	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0.95	0.95	25	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	0.99	1.00	1.00
Ped Bike Factor	1.00	0.993	0.993	1.00	0.995	1.00	0.995	0.910	1.00	0.914	1.00	1.00
Ft	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	Satd. Flow (prot)	1631	*4500	0	1728	3322	0	1581	1555	0	1762	1622
Flt Permitted	0.320	0.415	0.415	0.415	0.415	0.415	0.415	0.415	0.415	0.415	0.415	0.415
Satd. Flow (perm)	548	3127	0	753	3322	0	1574	1555	0	1758	1622	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	4	4	4	3	3	3	3	3	3	3	3	3
Link Speed (mph)	45	45	45	45	45	45	45	45	45	45	45	45
Link Distance (ft)	1382	1382	1382	1478	1478	1478	816	816	816	739	739	739
Travel Time (s)	20.9	20.9	20.9	20.2	20.2	20.2	18.5	18.5	18.5	16.8	16.8	16.8
Conf. Peds. (#/hr)	2	2	2	3	3	3	4	4	2	2	2	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	6%	6%	6%	4%	4%	4%
Shared Lane Traffic (%)	29	492	0	176	809	0	53	115	0	46	161	0
Lane Group Flow (vph)	pm+pt	NA	NA	pm+pt	NA	NA	Prot	NA	NA	Prot	NA	NA
Turn Type	5	2	2	1	6	6	3	8	8	7	4	4
Protected Phases	2	2	2	1	6	6	3	8	8	7	4	4
Permitted Phases	5	2	2	1	6	6	3	8	8	7	4	4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase	3.0	5.0	3.0	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Initial (s)	8.0	27.5	8.0	8.0	26.5	8.0	38.0	8.0	37.0	8.0	37.0	8.0
Minimum Split (s)	10.0	56.0	27.0	27.0	73.0	21.0	49.0	18.0	46.0	18.0	46.0	18.0
Total Split (s)	6.7%	37.3%	18.0%	18.0%	48.7%	14.0%	32.7%	12.0%	30.7%	12.0%	30.7%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.0	4.0	-0.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	None
Act Effect Green (s)	104.9	104.1	112.8	112.8	111.5	9.4	18.6	8.3	17.5	8.3	17.5	8.3
Actuated g/C Ratio	0.70	0.69	0.75	0.75	0.74	0.06	0.12	0.06	0.12	0.06	0.12	0.06
v/c Ratio	0.07	0.16	0.28	0.28	0.33	0.54	0.49	0.47	0.71	0.47	0.71	0.47
Control Delay	8.3	8.4	5.8	5.8	4.9	86.6	38.5	83.6	60.9	83.6	60.9	83.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	8.4	5.8	5.8	4.9	86.6	38.5	83.6	60.9	83.6	60.9	83.6
LOS	A	A	A	A	A	F	D	F	D	F	D	E

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	8.4	8.4	8.4	5.0	5.0	5.0	53.6	53.6	53.6	53.6	53.6	53.6
Approach LOS	A	A	A	A	A	A	D	D	D	D	D	E
Queue Length 50th (ft)	6	61	25	73	73	73	51	59	44	44	114	114
Queue Length 95th (ft)	20	91	70	126	126	126	98	109	88	88	172	172
Internal Link Dist (ft)	1302	1302	1302	1398	1398	1398	736	736	736	736	736	736
Turn Bay Length (ft)	150	430	150	715	2469	715	95	179	502	164	485	485
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.16	0.25	0.33	0.33	0.33	0.30	0.23	0.28	0.28	0.33	0.33

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 53 (35%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 17.0
Intersection Capacity Utilization 55.5%
Analysis Period (min) 15
Description: Airport Road is east-west and Gibson Road is north-south
* User Entered Value

Intersection LOS: B
ICU Level of Service B

Spills and Phases: 9: Gibson Road & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	26	524	24	58	659	30	61	42	24	26	48	66
Future Volume (vph)	26	524	24	58	659	30	61	42	24	26	48	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	11	11	11	11	12	12	12	11	12
Grade (%)	100	-5%			5%			2%			3%	
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		0	25		0	25		0	25		0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	0.99		
Ft	0.994			0.993			0.946			0.914		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1626	4638	0	1605	3183	0	1614	1652	0	1760	1637	0
Flt Permitted	0.365			0.395			0.356			0.712		
Satd. Flow (perm)	623	4638	0	664	3183	0	605	1652	0	1311	1637	0
Right Turn on Red		Yes		Yes		Yes		Yes		Yes		Yes
Satd. Flow (RTOR)	7			4			19			44		
Link Speed (mph)	1478			799			855			487		
Link Distance (ft)				10.9			19.4			11.1		
Travel Time (s)												
Confl. Peds. (#/hr)	3		5	5		3	0.95	0.95	5	5	0.95	0.95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	7%	7%	7%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	577	0	61	726	0	64	69	0	27	120	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	52.0		11.0	27.5		9.0	36.0		9.0	37.0	
Total Split (s)	13.0	78.0		15.0	80.0		13.0	46.0		11.0	44.0	
Total Split (%)	8.7%	52.0%		10.0%	53.3%		8.7%	30.7%		7.3%	29.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	3.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	7.5		3.5	4.0		3.5	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	113.9	112.8		115.2	107.2		24.5	18.3		20.4	14.6	
Actuated g/C Ratio	0.76	0.75		0.77	0.71		0.16	0.12		0.14	0.10	
v/c Ratio	0.05	0.17		0.11	0.32		0.41	0.32		0.14	0.61	
Control Delay	5.2	6.1		2.6	4.2		57.1	44.4		47.4	51.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.2	6.1		2.6	4.2		57.1	44.4		47.4	51.3	
LOS	A	A		A	A		E	D		D	D	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

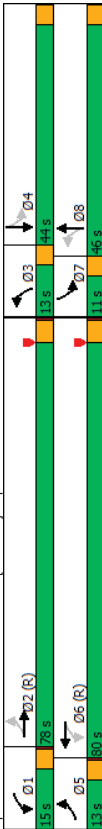
AM Peak-Hour

Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		6.0			4.0			50.5				
Approach LOS		A			A			D				D
Queue Length 50th (ft)		4	61		7	50		55	46		23	73
Queue Length 95th (ft)		16	74		m13	83		84	83		44	122
Internal Link Dist (ft)		1398			719			775			407	
Turn Bay Length (ft)		100			100			100			100	
Base Capacity (vph)		539	3488		588	2276		166	476		209	468
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.05	0.17		0.10	0.32		0.39	0.14		0.13	0.26
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 52 (35%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.61												
Intersection Signal Delay: 12.5												
Intersection Capacity Utilization 51.8%												
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	10	10	10	10	10	10	10	10	10	10	10
Traffic Volume (vph)	683	45	110	799	16	38	5	82	41	1	7	7
Future Volume (vph)	10	683	45	110	799	16	38	5	82	41	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	10	12	12	12	12	12	12	12
Grade (%)	125	0	100	0	0	0	0	2%	0	0	-1%	0
Storage Length (ft)	1	0	0	1	0	0	0	0	1	0	0	0
Storage Lanes	25	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Taper Length (ft)	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.991	0.991	0.991	0.997	0.997	0.997	0.997	0.997	0.997	0.997	0.997	0.997
Ft	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1625	4617	0	1621	*1750	0	0	1684	1494	0	1631	0
Satd. Flow (prot)	0.336	0.336	0.336	0.336	0.336	0.336	0.336	0.336	0.336	0.336	0.336	0.336
Flt Permitted	571	4617	0	557	3119	0	0	1359	1460	0	1241	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	16	16	7	7	3	6	2	7.6	8	8	7.7	2
Satd. Flow (RTOR)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Link Speed (mph)	799	799	799	799	799	799	799	799	799	799	799	799
Link Distance (ft)	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6
Travel Time (s)	6	6	6	6	6	6	6	6	6	6	6	6
Conf. Peds. (#/hr)	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Peak Hour Factor	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Shared Lane Traffic (%)	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Lane Group Flow (vph)	10	750	0	113	840	0	0	44	85	0	50	0
Turn Type	pm+pt	NA	NA	pm+pt	NA	NA	NA	NA	NA	NA	NA	NA
Protected Phases	5	2	2	1	6	6	6	8	8	4	4	4
Permitted Phases	2	2	2	6	6	6	6	8	8	4	4	4
Detector Phase	5	2	2	1	6	6	6	8	8	4	4	4
Switch Phase	3.0	10.0	3.0	10.0	3.0	10.0	3.0	10.0	3.0	10.0	3.0	10.0
Minimum Initial (s)	8.0	50.5	8.0	22.0	8.0	22.0	8.0	22.0	8.0	22.0	8.0	22.0
Minimum Split (s)	8.0	104.5	10.0	106.5	10.0	106.5	10.0	106.5	10.0	106.5	10.0	106.5
Total Split (s)	5.3%	69.7%	6.7%	71.0%	6.7%	71.0%	6.7%	71.0%	6.7%	71.0%	6.7%	71.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0
Total Lost Time (s)	4.0	-1.0	4.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0	4.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max
Act Effect Green (s)	124.2	124.7	128.5	123.0	128.5	123.0	128.5	123.0	128.5	123.0	128.5	123.0
Actuated g/C Ratio	0.83	0.83	0.86	0.82	0.86	0.82	0.86	0.82	0.86	0.82	0.86	0.82
v/c Ratio	0.02	0.20	0.22	0.59	0.22	0.59	0.22	0.59	0.22	0.59	0.22	0.59
Control Delay	4.0	2.5	1.7	6.4	4.0	2.5	1.7	6.4	4.0	2.5	1.7	6.4
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.1
Total Delay	4.0	2.5	1.7	6.5	4.0	2.5	1.7	6.5	4.0	2.5	1.7	6.5
LOS	A	A	A	A	A	A	A	A	A	A	A	A

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

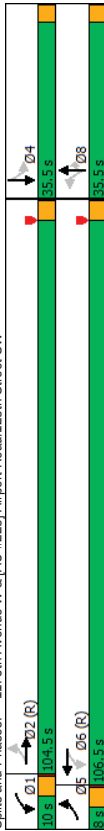
2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	2.5	2.5	2.5	5.9	5.9	5.9	34.4	34.4	34.4	66.9	66.9	66.9
Approach LOS	A	A	A	A	A	A	C	C	C	E	E	E
Queue Length 50th (ft)	1	24	4	88	4	88	42	42	42	0	44	44
Queue Length 95th (ft)	8	70	14	143	14	143	72	72	72	47	77	77
Internal Link Dist (ft)	125	719	100	435	100	435	254	254	254	259	259	259
Turn Bay Length (ft)	504	3842	520	1435	520	1435	289	289	378	50	268	268
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.20	0.22	0.60	0.22	0.60	0.15	0.15	0.22	0.19	0.19	0.19
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	36 (24%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow											
Natural Cycle:	95											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.59											
Intersection Signal Delay:	8.1											
Intersection Capacity Utilization	54.0%											
Analysis Period (min)	15											
* User Entered Value												

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	64	539	37	492	753	307	34	152	214	550	302	71
Future Volume (vph)	64	539	37	492	753	307	34	152	214	550	302	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	12	11	15	15	12	16	11	15	12
Grade (%)		-1%			1%			0%			0%	
Storage Length (ft)	90		0	455		0	0		0	245		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25		0	25		1.00	1.00		1.00	0.97		1.00
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00		1.00	0.97		1.00
Ped Bike Factor	1.00	1.00	1.00	1.00	0.98	1.00	1.00		0.95	0.97		1.00
Pt	0.990				0.850				0.850		0.972	
Flt Protected	0.950			0.950		0.950	0.950		0.950		0.950	
Satd. Flow (prot)	1639	*3500	0	1710	3307	1683	1822	1743	1679	3286	1965	0
Flt Permitted	0.950			0.950		0.950	0.950		0.950		0.950	
Satd. Flow (perm)	1634	4654	0	1705	3307	1647	1814	1743	1602	3196	1965	0
Right Turn on Red		Yes			Yes				Yes			Yes
Satd. Flow (RTOR)		6			289				76		9	
Link Speed (mph)		515			872				751		443	
Link Distance (ft)		8.8			17.0				17.1		7.9	
Travel Time (s)			3	3		6	5		26	26		5
Confl. Peds. (#/hr)	6		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	9%	9%	9%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	620	0	529	810	330	37	163	230	591	401	0
Turn Type	Prot	NA	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	0
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases												
Detector Phase	5	2		1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	8.0	34.5		8.0	42.0	9.5	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	11.0	34.7		47.0	70.7	29.8	13.0	38.5	47.0	29.8	55.3	
Yellow Time (s)	7.3%	23.1%		31.3%	47.1%	19.9%	8.7%	25.7%	31.3%	19.9%	36.9%	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0	0.0	0.0	0.0	0.0	0.0	-2.0	
Total Lost Time (s)	4.5	7.5		4.5	-0.5	4.5	4.5	4.5	4.5	4.5	2.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	None	None	Min	None	None	Min	
Act Effect Green (s)	9.5	27.3		53.1	78.9	99.2	7.0	23.3	76.4	25.3	45.3	
Actuated g/C Ratio	0.06	0.18		0.35	0.53	0.66	0.05	0.16	0.51	0.17	0.30	
v/c Ratio	0.66	0.97		0.87	0.47	0.28	0.44	0.60	0.26	1.07	0.67	
Control Delay	97.0	86.1		67.8	16.5	0.6	84.5	66.8	12.9	115.0	50.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	
Total Delay	97.0	86.1		67.8	16.5	0.6	84.5	66.8	12.9	115.0	52.8	
LOS	F	F		E	B	A	F	E	B	F	D	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

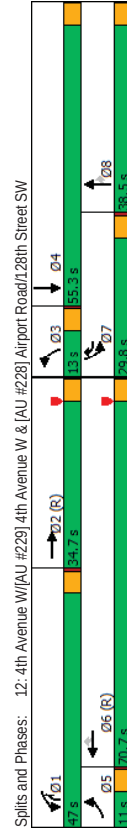
2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		87.1			29.6			39.5				89.8
Approach LOS		F			C			D				F
Queue Length 50th (ft)	60	184		484	168	1	36	156	75	~328		358
Queue Length 95th (ft)	#176	#316		m#718	m228	m7	76	212	126	#450		424
Internal Link Dist (ft)		435			792			671				363
Turn Bay Length (ft)	90			455								245
Base Capacity (vph)	104	642		605	1739	1193	103	395	880	554		697
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0		181
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0		0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0		0
Reduced v/c Ratio	0.66	0.97		0.87	0.47	0.28	0.36	0.41	0.26	1.07		0.78

Intersection Summary
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 57.0
Intersection Capacity Utilization 104.8%
Analysis Period (min) 15
* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Splits and Phases: 12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street S'W/128th Street S'W

	↔	↗	↖	←	↙	↘	↕	↗	↖	←	↙	↘	↕	↗	↖	←	↙	↘	↕
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations		↔↗	↗	↖↗	↖↗	↖↗				↖	↖↗	↖							
Traffic Volume (vph)	0	1064	607	688	1082	0	0	0	0	529	3	537							
Future Volume (vph)	0	1064	607	688	1082	0	0	0	0	529	3	537							
Ideal Flow (vphpl)	1900	1064	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900							
Storage Length (ft)	0		0	400		0	0	0	0	330		330							
Storage Lanes	0					0	0	0	0										
Taper Length (ft)	25		1	25		25	25			25		1							
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00							
Ped Bike Factor																			
Ft		0.987	0.850																
Flt Protected				0.950						0.950	0.953								
Satd. Flow (prot)	0	3190	1374	3335	3438	0	0	0	0	1603	1508	1509							
Flt Permitted				0.950						0.950	0.953								
Satd. Flow (perm)	0	3190	1374	3335	3438	0	0	0	0	1603	1608	1489							
Right Turn on Red			Yes			Yes						Yes							
Satd. Flow (RTOR)		7	383									82							
Link Speed (mph)		40			35						30								
Link Distance (ft)		872			700						681								
Travel Time (s)		14.9			13.6						15.5								
Conf. Peds. (#/hr)	4					4													
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							
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	0%	0%	0%	7%	7%	7%							
Shared Lane Traffic (%)			17%																
Lane Group Flow (vph)	0	1269	548	748	1176	0	0	0	0	287	291	584							
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm							
Protected Phases		2	2	1	6						8	8							
Permitted Phases																			
Detector Phase		2	2	1	6						8	8							
Switch Phase																			
Minimum Initial (s)	10.0	10.0	10.0	3.0	23.3					5.0	5.0	5.0							
Minimum Split (s)	21.3	21.3	8.5	10.3						40.6	40.6	40.6							
Total Split (s)	58.8	58.8	38.0	96.8						53.2	53.2	53.2							
Total Split (%)	39.2%	39.2%	25.3%	64.5%						35.5%	35.5%	35.5%							
Total Yellow Time (s)	3.6	3.6	3.5	3.6						3.6	3.6	3.6							
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0							
Lost Time Adjust (s)	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
Total Lost Time (s)	2.6	5.6	5.5	5.5	5.6					5.6	5.6	5.6							
Lead/Lag		Lag	Lag	Lead															
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes							
Recall Mode		C-Max	C-Max	None	C-Min					Min	Min	Min							
Act Effct Green (s)	56.2	53.2	32.5	91.2	91.2					47.6	47.6	47.6							
Actuated g/C Ratio	0.37	0.35	0.22	0.61	0.61					0.32	0.32	0.32							
v/c Ratio	1.06	0.75	1.04	0.56	0.56					0.56	0.57	1.11							
Control Delay	62.5	6.9	99.3	18.8	18.8					47.8	48.0	111.7							
Queue Delay	0.0	0.0	0.0	1.0	1.0					0.0	0.0	0.0							
Total Delay	62.5	6.9	99.3	19.8	19.8					47.8	48.0	111.7							
LOS	E	A	F	B	B					D	D	F							
Approach Delay		45.7		50.7	50.7					80.0									
Approach LOS	D			D	D					E									

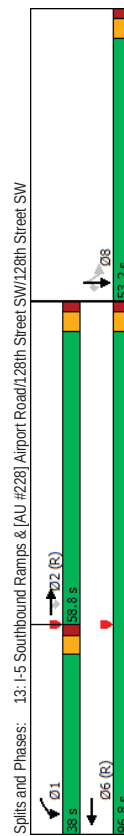
Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~728	6	~404	344					246	250	592
Queue Length 95th (ft)		m#765	m13	#532	406					353	356	#832
Internal Link Dist (ft)		792			620			235			601	
Turn Bay Length (ft)				400						330		330
Base Capacity (vph)		1199	734	722	2090					508	510	528
Starvation Cap Reductn		0	0	0	597				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		1.06	0.75	1.04	0.79				0.56	0.57	1.11	

Intersection Summary

Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 140 (99%), Referenced to phase 2EBT and 6WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 55.8	Intersection LOS: E
Intersection Capacity Utilization 83.3%	ICU Level of Service: E
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
Volume for 95th percentile queue is metered by upstream signal.	



Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BJL 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BJL 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	59	36	499	28	53	767
Traffic Volume (vph)	59	36	499	28	53	767
Future Volume (vph)	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	85	75	150	1	1
Storage Length (ft)	25	1	1	1	25	25
Taper Length (ft)	1.00	1.00	0.95	1.00	1.00	0.95
Lane Util. Factor	0.98	0.95	0.99			
Ped Bike Factor	0.850					
Fit Protected	0.950					
Satd. Flow (prot)	1752	1568	3505	1568	1770	*2000
Fit Permitted	0.950					
Satd. Flow (perm)	1752	1544	3505	1497	661	3539
Right Turn on Red	Yes	Yes	Yes	Yes		
Satd. Flow (RTOR)	41			32		
Link Speed (mph)	30		38			38
Link Distance (ft)	500		443			906
Travel Time (s)	11.4		7.9		21	16.3
Confl. Peds. (#/hr)		4		21		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	41	567	32	60	872
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	25.0	25.0	29.0	8.0	20.0	20.0
Total Split (s)	23.0	23.0	25.0	14.0	39.0	39.0
Total Split (%)	37.1%	37.1%	40.3%	22.6%	62.9%	62.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-4.0	0.0	0.0	-4.0
Total Lost Time (s)	4.0	4.0	0.0	4.0	4.0	0.0
Lead/Lag		Lag	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.8	8.8	45.1	41.9	46.9	50.9
Actuated g/C Ratio	0.14	0.14	0.73	0.68	0.76	0.82
v/c Ratio	0.27	0.16	0.22	0.03	0.10	0.53
Control Delay	24.2	8.4	5.5	4.3	4.2	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	8.4	5.5	4.3	4.2	5.0
LOS	C	A	A	A	A	A
Approach Delay	18.2		5.4			4.9
Approach LOS	B		A			A

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	24	0	34	0	4	27
Queue Length 95th (ft)	42	17	98	14	22	150
Internal Link Dist (ft)	420		363			826
Turn Bay Length (ft)		85		75	150	
Base Capacity (vph)	536	501	2551	1023	679	1643
Spillback Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.08	0.22	0.03	0.09	0.53
Intersection Summary						
Area Type:	Other					
Cycle Length:	62					
Actuated Cycle Length:	62					
Offset:	20 (32%), Referenced to phase 2 NBT and 6 SBT, Start of Yellow					
Natural Cycle:	65					
Control Type:	Actuated-Coordinated					
Maximum v/c Ratio:	0.53					
Intersection Capacity Delay:	6.0					
Intersection Capacity Utilization:	39.3%					
Analysis Period (min):	15					
* User Entered Value						

Splits and Phases: 14: [AU #229] 4th Avenue W & Mariner Square



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	179	32	79	131	80	50	10	550	91	12	607	111
Traffic Volume (vph)	179	32	79	131	80	50	10	550	91	12	607	111
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	150	0	0	125	0	0	175	0	0	225	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	1	0	25	1	0	25	1	0	25	1	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.98	0.99	0.99	1.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Ped Bike Factor	0.893			0.942			0.979			0.977		
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1631	0	1671	1634	0	1770	3434	0	1752	3398	0
Fit Permitted	0.574			0.618			0.293			0.347		
Satd. Flow (perm)	1039	1631	0	1086	1634	0	546	3434	0	634	3398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	89			27			16			19		
Link Speed (mph)	30			30			38			38		
Link Distance (ft)	500			510			906			1316		
Travel Time (s)	11.4			11.6			16.3			23.6		
Confl. Peds. (#/hr)	16		1	1		16	8		12	12		8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	125	0	147	146	0	11	720	0	13	807	0
Turn Type	Perm	NA	NA	Perm	NA	pm+pt	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	4	4		8	8		5	2	1	6		
Permitted Phases	4			8			2		6			
Detector Phase	4	4		8	8		5	2	1	6		
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	37.5	37.5		33.0	33.0		8.0	25.0		8.0	24.0	
Total Split (s)	70.0	70.0		70.0	70.0		10.0	70.0		10.0	70.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		6.7%	46.7%		6.7%	46.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	-1.0		4.0	-1.0	
Lead/Lag				Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	22.3	22.3		22.3	22.3		67.6	66.8		67.7	71.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.68	0.68		0.69	0.73	
v/c Ratio	0.86	0.29		0.60	0.38		0.03	0.31		0.03	0.33	
Control Delay	68.5	12.7		44.8	28.5		7.0	8.3		6.9	6.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	68.5	12.7		44.8	28.5		7.0	8.3		6.9	6.5	
LOS	E	B		D	C		A	A		A	A	
Approach Delay		47.1			36.7			8.3			6.5	
Approach LOS		D			D			A			A	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

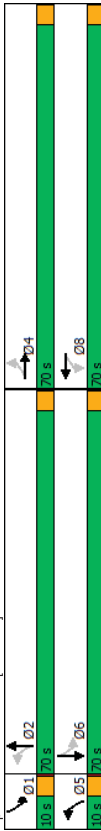
2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	118	17		80	61		2	73		2	66	
Queue Length 95th (ft)	220	65		156	124		9	185		11	188	
Internal Link Dist (ft)		420			430			826			1236	
Turn Bay Length (ft)	150			125			175			225		
Base Capacity (vph)	702	1132		734	1113		450	2328		504	2478	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.11		0.20	0.13		0.02	0.31		0.03	0.33	
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 98.7												
Natural Cycle: 75												
Control Type: Semi Act-Uncoordinated												
Maximum v/c Ratio: 0.86												
Intersection Signal Delay: 17.3												
Intersection LOS: B												
ICU Level of Service A												
Intersection Capacity Utilization 55.0%												
Analysis Period (min) 15												

Splits and Phases: 15: [AU #229] 4th Avenue W & 124th Street SW



Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø6	Ø7	Ø8
Lane Configurations	↖	↗	↖	↗	↖	↗			
Traffic Volume (vph)	93	161	503	60	178	687			
Future Volume (vph)	93	161	503	60	178	687			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	150	0	0	0	125				
Storage Lanes	1	1	0	0	1				
Taper Length (ft)	25				25				
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95			
Ped Bike Factor	1.00	0.95	0.98	0.94					
Frt	0.850	0.984							
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1612	1442	*4500	0	1719	*4500			
Flt Permitted	0.950		0.202						
Satd. Flow (perm)	1610	1371	3367	0	343	3438			
Right Turn on Red		Yes	Yes						
Satd. Flow (RTOR)		196	22						
Link Speed (mph)	30		38			38			
Link Distance (ft)	518		1316			421			
Travel Time (s)	11.8		23.6			7.6			
Confl. Peds. (#/hr)	1	48		169					
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82			
Heavy Vehicles (%)	12%	12%	3%	3%	5%	5%			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	113	196	686	0	217	838			
Turn Type	Prot	Perm	NA	pm+pt	NA				
Protected Phases	4		2	1	1	1	5	6	7
Permitted Phases				1	1	1			8
Detector Phase	4	4	2	1	1	1			
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0
Minimum Split (s)	27.0	27.0	30.0	10.0	10.0	10.0	8.0	25.0	34.0
Total Split (s)	25.0	25.0	19.0	17.0	17.0	17.0	8.0	28.0	15.0
Total Split (%)	41.0%	41.0%	31.1%	27.9%	27.9%	27.9%	13%	46%	25%
Yellow Time (s)	3.0	3.0	4.0	5.0	5.0	5.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	-5.0	-5.0	-5.0	-5.0			
Total Lost Time (s)	4.0	4.0	0.0	0.0	0.0	0.0			
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	18.2	18.2	23.0	38.8	38.8	38.8			
Actuated g/C Ratio	0.30	0.30	0.38	0.64	0.64	0.55			
v/c Ratio	0.24	0.36	0.40	0.38	0.38	0.34			
Control Delay	15.9	4.7	15.9	15.3	5.9	5.9			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	15.9	4.7	15.9	15.3	5.9	5.9			
LOS	B	A	B	B	A	A			
Approach Delay	8.8		15.9			7.9			
Approach LOS	A		B			A			

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø6	Ø7	Ø8
Queue Length 50th (ft)	29	0	102	31	50				
Queue Length 95th (ft)	55	28	131	76	60				
Internal Link Dist (ft)	438		1236		341				
Turn Bay Length (ft)	150			125					
Base Capacity (vph)	554	600	1713	601	2432				
Starvation Cap Reductn	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0				
Reduced v/c Ratio	0.20	0.33	0.40	0.36	0.34				

Intersection Summary

Area Type: Other

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 60 (98%), Referenced to phase 2 NBSB and 6: Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Capacity Delay: 10.7

Intersection LOS: B

ICU Level of Service B

Intersection Capacity Utilization 57.0%

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 16: [AU #229] 4th Avenue W & 120th Street SW



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	151	0	121	5	2	1	56	614	0	0	705	111
Future Volume (vph)	151	0	121	5	2	1	56	614	0	0	705	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	0	0	0	0	0	125	0	0	100	0	0
Storage Lanes	1	1	1	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	0	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.93	0.850		0.985		0.99				0.99	
Frt											0.980	
Flt Protected		0.950			0.968		0.950					
Satd. Flow (prot)	0	1719	1538	0	1812	0	1719	3438	0	1845	*4500	0
Flt Permitted		0.752					0.179					
Satd. Flow (perm)	0	1361	1423	0	1815	0	322	3438	0	1845	3412	0
Right Turn on Red			Yes		Yes		Yes		Yes		Yes	
Satd. Flow (RTOR)			250		1						38	
Link Speed (mph)		30			30			38			38	
Link Distance (ft)		500			500			421			779	
Travel Time (s)		11.4			11.4			7.6			14.0	
Confl. Peds. (#/hr)			105	105			19		123	123		19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	5%	5%	0%	0%	0%	5%	5%	5%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	138	0	9	0	64	698	0	0	927	0
Turn Type	Perm	NA	Perm	Perm	NA	NA	D,P+P	NA	Perm	NA	NA	0
Protected Phases		8	8	7	7	7	5	5	6	6	6	
Permitted Phases	8	8	8	7	7	7	5	5	6	6	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0		5.0	5.0	5.0	
Minimum Split (s)	34.0	34.0	34.0	25.0	25.0	25.0	8.0		25.0	25.0	27.0	
Total Split (s)	15.0	15.0	15.0	10.0	10.0	10.0	8.0		28.0	28.0	25.0	
Total Split (%)	24.5%	24.6%	24.6%	16.4%	16.4%	16.4%	13.1%		45.9%	45.9%	41%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		4.0	4.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	-5.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0		5.0	0.0		
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None	None		C-Max	C-Max	None	
Act Effct Green (s)	16.2	16.2	16.2	5.3	5.3	5.3	32.8	35.8		30.5		
Actuated g/C Ratio	0.27	0.27	0.27	0.09	0.09	0.09	0.54	0.59		0.50		
v/c Ratio	0.48	0.25	0.25	0.06	0.06	0.06	0.22	0.35		0.41		
Control Delay	25.8	1.2	1.2	25.0	25.0	25.0	12.9	7.2		10.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	25.8	1.2	1.2	25.0	25.0	25.0	12.9	7.2		10.6		
LOS	C	C	A	C	C	C	B	A		B		
Approach Delay	14.8							7.7		10.6		
Approach LOS	B							A		B		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1	2	4
Turn Type			
Protected Phases			
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.0	30.0	27.0
Total Split (s)	17.0	19.0	25.0
Total Split (%)	28%	31%	41%
Yellow Time (s)	5.0	4.0	3.0
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	C-Max	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	47	0	0	3	3	6	6	36			110	
Queue Length 95th (ft)	#138	1	14	14	38	83	147				147	
Internal Link Dist (ft)	420			420			699					
Turn Bay Length (ft)						125						
Base Capacity (vph)	379	576	179	294	2018		2270					
Starvation Cap Reductn	0	0	0	0	0	0	0					
Spillback Cap Reductn	0	0	0	0	0	0	0					
Storage Cap Reductn	0	0	0	0	0	0	0					
Reduced v/c Ratio	0.45	0.24	0.05	0.22	0.35		0.41					

Intersection Summary

Area Type: Other

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 60 (98%), Referenced to phase 2 NBSSB and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 10.2

Intersection Capacity Utilization 62.1%

Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 17: [AU #229] 4th Avenue W & Center Road/Driveway



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
AM Peak-Hour

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	0	14	155	0	77	6	606	0	0	671	1
Traffic Volume (vph)	4	0	14	155	0	77	6	606	0	0	671	1
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	50	0	0	100	0	0	0	0	0
Storage Length (ft)	0	0	0	1	0	0	1	0	0	0	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	25	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.99	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.897	0.897	0.897	0.850	0.850	0.850	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	0	1634	0	1687	1467	0	1752	3505	0	0	3539	0
Satd. Flow (prot)	0	1634	0	1687	1467	0	1752	3505	0	0	3539	0
Flt Permitted	0	1559	0	1286	1467	0	478	3505	0	0	3539	0
Satd. Flow (perm)	0	1559	0	1286	1467	0	478	3505	0	0	3539	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	18	235	0	235	0	0	0	0	0	0	0	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	500	500	500	500	500	500	500	500	500	500	500	500
Travel Time (s)	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4
Conf. Peds. (#/hr)	14	24	24	24	24	24	10	13	13	13	13	10
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	0	21	0	176	88	0	7	689	0	0	764	0
Lane Group Flow (vph)	Perm	NA	Perm	Perm	NA	NA	Perm	NA	0	0	NA	0
Turn Type	4	4	8	8	8	8	2	2	2	2	6	6
Protected Phases	4	4	8	8	8	8	2	2	2	2	6	6
Permitted Phases	4	4	8	8	8	8	2	2	2	2	6	6
Detector Phase	4	4	8	8	8	8	2	2	2	2	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	27.0	21.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	54.5	54.5	54.5	54.5	54.5	54.5
Total Split (s)	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	61.6%	61.6%	61.6%	61.6%	61.6%	61.6%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Total Lost Time (s)	None	None	None	None	None	None	None	None	None	None	None	None
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	13.4	13.4	13.4	13.4	13.4	13.4	14.1	14.1	14.1	14.1	14.1	14.1
Act Effct Green (s)	0.39	0.39	0.39	0.41	0.41	0.41	0.51	0.60	0.60	0.60	0.62	0.62
Actuated g/C Ratio	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.33	0.33	0.33	0.35	0.35
v/c Ratio	4.4	4.4	4.4	10.5	10.5	10.5	10.3	7.2	7.2	7.2	6.8	6.8
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	4.4	4.4	4.4	10.5	10.5	10.5	10.3	7.2	7.2	7.2	6.8	6.8
Total Delay	A	A	A	B	B	B	B	A	A	A	A	A
LOS	A	A	A	B	B	B	B	A	A	A	A	A
Approach Delay	4.4	4.4	4.4	7.1	7.1	7.1	7.2	7.2	7.2	7.2	6.8	6.8
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

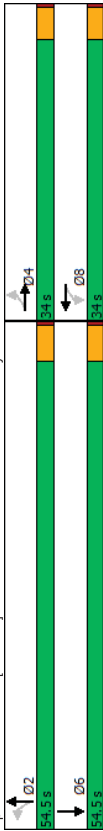
AM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	25	0	25	0	0	1	26	0	0	26	0
Queue Length 95th (ft)	9	62	0	62	0	0	8	99	0	0	105	0
Internal Link Dist (ft)	420	420	0	420	0	0	699	699	0	0	1375	0
Turn Bay Length (ft)	1291	1291	0	1291	0	0	100	3505	0	0	3539	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.17	0.07	0.17	0.07	0.01	0.01	0.20	0.01	0.20	0.22	0.22
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	88.5											
Actuated Cycle Length:	34.5											
Natural Cycle:	50											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.35											
Intersection Signal Delay:	7.0											
Intersection Capacity Utilization:	42.0%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	A											

Splits and Phases: 18: [AU #229] 4th Avenue W & 116th Place SW/Driveway



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	55	265	145	172	550	137	110	324	153	77	410	81
Future Volume (vph)	55	265	145	172	550	137	110	324	153	77	410	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	0	0	250	0	0	225	300	300	300	325	1
Storage Lanes	1	0	0	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99	1.00	1.00	0.97	0.99	1.00	0.97	0.99	1.00	0.975	0.975
Fit	0.947				0.970				0.850			
Fit Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1719	*2000	0	1752	*1900	0	1703	3406	1524	1752	3405	0
Fit Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	1717	3234	0	1746	3389	0	1695	3406	1483	1736	3405	0
Right Turn on Red		Yes	Yes		Yes				Yes		Yes	Yes
Satd. Flow (RTOR)		55	4	4	17				159		13	
Link Speed (mph)		38			40			38			40	
Link Distance (ft)		2381			1318			1455			1324	
Travel Time (s)		42.7			22.5			26.1			22.6	
Confl. Peds. (#/hr)	2		4	4		2	5		8	8		5
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
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	427	0	179	716	0	115	338	159	80	511	0
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	NA	6
Protected Phases												
Permitted Phases	7	4		3	8		5	2	3	1	6	
Detector Phase												
Switch Phase	7	4		3	8		5	2	3	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0	4.0	4.0	7.0	
Minimum Split (s)	8.0	36.5		8.0	32.5		8.0	33.5	8.0	8.0	32.5	
Total Split (s)	34.0	54.5		34.0	54.5		34.0	54.5	34.0	37.0	54.5	
Total Split (%)	18.9%	30.3%		18.9%	30.3%		18.9%	30.3%	18.9%	20.6%	30.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	3.0		0.0	0.0	0.0	0.0	-5.0	
Total Lost Time (s)	4.0	7.5		4.0	7.5		4.0	4.5	4.0	4.0	-0.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effrt Green (s)	8.6	38.5		16.5	48.8		12.6	25.3	42.3	10.1	28.0	
Actuated g/C Ratio	0.08	0.35		0.15	0.44		0.11	0.23	0.38	0.09	0.25	
v/c Ratio	0.43	0.58		0.69	0.85		0.60	0.43	0.24	0.50	0.59	
Control Delay	63.5	32.6		60.9	41.2		62.7	39.1	3.7	63.1	39.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	63.5	32.6		60.9	41.2		62.7	39.1	3.7	63.1	39.4	
LOS	E	C		E	D		E	D	A	E	D	
Approach Delay		36.2			45.1			34.3			42.6	
Approach LOS		D			D			C			D	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

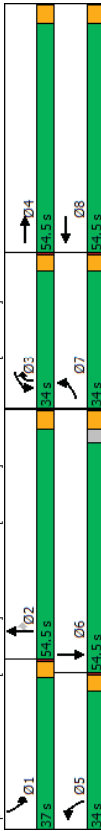
2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	39	108		121	230		78	108		54	163	
Queue Length 95th (ft)	95	225		226	474		160	175		122	258	
Internal Link Dist (ft)		2301			1238			1375			1244	
Turn Bay Length (ft)	275			250			225			300		
Base Capacity (vph)	477	900		486	845		472	1574		846	1832	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.47		0.37	0.85		0.24	0.21		0.19	0.15	0.28
Intersection Summary												
Area Type:	Other											
Cycle Length:	180											
Actuated Cycle Length:	110.9											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.85											
Intersection Signal Delay:	40.3											
Intersection Capacity Utilization:	61.2%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW\AU #230\ 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	361	8	6	759	18	14
Future Volume (vph)	361	8	6	759	18	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	0	0	0	0
Storage Lanes	0	1	1	1	0	0
Taper Length (ft)	0	25	1.00	1.00	1.00	1.00
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor	1.00	0.98				
Frt	0.997		0.950	0.973	0.940	
Flt Protected						
Satd. Flow (prot)	3392	0	1752	3505	1738	0
Flt Permitted			0.522	0.973	0.973	
Satd. Flow (perm)	3392	0	947	3505	1738	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8				15	
Link Speed (mph)	30			40	30	
Link Distance (ft)	3508			2381	500	
Travel Time (s)	79.7			40.6	11.4	
Confl. Peds. (#/hr)		22	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	3%	3%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	0	6	799	34	0
Turn Type	NA	Perm	NA	Prot	6	8
Protected Phases	2					
Permitted Phases			6			
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	33.0	33.0	33.0	7.0	7.0	
Total Split (%)	82.5%	82.5%	82.5%	17.5%	17.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	-5.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	-1.0	4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Act Effect Green (s)	29.0		29.0	34.0	3.0	
Actuated g/C Ratio	0.72	0.72	0.72	0.85	0.08	
v/c Ratio	0.16	0.01	0.01	0.27	0.24	
Control Delay	1.8	1.5	0.8	17.3	17.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	1.8	1.5	0.8	17.3	17.3	
LOS	A	A	A	B	B	
Approach Delay	1.8			0.8	17.3	
Approach LOS	A			A	B	
Queue Length 50th (ft)	7	0	0	0	4	
Queue Length 95th (ft)	13	2	0	22	22	
Internal Link Dist (ft)	3428			2301	420	
Turn Bay Length (ft)				100		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW\AU #230\ 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2461		686	2979	144	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.16		0.01	0.27	0.24	
Intersection Summary						
Area Type:	Other					
Cycle Length:	40					
Actuated Cycle Length:	40					
Offset:	20 (50%), Referenced to phase 2EBT and 6\WBT\ Start of Green					
Natural Cycle:	40					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.27					
Intersection Signal Delay:	1.6					
Intersection Capacity Utilization	31.0%					
Analysis Period (min)	15					
Intersection LOS:	A					
ICU Level of Service	A					

Splits and Phases: 20: 115th St SW & 112th Street SW\AU #230\ 112th Street SW



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2	484	0	0	868	2	0	0	1	3	0	15
Traffic Volume (vph)	2	484	0	0	868	2	0	0	1	3	0	15
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	100	0	100	0	0	0	0	0	0	0	0
Storage Length (ft)	1	0	0	1	0	0	0	0	0	0	0	0
Storage Lanes	25	25	0	25	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1703	3406	0	1845	3505	0	0	1644	0	0	1676	0
Satd. Flow (prot)	0.278	0.278	0	0.278	0.278	0	0	0.278	0	0	0.278	0
Flt Permitted	498	3406	0	1845	3505	0	0	1644	0	0	1691	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	1	38	0	1	38	0	0	1	0	0	1	0
Satd. Flow (RTOR)	30	30	0	30	30	0	0	30	0	0	30	0
Link Speed (mph)	1318	1318	0	1318	1318	0	0	1318	0	0	1318	0
Link Distance (ft)	23.6	23.6	0	23.6	23.6	0	0	23.6	0	0	23.6	0
Travel Time (s)	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Peak Hour Factor	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Heavy Vehicles (%)	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Shared Lane Traffic (%)	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Lane Group Flow (vph)	Perm	2	569	0	1023	0	0	1	0	0	22	0
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	2	2	0	2	0	0	0	0	0	0	0	0
Permitted Phases	2	2	0	2	0	0	0	0	0	0	0	0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-1.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	30.0	35.0	0	30.0	30.0	0	0	2.0	0	0	2.0	0
Actuated g/C Ratio	0.75	0.88	0.75	0.75	0.75	0.75	0.75	0.05	0.05	0.05	0.05	0.05
v/c Ratio	0.01	0.19	0.39	0.39	0.39	0.39	0.39	0.00	0.00	0.00	0.00	0.00
Control Delay	1.5	0.5	2.3	2.3	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.5	0.5	2.3	2.3	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0
LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	1	0	0	0	0	0	0	0	0	0	0	0
Internal Link Dist (ft)	1238	1238	1238	1238	1238	1238	1238	4013	420	420	420	420
Turn Bay Length (ft)	100	100	100	100	100	100	100	531	110	110	110	110
Base Capacity (vph)	373	2980	373	2980	373	2980	373	531	110	110	110	110
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0

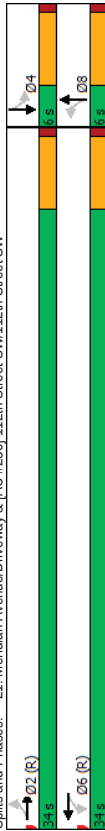
Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.19	0.19	0.39	0.39	0.39	0.00	0.00	0.00	0.00	0.20	0.20
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset:	20 (50%), Referenced to phase 2EBTL and 6:WBTL, Start of Green											
Natural Cycle:	40											
Control Type:	Prelimed											
Maximum v/c Ratio:	0.39											
Intersection Signal Delay:	1.8											
Intersection Capacity Utilization:	34.6%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	A											



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	45	0	5	17	1	7	6	1193	10	10	725	155
Traffic Volume (vph)	45	0	5	17	1	7	6	1193	10	10	725	155
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	90	0	0	125	0	150	0	150	0	250	0	0
Storage Length (ft)	1	0	0	1	0	0	1	1	0	1	0	0
Storage Lanes	25	0	0	25	0	25	0	25	0	25	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	0.99	0.869	0.950	0.950	0.950	0.950	0.950	0.999	0.950	0.950	0.974	0.974
Ped Bike Factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
Fit Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1308	1170	0	1905	1633	0	1770	5080	0	1583	4432	0
Fit Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1307	1170	0	1905	1633	0	1770	5080	0	1583	4432	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	295	30	7	30	30	22.6	1	2	2	30	50	67
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	1165	994	22.6	1	1	1	1	1	1	1	1	1
Travel Time (s)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Confl. Peds. (#/hr)	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	38%	38%	38%	0%	0%	0%	2%	2%	2%	14%	14%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	5	0	18	8	0	6	1280	0	11	936	0
Turn Type	Prot	NA	NA	Prot	NA	Prot	Prot	NA	Prot	Prot	NA	0
Protected Phases	7	4	4	3	8	5	5	2	1	1	6	6
Permitted Phases	7	4	4	3	8	5	5	2	1	1	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	6.0	4.0	4.0	6.0	4.0	6.0	6.0	10.0	6.0	6.0	10.0	10.0
Minimum Split (s)	10.0	34.0	10.0	10.0	34.0	10.0	10.0	26.5	10.0	10.0	32.5	32.5
Total Split (s)	24.0	15.0	20.0	20.0	11.0	15.0	15.0	20.0	15.0	15.0	20.0	20.0
Total Split (%)	34.3%	21.4%	28.6%	15.7%	15.7%	21.4%	21.4%	28.6%	21.4%	21.4%	28.6%	28.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min
Act Effct Green (s)	8.2	9.3	6.1	6.8	6.1	6.8	6.0	53.1	6.0	28.4	6.0	28.4
Actuated g/C Ratio	0.12	0.13	0.09	0.10	0.09	0.10	0.09	0.76	0.09	0.41	0.09	0.41
v/c Ratio	0.31	0.01	0.11	0.05	0.04	0.03	0.04	0.33	0.08	0.41	0.08	0.41
Control Delay	33.0	0.0	31.1	16.5	30.2	8.7	30.9	22.4	30.9	22.4	30.9	22.4
Queue Delay	33.0	0.0	31.1	16.5	30.2	8.7	30.9	22.4	30.9	22.4	30.9	22.4
Total Delay	33.0	0.0	31.1	16.5	30.2	8.7	30.9	22.4	30.9	22.4	30.9	22.4
LOS	C	A	A	C	B	B	C	A	C	C	C	C
Approach Delay	29.8	C	C	26.6	C	C	26.6	C	26.6	C	26.6	C
Approach LOS	C	C	C	C	C	C	C	A	C	C	C	C

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

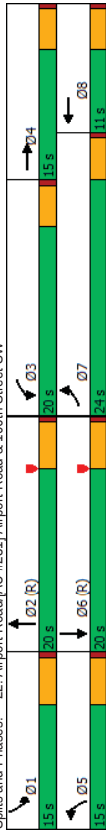
2019 Opening Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	19	0	7	0	0	0	2	45	0	0	4	14
Queue Length 95th (ft)	47	0	25	10	13	13	13	#273	19	137	19	137
Internal Link Dist (ft)	1085			914				1157			2114	
Turn Bay Length (ft)	90		125	150			150			250		
Base Capacity (vph)	373	456	412	209	265	3855	237	2268				
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.01	0.04	0.04	0.02	0.33	0.05	0.41				
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	70											
Actuated Cycle Length:	70											
Offset:	30 (43%), Referenced to phase 2 NBT and 6 SBT, Start of Yellow											
Control Type:	Actuated-Coordinated											
Natural Cycle:	90											
Intersection Capacity Delay:	15.1											
Maximum v/c Ratio:	0.41											
Intersection LOS:	B											
Intersection Capacity Utilization:	39.5%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 22: Airport Road/[AU #231] Airport Road & 106th Street SW



Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	62	15	73	66	26	59	114	905	302	84	762	71
Future Volume (vph)	62	15	73	66	26	59	114	905	302	84	762	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	200	200	140	65	350	350	0	0	300	0	0
Storage Lanes	1	1	1	1	1	1	1	0	0	1	0	0
Taper Length (ft)	25	25	25	25	25	25	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								0.99	0.99	1.00	0.91	0.91
Fit	0.950		0.850	0.950		0.850	0.950	0.962	0.962	0.950	0.987	0.987
Fit Protected												
Satd. Flow (prot)	1656	1743	1482	1641	1727	1468	1736	*5500	0	1626	4612	0
Fit Permitted	0.950		0.950	0.950		0.950	0.950			0.950		
Satd. Flow (perm)	1656	1743	1482	1641	1727	1468	1736	4749	0	1621	4612	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30	97		30	97		80			14	
Link Speed (mph)		30			30			48			50	
Link Distance (ft)		858			1387			2194			2138	
Travel Time (s)		19.5			31.5			31.2			29.2	
Confl. Peds. (#/hr)								7			7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	9%	9%	9%	10%	10%	10%	4%	4%	4%	11%	11%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	17	83	75	30	67	130	1371	0	95	947	0
Turn Type	Prot	NA	Perm	Prot	3	8	Perm	NA	5	2	NA	6
Protected Phases												
Permitted Phases	7	4	4	3	8	8	8	2	1	1	6	
Detector Phase												
Switch Phase	7	4	4	3	8	8	5	2	1	1	6	
Minimum Initial (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	12.0	4.0	4.0	12.0	
Minimum Split (s)	8.0	34.5	34.5	8.0	35.5	35.5	8.0	28.5	8.0	29.5	29.5	
Total Split (s)	28.5	28.5	28.5	23.5	23.5	23.5	24.0	64.5	19.0	64.5	64.5	
Total Split (%)	19.6%	19.6%	19.6%	16.2%	16.2%	16.2%	16.5%	44.3%	13.1%	44.3%	44.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	-5.0	-5.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5	4.0	-0.5	-0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	
Act Effct Green (s)	8.5	7.7	7.7	8.8	7.3	7.3	10.9	30.5	9.7	29.7	29.7	
Actuated g/C Ratio	0.15	0.14	0.14	0.16	0.13	0.13	0.20	0.55	0.18	0.54	0.54	
v/c Ratio	0.28	0.07	0.29	0.29	0.13	0.24	0.38	0.45	0.33	0.38	0.38	
Control Delay	30.0	29.7	9.1	29.8	6.1	28.6	11.9	12.8	29.3	12.8	12.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	30.0	29.7	9.1	29.8	6.1	28.6	11.9	12.8	29.3	12.8	12.8	
LOS	C	C	A	C	C	A	C	B	C	B	B	
Approach Delay		19.7						13.3				
Approach LOS		B						B				

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

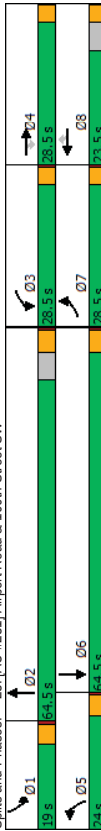
AM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	23	6	0	25	10	0	42	117	31	84		
Queue Length 95th (ft)	66	25	30	70	37	19	104	199	82	148		
Internal Link Dist (ft)		778			1307			2114		2058		
Turn Bay Length (ft)	200		200	140	65	350			300			
Base Capacity (vph)	857	902	814	849	894	806	781	5390	549	4436		
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.08	0.02	0.10	0.09	0.03	0.08	0.17	0.25	0.17	0.21		
Intersection Summary												
Area Type:	Other											
Cycle Length:	145.5											
Actuated Cycle Length:	55.4											
Natural Cycle:	85											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.45											
Intersection Signal Delay:	14.5											
Intersection LOS:	B											
ICU Level of Service A												
Intersection Capacity Utilization	49.4%											
Analysis Period (min)	15											
* User Entered Value												

Splits and Phases: 23: [AU #231] Airport Road & 100th Street SW



Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	45	4	23	7	2	29	54	871	114	236	889	45
Traffic Volume (vph)	45	4	23	7	2	29	54	871	114	236	889	45
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	185	0	125	0	260	0	260	0	250	0	250	0
Storage Length (ft)	1	0	1	1	1	1	1	1	1	1	1	1
Storage Lanes	25	0	0	25	0	0	25	0	25	0	25	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Ped Bike Factor	0.871	0.871	0.871	0.871	0.871	0.871	0.871	0.871	0.871	0.871	0.871	0.871
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1511	0	1299	1367	1162	1736	4890	0	1656	4718	0
Fit Permitted	0.757			0.739			0.950			0.950		
Satd. Flow (perm)	1321	1511	0	1006	1367	1139	1731	4890	0	1655	4718	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	24			30		69		52		1	17	
Link Speed (mph)	30			649				48		50		
Link Distance (ft)	429			14.8				2138		1785		
Travel Time (s)	9			5		9	5	30.4		24.3		
Confl. Peds. (#/hr)	9			5		9	5		1	1		5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	8%	8%	39%	39%	39%	4%	4%	4%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	28	0	7	2	31	57	1048	0	251	1004	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	Prot	NA	Prot	NA	NA	0
Protected Phases	4	4		8	8	8	5	2	1	6		
Permitted Phases	4	4		8	8	8	5	2	1	6		
Detector Phase	4	4		8	8	8	5	2	1	6		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		3.0	15.0	
Minimum Split (s)	33.0	33.0		33.0	33.0	33.0	9.0	28.5		8.0	34.0	
Total Split (s)	13.5	13.5		13.5	13.5	13.5	19.0	54.5		19.0	54.5	
Total Split (%)	15.5%	15.5%		15.5%	15.5%	15.5%	21.8%	62.6%		21.8%	62.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	3.5	3.5		3.5	3.5	3.5	4.0	-0.5		4.0	-0.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	9.2	9.2		9.2	9.2	9.2	6.8	24.6		13.6	36.5	
Actuated g/C Ratio	0.18	0.18		0.18	0.18	0.18	0.14	0.49		0.27	0.73	
v/c Ratio	0.20	0.09		0.04	0.01	0.12	0.24	0.43		0.56	0.29	
Control Delay	20.8	10.2		18.9	18.0	1.8	28.1	11.1		26.8	6.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.8	10.2		18.9	18.0	1.8	28.1	11.1		26.8	6.9	
LOS	C	B		B	B	A	C	B		C	A	
Approach Delay		16.9				5.6		12.0			10.9	
Approach LOS		B				A		B			B	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	12	1		2	1		15	66		58	42	
Queue Length 95th (ft)	40	18		11	5		62	185		#250	161	
Internal Link Dist (ft)	349			569			2058				1705	
Turn Bay Length (ft)	185			125			260			250		
Base Capacity (vph)	353	421		268	365	354	575	4571		548	4408	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.07		0.03	0.01	0.09	0.10	0.23		0.46	0.23	
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	87											
Actuated Cycle Length:	50.2											
Natural Cycle:	80											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.56											
Intersection Signal Delay:	11.5											
Intersection Capacity Utilization:	53.9%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 24: [AU #231] Airport Road & 94th Street SW



Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	188	3	65	42	3	38	201	744	42	98	940	424
Traffic Volume (vph)	188	3	65	42	3	38	201	744	42	98	940	424
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	200	200	90	200	200	225	200	0	110	200	0
Storage Length (ft)	1	1	1	1	1	0	1	1	0	1	1	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	1.00	1.00	0.850	0.850	0.860	0.860	0.992	0.992	0.992	0.950	0.953	0.953
Ped Bike Factor	0.950	0.954	1538	976	871	0	1752	4996	0	1736	4753	0
Flt Protected	1633	1640	1538	976	871	0	1752	4996	0	1736	4753	0
Satd. Flow (prot)	0.950	0.954	1538	976	871	0	1752	4996	0	1736	4753	0
Flt Permitted	1628	1635	1538	976	871	0	1752	4996	0	1736	4753	0
Satd. Flow (perm)	91	91	91	91	91	91	91	91	91	91	91	91
Right Turn on Red	2	2	2	2	2	2	2	2	2	2	2	2
Satd. Flow (RTOR)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Link Speed (mph)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Link Distance (ft)	104	103	71	46	44	0	218	855	0	107	1483	0
Travel Time (s)	11.8	11.8	17.6	17.6	17.6	17.6	25.4	25.4	25.4	25.4	25.4	25.4
Conf. Peds. (#/hr)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Heavy Vehicles (%)	49%	49%	49%	49%	49%	49%	49%	49%	49%	49%	49%	49%
Shared Lane Traffic (%)	104	103	71	46	44	0	218	855	0	107	1483	0
Lane Group Flow (vph)	Split	NA	Perm	Split	NA	Prot	Prot	NA	Prot	Prot	NA	0
Turn Type	4	4	4	8	8	8	5	2	1	6	6	6
Protected Phases	4	4	4	4	4	4	4	4	4	4	4	4
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Detector Phase	4	4	4	4	4	4	4	4	4	4	4	4
Switch Phase	4	4	4	4	4	4	4	4	4	4	4	4
Minimum Initial (s)	20.0	20.0	20.0	30.5	30.5	30.5	8.0	41.0	8.0	26.5	7.0	7.0
Minimum Split (s)	23.5	23.5	23.5	38.5	38.5	38.5	39.0	54.5	29.0	54.5	35.9	35.9
Total Split (s)	15.1%	15.1%	15.1%	24.8%	24.8%	24.8%	25.1%	35.0%	18.6%	35.0%	35.0%	35.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.5	4.0	4.5	4.5	4.5
Lead/Lag	None	None	None	None	None	None	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	None	None	None	None	None	None	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	12.6	12.6	12.6	9.7	9.7	9.7	17.8	48.0	11.3	35.9	11.3	35.9
Act Effct Green (s)	0.14	0.14	0.14	0.11	0.11	0.11	0.20	0.53	0.13	0.40	0.13	0.40
Actuated g/C Ratio	0.46	0.45	0.45	0.24	0.24	0.24	0.63	0.32	0.49	0.76	0.49	0.76
v/c Ratio	49.4	49.1	49.1	7.9	7.9	7.9	46.4	13.7	51.7	26.9	51.7	26.9
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	49.4	49.1	49.1	7.9	7.9	7.9	46.4	13.7	51.7	26.9	51.7	26.9
Total Delay	D	D	D	A	E	C	D	B	D	C	D	C
LOS	D	D	D	A	E	C	D	B	D	C	D	C
Approach Delay	38.7	38.7	38.7	41.2	41.2	41.2	20.3	20.3	20.3	20.3	20.3	20.3
Approach LOS	D	D	D	D	D	D	C	C	C	C	C	C

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

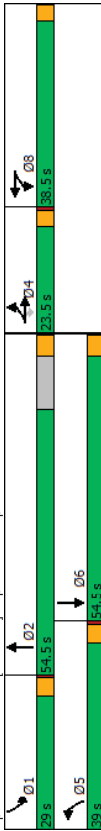
AM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	58	57	0	25	2	116	97	178	143	58	253	58
Queue Length 95th (ft)	146	145	29	77	40	249	178	1705	143	429	480	143
Internal Link Dist (ft)	437	437	200	90	396	750	3678	531	2938	531	2938	531
Turn Bay Length (ft)	399	401	445	417	396	750	3678	531	2938	531	2938	531
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.16	0.11	0.11	0.29	0.23	0.20	0.51	0.20	0.51	0.20
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	155.5											
Actuated Cycle Length:	90.2											
Natural Cycle:	100											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.76											
Intersection Signal Delay:	26.9											
Intersection LOS:	C											
ICU Level of Service B	Analysis Period (min) 15											

Splits and Phases: 25: [AU #231] Airport Road/Airport Road & Kasch Park Road



Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑	↑	↓	↓
Traffic Volume (vph)	23	18	530	21	19	580
Future Volume (vph)	23	18	530	21	19	580
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	0
Storage Lanes	1	0	1	1	1	1
Taper Length (ft)	25	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	0.850		
Frt	0.940					
Flt Protected	0.973				0.950	
Satd. Flow (prot)	1624	0	1827	1553	1719	1810
Flt Permitted	0.973				0.379	
Satd. Flow (perm)	1624	0	1827	1501	686	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20			23		
Link Speed (mph)	30		40			40
Link Distance (ft)	500		1324			1345
Travel Time (s)	11.4		22.6			22.9
Confl. Peds. (#/hr)				4	4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	4%	4%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	576	23	21	630
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phases				2	6	
Detector Phase	3		2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	22.5	22.5	22.5	9.0	22.0
Total Split (s)	29.0	54.5	54.5	19.0	64.5	64.5
Total Split (%)	28.3%	53.2%	53.2%	18.5%	62.9%	62.9%
Yellow Time (s)	3.5	4.0	4.0	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.5	4.0	4.0	4.0
Lead/Lag		Lag	Lag	Lead	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Max
Recall Mode	None	Max	Max	None	None	Max
Act Effct Green (s)	6.2	71.6	68.7	71.0	72.6	72.6
Actuated g/C Ratio	0.08	0.88	0.84	0.87	0.89	0.89
v/c Ratio	0.32	0.36	0.02	0.03	0.39	0.39
Control Delay	28.9	2.9	1.9	1.5	2.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	2.9	1.9	1.5	2.4	2.4
LOS	C	A	A	A	A	A
Approach Delay	28.9		2.8			2.4
Approach LOS	C	A				A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

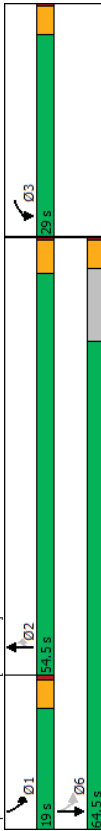
AM Peak-Hour

Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	14		19	0	1	52
Queue Length 95th (ft)	41		132	6	5	105
Internal Link Dist (ft)	420		1244			1265
Turn Bay Length (ft)					100	
Base Capacity (vph)	513		1605	1268	788	1664
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.09		0.36	0.02	0.03	0.38
Intersection Summary						
Area Type: Other						
Cycle Length: 102.5						
Actuated Cycle Length: 81.5						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.39						
Intersection Signal Delay: 3.5						
Intersection Capacity Utilization 41.4%						
Analysis Period (min) 15						
Intersection LOS: A						
ICU Level of Service A						

Splits and Phases: 26: [AU #352] 4th Avenue W & 108th Street SW



Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	5	0	525	7	0	503	0
Future Volume (vph)	0	0	0	4	0	5	0	525	7	0	503	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	100	0	0	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt					0.926			0.998				
Flt Protected					0.978							
Satd. Flow (prot)	0	1900	0	0	1721	0	1792	1788	0	1845	1845	0
Flt Permitted												
Satd. Flow (perm)	0	1900	0	0	1759	0	1792	1788	0	1845	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27							
Link Speed (mph)					30			40				30
Link Distance (ft)					500			1345				1312
Travel Time (s)					11.4			22.9				29.8
Confl. Peds. (#/hr)							2		2	2		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	11	0	0	605	0	0	572	0
Turn Type				Perm	NA	Perm	Perm	NA	Perm	NA	NA	6
Protected Phases		4			8			2				
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	6.0	6.0	6.0	6.0	6.0	6.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	-1.0		4.0		4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)					2.0			35.0				30.0
Actuated g/C Ratio					0.05			0.88				0.75
v/c Ratio					0.10			0.39				0.41
Control Delay					6.8			1.2				2.9
Queue Delay					6.8			0.0				0.0
Total Delay					6.8			1.2				2.9
LOS					A			A				A
Approach Delay					6.8			1.2				2.9
Approach LOS					A			A				A
Queue Length 50th (ft)					0			0				23
Queue Length 95th (ft)					6			0				43
Internal Link Dist (ft)					420			1265				1232
Turn Bay Length (ft)					420			1265				1232

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

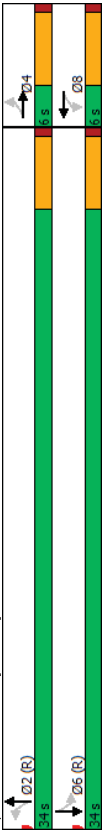
AM Peak-Hour

Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)							113	1564				1383
Starvation Cap Reductn							0	0				0
Spillback Cap Reductn							0	0				0
Storage Cap Reductn							0	0				0
Reduced v/c Ratio							0.10	0.39				0.41
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset: 0 (0%), Referenced to phase 2/NBTL and 6/SBTL, Start of Green												
Natural Cycle: 45												
Control Type: Prelimed												
Maximum v/c Ratio: 0.41												
Intersection Signal Delay: 2.1												
Intersection Capacity Utilization 38.1%												
Analysis Period (min) 15												
Intersection LOS: A												
ICU Level of Service A												

Splits and Phases: 27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW



2019 Opening Year Operations PM Peak- Hour Arterial Level of Service Analysis

Arterial Level of Service

Arterial Level of Service: NB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Gibson Road	II	38	48.7	9.6	58.3	0.52	32.3	B
Center Road	II	38	28.9	11.4	40.3	0.28	25.3	C
Fairmount Elementary	II	38	25.0	9.3	34.3	0.23	23.9	C
112th Street SW	II	38	16.0	17.5	33.5	0.14	14.9	E
Airport Road	II	38	18.3	38.1	56.4	0.16	10.1	F
Total	II		136.9	85.9	222.8	1.33	21.5	D

Arterial Level of Service: SB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
112th Street SW	II	40	18.3	17.3	35.6	0.16	16.0	E
Fairmount Elementary	II	40	16.0	7.4	23.4	0.14	21.4	D
Center Road	II	40	25.0	9.9	34.9	0.23	23.4	C
Gibson Road	II	40	28.9	9.2	38.1	0.28	26.8	C
SR-525	II	40	48.7	173.7	222.4	0.52	8.5	F
Total	II		136.9	217.5	354.4	1.33	13.5	E

Arterial Level of Service: EB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Admiralty Way	III	35	48.5	14.1	62.6	0.40	23.2	C
Gibson Road	III	35	31.4	7.0	38.4	0.26	24.5	B
8th Avenue W	III	35	33.6	9.3	42.9	0.28	23.5	C
5th Avenue W	III	30	20.3	2.0	22.3	0.15	24.4	B
4th Avenue W	III	30	13.8	76.2	90.0	0.10	3.9	F
I-5 Southbound Ramps	III	30	22.1	118.6	140.7	0.17	4.2	F
Total	III		169.7	227.2	396.9	1.36	12.3	E

Arterial Level of Service: WB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	I	35	20.6	24.2	44.8	0.17	13.3	F
5th Avenue W	I	35	12.2	3.0	15.2	0.10	23.1	D
8th Avenue W	I	50	15.1	6.7	21.8	0.15	25.0	D
Gibson Road	I	50	26.6	3.3	29.9	0.28	33.7	C
Admiralty Way	I	55	25.4	11.1	36.5	0.26	25.8	D
SR-99	I	50	34.7	95.7	130.4	0.40	11.2	F
Total	I		134.6	144.0	278.6	1.36	17.6	E

Arterial Level of Service

Arterial Level of Service: NB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Mariner Square	II	40	9.6	5.3	14.9	0.08	20.3	D
124th Street SW	II	40	19.7	9.2	28.9	0.17	21.4	D
120th Street SW	II	40	27.4	17.4	44.8	0.25	20.0	D
Center Road/Driveway	II	40	9.2	5.6	14.8	0.08	19.4	D
116th Place SW/Drive	II	40	17.0	5.5	22.5	0.15	23.6	C
[AU #230] 112th Stre	II	40	28.1	57.8	85.9	0.28	11.5	F
Total	II		111.0	100.8	211.8	1.01	17.1	D

Arterial Level of Service: SB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
116th Place SW/Drive	III	35	33.1	3.2	36.3	0.28	27.3	B
Center Road/Driveway	III	35	18.9	18.0	36.9	0.15	14.4	D
120th Street SW	III	35	10.8	8.0	18.8	0.08	15.3	D
124th Street SW	III	35	29.9	4.7	34.6	0.25	25.9	B
Mariner Square	III	35	22.0	3.7	25.7	0.17	24.0	B
[AU #228] Airport Ro	III	35	11.3	39.3	50.6	0.08	6.0	F
Total	III		126.0	76.9	202.9	1.01	17.9	D

Arterial Level of Service: EB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	II	37	46.9	70.7	117.6	0.45	13.8	E
Meridian Avenue/Driv	II	38	27.5	1.3	28.8	0.25	31.2	B
Total	II		74.4	72.0	146.4	0.70	17.2	D

Arterial Level of Service: WB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #352] 4th Avenue	II	40	27.5	30.6	58.1	0.25	15.5	E
115th St SW	II	40	42.8	0.6	43.4	0.45	37.4	A
Total	II		70.3	31.2	101.5	0.70	24.8	C

Arterial Level of Service: NB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
100th Street SW	I	47	39.1	21.2	60.3	0.42	24.8	D
94th Street SW	I	47	38.1	31.8	69.9	0.40	20.9	E
Kasch Park Road	I	47	32.8	44.8	77.6	0.34	15.7	F
Total	I		110.0	97.8	207.8	1.16	20.1	E

Arterial Level of Service

Arterial Level of Service: SB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
94th Street SW	II	45	32.5	7.2	39.7	0.34	30.7	B
100th Street SW	II	45	38.1	30.4	68.5	0.40	21.3	D
106th Street SW	II	45	39.1	17.2	56.3	0.42	26.6	C
Total	II		109.7	54.8	164.5	1.16	25.4	C

Arterial Level of Service: NB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	III	35	30.1	8.1	38.2	0.25	23.6	C
104th Street SW	III	35	30.6	2.0	32.6	0.25	28.1	B
Total	III		60.7	10.1	70.8	0.51	25.7	B

Arterial Level of Service: SB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	28.0	6.3	34.3	0.25	26.7	C
[AU #230] 112th Stre	II	40	27.6	44.0	71.6	0.25	12.6	F
Total	II		55.6	50.3	105.9	0.51	17.2	D

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT
Traffic Volume (vph)	793	611	21	633	447	89	27	1190	482	522	2073	437
Future Volume (vph)	793	611	21	633	447	89	27	1190	482	522	2073	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0	25		0	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		0.99					0.98	1.00		
Frt	0.950	0.995			0.975				0.850			0.850
Flt Protected				0.950		0.950		0.950		0.950		
Satd. Flow (prot)	3219	3299	0	3351	*2750	0	1711	3422	1531	3302	3404	1523
Flt Permitted	0.950			0.950		0.950		0.950		0.950		
Satd. Flow (perm)	3219	3299	0	3325	3369	0	1711	3422	1501	3295	3404	1523
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2		12		199		30			30	
Link Speed (mph)		30		40		2044		1344			2044	
Link Distance (ft)		1789		2764		46.5		30.5			46.5	
Travel Time (s)		40.7		47.1								
Confl. Peds. (#/hr)			10	10					5	5		
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	862	687	0	688	583	0	29	1293	524	567	2253	475
Turn Type	Prot	NA	NA	Prot	3	8	5	2	2	1	6	6
Protected Phases	7	4										
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	30.0	35.0		30.0	35.0		30.0	70.0	70.0	35.0	70.0	70.0
Total Split (%)	17.6%	20.6%		17.6%	20.6%		17.6%	41.2%	41.2%	20.6%	41.2%	41.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	8.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effect Green (s)	25.0	32.3		25.0	29.3		8.4	64.0	64.0	30.0	87.8	87.8
Actuated g/C Ratio	0.15	0.19		0.15	0.17		0.05	0.37	0.37	0.17	0.51	0.51
v/c Ratio	1.85	1.11		1.42	1.22		0.35	1.02	0.77	0.99	1.30	0.52
Control Delay	425.7	131.9		248.5	173.7		91.0	82.1	37.7	104.0	174.9	12.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	425.7	131.9		248.5	173.7		91.0	82.1	37.7	104.0	174.9	12.4
LOS	F	F		F	F		F	F	D	F	F	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)												
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 172.4

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.85

Intersection Signal Delay: 165.5

Intersection Capacity Utilization 119.6%

Analysis Period (min): 15

Description: SR-525 is north-south and Beverly Park Road is northeast-southwest

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	3	12	54	5	35	80	1201	71	49	1405	59
Traffic Volume (vph)	10	3	12	54	5	35	80	1201	71	49	1405	59
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	30	150	0	0	150	0	0
Storage Length (ft)	0	0	0	0	0	1	1	0	0	1	0	0
Storage Lanes	25	0	0	0	0	1	1	0	0	1	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Lane Util. Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	1.00	1.00	0.99	1.00	0.99
Ped Bike Factor	0.935	0.935	0.935	0.935	0.935	0.935	0.935	0.992	0.992	0.935	0.992	0.935
Flt Protected	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.950	0.950	0.980	0.950	0.980
Satd. Flow (prot)	0	1728	0	0	1798	1599	1752	3471	0	1770	3513	0
Flt Permitted	0.876	0.876	0.876	0.876	0.876	0.876	0.876	0.111	0.111	0.876	0.111	0.876
Satd. Flow (perm)	0	1544	0	0	1359	1578	205	3471	0	322	3513	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	12	35	3	3	65	65	6	7	4	4	6	6
Link Speed (mph)	35	35	35	35	35	35	35	38	38	38	40	40
Link Distance (ft)	561	561	561	561	561	561	561	2764	2764	2764	1498	1498
Travel Time (s)	11.3	11.3	11.3	11.3	11.3	11.3	11.3	49.6	49.6	49.6	25.5	25.5
Confl. Peds. (#/hr)	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lane Group Flow (vph)	Perm	NA	Perm	Perm	Perm	Perm	pm+pt	NA	0	51	1509	0
Turn Type	Perm	NA	Perm	Perm	Perm	Perm	pm+pt	NA	0	51	1509	0
Protected Phases	4	4	4	4	4	4	4	4	4	4	4	4
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Detector Phase	4	4	4	4	4	4	4	4	4	4	4	4
Switch Phase	4	4	4	4	4	4	4	4	4	4	4	4
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5
Total Split (s)	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
Total Split (%)	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effrt Green (s)	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
Control Delay	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Delay	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Approach LOS	C	C	C	C	C	C	C	C	C	C	C	C

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	6	6	6	28	0	6	158	0	6	158	0	155
Queue Length 95th (ft)	27	27	27	64	10	34	392	24	34	392	24	452
Internal Link Dist (ft)	501	501	501	629	629	629	2684	1418	2684	1418	1418	1418
Turn Bay Length (ft)	602	602	602	523	523	523	2497	150	2497	150	2634	2634
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04	0.04	0.12	0.12	0.12	0.53	0.10	0.53	0.10	0.57	0.57
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	109											
Actuated Cycle Length:	79											
Natural Cycle:	75											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.58											
Intersection Signal Delay:	9.8											
Intersection Capacity Utilization:	65.6%											
Analysis Period (min):	15											
Description:	Beverly Park Road is NB/SB and Gibson Road is E/W. This is rotated for analysis purposes from the Snohomish County Timings.											
Splits and Phases:	2. [AU #227] Beverly Park Road & Gibson Road											
Split	19.5 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s	55 s
Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	68	27	249	55	5	52	46	1451	94	25	1090	9
Future Volume (vph)	68	27	249	55	5	52	46	1451	94	25	1090	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)												
Storage Length (ft)	75	0	0	60	1	0	150	0	150	0	150	0
Storage Lanes	1	0	0	1	1	0	1	0	2	0	2	0
Taper Length (ft)	25	0	0	25	25	0	25	0	25	0	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00	1.00	1.00	1.00	1.00
Fit	0.865				0.863		0.991			0.991		0.999
Fit Protected	0.950				0.950		0.950			0.950		0.950
Satd. Flow (prot)	1787	1627	0	1639	1489	0	1761	3485	0	1787	3570	0
Fit Permitted	0.545				0.714		0.159			0.113		0.113
Satd. Flow (perm)	1025	1627	0	1232	1489	0	295	3485	0	213	3570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		249		52			6				1	
Link Speed (mph)		30		30			38				40	
Link Distance (ft)		631		1366			1498				1200	
Travel Time (s)		14.3		31.0			26.9				20.5	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	1%	1%	9%	9%	9%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	276	0	55	57	0	46	1545	0	25	1099	0
Turn Type	pm-pt	NA		pm-pt	NA		pm+pt	NA		pm-pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.0	28.0		9.0	28.0		9.5	22.5		9.5	26.5	
Total Split (s)	19.0	39.0		19.0	39.0		19.5	39.5		19.5	39.5	
Total Split (%)	16.2%	33.3%		16.2%	33.3%		16.7%	33.8%		16.7%	33.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.5	-0.5		4.5	-0.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effrt Green (s)	11.5	7.4		10.7	6.9		38.7	41.9		37.2	39.6	
Actuated g/C Ratio	0.19	0.12		0.17	0.11		0.62	0.67		0.60	0.64	
v/c Ratio	0.25	0.67		0.22	0.27		0.15	0.66		0.10	0.48	
Control Delay	21.8	14.9		21.6	14.3		7.2	11.4		7.2	9.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.8	14.9		21.6	14.3		7.2	11.4		7.2	9.9	
LOS	C	B		C	B		A	B		A	A	
Approach Delay		16.3			17.9			11.3			9.9	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	18	9		15	2		6	134		3	134	A
Queue Length 95th (ft)	52	80		45	33		22	435		14	257	
Internal Link Dist (ft)		551			1286			1418			1120	
Turn Bay Length (ft)	75			60			150					
Base Capacity (vph)	489	1055		461	893		557	2354		531	2401	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.26		0.12	0.06		0.08	0.66		0.05	0.46	

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 62.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 11.6

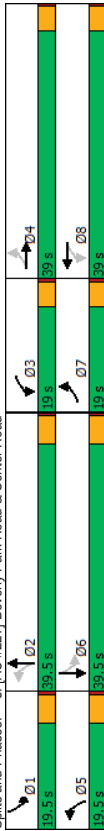
Intersection Capacity Utilization 74.1%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 3. [AU #227] Beverly Park Road & Center Road



Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↖	↑↑
Traffic Volume (vph)	19	33	1521	3	13	1097
Future Volume (vph)	19	33	1521	3	13	1097
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	1.00		1.00			
FLt	0.914					
FLt Protected	0.982				0.950	
Satd. Flow (prot)	1656	0	3539	0	1770	3539
FLt Permitted	0.982				0.093	
Satd. Flow (perm)	1655	0	3539	0	173	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	35					
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1200			733
Travel Time (s)	8.9		21.5			12.5
Confl. Peds. (#/hr)	1			9	9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	1638	0	14	1180
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phases	8				1	6
Switch Phase			2			
Minimum Initial (s)	5.0		7.0		5.0	7.0
Minimum Split (s)	31.5		26.5		9.5	20.5
Total Split (s)	34.5		29.5		28.5	29.5
Total Split (%)	37.3%		31.9%		30.8%	31.9%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		-5.0		0.0	3.0
Total Lost Time (s)	4.5		-0.5		4.5	7.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	9.3		43.3		39.9	40.4
Actuated g/C Ratio	0.17		0.81		0.74	0.75
v/c Ratio	0.17		0.57		0.05	0.44
Control Delay	11.0		9.3		6.3	7.4
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	11.0		9.3		6.3	7.4
LOS	B		A		A	A
Approach Delay	11.0		9.3			7.4
Approach LOS	B		A			A
Queue Length 50th (ft)	6		46		1	78
Queue Length 95th (ft)	26		#563		11	287
Internal Link Dist (ft)	313		1120			653

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

[illegible]

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	29	200	29	335	48	0	22	935	541	0	726	6
Future Volume (vph)	29	200	29	335	48	0	22	935	541	0	726	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	250	0	250	0	0	135	0	0	0	0
Storage Lanes	1	0	0	2	0	0	1	1	0	0	0	0
Taper Length (ft)	25	0	25	0	25	0	25	0	25	0	0	0
Lane Util. Factor	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	0.981	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.99	1.00
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1770	3465	0	3433	1863	0	1752	3505	1568	0	3535	0
Flt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1770	3465	0	3433	1863	0	304	3505	1543	0	3535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	10	30			30			38	311		1	
Link Speed (mph)	30	433			838			733	838		40	
Link Distance (ft)	9.8	19.0			19.0			13.2	14.3		14.3	
Travel Time (s)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	238	0	349	50	0	23	974	564	0	762	0
Turn Type	Prot	NA	NA	Prot	NA	NA	prot+pt	NA	pm+ow	0	INA	0
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases							2	2	2			
Detector Phase	7	4		3	8		5	2	3		6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	7.0	5.0		7.0	
Minimum Split (s)	11.0	36.0		9.0	36.0		9.0	33.5	9.0		30.5	
Total Split (s)	24.0	34.0		29.0	34.0		32.0	44.5	29.0		44.5	
Total Split (%)	17.2%	24.4%		20.8%	24.4%		22.9%	31.9%	20.8%		31.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0	3.5		4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5		0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		-2.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.0		2.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Lag	
Recall Mode	None	None		None	None		None	None	None		Min	
Act Effrt Green (s)	6.2	10.0		12.8	23.4		25.5	25.0	38.4		24.4	
Actuated g/C Ratio	0.10	0.16		0.21	0.38		0.42	0.41	0.63		0.40	
v/c Ratio	0.17	0.41		0.48	0.07		0.09	0.68	0.52		0.54	
Control Delay	32.8	26.9		25.7	18.1		11.7	17.5	3.5		17.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.4		0.0	
Total Delay	32.8	26.9		25.7	18.1		11.7	17.5	4.0		17.3	
LOS	C	C		C	B		B	B	A		B	
Approach Delay		27.5			24.8			12.5			17.3	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

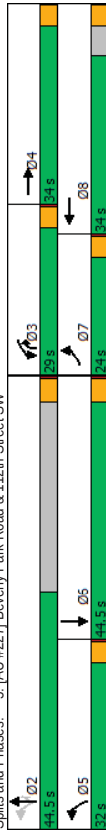
PM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C	C	C	C	C	C	B	B	B	B	B	B
Queue Length 50th (ft)	10	37	9	54	9	5	145	25	95			
Queue Length 95th (ft)	40	90		122	45	18	246	65	220			
Internal Link Dist (ft)	250	612	1803	1485	1128	861	3416	1360	2600			
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0			
Base Capacity (vph)	0	0	0	0	0	0	0	0	0			
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0	0	0	0			
Reduced v/c Ratio	0.05	0.13	0.24	0.04	0.04	0.03	0.29	0.57	0.29			
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	139.5											
Actuated Cycle Length:	61											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.68											
Intersection Signal Delay:	16.7											
Intersection Capacity Utilization	52.3%											
Analysis Period (min)	15											
Intersection LOS:	B											
ICU Level of Service	A											

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

														
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	483	412	17	46	163	16	9	490	80	19	1040	575		
Future Volume (vph)	483	412	17	46	163	16	9	490	80	19	1040	575		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11		
Grade (%)		0%			0%			1%		-1%				
Storage Length (ft)	140		0	100		0	250		0	250		0		
Storage Lanes	1		0	1		0	1		0	1		0		
Taper Length (ft)	25			25			25			25				
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91		
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99		
Ft	0.994			0.987			0.979			0.947				
FL Protected	0.950		0.950				0.950			0.950				
Satd. Flow (prot)	3335	1798	0	1752	1817	0	1608	4504	0	1736	4696	0		
FIT Permitted	0.950		0.950				0.950			0.950				
Satd. Flow (perm)	3325	1798	0	1752	1817	0	1608	4504	0	1730	4696	0		
Right Turn on Red		Yes			Yes		Yes		Yes			Yes		
Satd. Flow (RTOR)	1			3				31		139				
Link Speed (mph)	38			30				30		30				
Link Distance (ft)	838			589				917		1237				
Travel Time (s)	15.0			13.4				20.8		28.1				
Confl. Peds. (#/hr)	3				3				3	3				
Cycl. Bikes (#/hr)		2			2				1			10		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	8%	8%	8%	1%	1%	1%		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	508	452	0	48	189	0	9	600	0	20	1700	0		
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA			
Protected Phases	7	4		3	8		5	2		1	6			
Permitted Phases														
Detector Phase	7	4		3	8		5	2		1	6			
Switch Phase														
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0			
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5			
Total Split (s)	29.0	29.0		19.0	19.0		19.0	59.5		19.0	59.5			
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%			
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0			
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5			
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0			
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5			
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes			
Recall Mode	None	None		None	None		None	Min		None	Min			
Act Effct Green (s)	18.5	28.9		7.4	16.1		5.5	33.8		6.0	36.0			
Actuated g/C Ratio	0.22	0.34		0.09	0.19		0.06	0.40		0.07	0.42			
v/c Ratio	0.71	0.74		0.32	0.55		0.09	0.33		0.16	0.83			
Control Delay	39.9	38.1		49.9	40.8		51.2	19.2		50.5	25.3			
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0			
Total Delay	39.9	38.1		49.9	40.8		51.2	19.2		50.5	25.3			

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

[illegible]

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actual Cycle Length: 85.5

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 29.4

Intersection Capacity Utilization 71.9%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Airmont Road & [Alt #227] Beverly Park Road/Holly Drive



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BJL 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BJL 18-040]

2019 Opening Year Operations

PM Peak-Hour

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	415	581	717	223	394	225	136	1245	157	203	1479	112
Future Volume (vph)	415	581	717	223	394	225	136	1245	157	203	1479	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	12	11	11	13	11	14	14	11	11
Storage Length (ft)	250	400	400	250	0	0	0	300	0	0	430	1
Storage Lanes	1	2	1	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99			0.98	0.99	0.945	1.00		0.92	0.99		0.95
Fit	0.950		0.850		0.945				0.850		0.850	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	1728	3455	3002	1752	3171	0	1811	3388	1672	1906	3455	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1717	3455	3002	1725	3171	0	1802	3388	1543	1885	3455	1469
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			687		49				83			70
Link Speed (mph)		30			50			30			30	
Link Distance (ft)		2688			2133			1701			1159	
Travel Time (s)		61.1			29.1			38.7			26.3	
Confl. Peds. (#/hr)	7		16	16		7	21		28	28		21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	428	599	739	230	638	0	140	1284	162	209	1525	115
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6	5	2	2	2
Permitted Phases												
Detector Phase	3	8	1	7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7		9.2	34.7	9.2	42.7	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0		30.0	85.0	85.0	30.0	85.0	85.0
Total Split (%)	18.5%	27.9%	14.0%	18.6%	27.9%		14.0%	39.5%	39.5%	14.0%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7		0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	7.7		4.2	4.7	4.7	4.2	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min		None	None	None	None	None	None
Act Effct Green (s)	35.9	49.9	19.9	30.1	41.0		19.9	80.5	80.5	24.6	85.2	85.2
Actuated g/C Ratio	0.18	0.25	0.10	0.15	0.20		0.10	0.40	0.40	0.12	0.42	0.42
v/c Ratio	1.40	0.71	0.81	0.89	0.94		0.79	0.96	0.24	0.90	1.05	0.18
Control Delay	254.5	75.7	16.2	117.7	95.7		119.4	74.9	21.5	125.3	92.7	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	254.5	75.7	16.2	117.7	95.7		119.4	74.9	21.5	125.3	92.7	17.4
LOS	F	E	B	F	F		F	E	C	F	F	B
Approach Delay		94.1			101.5			73.4			91.7	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	~767	395	36	306	421		187	888	68	281	~1173	36
Queue Length 95th (ft)	#1073	482	120	#449	502		283	#1141	142	#471	#1485	96
Internal Link Dist (ft)		2608		2053				1621			1079	
Turn Bay Length (ft)	250		400	250			230	1343	662	242	1451	430
Base Capacity (vph)	305	943	981	309	855		0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.40	0.64	0.75	0.74	0.75		0.61	0.96	0.24	0.86	1.05	0.18

Intersection Summary

Area Type: Other

Cycle Length: 215

Actuated Cycle Length: 202.9

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.40

Intersection Signal Delay: 89.0

Intersection Capacity Utilization 108.7%

Analysis Period (min) 15

Description: Airport Road is east-west and SR-99 is north-south

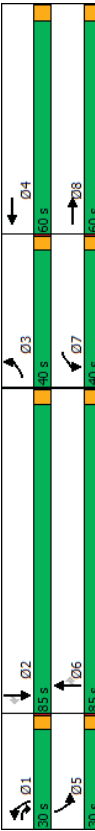
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	67	490	114	88	645	64	111	257	54	45	90	53
Traffic Volume (vph)	67	490	114	88	645	64	111	257	54	45	90	53
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	14	11	12	13	12	12	11	16	12	11	16	12
Lane Width (ft)												
Grade (%)	150	0	150	0	150	0	100	4%	0	100	4%	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	25	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor												
Ped Bike Factor	1.00	0.972	0.986	1.00	0.986	1.00	0.974	0.944	0.950	0.950	0.944	0.950
Fit Protected	0.950	3292	0	0.950	*5000	0	1693	2035	0	1676	1941	0
Satd. Flow (prot)	1869	0	1847	0	1847	0	1693	2035	0	1676	1941	0
Fit Permitted	0.324	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356
Satd. Flow (perm)	635	3292	0	692	3513	0	1686	2035	0	1676	1941	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24		9			8				19	
Link Speed (mph)		35		55			30				30	
Link Distance (ft)		2133		1382			857				1130	
Travel Time (s)		41.6		17.1			19.5				25.7	
Confl. Peds. (#/hr)	5					5	4					4
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	610	0	89	717	0	112	315	0	45	145	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	29.5		8.0	57.0		9.0	36.0		9.0	38.0	
Total Split (s)	14.0	65.0		14.0	65.0		28.0	53.0		18.0	43.0	
Total Split (%)	9.3%	43.3%		9.3%	43.3%		18.7%	35.3%		12.0%	28.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	97.6	95.5		99.6	97.9		14.3	29.1		8.5	21.5	
Actuated g/C Ratio	0.65	0.64		0.66	0.65		0.10	0.19		0.06	0.14	
v/c Ratio	0.15	0.29		0.17	0.22		0.70	0.79		0.48	0.49	
Control Delay	11.4	14.1		12.9	11.1		87.0	69.3		84.3	55.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.4	14.1		12.9	11.1		87.0	69.3		84.3	55.0	
LOS	B	B		B	B		F	E		F	E	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

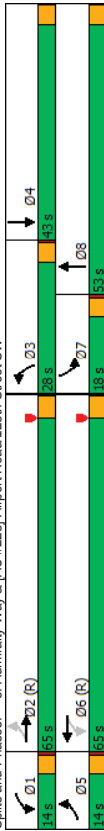
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	13.8			11.3			73.9					
Approach LOS	B			B			E					E
Queue Length 50th (ft)	21	126		28	106		108	293		44	115	
Queue Length 95th (ft)	54	230		65	180		170	358		86	170	
Internal Link Dist (ft)	2053			1302			777					1050
Turn Bay Length (ft)	150			150			100			100		
Base Capacity (vph)	509	2105		545	3266		270	670		156	518	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.29		0.16	0.22		0.41	0.47		0.29	0.28	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 109 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 29.4
 Intersection Capacity Utilization 57.9%
 Analysis Period (min) 15
 * User Entered Value

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	44	579	47	101	679	51	46	118	84	28	30	50
Future Volume (vph)	44	579	47	101	679	51	46	118	84	28	30	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	11	12	12	11	12
Grade (%)	150	3%	0	150	-3%	0	95	1%	0	80	-3%	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0.95	0.95	25	0.95	0.95	25	0.95	25	0.95	0.95	0.95
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.989	0.990	1.00	0.990	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Ped Bike Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fit Protected	1710	3262	0	1762	3363	0	1627	1651	0	1779	1625	0
Satd. Flow (prot)	0.316	0.340	0.340	0.340	0.340	0.340	0.340	0.340	0.340	0.340	0.340	0.340
Fit Permitted	567	3262	0	630	3363	0	1623	1651	0	1768	1625	0
Satd. Flow (perm)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Right Turn on Red	7	7	7	7	7	7	7	7	7	7	7	7
Satd. Flow (RTOR)	35	35	35	35	35	35	35	35	35	35	35	35
Link Speed (mph)	1382	1478	1478	1478	1478	1478	1478	1478	1478	1478	1478	1478
Link Distance (ft)	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9
Travel Time (s)	5	5	5	5	5	5	5	5	5	5	5	5
Conf. Peds. (#/hr)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Peak Hour Factor	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Heavy Vehicles (%)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)	47	666	0	107	776	0	49	215	0	30	85	0
Lane Group Flow (vph)	pm-pt	NA	pm-pt	NA	NA	NA	Prot	NA	3	8	7	4
Turn Type	5	2	1	6	6	6	3	8	8	7	4	4
Protected Phases	2	2	2	2	2	2	2	2	2	2	2	2
Permitted Phases	5	2	1	6	6	6	3	8	8	7	4	4
Detector Phase	3.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Switch Phase	8.0	27.5	8.0	26.5	26.5	8.0	8.0	38.0	8.0	37.0	8.0	37.0
Minimum Initial (s)	13.0	67.0	18.0	72.0	72.0	20.0	51.0	51.0	14.0	45.0	14.0	45.0
Minimum Split (s)	8.7%	44.7%	12.0%	48.0%	48.0%	13.3%	34.0%	34.0%	9.3%	30.0%	9.3%	30.0%
Total Split (%)	3.5	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	-5.0	0.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	-0.5	4.0	-0.5	-0.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Lost Time (s)	Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead/Lag	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode	Recall Mode
Lead-Lag Optimize?	Act Effect Green (s)	105.1	103.8	109.0	107.1	8.9	23.9	23.9	7.0	20.2	7.0	20.2
Recall Mode	Actuated g/c Ratio	0.70	0.69	0.73	0.71	0.06	0.16	0.16	0.05	0.13	0.05	0.13
Act Effect Green (s)	v/c Ratio	0.11	0.29	0.21	0.32	0.51	0.76	0.36	0.32	0.32	0.36	0.32
Actuated g/c Ratio	Control Delay	5.7	7.0	4.6	3.3	85.5	68.8	80.5	26.2	26.2	80.5	26.2
v/c Ratio	Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	Total Delay	5.7	7.0	4.6	3.3	85.5	68.8	80.5	26.2	26.2	80.5	26.2
Queue Delay	LOS	A	A	A	A	F	E	E	F	F	C	C
Total Delay												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Approach LOS	6	164	31	13	31	13	47	182	29	28	28	28
Queue Length 50th (ft)	21	88	22	142	142	142	92	251	65	65	65	65
Queue Length 95th (ft)	150	2259	570	2403	2403	2403	173	534	118	118	118	118
Internal Link Dist (ft)	477	2259	570	2403	2403	2403	173	534	118	118	118	118
Turn Bay Length (ft)	150	2259	570	2403	2403	2403	173	534	118	118	118	118
Base Capacity (vph)	477	2259	570	2403	2403	2403	173	534	118	118	118	118
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.29	0.19	0.32	0.32	0.32	0.28	0.40	0.25	0.25	0.25	0.25

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	107 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	16.0
Intersection Capacity Utilization:	56.1%
Analysis Period (min):	15
Description:	Airport Road is east-west and Gibson Road is north-south

Splits and Phases: 9: Gibson Road & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	78	565	44	81	749	83	45	48	40	64	124	53
Future Volume (vph)	78	565	44	81	749	83	45	48	40	64	124	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	11	11	11	11	12	12	12	11	12
Grade (%)	100	-5%			5%			2%			3%	
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		0	25		0	25		0	25		0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.97	0.96	0.99	0.95	0.95
Ft	0.989			0.985			0.931					
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4924	0	1636	*4500	0	1694	1673	0	1726	1667	0
Flt Permitted	0.253			0.355			0.432			0.607		
Satd. Flow (perm)	462	4924	0	609	3207	0	765	1673	0	1061	1667	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)		11		10			29			15		
Link Speed (mph)		35		30			30			30		
Link Distance (ft)		1478		799			855			487		
Travel Time (s)		28.8		10.9			19.4			11.1		
Confl. Peds. (#/hr)	9		4	4		9	7		32	32		7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	648	0	86	885	0	48	94	0	68	188	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	52.0		11.0	27.5		9.0	36.0		9.0	37.0	
Total Split (s)	21.0	65.0		21.0	65.0		14.0	49.0		15.0	50.0	
Total Split (%)	14.0%	43.3%		14.0%	43.3%		9.3%	32.7%		10.0%	33.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		3.5	4.0		3.5	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	99.3	96.2		99.8	96.4		35.2	28.1		37.1	29.0	
Actuated g/C Ratio	0.66	0.64		0.67	0.64		0.23	0.19		0.25	0.19	
v/c Ratio	0.22	0.20		0.19	0.31		0.21	0.28		0.23	0.56	
Control Delay	92	9.3		5.9	6.7		40.2	36.2		41.0	55.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	92	9.3		5.9	6.7		40.2	36.2		41.0	55.9	
LOS	A	A		A	A		D	D		D	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.3			6.6			37.5				
Approach LOS		A			A			D				D
Queue Length 50th (ft)	23	73		18	104		34	53		49		149
Queue Length 95th (ft)	42	87		29	122		67	107		87		232
Internal Link Dist (ft)	100	1398		100	719		100	775		100		407
Turn Bay Length (ft)	463	3161		536	2896		253	522		321		521
Base Capacity (vph)	0	0		0	0		0	0		0		0
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.18	0.20		0.16	0.31		0.19	0.18		0.21		0.36
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 84 (56%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.56												
Intersection Signal Delay: 15.2												
Intersection Capacity Utilization 66.4%												
Analysis Period (min) 15												
* User Entered Value												

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	28	728	105	73	862	39	91	6	89	41	8	28
Future Volume (vph)	28	728	105	73	862	39	91	6	89	41	8	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	10	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-1%	
Storage Length (ft)	125		0	100		0	0		50	0	0	0
Storage Lanes	1		0	1		0	0		1	0	0	0
Taper Length (ft)	25		0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.98	0.98	0.99	0.99	0.99
Ped Bike Factor	1.00	0.981			0.993			0.850		0.951		
Fit	0.950			0.950			0.955		0.959		0.974	
Fit Protected	1736	4874	0	1669	3195	0	0	1796	1599	0	1689	0
Satd. Flow (prot)	0.272			0.278			0.636				0.672	
Fit Permitted	496	4874	0	487	3195	0	0	1189	1564	0	1160	0
Satd. Flow (perm)			Yes			Yes		Yes			Yes	
Right Turn on Red												
Satd. Flow (RTOR)		32		6					93		19	
Link Speed (mph)		30		35			30		334		339	
Link Distance (ft)		799		515			334					
Travel Time (s)		18.2		10.0			7.6				7.7	
Confl. Peds. (#/hr)	3		6	6		3	5		7	7		5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	0%	0%	0%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	896	0	78	969	0	0	104	96	0	83	0
Turn Type	pm-pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6			8	8	8	4	4	
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.0	50.5		8.0	22.0		35.5	35.5	35.5	33.5	33.5	
Total Split (s)	10.0	89.0		15.0	94.0		46.0	46.0	46.0	46.0	46.0	
Total Split (%)	6.7%	59.3%		10.0%	62.7%		30.7%	30.7%	30.7%	30.7%	30.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	-1.0		4.0	-1.0		3.5	3.5	3.5	3.5	3.5	
Lead/Lag	Lead	Lag		Lead	Lag		Min	Min	Min	Min	Min	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		Min	Min	Min	Min	Min	
Act Effect Green (s)	119.5	119.5		122.7	123.8		18.1	18.1	18.1	18.1	18.1	
Actuated g/C Ratio	0.80	0.80		0.82	0.83		0.12	0.12	0.12	0.12	0.12	
v/c Ratio	0.07	0.23		0.18	0.37		0.73	0.36	0.53	0.53	0.53	
Control Delay	2.9	2.0		1.8	3.0		89.2	14.0	57.6	57.6	57.6	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0	0.0	0.0	0.0	
Total Delay	2.9	2.0		1.8	3.3		89.2	14.0	57.6	57.6	57.6	
LOS	A	A		A	A		F	B	B	B	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

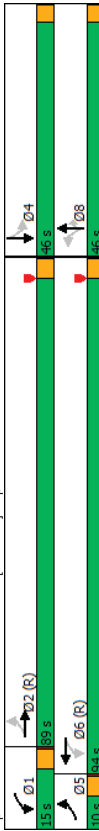
PM Peak-Hour

Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		2.0				3.2		53.1				
Approach LOS		A				A		D				E
Queue Length 50th (ft)		26				2		38				60
Queue Length 95th (ft)		48				7		311				106
Internal Link Dist (ft)		719				435		254				259
Turn Bay Length (ft)		125				100		336				342
Base Capacity (vph)		448				490		2637				509
Starvation Cap Reductn		0				0		857				0
Spillback Cap Reductn		0				0		0				0
Storage Cap Reductn		0				0		0				0
Reduced v/c Ratio		0.07				0.16		0.54				0.24
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	109 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow											
Natural Cycle:	95											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.73											
Intersection Signal Delay:	9.1											
Intersection Capacity Utilization:	55.7%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	B											

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	188	639	29	272	731	558	45	350	277	510	281	115
Traffic Volume (vph)	168	639	29	272	731	558	45	350	277	510	281	115
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	16	12	11	15	15	12	16	11	15	12
Lane Width (ft)												
Grade (%)	90	0	455	0	455	0	0	0	0	245	0	0
Storage Length (ft)	1	0	0	1	1	1	1	1	1	1	1	0
Storage Lanes	25	0.91	0.91	1.00	0.95	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Taper Length (ft)	1.00	1.00	0.98	0.98	0.98	0.98	0.98	0.98	0.99	0.99	0.99	0.99
Lane Util. Factor	1.00	0.993										
Ped Bike Factor												
Ft	0.950	1702	*2200	0	1744	*4500	1716	1891	1743	3319	1933	0
Flt Protected	0.950											
Satd. Flow (prot)	1696	4844	0	1712	3371	1677	1850	1810	1704	3297	1933	0
Flt Permitted												
Satd. Flow (perm)												
Right Turn on Red												
Satd. Flow (RTOR)												
Link Speed (mph)												
Link Distance (ft)												
Travel Time (s)												
Conf. Peds. (#/hr)												
Peak Hour Factor												
Heavy Vehicles (%)												
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	682	0	278	746	569	46	357	283	520	404	0
Turn Type	Prot	NA	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	0
Protected Phases	5	2	1	6	7	3	8	1	7	4	4	
Permitted Phases												
Detector Phase	5	2	1	6	7	3	8	1	7	4	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	8.0	34.5	8.0	42.0	9.5	8.0	38.5	8.0	9.5	34.5	34.5	
Total Split (s)	23.0	54.5	28.0	59.5	29.0	13.0	38.5	28.0	29.0	54.5	54.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	
Total Lost Time (s)	4.5	7.5	4.5	-0.5	4.5	4.5	4.5	4.5	4.5	4.5	-0.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	
Act Effect Green (s)	17.3	47.2	25.1	63.1	82.5	7.3	32.2	57.3	24.5	56.2	56.2	
Actuated g/C Ratio	0.12	0.31	0.17	0.42	0.55	0.05	0.21	0.38	0.16	0.37	0.37	
v/c Ratio	0.88	0.98	0.96	0.99	0.57	0.50	0.92	0.40	0.96	0.55	0.55	
Control Delay	98.5	76.2	105.7	24.2	6.0	87.6	86.5	23.9	91.9	39.3	39.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	98.5	76.2	105.7	24.2	6.0	87.6	86.5	23.9	91.9	48.3	48.3	
LOS	F	E	F	C	A	F	F	F	C	F	D	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	80.7			31.9			60.8					
Approach LOS	F			C			E					
Queue Length 50th (ft)	172	246		~287	183	80	45	340	137	263	302	E
Queue Length 95th (ft)	#295	#534		m#407	m239	m107	90	#513	215	#379	414	
Internal Link Dist (ft)	435			792				671			363	
Turn Bay Length (ft)	90			455							245	
Base Capacity (vph)	209	696		291	1892	992	107	410	704	542	733	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	289	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.82	0.98		0.96	0.39	0.57	0.43	0.87	0.40	0.96	0.91	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 47 (31%), Referenced to phase 2EBT and 6WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 56.4
 Intersection Capacity Utilization 92.9%
 Analysis Period (min) 15
 ICU Level of Service F

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

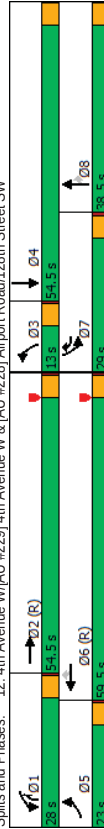
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	0	1274	552	430	1188	0	0	0	0	783	1	486
Future Volume (vph)	0	1274	552	430	1188	0	0	0	0	783	1	486
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	0	0	0	330	0	330
Storage Lanes	0	0	1	2	0	0	0	0	0	1	0	1
Taper Length (ft)	25	0	0	0	0	0	0	0	0	25	0	0
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.994	0.850							0.98	0.850	
Flt Protected				0.950						0.950	0.952	
Satd. Flow (prot)	0	*2500	1427	3400	3505	0	0	0	0	1688	1701	1599
Flt Permitted				0.950						0.950	0.952	
Satd. Flow (perm)	0	3337	1427	3400	3505	0	0	0	0	1688	1701	1570
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	391		35		30				30	79
Link Speed (mph)					700		315				681	
Link Distance (ft)					13.6		7.2				15.5	
Travel Time (s)												
Confl. Peds. (#/hr)	7											
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)			10%							50%		
Lane Group Flow (vph)	0	1445	540	467	1291	0	0	0	0	425	427	528
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6					8		8
Permitted Phases		2	2	2	1	6				8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	8.5	23.3	23.3					40.6	40.6	40.6
Total Split (s)	81.0	81.0	23.0	104.0	104.0					46.0	46.0	46.0
Total Split (%)	54.0%	54.0%	15.3%	69.3%	69.3%					30.7%	30.7%	30.7%
Yellow Time (s)	3.6	3.6	3.5	3.6	3.6					3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	3.0	3.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	5.5	5.5	5.6					5.6	5.6	5.6
Lead/Lag		Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Min	Min	Min
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Min					Min	Min	Min
Act Effct Green (s)	72.4	72.4	75.4	17.5	98.4					40.4	40.4	40.4
Actuated g/C Ratio	0.48	0.48	0.50	0.12	0.66					0.27	0.27	0.27
v/c Ratio	1.20	0.59	1.18	0.56						0.93	0.93	1.10
Control Delay	118.6	3.1	131.8	20.9						81.1	81.5	113.5
Queue Delay	2.7	0.0	0.0	5.3						4.1	4.2	0.0
Total Delay	121.3	3.1	131.8	26.1						85.1	85.6	113.5
LOS	F	F	A	F	C					F	F	F
Approach Delay	89.1				54.2					96.1		
Approach LOS	F				D					F		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

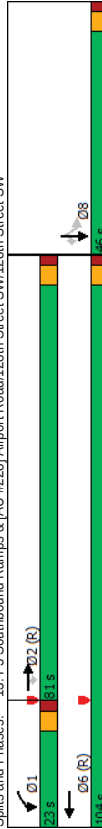
2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~925	13	~285	497					429	431	~525
Queue Length 95th (ft)		m#1010	m17	m#247	m441					#647	#653	#759
Internal Link Dist (ft)		792		400	620			235		330	601	330
Turn Bay Length (ft)		1208	911	396	2299					457	458	480
Base Capacity (vph)		0	0	0	933					0	0	0
Starvation Cap Reductn		488	0	0	0					14	14	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		2.01	0.59	1.18	0.95					0.96	0.96	1.10
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset: 23 (15%), Referenced to phase 2 EBT and 6 WBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.20												
Intersection Capacity Delay: 79.0												
Intersection Capacity Utilization 121.8%												
Analysis Period (min) 15												
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	69	99	863	41	63	665
Future Volume (vph)	69	99	863	41	63	665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	85		75	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.98		0.96	1.00	
Flt	0.950	0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	*2000
Flt Permitted	0.950				0.249	
Satd. Flow (perm)	1770	1549	3539	1524	462	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102		36		
Link Speed (mph)	30		40			35
Link Distance (ft)	500		443			906
Travel Time (s)	11.4		7.6			17.6
Confl. Peds. (#/hr)		10		13	13	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	102	890	42	65	686
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	25.0	25.0	29.0	29.0	8.0	20.0
Total Split (s)	23.0	23.0	36.0	36.0	9.0	45.0
Total Split (%)	33.8%	33.8%	52.9%	52.9%	13.2%	66.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-4.0	0.0	0.0	3.0
Total Lost Time (s)	4.0	4.0	0.0	4.0	4.0	7.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	9.0	9.0	51.3	48.1	52.7	51.1
Actuated g/C Ratio	0.13	0.13	0.75	0.71	0.78	0.75
v/c Ratio	0.30	0.35	0.33	0.04	0.14	0.46
Control Delay	27.9	8.8	5.3	3.7	1.8	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	8.8	5.3	3.7	1.8	3.7
LOS	C	A	A	A	A	A
Approach Delay	16.6		5.3			3.5
Approach LOS	B		A			A
Queue Length 50th (ft)	28	0	61	1	0	2

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

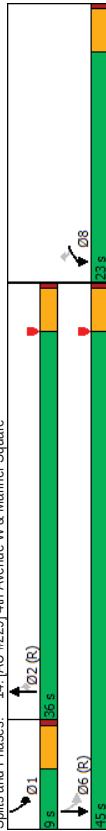
PM Peak-Hour

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	51	32	156	16	11	130
Internal Link Dist (ft)	420		363			826
Turn Bay Length (ft)		85		75	150	
Base Capacity (vph)	494	506	2667	1087	456	1504
Saturation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.20	0.33	0.04	0.14	0.46
Intersection Summary						
Area Type:	Other					
Cycle Length:	88					
Actuated Cycle Length:	68					
Offset:	36 (53%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow					
Natural Cycle:	65					
Control Type:	Actuated-Coordinated					
Maximum v/c Ratio:	0.46					
Intersection Signal Delay:	5.6					
Intersection Capacity Utilization	45.0%					
Analysis Period (min)	15					
* User Entered Value						

Splits and Phases: 14: [AU #229] 4th Avenue W & Mariner Square



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	189	49	30	68	37	20	51	718	114	31	718	134
Traffic Volume (vph)	189	49	30	68	37	20	51	718	114	31	718	134
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	150	0	0	125	0	0	175	0	225	0	225	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	0	1	0
Storage Lanes	25	0	0	25	0	0	25	0	25	0	25	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.99	0.99	1.00	0.99	0.99	1.00	0.99	1.00	0.99	1.00	0.95
Ped Bike Factor	0.944			0.947			0.982		0.976			
Fit Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	1787	1765	0	1905	1789	0	1787	3499	0	1787	3472	0
Fit Permitted	0.717			0.702			0.222		0.215			
Satd. Flow (perm)	1344	1765	0	1329	1789	0	417	3499	0	404	3472	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)	32			22			37				46	
Link Speed (mph)	30			30			40				35	
Link Distance (ft)	500			510			906				1316	
Travel Time (s)	11.4			11.6			15.4				25.6	
Confl. Peds. (#/hr)	6			5			6				3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	85	0	73	62	0	55	1022	0	33	916	0
Turn Type	Perm	NA	NA	Perm	NA	NA	pm+pt	NA	pm+pt	NA	NA	0
Protected Phases	4	4	4	8	8	8	2	2	6	6	6	
Permitted Phases	4	4	4	8	8	8	2	2	6	6	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	37.5	37.5		33.0	33.0		8.0	25.0		8.0	24.0	
Total Split (s)	22.0	22.0		22.0	22.0		12.0	38.0		8.0	34.0	
Total Split (%)	32.4%	32.4%		32.4%	32.4%		17.6%	55.9%		11.8%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	-1.0		4.0	-1.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	13.9	13.9		13.9	13.9		45.2	47.7		43.0	45.3	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.66	0.70		0.63	0.67	
v/c Ratio	0.74	0.22		0.27	0.16		0.14	0.41		0.09	0.39	
Control Delay	41.3	15.7		23.8	15.6		4.5	9.2		8.7	4.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	41.3	15.7		23.8	15.6		4.5	9.2		8.7	4.7	
LOS	D	B		C	B		A	A		A	A	
Approach Delay	33.7						9.0			4.8		
Approach LOS	C						A			A		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

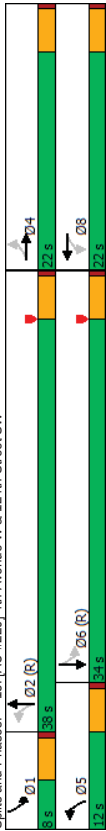
Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	79	18		26	14		11	134		7	44	
Queue Length 95th (ft)	138	48		55	39		5	253		17	50	
Internal Link Dist (ft)	420			430				826			1236	
Turn Bay Length (ft)	150			125			175			225		
Base Capacity (vph)	355	490		351	489		442	2467		348	2326	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.17		0.21	0.13		0.12	0.41		0.09	0.39	
Intersection Summary												
Area Type:	Other											
Cycle Length:	68											
Actuated Cycle Length:	68											
Offset:	0 (0%), Referenced to phase 2/NBTL and 6/SBTL, Start of Yellow											
Natural Cycle:	75											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.74											
Intersection Signal Delay:	10.9											
Intersection Capacity Utilization:	56.1%											
Analysis Period (min):	15											

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 15: [AU #229] 4th Avenue W & 124th Street SW



Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↔	↔	↔	↔	↔	↔				
Traffic Volume (vph)	35	59	1005	68	108	755				
Future Volume (vph)	35	59	1005	68	108	755				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	150	0	0	0	125					
Storage Lanes	1	1	0	0	1					
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95				
Ped Bike Factor	0.98	0.98	1.00	1.00	1.00					
Frt	0.850	0.991								
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1787	1599	*4500	0	1787	*4500				
Flt Permitted	0.950				0.134					
Satd. Flow (perm)	1787	1569	3533	0	251	3574				
Right Turn on Red		Yes	Yes	Yes						
Satd. Flow (RTOR)		63	14							
Link Speed (mph)	30		40			35				
Link Distance (ft)	518		1316			421				
Travel Time (s)	11.8		22.4			8.2				
Confl. Peds. (#/hr)		8		14	14					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	38	63	1154	0	116	812				
Turn Type	Prot	Perm	NA	NA	pm+pt	NA				
Protected Phases	4		2		1	1	1	2	5	6
Permitted Phases		4			1	1	1	1	7	8
Detector Phase	4	4	2		1	1				
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0		5.0		4.0	5.0	5.0	5.0
Minimum Split (s)	27.0	27.0	30.0		10.0		8.0	25.0	25.0	34.0
Total Split (s)	25.0	25.0	33.0		10.0		20.0	23.0	10.0	15.0
Total Split (%)	36.8%	36.8%	48.5%		14.7%		29%	34%	15%	22%
Yellow Time (s)	3.0	3.0	4.0		5.0		3.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0		0.0		0.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	-5.0		-5.0					
Total Lost Time (s)	4.0	4.0	0.0		0.0					
Lead/Lag			Lag		Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None		None	None	None	None
Act Effct Green (s)	21.0	21.0	33.0		43.0	38.0				
Actuated g/C Ratio	0.31	0.31	0.49		0.63	0.56				
v/c Ratio	0.07	0.12	0.53		0.30	0.32				
Control Delay	17.1	5.9	17.4		16.3	8.0				
Queue Delay	0.0	0.0	0.0		0.0	0.0				
Total Delay	17.1	5.9	17.4		16.3	8.0				
LOS	B	A	B		B	A				
Approach Delay	10.1		17.4			9.0				
Approach LOS	B		B			A				

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

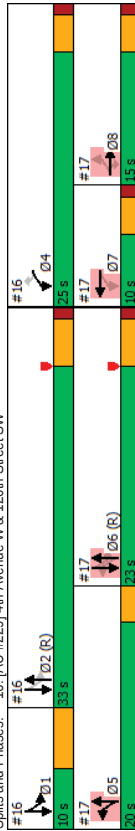
16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Queue Length 50th (ft)	11	0	107		22	53				
Queue Length 95th (ft)	30	24	311		66	108				
Internal Link Dist (ft)	438		1236			341				
Turn Bay Length (ft)	150				125					
Base Capacity (vph)	551	528	2191		384	2514				
Starvation Cap Reductn	0	0	0		0	0				
Spillback Cap Reductn	0	0	0		0	0				
Storage Cap Reductn	0	0	0		0	0				
Reduced v/c Ratio	0.07	0.12	0.53		0.30	0.32				

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 68
 Offset: 50 (7.4%), Referenced to phase 2: NBSB and 6: Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Capacity Delay: 13.5
 Intersection LOS: B
 Intersection Capacity Utilization 53.7%
 Analysis Period (min) 15
 ICU Level of Service A
 * User Entered Value

Splits and Phases: 16: [AU #229] 4th Avenue W & 120th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	244	0	86	1	0	1	93	947	1	2	629	146
Traffic Volume (vph)	244	0	86	1	0	1	93	947	1	2	629	146
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	125	0	0	0	0	0	125	0	0	100	0	0
Storage Length (ft)	1	1	1	0	0	0	1	0	0	1	0	0
Storage Lanes	25			25			25			25		
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Lane Util. Factor		0.98						1.00		0.99	0.99	
Ped Bike Factor		0.850						1.00		0.99	0.972	
Fit												
Fit Protected	0.950			0.976			0.950			0.950		
Satd. Flow (prot)	0	1787	1599	0	1728	0	1787	3574	0	1787	*4500	0
Fit Permitted	0.757						0.247			0.272		
Satd. Flow (perm)	0	1424	1572	0	1768	0	464	3574	0	509	3457	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225								45	
Link Speed (mph)		30		30				40			35	
Link Distance (ft)		500		500				421			779	
Travel Time (s)		11.4		11.4				7.2			15.2	
Confl. Peds. (#/hr)			7				4		13	13		4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	271	96	0	2	0	103	1053	0	2	861	0
Turn Type	Perm	NA	Perm	Perm	NA	NA	D,P+P	NA	NA	Perm	NA	0
Protected Phases												
Permitted Phases	8	8	8	7	7	7	5	5	6	6	6	
Detector Phase	8	8	8	7	7	7	5	5	6	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0			5.0	5.0	5.0
Minimum Split (s)	34.0	34.0	34.0	25.0	25.0	25.0	8.0			25.0	25.0	27.0
Total Split (s)	15.0	15.0	15.0	10.0	10.0	10.0	20.0			23.0	23.0	25.0
Total Split (%)	22.1%	22.1%	22.1%	14.7%	14.7%	14.7%	29.4%			33.8%	33.8%	37%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0			4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.0			1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	-5.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0			5.0	0.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Recall Mode	None	None	None	None	None	None	None			C-Max	C-Max	None
Act Effct Green (s)	19.2	19.2	19.2	5.0	5.0	5.0	37.0	40.0		19.4	24.4	
Actuated g/C Ratio	0.28	0.28	0.28	0.07	0.07	0.07	0.54	0.59		0.29	0.36	
v/c Ratio	0.68	0.68	0.68	0.01	0.01	0.01	0.19	0.50		0.01	0.53	
Control Delay	35.4	35.4	35.4	0.6	0.6	0.6	9.1	5.6		19.0	18.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.4	35.4	35.4	0.6	0.6	0.6	9.1	5.6		19.0	18.0	
LOS	D	D	D	A	A	A	A	A		B	B	
Approach Delay	26.3							6.0			18.0	
Approach LOS	C							A			B	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Fit			
Fit Protected			
Satd. Flow (prot)			
Fit Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1	2	4
Turn Type			
Protected Phases			
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.0	30.0	27.0
Total Split (s)	10.0	33.0	25.0
Total Split (%)	15%	49%	37%
Yellow Time (s)	5.0	4.0	3.0
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	None
Recall Mode	None	C-Max	C-Max
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	95	0	0	0	0	0	20	106				
Queue Length 95th (ft)	#263	0	0	0	0	0	m27	18				
Internal Link Dist (ft)	420			420				341				
Turn Bay Length (ft)							125			100		
Base Capacity (vph)	401	604	361				591	2099		144	1640	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.16		0.01			0.17	0.50		0.01	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 68

Actuated Cycle Length: 68

Offset: 50 (74%), Referenced to phase 2NBSSB and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 13.4

Intersection Capacity Utilization 62.4%

Analysis Period (min) 15

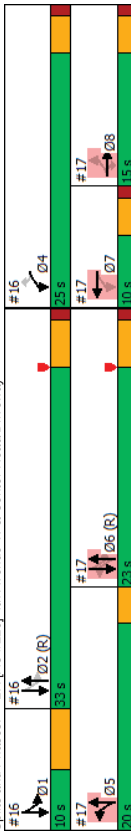
* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: [AU #229] 4th Avenue W & Center Road/Driveway



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations
PM Peak-Hour

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	0	5	30	0	11	5	1169	0	0	975	4
Traffic Volume (vph)	4	0	5	30	0	11	5	1169	0	0	975	4
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	50	0	0	100	0	0	0	0	0
Storage Length (ft)	0	0	0	1	0	0	1	0	0	0	0	0
Storage Lanes	25	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	0.925	0.978	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	0	1535	0	1770	1583	0	1787	3574	0	0	3571	0
Satd. Flow (prot)	0	1535	0	1770	1583	0	1787	3574	0	0	3571	0
Flt Permitted	0	1535	0	1770	1583	0	1787	3574	0	0	3571	0
Satd. Flow (perm)	0	1535	0	1770	1583	0	1787	3574	0	0	3571	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	18	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	500	500	500	500	500	500	500	500	500	500	500	500
Link Distance (ft)	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4
Travel Time (s)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Peak Hour Factor	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
Heavy Vehicles (%)	0	9	0	32	12	0	5	1257	0	0	1052	0
Shared Lane Traffic (%)	Perm	NA	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA	NA
Lane Group Flow (vph)	4	4	4	8	8	8	2	2	2	2	6	6
Turn Type	4	4	4	8	8	8	2	2	2	2	6	6
Protected Phases	4	4	4	8	8	8	2	2	2	2	6	6
Permitted Phases	4	4	4	8	8	8	2	2	2	2	6	6
Detector Phase	4	4	4	8	8	8	2	2	2	2	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	27.0	21.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	54.5	54.5	54.5	54.5	54.5	54.5
Total Split (%)	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	61.6%	61.6%	61.6%	61.6%	61.6%	61.6%
Total Split (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Total Lost Time (s)	None	None	None	None	None	None	None	None	None	None	None	None
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	9.2	9.2	9.2	9.2	9.2	9.2	24.3	24.3	24.3	24.3	24.3	24.3
Recall Mode	0.31	0.31	0.31	0.31	0.31	0.31	0.81	0.81	0.81	0.81	0.81	0.81
Act Effr Green (s)	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01
Actuated g/C Ratio	4.8	4.8	4.8	4.8	4.8	4.8	6.0	6.0	6.0	6.0	6.0	6.0
v/c Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	4.8	4.8	4.8	4.8	4.8	4.8	5.5	5.5	5.5	5.5	5.5	5.5
Queue Delay	11.2	11.2	11.2	11.2	11.2	11.2	6.0	6.0	6.0	6.0	6.0	6.0
Total Delay	11.2	11.2	11.2	11.2	11.2	11.2	6.0	6.0	6.0	6.0	6.0	6.0
LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay	4.8	4.8	4.8	4.8	4.8	4.8	5.5	5.5	5.5	5.5	5.5	5.5
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	6	6	6	6	6	6	6	6	6	6	6	6

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	420	420	420	420	420	420	100	699	699	1375	1375	1375
Turn Bay Length (ft)	1165	1165	1165	1623	1386	1623	400	3418	3418	3471	3471	3471
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.01	0.02	0.01	0.02	0.01	0.37	0.37	0.30	0.30	0.30
Intersection Summary	Other											
Area Type:	Other											
Cycle Length: 88.5												
Actuated Cycle Length: 30												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.43												
Intersection Signal Delay: 4.5												
Intersection Capacity Utilization 43.6%												
Analysis Period (min) 15												
Intersection LOS: A												
ICU Level of Service A												
Splits and Phases: 18: [AU #229] 4th Avenue W & 116th Place SW/Driveway												
Ø2												
Ø4												
Ø6												
Ø8												

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	131	828	127	243	513	151	115	587	427	230	434	121
Future Volume (vph)	131	828	127	243	513	151	115	587	427	230	434	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	0	0	250	0	0	225	300	300	300	325	0
Storage Lanes	1	0	0	1	0	0	1	1	1	1	1	0
Taper Length (ft)	25	0	0	25	0	0	25	25	25	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	1.00	0.99	1.00	0.99	0.97	0.99	0.99	0.99	0.97	0.99
Frt	0.980			0.966			0.850		0.967			
Flt Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	1787	*3300	0	1752	*4500	0	1770	3539	1583	1770	3395	0
Flt Permitted	0.950			0.950			0.950		0.950			
Satd. Flow (perm)	1783	3487	0	1743	3372	0	1750	3539	1530	1753	3395	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9		22					78		21	
Link Speed (mph)		37		40				40			40	
Link Distance (ft)		2381		1318				1455			1324	
Travel Time (s)		43.9		22.5				24.8			22.6	
Confl. Peds. (#/hr)	3		13	13		3	13		12	12		13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	1006	0	256	699	0	121	618	449	242	584	0
Turn Type	Prot	NA	Prot	NA	NA	Prot	Prot	NA	pm+ov	Prot	NA	6
Protected Phases												
Permitted Phases	7	4		3	8		5	2	3	1	6	
Detector Phase												
Switch Phase	7	4		3	8		5	2	3	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0	4.0	4.0	7.0	
Minimum Split (s)	8.0	36.5		8.0	32.5		8.0	33.5	8.0	8.0	32.5	
Total Split (s)	34.0	54.5		34.0	54.5		34.0	54.5	34.0	37.0	54.5	
Total Split (%)	18.9%	30.3%		18.9%	30.3%		18.9%	30.3%	18.9%	20.6%	30.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0		0.0	-5.0	0.0	0.0	-5.0	
Total Lost Time (s)	4.0	7.5		4.0	-0.5		4.0	-0.5	4.0	4.0	-0.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	16.3	47.6		26.2	65.7		15.0	37.1	58.8	24.8	47.0	
Actuated g/C Ratio	0.11	0.32		0.17	0.44		0.10	0.25	0.39	0.16	0.31	
v/c Ratio	0.72	0.96		0.84	0.36		0.69	0.71	0.69	0.83	0.55	
Control Delay	87.6	70.7		85.4	30.6		88.2	57.8	35.2	86.1	44.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	87.6	70.7		85.4	30.6		88.2	57.8	35.2	86.1	44.0	
LOS	F	E		F	C		F	E	D	F	D	
Approach Delay		72.7			45.3			52.4			56.3	
Approach LOS		E			D			D			E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

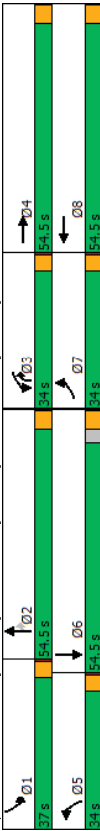
19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	137	531		248	235		120	303	291	239	248	
Queue Length 95th (ft)	225	#815		#433	365		205	396	442	364	330	
Internal Link Dist (ft)		2301		1238				1375			1244	
Turn Bay Length (ft)	275			250			225		300			
Base Capacity (vph)	360	1047		352	1969		356	1306	693	392	1334	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.38	0.96		0.73	0.36		0.34	0.47	0.65	0.62	0.44	
Intersection Summary												
Area Type:	Other											
Cycle Length:	180											
Actuated Cycle Length:	151											
Natural Cycle:	110											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.96											
Intersection Signal Delay:	57.2											
Intersection Capacity Utilization:	88.4%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Intersection LOS: E

ICU Level of Service E

Splits and Phases: 19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW



Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	←←	←	←	←	←	←
Traffic Volume (vph)	1211	18	11	686	18	12
Future Volume (vph)	1211	18	11	686	18	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	0	0	0	0
Storage Lanes	0	1	1	1	1	0
Taper Length (ft)	0	25	25	25	25	0
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	0.99	0.946	0.99
Flt Protected	0.998			0.971		
Satd. Flow (prot)	3565	0	1752	3505	1686	0
Flt Permitted	3565	0	0.209	0.971	0	0
Satd. Flow (perm)		Yes	384	3505	1686	Yes
Right Turn on Red						
Satd. Flow (RTOR)	10				12	
Link Speed (mph)	30			40	30	
Link Distance (ft)	3508			2381	500	
Travel Time (s)	79.7			40.6	11.4	
Confl. Peds. (#/hr)		16	16			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1254	0	11	700	30	0
Turn Type	NA	Perm	NA	Prot	NA	Prot
Protected Phases	2		6	8		
Permitted Phases			6			
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	6.0	6.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	15.0%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-5.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	-1.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effect Green (s)	30.0	30.0	35.0	35.0	2.0	2.0
Actuated g/C Ratio	0.75	0.75	0.88	0.88	0.05	0.05
v/c Ratio	0.47	0.04	0.23	0.23	0.32	0.32
Control Delay	2.6	1.6	0.6	0.6	23.8	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.6	1.6	0.6	0.6	23.8	23.8
LOS	A	A	A	A	C	C
Approach Delay	2.6		0.6	0.6	23.8	23.8
Approach LOS	A		A	A	C	C
Queue Length 50th (ft)	27	0	0	0	4	4
Queue Length 95th (ft)	44	2	0	0	#25	#25
Internal Link Dist (ft)	3428			2301	420	420
Turn Bay Length (ft)				100		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2676		288	3066	95	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.47		0.04	0.23	0.32	
Intersection Summary						
Area Type:	Other					
Cycle Length:	40					
Actuated Cycle Length:	40					
Offset:	20 (50%), Referenced to phase 2EBT and 6WBT. Start of Green					
Natural Cycle:	45					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.47					
Intersection Signal Delay:	2.2					
Intersection Capacity Utilization	54.1%					
Analysis Period (min)	15					
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases:	20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW					



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	9	1622	0	0	896	7	2	0	0	1	1	7
Future Volume (vph)	9	1622	0	0	896	7	2	0	0	1	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0	100	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	1	0	0	0	0	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.999							
Flt Protected	0.950							0.950				0.885
Satd. Flow (prot)	1787	3574	0	1863	3535	0	0	1805	0	0	1690	0
Flt Permitted	0.307											
Satd. Flow (perm)	577	3574	0	1863	3535	0	0	1900	0	0	1700	0
Right Turn on Red		Yes		Yes			Yes				Yes	
Satd. Flow (RTOR)	2			5							7	
Link Speed (mph)		38		30				30			30	
Link Distance (ft)		1318		4093				500			500	
Travel Time (s)		23.6		93.0				11.4			11.4	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1672	0	0	931	0	0	2	0	0	9	0
Turn Type	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-1.0		4.0	4.0		4.0			4.0		4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	30.0	35.0		30.0			2.0				2.0	
Actuated g/C Ratio	0.75	0.88		0.75			0.05				0.05	
v/c Ratio	0.02	0.53		0.35			0.02				0.10	
Control Delay	1.4	1.3		2.1			18.5				15.6	
Queue Delay	0.0	0.0		0.0			0.0				0.0	
Total Delay	1.4	1.3		2.1			18.5				15.6	
LOS	A	A		A			B				B	
Approach Delay		1.3		2.1			18.5				15.6	
Approach LOS		A		A			B				B	
Queue Length 50th (ft)	0	0		18			1				1	
Queue Length 95th (ft)	2	0		28			5				10	
Internal Link Dist (ft)		1238		4013			420				420	
Turn Bay Length (ft)	100											

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	432	3127			2652			95			91	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.02	0.53			0.35			0.02			0.10	
Intersection Summary	Other											
Area Type:	Cycle Length: 40											
Actuated Cycle Length:	40											
Offset:	20 (50%), Referenced to phase 2EBTL and 6WBTL, Start of Green											
Natural Cycle:	45											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.53											
Intersection Signal Delay:	1.6											
Intersection Capacity Utilization	54.8%											
Analysis Period (min)	15											
Intersection LOS:	A											
ICU Level of Service	A											

Splits and Phases: 21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW



Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	244	1	46	3	5	4	36	796	8	9	1809	197
Future Volume (vph)	244	1	46	3	5	4	36	796	8	9	1809	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0	125	0	150	0	150	0	250	0	250	0
Storage Lanes	1	0	1	0	1	0	1	0	1	0	1	0
Taper Length (ft)	25	0	25	0	25	0	25	0	25	0	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.853			0.950	0.940		0.950	1.00	1.00	1.00	1.00	0.985
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902	0
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	1409	0	1543	1526	0	1671	4792	0	1731	4902	0
Right Turn on Red		Yes			Yes				Yes			Yes
Satd. Flow (RTOR)	51			4			1			3		14
Link Speed (mph)	30			30			30			2194		45
Link Distance (ft)	1165			994			1237			33.2		33.2
Travel Time (s)	26.5			22.6			28.1					
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	15%	15%	15%	17%	17%	17%	8%	8%	8%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	271	52	0	3	10	0	40	893	0	10	2229	0
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	Prot	NA	NA	NA
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	4.0		6.0	4.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	10.0	34.0		10.0	34.0		10.5	26.5		10.5	32.5	
Total Split (s)	39.0	24.0		39.0	24.0		34.5	44.5		34.5	44.5	
Total Split (%)	27.5%	16.9%		27.5%	16.9%		24.3%	31.3%		24.3%	31.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.5	-0.5		4.5	-0.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	19.0	19.0		6.2	5.1		7.2	46.4		6.3	46.7	
Actuated g/C Ratio	0.25	0.25		0.08	0.07		0.09	0.60		0.08	0.60	
v/c Ratio	0.71	0.14		0.02	0.10		0.26	0.31		0.07	0.75	
Control Delay	38.7	8.9		41.7	35.8		42.2	10.2		41.8	17.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.7	8.9		41.7	35.8		42.2	10.2		41.8	17.2	
LOS	D	A		D	D		D	B		D	B	
Approach Delay	33.9			37.1			11.6			17.3		
Approach LOS	C			D			B			B		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	122	0		1	3		19	58		5	280	
Queue Length 95th (ft)	240	29		12	21		59	185		24	#672	
Internal Link Dist (ft)	1085			914			1157			2114		
Turn Bay Length (ft)	90			125			150			250		
Base Capacity (vph)	736	446		723	411		671	2875		697	2960	
Sanitation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.37	0.12		0.00	0.02		0.06	0.31		0.01	0.75	

Intersection Summary

Area Type: Other

Cycle Length: 142

Actuated Cycle Length: 77.4

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 17.4

Intersection Capacity Utilization 66.2%

Analysis Period (min) 15

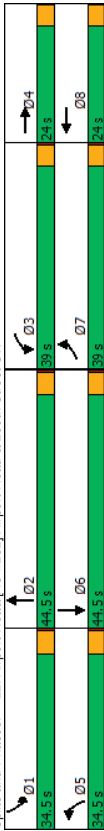
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 22: Airport Road/[AU #231] Airport Road & 106th Street SW



Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	107	59	180	204	23	159	115	1150	137	168	1751	71
Traffic Volume (vph)	107	59	180	204	23	159	115	1150	137	168	1751	71
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	200	200	140	140	65	350	0	0	300	0	0
Storage Length (ft)	1	1	1	1	1	1	1	1	0	1	1	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91
Lane Util. Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.984	0.950	0.984	0.950
Ped Bike Factor	1719	1810	1538	1752	1845	1568	1736	*5500	0	1752	5001	0
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0	0.950	0.950	0
Satd. Flow (prot)	1719	1810	1538	1752	1845	1568	1736	*5500	0	1752	5001	0
Flt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0	0.950	0.950	0
Satd. Flow (perm)	1719	1810	1538	1752	1845	1568	1736	4893	0	1751	5001	0
Right Turn on Red			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)			174			176		20				5
Link Speed (mph)		30			30			47				45
Link Distance (ft)		858			1387			2194				2138
Travel Time (s)		19.5			31.5			31.8				32.4
Confl. Peds. (#/hr)							1		3	3		1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	72	230	249	28	194	140	1569	0	205	2222	0
Turn Type	Prot	NA	Perm	Prot	Prot	Perm	Prot	NA	Prot	NA	NA	NA
Protected Phases	7	4	4	3	8	8	5	2	1	6		
Permitted Phases												
Detector Phase	7	4	4	3	8	8	5	2	1	6		
Switch Phase												
Minimum Initial (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	12.0	4.0	12.0		
Minimum Split (s)	8.0	34.5	34.5	8.0	35.5	35.5	8.0	28.5	8.0	29.5		
Total Split (s)	28.5	28.5	28.5	21.1	23.5	23.5	24.0	64.5	19.0	64.5		
Total Split (%)	19.6%	19.6%	19.6%	16.2%	16.2%	16.2%	16.5%	44.3%	13.1%	44.3%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	4.0		
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	-5.0		
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5	4.0	-0.5		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	Min	None	Min		
Act Effct Green (s)	13.8	11.9	11.9	21.1	19.1	19.1	14.1	62.4	15.3	63.6		
Actuated g/C Ratio	0.11	0.10	0.10	0.17	0.16	0.16	0.12	0.51	0.13	0.52		
v/c Ratio	0.67	0.41	0.75	0.82	0.10	0.49	0.70	0.55	0.93	0.85		
Control Delay	70.6	60.9	31.4	71.6	47.7	13.9	72.4	21.2	99.9	30.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	70.6	60.9	31.4	71.6	47.7	13.9	72.4	21.2	99.9	30.4		
LOS	E	E	C	E	D	B	E	C	F	C		
Approach Delay	48.1				46.4		25.4			36.3		
Approach LOS	D				D		C			D		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

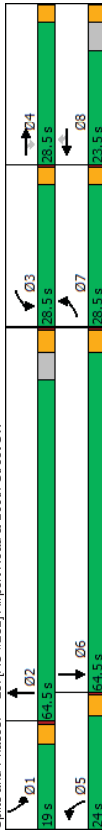
2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	101	56	43	190	19	12	109	291	165	531		
Queue Length 95th (ft)	165	99	107	#294	47	63	176	356	#331	671		
Internal Link Dist (ft)		778			1307			2114		2058		
Turn Bay Length (ft)	200	200	200	140	65	350			300			
Base Capacity (vph)	361	380	460	367	387	468	291	3242	220	2733		
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.36	0.19	0.50	0.68	0.07	0.41	0.48	0.48	0.93	0.81		
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	145.5											
Actuated Cycle Length:	121.4											
Natural Cycle:	125											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.93											
Intersection Signal Delay:	34.5											
Intersection Capacity Utilization:	69.8%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 23: [AU #231] Airport Road & 100th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	56	6	83	45	2	186	20	1048	33	70	1735	26
Traffic Volume (vph)	56	6	83	45	2	186	20	1048	33	70	1735	26
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	185	0	125	0	260	0	260	0	250	0	250	0
Storage Length (ft)	1	0	1	1	1	1	1	1	1	1	1	1
Storage Lanes	25	0	25	0	25	0	25	0	25	0	25	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.91
Ped Bike Factor	0.860			0.850			0.950		0.950		0.998	
Fit Protected	0.950			0.950			0.950		0.950		0.950	
Satd. Flow (prot)	1687	1506	0	1671	1759	1495	1687	*2800	0	1719	4928	0
Fit Permitted	0.757			0.692			0.950		0.950		0.950	
Satd. Flow (perm)	1341	1506	0	1215	1759	1473	1686	4819	0	1716	4928	0
Right Turn on Red		Yes		Yes		Yes			Yes			Yes
Satd. Flow (RTOR)	94		3	3	30	211	4	8	6	6	5	4
Link Speed (mph)	30		0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Link Distance (ft)	429		7%	8%	8%	8%	7%	7%	7%	5%	5%	5%
Travel Time (s)	9.8		3	3	649	14.8	31.0	2138	27.0	1785	45	1785
Confl. Peds. (#/hr)	3		0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Peak Hour Factor	0.88		0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%		7%	8%	8%	8%	7%	7%	7%	5%	5%	5%
Shared Lane Traffic (%)	64		0	51	2	211	23	1229	0	80	2002	0
Lane Group Flow (vph)	Perm	NA	NA	Perm	NA	Perm	Prot	NA	Prot	NA	NA	NA
Turn Type	4	4	4	8	8	8	5	2	1	6	6	6
Protected Phases	4	4	4	8	8	8	5	2	1	6	6	6
Permitted Phases	4	4	4	8	8	8	5	2	1	6	6	6
Detector Phase	4	4	4	8	8	8	5	2	1	6	6	6
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	3.0	15.0	15.0	15.0
Minimum Initial (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	28.5	8.0	34.0	34.0	34.0
Minimum Split (s)	13.5	13.5	13.5	13.5	13.5	13.5	13.5	19.0	54.5	19.0	54.5	54.5
Total Split (s)	15.5%	15.5%	15.5%	15.5%	15.5%	15.5%	15.5%	21.8%	62.6%	21.8%	62.6%	62.6%
Total Split (%)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	3.5	4.0	4.0	4.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0
Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead/Lag Optimize?	None	None	None	None	None	None	None	Yes	Yes	Yes	Yes	Yes
Recall Mode	10.2	10.2	10.2	10.2	10.2	10.2	10.2	6.5	28.5	8.2	44.1	44.1
Act Effct Green (s)	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.11	0.47	0.13	0.72	0.72
Actuated g/C Ratio	0.29	0.31	0.25	0.01	0.50	0.13	0.94	0.35	0.56	0.35	0.56	0.56
v/c Ratio	29.7	10.3	29.4	26.0	9.0	37.2	31.8	35.5	7.2	31.8	35.5	35.5
Control Delay	29.7	10.3	29.4	26.0	9.0	37.2	31.8	35.5	7.2	31.8	35.5	35.5
Queue Delay	29.7	10.3	29.4	26.0	9.0	37.2	31.8	35.5	7.2	31.8	35.5	35.5
Total Delay	29.7	10.3	29.4	26.0	9.0	37.2	31.8	35.5	7.2	31.8	35.5	35.5
LOS	C	B	B	C	C	A	D	C	D	D	A	A
Approach Delay	17.8			13.1			31.9		8.3			
Approach LOS	B			B			C		A			

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	20	2	16	1	0	7	131					
Queue Length 95th (ft)	66	41	56	7	51	40	#383					
Internal Link Dist (ft)	349		569				2058					
Turn Bay Length (ft)	185		125		260							
Base Capacity (vph)	306	417	277	402	499	486	2225					
Sanitation Cap Reductn	0	0	0	0	0	0	0					
Spillback Cap Reductn	0	0	0	0	0	0	0					
Storage Cap Reductn	0	0	0	0	0	0	0					
Reduced v/c Ratio	0.21	0.24	0.18	0.00	0.42	0.05	0.55					
Intersection Summary												
Area Type:	Other											
Cycle Length:	87											
Actuated Cycle Length:	61.2											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.94											
Intersection Signal Delay:	16.9											
Intersection Capacity Utilization	59.4%											
Analysis Period (min)	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 24: [AU #231] Airport Road & 94th Street SW



Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	831	6	347	31	10	93	78	1173	48	66	1990	298
Future Volume (vph)	831	6	347	31	10	93	78	1173	48	66	1990	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	90		0	225		0	110		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25		25			25			25			0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.98		0.865		0.994		1.00		0.980
Fit			0.850				0.950					
Fit Protected	0.950	0.953		0.950						0.950		
Satd. Flow (prot)	1698	1703	1599	1271	1137	0	1703	*4050	0	1752	4935	0
Fit Permitted	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (perm)	1687	1693	1599	1271	1137	0	1703	4960	0	1752	4935	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			309			118	6				31	
Link Speed (mph)			30			30	47				30	
Link Distance (ft)			517			773	1785				560	
Travel Time (s)			11.8			17.6	25.9				12.7	
Confl. Peds. (#/hr)	6					6			1		1	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	42%	42%	42%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	526	534	439	39	131	0	99	1546	0	84	2886	0
Turn Type	Split	NA	Perm	Split	NA	Prot	Prot	5	2	1	6	
Protected Phases	4	4	4	8	8							
Permitted Phases	4	4	4	8	8							
Detector Phase	4	4	4	8	8							
Switch Phase	4	4	4	8	8							
Minimum Initial (s)	6.0	6.0	6.0	4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	20.0	20.0	20.0	30.5	30.5		8.0	41.0		8.0	26.5	
Total Split (s)	30.0	30.0	30.0	15.0	15.0		15.0	40.0		25.0	50.0	
Total Split (%)	27.3%	27.3%	27.3%	13.6%	13.6%		13.6%	36.4%		22.7%	45.5%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5		4.0	7.5		4.0	4.5	
Lead/Lag				Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	26.8	26.8	26.8	10.2	10.2		9.3	42.7		9.6	46.1	
Actuated g/C Ratio	0.25	0.25	0.25	0.10	0.10		0.09	0.40		0.09	0.44	
v/c Ratio	1.22	1.24	0.69	0.32	0.61		0.66	0.94		0.53	1.34	
Control Delay	155.0	161.0	18.4	51.3	22.6		70.6	44.8		60.4	182.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.1	
Total Delay	155.0	161.0	18.4	51.3	22.6		70.6	44.8		60.4	182.3	
LOS	F	F	B	D	C		E	D		E	F	
Approach Delay		117.1		29.2			46.3			178.8		
Approach LOS		F		C			D			F		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~465	~475	73	26	8	65	354			55	~946	
Queue Length 95th (ft)	#703	#716	153	51	44	122	#543			102	#1089	
Internal Link Dist (ft)		437			693		1705				480	
Turn Bay Length (ft)	200		200	90		225				110		
Base Capacity (vph)	431	432	636	171	255	179	1636			352	2167	
Starvation Cap Reductn	0	0	0	0	0	0	0			0	67	
Spillback Cap Reductn	0	0	0	0	0	0	0			0	0	
Storage Cap Reductn	0	0	0	0	0	0	0			0	0	
Reduced v/c Ratio	1.22	1.24	0.69	0.23	0.51	0.55	0.94			0.24	1.38	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 105.8
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.34
Intersection Signal Delay: 125.5
Intersection Capacity Utilization 89.7%
Analysis Period (min) 15
Intersection LOS: F
ICU Level of Service E

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 25: [AU #231] Airport Road/Airport Road & Kasch Park Road



Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W	W	W	W
Traffic Volume (vph)	36	15	772	28	31	790
Future Volume (vph)	36	15	772	28	31	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			0.98		
Frt	0.959			0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1726	0	1881	1599	1787	1881
Flt Permitted	0.966			0.215		
Satd. Flow (perm)	1723	0	1881	1562	404	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18			27		
Link Speed (mph)	30		35		1	40
Link Distance (ft)	500		1324			1345
Travel Time (s)	11.4		25.8			22.9
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	908	33	36	929
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phases				2	6	
Detector Phase	3		2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		22.5	9.0	22.0	22.0
Total Split (s)	29.0		54.5	19.0	64.5	64.5
Total Split (%)	28.3%		53.2%	18.5%	62.9%	62.9%
Yellow Time (s)	3.5		4.0	3.5	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		-5.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		-0.5	4.5	4.0	4.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Max	Max	None	Max
Act Effct Green (s)	8.7		67.5	63.5	68.6	69.5
Actuated g/C Ratio	0.10		0.81	0.76	0.82	0.83
v/c Ratio	0.31		0.60	0.03	0.09	0.59
Control Delay	28.4		8.1	3.3	3.2	6.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	28.4		8.1	3.3	3.2	6.3
LOS	C		A	A	A	A
Approach Delay	28.4		7.9			6.1
Approach LOS	C		A			A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	21		159	1	2	109
Queue Length 95th (ft)	47		442	12	13	373
Internal Link Dist (ft)	420		1244			1265
Turn Bay Length (ft)					100	
Base Capacity (vph)	531		1519	1194	581	1643
Sanitation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.11		0.60	0.03	0.06	0.57
Intersection Summary						
Area Type: Other						
Cycle Length: 102.5						
Actuated Cycle Length: 83.5						
Natural Cycle: 70						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.60						
Intersection Signal Delay: 7.7						
Intersection Capacity Utilization 52.4%						
Analysis Period (min) 15						
Intersection LOS: A						
ICU Level of Service A						

Splits and Phases: 26: [AU #352] 4th Avenue W & 108th Street SW



Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	19	0	11	0	784	13	3	764	0
Future Volume (vph)	1	0	1	19	0	11	0	784	13	3	764	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	100	0	0	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00		0.99		
Frt	0.932				0.951			0.998				
Flt Protected	0.976				0.969					0.950		
Satd. Flow (prot)	0	1728	0	0	1751	0	1863	1858	0	1787	1881	0
Flt Permitted	0	1771	0	0	1807	0	1863	1858	0	513	1881	0
Satd. Flow (perm)									Yes			Yes
Right Turn on Red			Yes									
Satd. Flow (RTOR)	27				27		2		18	18		2
Link Speed (mph)	30				30			35				30
Link Distance (ft)	500				500			1345				1312
Travel Time (s)	11.4				11.4			26.2				29.8
Confl. Peds. (#/hr)									2%	1%	1%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	Perm	NA	0	Perm	NA	0	Perm	NA	0	3	840	0
Turn Type	4	4	4	8	8	2	2	2	2	6	6	6
Protected Phases												
Permitted Phases	4	4	4	8	8	2	2	2	2	6	6	6
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	34.0	34.0	34.0
Total Split (%)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	-1.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	2.0				2.0			35.0		30.0	30.0	
Actuated g/C Ratio	0.05				0.05			0.88		0.75	0.75	
v/c Ratio	0.02				0.28			0.54		0.01	0.60	
Control Delay	0.5				16.9			2.0		1.3	4.4	
Queue Delay	0.0				0.0			0.0		0.0	0.0	
Total Delay	0.5				16.9			2.0		1.3	4.4	
LOS	A				B			A		A	A	
Approach Delay	0.5				16.9			2.0		4.4	4.4	
Approach LOS	B				B			A		A	A	
Queue Length 50th (ft)	0				1			0		0	42	
Queue Length 95th (ft)	0				20			0		1	86	
Internal Link Dist (ft)	420				420			1265		100	1232	
Turn Bay Length (ft)												

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

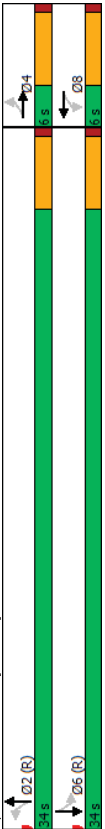
2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	114						116			1625		1410
Starvation Cap Reductn	0					0	0		0	0		0
Spillback Cap Reductn	0					0	0		0	0		0
Storage Cap Reductn	0					0	0		0	0		0
Reduced v/c Ratio	0.02					0.28			0.54	0.01		0.60
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset: 0 (0%), Referenced to phase 2 NBT and 6 SBT, Start of Green												
Natural Cycle:	60											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.60											
Intersection Signal Delay:	3.4											
Intersection Capacity Utilization:	52.1%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	A											

Splits and Phases: 27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

2019 Opening Year Operations
PM Peak-Hour

2024 No Action AM Peak-Hour Arterial Level of Service Analysis

Arterial Level of Service

Arterial Level of Service: NB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Gibson Road	II	38	48.7	9.9	58.6	0.52	32.2	B
Center Road	II	38	28.9	11.0	39.9	0.28	25.6	C
Fairmount Elementary	II	38	25.0	14.5	39.5	0.23	20.7	D
112th Street SW	II	38	16.0	17.2	33.2	0.14	15.1	E
Airport Road	II	38	18.3	16.8	35.1	0.16	16.3	E
Total	II		136.9	69.4	206.3	1.33	23.2	C

Arterial Level of Service: SB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
112th Street SW	II	40	18.3	19.0	37.3	0.16	15.3	E
Fairmount Elementary	II	40	16.0	4.4	20.4	0.14	24.5	C
Center Road	II	40	25.0	20.4	45.4	0.23	18.0	D
Gibson Road	II	40	28.9	5.0	33.9	0.28	30.1	B
SR-525	II	40	48.7	51.0	99.7	0.52	18.9	D
Total	II		136.9	99.8	236.7	1.33	20.3	D

Arterial Level of Service: EB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Admiralty Way	II	45	38.0	10.8	48.8	0.40	29.8	B
Gibson Road	II	45	27.2	8.9	36.1	0.26	26.1	C
8th Avenue W	II	40	28.6	5.9	34.5	0.28	29.2	B
5th Avenue W	II	40	17.4	2.2	19.6	0.15	27.8	C
4th Avenue W	II	40	11.2	80.3	91.5	0.10	3.8	F
I-5 Southbound Ramps	II	40	19.0	77.7	96.7	0.17	6.1	F
Total	II		141.4	185.8	327.2	1.36	15.0	E

Arterial Level of Service: WB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	I	35	20.6	16.6	37.2	0.17	16.0	F
5th Avenue W	I	35	12.2	6.4	18.6	0.10	18.9	E
8th Avenue W	I	50	15.1	3.7	18.8	0.15	29.0	C
Gibson Road	I	50	26.6	5.5	32.1	0.28	31.4	C
Admiralty Way	I	55	25.4	12.2	37.6	0.26	25.1	D
SR-99	I	50	34.7	72.1	106.8	0.40	13.6	F
Total	I		134.6	116.5	251.1	1.36	19.5	E

Arterial Level of Service

Arterial Level of Service: NB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Mariner Square	II	38	9.6	5.5	15.1	0.08	20.0	D
124th Street SW	II	38	19.7	8.3	28.0	0.17	22.1	C
120th Street SW	II	38	27.4	16.0	43.4	0.25	20.7	D
Center Road/Driveway	II	38	9.2	7.2	16.4	0.08	17.5	D
116th Place SW/Drive	II	38	17.0	7.2	24.2	0.15	21.9	D
[AU #230] 112th Stre	II	38	28.1	38.1	66.2	0.28	15.0	E
Total	II		111.0	82.3	193.3	1.01	18.8	D

Arterial Level of Service: SB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
116th Place SW/Drive	II	38	28.1	6.8	34.9	0.28	28.4	B
Center Road/Driveway	II	38	17.0	10.6	27.6	0.15	19.2	D
120th Street SW	II	38	9.2	6.0	15.2	0.08	18.9	D
124th Street SW	II	38	27.4	6.6	34.0	0.25	26.4	C
Mariner Square	II	38	19.7	5.2	24.9	0.17	24.8	C
[AU #228] Airport Ro	II	38	9.6	51.8	61.4	0.08	4.9	F
Total	II		111.0	87.0	198.0	1.01	18.3	D

Arterial Level of Service: EB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	II	38	42.8	33.7	76.5	0.45	21.2	D
Meridian Avenue/Driv	II	38	27.5	0.5	28.0	0.25	32.1	B
Total	II		70.3	34.2	104.5	0.70	24.1	C

Arterial Level of Service: WB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #352] 4th Avenue	II	40	27.5	43.6	71.1	0.25	12.6	F
115th St SW	II	40	42.8	0.8	43.6	0.45	37.2	A
Total	II		70.3	44.4	114.7	0.70	22.0	D

Arterial Level of Service: NB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
100th Street SW	I	48	35.7	9.1	44.8	0.42	33.4	C
94th Street SW	I	48	34.8	11.1	45.9	0.40	31.8	C
Kasch Park Road	I	48	30.8	13.6	44.4	0.34	27.4	C
Total	I		101.3	33.8	135.1	1.16	30.9	C

Arterial Level of Service

Arterial Level of Service: SB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
94th Street SW	I	50	30.8	6.9	37.7	0.34	32.3	C
100th Street SW	I	50	34.8	7.0	41.8	0.40	34.9	B
106th Street SW	I	50	35.7	22.5	58.2	0.42	25.7	D
Total	I		101.3	36.4	137.7	1.16	30.3	C

Arterial Level of Service: NB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	27.6	3.0	30.6	0.25	29.5	B
104th Street SW	II	40	28.0	1.3	29.3	0.25	31.3	B
Total	II		55.6	4.3	59.9	0.51	30.4	B

Arterial Level of Service: SB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	28.0	2.5	30.5	0.25	30.1	B
[AU #230] 112th Stre	II	40	27.6	39.9	67.5	0.25	13.4	E
Total	II		55.6	42.4	98.0	0.51	18.6	D

Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	1	66	1	43	5	1359	47	28	1096	3
Future Volume (vph)	6	0	1	66	1	43	5	1359	47	28	1096	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	30	150	0	0	150	0	0
Storage Lanes	0	0	0	0	0	1	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	1	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	1.00	0.98	0.98	0.98	0.95	1.00	0.95	1.00	1.00	1.00
Fr	0.981						0.950	0.995				
Flt Protected				0.953						0.950		
Satd. Flow (prot)	0	1568	0	0	1758	1568	1752	3484	0	1719	3438	0
Flt Permitted		0.796		0.725			0.206			0.128		
Satd. Flow (perm)	0	1298	0	0	1337	1543	380	3484	0	232	3438	0
Right Turn on Red			Yes				Yes		Yes			Yes
Satd. Flow (RTOR)		65				65	4					
Link Speed (mph)		35			35						40	
Link Distance (ft)		561			709		2764				1498	
Travel Time (s)		11.3			13.8		49.6				25.5	
Confl. Peds. (#/ht)	3					3	2		2	2		2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	14%	3%	3%	3%	3%	3%	3%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	71	46	5	1496	0	30	1169	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases		4		8	8	8	2	2	6	1	6	
Permitted Phases	4		4	8	8	8	5	2	6	1	6	
Detector Phase	4		4	8	8	8	5	2	6	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	30.5	9.5	24.0	9.5	29.0	29.0	29.0
Total Split (s)	34.5	34.5	34.5	34.5	34.5	34.5	19.5	55.0	19.5	55.0	55.0	55.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	17.9%	50.5%	17.9%	50.5%	50.5%	50.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	-5.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	None	None	None
Act Effrt Green (s)	10.7	10.7	10.7	10.7	10.7	10.7	60.6	59.4	61.8	65.4	65.4	65.4
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.76	0.74	0.77	0.82	0.82	0.82
v/c Ratio	0.03	0.40	0.18	0.01	0.01	0.01	0.58	0.11	0.11	0.42	0.42	0.42
Control Delay	0.3	37.4	5.8	4.8	9.9	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	37.4	5.8	4.8	9.9	5.0	5.0	5.0	5.0	5.0	5.0	5.0
LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay	0.3			25.0				9.8			5.0	
Approach LOS	A			C				A			A	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	0	0	31	0	1	112	0	0	2	44	0
Queue Length 95th (ft)	0	0	0	69	17	5	481	0	0	16	280	0
Internal Link Dist (ft)	501			629			2684			1418		
Turn Bay Length (ft)				30		150				150		
Base Capacity (vph)	532			507		625	2587			462	2809	
Starvation Cap Reductn	0			0		0	0			0	0	
Spillback Cap Reductn	0			0		0	0			0	0	
Storage Cap Reductn	0			0		0	0			0	0	
Reduced v/c Ratio	0.01			0.14		0.07	0.58			0.06	0.42	
Intersection Summary												
Area Type:	Other											
Cycle Length:	109											
Actuated Cycle Length:	80											
Natural Cycle:	80											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.58											
Intersection Signal Delay:	8.4											
Intersection Capacity Utilization:	60.7%											
Analysis Period (min):	15											
Description:	Beverly Park Road is NB/SB and Gibson Road is E/W. This is rotated for analysis purposes from the Snohomish County Timings.											
Intersection LOS:	A											
ICU Level of Service:	B											
Splits and Phases:	2. [AU #227] Beverly Park Road & Gibson Road											
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12
	19.5 s	55 s	55 s	34.5 s	19.5 s	55 s	55 s	34.5 s	19.5 s	55 s	55 s	34.5 s

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

3: [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	8	41	111	40	23	328	1096	54	19	810	64
Traffic Volume (vph)	7	8	41	111	40	23	328	1096	54	19	810	64
Future Volume (vph)	7	8	41	111	40	23	328	1096	54	19	810	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%	0%	0%	2%	2%	0%	-1%	0%	0%	0%	0%	0%
Storage Length (ft)	75	0	60	0	0	0	150	0	150	0	0	0
Storage Lanes	1	0	1	0	1	0	1	0	2	0	0	0
Taper Length (ft)	25	0	25	0	25	0	25	0	25	0	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.993	0.993	1.00	0.989	0.989	0.989
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1641	1510	0	1718	1703	0	1761	3498	0	1719	3400	0
Flt Permitted	0.710	0.484	0.484	0.116	0.116	0.116	0.116	0.165	0.165	0.165	0.165	0.165
Satd. Flow (perm)	1225	1510	0	875	1703	0	215	3498	0	299	3400	0
Right Turn on Red		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)		47	25	25	30	30	5	38	5	8	40	40
Link Speed (mph)		30	30	30	30	30	38	1498	38	1200	1200	1200
Link Distance (ft)		631	1366	1366	1366	1366	26.9	26.9	26.9	20.5	20.5	20.5
Travel Time (s)		14.3	31.0	31.0	31.0	31.0	1	1	1	1	1	1
Confl. Peds. (#/hr)	1	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Peak Hour Factor	0.87	10%	10%	10%	10%	10%	4%	4%	3%	5%	5%	5%
Heavy Vehicles (%)												
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	56	0	128	72	0	377	1322	0	22	1005	0
Turn Type	pm-pt	NA	pm-pt	NA	NA	pm-pt	pm-pt	NA	pm-pt	pm-pt	NA	NA
Protected Phases	7	4	3	8	8	5	2	2	1	6	6	6
Permitted Phases	4	4	8	8	8	2	2	2	6	6	6	6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	28.0	9.5	22.5	22.5	9.5	26.5	26.5	26.5
Total Split (s)	19.0	39.0	19.0	39.0	39.0	19.5	39.5	39.5	19.5	39.5	39.5	39.5
Total Split (%)	16.2%	33.3%	16.2%	33.3%	33.3%	16.7%	33.8%	33.8%	16.7%	33.8%	33.8%	33.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	0.0	-5.0	-5.0	-5.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	-0.5	-0.5	4.5	-0.5	-0.5	-0.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.1	7.2	17.8	16.3	16.3	47.4	49.3	32.4	32.4	32.2	32.2	32.2
Actuated g/C Ratio	0.15	0.10	0.24	0.22	0.22	0.64	0.67	0.44	0.44	0.43	0.43	0.43
v/c Ratio	0.04	0.30	0.41	0.18	0.18	0.81	0.57	0.09	0.09	0.68	0.68	0.68
Control Delay	22.3	17.8	22.3	19.2	19.2	35.3	35.3	11.0	9.4	20.4	20.4	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	17.8	22.3	19.2	19.2	35.3	35.3	11.0	9.4	20.4	20.4	20.4
LOS	C	B	C	B	B	D	B	B	A	C	C	C
Approach Delay		18.3		24.3	24.3		16.4	16.4		20.2	20.2	20.2

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

3: [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	3	4	48	17	114	119	114	119	114	119	119	119
Queue Length 50th (ft)	13	36	95	56	354	382	354	382	354	382	382	382
Queue Length 95th (ft)	13	36	95	56	354	382	354	382	354	382	382	382
Internal Link Dist (ft)	75	551	60	1286	150	1418	150	1418	150	1418	1418	1418
Turn Bay Length (ft)	422	770	421	854	464	2327	464	2327	473	1924	1924	1924
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.07	0.30	0.08	0.81	0.57	0.81	0.57	0.05	0.52	0.52	0.52

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 74.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 18.3

Intersection Capacity Utilization 66.1%

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 3: [AU #227] Beverly Park Road & Center Road



Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	W	W	W	W
Traffic Volume (vph)	34	143	1096	30	169	1007
Future Volume (vph)	34	143	1096	30	169	1007
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.98	1.00	1.00			
Frt	0.891	0.996				
Flt Protected	0.991				0.950	
Satd. Flow (prot)	1494	0	3455	0	1719	3438
Flt Permitted	0.991				0.132	
Satd. Flow (perm)	1488	0	3455	0	239	3438
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	157		3			
Link Speed (mph)	30	38				40
Link Distance (ft)	393	1200				733
Travel Time (s)	8.9	21.5				12.5
Confl. Peds. (#/hr)	12	2	4	4		
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91
Heavy Vehicles (%)	11%	11%	4%	4%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	194	0	1237	0	186	1107
Turn Type	Prot	NA	NA	pm+pt	NA	NA
Protected Phases	8	2	2	1	6	
Permitted Phases				6		
Detector Phase	8	2	2	1	6	
Switch Phase						
Minimum Initial (s)	5.0	7.0		5.0	7.0	
Minimum Split (s)	31.5	26.5		9.5	20.5	
Total Split (s)	34.5	29.5		28.5	29.5	
Total Split (%)	37.3%	31.9%		30.8%	31.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.5	-0.5		4.5	-0.5	
Lead/Lag		Lead		Lag		
Lead-Lag Optimize?		Yes		Yes		
Recall Mode	None	None		None	Min	
Act Effct Green (s)	9.8	30.9		37.7	42.9	
Actuated g/C Ratio	0.17	0.54		0.66	0.76	
v/c Ratio	0.50	0.66		0.53	0.43	
Control Delay	10.7	14.5		12.8	4.4	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	10.7	14.5		12.8	4.4	
LOS	B	B		B	A	
Approach Delay	10.7	14.5			5.6	
Approach LOS	B	B			A	
Queue Length 50th (ft)	10	111		14	29	
Queue Length 95th (ft)	55	#440		93	198	
Internal Link Dist (ft)	313	1120			653	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	885		1883		803	3263
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.22		0.66		0.23	0.34
Intersection Summary						
Area Type:	Other					
Cycle Length:	92.5					
Actuated Cycle Length:	56.8					
Natural Cycle:	70					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.66					
Intersection Signal Delay:	10.0					
Intersection Capacity Utilization	63.1%					
Analysis Period (min)	15					
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases:	4: [AU #227] Beverly Park Road & Fairmount Elementary					
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
	28.5 s	29.5 s				28.5 s
						28.5 s

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	9	25	3	506	162	0	35	1001	176	0	795	25
Traffic Volume (vph)	9	25	3	506	162	0	35	1001	176	0	795	25
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	250	0	250	0	0	0	0	135	0	0	0	0
Storage Length (ft)	1	0	2	0	0	0	1	1	0	0	0	0
Storage Lanes	25	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99	1.00
Ped Bike Factor	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1530	3008	0	3467	1881	0	1770	3539	1583	0	3418	0
Flt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1523	3008	0	3463	1881	0	266	3539	1560	0	3418	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	3	30	0	30	30	0	38	183	2	0	40	2
Link Speed (mph)	30	433	9.8	1	1	1	2	2	1	1	1	2
Link Distance (ft)	4	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Travel Time (s)	18%	18%	18%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Conf. Peds. (#/hr)												
Conf. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	18%	18%	18%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	30	0	538	172	0	37	1065	187	0	873	0
Turn Type	Prot	NA	NA	Prot	NA	NA	pm+pt	NA	pm+ov	NA	NA	NA
Protected Phases	7	4	4	3	8	8	5	2	3	2	6	6
Permitted Phases												
Detector Phase	7	4	4	3	8	8	5	2	3	2	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	7.0
Minimum Split (s)	11.0	36.0	9.0	36.0	36.0	36.0	9.0	33.5	9.0	30.5	30.5	30.5
Total Split (s)	24.0	34.0	29.0	34.0	34.0	34.0	32.0	44.5	29.0	44.5	44.5	44.5
Total Split (%)	17.2%	24.4%	20.8%	24.4%	24.4%	24.4%	22.9%	31.9%	20.8%	31.9%	31.9%	31.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.6	4.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	7.2	18.2	22.5	22.5	22.5	30.0	28.1	48.2	27.2	27.2	27.2
Actuated g/C Ratio	0.10	0.11	0.29	0.36	0.36	0.36	0.47	0.44	0.76	0.43	0.43	0.43
v/c Ratio	0.07	0.09	0.54	0.26	0.26	0.26	0.13	0.68	0.15	0.59	0.59	0.59
Control Delay	38.7	31.7	24.9	18.6	18.6	18.6	12.3	17.2	0.7	19.0	19.0	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	31.7	24.9	18.6	18.6	18.6	12.3	17.2	0.7	19.0	19.0	19.0
LOS	D	C	C	C	C	C	B	B	A	B	B	B
Approach Delay												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C	C	C	C	C	C	C	C	C	C	C	C
Queue Length 50th (ft)	4	5	103	48	8	173	0	159	0	159	0	159
Queue Length 95th (ft)	23	21	205	130	29	327	13	300	13	300	13	300
Internal Link Dist (ft)	250	1663	1596	1200	933	3309	1350	2472	1350	2472	1350	2472
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	563	1596	1200	933	3309	1350	2472	1350	2472	1350	2472	1350
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.02	0.34	0.14	0.04	0.32	0.14	0.35	0.14	0.35	0.14	0.35

Intersection Summary

Area Type: Other

Cycle Length: 139.5

Actuated Cycle Length: 63.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 18.3

Intersection Capacity Utilization 58.7%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	725	186	5	57	246	20	2	703	37	13	319	369
Traffic Volume (vph)	725	186	5	57	246	20	2	703	37	13	319	369
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	12	12	11	11	11	11	11	11
Lane Width (ft)												
Grade (%)												
Storage Length (ft)	140		0	100		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00			1.00		1.00		0.99	
Frt	0.996			0.989			0.993				0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	1837	0	1770	1839	0	1669	4759	0	1594	4176	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3388	1837	0	1770	1839	0	1669	4759	0	1594	4176	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1		3				8			295	
Link Speed (mph)		38		30				30			30	
Link Distance (ft)		838		589				917			1237	
Travel Time (s)		15.0		13.4				20.8			28.1	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)			2			2			1			10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	10%	10%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	806	213	0	63	295	0	2	822	0	14	764	0
Protected Phases	Prot	NA	NA	Prot	NA	NA	Prot	NA	Prot	NA	NA	NA
Detector Phase	7	4		3	8		5	2		1	6	
Permitted Phases	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5	
Total Split (s)	29.0	29.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Eff Green (s)	25.7	35.0		7.3	17.6		4.8	18.6		5.4	18.6	
Actuated g/C Ratio	0.34	0.46		0.10	0.23		0.06	0.24		0.07	0.25	
v/c Ratio	0.70	0.25		0.37	0.69		0.02	0.71		0.12	0.61	
Control Delay	28.8	16.8		42.0	37.0		41.5	30.5		41.3	17.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.8	16.8		42.0	37.0		41.5	30.5		41.3	17.8	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	D	D	D	D	C	C	D	D	B
Approach Delay		26.3		37.8		37.8		30.6		30.6		18.3
Approach LOS		C	C	D		D		C		C		B
Queue Length 50th (ft)	146	56		26	118		1	116		6		62
Queue Length 95th (ft)	#412	156		83	256		9	227		30		140
Internal Link Dist (ft)		758			509			837				1157
Turn Bay Length (ft)	140			100			250			250		
Base Capacity (vph)	1145	842		357	426		337	3530		322		3172
Salvage Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.70	0.25		0.18	0.69		0.01	0.23		0.04		0.24

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 76.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 26.8

Intersection Capacity Utilization 61.1%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	145	337	202	252	509	70	278	644	171	145	1437	78
Traffic Volume (vph)	145	337	202	252	509	70	278	644	171	145	1437	78
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	14	12	11	11	13	11	14	14	11	11
Lane Width (ft)	250	400	250	0	0	0	300	0	300	0	430	1
Storage Length (ft)	1	2	1	0	1	0	1	1	1	1	1	1
Storage Lanes	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Taper Length (ft)	1.00	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	0.99	0.98	0.98	0.99	0.99	0.98	1.00	0.99	0.97	0.99	0.98	0.98
Ped Bike Factor												
Frt	0.950		0.850		0.982				0.850		0.850	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	1601	3202	2782	1703	3215	0	1776	3323	1641	1851	3355	1501
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1579	3202	2782	1669	3215	0	1774	3323	1598	1841	3355	1467
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220		7				176			51
Link Speed (mph)	30				50						30	
Link Distance (ft)	2688				2133				1701		1159	
Travel Time (s)	61.1				29.1				38.7		26.3	
Confl. Peds. (#/hr)	16	15	15	15	16	6	6	6	6	6	6	6
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
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	366	220	274	629	0	302	700	186	158	1562	85
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Prot	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6	6	5	2	2
Permitted Phases												
Detector Phase	3	8	1	7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7		9.2	34.7	34.7	9.2	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0		30.0	85.0	85.0	30.0	85.0	85.0
Total Split (%)	18.6%	27.9%	14.0%	18.6%	27.9%		14.0%	39.5%	39.5%	14.0%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7		0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	-4.9		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	-0.2		4.2	4.7	4.7	4.2	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min		None	None	None	None	None	None
Act Effct Green (s)	23.4	33.2	25.9	34.7	49.3		25.9	86.5	86.5	20.1	80.7	80.7
Actuated g/C Ratio	0.12	0.17	0.13	0.18	0.26		0.13	0.45	0.45	0.10	0.42	0.42
v/c Ratio	0.81	0.66	0.39	0.89	0.76		1.26	0.47	0.23	0.82	1.11	0.13
Control Delay	112.6	79.8	10.4	106.6	72.1		208.7	40.7	6.4	116.5	110.2	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.6	79.8	10.4	106.6	72.1		208.7	40.7	6.4	116.5	110.2	17.5
LOS	F	E	B	F	E		F	D	A	F	D	B
Approach Delay												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

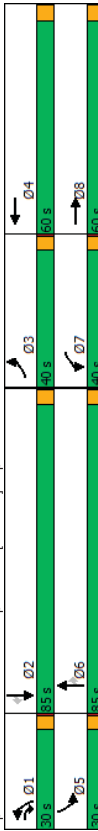
AM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	195	232	0	336	385		~468	318	7	196	~1158	25
Queue Length 95th (ft)	305	291	50	#593	492		#783	481	69	313	#1551	76
Internal Link Dist (ft)		2608			2053			1621			1079	
Turn Bay Length (ft)	250		400	250			239	1494	815	249	1407	430
Base Capacity (vph)	299	924	565	318	1015		0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.40	0.39	0.86	0.62		1.26	0.47	0.23	0.63	1.11	0.13
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
	Actuated Cycle Length: 192.3											
	Natural Cycle: 150											
	Control Type: Actuated-Uncoordinated											
	Maximum v/c Ratio: 1.26											
	Intersection Signal Delay: 88.1											
	Intersection Capacity Utilization 99.1%											
	Analysis Period (min) 15											
	Description: Airport Road is east-west and SR-99 is north-south											
	~ Volume exceeds capacity, queue is theoretically infinite.											
	# Queue shown is maximum after two cycles.											
	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	15	365	57	65	671	30	73	92	56	61	125	66
Traffic Volume (vph)	15	365	57	65	671	30	73	92	56	61	125	66
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	14	11	12	13	12	12	11	16	12	11	16	12
Lane Width (ft)		2%			-2%			4%			4%	
Grade (%)	150	0	150	0	150	0	100	0	100	0	100	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980
Ped Bike Factor												
Ft	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1749	3095	0	1794	3446	0	1588	1860	0	1693	1971	0
Satd. Flow (prot)	0.356	0.444	0.444	0.444	0.444	0.444	0.444	0.444	0.444	0.444	0.444	0.444
Flt Permitted	653	3095	0	837	3446	0	1595	1860	0	1693	1971	0
Satd. Flow (perm)		Yes			Yes			Yes			Yes	
Right Turn on Red												
Satd. Flow (RTOR)	16	4			4			20			17	
Link Speed (mph)	45	55			55			30			30	
Link Distance (ft)	2133	1382			1382			857			1130	
Travel Time (s)	32.3	17.1			17.1			19.5			25.7	
Confl. Peds. (#/hr)	5	2	2	2	2	5	2	2	0.97	0.97	0.97	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	9%	9%	5%	5%	5%	7%	7%	7%	1%	1%	1%
Shared Lane Traffic (vph)												
Lane Group Flow (vph)	15	435	0	67	723	0	75	153	0	63	197	0
Turn Type	pm+pt	NA	pm+pt	NA	NA	3	8	8	7	4	4	0
Protected Phases	5	2	1	6	6	3	8	8	7	4	4	0
Permitted Phases	2	6	6	6	6	3	8	8	7	4	4	0
Detector Phase	5	2	1	6	6	3	8	8	7	4	4	0
Switch Phase												
Minimum Initial (s)	3.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	29.5	8.0	57.0	9.0	36.0	9.0	36.0	9.0	36.0	9.0	36.0
Total Split (s)	9.0	73.0	11.0	75.0	22.0	46.0	20.0	44.0	20.0	44.0	20.0	44.0
Total Split (%)	6.0%	48.7%	7.3%	50.0%	14.7%	30.7%	13.3%	29.3%	13.3%	29.3%	13.3%	29.3%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.0	5.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min
Act Effect Green (s)	101.9	102.4	105.8	101.2	11.4	23.5	10.0	20.1	10.0	20.1	10.0	20.1
Actuated g/C Ratio	0.68	0.68	0.71	0.67	0.08	0.16	0.07	0.13	0.07	0.13	0.07	0.13
v/c Ratio	0.03	0.21	0.11	0.31	0.62	0.50	0.56	0.71	0.56	0.71	0.56	0.71
Control Delay	9.9	10.8	9.8	12.2	87.8	54.8	86.0	69.5	86.0	69.5	86.0	69.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	10.8	9.8	12.2	87.8	54.8	86.0	69.5	86.0	69.5	86.0	69.5
LOS	A	B	A	B	F	D	F	D	F	D	F	E

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

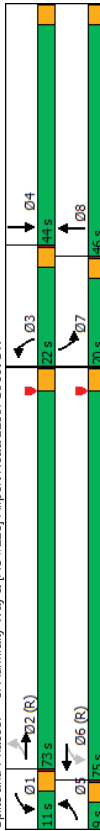
AM Peak-Hour

Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	10.8			12.0			65.7					
Approach LOS	B			B			E					
Queue Length 50th (ft)	4	73		17	117		73	124		61	174	
Queue Length 95th (ft)	16	150		44	187		127	177		110	232	
Internal Link Dist (ft)	2053			1302			777			1050		
Turn Bay Length (ft)	150			150			100			100		
Base Capacity (vph)	482	2117		637	2326		191	535		180	538	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.21		0.11	0.31		0.39	0.29		0.35	0.37	
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	80 (53%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow											
Natural Cycle:	115											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.71											
Intersection Signal Delay:	28.0											
Intersection Capacity Utilization	53.8%											
Analysis Period (min)	15											
Intersection LOS:	C											
ICU Level of Service	A											

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	26	402	22	159	696	27	49	50	68	43	73	83
Future Volume (vph)	26	402	22	159	696	27	49	50	68	43	73	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	11	12	12	11	12
Grade (%)	150	3%	0	150	-3%	0	95	1%	0	80	-3%	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0.95	0.95	25	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	0.99	1.00	1.00
Ped Bike Factor	1.00	0.992	0.992	1.00	0.994	1.00	0.914	0.914	1.00	0.920	0.920	1.00
Ft Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1631	*4500	0	1728	3318	0	1581	1563	0	1762	1634	0
Ft Permitted	0.321	0.424	0.424	0.424	0.424	0.424	0.424	0.424	0.424	0.424	0.424	0.424
Satd. Flow (perm)	550	3124	0	769	3318	0	1575	1563	0	1758	1634	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	4	4	4	4	4	4	4	4	4	4	4	4
Link Speed (mph)	1382	1382	1382	1382	1382	1382	1382	1382	1382	1382	1382	1382
Link Distance (ft)	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9
Travel Time (s)	2	2	2	2	2	2	2	2	2	2	2	2
Conf. Peds. (#/hr)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Heavy Vehicles (%)	29	471	0	177	803	0	54	132	0	48	173	0
Shared Lane Traffic (%)	pm+pt	NA	NA	pm+pt	NA	NA	Prot	NA	NA	Prot	NA	NA
Lane Group Flow (vph)	5	2	2	6	6	6	3	8	0	7	4	4
Turn Type	5	2	2	6	6	6	3	8	0	7	4	4
Protected Phases	5	2	2	6	6	6	3	8	0	7	4	4
Permitted Phases	5	2	2	6	6	6	3	8	0	7	4	4
Detector Phase	5	2	2	6	6	6	3	8	0	7	4	4
Switch Phase	3.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Initial (s)	8.0	27.5	8.0	26.5	27.0	8.0	38.0	38.0	8.0	37.0	37.0	37.0
Minimum Split (s)	10.0	57.0	27.0	74.0	27.0	20.0	49.0	49.0	17.0	46.0	46.0	46.0
Total Split (s)	6.7%	38.0%	18.0%	49.3%	18.0%	13.3%	32.7%	32.7%	11.3%	30.7%	30.7%	30.7%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.0	-0.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None	None
Act Effect Green (s)	103.5	102.6	111.5	110.2	111.5	9.5	19.7	19.7	8.5	18.8	18.8	18.8
Actuated g/C Ratio	0.69	0.68	0.74	0.73	0.74	0.06	0.13	0.13	0.06	0.13	0.13	0.13
v/c Ratio	0.07	0.15	0.28	0.33	0.28	0.54	0.48	0.48	0.54	0.48	0.73	0.73
Control Delay	9.0	8.9	6.2	5.5	6.2	86.7	44.8	44.8	83.6	65.2	65.2	65.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	8.9	6.2	5.5	6.2	86.7	44.8	44.8	83.6	65.2	65.2	65.2
LOS	A	A	A	A	A	F	D	D	F	F	E	E

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	8.9	8.9	8.9	5.6	5.6	5.6	57.0	57.0	57.0	57.0	57.0	57.0
Approach LOS	A	A	A	A	A	A	E	E	E	E	E	E
Queue Length 50th (ft)	6	45	45	27	81	81	52	79	46	131	131	131
Queue Length 95th (ft)	21	93	93	71	128	128	99	134	91	192	192	192
Internal Link Dist (ft)	150	1302	1302	150	1398	1398	95	736	80	659	659	659
Turn Bay Length (ft)	426	3080	3080	719	2437	2437	168	501	152	484	484	484
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.15	0.15	0.25	0.33	0.33	0.32	0.26	0.32	0.36	0.36	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 53 (35%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 19.0
 Intersection Capacity Utilization 56.1%
 Analysis Period (min) 15
 Description: Airport Road is east-west and Gibson Road is north-south
 * User Entered Value

Spills and Phases: 9: Gibson Road & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	29	532	24	59	654	31	61	42	24	26	48	70
Future Volume (vph)	29	532	24	59	654	31	61	42	24	26	48	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	11	11	11	11	12	12	12	11	12
Grade (%)	100	-5%			5%			2%			3%	
Storage Length (ft)	1		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Ped Bike Factor	1.00	0.994			0.993			0.946			0.911	
Flt Protected	0.950		0.950		0.950		0.950		0.950		0.950	
Satd. Flow (prot)	1626	4638	0	1605	3183	0	1614	1652	0	1760	1632	0
Flt Permitted	0.367		0.392		0.354		0.354		0.712		0.712	
Satd. Flow (perm)	626	4638	0	659	3183	0	602	1652	0	1311	1632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7		5			18			47		
Link Speed (mph)		40		50			30			30		
Link Distance (ft)		1478		799			855			487		
Travel Time (s)		25.2		10.9			19.4			11.1		
Confl. Peds. (#/hr)	3		5	5		3		5		5		0.95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	7%	7%	7%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	585	0	62	721	0	64	69	0	27	125	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	52.0		11.0	27.5		9.0	36.0		9.0	37.0	
Total Split (s)	13.0	82.0		14.0	83.0		12.0	43.0		11.0	42.0	
Total Split (%)	8.7%	54.7%		9.3%	55.3%		8.0%	28.7%		7.3%	28.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	3.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	7.5		3.5	4.0		3.5	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	114.3	113.2		115.6	107.7		23.5	17.9		20.6	14.7	
Actuated g/C Ratio	0.76	0.75		0.77	0.72		0.16	0.12		0.14	0.10	
v/c Ratio	0.06	0.17		0.11	0.32		0.44	0.32		0.14	0.62	
Control Delay	4.9	5.9		2.6	3.7		58.9	45.8		47.9	51.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.9	5.9		2.6	3.7		58.9	45.8		47.9	51.1	
LOS	A	A		A	A		E	D		D	D	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		5.9			3.6			52.1				
Approach LOS		A			A			D				D
Queue Length 50th (ft)	4	61		8	54		55	48		23		75
Queue Length 95th (ft)	17	80		m8	66		85	85		44		126
Internal Link Dist (ft)		1398			719			775				407
Turn Bay Length (ft)	100			100			100			100		
Base Capacity (vph)	543	3501		577	2285		153	442		211		448
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.06	0.17		0.11	0.32		0.42	0.16		0.13		0.28

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 52 (35%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

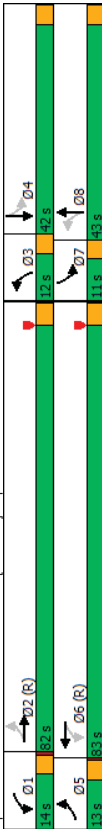
Intersection Signal Delay: 12.5

Intersection Capacity Utilization 51.8%

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	10	10	10	10	10	10	10	10	10	10	10
Traffic Volume (vph)	686	686	50	110	792	16	39	5	82	41	1	7
Future Volume (vph)	10	686	50	110	792	16	39	5	82	41	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	10	12	12	12	12	12	12	12
Grade (%)	125	-3%	0	100	3%	0	0	2%	50	0	-1%	0
Storage Length (ft)	1	25	0	1	0	0	0	0	1	0	0	0
Storage Lanes	1	1	0	1	0	0	0	0	1	0	0	0
Taper Length (ft)	25	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.99	0.99	1.00
Ped Bike Factor	0.99	1.00	1.00	1.00	0.997	0.997	0.957	0.957	0.850	0.850	0.850	0.850
Ft	0.950	0.950	0.950	0.950	0.950	0.950	0.957	0.957	0.850	0.850	0.850	0.850
Flt Protected	1625	4611	0	1621	*1750	0	0	1682	1494	0	1631	0
Satd. Flow (prot)	0.339	0.325	0	0.325	0.773	0	0.773	0.773	0.736	0	0.736	0
Flt Permitted	576	4611	0	552	3119	0	0	1356	1460	0	1240	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	19	30	30	30	30	30	30	30	30	30	30	30
Satd. Flow (RTOR)	40	799	799	799	799	799	799	799	799	799	799	799
Link Speed (mph)	13.6	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Link Distance (ft)	6	7	7	7	7	7	7	7	7	7	7	7
Travel Time (s)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Confl. Peds. (#/hr)	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Peak Hour Factor	10	759	0	113	832	0	0	45	85	0	50	0
Heavy Vehicles (%)	pm+pt	NA	pm+pt	NA	NA	NA	NA	NA	NA	NA	NA	NA
Shared Lane Traffic (%)	5	2	2	1	6	6	8	8	8	4	4	4
Lane Group Flow (vph)	2	2	2	1	6	6	8	8	8	4	4	4
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	NA	NA	NA	NA	NA	NA
Protected Phases	5	2	2	1	6	6	8	8	8	4	4	4
Permitted Phases	2	2	2	1	6	6	8	8	8	4	4	4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase	3.0	10.0	3.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Initial (s)	8.0	50.5	8.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Minimum Split (s)	8.0	104.5	10.0	106.5	106.5	106.5	106.5	106.5	106.5	106.5	106.5	106.5
Total Split (s)	5.3%	69.7%	6.7%	71.0%	71.0%	71.0%	71.0%	71.0%	71.0%	71.0%	71.0%	71.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost Time (s)	4.0	-1.0	4.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	None
Act Effect Green (s)	124.2	124.7	128.5	123.0	123.0	123.0	123.0	123.0	123.0	123.0	123.0	123.0
Actuated g/C Ratio	0.83	0.83	0.86	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
v/c Ratio	0.02	0.20	0.22	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Control Delay	3.1	2.2	1.8	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Queue Delay	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay	3.1	2.2	1.8	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
LOS	A	A	A	A	A	A	A	A	A	A	A	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	2.2	2.2	2.2	6.0	6.0	6.0	34.9	34.9	34.9	66.9	66.9	66.9
Approach LOS	A	A	A	A	A	A	C	C	C	E	E	E
Queue Length 50th (ft)	1	23	4	88	4	88	44	44	44	0	44	44
Queue Length 95th (ft)	7	64	15	136	15	136	74	74	74	47	77	77
Internal Link Dist (ft)	125	719	100	435	100	435	254	254	254	259	259	259
Turn Bay Length (ft)	508	3837	515	1435	515	1435	289	289	289	378	378	378
Base Capacity (vph)	0	0	0	69	0	69	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.20	0.22	0.61	0.22	0.61	0.16	0.16	0.22	0.19	0.19	0.19

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 40 (27%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

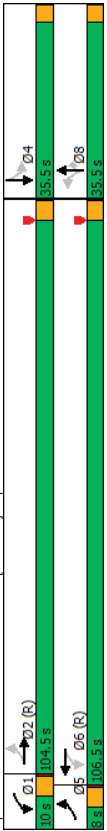
Intersection Signal Delay: 8.0

Intersection Capacity Utilization 54.0%

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	70	537	38	518	741	317	37	175	245	565	315	78
Future Volume (vph)	70	537	38	518	741	317	37	175	245	565	315	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	12	11	15	15	12	16	11	15	12
Grade (%)		-1%			1%			0%			0%	
Storage Length (ft)	90		0	455		0	0		0	245		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25		0	25		1.00	1.00		1.00	0.97		1.00
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00		0.95	0.97		1.00
Ped Bike Factor	1.00	1.00	1.00	1.00		0.98	1.00		0.95	0.97		1.00
Pt		0.990				0.850			0.850		0.970	
Flt Protected	0.950		0.950		3307	1683	1822	1743	1679	3286	1961	0
Satd. Flow (prot)	1639	*3500	0	1710								
Flt Permitted	0.950		0.950				0.950			0.950		
Satd. Flow (perm)	1634	4654	0	1705	3307	1647	1814	1743	1602	3199	1961	0
Right Turn on Red		Yes		Yes		Yes			Yes		9	
Satd. Flow (RTOR)		7		252					76		38	
Link Speed (mph)		515		872					751		443	
Link Distance (ft)		8.8		17.0					17.1		7.9	
Travel Time (s)		6		3		6		5	26		26	
Confl. Peds. (#/hr)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Peak Hour Factor	7%	7%	7%	5%	5%	5%	9%	9%	9%	3%	3%	3%
Heavy Vehicles (%)												
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	618	0	557	797	341	40	188	263	608	423	0
Turn Type	Prot	NA	NA	Prot	pm+ov	7	3	8	1	7	4	
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases												
Detector Phase	5	2		1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	5.0	3.0	3.0	5.0	5.0	
Minimum Split (s)	8.0	34.5		8.0	42.0	9.5	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	12.0	35.5		47.0	70.5	29.0	13.0	38.5	47.0	29.0	54.5	
Total Split (%)	8.0%	23.7%		31.3%	47.0%	19.3%	8.7%	25.7%	31.3%	19.3%	36.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0	0.0	0.0	0.0	0.0	0.0	-2.0	
Total Lost Time (s)	4.5	7.5		4.5	-0.5	4.5	4.5	4.5	4.5	4.5	2.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	None	None	Min	None	None	Min	
Act Effect Green (s)	9.8	28.0		52.1	78.2	97.7	7.1	24.4	76.5	24.5	45.6	
Actuated g/C Ratio	0.07	0.19		0.35	0.52	0.65	0.05	0.16	0.51	0.16	0.30	
v/c Ratio	0.70	0.94		0.94	0.29	0.47	0.66	0.30	1.13	0.70	0.70	
Control Delay	99.9	80.3		75.1	16.6	1.0	86.3	69.1	14.1	136.2	51.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	
Total Delay	99.9	80.3		75.1	16.6	1.0	86.3	69.1	14.1	136.2	55.8	
LOS	F	F		E	B	A	F	E	B	F	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		82.5				32.7						
Approach LOS		F			C			D				F
Queue Length 50th (ft)	68	190		531	171	4	39	179	93	~355	380	
Queue Length 95th (ft)	#187	#306		m#763	m223	m13	81	242	151	#478	456	
Internal Link Dist (ft)		435			792			671			363	
Turn Bay Length (ft)	90			455							245	
Base Capacity (vph)	107	659		593	1725	1166	103	395	881	536	685	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	182	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.70	0.94		0.94	0.46	0.29	0.39	0.48	0.30	1.13	0.84	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 11 (7%) Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 61.2
 Intersection Capacity Utilization 107.2%
 Analysis Period (min) 15
 ICU Level of Service G

* User Entered Value
 ~ Volume exceeds capacity, queue is theoretically infinite.

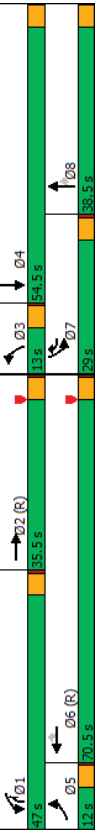
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	1096	613	777	1099	0	0	0	0	542	3	555
Future Volume (vph)	0	1096	613	777	1099	0	0	0	0	542	3	555
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	400	0	0	0	0	0	330	0	330
Storage Lanes	0	0	1	2	0	0	0	0	0	1	0	1
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.988	0.850							0.99	0.850	
Flt Protected				0.950						0.950	0.953	
Satd. Flow (prot)	0	3193	1374	3335	3438	0	0	0	0	1603	1608	1509
Flt Permitted				0.950						0.950	0.953	
Satd. Flow (perm)	0	3193	1374	3335	3438	0	0	0	0	1603	1608	1489
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7	374		35		30				30	79
Link Speed (mph)		40			700		315				681	
Link Distance (ft)		872			13.6		7.2				15.5	
Travel Time (s)		14.9										
Confl. Peds. (#/hr)	4				4							
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
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	0%	0%	0%	7%	7%	7%
Shared Lane Traffic (%)		16%								50%		
Lane Group Flow (vph)	0	1298	559	845	1195	0	0	0	0	294	298	603
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6					8		8
Permitted Phases		2	2	2	1	6				8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	8.5	23.3	23.3					40.6	40.6	40.6
Total Split (s)	58.0	58.0	39.0	97.0	97.0					53.0	53.0	53.0
Total Split (%)	38.7%	38.7%	26.0%	64.7%	64.7%					35.3%	35.3%	35.3%
Yellow Time (s)	3.6	3.6	3.5	3.6	3.6					3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)	2.6	5.6	5.5	5.6	5.6					5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Min					Min	Min	Min
Act Effct Green (s)	55.4	52.4	33.5	91.4	91.4					47.4	47.4	47.4
Actuated g/C Ratio	0.37	0.35	0.22	0.61	0.61					0.32	0.32	0.32
v/c Ratio	1.10	0.77	1.14	0.57	0.57					0.58	0.59	1.15
Control Delay	77.7	8.8	128.3	18.9	18.9					48.5	48.7	127.5
Queue Delay	0.0	0.0	0.0	1.1	1.1					0.0	0.0	0.0
Total Delay	77.7	8.8	128.3	19.9	19.9					48.5	48.7	127.5
LOS	E	A	F	B	B					D	D	F
Approach Delay	56.9			64.8						88.4		F
Approach LOS	E			E						F		F

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

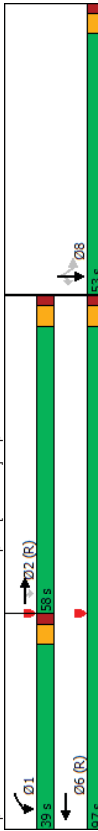
13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)												
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2EBT and 6WBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.15
 Intersection Capacity Delay: 67.5
 Intersection Capacity Utilization 87.1%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service E
 ~ Volume exceeds capacity, queue is theoretically infinite.
 # Queue shown is maximum after two cycles.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	60	36	516	29	53	795
Traffic Volume (vph)	60	36	516	29	53	795
Future Volume (vph)	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	85	75	150	1	1
Storage Length (ft)	25	1	1	1	25	25
Storage Lanes	1.00	1.00	0.95	1.00	1.00	0.95
Lane Util. Factor	0.98	0.95	0.99			
Ped Bike Factor	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	1752	1568	3505	1568	1770	*2000
Flt Permitted	0.950					
Satd. Flow (perm)	1752	1544	3505	1497	646	3539
Right Turn on Red	Yes	Yes	Yes	Yes		
Satd. Flow (RTOR)	41		38	33		
Link Speed (mph)	30		443			
Link Distance (ft)	500		7.9	21	21	
Travel Time (s)	11.4			0.88	0.88	
Confl. Peds. (#/hr)	0.88	0.88	0.88	0.88	0.88	
Peak Hour Factor	3%	3%	3%	3%	2%	2%
Heavy Vehicles (%)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	41	586	33	60	903
Turn Type	Prot	NA	NA	Perm	pm+pt	NA
Protected Phases	8	2	2	2	6	6
Permitted Phases	8	8	2	2	1	1
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	25.0	25.0	29.0	8.0	20.0	20.0
Total Split (s)	23.0	23.0	25.0	14.0	39.0	39.0
Total Split (%)	37.1%	37.1%	40.3%	22.6%	62.9%	62.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-4.0	0.0	0.0	-4.0
Total Lost Time (s)	4.0	4.0	0.0	4.0	4.0	0.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.8	8.8	45.1	46.9	50.9	50.9
Actuated g/C Ratio	0.14	0.14	0.73	0.68	0.76	0.82
v/c Ratio	0.27	0.16	0.23	0.03	0.10	0.55
Control Delay	24.2	8.4	5.5	4.2	4.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	8.4	5.5	4.2	4.2	5.2
LOS	C	A	A	A	A	A
Approach Delay	18.3		5.5			5.2
Approach LOS	B		A			A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U.L 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	24	0	35	0	4	29
Queue Length 95th (ft)	42	17	102	14	22	160
Internal Link Dist (ft)	420		363			826
Turn Bay Length (ft)	85			75	150	
Base Capacity (vph)	536	501	2549	1022	669	1642
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.08	0.23	0.03	0.09	0.55
Intersection Summary						
Area Type:	Other					
Cycle Length:	62					
Actuated Cycle Length:	62					
Offset:	20 (32%), Referenced to phase 2 NBT and 6 SBT, Start of Yellow					
Natural Cycle:	65					
Control Type:	Actuated-Coordinated					
Maximum v/c Ratio:	0.55					
Intersection Capacity Delay:	6.1					
Intersection LOS:	A					
ICU Level of Service:	A					
Analysis Period (min)	15					
* User Entered Value						

Splits and Phases: 14: [AU #229] 4th Avenue W & Mariner Square



Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	179	32	80	141	80	50	11	560	97	12	622	111
Traffic Volume (vph)	179	32	80	141	80	50	11	560	97	12	622	111
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	150	0	0	125	0	0	175	0	0	225	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	25	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Lane Util. Factor	0.98	0.99	0.99	1.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Ped Bike Factor	0.893			0.942			0.978			0.950	0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1631	0	1671	1634	0	1770	3430	0	1752	3399	0
Flt Permitted	0.572			0.614			0.288			0.340		
Satd. Flow (perm)	1035	1631	0	1079	1634	0	536	3430	0	622	3399	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)	90			26			17				19	
Link Speed (mph)	30			30			38				38	
Link Distance (ft)	500			510			906				1316	
Travel Time (s)	11.4			11.6			16.3				23.6	
Confl. Peds. (#/ht)	16			1			8				12	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	126	0	158	146	0	12	738	0	13	824	0
Turn Type	Perm	NA		Perm			pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	37.5	37.5		33.0	33.0		8.0	25.0		8.0	24.0	
Total Split (s)	69.0	69.0		69.0	69.0		10.0	71.0		10.0	71.0	
Total Split (%)	46.0%	46.0%		46.0%	46.0%		6.7%	47.3%		6.7%	47.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-0.0		0.0	-0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	-1.0		4.0	-1.0	
Lead/Lag				Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	22.5	22.5		22.5	22.5		68.7	67.8		68.7	72.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.69	0.68		0.69	0.73	
v/c Ratio	0.87	0.29		0.65	0.38		0.03	0.32		0.03	0.33	
Control Delay	70.1	12.7		48.2	29.1		6.9	8.3		6.9	6.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	70.1	12.7		48.2	29.1		6.9	8.3		6.9	6.6	
LOS	E	B		D	C		A	A		A	A	
Approach Delay	48.0			39.0			8.3			6.6		
Approach LOS	D			D			A			A		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	120	18		89	62		2	76		2	70	
Queue Length 95th (ft)	222	66		170	126		10	192		11	196	
Internal Link Dist (ft)	420			430				826			1236	
Turn Bay Length (ft)	150			125			175			225		
Base Capacity (vph)	681	1104		709	1084		443	2332		496	2483	
Sanitation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.11		0.22	0.13		0.03	0.32		0.03	0.33	
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 99.9												
Natural Cycle: 75												
Control Type: Semi Act-Uncoordinated												
Maximum v/c Ratio: 0.87												
Intersection Signal Delay: 17.7												
Intersection LOS: B												
ICU Level of Service B												
Intersection Capacity Utilization 55.4%												
Analysis Period (min) 15												

Splits and Phases: 15: [AU #229] 4th Avenue W & 124th Street SW



Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Lane Configurations	97	164	505	64	183	696				
Traffic Volume (vph)	97	164	505	64	183	696				
Future Volume (vph)	97	164	505	64	183	696				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	150	0	0	0	125					
Storage Lanes	1	1	0	0	1					
Taper Length (ft)	25	1.00	0.95	0.95	1.00	0.95				
Lane Util. Factor	1.00	1.00	0.95	0.98	0.94					
Ped Bike Factor	1.00	0.850	0.983							
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1612	1442	*4500	0	1719	*4500				
Flt Permitted	0.950				0.202					
Satd. Flow (perm)	1610	1371	3359	0	343	3438				
Right Turn on Red		Yes	Yes							
Satd. Flow (RTOR)		200	23							
Link Speed (mph)	30		38			38				
Link Distance (ft)	518		1316			421				
Travel Time (s)	11.8		23.6			7.6				
Confl. Peds. (#/hr)	1	48		169						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82				
Heavy Vehicles (%)	12%	12%	3%	3%	5%	5%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	118	200	694	0	223	849				
Turn Type	Prot	Perm	NA		pm+pt	NA				
Protected Phases	4		2		1	12	5	6	7	8
Permitted Phases		4			12					
Detector Phase	4	4	2		1	12				
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0		5.0		4.0	5.0	5.0	5.0
Minimum Split (s)	27.0	27.0	30.0		10.0		8.0	25.0	25.0	34.0
Total Split (s)	25.0	25.0	19.0		17.0		8.0	28.0	10.0	15.0
Total Split (%)	41.0%	41.0%	31.1%		27.9%		13%	46%	16%	25%
Yellow Time (s)	3.0	3.0	4.0		5.0		3.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0		0.0		0.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	-5.0		-5.0					
Total Lost Time (s)	4.0	4.0	0.0		0.0					
Lead/Lag			Lag		Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None		None	None	None	None
Act Effct Green (s)	18.2	18.2	23.0		38.8		33.8			
Actuated g/C Ratio	0.30	0.30	0.38		0.64		0.55			
v/c Ratio	0.25	0.36	0.41		0.39		0.34			
Control Delay	16.0	4.7	16.0		15.7		6.0			
Queue Delay	0.0	0.0	0.0		0.0		0.0			
Total Delay	16.0	4.7	16.0		15.7		6.0			
LOS	B	A	B		B		A			
Approach Delay	8.9		16.0				8.0			
Approach LOS	A		B				A			

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

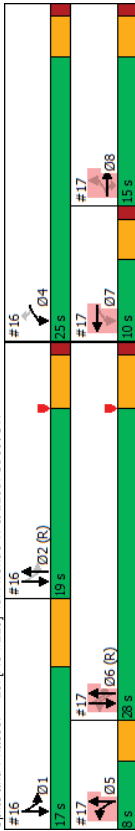
16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Queue Length 50th (ft)	30	0	103		33	51				
Queue Length 95th (ft)	57	29	132		79	61				
Internal Link Dist (ft)	438		1236			341				
Turn Bay Length (ft)	150				125					
Base Capacity (vph)	554	603	1710		601	2429				
Starvation Cap Reductn	0	0	0		0	0				
Spillback Cap Reductn	0	0	0		0	0				
Storage Cap Reductn	0	0	0		0	0				
Reduced v/c Ratio	0.21	0.33	0.41		0.37	0.35				

Intersection Summary

Area Type: Other
 Cycle Length: 61
 Actuated Cycle Length: 61
 Offset: 60 (98%), Referenced to phase 2:NBSB and 6:, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Capacity Delay: 10.8
 Intersection LOS: B
 Intersection Capacity Utilization 57.4%
 Analysis Period (min) 15
 * User Entered Value

Splits and Phases: 16: [AU #229] 4th Avenue W & 120th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	153	0	128	5	2	1	59	616	0	0	712	114
Future Volume (vph)	153	0	128	5	2	1	59	616	0	0	712	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	0	0	0	0	0	125	0	0	100	0	0
Storage Lanes	1	0	1	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	0	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.93	0.93		0.985		0.99		0.99		0.99	
Frt		0.950	0.850		0.968		0.950		0.979		0.979	
Flt Protected												
Satd. Flow (prot)	0	1719	1538	0	1812	0	1719	3438	0	1845	*4500	0
Flt Permitted		0.752			0.968		0.179					
Satd. Flow (perm)	0	1361	1423	0	1815	0	322	3438	0	1845	3408	0
Right Turn on Red			Yes		Yes		Yes		Yes		Yes	
Satd. Flow (RTOR)			250		1		19				39	
Link Speed (mph)		30			30		38				38	
Link Distance (ft)		500			500		421				779	
Travel Time (s)		11.4			11.4		7.6				14.0	
Confl. Peds. (#/hr)			105	105			19		123	123		19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	5%	5%	0%	0%	0%	5%	5%	5%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	145	0	9	0	67	700	0	0	939	0
Turn Type	Perm	NA	Perm	Perm	NA	NA	D,P+P	NA	Perm	NA	NA	0
Protected Phases		8			7		5	5	6		6	
Permitted Phases	8	8	8	7	7	7	6	6	6	6	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0		5.0	5.0		5.0
Minimum Split (s)	34.0	34.0	34.0	25.0	25.0	25.0	8.0		25.0	25.0		27.0
Total Split (s)	15.0	15.0	15.0	10.0	10.0	10.0	8.0		28.0	28.0		25.0
Total Split (%)	24.5%	24.6%	24.6%	16.4%	16.4%	16.4%	13.1%		45.9%	45.9%		41%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	-5.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0		5.0	0.0		
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None	None		C-Max	C-Max		None
Act Effct Green (s)	16.2	16.2	16.2	5.3	5.3	5.3	32.8	35.8		30.5		
Actuated g/C Ratio	0.27	0.27	0.27	0.09	0.09	0.09	0.54	0.59		0.50		
v/c Ratio	0.48	0.26	0.26	0.06	0.06	0.06	0.23	0.35		0.41		
Control Delay	26.0	1.5	1.5	25.0	25.0	25.0	13.3	7.2		10.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	26.0	1.5	1.5	25.0	25.0	25.0	13.3	7.2		10.6		
LOS	C	C	A	C	C	C	B	A		B		
Approach Delay	14.9			25.0	25.0	25.0		7.7		10.6		
Approach LOS	B			C	C	C		A		B		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases			
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.0	30.0	27.0
Total Split (s)	17.0	19.0	25.0
Total Split (%)	28%	31%	41%
Yellow Time (s)	5.0	4.0	3.0
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	None
Recall Mode	None	C-Max	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	47	0	0	3	3	6	37	6	37	111	111	111
Queue Length 95th (ft)	#140	3	14	14	14	40	85	40	85	148	148	148
Internal Link Dist (ft)	420			420			341			699		699
Turn Bay Length (ft)						125						
Base Capacity (vph)	379	576	179	294	2017					2269		2269
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.25		0.05		0.23	0.35			0.41		0.41

Intersection Summary

Area Type: Other

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 60 (98%), Referenced to phase 2 NBSSB and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 10.3

Intersection Capacity Utilization 62.4%

Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 17: [AU #229] 4th Avenue W & Center Road/Driveway



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	0	14	155	0	77	6	610	0	0	881	1
Traffic Volume (vph)	4	0	14	155	0	77	6	610	0	0	881	1
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	50	0	0	100	0	0	0	0	0
Storage Length (ft)	0	0	0	1	0	0	1	0	0	0	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.99	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.897	0.897	0.897	0.850	0.850	0.850	0.950	0.950	0.850	0.850	0.950	0.850
Flt Protected	0	1634	0	1687	1467	0	1752	3505	0	0	3539	0
Satd. Flow (prot)	0	1634	0	1687	1467	0	1752	3505	0	0	3539	0
Flt Permitted	0	1559	0	1286	1467	0	473	3505	0	0	3539	0
Satd. Flow (perm)	0	1559	0	1286	1467	0	473	3505	0	0	3539	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	18	233	0	233	0	0	0	0	0	0	0	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	500	500	500	500	500	500	500	500	500	500	500	500
Travel Time (s)	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4
Confl. Peds. (#/hr)	14	24	24	24	24	24	10	10	13	13	13	10
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)	0	21	0	176	88	0	7	693	0	0	775	0
Lane Group Flow (vph)	Perm	NA	Perm	Perm	NA	NA	Perm	NA	0	0	NA	0
Turn Type	4	4	8	8	8	8	2	2	2	2	6	6
Protected Phases	4	4	8	8	8	8	2	2	2	2	6	6
Permitted Phases	4	4	8	8	8	8	2	2	2	2	6	6
Detector Phase	4	4	8	8	8	8	2	2	2	2	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	27.0	21.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	54.5	54.5	54.5	54.5	54.5	54.5
Total Split (s)	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	61.6%	61.6%	61.6%	61.6%	61.6%	61.6%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Total Lost Time (s)	None	None	None	None	None	None	None	None	None	None	None	None
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	13.4	13.4	13.4	13.4	13.4	13.4	14.1	14.1	14.1	14.1	14.1	14.1
Act Effrt Green (s)	0.39	0.39	0.39	0.41	0.41	0.41	0.51	0.60	0.51	0.60	0.62	0.62
Actuated g/C Ratio	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.33	0.03	0.33	0.35	0.35
v/c Ratio	4.5	4.5	4.5	10.6	10.6	10.6	10.3	7.2	10.3	7.2	6.8	6.8
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	4.5	4.5	4.5	10.6	10.6	10.6	10.3	7.2	10.3	7.2	6.8	6.8
Total Delay	A	A	A	B	A	A	B	A	A	A	A	A
LOS	A	A	A	B	A	A	B	A	A	A	A	A
Approach Delay	4.5	4.5	4.5	7.2	7.2	7.2	7.2	7.2	7.2	7.2	6.8	6.8
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

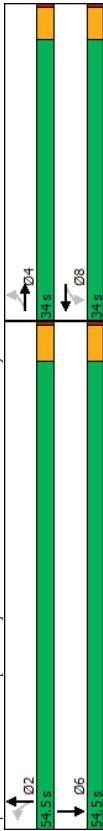
2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	25	0	25	0	0	1	26	0	0	26	0
Queue Length 95th (ft)	9	63	0	63	0	0	8	100	0	0	107	0
Internal Link Dist (ft)	420	420	420	420	420	420	699	699	420	420	1375	1375
Turn Bay Length (ft)	1287	1059	1249	1059	1249	1059	472	3505	1059	1249	3539	3539
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.17	0.07	0.17	0.07	0.07	0.01	0.20	0.17	0.07	0.22	0.22
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	88.5											
Actuated Cycle Length:	34.7											
Natural Cycle:	50											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.35											
Intersection Signal Delay:	7.0											
Intersection Capacity Utilization:	42.2%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	A											

Splits and Phases: 18: [AU #229] 4th Avenue W & 116th Place SW/Driveway



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	56	277	151	173	571	136	112	325	153	76	411	84
Future Volume (vph)	56	277	151	173	571	136	112	325	153	76	411	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	0	0	250	0	0	225	300	300	300	325	1
Storage Lanes	1	0	0	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99	1.00	1.00	0.97	0.99	1.00	0.97	0.99	1.00	0.97	1.00
Frt	0.947			0.971			0.850		0.974			
Flt Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	1719	*2000	0	1752	*1900	0	1703	3406	1524	1752	3401	0
Flt Permitted	0.950			0.950			0.950		0.950			
Satd. Flow (perm)	1717	3235	0	1746	3393	0	1695	3406	1483	1736	3401	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)		54		16				38	159		14	
Link Speed (mph)		38		40				1455			40	
Link Distance (ft)		2381		1318				26.1			1324	
Travel Time (s)		42.7		22.5							22.6	
Confl. Peds. (#/ht)	2		4	4		2	5		8	8		5
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
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	446	0	180	737	0	117	339	159	79	516	0
Turn Type	Prot	NA	Prot	NA	NA	Prot	Prot	NA	pm+ov	Prot	NA	6
Protected Phases												
Permitted Phases	7	4		3	8		5	2	3	1	6	
Detector Phase												
Switch Phase	7	4		3	8		5	2	3	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0	4.0	4.0	7.0	
Minimum Split (s)	8.0	36.5		8.0	32.5		8.0	33.5	8.0	8.0	32.5	
Total Split (s)	34.0	54.5		34.0	54.5		34.0	54.5	34.0	37.0	54.5	
Total Split (%)	18.9%	30.3%		18.9%	30.3%		18.9%	30.3%	18.9%	20.6%	30.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	3.0		0.0	0.0	0.0	0.0	-5.0	
Total Lost Time (s)	4.0	7.5		4.0	7.5		4.0	4.5	4.0	4.0	-0.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	8.7	38.9		16.6	49.3		12.8	28.4	45.6	10.0	28.2	
Actuated g/C Ratio	0.08	0.35		0.15	0.44		0.11	0.25	0.41	0.09	0.25	
v/c Ratio	0.44	0.61		0.69	0.87		0.60	0.39	0.23	0.50	0.60	
Control Delay	64.5	33.7		61.6	43.6		63.5	38.1	3.7	64.1	39.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	64.5	33.7		61.6	43.6		63.5	38.1	3.7	64.1	39.9	
LOS	E	C		E	D		E	D	A	E	D	
Approach Delay		37.2			47.1			34.0			43.1	
Approach LOS		D			D			C			D	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
AM Peak-Hour

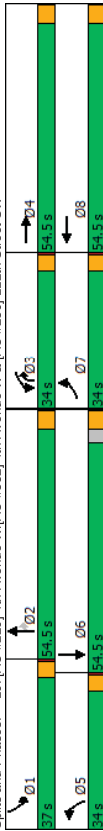
Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	40	117		122	244		80	108		54	165	
Queue Length 95th (ft)	98	240		232	#497		166	180		124	267	
Internal Link Dist (ft)		2301			1238			1375			1244	
Turn Bay Length (ft)	275			250			225			300		
Base Capacity (vph)	473	893		482	845		469	1563		877	531	1817
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.12	0.50		0.37	0.87		0.25	0.22		0.18	0.15	0.28
Intersection Summary												
Area Type:	Other											
Cycle Length:	180											
Actuated Cycle Length:	112											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.87											
Intersection Signal Delay:	41.3											
Intersection Capacity Utilization:	62.0%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Intersection LOS: D
ICU Level of Service B

Splits and Phases: 19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	380	8	6	785	18	14
Future Volume (vph)	380	8	6	785	18	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	0	0	0	0
Storage Lanes	0	1	1	1	0	0
Taper Length (ft)	0	25	1.00	0.95	1.00	1.00
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor	1.00	0.997	0.98	0.940	0.973	0.940
Flt Protected						
Satd. Flow (prot)	3392	0	1752	3505	1738	0
Flt Permitted						
Satd. Flow (perm)	3392	0	930	3505	1738	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8				15	
Link Speed (mph)	30			40	30	
Link Distance (ft)	3508			2381	500	
Travel Time (s)	79.7			40.6	11.4	
Confl. Peds. (#/hr)		22	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	3%	3%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	408	0	6	826	34	0
Turn Type	NA	Perm	NA	Prot	NA	Prot
Protected Phases	2		6	8		
Permitted Phases			6			
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	33.0	33.0	33.0	33.0	7.0	7.0
Total Split (%)	82.5%	82.5%	82.5%	82.5%	17.5%	17.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-5.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	-1.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	29.0		29.0	34.0	3.0	
Actuated g/C Ratio	0.72	0.72	0.72	0.85	0.08	
v/c Ratio	0.17	0.01	0.01	0.28	0.24	
Control Delay	1.9	1.5	1.5	0.8	17.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	1.9	1.5	1.5	0.8	17.3	
LOS	A	A	A	A	B	
Approach Delay	1.9			0.8	17.3	
Approach LOS	A			A	B	
Queue Length 50th (ft)	8	0	0	0	4	
Queue Length 95th (ft)	14	2	2	0	22	
Internal Link Dist (ft)	3428			2301	420	
Turn Bay Length (ft)				100		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2461		674	2979	144	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.17		0.01	0.28	0.24	
Intersection Summary						
Area Type:	Other					
Cycle Length:	40					
Actuated Cycle Length:	40					
Offset:	20 (50%), Referenced to phase 2EBT and 6\WBT. Start of Green					
Natural Cycle:	40					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.28					
Intersection Signal Delay:	1.6					
Intersection Capacity Utilization	31.7%					
Analysis Period (min)	15					
Intersection LOS:	A					
ICU Level of Service	A					

Splits and Phases: 20: 115th St SW & 112th Street SW[AU #230] 112th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2	495	0	0	889	2	0	0	1	3	0	15
Traffic Volume (vph)	2	495	0	0	889	2	0	0	1	3	0	15
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	100	0	100	0	0	0	0	0	0	0	0
Storage Length (ft)	1	0	0	1	0	0	0	0	0	0	0	0
Storage Lanes	25	25	0	25	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1703	3406	0	1845	3505	0	0	1644	0	0	1676	0
Satd. Flow (prot)	0.269	0.269	0	0.269	0.269	0	0	0.269	0	0	0.269	0
Flt Permitted	482	3406	0	1845	3505	0	0	1644	0	0	1691	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	1	38	0	1	38	0	0	1	0	0	1	0
Satd. Flow (RTOR)	30	30	0	30	30	0	0	30	0	0	30	0
Link Speed (mph)	1318	1318	0	1318	1318	0	0	1318	0	0	1318	0
Link Distance (ft)	23.6	23.6	0	23.6	23.6	0	0	23.6	0	0	23.6	0
Travel Time (s)	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Peak Hour Factor	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Shared Lane Traffic (%)	2	582	0	1048	0	0	0	1	0	0	22	0
Lane Group Flow (vph)	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Turn Type	2	2	2	2	2	2	2	2	2	2	2	2
Protected Phases	2	2	2	2	2	2	2	2	2	2	2	2
Permitted Phases	2	2	2	2	2	2	2	2	2	2	2	2
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-1.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effr Green (s)	30.0	35.0	0	30.0	30.0	0	0	2.0	0	0	2.0	0
Actuated g/C Ratio	0.75	0.88	0	0.75	0.75	0	0	0.05	0	0	0.05	0
v/c Ratio	0.01	0.20	0.20	0.40	0.40	0.20	0.00	0.00	0.00	0.00	0.20	0.20
Control Delay	1.5	0.5	0.5	2.3	2.3	0.5	0.0	0.0	0.0	0.0	12.9	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.5	0.5	0.5	2.3	2.3	0.5	0.0	0.0	0.0	0.0	12.9	12.9
LOS	A	A	A	A	A	A	A	A	A	A	B	B
Approach Delay	0.5	0.5	0.5	2.3	2.3	0.5	0.0	0.0	0.0	0.0	12.9	12.9
Approach LOS	A	A	A	A	A	A	A	A	A	A	B	B
Queue Length 50th (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	1	0	0	0	0	0	0	0	0	0	0	0
Internal Link Dist (ft)	1238	1238	0	1238	1238	0	0	420	0	0	420	420
Turn Bay Length (ft)	100	100	0	100	100	0	0	110	0	0	110	110
Base Capacity (vph)	361	2980	0	361	2980	0	523	0	0	0	110	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.20	0.20	0.40	0.40	0.40	0.00	0.00	0.00	0.00	0.20	0.20
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset:	20 (50%), Referenced to phase 2EBTL and 6:WBTL, Start of Green											
Natural Cycle:	40											
Control Type:	Prelimed											
Maximum v/c Ratio:	0.40											
Intersection Signal Delay:	1.8											
Intersection Capacity Utilization	35.1%											
Analysis Period (min)	15											
Intersection LOS:	A											
ICU Level of Service	A											

Splits and Phases: 21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW



Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Lane Volume (vph)	45	0	5	17	1	7	6	1176	10	10	739	155
Future Volume (vph)	45	0	5	17	1	7	6	1176	10	10	739	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0	125	0	125	0	150	0	250	0	250	0
Storage Lanes	1	0	1	0	1	0	1	1	0	1	1	0
Taper Length (ft)	25	100	25	25	100	100	25	25	0	25	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.850		0.869	0.99							
Flt Protected	0.950		0.950		0.869			0.999		0.974		
Satd. Flow (prot)	1308	1170	0	1805	1633	0	1770	5080	0	1583	*5500	0
Flt Permitted	0.950		0.950		0.950		0.950			0.950		
Satd. Flow (perm)	1307	1170	0	1805	1633	0	1770	5080	0	1583	4432	0
Peak Hour Flow (RTOR)			Yes			Yes			Yes			Yes
Link Speed (mph)		293		7			2			66		
Link Distance (ft)		30		30			30			50		
Travel Time (s)		1165		994			1237			2194		
Conf. Peds. (#/hr)	1	26.5		22.6		1	28.1			29.9		
Heavy Vehicles (%)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)	38%	38%	38%	0%	0%	0%	2%	2%	2%	14%	14%	14%
Lane Group Flow (vph)	48	5	0	18	8	0	6	1262	0	11	951	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	4.0		6.0	4.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	10.0	34.0		10.0	34.0		10.5	26.5		10.5	32.5	
Total Split (s)	24.0	15.0		20.0	11.0		15.0	20.0		15.0	20.0	
Total Split (%)	34.3%	21.4%		28.6%	15.7%		21.4%	28.6%		21.4%	28.6%	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	-0.5	
Lead-Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)	8.2	9.3		6.1	6.8		6.0	53.1		6.0	28.4	
Actuated g/C Ratio	0.12	0.13		0.09	0.10		0.09	0.76		0.09	0.41	
w/c Ratio	0.31	0.01		0.11	0.05		0.04	0.33		0.08	0.42	
Control Delay	33.0	0.0		31.1	16.5		30.2	8.6		30.9	22.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.0	0.0		31.1	16.5		30.2	8.6		30.9	22.5	
LOS	C	A		C	B		C	A		C	C	
Approach Delay		29.8			26.6			8.7			22.6	
Approach LOS		C			C			A			C	

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

[illegible]

Intersection Summary

Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 30 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.4

Intersection Signal Delay: 15.2
Intersection LOS: B

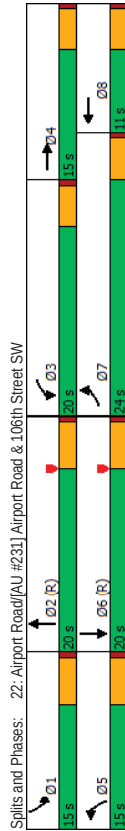
Intersection Capacity Utilization 39.2%

Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BJL 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BJL 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	1	4	87	12	59	45	942	317	84	825	15
Traffic Volume (vph)	6	1	4	87	12	59	45	942	317	84	825	15
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	200	200	140	65	350	350	0	300	0	300	0
Storage Length (ft)	1	1	1	1	1	1	1	1	1	1	1	1
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor								0.99	0.99	1.00	0.99	0.99
Ped Bike Factor								0.962	0.962	1.00	0.997	0.997
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1743	1482	1641	1727	1468	1736	*5500	0	1626	4659	0
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1656	1743	1482	1641	1727	1468	1736	4749	0	1621	4659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			97		80				2
Link Speed (mph)		30			30			48				50
Link Distance (ft)		858			1387			2194				2138
Travel Time (s)		19.5			31.5			31.2				29.2
Confl. Peds. (#/ht)									7	7		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	9%	9%	9%	10%	10%	10%	4%	4%	4%	11%	11%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1	5	99	14	67	51	1430	0	95	955	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	NA	NA
Protected Phases	7	4	4	3	8	8	5	2	1	6		
Permitted Phases												
Detector Phase	7	4	4	3	8	8	5	2	1	6		
Switch Phase												
Minimum Initial (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	12.0	4.0	4.0	12.0	
Minimum Split (s)	8.0	34.5	34.5	8.0	35.5	35.5	8.0	28.5	8.0	8.0	29.5	
Total Split (s)	28.5	28.5	28.5	23.5	23.5	23.5	24.0	64.5	19.0	64.5	64.5	
Total Split (%)	19.6%	19.6%	19.6%	16.2%	16.2%	16.2%	16.5%	44.3%	13.1%	44.3%	44.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	-5.0	-5.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5	4.0	-0.5	-0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	
Act Effct Green (s)	5.2	6.0	6.0	8.9	8.5	8.5	6.8	30.9	8.8	34.8	34.8	
Actuated g/C Ratio	0.10	0.12	0.12	0.17	0.16	0.16	0.13	0.60	0.17	0.67	0.67	
v/c Ratio	0.04	0.01	0.02	0.35	0.05	0.21	0.23	0.43	0.35	0.31	0.31	
Control Delay	29.0	29.0	0.2	26.3	23.2	5.1	27.4	9.1	26.3	7.0	7.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.0	29.0	0.2	26.3	23.2	5.1	27.4	9.1	26.3	7.0	7.0	
LOS	C	C	A	C	C	A	C	A	C	A	A	
Approach Delay		17.9						9.8			8.7	
Approach LOS		B						A			A	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

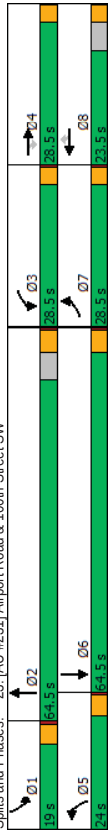
AM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	2	0	0	24	3	0	13	80	23	48		
Queue Length 95th (ft)	16	5	0	85	21	18	54	206	83	128		
Internal Link Dist (ft)	778			1307			2114			2058		
Turn Bay Length (ft)	200	200	200	140	65	350	300					
Base Capacity (vph)	855	900	812	847	892	805	717	5385	503	4501		
Slavation Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.01	0.00	0.01	0.12	0.02	0.08	0.07	0.27	0.19	0.21		
Intersection Summary												
Area Type: Other												
Cycle Length: 145.5												
Actuated Cycle Length: 51.9												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.43												
Intersection Signal Delay: 10.0												
Intersection Capacity Utilization 51.6%												
Analysis Period (min) 15												
* User Entered Value												
Intersection LOS: A												
ICU Level of Service A												

Splits and Phases: 23: [AU #231] Airport Road & 100th Street SW



Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	45	4	23	7	2	29	54	852	114	236	906	45
Future Volume (vph)	45	4	23	7	2	29	54	852	114	236	906	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185	0	0	125	0	0	260	0	0	250	0	0
Storage Lanes	1	0	0	1	1	1	1	1	0	1	1	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99	0.99	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.871					0.850		0.982			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1511	0	1299	1367	1162	1736	4885	0	1656	4719	0
Flt Permitted	0.757			0.739			0.950			0.950		
Satd. Flow (perm)	1321	1511	0	1006	1367	1139	1731	4885	0	1655	4719	0
Right Turn on Red			Yes		Yes				Yes			Yes
Satd. Flow (RTOR)		24			30		69	53			17	
Link Speed (mph)		30			649		2138	48			50	
Link Distance (ft)		429			14.8		30.4	2138			1785	
Travel Time (s)		9.8						30.4			24.3	
Confl. Peds. (#/ht)	9		5	5		9	5		1	1		5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	8%	8%	39%	39%	39%	4%	4%	4%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	28	0	7	2	31	57	1027	0	251	1012	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	Prot	NA	Prot	NA	NA	0
Protected Phases												
Permitted Phases	4	4		8	8	8	5	2	1	6		
Detector Phase	4	4		8	8	8	5	2	1	6		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		3.0	15.0	
Minimum Split (s)	33.0	33.0		33.0	33.0	33.0	9.0	28.5		8.0	34.0	
Total Split (s)	13.5	13.5		13.5	13.5	13.5	19.0	54.5		19.0	54.5	
Total Split (%)	15.5%	15.5%		15.5%	15.5%	15.5%	21.8%	62.6%		21.8%	62.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	3.5	3.5		3.5	3.5	3.5	4.0	-0.5		4.0	-0.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)	9.2	9.2		9.1	9.1	9.1	6.7	24.4		13.6	36.3	
Actuated g/C Ratio	0.18	0.18		0.18	0.18	0.18	0.13	0.49		0.27	0.73	
v/c Ratio	0.20	0.09		0.04	0.01	0.12	0.24	0.43		0.56	0.29	
Control Delay	20.6	10.1		18.7	18.0	1.8	28.0	11.1		26.7	6.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.6	10.1		18.7	18.0	1.8	28.0	11.1		26.7	6.9	
LOS	C	B		B	B	A	C	B		C	A	
Approach Delay		16.8						12.0			10.9	
Approach LOS		B						B			B	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	12	1		2	1		0	15	64	58	42	
Queue Length 95th (ft)	40	18		11	5		5	62	180	#248	163	
Internal Link Dist (ft)	349			569				2058			1705	
Turn Bay Length (ft)	185			125			260			250		
Base Capacity (vph)	354	423		269	366	356	577	4570		550	4412	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.07		0.03	0.01	0.09	0.10	0.22		0.46	0.23	

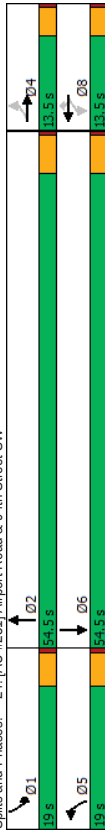
Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 49.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 11.4
 Intersection Capacity Utilization 53.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 24: [AU #231] Airport Road & 94th Street SW



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	188	3	65	42	3	38	201	725	42	98	947	424
Traffic Volume (vph)	188	3	65	42	3	38	201	725	42	98	947	424
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	200	200	90	200	200	225	200	0	110	200	0
Storage Length (ft)	1	1	1	1	1	0	1	1	0	1	1	0
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00	0.850	0.860	0.860	0.860	0.992	0.992	0.954	0.954	0.954	0.954
Fit Protected	0.950	0.954	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1633	1640	1538	976	871	0	1752	4996	0	1736	4758	0
Fit Permitted	0.950	0.954	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1628	1635	1538	976	871	0	1752	4996	0	1736	4758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91		41		7				77	
Link Speed (mph)		30			30		48				30	
Link Distance (ft)		517			773		1785				560	
Travel Time (s)		11.8			17.6		25.4				12.7	
Confl. Peds. (#/ht)	2					2						
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
Heavy Vehicles (%)	5%	5%	5%	85%	85%	85%	3%	3%	3%	4%	4%	4%
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	104	103	71	46	44	0	218	834	0	107	1490	0
Turn Type	Split	NA	Perm	Split	NA	Prot	Prot	NA	Prot	Prot	NA	Prot
Protected Phases	4	4	4	8	8	8	5	2	1	6	6	6
Permitted Phases												
Detector Phase	4	4	4	8	8	8	5	2	1	6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	4.0	4.0	7.0	7.0
Minimum Split (s)	20.0	20.0	20.0	30.5	30.5	30.5	8.0	41.0	8.0	8.0	26.5	26.5
Total Split (s)	23.5	23.5	23.5	38.5	38.5	38.5	39.0	54.5	29.0	29.0	54.5	54.5
Total Split (%)	15.1%	15.1%	15.1%	24.8%	24.8%	24.8%	25.1%	35.0%	18.6%	18.6%	35.0%	35.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5	4.0	4.0	4.5	4.5
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	Min
Act Effct Green (s)	12.6	12.6	12.6	9.7	9.7	9.7	17.9	48.2	11.3	36.2	11.3	36.2
Actuated g/C Ratio	0.14	0.14	0.14	0.11	0.11	0.11	0.20	0.53	0.12	0.40	0.12	0.40
v/c Ratio	0.46	0.45	0.24	0.44	0.34	0.44	0.63	0.31	0.49	0.76	0.49	0.76
Control Delay	49.6	49.3	7.9	58.6	23.3	23.3	46.5	13.6	51.8	26.9	51.8	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	49.3	7.9	58.6	23.3	23.3	46.5	13.6	51.8	26.9	51.8	26.9
LOS	D	D	A	E	C	C	D	B	D	D	C	C
Approach Delay		38.8			41.3			20.4			28.6	
Approach LOS		D			D			C			C	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

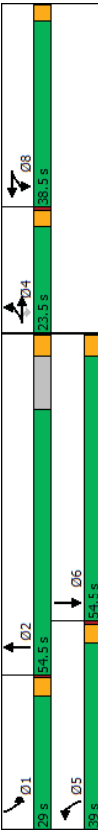
2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	58	58	0	25	2	117	94	117	94	59	255	59
Queue Length 95th (ft)	146	145	29	77	40	249	173	249	173	143	431	143
Internal Link Dist (ft)	437	437	200	693	693	1705	1705	1705	1705	480	480	480
Turn Bay Length (ft)	200	200	200	90	395	748	3670	748	3670	110	2931	110
Base Capacity (vph)	398	400	444	416	395	748	3670	748	3670	529	2931	529
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	54	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.16	0.11	0.11	0.29	0.23	0.29	0.23	0.20	0.52	0.20
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	155.5											
Actuated Cycle Length:	90.5											
Natural Cycle:	100											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.76											
Intersection Signal Delay:	27.0											
Intersection LOS:	C											
ICU Level of Service B												
Intersection Capacity Utilization	61.3%											
Analysis Period (min)	15											

Splits and Phases: 25: [AU #231] Airport Road/Airport Road & Kasch Park Road



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑	↑	↓	↓
Traffic Volume (vph)	24	19	551	22	20	603
Future Volume (vph)	24	19	551	22	20	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	
Storage Lanes	1	0		1		
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97		
Frt	0.940			0.850		
Flt Protected	0.973				0.950	
Satd. Flow (prot)	1624	0	1827	1553	1719	1810
Flt Permitted	0.973				0.368	
Satd. Flow (perm)	1624	0	1827	1501	666	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21			24		
Link Speed (mph)	30		40			40
Link Distance (ft)	500		1324			1345
Travel Time (s)	11.4		22.6			22.9
Confl. Peds. (#/hr)				4	4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	4%	4%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	599	24	22	655
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phases				2	6	
Detector Phase	3		2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		22.5	22.5	9.0	22.0
Total Split (s)	29.0		54.5	54.5	19.0	64.5
Total Split (%)	28.3%		53.2%	53.2%	18.5%	62.9%
Yellow Time (s)	3.5		4.0	4.0	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		-5.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		-0.5	4.5	4.0	4.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Max	Max	None	Max
Act Effct Green (s)	6.2		71.4	68.4	70.8	72.4
Actuated g/C Ratio	0.08		0.88	0.84	0.87	0.89
v/c Ratio	0.33		0.37	0.02	0.03	0.41
Control Delay	28.9		3.0	1.8	1.6	2.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	28.9		3.0	1.8	1.6	2.5
LOS	C		A	A	A	A
Approach Delay			3.0			2.5
Approach LOS	C		A			A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

AM Peak-Hour

Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	14		21	0	1	57
Queue Length 95th (ft)	42		141	7	5	113
Internal Link Dist (ft)	420		1244			1265
Turn Bay Length (ft)					100	
Base Capacity (vph)	515		1603	1267	774	1666
Sanitation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.09		0.37	0.02	0.03	0.39

Intersection Summary

Area Type: Other

Cycle Length: 102.5

Actuated Cycle Length: 81.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 3.6

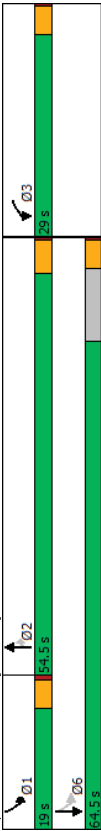
Intersection Capacity Utilization 42.6%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 26: [AU #352] 4th Avenue W & 108th Street SW



Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	5	0	546	7	0	522	0
Future Volume (vph)	0	0	0	4	0	5	0	546	7	0	522	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	100	0	0	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.998				
Flt Protected					0.926							
Flt Permitted					0.978							
Satd. Flow (prot)	0	1900	0	0	1721	0	1792	1788	0	1845	1845	0
Satd. Flow (perm)	0	1900	0	0	1759	0	1792	1788	0	1845	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27							
Link Speed (mph)					30			40				30
Link Distance (ft)					500			1345				1312
Travel Time (s)					11.4			22.9				29.8
Confl. Peds. (#/hr)							2		2	2		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	11	0	0	628	0	0	593	0
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8		2				6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	6.0	6.0	6.0	6.0	6.0	6.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	-1.0		4.0		4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)					2.0			35.0				30.0
Actuated g/C Ratio					0.05			0.88				0.75
v/c Ratio					0.10			0.40				0.43
Control Delay					6.8			1.3				3.0
Queue Delay					0.0			0.0				0.0
Total Delay					6.8			1.3				3.0
LOS					A			A				A
Approach Delay					6.8			1.3				3.0
Approach LOS					A			A				A
Queue Length 50th (ft)					0			0				25
Queue Length 95th (ft)					6			0				45
Internal Link Dist (ft)		420			420			1265				1232
Turn Bay Length (ft)												

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

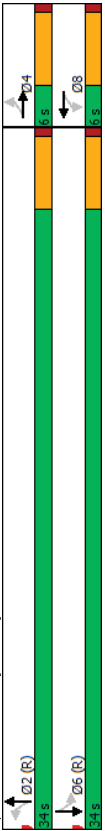
2024 No Action Conditions
AM Peak-Hour

Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)							113	1564				1383
Starvation Cap Reductn							0	0				0
Spillback Cap Reductn							0	0				0
Storage Cap Reductn							0	0				0
Reduced v/c Ratio							0.10	0.40				0.43
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset: 0 (0%), Referenced to phase 2 NBT and 6 SBT, Start of Green												
Natural Cycle: 45												
Control Type: Prelimed												
Maximum v/c Ratio: 0.43												
Intersection Signal Delay: 2.1												
Intersection Capacity Utilization 39.2%												
Analysis Period (min) 15												
Intersection LOS: A												
ICU Level of Service A												

Splits and Phases: 27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 No Action Conditions
AM Peak-Hour

2024 No Action PM Peak-Hour Arterial Level of Service Analysis

Arterial Level of Service

Arterial Level of Service: NB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Gibson Road	II	38	48.7	9.9	58.6	0.52	32.2	B
Center Road	II	38	28.9	13.9	42.8	0.28	23.9	C
Fairmount Elementary	II	38	25.0	11.8	36.8	0.23	22.2	C
112th Street SW	II	38	16.0	18.3	34.3	0.14	14.6	E
Airport Road	II	38	18.3	37.9	56.2	0.16	10.2	F
Total	II		136.9	91.8	228.7	1.33	21.0	D

Arterial Level of Service: SB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
112th Street SW	II	40	18.3	18.0	36.3	0.16	15.7	E
Fairmount Elementary	II	40	16.0	8.5	24.5	0.14	20.4	D
Center Road	II	40	25.0	13.2	38.2	0.23	21.4	D
Gibson Road	II	40	28.9	9.6	38.5	0.28	26.5	C
SR-525	II	40	48.7	87.7	136.4	0.52	13.8	E
Total	II		136.9	137.0	273.9	1.33	17.5	D

Arterial Level of Service: EB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Admiralty Way	III	35	48.5	14.8	63.3	0.40	23.0	C
Gibson Road	III	35	31.4	7.8	39.2	0.26	24.0	B
8th Avenue W	III	35	33.6	9.5	43.1	0.28	23.4	C
5th Avenue W	III	30	20.3	2.3	22.6	0.15	24.1	B
4th Avenue W	III	30	13.8	80.9	94.7	0.10	3.7	F
I-5 Southbound Ramps	III	30	22.1	151.1	173.2	0.17	3.4	F
Total	III		169.7	266.4	436.1	1.36	11.2	E

Arterial Level of Service: WB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	I	35	20.6	26.7	47.3	0.17	12.6	F
5th Avenue W	I	35	12.2	3.0	15.2	0.10	23.1	D
8th Avenue W	I	50	15.1	6.8	21.9	0.15	24.9	D
Gibson Road	I	50	26.6	3.3	29.9	0.28	33.7	C
Admiralty Way	I	55	25.4	13.5	38.9	0.26	24.2	D
SR-99	I	50	34.7	95.1	129.8	0.40	11.2	F
Total	I		134.6	148.4	283.0	1.36	17.3	E

Arterial Level of Service

Arterial Level of Service: NB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Mariner Square	II	40	9.6	5.4	15.0	0.08	20.1	D
124th Street SW	II	40	19.7	9.3	29.0	0.17	21.3	D
120th Street SW	II	40	27.4	17.4	44.8	0.25	20.0	D
Center Road/Driveway	II	40	9.2	5.6	14.8	0.08	19.4	D
116th Place SW/Drive	II	40	17.0	5.5	22.5	0.15	23.6	C
[AU #230] 112th Stre	II	40	28.1	57.7	85.8	0.28	11.6	F
Total	II		111.0	100.9	211.9	1.01	17.1	D

Arterial Level of Service: SB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
116th Place SW/Drive	III	35	33.1	3.2	36.3	0.28	27.3	B
Center Road/Driveway	III	35	18.9	18.0	36.9	0.15	14.4	D
120th Street SW	III	35	10.8	8.0	18.8	0.08	15.3	D
124th Street SW	III	35	29.9	4.7	34.6	0.25	25.9	B
Mariner Square	III	35	22.0	3.7	25.7	0.17	24.0	B
[AU #228] Airport Ro	III	35	11.3	40.3	51.6	0.08	5.9	F
Total	III		126.0	77.9	203.9	1.01	17.8	D

Arterial Level of Service: EB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	II	37	46.9	73.1	120.0	0.45	13.5	E
Meridian Avenue/Driv	II	38	27.5	1.3	28.8	0.25	31.2	B
Total	II		74.4	74.4	148.8	0.70	16.9	E

Arterial Level of Service: WB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #352] 4th Avenue	II	40	27.5	30.8	58.3	0.25	15.4	E
115th St SW	II	40	42.8	0.6	43.4	0.45	37.4	A
Total	II		70.3	31.4	101.7	0.70	24.8	C

Arterial Level of Service: NB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
100th Street SW	I	47	39.1	21.6	60.7	0.42	24.6	D
94th Street SW	I	47	38.1	30.6	68.7	0.40	21.2	D
Kasch Park Road	I	47	32.8	42.4	75.2	0.34	16.2	E
Total	I		110.0	94.6	204.6	1.16	20.4	E

Arterial Level of Service

Arterial Level of Service: SB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
94th Street SW	II	45	32.5	7.1	39.6	0.34	30.7	B
100th Street SW	II	45	38.1	21.7	59.8	0.40	24.4	C
106th Street SW	II	45	39.1	16.8	55.9	0.42	26.8	C
Total	II		109.7	45.6	155.3	1.16	26.9	C

Arterial Level of Service: NB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	III	35	30.1	8.8	38.9	0.25	23.2	C
104th Street SW	III	35	30.6	2.1	32.7	0.25	28.0	B
Total	III		60.7	10.9	71.6	0.51	25.4	B

Arterial Level of Service: SB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	28.0	6.8	34.8	0.25	26.4	C
[AU #230] 112th Stre	II	40	27.6	44.3	71.9	0.25	12.6	F
Total	II		55.6	51.1	106.7	0.51	17.1	D

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
Traffic Volume (vph)	802	626	30	662	457	94	35	1203	494	543	2097	442
Future Volume (vph)	802	626	30	662	457	94	35	1203	494	543	2097	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0	25		0	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		0.99					0.98	1.00		
Ft		0.993			0.974				0.850			0.850
Flt Protected		0.950		0.950		0.950		0.950		0.950		0.950
Satd. Flow (prot)	3219	3292	0	3351	*2750	0	1711	3422	1531	3302	3404	1523
Flt Permitted		0.950		0.950		0.950		0.950		0.950		0.950
Satd. Flow (perm)	3219	3292	0	3326	3365	0	1711	3422	1501	3295	3404	1523
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3		14		200		30			30	
Link Speed (mph)		30		40		2764		1344			2044	
Link Distance (ft)		1789										
Travel Time (s)		40.7		47.1				30.5			46.5	
Confl. Peds. (#/hr)			10	10					5			
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	872	713	0	720	599	0	38	1308	537	590	2279	480
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Permitted Phases		7	4	3	8		5	2	2	1	6	
Detector Phase		7	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0	11.0	46.0	46.0	11.0	46.0	46.0	46.0
Total Split (s)	29.0	56.0		24.0	51.0	11.0	69.0	69.0	21.0	79.0	79.0	79.0
Total Split (%)	17.1%	32.9%		14.1%	30.0%	6.5%	40.6%	40.6%	12.4%	46.5%	46.5%	46.5%
Yellow Time (s)	4.0	4.0		4.0		4.0	5.0	5.0	4.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	8.0	5.0	6.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	None	None	None	None	None
Act Effect Green (s)	24.0	44.7		19.0	36.7		6.0	63.1	63.1	16.0	75.5	75.5
Actuated g/C Ratio	0.15	0.27		0.12	0.22		0.04	0.38	0.38	0.10	0.46	0.46
v/c Ratio	1.85	0.79		1.85	0.96		0.61	0.99	0.77	1.83	1.46	0.55
Control Delay	425.5	62.1		429.5	87.7		115.7	72.8	35.9	422.8	241.9	13.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	425.5	62.1		429.5	87.7		115.7	72.8	35.9	422.8	241.9	13.7
LOS	F	E		F	F		F	E	D	F	F	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

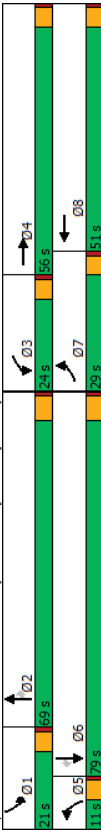
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		262.0										
Approach LOS		F			F			E				F
Queue Length 50th (ft)		~732		~605		330	41	740	336	~483	~1790	127
Queue Length 95th (ft)		#902		#765		411	#108	#958	526	#643	#1996	254
Internal Link Dist (ft)		1709		2684			1264				1964	
Turn Bay Length (ft)		190		130			145		165	310		500
Base Capacity (vph)		472		389		732	62	1317	700	322	1566	869
Starvation Cap Reductn		0		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0		0	0	0	0	0	0	0
Reduced v/c Ratio		1.85		0.69		1.85	0.82	0.61	0.99	0.77	1.83	1.46

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 163.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.85
 Intersection Signal Delay: 209.4
 Intersection Capacity Utilization 121.6%
 Analysis Period (min): 15
 Description: SR-525 is north-south and Beverly Park Road is northeast-southwest
 * User Entered Value
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Lanes, Volumes, Timings

2: [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	3	12	60	5	37	80	1223	79	52	1446	59
Traffic Volume (vph)	10	3	12	60	5	37	80	1223	79	52	1446	59
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	30	150	0	0	150	0	0
Storage Length (ft)	0	0	0	0	0	1	1	0	0	1	0	0
Storage Lanes	25	0	0	25	0	1	25	0	0	25	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Lane Util. Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	1.00	1.00	0.99	1.00	1.00
Ped Bike Factor	0.935	0.935	0.935	0.935	0.935	0.935	0.935	0.991	0.991	0.935	0.991	0.935
Flt Protected	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.950	0.950	0.980	0.950	0.980
Satd. Flow (prot)	0	1728	0	0	1798	1599	1752	3467	0	1770	3513	0
Flt Permitted	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.104	0.104	0.165	0.165	0.104
Satd. Flow (perm)	0	1542	0	0	1357	1578	192	3467	0	307	3513	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	12	35	3	3	35	65	8	8	4	4	5	40
Link Speed (mph)	35	35	35	35	35	35	35	35	35	35	35	35
Link Distance (ft)	561	561	561	561	561	561	561	2764	2764	1498	1498	25.5
Travel Time (s)	11.3	11.3	11.3	11.3	11.3	11.3	11.3	49.6	49.6	25.5	25.5	25.5
Confl. Peds. (#/hr)	1	1	1	1	1	1	1	6	6	4	4	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)	0%	0%	0%	0%	0%	0%	0%	3%	3%	2%	2%	2%
Lane Group Flow (vph)	0	25	0	0	67	38	82	1342	0	54	1552	0
Turn Type	Perm	NA	Perm	Perm	Perm	Perm	pm+pt	NA	pm+pt	NA	NA	6
Protected Phases	4	4	4	4	4	4	4	4	4	4	4	4
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Detector Phase	4	4	4	4	4	4	4	4	4	4	4	4
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5
Minimum Split (s)	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
Total Split (s)	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
Act Effct Green (s)	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4
LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Delay	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4	21.4
Approach LOS	C	C	C	C	C	C	C	C	C	C	C	C

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

2: [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	6	6	6	31	31	0	7	168	4	167	4	167
Queue Length 95th (ft)	27	27	27	68	68	11	34	407	25	475	25	475
Internal Link Dist (ft)	501	501	501	629	629	30	150	2684	150	2684	150	2684
Turn Bay Length (ft)	594	594	594	517	517	641	447	2493	519	2606	519	2606
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04	0.04	0.13	0.13	0.06	0.18	0.54	0.10	0.60	0.10	0.60
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	109											
Actuated Cycle Length:	79.8											
Natural Cycle:	80											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.60											
Intersection Signal Delay:	10.2											
Intersection Capacity Utilization:	66.7%											
Analysis Period (min):	15											
Description:	Beverly Park Road is NB/SB and Gibson Road is E/W. This is rotated for analysis purposes from the Snohomish County Timings.											

Splits and Phases: 2: [AU #227] Beverly Park Road & Gibson Road



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	71	38	286	64	12	55	67	1444	106	30	1087	11
Future Volume (vph)	71	38	286	64	12	55	67	1444	106	30	1087	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%	0%	0%	0%	2%	0%	-1%	0%	0%	0%	0%	0%
Storage Length (ft)	75	0	0	60	0	0	150	0	0	150	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	2	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.868				0.877		0.990			0.998		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1633	0	1639	1513	0	1761	3481	0	1787	3566	0
Flt Permitted	0.697			0.476			0.134			0.117		
Satd. Flow (perm)	1311	1633	0	821	1513	0	248	3481	0	220	3566	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	262			55			7				1	
Link Speed (mph)	30			30			38				40	
Link Distance (ft)	631			1366			1498				1200	
Travel Time (s)	14.3			31.0			26.9				20.5	
Confl. Peds. (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	1%	1%	9%	9%	9%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (vph)	71	324	0	64	67	0	67	1550	0	30	1098	0
Lane Group Flow (vph)	pm-pt	NA	pm-pt	NA	NA	NA	pm+pt	NA	pm-pt	NA	NA	NA
Turn Type	7	4	3	8	5	2	5	2	1	6	6	6
Protected Phases	4	4	8	8	2	2	2	2	6	6	6	6
Permitted Phases	7	4	3	8	5	2	5	2	1	6	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	9.0	28.0	9.0	22.5	9.5	26.5	26.5	26.5
Total Split (s)	19.0	39.0	19.0	39.0	19.0	39.0	19.5	39.5	19.5	39.5	39.5	39.5
Total Split (%)	16.2%	33.3%	16.2%	33.3%	16.7%	33.8%	16.7%	33.8%	16.7%	33.8%	16.7%	33.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	-5.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	-0.5	4.5	-0.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.1	8.6	13.6	8.3	39.3	42.2	36.2	37.3	36.2	37.3	36.2	37.3
Actuated g/C Ratio	0.21	0.13	0.21	0.13	0.59	0.64	0.55	0.56	0.55	0.56	0.55	0.56
v/c Ratio	0.22	0.74	0.26	0.28	0.23	0.70	0.12	0.55	0.12	0.55	0.12	0.55
Control Delay	20.5	18.5	21.5	14.6	9.2	13.9	8.6	13.2	8.6	13.2	8.6	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	18.5	21.5	14.6	9.2	13.9	8.6	13.2	8.6	13.2	8.6	13.2
LOS	C	B	C	B	A	B	A	B	A	B	A	B
Approach Delay		18.8		18.0		13.7		13.7		13.1		13.1

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.JL 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	20	22	18	4	10	157	4	151	4	151	4	151
Queue Length 95th (ft)	55	108	51	39	33	#542	18	293	18	293	18	293
Internal Link Dist (ft)	75	551	60	1286	150	1418	150	1120	150	1120	150	1120
Turn Bay Length (ft)	502	1015	436	856	507	2224	503	2240	503	2240	503	2240
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.32	0.15	0.08	0.13	0.70	0.06	0.49	0.06	0.49	0.06	0.49

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 66.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Capacity Delay: 14.3

Intersection Capacity Utilization 85.0%

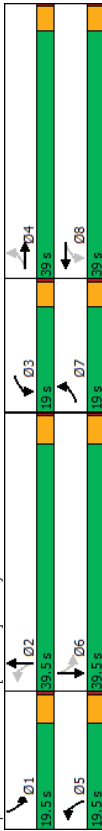
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: B

ICU Level of Service E



Splits and Phases: 3. [AU #227] Beverly Park Road & Center Road

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.JL 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	W	W	W	W
Traffic Volume (vph)	23	58	1551	6	34	1098
Future Volume (vph)	23	58	1551	6	34	1098
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	1.00	1.00	1.00			
Frt	0.904	0.999				
Flt Protected	0.986			0.950		
Satd. Flow (prot)	1644	0	3535	0	1770	3539
Flt Permitted	0.986			0.103		
Satd. Flow (perm)	1643	0	3535	0	192	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	62					
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1200			733
Travel Time (s)	8.9		21.5			12.5
Confl. Peds. (#/hr)	1			9	9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	0	1674	0	37	1181
Turn Type	Prot		NA	pm+pt	NA	
Protected Phases	8		2	1	6	
Permitted Phases				6		
Detector Phase	8		2	1	6	
Switch Phase						
Minimum Initial (s)	5.0		7.0		5.0	7.0
Minimum Split (s)	31.5		26.5		9.5	20.5
Total Split (s)	34.5		29.5		28.5	29.5
Total Split (%)	37.3%		31.9%		30.8%	31.9%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		-5.0		0.0	3.0
Total Lost Time (s)	4.5		-0.5		4.5	7.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	9.4		39.2		37.9	36.6
Actuated g/C Ratio	0.17		0.72		0.70	0.68
v/c Ratio	0.26		0.65		0.13	0.49
Control Delay	9.7		11.8		6.6	8.5
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	9.7		11.8		6.6	8.5
LOS	A		B		A	A
Approach Delay	9.7		11.8		8.4	
Approach LOS	A		B		A	
Queue Length 50th (ft)	7		49		2	79
Queue Length 95th (ft)	33		#593		21	287
Internal Link Dist (ft)	313		1120			653

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)	962		2564		853	3274
Base Capacity (vph)	0		0		0	0
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.09		0.65		0.04	0.36
Intersection Summary						
Area Type:	Other					
Cycle Length:	92.5					
Actuated Cycle Length:	54.1					
Natural Cycle:	80					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.65					
Intersection Signal Delay:	10.4					
Intersection Capacity Utilization	55.0%					
Analysis Period (min)	15					
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases:	4: [AU #227] Beverly Park Road & Fairmount Elementary					
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
	28.5 s	29.5 s	34.5 s			25.5 s

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	33	216	30	351	57	0	22	941	558	0	731	8
Future Volume (vph)	33	216	30	351	57	0	22	941	558	0	731	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	0	250	0	0	0	135	0	0	0	0
Storage Lanes	1	0	0	2	0	0	1	1	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	0	0	0
Lane Util. Factor	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	0.982	0.982	0.982	0.982	0.982	0.982	0.982	0.982	0.982	0.982	0.982	0.982
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1770	3469	0	3433	1863	0	1752	3505	1568	0	3531	0
Flt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1770	3469	0	3433	1863	0	303	3505	1543	0	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	10	30			30			38	280		1	
Link Speed (mph)	30	30			30			38	280		40	
Link Distance (ft)	433	433			838			733	838		838	
Travel Time (s)	9.8	9.8			19.0			13.2	14.3		14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	256	0	366	59	0	23	980	581	0	769	0
Turn Type	Prot	NA	NA	Prot	NA	NA	pm+pt	NA	pm+ow	0	INA	0
Protected Phases	7	4	3	3	8		5	2	3	6		
Permitted Phases							2	2	2	2		
Detector Phase	7	4	3	3	8		5	2	3	6		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	11.0	36.0	9.0	36.0	36.0	36.0	9.0	33.5	9.0	30.5	30.5	30.5
Total Split (s)	24.0	34.0	29.0	34.0	34.0	34.0	32.0	44.5	29.0	44.5	44.5	44.5
Total Split (%)	17.2%	24.4%	20.8%	24.4%	24.4%	24.4%	22.9%	31.9%	20.8%	31.9%	31.9%	31.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-2.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	Min
Act Effct Green (s)	6.4	10.5	13.6	22.4	26.0	25.4	26.0	25.4	39.5	24.8	24.8	24.8
Actuated g/C Ratio	0.10	0.17	0.22	0.36	0.41	0.41	0.41	0.41	0.63	0.40	0.40	0.40
v/c Ratio	0.19	0.44	0.49	0.09	0.09	0.09	0.09	0.69	0.54	0.55	0.55	0.55
Control Delay	33.7	27.5	26.1	19.5	12.2	18.3	12.2	18.3	4.1	18.0	18.0	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay	33.7	27.5	26.1	19.5	12.2	18.3	12.2	18.3	4.6	18.0	18.0	18.0
LOS	C	C	C	B	B	B	B	B	A	A	B	B
Approach Delay		28.3			25.2			13.2			18.0	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 No Action Conditions

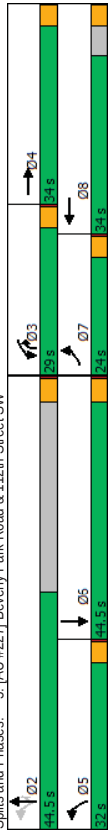
PM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C	C	C	C	C	C	B	B	B	B	B	B
Queue Length 50th (ft)	11	41	15	57	15	5	151	32	100	100	100	100
Queue Length 95th (ft)	44	98	52	131	52	19	257	83	228	228	228	228
Internal Link Dist (ft)	250	353	758	1444	1097	838	3392	1338	2525	2525	2525	2525
Turn Bay Length (ft)	595	1756	1444	1097	838	3392	1338	2525	2525	2525	2525	2525
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.15	0.25	0.05	0.05	0.03	0.29	0.60	0.30	0.30	0.30	0.30
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	139.5											
Actuated Cycle Length:	62.7											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.69											
Intersection Signal Delay:	17.5											
Intersection Capacity Utilization:	53.4%											
Analysis Period (min):	15											
Intersection LOS:	B											
ICU Level of Service:	A											

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL
Traffic Volume (vph)	478	425	17	47	175	17	9	446	82	20	1000	569
Future Volume (vph)	478	425	17	47	175	17	9	446	82	20	1000	569
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	140		0	100		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00			1.00		1.00	1.00	0.99	
Frt		0.994		0.987			0.977				0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	1798	0	1752	1818	0	1608	4493	0	1736	4691	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3325	1798	0	1752	1818	0	1608	4493	0	1729	4691	0
Right Turn on Red		Yes		Yes		Yes			Yes			Yes
Satd. Flow (RTOR)		1		3			37				144	
Link Speed (mph)		38		30		30		917			1237	
Link Distance (ft)		838		589		13.4		20.8			28.1	
Travel Time (s)		15.0										
Confl. Peds. (#/hr)	3					3			3	3		
Confl. Bikes (#/hr)			2			2			1			10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	8%	8%	8%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	503	465	0	49	202	0	9	555	0	21	1652	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5	
Total Split (s)	29.0	29.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	18.1	29.4		7.4	17.1		5.5	32.8		6.0	35.0	
Actuated g/C Ratio	0.21	0.35		0.09	0.20		0.06	0.39		0.07	0.41	
v/c Ratio	0.71	0.75		0.32	0.55		0.09	0.32		0.17	0.82	
Control Delay	40.0	37.9		49.5	39.7		50.7	19.0		49.9	25.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.0	37.9		49.5	39.7		50.7	19.0		49.9	25.1	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D	D	D	D	D	D	B	B	D	D	C
Approach Delay		39.0			41.6			19.5				25.4
Approach LOS		D			D			B				C
Queue Length 50th (ft)	113	212		22	87		4	57		10		227
Queue Length 95th (ft)	#282	#562		83	232		27	141		46		490
Internal Link Dist (ft)		758			509			837				1157
Turn Bay Length (ft)	140			100			250			250		
Base Capacity (vph)	1056	621		333	388		305	3141		329		3311
Salvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.48	0.75		0.15	0.52		0.03	0.18		0.06		0.50

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 85.1

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 29.4

Intersection Capacity Utilization 71.7%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	422	573	710	238	381	230	155	1275	167	211	1524	114
Future Volume (vph)	422	573	710	238	381	230	155	1275	167	211	1524	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	12	11	11	13	11	14	14	11	11
Storage Length (ft)	250	400	400	250	0	0	0	300	0	0	430	0
Storage Lanes	1	2	2	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99	0.98	0.98	0.99	0.99	0.98	1.00	0.99	0.92	0.99	0.95	0.95
Fit	0.950	0.850	0.850	0.944	0.944	0.944	0.850	0.850	0.850	0.850	0.850	0.850
Fit Protected	1728	3455	3002	1752	3167	0	1811	3388	1672	1906	3455	1546
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fit Permitted	1717	3455	3002	1725	3167	0	1803	3388	1543	1886	3455	1469
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	679	679	679	55	55	55	86	86	86	86	69	69
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	2688	2688	2688	2133	2133	2133	1701	1701	1701	1701	1159	1159
Travel Time (s)	61.1	61.1	61.1	29.1	29.1	29.1	38.7	38.7	38.7	38.7	26.3	26.3
Confl. Peds. (#/hr)	7	16	16	7	7	7	21	21	28	28	21	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	3%	1%	1%
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	435	591	732	245	630	0	160	1314	172	218	1571	118
Turn Type	Prot	NA	Over	Prot	NA	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4	1	6	6	5	2	2	2
Permitted Phases	3	8	1	7	4	1	6	6	5	2	2	2
Detector Phase	3	8	1	7	4	1	6	6	5	2	2	2
Switch Phase	3	8	1	7	4	1	6	6	5	2	2	2
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7	9.2	34.7	34.7	9.2	42.7	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0	30.0	85.0	85.0	30.0	85.0	85.0	85.0
Total Split (%)	18.5%	27.9%	14.0%	18.6%	27.9%	14.0%	39.5%	39.5%	14.0%	39.5%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	7.7	4.2	4.7	4.7	4.2	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	35.9	47.8	21.7	31.3	40.2	21.7	80.4	80.4	25.2	83.9	83.9	83.9
Actuated g/C Ratio	0.18	0.24	0.11	0.15	0.20	0.11	0.40	0.40	0.12	0.41	0.41	0.41
v/c Ratio	1.43	0.73	0.79	0.91	0.94	0.82	0.98	0.26	0.92	1.10	0.18	0.18
Control Delay	262.5	77.7	15.3	118.6	95.1	120.0	78.7	21.9	126.8	108.5	18.3	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	262.5	77.7	15.3	118.6	95.1	120.0	78.7	21.9	126.8	108.5	18.3	18.3
LOS	F	E	B	F	F	F	F	E	C	F	F	B
Approach Delay	97.4	97.4	97.4	101.6	101.6	101.6	76.8	76.8	105.0	105.0	105.0	105.0

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

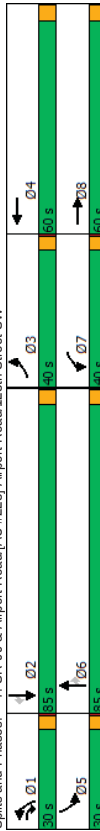
PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F	F	F	F	F	F	E	E	E	F	F	F
Queue Length 50th (ft)	~781	394	36	323	409	212	914	914	74	292	~1259	40
Queue Length 95th (ft)	#1088	475	121	#494	490	#326	#1176	#1176	151	#498	#1543	100
Internal Link Dist (ft)	2608	2608	2608	2053	2053	2053	1621	1621	300	1430	1079	430
Turn Bay Length (ft)	250	400	400	250	310	860	231	1345	664	243	1430	648
Base Capacity (vph)	305	945	975	310	860	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.43	0.63	0.75	0.79	0.73	0.69	0.98	0.98	0.26	0.90	1.10	0.18
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
Actuated Cycle Length:	202.5											
Natural Cycle:	150											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	1.43											
Intersection Signal Delay:	94.9											
Intersection Capacity Utilization:	111.2%											
Analysis Period (min):	15											
Description:	Airport Road is east-west and SR-99 is north-south											
~	Volume exceeds capacity, queue is theoretically infinite.											
#	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	67	471	89	620	65	115	283	127	127	53		
Traffic Volume (vph)	67	471	89	620	65	115	283	127	127	53		
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Ideal Flow (vphpl)	14	11	12	13	12	11	16	16	12	12		
Lane Width (ft)												
Grade (%)	150	0	150	0	100	0	100	0	100	0		
Storage Length (ft)	1	0	1	0	1	0	1	0	1	0		
Storage Lanes	25	0	25	0	25	0	25	0	25	0		
Taper Length (ft)	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00		
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00		
Ped Bike Factor												
Ft	0.970			0.986			0.975			0.955		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1869	3285	0	1847	*5000	0	1693	2037	0	1676	1966	0
Flt Permitted	0.331			0.359			0.950			0.950		
Satd. Flow (perm)	649	3285	0	698	3512	0	1686	2037	0	1676	1966	0
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)		26		9			7			14		
Link Speed (mph)		35		55			30			30		
Link Distance (ft)		2133		1382			857			1130		
Travel Time (s)		41.6		17.1			19.5			25.7		
Confl. Peds. (#/hr)	5					4					4	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	594	0	90	692	0	116	344	0	47	182	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	29.5		8.0	57.0		9.0	36.0		9.0	38.0	
Total Split (s)	14.0	65.0		14.0	65.0		28.0	53.0		18.0	43.0	
Total Split (%)	9.3%	43.3%		9.3%	43.3%		18.7%	35.3%		12.0%	28.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	95.4	93.3		97.6	95.8		14.6	31.0		8.6	23.2	
Actuated g/C Ratio	0.64	0.62		0.65	0.64		0.10	0.21		0.06	0.15	
v/c Ratio	0.15	0.29		0.18	0.22		0.70	0.81		0.49	0.58	
Control Delay	12.0	14.8		14.9	13.5		87.0	69.6		84.5	60.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.0	14.8		14.9	13.5		87.0	69.6		84.5	60.0	
LOS	B	B		B	B		F	E		F	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.6			13.6			74.0				
Approach LOS		B			B			E				E
Queue Length 50th (ft)	22	128		33	122		112	321		46		154
Queue Length 95th (ft)	55	224		70	192		176	395		89		218
Internal Link Dist (ft)		2053			1302			777				1050
Turn Bay Length (ft)	150			150			100			100		
Base Capacity (vph)	508	2053		539	3196		270	670		156		521
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.13	0.29		0.17	0.22		0.43	0.51		0.30		0.35
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 106 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow												
Natural Cycle: 115												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.81												
Intersection Signal Delay: 32.5												
Intersection Capacity Utilization 58.8%												
Analysis Period (min) 15												
* User Entered Value												

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	45	586	48	107	691	53	47	121	86	29	32	51
Future Volume (vph)	45	586	48	107	691	53	47	121	86	29	32	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	11	12	12	11	12
Grade (%)		3%			-3%			1%			-3%	
Storage Length (ft)	150		0	150		0	95		0	80		0
Storage Lanes	1		0		1		0		0	1		0
Taper Length (ft)	25		0	25		0	25		25		0	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00		1.00	1.00	0.99	0.99	0.99		
Ft	0.989			0.989			0.938			0.908		
Flt Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	1710	3262	0	1762	3360	0	1627	1651	0	1779	1629	0
Flt Permitted	0.310			0.336			0.950		0.950			
Satd. Flow (perm)	556	3262	0	623	3360	0	1623	1651	0	1768	1629	0
Right Turn on Red		Yes			Yes				Yes			Yes
Satd. Flow (RTOR)		8			7			24			52	
Link Speed (mph)		35			50			30			30	
Link Distance (ft)		1382			1478			816			739	
Travel Time (s)		26.9			20.2			18.5			16.8	
Confl. Peds. (#/hr)			2	2		5	2		6	6		2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	674	0	114	791	0	50	220	0	31	88	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	27.5		8.0	26.5		8.0	38.0		8.0	37.0	
Total Split (s)	12.0	69.0		17.0	74.0		19.0	50.0		14.0	45.0	
Total Split (%)	8.0%	46.0%		11.3%	49.3%		12.7%	33.3%		9.3%	30.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	104.5	103.1		108.7	106.6		9.0	24.4		7.1	20.6	
Actuated g/C Ratio	0.70	0.69		0.72	0.71		0.06	0.16		0.05	0.14	
v/c Ratio	0.11	0.30		0.22	0.33		0.52	0.76		0.37	0.33	
Control Delay	5.7	7.8		4.7	3.3		85.7	69.6		80.7	27.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.7	7.8		4.7	3.3		85.7	69.6		80.7	27.6	
LOS	A	A		A	A		F	E		F	C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		7.6			3.5			72.6				
Approach LOS		A			A			E				D
Queue Length 50th (ft)		6		14	32		48	188		30		31
Queue Length 95th (ft)		m19		23	142		93	258		66		79
Internal Link Dist (ft)		1302			1398			736				659
Turn Bay Length (ft)		150		150			95			80		
Base Capacity (vph)		456		556	2388		162	522		118		483
Starvation Cap Reductn		0		0	0		0	0		0		0
Spillback Cap Reductn		0		0	0		0	0		0		0
Storage Cap Reductn		0		0	0		0	0		0		0
Reduced v/c Ratio		0.11		0.21	0.33		0.31	0.42		0.26		0.18

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 109 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 16.5

Intersection Capacity Utilization 56.6%

Analysis Period (min) 15

Description: Airport Road is east-west and Gibson Road is north-south

m Volume for 95th percentile queue is metered by upstream signal.

ICU Level of Service B

Spills and Phases: 9: Gibson Road & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	79	572	44	81	766	83	46	48	41	65	124	54
Future Volume (vph)	79	572	44	81	766	83	46	48	41	65	124	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	11	11	11	11	12	12	12	11	12
Grade (%)		-5%			5%			2%			3%	
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		0	25		0	25		0	25		0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.97	0.96	0.99	0.95	0.95
Frt	0.989			0.985			0.931					
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4924	0	1636	*4500	0	1694	1672	0	1726	1667	0
Flt Permitted	0.246			0.352			0.430			0.605		
Satd. Flow (perm)	450	4924	0	604	3207	0	762	1672	0	1058	1667	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)	10			10			30		30		15	
Link Speed (mph)	35			35			30		30		30	
Link Distance (ft)	1478			799			855		855		487	
Travel Time (s)	28.8			10.9			19.4		19.4		11.1	
Confl. Peds. (#/hr)	9		4	4		9	7		32	32		7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	656	0	86	903	0	49	95	0	69	189	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	3	8	7	4	7	4	4	
Permitted Phases	2	6	6	8	8	8	4	4	4	4	4	
Detector Phase	5	2	1	6	3	8	7	4	7	4	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	52.0		11.0	27.5		9.0	36.0		9.0	37.0	
Total Split (s)	22.0	66.0		20.0	64.0		14.0	49.0		15.0	50.0	
Total Split (%)	14.7%	44.0%		13.3%	42.7%		9.3%	32.7%		10.0%	33.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		3.5	4.0		3.5	4.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	Min	None	None	Min	
Act Effect Green (s)	99.3	96.1		99.7	96.3		35.2	28.1		37.1	29.0	
Actuated g/C Ratio	0.66	0.64		0.66	0.64		0.23	0.19		0.25	0.19	
v/c Ratio	0.23	0.21		0.19	0.31		0.22	0.28		0.23	0.57	
Control Delay	8.9	9.5		6.1	6.8		40.3	35.9		41.1	56.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.9	9.5		6.1	6.8		40.3	35.9		41.1	56.0	
LOS	A	A		A	A		D	D		D	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

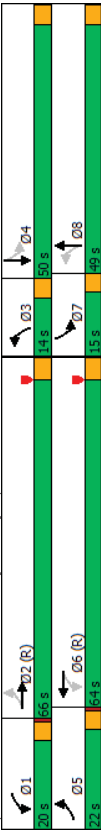
PM Peak-Hour

Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.4			6.7			37.4				
Approach LOS		A			A			D				D
Queue Length 50th (ft)		22	73		19	104		35	53		50	150
Queue Length 95th (ft)		41	94		31	122		67	108		88	234
Internal Link Dist (ft)		1398			719			775			407	
Turn Bay Length (ft)		100			100			100			100	
Base Capacity (vph)		465	3158		526	2893		252	522		321	521
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.18	0.21		0.16	0.31		0.19	0.18		0.21	0.36
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 86 (57%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.57												
Intersection Signal Delay: 15.2												
Intersection Capacity Utilization 66.9%												
Analysis Period (min) 15												
* User Entered Value												

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	28	730	108	73	874	39	95	90	6	41	8	28
Future Volume (vph)	28	730	108	73	874	39	95	90	6	41	8	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	10	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-1%	
Storage Length (ft)	125		0	100		0	0		50	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25		0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00		0.91	1.00	0.95	0.95	0.99	0.98	0.98	0.99	0.99	0.99
Ped Bike Factor			0.981		0.994			0.850		0.850		0.951
Flt Protected	0.950		0.950		0.950		0.955		0.955		0.974	
Satd. Flow (prot)	1736		4874		3198		0	1796	1599	0	1689	0
Flt Permitted	0.267		0.276		0.276		0.637		0.637		0.666	
Satd. Flow (perm)	488		4874		3198		0	1191	1564	0	1150	0
Right Turn on Red			Yes		Yes			Yes	Yes		Yes	
Satd. Flow (RTOR)			33		6			90			19	
Link Speed (mph)			30		35			30			30	
Link Distance (ft)			799		515			334			339	
Travel Time (s)			18.2		10.0			7.6			7.7	
Confl. Peds. (#/hr)	3		6		6		3	5		7	7	5
Peak Hour Factor	0.93		0.93		0.93		0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%		2%		3%		3%	0%	0%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	901	0	78	982	0	0	108	97	0	83	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6			8	8	8	4	4	
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.0	50.5		8.0	22.0		35.5	35.5	35.5	33.5	33.5	
Total Split (s)	10.0	90.0		14.0	94.0		46.0	46.0	46.0	46.0	46.0	
Total Split (%)	6.7%	60.0%		9.3%	62.7%		30.7%	30.7%	30.7%	30.7%	30.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	-1.0		4.0	-1.0		3.5	3.5	3.5	3.5	3.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Min	Min	Min	Min	Min	
Recall Mode	None	C-Max		None	C-Max		Min	Min	Min	Min	Min	
Act Effect Green (s)	119.1	119.1		122.3	123.4		18.5	18.5	18.5	18.5	18.5	
Actuated g/C Ratio	0.79	0.79		0.82	0.82		0.12	0.12	0.12	0.12	0.12	
v/c Ratio	0.07	0.23		0.18	0.37		0.74	0.36	0.53	0.53	0.53	
Control Delay	3.5	2.3		1.9	3.0		89.5	15.2	56.9	56.9	56.9	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0	0.0	0.0	0.0	
Total Delay	3.5	2.3		1.9	3.3		89.5	15.2	56.9	56.9	56.9	
LOS	A	A		A	A		F	B	B	B	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		2.3			3.2			54.4				
Approach LOS		A			A			D				E
Queue Length 50th (ft)		4	26		3	45		105		6		60
Queue Length 95th (ft)		11	57		7	319		157		55		106
Internal Link Dist (ft)		719			435			254				259
Turn Bay Length (ft)		125			100			337		50		339
Base Capacity (vph)		440			478			2631		0		0
Starvation Cap Reductn		0			0			0		0		0
Spillback Cap Reductn		0			0			0		0		0
Storage Cap Reductn		0			0			0		0		0
Reduced v/c Ratio		0.07	0.23		0.16	0.55		0.32		0.19		0.24
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	108 (72%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow											
Natural Cycle:	95											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.74											
Intersection Signal Delay:	9.4											
Intersection Capacity Utilization:	55.8%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	B											

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	174	638	34	299	742	573	48	357	297	520	291	119
Traffic Volume (vph)	174	638	34	299	742	573	48	357	297	520	291	119
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	16	12	11	15	15	12	16	11	15	12
Lane Width (ft)												
Grade (%)	90		0	455		0	0	0	0	245	0	0
Storage Length (ft)	1		0	1		1	1	1	1	1	1	0
Storage Lanes	25		0	25		25	25	25	25	25	25	0
Taper Length (ft)	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	0.98	0.98	0.98	0.98	0.98	0.98	0.99	0.99	0.99	0.99
Ped Bike Factor	1.00	0.992				0.850	0.850	0.850	0.850	0.957		
Ft	0.950			0.950		0.950	0.950	0.950	0.950	0.950		
Flt Protected	1702	*2200	0	1744	*4500	1716	1891	1810	1743	3319	1933	0
Satd. Flow (prot)	0.950			0.950		0.950	0.950	0.950	0.950	0.950		
Flt Permitted	1696	4837	0	1712	3371	1677	1851	1810	1704	3297	1933	0
Satd. Flow (perm)			Yes			Yes		Yes			Yes	
Right Turn on Red		6				141		76			15	
Satd. Flow (RTOR)		30				35		30			443	
Link Speed (mph)		515				872		751			443	
Link Distance (ft)		11.7				17.0		17.1			8.6	
Travel Time (s)			19	19		7	25	0.98	0.98	0.98	0.98	25
Confl. Peds. (#/hr)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Peak Hour Factor	3%	3%	3%	3%	3%	3%	3%	5%	5%	2%	2%	2%
Heavy Vehicles (%)												
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	686	0	305	757	585	49	364	303	531	418	0
Turn Type	Prot	NA	NA	pm+ov	7	3	8	1	7	4		
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases												
Detector Phase	5	2		1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	8.0	34.5		8.0	42.0	9.5	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	24.0	54.1		29.0	59.1	28.4	13.0	38.5	29.0	28.4	53.9	
Yellow Time (s)	16.0%	36.1%		19.3%	39.4%	18.9%	8.7%	25.7%	19.3%	18.9%	35.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0	0.0	0.0	0.0	0.0	0.0	-5.0	
Total Lost Time (s)	4.5	7.5		4.5	-0.5	4.5	4.5	4.5	4.5	4.5	-0.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	None	None	None	None	None	Min	
Act Effect Green (s)	18.0	46.6		25.9	62.5	81.4	7.4	32.6	58.5	23.9	55.9	
Actuated g/C Ratio	0.12	0.31		0.17	0.42	0.54	0.05	0.22	0.39	0.16	0.37	
v/c Ratio	0.87	1.01		0.87	1.01	0.87	0.87	0.87	0.87	0.87	0.87	
Control Delay	96.3	80.9		115.1	26.7	6.3	89.3	87.5	24.3	102.3	40.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5	
Total Delay	96.3	80.9		115.1	26.7	6.3	89.3	87.5	24.3	102.3	50.8	
LOS	F	F		F	C	A	F	F	C	F	D	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	84.1			35.8			60.9			79.6		
Approach LOS	F			D			E			E		
Queue Length 50th (ft)	180	198		~331	201	85	47	348	151	~273	319	
Queue Length 95th (ft)	#302	#323		m#447	m253	m122	94	#529	232	#397	435	
Internal Link Dist (ft)	435			792							363	
Turn Bay Length (ft)	90			455						245		
Base Capacity (vph)	221	687		301	1876	981	107	410	717	528	729	
Starvation Cap Reductn	0	0		0	0	4	0	0	0	0	279	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.81	1.00		1.01	0.40	0.60	0.46	0.89	0.42	1.01	0.93	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 47 (31%), Referenced to phase 2EBT and 6WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 60.0
 Intersection Capacity Utilization 94.9%
 Analysis Period (min) 15
 ICU Level of Service F

* User Entered Value

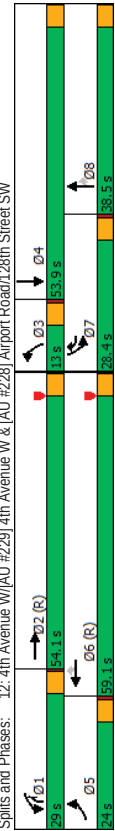
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Splits and Phases: 12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	1318	542	479	1209	0	0	0	0	823	1	519
Future Volume (vph)	0	1318	542	479	1209	0	0	0	0	823	1	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	400	0	0	0	0	0	330	0	330
Storage Lanes	0	0	1	2	0	0	0	0	0	1	0	1
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.994	0.850							0.98	0.850	
Flt Protected				0.950						0.950	0.952	
Satd. Flow (prot)	0	*2500	1427	3400	3505	0	0	0	0	1698	1701	1599
Flt Permitted				0.950						0.950	0.952	
Satd. Flow (perm)	0	3337	1427	3400	3505	0	0	0	0	1698	1701	1570
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	360		35		30				30	71
Link Speed (mph)												
Link Distance (ft)		872	700		700		315				681	
Travel Time (s)		19.8	13.6		13.6		7.2				15.5	
Confl. Peds. (#/hr)	7											
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)			10%							50%		
Lane Group Flow (vph)	0	1492	530	521	1314	0	0	0	0	447	449	564
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6					8		8
Permitted Phases			2	2	1	6				8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	8.5	23.3						40.6	40.6	40.6
Total Split (s)	79.0	79.0	23.0	102.0						48.0	48.0	48.0
Total Split (%)	52.7%	52.7%	15.3%	68.0%						32.0%	32.0%	32.0%
Yellow Time (s)	3.6	3.6	3.5	3.6						3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0						2.0	2.0	2.0
Lost Time Adjust (s)	3.0	3.0	0.0	0.0						0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	5.6	5.6						5.6	5.6	5.6
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	C-Min						Min	Min	Min
Act Effct Green (s)	70.4	73.4	17.5	96.4						42.4	42.4	42.4
Actuated g/C Ratio	0.47	0.49	0.12	0.64						0.28	0.28	0.28
v/c Ratio	1.27	0.60	1.32	0.58						0.93	0.94	1.14
Control Delay	151.1	3.7	187.3	23.3						79.7	80.1	127.2
Queue Delay	3.2	0.0	0.0	8.4						3.9	4.0	0.0
Total Delay	154.3	3.7	187.3	31.7						83.6	84.1	127.2
LOS	F	F	A	C						F	F	F
Approach Delay	114.8			75.9						100.6		
Approach LOS	F			E						F		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~991	16	~346	539					450	452	~591
Queue Length 95th (ft)		m#1053	m21	m#286	m455					#672	#677	#830
Internal Link Dist (ft)		792		400	620			235		330	601	330
Turn Bay Length (ft)		1175	882	396	2252					479	480	494
Base Capacity (vph)		0	0	0	904					0	0	0
Starvation Cap Reductn		522	0	0	0					14	14	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		2.28	0.60	1.32	0.97					0.96	0.96	1.14
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	25 (1.7%), Referenced to phase 2 EBT and 6 WBT, Start of Green											
Natural Cycle:	150											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	1.32											
Intersection Signal Delay:	97.5											
Intersection Capacity Utilization:	127.4%											
Analysis Period (min):	15											
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
# Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
# Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	70	99	881	42	63	674
Traffic Volume (vph)	70	99	881	42	63	674
Future Volume (vph)	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	85	150	75	150	1900
Storage Length (ft)	1	1	1	1	1	1
Storage Lanes	25	1.00	0.95	1.00	1.00	0.95
Taper Length (ft)	1.00	0.98	0.96	1.00	1.00	0.96
Lane Util. Factor	0.850	0.850	0.850	0.850	0.850	0.850
Ped Bike Factor	0.950	1583	3539	1583	1770	*2000
Flt Protected	0.950	1583	3539	1583	1770	*2000
Satd. Flow (prot)	0.950	1583	3539	1583	1770	*2000
Flt Permitted	1770	1549	3539	1524	453	3539
Satd. Flow (perm)	1770	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	102	40	40	36	36	36
Satd. Flow (RTOR)	30	500	443	7.6	13	13
Link Speed (mph)	11.4	10	0.97	0.97	0.97	0.97
Link Distance (ft)	0.97	0.97	0.97	0.97	0.97	0.97
Travel Time (s)	72	102	908	43	65	695
Conf. Peds. (#/hr)	Prot	8	2	2	1	6
Peak Hour Factor	8	8	2	2	1	6
Shared Lane Traffic (%)	3.0	3.0	5.0	5.0	3.0	5.0
Lane Group Flow (vph)	25.0	25.0	29.0	29.0	8.0	20.0
Turn Type	23.0	23.0	36.0	36.0	9.0	45.0
Protected Phases	33.8%	33.8%	52.9%	52.9%	13.2%	66.2%
Permitted Phases	3.5	3.5	3.5	3.5	3.5	3.5
Detector Phase	0.5	0.5	0.5	0.5	0.5	0.5
Switch Phase	0.0	0.0	-4.0	0.0	0.0	3.0
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	7.0
Minimum Split (s)	None	None	Yes	Yes	Yes	Yes
Total Split (s)	9.0	9.0	51.2	48.0	52.7	51.1
Total Split (%)	0.13	0.13	0.75	0.71	0.78	0.75
Yellow Time (s)	0.31	0.35	0.34	0.04	0.15	0.46
All-Red Time (s)	27.9	8.8	5.4	3.8	1.8	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time (s)	27.9	8.8	5.4	3.8	1.8	3.7
Total Lost Time (s)	C	A	A	A	A	A
Lead/Lag	16.7	5.3	5.3	3.6	3.6	3.6
Lead/Lag Optimize?	B	A	A	A	A	A
Recall Mode	29	0	63	1	0	2
Act Effct Green (s)	29	0	63	1	0	2
Act Effct Green (s)	29	0	63	1	0	2
Actuated g/C Ratio	29	0	63	1	0	2
v/c Ratio	29	0	63	1	0	2
Control Delay	29	0	63	1	0	2
Queue Delay	29	0	63	1	0	2
Total Delay	29	0	63	1	0	2
LOS	29	0	63	1	0	2
Approach Delay	29	0	63	1	0	2
Approach LOS	29	0	63	1	0	2
Queue Length 50th (ft)	29	0	63	1	0	2

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

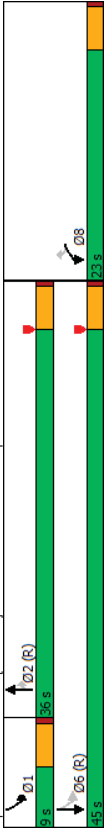
2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	51	32	160	16	11	132
Internal Link Dist (ft)	420	85	363	75	150	826
Turn Bay Length (ft)	494	506	2664	1086	449	1502
Base Capacity (vph)	0	0	0	0	0	0
Sanitation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.20	0.34	0.04	0.14	0.46
Intersection Summary	Other					
Area Type:	Cycle Length: 68					
Actuated Cycle Length:	68					
Offset: 36 (53%):	Referenced to phase 2:NBT and 6:SBTL, Start of Yellow					
Natural Cycle:	65					
Control Type:	Actuated-Coordinated					
Maximum v/c Ratio:	0.46					
Intersection Signal Delay:	5.7					
Intersection Capacity Utilization:	45.6%					
Analysis Period (min):	15					
* User Entered Value	Intersection LOS: A					
	ICU Level of Service A					

Splits and Phases: 14: [AU #229] 4th Avenue W & Mariner Square



Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	189	49	30	72	37	20	51	843	123	31	722	134
Traffic Volume (vph)	189	49	30	72	37	20	51	843	123	31	722	134
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	150	0	0	125	0	0	175	0	0	225	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	25	0	0
Queue Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.981	1.00	1.00	0.977	0.977
Ped Bike Factor	0.944											
Fit Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	1787	1765	0	1905	1789	0	1787	3495	0	1787	3476	0
Fit Permitted	0.717			0.702			0.220		0.210			
Satd. Flow (perm)	1344	1765	0	1329	1789	0	413	3495	0	395	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	32			22			40				46	
Link Speed (mph)	30			30			40				35	
Link Distance (ft)	500			510			906				1316	
Travel Time (s)	11.4			11.6			15.4				25.6	
Confl. Peds. (#/hr)	6		5	5		6	6		3	3		6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	85	0	77	62	0	55	1038	0	33	920	0
Turn Type	Perm	NA	NA	Perm	NA	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	4	4	4	8	8	8	2	2	6	6	6	6
Permitted Phases	4	4	4	8	8	8	2	2	6	6	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	37.5	37.5		33.0	33.0		8.0	25.0		8.0	24.0	
Total Split (s)	22.0	22.0		22.0	22.0		12.0	38.0		8.0	34.0	
Total Split (%)	32.4%	32.4%		32.4%	32.4%		17.6%	55.9%		11.8%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	-1.0		4.0	-1.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	13.9	13.9		13.9	13.9		45.2	47.7		43.0	45.3	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.66	0.70		0.63	0.67	
v/c Ratio	0.74	0.22		0.28	0.16		0.14	0.42		0.10	0.40	
Control Delay	41.3	15.7		24.1	15.6		4.5	9.3		8.7	4.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	41.3	15.7		24.1	15.6		4.5	9.3		8.7	4.7	
LOS	D	B		C	B		A	A		A	A	
Approach Delay	33.7			20.3				9.0			4.8	
Approach LOS	C			C				A			A	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

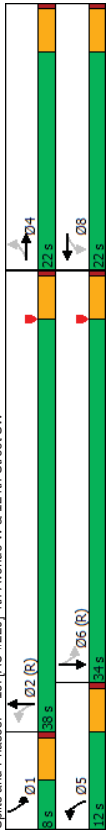
PM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	79	18		27	14		11	137		7	44	
Queue Length 95th (ft)	138	48		57	39		5	258		17	50	
Internal Link Dist (ft)	420			430				826			1236	
Turn Bay Length (ft)	150			125			175			225		
Base Capacity (vph)	355	490		351	489		440	2465		343	2329	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.17		0.22	0.13		0.13	0.42		0.10	0.40	
Intersection Summary												
Area Type:	Other											
Cycle Length:	68											
Actuated Cycle Length:	68											
Offset:	0 (0%), Referenced to phase 2/NBTL and 6/SBTL, Start of Yellow											
Natural Cycle:	75											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.74											
Intersection Signal Delay:	10.9											
Intersection Capacity Utilization:	56.6%											
Analysis Period (min):	15											
Intersection LOS:	B											
ICU Level of Service:	B											

Splits and Phases: 15: [AU #229] 4th Avenue W & 124th Street SW



Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↖	↗	↖	↗	↖	↗				
Traffic Volume (vph)	36	60	1012	69	109	758				
Future Volume (vph)	36	60	1012	69	109	758				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	150	0	0	0	125					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25			0	25					
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95				
Ped Bike Factor	0.98	0.98	1.00	1.00	1.00					
Frt	0.850	0.990								
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1787	1599	*4500	0	1787	*4500				
Flt Permitted	0.950				0.134					
Satd. Flow (perm)	1787	1569	3530	0	251	3574				
Right Turn on Red		Yes	Yes	Yes						
Satd. Flow (RTOR)		65	14							
Link Speed (mph)	30		40			35				
Link Distance (ft)	518		1316			421				
Travel Time (s)	11.8		22.4			8.2				
Confl. Peds. (#/hr)		8		14	14					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	39	65	1162	0	117	815				
Turn Type	Prot	Perm	NA	pm+pt	NA	NA				
Protected Phases	4		2		1	1	5	6	7	8
Permitted Phases		4			1	1				
Detector Phase	4	4	2		1	1				
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0		5.0		4.0	5.0	5.0	5.0
Minimum Split (s)	27.0	27.0	30.0		10.0		8.0	25.0	25.0	34.0
Total Split (s)	25.0	25.0	33.0		10.0		20.0	23.0	10.0	15.0
Total Split (%)	36.8%	36.8%	48.5%		14.7%		29%	34%	15%	22%
Yellow Time (s)	3.0	3.0	4.0		5.0		3.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0		0.0		0.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	-5.0		-5.0					
Total Lost Time (s)	4.0	4.0	0.0		0.0					
Lead/Lag			Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	21.0	21.0	33.0		43.0	38.0				
Actuated g/C Ratio	0.31	0.31	0.49		0.63	0.56				
v/c Ratio	0.07	0.12	0.53		0.30	0.32				
Control Delay	17.1	5.8	17.4		16.4	8.0				
Queue Delay	0.0	0.0	0.0		0.0	0.0				
Total Delay	17.1	5.8	17.4		16.4	8.0				
LOS	B	A	B		B	A				
Approach Delay	10.1		17.4			9.1				
Approach LOS	B		B			A				

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Queue Length 50th (ft)	11	0	111		22	53				
Queue Length 95th (ft)	31	24	313		66	108				
Internal Link Dist (ft)	438		1236			341				
Turn Bay Length (ft)	150				125					
Base Capacity (vph)	551	529	2191		384	2514				
Starvation Cap Reductn	0	0	0		0	0				
Spillback Cap Reductn	0	0	0		0	0				
Storage Cap Reductn	0	0	0		0	0				
Reduced v/c Ratio	0.07	0.12	0.53		0.30	0.32				

Intersection Summary

Area Type: Other

Cycle Length: 68

Actuated Cycle Length: 68

Offset: 50 (74%), Referenced to phase 2 NBSB and 6, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Capacity Delay: 13.5

Intersection Capacity Utilization 54.0%

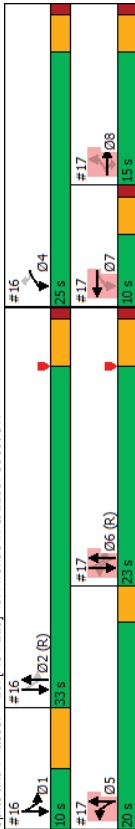
Analysis Period (min) 15

* User Entered Value

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 16: [AU #229] 4th Avenue W & 120th Street SW



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	245	0	89	1	0	1	98	948	1	4	628	146
Traffic Volume (vph)	245	0	89	1	0	1	98	948	1	4	628	146
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	125	0	0	0	0	0	125	0	0	100	0	0
Storage Length (ft)	1	1	1	0	0	0	1	0	0	1	0	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Lane Util. Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.99	0.99	0.99	0.99	0.99
Ped Bike Factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.972	0.972	0.972	0.972	0.972
Fit Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	0	1787	1599	0	1728	0	1787	3574	0	1787	4500	0
Fit Permitted	0.757	0.757	0.757	0.757	0.757	0.757	0.757	0.757	0.757	0.757	0.757	0.757
Satd. Flow (perm)	0	1424	1572	0	1768	0	1424	3574	0	1424	3457	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	225	225	225	225	225	225	225	225	225	225	225	225
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	500	500	500	500	500	500	500	500	500	500	500	500
Travel Time (s)	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4
Confl. Peds. (#/hr)	7	7	7	7	7	7	7	7	7	7	7	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)	0	272	99	0	2	0	109	1054	0	4	860	0
Lane Group Flow (vph)	Perm	NA	Perm	Perm	NA	NA	D.P+P	NA	NA	Perm	NA	0
Turn Type	8	8	8	8	8	8	8	8	8	8	8	8
Protected Phases	8	8	8	8	8	8	8	8	8	8	8	8
Permitted Phases	8	8	8	8	8	8	8	8	8	8	8	8
Detector Phase	8	8	8	8	8	8	8	8	8	8	8	8
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	34.0	34.0	34.0	25.0	25.0	25.0	8.0	25.0	25.0	25.0	25.0	25.0
Minimum Split (s)	15.0	15.0	15.0	10.0	10.0	10.0	20.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	22.1%	22.1%	22.1%	14.7%	14.7%	14.7%	29.4%	33.8%	33.8%	33.8%	33.8%	33.8%
Total Split (%)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
Total Lost Time (s)	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead/Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	19.2	19.2	19.2	5.0	5.0	5.0	37.0	40.0	40.0	19.4	24.4	24.4
Act Effct Green (s)	0.28	0.28	0.28	0.07	0.07	0.07	0.54	0.59	0.59	0.29	0.36	0.36
Actuated g/C Ratio	0.68	0.68	0.68	0.01	0.01	0.01	0.20	0.50	0.50	0.03	0.52	0.52
v/c Ratio	35.5	35.5	35.5	0.6	0.6	0.6	9.7	5.6	5.6	19.5	18.0	18.0
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	35.5	35.5	35.5	0.6	0.6	0.6	9.7	5.6	5.6	19.5	18.0	18.0
Total Delay	D	D	D	A	A	A	A	A	A	B	B	B
LOS	26.1	26.1	26.1	C	C	C	A	A	A	B	B	B
Approach Delay	C	C	C	C	C	C	A	A	A	B	B	B
Approach LOS	C	C	C	C	C	C	A	A	A	B	B	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	628	146	146
Future Volume (vph)	1900	1900	1900
Ideal Flow (vphpl)	125	0	0
Storage Length (ft)	1	1	1
Storage Lanes	25	25	25
Taper Length (ft)	1.00	1.00	1.00
Lane Util. Factor	0.98	0.98	0.98
Ped Bike Factor	0.850	0.850	0.850
Fit Protected	0.950	0.950	0.950
Satd. Flow (prot)	0	1787	4500
Fit Permitted	0.757	0.757	0.757
Satd. Flow (perm)	0	1424	1572
Right Turn on Red	Yes	Yes	Yes
Satd. Flow (RTOR)	225	225	225
Link Speed (mph)	30	30	30
Link Distance (ft)	500	500	500
Travel Time (s)	11.4	11.4	11.4
Confl. Peds. (#/hr)	7	7	7
Peak Hour Factor	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%
Shared Lane Traffic (%)	0	272	99
Lane Group Flow (vph)	Perm	NA	Perm
Turn Type	8	8	8
Protected Phases	8	8	8
Permitted Phases	8	8	8
Detector Phase	8	8	8
Switch Phase	5.0	5.0	5.0
Minimum Initial (s)	34.0	34.0	25.0
Minimum Split (s)	15.0	15.0	10.0
Total Split (s)	22.1%	22.1%	14.7%
Total Split (%)	3.0	3.0	3.0
Yellow Time (s)	1.0	1.0	1.0
All-Red Time (s)	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0
Total Lost Time (s)	Lag	Lag	Lag
Lead/Lag	Yes	Yes	Yes
Lead-Lag Optimize?	None	None	None
Recall Mode	19.2	19.2	5.0
Act Effct Green (s)	0.28	0.28	0.07
Actuated g/C Ratio	0.68	0.68	0.01
v/c Ratio	35.5	35.5	0.6
Control Delay	0.0	0.0	0.0
Queue Delay	35.5	35.5	0.6
Total Delay	D	D	A
LOS	26.1	26.1	C
Approach Delay	C	C	C
Approach LOS	C	C	C

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	96	0	0	0	0	0	20	105				
Queue Length 95th (ft)	#264	0	0	0	0	0	m31	19		1	142	
Internal Link Dist (ft)	420			420				341		8	195	
Turn Bay Length (ft)							125			100		699
Base Capacity (vph)	401	604	361				591	2099		144	1640	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.16	0.01				0.18	0.50		0.03	0.52	

Intersection Summary

Area Type: Other

Cycle Length: 68

Actuated Cycle Length: 68

Offset: 50 (74%), Referenced to phase 2NBSB and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 13.4

Intersection Capacity Utilization 62.5%

Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

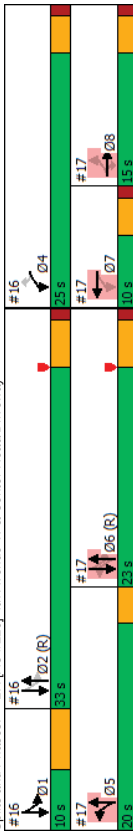
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 17: [AU #229] 4th Avenue W & Center Road/Driveway



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

PM Peak-Hour

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	0	5	30	0	11	5	1171	0	0	976	4
Traffic Volume (vph)	4	0	5	30	0	11	5	1171	0	0	976	4
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	50	0	100	0	100	0	0	0	0
Storage Length (ft)	0	0	0	1	0	0	1	0	0	0	0	0
Storage Lanes	25	0	0	25	0	25	0	25	0	25	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	0.925	0.978	0.950	0.850	0.950	0.950	0.950	0.999	0.950	0.950	0.999	0.950
Flt Protected	0	1535	0	1770	1583	0	1787	3574	0	0	3571	0
Satd. Flow (prot)	0	851	0	851	1583	0	851	1583	0	0	851	0
Flt Permitted	0	1335	0	1335	1583	0	1335	1583	0	0	1335	0
Satd. Flow (perm)	0	18	0	18	55	0	18	55	0	0	18	0
Right Turn on Red	0	30	0	30	30	0	30	30	0	0	30	0
Satd. Flow (RTOR)	0	500	0	500	500	0	500	500	0	0	500	0
Link Speed (mph)	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4
Link Distance (ft)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Travel Time (s)	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
Heavy Vehicles (%)	0	9	0	32	12	0	5	1259	0	0	1053	0
Shared Lane Traffic (%)	Perm	NA	Perm	NA	NA	Perm	NA	NA	0	0	NA	0
Lane Group Flow (vph)	4	4	8	8	8	8	2	2	6	6	6	6
Protected Phases	4	4	8	8	8	8	2	2	6	6	6	6
Permitted Phases	4	4	8	8	8	8	2	2	6	6	6	6
Detector Phase	4	4	8	8	8	8	2	2	6	6	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	27.0	21.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	54.5	54.5	54.5	54.5	54.5	54.5
Total Split (%)	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	61.6%	61.6%	61.6%	61.6%	61.6%	61.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	9.2	9.2	9.2	9.2	9.2	9.2	24.3	24.3	24.3	24.3	24.3	24.3
Act Eff Green (s)	0.31	0.31	0.31	0.31	0.31	0.31	0.81	0.81	0.81	0.81	0.81	0.81
Actuated g/C Ratio	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01
v/c Ratio	4.8	4.8	4.8	4.8	4.8	4.8	6.0	6.0	6.0	6.0	6.0	6.0
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	4.8	4.8	4.8	4.8	4.8	4.8	6.0	6.0	6.0	6.0	6.0	6.0
Total Delay	A	A	A	A	A	A	A	A	A	A	A	A
LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay	4.8	4.8	4.8	4.8	4.8	4.8	8.2	8.2	8.2	8.2	8.2	8.2
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	6	6	6	6	6	6	6	6	6	6	6	6

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	420	420	420	420	420	420	100	699	699	1375	1375	1375
Turn Bay Length (ft)	1165	1165	1165	1623	1386	1623	400	3418	3418	3470	3470	3470
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.01	0.02	0.01	0.02	0.01	0.37	0.37	0.30	0.30	0.30
Intersection Summary	Other											
Area Type:	Other											
Cycle Length: 88.5												
Actuated Cycle Length: 30												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.44												
Intersection Signal Delay: 4.5												
Intersection Capacity Utilization 43.6%												
Analysis Period (min) 15												
Intersection LOS: A												
ICU Level of Service A												
Splits and Phases: 18: [AU #229] 4th Avenue W & 116th Place SW/Driveway												
Ø2												
Ø4												
Ø6												
Ø8												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	132	840	130	243	522	151	119	585	427	230	432	123
Future Volume (vph)	132	840	130	243	522	151	119	585	427	230	432	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	0	0	250	0	0	225	300	300	300	325	0
Storage Lanes	1	0	0	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0	0	25	0	0	25	25	25	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	0.99	1.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Fit	0.980			0.966			0.850		0.967			
Fit Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	1787	*3300	0	1752	*4500	0	1770	3539	1583	1770	3395	0
Fit Permitted	0.950			0.950			0.950		0.950			
Satd. Flow (perm)	1783	3487	0	1743	3372	0	1750	3539	1530	1753	3395	0
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)		9		21					78		21	
Link Speed (mph)		37		40							40	
Link Distance (ft)		2381		1318				1455			1324	
Travel Time (s)		43.9		22.5				24.8			22.6	
Confl. Peds. (#/hr)	3		13	13		3	13		12	12		13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1021	0	256	708	0	125	616	449	242	584	0
Turn Type	Prot	NA	Prot	NA	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	6
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	7	4		3	8		5	2	3	1	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0	4.0	4.0	7.0	
Minimum Split (s)	8.0	36.5		8.0	32.5		8.0	33.5	8.0	8.0	32.5	
Total Split (s)	34.0	54.5		34.0	54.5		34.0	54.5	34.0	37.0	54.5	
Total Split (%)	18.9%	30.3%		18.9%	30.3%		18.9%	30.3%	18.9%	20.6%	30.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0		0.0	-5.0	0.0	0.0	-5.0	
Total Lost Time (s)	4.0	7.5		4.0	-0.5		4.0	-0.5	4.0	4.0	-0.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	16.4	47.6		16.4	26.2		15.3	37.0	58.7	24.8	46.5	
Actuated g/C Ratio	0.11	0.32		0.17	0.43		0.10	0.25	0.39	0.16	0.31	
v/c Ratio	0.72	0.97		0.84	0.36		0.70	0.71	0.69	0.83	0.55	
Control Delay	87.3	73.1		85.4	30.8		88.1	57.7	35.3	86.1	44.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	87.3	73.1		85.4	30.8		88.1	57.7	35.3	86.1	44.3	
LOS	F	E		F	C		F	E	D	F	D	
Approach Delay		74.8			45.3			52.4			56.6	
Approach LOS		E			D			D			E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

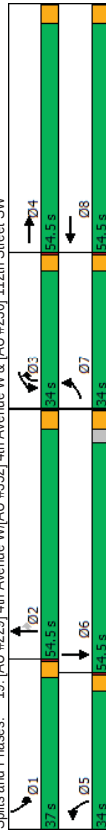
Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	138	~550		248	240		124	302	291	239	250	
Queue Length 95th (ft)	228	#833		#433	371		209	395	442	364	331	
Internal Link Dist (ft)		2301			1238			1375			1244	
Turn Bay Length (ft)	275			250			225		300			
Base Capacity (vph)	360	1048		353	1966		356	1307	693	392	1335	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.39	0.97		0.73	0.36		0.35	0.47	0.65	0.62	0.44	
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	180											
Actuated Cycle Length:	150.9											
Natural Cycle:	110											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.97											
Intersection Signal Delay:	57.9											
Intersection Capacity Utilization:	88.8%											
Analysis Period (min):	15											
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Intersection LOS: E

ICU Level of Service E



Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	1227	18	11	700	18	12
Future Volume (vph)	1227	18	11	700	18	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	0	0	0	0
Storage Lanes	0	1	1	1	1	0
Taper Length (ft)	0	25	25	25	25	0
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	0.99	0.946	0.971
Flt Protected	0.998					
Satd. Flow (prot)	3565	0	1752	3505	1686	0
Flt Permitted	3565	0	0.205	0.971	0.971	0
Satd. Flow (perm)		Yes	377	3505	1686	Yes
Right Turn on Red						
Satd. Flow (RTOR)	10				12	
Link Speed (mph)	30			40	30	
Link Distance (ft)	3508			2381	500	
Travel Time (s)	79.7			40.6	11.4	
Confl. Peds. (#/hr)		16	16			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1270	0	11	714	30	0
Turn Type	NA	Perm	NA	Prot	NA	Prot
Protected Phases	2		6	6	8	
Permitted Phases			6			
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	6.0	6.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	15.0%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-5.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	-1.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effect Green (s)	30.0		30.0	35.0	2.0	
Actuated g/C Ratio	0.75	0.75	0.75	0.88	0.05	
v/c Ratio	0.47	0.04	0.04	0.23	0.32	
Control Delay	2.6	1.6	1.6	0.6	23.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.6	1.6	1.6	0.6	23.8	
LOS	A	A	A	A	C	
Approach Delay	2.6			0.6	23.8	
Approach LOS	A			A	C	
Queue Length 50th (ft)	28	0	0	0	4	
Queue Length 95th (ft)	44	2	0	0	#25	
Internal Link Dist (ft)	3428			2301	420	
Turn Bay Length (ft)				100		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2676	282	3066	95		
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.04	0.23	0.32		
Intersection Summary						
Area Type: Other						
Cycle Length: 40						
Actuated Cycle Length: 40						
Offset: 20 (50%), Referenced to phase 2EBT and 6\WBT\ Start of Green						
Natural Cycle: 45						
Control Type: Prelimed						
Maximum v/c Ratio: 0.47						
Intersection Signal Delay: 2.2						
Intersection Capacity Utilization 54.5%						
Analysis Period (min) 15						
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases: 20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW						

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	9	1634	0	0	904	7	2	0	0	1	1	7
Traffic Volume (vph)	9	1634	0	0	904	7	2	0	0	1	1	7
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	0	100	0	0	0	0	0	0	0	0	0
Storage Length (ft)	1	0	1	0	0	0	0	0	0	0	0	0
Storage Lanes	25	0	25	0	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.999	0.999	1.00	0.999	0.999	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.950							0.950			0.885	
Satd. Flow (prot)	1787	3574	0	1863	3535	0	0	1805	0	0	1690	0
Flt Permitted	0.304											
Satd. Flow (perm)	571	3574	0	1863	3535	0	0	1900	0	0	1700	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)	2			5							7	
Link Speed (mph)		38		30				30			30	
Link Distance (ft)		1318		4093				500			500	
Travel Time (s)		23.6		93.0				11.4			11.4	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1685	0	0	939	0	0	2	0	0	9	0
Turn Type	Perm	NA	2	Perm	NA	6	Perm	NA	8	Perm	NA	4
Protected Phases												
Permitted Phases	2			6			8			4		
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-1.0		4.0	4.0		4.0			4.0		4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)	30.0	35.0		30.0			2.0				2.0	
Actuated g/C Ratio	0.75	0.88		0.75			0.05				0.05	
v/c Ratio	0.02	0.54		0.35			0.02				0.10	
Control Delay	1.4	1.3		2.1			18.5				15.6	
Queue Delay	0.0	0.0		0.0			0.0				0.0	
Total Delay	1.4	1.3		2.1			18.5				15.6	
LOS	A	A		A			B				B	
Approach Delay		1.3		2.1			18.5				15.6	
Approach LOS		A		A			B				B	
Queue Length 50th (ft)	0	0		18			1				1	
Queue Length 95th (ft)	2	0		29			5				10	
Internal Link Dist (ft)		1238		4013			420				420	
Turn Bay Length (ft)	100											

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

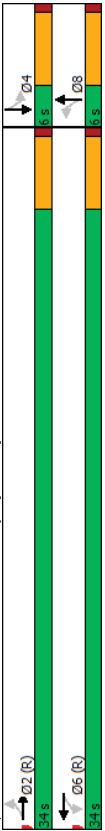
2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	428	3127			2652			95			91	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.02	0.54			0.35			0.02			0.10	
Intersection Summary	Other											
Area Type:	Cycle Length: 40											
Actuated Cycle Length:	40											
Offset:	20 (50%), Referenced to phase 2EBTL and 6WBTL, Start of Green											
Natural Cycle:	45											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.54											
Intersection Signal Delay:	1.7											
Intersection Capacity Utilization:	55.2%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	B											

Splits and Phases: 21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW



Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	244	1	46	3	5	4	36	764	8	9	1765	197
Traffic Volume (vph)	244	1	46	3	5	4	36	764	8	9	1765	197
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	90	0	125	0	150	0	150	0	250	0	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	0	0	0
Storage Lanes	25	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Lane Util. Factor	0.853	0.950	0.950	0.950	0.950	0.950	0.950	0.998	1.00	1.00	0.985	0.985
Ped Bike Factor	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Flt Protected	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Satd. Flow (prot)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Flt Permitted	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Satd. Flow (perm)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Right Turn on Red	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Satd. Flow (RTOR)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Link Speed (mph)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Link Distance (ft)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Travel Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Confl. Peds. (#/hr)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Peak Hour Factor	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Heavy Vehicles (%)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Shared Lane Traffic (%)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Lane Group Flow (vph)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Turn Type	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Protected Phases	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Permitted Phases	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Detector Phase	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Switch Phase	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Minimum Initial (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Minimum Split (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Total Split (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Total Split (%)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Yellow Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
All-Red Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Lost Time Adjust (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Lost Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Lead/Lag	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Lead/Lag Optimize?	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Recall Mode	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Act Effrt Green (s)	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Actuated g/C Ratio	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
v/c Ratio	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Control Delay	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Queue Delay	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Total Delay	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
LOS	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Approach Delay	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902
Approach LOS	0.950	1570	1409	0	1543	1526	0	1671	4792	0	1736	4902

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

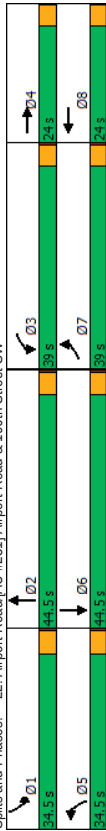
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	122	0	0	1	3	19	56	19	56	5	268	5
Queue Length 95th (ft)	240	29	1085	12	21	59	177	59	177	24	#647	24
Internal Link Dist (ft)	90	0	0	125	411	671	2875	671	2875	250	2114	250
Turn Bay Length (ft)	736	446	0	0	0	0	0	0	0	697	2960	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.12	0.00	0.02	0.06	0.30	0.01	0.74	0.01	0.74	0.01	0.74

Intersection Summary

Area Type: Other
Cycle Length: 142
Actuated Cycle Length: 77.4
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 17.2
Intersection Capacity Utilization 65.4%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 22: Airport Road/[AU #231] Airport Road & 106th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	51	45	120	207	9	159	46	1182	142	168	1772	15
Future Volume (vph)	51	45	120	207	9	159	46	1182	142	168	1772	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	200	200	140	65	350	350	350	0	300	1900	0
Storage Lanes	1	1	1	1	1	1	1	1	0	1	1	0
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								0.984	0.984	1.00	1.00	0.999
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1810	1538	1752	1845	1568	1736	*5500	0	1752	5030	0
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	1810	1538	1752	1845	1568	1735	4892	0	1751	5030	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146			176		20				1
Link Speed (mph)			30			30						45
Link Distance (ft)			858			1387		2194			2138	
Travel Time (s)			19.5			31.5		31.8			32.4	
Confl. Peds. (#/hr)							1		3	3		
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	55	146	252	11	194	56	1614	0	205	2179	0
Turn Type	Prot	NA	Perm	Prot	Prot	Perm	Prot	NA	Prot	Prot	NA	0
Protected Phases												
Permitted Phases	7	4	4	3	8	8	5	2	1	1	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	12.0	4.0	4.0	12.0	
Minimum Split (s)	8.0	34.5	34.5	8.0	35.5	35.5	8.0	28.5	8.0	29.5	28.5	
Total Split (s)	28.5	28.5	28.5	23.5	23.5	23.5	24.0	64.5	19.0	64.5	64.5	
Total Split (%)	19.6%	19.6%	19.6%	16.2%	16.2%	16.2%	16.5%	44.3%	13.1%	44.3%	44.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	-5.0	0.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5	4.0	-0.5	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	
Act Effct Green (s)	8.5	9.0	9.0	20.6	23.5	23.5	8.1	50.1	15.6	60.2	50.1	
Actuated g/C Ratio	0.08	0.08	0.08	0.19	0.22	0.22	0.08	0.47	0.15	0.57	0.57	
v/c Ratio	0.45	0.36	0.56	0.74	0.03	0.40	0.42	0.62	0.80	0.76	0.76	
Control Delay	62.0	57.8	17.2	56.8	39.3	10.9	61.7	21.6	71.1	21.7	21.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	62.0	57.8	17.2	56.8	39.3	10.9	61.7	21.6	71.1	21.7	21.7	
LOS	E	E	B	E	D	B	E	C	E	C	C	
Approach Delay		36.2				36.9		23.0			25.9	
Approach LOS		D				D		C			C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

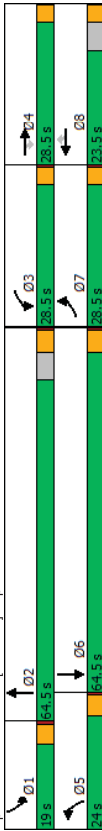
PM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	44	39	0	175	7	11	40	289	149	427		
Queue Length 95th (ft)	85	77	47	256	22	58	79	326	#279	502		
Internal Link Dist (ft)								2114		2058		
Turn Bay Length (ft)	200	200	200	140	65	350			300			
Base Capacity (vph)	420	442	486	428	451	516	339	3769	257	3196		
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.15	0.12	0.30	0.59	0.02	0.38	0.17	0.43	0.80	0.68		
Intersection Summary												
Area Type:	Other											
Cycle Length:	145.5											
Actuated Cycle Length:	106.2											
Natural Cycle:	105											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.80											
Intersection Signal Delay:	26.5											
Intersection Capacity Utilization:	66.0%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 23: [AU #231] Airport Road & 100th Street SW



Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	56	6	83	45	2	186	20	1024	33	70	1700	26
Future Volume (vph)	56	6	83	45	2	186	20	1024	33	70	1700	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185	0	0	125	0	260	0	260	0	250	0	0
Storage Lanes	1	0	0	1	1	1	1	1	0	1	0	0
Taper Length (ft)	25	0	0	25	0	25	25	25	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99	1.00	1.00	0.99	1.00	1.00	1.00	0.995	1.00	1.00	0.998
Fit Protected	0.950			0.950		0.950	0.950			0.950		
Satd. Flow (prot)	1687	1506	0	1671	1759	1495	1687	*2800	0	1719	4928	0
Fit Permitted	0.757			0.692			0.950			0.950		
Satd. Flow (perm)	1341	1506	0	1215	1759	1473	1686	4819	0	1716	4928	0
Right Turn on Red			Yes		Yes	Yes			Yes		Yes	
Satd. Flow (RTOR)		94			30	211		9			5	
Link Speed (mph)		30			649			47			45	
Link Distance (ft)		429			14.8			2138			1785	
Travel Time (s)		9.8						31.0			27.0	
Confl. Peds. (#/hr)	3		3	3		3	4		6	6		4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	7%	7%	7%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	101	0	51	2	211	23	1202	0	80	1962	0
Turn Type	Perm	NA	NA	Perm	8	Perm	Prot	NA	Prot	Prot	NA	6
Protected Phases												
Permitted Phases	4	4	4	8	8	8	5	2	1	1	6	
Detector Phase	4	4	4	8	8	8	5	2	1	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	28.5	8.0	8.0	34.0	
Total Split (s)	13.5	13.5	13.5	13.5	13.5	13.5	19.0	54.5	19.0	19.0	54.5	
Total Split (%)	15.5%	15.5%	15.5%	15.5%	15.5%	15.5%	21.8%	62.6%	21.8%	21.8%	62.6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	-5.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	7.5	4.0	4.0	-0.5	
Lead/Lag							Lead	Lag	Lead	Lag		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	Min	None	Min		
Act Effct Green (s)	10.2	10.2	10.2	10.2	10.2	10.2	6.5	27.9	8.2	8.2	43.5	
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.11	0.46	0.14	0.14	0.72	
v/c Ratio	0.28	0.31	0.25	0.01	0.50	0.13	0.93	0.34	0.34	0.34	0.55	
Control Delay	29.3	10.2	29.1	26.0	9.0	36.8	30.6	30.6	35.0	35.0	7.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.3	10.2	29.1	26.0	9.0	36.8	30.6	30.6	35.0	35.0	7.1	
LOS	C	B	C	C	A	D	C	C	D	D	A	
Approach Delay		17.6						30.7			8.2	
Approach LOS		B			B		C				A	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	20	2	16	1	0	7	125					
Queue Length 95th (ft)	66	41	56	7	51	40	#369					
Internal Link Dist (ft)	349		569			2058						
Turn Bay Length (ft)	185		125		260							
Base Capacity (vph)	309	420	281	406	502	493	2251					
Starvation Cap Reductn	0	0	0	0	0	0	0					
Spillback Cap Reductn	0	0	0	0	0	0	0					
Storage Cap Reductn	0	0	0	0	0	0	0					
Reduced v/c Ratio	0.21	0.24	0.18	0.00	0.42	0.05	0.53					
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	87											
Actuated Cycle Length:	60.5											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.93											
Intersection Signal Delay:	16.4											
Intersection Capacity Utilization:	58.7%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 24: [AU #231] Airport Road & 94th Street SW



Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	831	6	347	31	10	93	78	1149	48	66	1955	298
Future Volume (vph)	831	6	347	31	10	93	78	1149	48	66	1955	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	200	200	90	200	200	225	200	0	110	0	0
Storage Lanes	1	1	1	1	1	1	1	1	0	1	0	0
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99	0.850	0.865	0.865	0.865	0.865	0.994	0.994	1.00	0.980	0.980
Fit Protected	0.950	0.953	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1698	1703	1599	1271	1137	0	1703	4050	0	1752	4935	0
Fit Permitted	0.950	0.953	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1687	1693	1599	1271	1137	0	1703	4960	0	1752	4935	0
Right Turn on Red			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTORP)			309	118	30	6	47	25.9	1	1	31	30
Link Speed (mph)			30	30	30	30	30	30	30	30	30	30
Link Distance (ft)			517	773	773	17.6	17.6	17.6	17.6	17.6	17.6	17.6
Travel Time (s)			11.8	17.6	17.6	17.6	17.6	17.6	17.6	17.6	17.6	17.6
Confl. Peds. (#/hr)	6	6	6	6	6	6	6	6	6	6	6	6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	42%	42%	42%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Lane Group Flow (vph)	526	534	439	39	131	0	99	1515	0	84	2852	0
Turn Type	Split	NA	Perm	Split	NA	NA	Prot	5	2	1	6	6
Protected Phases	4	4	4	4	4	4	4	4	4	4	4	4
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Detector Phase	4	4	4	4	4	4	4	4	4	4	4	4
Switch Phase	4	4	4	4	4	4	4	4	4	4	4	4
Minimum Initial (s)	6.0	6.0	6.0	4.0	4.0	4.0	4.0	10.0	4.0	4.0	10.0	10.0
Minimum Split (s)	20.0	20.0	20.0	30.5	30.5	30.5	8.0	41.0	8.0	8.0	26.5	26.5
Total Split (s)	30.0	30.0	30.0	15.0	15.0	15.0	15.0	40.0	15.0	15.0	50.0	50.0
Total Split (%)	27.3%	27.3%	27.3%	13.6%	13.6%	13.6%	13.6%	36.4%	13.6%	13.6%	45.5%	45.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	7.5	4.0	4.0	4.5	4.5
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	Min
Act Effct Green (s)	26.8	26.8	26.8	10.2	10.2	10.2	9.3	42.7	9.6	46.1	46.1	46.1
Actuated g/C Ratio	0.25	0.25	0.25	0.10	0.10	0.10	0.09	0.40	0.09	0.44	0.44	0.44
v/c Ratio	1.22	1.24	0.69	0.32	0.61	0.66	0.66	0.93	0.53	1.32	1.32	1.32
Control Delay	155.0	161.0	18.4	51.3	22.6	70.6	42.4	173.4	60.4	173.4	173.4	173.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	155.0	161.0	18.4	51.3	22.6	70.6	42.4	173.4	60.4	173.4	173.4	173.4
LOS	F	F	B	D	C	E	D	F	E	F	F	F
Approach Delay												
Approach LOS												

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~465	~475	73	26	8	65	343	55	~923	55	~923	55
Queue Length 95th (ft)	#703	#716	153	51	44	122	#526	102	#1065	102	#1065	102
Internal Link Dist (ft)		437			693		1705					480
Turn Bay Length (ft)	200		200	90		225		110				
Base Capacity (vph)	431	432	636	171	255	179	1636	352	2167	352	2167	352
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	1.24	0.69	0.23	0.51	0.55	0.93	0.24	1.36	0.24	1.36	0.24

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	105.8
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.32
Intersection Signal Delay:	120.8
Intersection Capacity Utilization:	89.0%
Analysis Period (min):	15

* User Entered Value

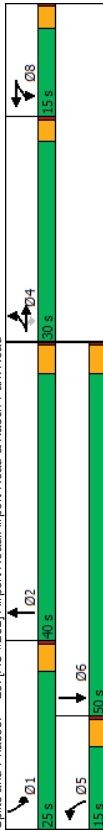
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 25: [AU #231] Airport Road/Airport Road & Kasch Park Road



Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W	W	W	W
Traffic Volume (vph)	38	16	805	30	33	824
Future Volume (vph)	38	16	805	30	33	824
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			0.98		
Frt	0.960			0.850		
Flt Protected	0.966				0.950	
Satd. Flow (prot)	1727	0	1881	1599	1787	1881
Flt Permitted	0.966				0.197	
Satd. Flow (perm)	1724	0	1881	1562	371	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			28		
Link Speed (mph)	30		35		1	40
Link Distance (ft)	500		1324			1345
Travel Time (s)	11.4		25.8			22.9
Confl. Peds. (#/ht)	1			1		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	947	35	39	969
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phases				2	6	
Detector Phase	3		2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	22.5	22.5	9.0	22.0	22.0
Total Split (s)	29.0	54.5	54.5	19.0	64.5	64.5
Total Split (%)	28.3%	53.2%	53.2%	18.5%	62.9%	62.9%
Yellow Time (s)	3.5	4.0	4.0	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.5	4.0	4.0	4.0
Lead/Lag		Lag	Lag	Lead	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Max
Recall Mode	None	Max	Max	None	None	Max
Act Effct Green (s)	8.8	66.8	62.9	68.1	68.9	68.9
Actuated g/C Ratio	0.11	0.80	0.76	0.82	0.83	0.83
v/c Ratio	0.32	0.63	0.03	0.10	0.62	0.62
Control Delay	28.4	8.8	3.3	3.3	6.8	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	8.8	3.3	3.3	6.8	6.8
LOS	C	A	A	A	A	A
Approach Delay	28.4		8.6		6.6	
Approach LOS	C	A			A	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	22		173	1	2	120
Queue Length 95th (ft)	50		483	13	14	408
Internal Link Dist (ft)	420		1244			1265
Turn Bay Length (ft)					100	
Base Capacity (vph)	535		1514	1189	560	1653
Sanitation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.12		0.63	0.03	0.07	0.59
Intersection Summary						
Area Type: Other						
Cycle Length: 102.5						
Actuated Cycle Length: 83						
Natural Cycle: 75						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.63						
Intersection Signal Delay: 8.3						
Intersection Capacity Utilization 54.2%						
Analysis Period (min) 15						
Intersection LOS: A						
ICU Level of Service A						

Splits and Phases: 26: [AU #352] 4th Avenue W & 108th Street SW



Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	20	0	12	0	817	14	3	796	0
Future Volume (vph)	1	0	1	20	0	12	0	817	14	3	796	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	100	0	0	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00		0.99		
Flt Protected	0.932			0.950				0.998				
Flt Permitted	0.976			0.970						0.950		
Satd. Flow (prot)	0	1728	0	0	1751	0	1863	1858	0	1787	1881	0
Flt Permitted	0	1771	0	0	1805	0	1863	1858	0	487	1881	0
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red												
Satd. Flow (RTOR)	27	30	30	27			2	35	18	18	30	2
Link Speed (mph)	30	500	500	30				1345			1312	
Link Distance (ft)	11.4			11.4				26.2			29.8	
Travel Time (s)												
Confl. Peds. (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	Perm	NA	0	Perm	NA	0	Perm	NA	0	Perm	NA	0
Turn Type	4	4	4	8	8	8	2	2	2	6	6	2
Protected Phases												
Permitted Phases	4	4	4	8	8	8	2	2	2	6	6	2
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	6.0	6.0	6.0	6.0	6.0	6.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	-1.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)	2.0			2.0				35.0		30.0	30.0	
Actuated g/C Ratio	0.05			0.05				0.88		0.75	0.75	
v/c Ratio	0.02			0.30				0.56		0.01	0.62	
Control Delay	0.5			17.7				2.1		1.3	4.7	
Queue Delay	0.0			0.0				0.0		0.0	0.0	
Total Delay	0.5			17.7				2.1		1.3	4.7	
LOS	A			B				A		A	A	
Approach Delay	0.5			17.7				2.1		4.7	4.7	
Approach LOS	A			B				A		A	A	
Queue Length 50th (ft)	0			0				0		0	46	
Queue Length 95th (ft)	0			0				0		1	94	
Internal Link Dist (ft)	420			420				1265		100	1232	
Turn Bay Length (ft)												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

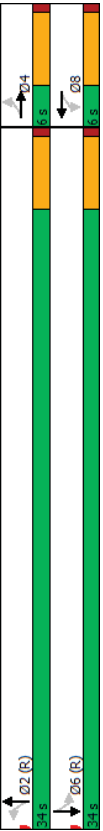
PM Peak-Hour

Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	114						115			1625		1410
Starvation Cap Reductn	0			0		0	0		0	0		0
Spillback Cap Reductn	0			0		0	0		0	0		0
Storage Cap Reductn	0			0		0	0		0	0		0
Reduced v/c Ratio	0.02			0.30		0.30	0.56		0.01	0.62		0.62
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset: 0 (0%), Referenced to phase 2/NBTL and 6/SBTL, Start of Green												
Natural Cycle:	60											
Control Type:	Prelimed											
Maximum v/c Ratio:	0.62											
Intersection Signal Delay:	3.7											
Intersection Capacity Utilization	53.9%											
Analysis Period (min)	15											
Intersection LOS:	A											
ICU Level of Service	A											

Splits and Phases: 27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW



2024 Future Year Operations AM Peak-Hour Arterial Level of Service Analysis

Arterial Level of Service

Arterial Level of Service: NB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Gibson Road	II	38	48.7	10.0	58.7	0.52	32.1	B
Center Road	II	38	28.9	11.1	40.0	0.28	25.5	C
Fairmount Elementary	II	38	25.0	14.7	39.7	0.23	20.6	D
112th Street SW	II	38	16.0	17.0	33.0	0.14	15.1	E
Airport Road	II	38	18.3	17.5	35.8	0.16	16.0	E
Total	II		136.9	70.3	207.2	1.33	23.1	C

Arterial Level of Service: SB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
112th Street SW	II	40	18.3	18.9	37.2	0.16	15.4	E
Fairmount Elementary	II	40	16.0	4.5	20.5	0.14	24.4	C
Center Road	II	40	25.0	20.6	45.6	0.23	17.9	D
Gibson Road	II	40	28.9	5.1	34.0	0.28	30.0	B
SR-525	II	40	48.7	51.5	100.2	0.52	18.8	D
Total	II		136.9	100.6	237.5	1.33	20.2	D

Arterial Level of Service: EB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Admiralty Way	II	45	38.0	11.0	49.0	0.40	29.7	B
Gibson Road	II	45	27.2	8.5	35.7	0.26	26.4	C
8th Avenue W	II	40	28.6	5.8	34.4	0.28	29.3	B
5th Avenue W	II	40	17.4	2.3	19.7	0.15	27.7	C
4th Avenue W	II	40	11.2	92.3	103.5	0.10	3.4	F
I-5 Southbound Ramps	II	40	19.0	86.3	105.3	0.17	5.6	F
Total	II		141.4	206.2	347.6	1.36	14.1	E

Arterial Level of Service: WB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	I	35	20.6	17.1	37.7	0.17	15.8	F
5th Avenue W	I	35	12.2	7.2	19.4	0.10	18.1	E
8th Avenue W	I	50	15.1	3.6	18.7	0.15	29.1	C
Gibson Road	I	50	26.6	5.8	32.4	0.28	31.1	C
Admiralty Way	I	55	25.4	12.3	37.7	0.26	25.0	D
SR-99	I	50	34.7	73.3	108.0	0.40	13.5	F
Total	I		134.6	119.3	253.9	1.36	19.3	E

Arterial Level of Service

Arterial Level of Service: NB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Mariner Square	II	38	9.6	5.5	15.1	0.08	20.0	D
124th Street SW	II	38	19.7	8.3	28.0	0.17	22.1	C
120th Street SW	II	38	27.4	16.0	43.4	0.25	20.7	D
Center Road/Driveway	II	38	9.2	7.2	16.4	0.08	17.5	D
116th Place SW/Drive	II	38	17.0	7.2	24.2	0.15	21.9	D
[AU #230] 112th Stre	II	38	28.1	39.5	67.6	0.28	14.7	E
Total	II		111.0	83.7	194.7	1.01	18.6	D

Arterial Level of Service: SB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
116th Place SW/Drive	II	38	28.1	6.8	34.9	0.28	28.4	B
Center Road/Driveway	II	38	17.0	10.6	27.6	0.15	19.2	D
120th Street SW	II	38	9.2	6.0	15.2	0.08	18.9	D
124th Street SW	II	38	27.4	6.6	34.0	0.25	26.4	C
Mariner Square	II	38	19.7	5.3	25.0	0.17	24.7	C
[AU #228] Airport Ro	II	38	9.6	51.8	61.4	0.08	4.9	F
Total	II		111.0	87.1	198.1	1.01	18.3	D

Arterial Level of Service: EB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	II	38	42.8	33.8	76.6	0.45	21.2	D
Meridian Avenue/Driv	II	38	27.5	0.5	28.0	0.25	32.1	B
Total	II		70.3	34.3	104.6	0.70	24.1	C

Arterial Level of Service: WB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #352] 4th Avenue	II	40	27.5	44.1	71.6	0.25	12.6	F
115th St SW	II	40	42.8	0.8	43.6	0.45	37.2	A
Total	II		70.3	44.9	115.2	0.70	21.9	D

Arterial Level of Service: NB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
100th Street SW	I	48	35.7	12.6	48.3	0.42	31.0	C
94th Street SW	I	48	34.8	11.2	46.0	0.40	31.7	C
Kasch Park Road	I	48	30.8	13.4	44.2	0.34	27.5	C
Total	I		101.3	37.2	138.5	1.16	30.1	C

Arterial Level of Service

Arterial Level of Service: SB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
94th Street SW	I	50	30.8	6.9	37.7	0.34	32.3	C
100th Street SW	I	50	34.8	14.2	49.0	0.40	29.7	C
106th Street SW	I	50	35.7	23.2	58.9	0.42	25.4	D
Total	I		101.3	44.3	145.6	1.16	28.6	C

Arterial Level of Service: NB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	27.6	3.0	30.6	0.25	29.5	B
104th Street SW	II	40	28.0	1.3	29.3	0.25	31.3	B
Total	II		55.6	4.3	59.9	0.51	30.4	B

Arterial Level of Service: SB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	28.0	2.5	30.5	0.25	30.1	B
[AU #230] 112th Stre	II	40	27.6	40.1	67.7	0.25	13.3	E
Total	II		55.6	42.6	98.2	0.51	18.5	D

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT
Traffic Volume (vph)	562	428	23	390	277	136	23	1240	837	400	1419	301
Future Volume (vph)	562	428	23	390	277	136	23	1240	837	400	1419	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0.95	25		0.95	1.00	0.95	1.00	0.97	0.95	1.00
Lane Util. Factor	0.97	0.95	0.97	0.95	0.99	0.95	1.00	0.98	0.98	1.00	0.98	0.98
Ped Bike Factor	1.00	1.00	0.99	0.99	0.951		1.00	0.850	0.850	1.00	0.850	0.850
Ft	0.950			0.950			0.950		0.950			
Flt Protected	3157	3226	0	3164	3084	0	1695	3389	1516	3239	3339	1494
Flt Permitted	0.950			0.950			0.950		0.950			
Satd. Flow (perm)	3142	3226	0	3143	3084	0	1693	3389	1480	3227	3339	1464
Right Turn on Red		Yes			Yes				Yes			Yes
Satd. Flow (RTOR)	3			50				30	322		30	310
Link Speed (mph)	30			40				1344			2044	
Link Distance (ft)	1789			2764								
Travel Time (s)	40.7			47.1				30.5			46.5	
Confl. Peds. (#/hr)	4		6	6		4	5		8	8		5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	579	465	0	402	426	0	24	1278	863	412	1463	310
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	30.0	52.0		29.0	51.0		11.0	67.0	67.0	22.0	78.0	78.0
Total Split (%)	17.8%	30.6%		17.1%	30.0%		6.5%	39.4%	39.4%	12.9%	45.9%	45.9%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	-5.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	0.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effect Green (s)	25.1	28.6		22.8	31.3		5.9	61.2	61.2	17.1	76.9	76.9
Actuated g/C Ratio	0.17	0.19		0.15	0.21		0.04	0.41	0.41	0.11	0.51	0.51
v/c Ratio	1.10	0.76		0.84	0.63		0.36	0.93	0.93	1.09	1.13	0.86
Control Delay	126.7	65.6		78.9	51.5		88.9	55.5	86.1	143.7	40.2	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	126.7	65.6		78.9	51.5		88.9	55.5	86.1	143.7	40.2	3.7
LOS	F	E		E	D		F	E	F	F	D	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)												
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 150.7

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 68.1

Intersection Capacity Utilization 94.1%

Analysis Period (min): 15

Description: SR-525 is north-south and Beverly Park Road is northeast-southwest

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	0	1	66	1	43	5	1377	47	28	1114	3
Traffic Volume (vph)	6	0	1	66	1	43	5	1377	47	28	1114	3
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	30	150	0	0	150	0	0
Storage Length (ft)	0	0	0	0	0	1	1	0	0	1	0	0
Storage Lanes	25	0	0	25	0	1	25	0	0	25	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.98	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.981	0.959	0.953	0.953	0.953	0.950	0.950	0.995	0.950	0.950	0.950	0.950
Flt Protected	0	1568	0	0	1758	1568	1752	3484	0	1719	3438	0
Satd. Flow (prot)	0.796	0.796	0.725	0.725	0.725	0.201	0.201	0.201	0.124	0.124	0.124	0.124
Flt Permitted	0	1298	0	0	1337	1543	371	3484	0	224	3438	0
Satd. Flow (perm)	65	65	65	65	65	65	65	4	Yes	Yes	Yes	Yes
Right Turn on Red	3	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Satd. Flow (RTOR)	14%	0%	14%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Link Speed (mph)	35	35	35	35	35	35	35	35	35	35	35	35
Link Distance (ft)	561	561	709	709	709	709	709	2764	2764	2764	2764	2764
Travel Time (s)	11.3	11.3	13.8	13.8	13.8	13.8	13.8	49.6	49.6	49.6	49.6	49.6
Confl. Peds. (#/hr)	0	7	0	0	71	46	5	1515	0	30	1188	0
Peak Hour Factor	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	0	pm+pt	NA	0
Shared Lane Traffic (%)	4	4	8	8	8	8	2	2	1	6	6	6
Lane Group Flow (vph)	4	4	8	8	8	8	5	2	6	6	6	6
Turn Type	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Protected Phases	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5
Permitted Phases	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
Detector Phase	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%
Switch Phase	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Minimum Initial (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Split (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Split (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green Ratio	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Control Delay	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	A	A	A	A	A	A	A	A	A	A	A	A
LOS	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Approach Delay	A	A	A	A	A	A	A	A	A	A	A	A
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	0	0	31	0	1	115	2	45	2	45	2
Queue Length 95th (ft)	0	0	0	69	17	5	492	16	287	16	287	16
Internal Link Dist (ft)	501	501	501	629	629	629	2684	2684	2684	2684	2684	2684
Turn Bay Length (ft)	532	532	532	507	507	507	2587	2587	2587	2587	2587	2587
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.01	0.14	0.07	0.01	0.59	0.07	0.42	0.07	0.42	0.07
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	109											
Actuated Cycle Length:	80											
Natural Cycle:	80											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.59											
Intersection Signal Delay:	8.5											
Intersection Capacity Utilization:	61.2%											
Analysis Period (min):	15											
Description:	Beverly Park Road is NB/SB and Gibson Road is E/W. This is rotated for analysis purposes from the Snohomish County Timings.											

Splits and Phases: 2. [AU #227] Beverly Park Road & Gibson Road



Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	8	41	111	40	23	328	1114	54	19	828	64
Traffic Volume (vph)	7	8	41	111	40	23	328	1114	54	19	828	64
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0%	0%	0%	2%	2%	0%	-1%	0%	0%	0%	0%	0%
Grade (%)	75	0	0	60	0	0	150	0	150	0	0	0
Storage Length (ft)	25	0	0	1	0	0	1	0	2	0	0	0
Storage Lanes	1	0	0	1	0	0	1	0	2	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.874	0.950	0.946	0.946	0.946	0.993	0.993	0.989	0.989	0.989	0.989
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1641	1510	0	1718	1703	0	1761	3498	0	1719	3400	0
Flt Permitted	0.710	0.484	0.484	0.113	0.113	0.113	0.113	0.159	0.159	0.159	0.159	0.159
Satd. Flow (perm)	1225	1510	0	875	1703	0	209	3498	0	288	3400	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	47	30	30	25	30	30	25	38	30	30	30	30
Link Speed (mph)	631	1366	1366	31.0	31.0	31.0	26.9	26.9	26.9	26.9	26.9	26.9
Travel Time (s)	14.3	14.3	14.3	31.0	31.0	31.0	26.9	26.9	26.9	26.9	26.9	26.9
Confl. Peds. (#/hr)	1	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	3%	3%	3%	5%	5%	5%
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	8	56	0	128	72	0	377	1342	0	22	1026	0
Turn Type	pm-pt	NA	pm-pt	NA	NA	pm-pt	pm-pt	NA	pm-pt	pm-pt	NA	NA
Protected Phases	7	4	3	8	8	5	2	2	1	6	6	6
Permitted Phases	4	4	8	8	8	2	2	2	6	6	6	6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	6
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Initial (s)	9.0	28.0	9.0	28.0	28.0	9.0	22.5	22.5	9.0	22.5	22.5	22.5
Minimum Split (s)	19.0	39.0	19.0	39.0	39.0	19.0	39.5	39.5	19.0	39.5	39.5	39.5
Total Split (%)	16.2%	33.3%	16.2%	33.3%	33.3%	16.7%	33.8%	33.8%	16.7%	33.8%	33.8%	33.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	0.0	-5.0	-5.0	-5.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	-0.5	-0.5	4.5	-0.5	-0.5	-0.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.1	7.2	17.9	16.4	16.4	48.1	50.0	50.0	33.1	33.0	33.0	33.0
Actuated g/C Ratio	0.15	0.10	0.24	0.22	0.22	0.64	0.67	0.67	0.44	0.44	0.44	0.44
v/c Ratio	0.04	0.30	0.41	0.18	0.18	0.82	0.57	0.57	0.10	0.68	0.68	0.68
Control Delay	22.6	17.9	22.6	19.4	19.4	36.8	11.1	11.1	9.4	20.6	20.6	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	17.9	22.6	19.4	19.4	36.8	11.1	11.1	9.4	20.6	20.6	20.6
LOS	C	B	C	B	B	D	B	B	A	C	C	C
Approach Delay	18.5	18.5	18.5	24.6	24.6	16.7	16.7	16.7	16.7	16.7	16.7	16.7

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	3	4	49	17	118	123	118	123	118	123	118	123
Queue Length 50th (ft)	13	36	95	56	357	391	357	391	357	391	357	391
Queue Length 95th (ft)	13	36	95	56	357	391	357	391	357	391	357	391
Internal Link Dist (ft)	75	551	60	1286	150	1418	150	1418	150	1418	150	1418
Turn Bay Length (ft)	418	761	416	844	458	2335	458	2335	458	2335	458	2335
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.07	0.31	0.09	0.82	0.57	0.82	0.57	0.82	0.57	0.82	0.57

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 74.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 18.5

Intersection Capacity Utilization 66.6%

Analysis Period (min) 15

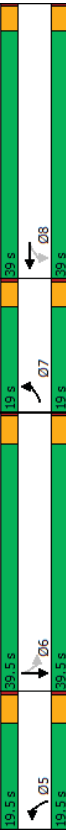
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 3. [AU #227] Beverly Park Road & Center Road



Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W		W	W
Traffic Volume (vph)	34	143	1114	30	169	1025
Future Volume (vph)	34	143	1114	30	169	1025
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.98	1.00				
Frt	0.891	0.996				
Flt Protected	0.991				0.950	
Satd. Flow (prot)	1494	0	3455	0	1719	3438
Flt Permitted	0.991				0.132	
Satd. Flow (perm)	1488	0	3455	0	239	3438
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	157		3			
Link Speed (mph)	30	38				40
Link Distance (ft)	393	1200				733
Travel Time (s)	8.9	21.5				12.5
Confl. Peds. (#/hr)	12	2	4	4		
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91
Heavy Vehicles (%)	11%	11%	4%	4%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	194	0	1257	0	186	1126
Turn Type	Prot	NA	NA	pm+pt	NA	
Protected Phases	8	2	1	6		
Permitted Phases				6		
Detector Phase	8	2	1	6		
Switch Phase						
Minimum Initial (s)	5.0	7.0	5.0	7.0		
Minimum Split (s)	31.5	26.5	9.5	20.5		
Total Split (s)	34.5	29.5	28.5	29.5		
Total Split (%)	37.3%	31.9%	30.8%	31.9%		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	0.5	0.5	0.5	0.5		
Lost Time Adjust (s)	0.0	-5.0	0.0	-5.0		
Total Lost Time (s)	4.5	-0.5	4.5	-0.5		
Lead/Lag		Lead		Lag		
Lead-Lag Optimize?		Yes		Yes		
Recall Mode	None	None	None	Min		
Act Effct Green (s)	9.8	30.9	37.7	42.9		
Actuated g/C Ratio	0.17	0.54	0.66	0.76		
v/c Ratio	0.50	0.67	0.53	0.43		
Control Delay	10.7	14.7	12.8	4.5		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	10.7	14.7	12.8	4.5		
LOS	B	B	B	A		
Approach Delay	10.7	14.7	5.6	5.6		
Approach LOS	B	B	A	A		
Queue Length 50th (ft)	10	113	14	30		
Queue Length 95th (ft)	55	#452	93	203		
Internal Link Dist (ft)	313	1120		653		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	885	1883	803	3263		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.22	0.67	0.23	0.35		
Intersection Summary						
Area Type:	Other					
Cycle Length:	92.5					
Actuated Cycle Length:	56.8					
Natural Cycle:	70					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.67					
Intersection Signal Delay:	10.1					
Intersection Capacity Utilization	63.6%					
Analysis Period (min)	15					
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases:	4: [AU #227] Beverly Park Road & Fairmount Elementary					
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
	28.5 s	29.5 s	34.5 s	34.5 s	34.5 s	34.5 s

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	9	25	3	506	162	0	35	1019	176	0	813	25
Traffic Volume (vph)	9	25	3	506	162	0	35	1019	176	0	813	25
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	250	0	250	0	0	0	0	135	0	0	0	0
Storage Length (ft)	1	0	2	0	0	0	1	1	0	25	0.95	0.95
Taper Length (ft)	25	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.99	1.00
Lane Util. Factor	1.00	1.00	0.985	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Ped Bike Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1530	3008	0	3467	1881	0	1770	3539	1583	0	3418	0
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	1523	3008	0	3463	1881	0	263	3539	1560	0	3418	0
Satd. Flow (perm)	3	3	3	3	3	3	3	3	3	3	3	3
Right Turn on Red	3	3	3	3	3	3	3	3	3	3	3	3
Satd. Flow (RTOR)	3	3	3	3	3	3	3	3	3	3	3	3
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	433	433	433	433	433	433	433	433	433	433	433	433
Travel Time (s)	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8
Confl. Peds. (#/hr)	4	4	4	4	4	4	4	4	4	4	4	4
Confl. Bikes (#/hr)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Peak Hour Factor	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Heavy Vehicles (%)	10	30	0	538	172	0	37	1084	187	0	892	0
Shared Lane Traffic (vph)	Prot	NA	NA	Prot	NA	NA	pm+pt	NA	pm+ov	NA	NA	NA
Turn Type	7	4	4	3	8	8	5	2	3	2	6	6
Protected Phases	7	4	4	3	8	8	5	2	3	2	6	6
Permitted Phases	7	4	4	3	8	8	5	2	3	2	6	6
Detector Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Switch Phase	11.0	36.0	9.0	36.0	9.0	36.0	9.0	36.0	9.0	36.0	9.0	36.0
Minimum Initial (s)	24.0	34.0	29.0	34.0	29.0	34.0	32.0	44.5	29.0	44.5	30.5	30.5
Minimum Split (s)	17.2%	24.4%	20.8%	24.4%	20.8%	24.4%	22.9%	31.9%	20.8%	31.9%	31.9%	31.9%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0	4.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Lost Time (s)	Lead/Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead/Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	6.1	7.2	18.2	22.5	30.9	29.1	30.9	29.1	49.1	28.2	28.2	28.2
Act Effct Green (s)	0.10	0.11	0.28	0.35	0.48	0.45	0.48	0.45	0.77	0.44	0.44	0.44
Actuated g/C Ratio	0.07	0.09	0.55	0.26	0.13	0.68	0.13	0.68	0.15	0.59	0.59	0.59
v/c Ratio	39.2	32.1	25.5	19.0	12.2	17.0	12.2	17.0	0.7	18.9	0.0	0.0
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	39.2	32.1	25.5	19.0	12.2	17.0	12.2	17.0	0.7	18.9	0.0	0.0
Total Delay	LOS	D	C	C	C	C	B	B	A	A	B	B
Approach Delay	33.9	33.9	33.9	33.9	33.9	33.9	33.9	33.9	33.9	33.9	33.9	33.9

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 Future Year Operations

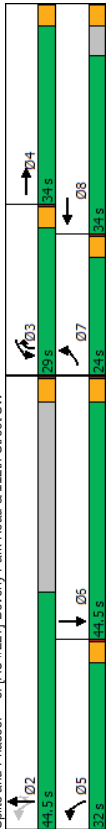
AM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C	C	C	C	C	C	C	C	C	C	C	C
Queue Length 50th (ft)	4	5	105	49	8	177	1	164	1	164	1	164
Queue Length 95th (ft)	23	21	207	132	29	334	14	307	14	307	14	307
Internal Link Dist (ft)	250	250	250	250	250	250	250	250	250	250	250	250
Turn Bay Length (ft)	552	1630	1564	1188	917	3295	1352	2458	1352	2458	1352	2458
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.02	0.34	0.14	0.04	0.33	0.14	0.36	0.14	0.36	0.14	0.36
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	139.5											
Actuated Cycle Length:	64.1											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.68											
Intersection Signal Delay:	18.4											
Intersection Capacity Utilization	58.9%											
Analysis Period (min)	15											
Intersection LOS:	B											
ICU Level of Service	B											

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	743	186	5	57	246	20	2	754	37	13	370	387
Traffic Volume (vph)	743	186	5	57	246	20	2	754	37	13	370	387
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	12	12	11	11	11	11	11	11
Lane Width (ft)												
Grade (%)												
Storage Length (ft)	140	0	0	100	0	0	250	0	250	0	250	0
Storage Lanes	1	0	0	1	0	0	1	0	1	0	1	0
Taper Length (ft)	25			25			25		25		25	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99
Frt	0.996			0.989			0.993		0.993		0.923	
Flt Protected	0.950			0.950			0.950		0.950		0.950	
Satd. Flow (prot)	3400	1837	0	1770	1839	0	1669	4759	0	1594	4191	0
Flt Permitted	0.950			0.950			0.950		0.950		0.950	
Satd. Flow (perm)	3388	1837	0	1770	1839	0	1669	4759	0	1594	4191	0
Right Turn on Red		Yes				Yes			Yes			Yes
Satd. Flow (RTOR)		1		3			7				264	
Link Speed (mph)		38		30			30				1237	
Link Distance (ft)		838		589			917				1237	
Travel Time (s)		15.0		13.4			20.8				28.1	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)		2		2		2			1			10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	10%	10%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	826	213	0	63	295	0	2	879	0	14	841	0
Protected Phases	Prot	NA	NA	Prot	NA	NA	Prot	NA	Prot	NA	Prot	NA
Detector Phase	7	4		3	8		5	2		1	6	
Permitted Phases	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5	
Total Split (s)	29.0	29.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	25.7	34.9		7.4	17.6		4.8	19.7		5.4	19.9	
Actuated g/C Ratio	0.33	0.45		0.10	0.23		0.06	0.25		0.07	0.26	
v/c Ratio	0.73	0.26		0.38	0.70		0.02	0.72		0.13	0.66	
Control Delay	30.2	17.5		42.7	38.2		42.5	30.7		42.2	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.2	17.5		42.7	38.2		42.5	30.7		42.2	20.3	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	743	186	5	57	246	20	2	754	37	13	370	387
Traffic Volume (vph)	743	186	5	57	246	20	2	754	37	13	370	387
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	12	12	11	11	11	11	11	11
Lane Width (ft)												
Grade (%)												
Storage Length (ft)	140	0	0	100	0	0	250	0	250	0	250	0
Storage Lanes	1	0	0	1	0	0	1	0	1	0	1	0
Taper Length (ft)	25			25			25		25		25	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99
Frt	0.996			0.989			0.993		0.993		0.923	
Flt Protected	0.950			0.950			0.950		0.950		0.950	
Satd. Flow (prot)	3400	1837	0	1770	1839	0	1669	4759	0	1594	4191	0
Flt Permitted	0.950			0.950			0.950		0.950		0.950	
Satd. Flow (perm)	3388	1837	0	1770	1839	0	1669	4759	0	1594	4191	0
Right Turn on Red		Yes				Yes			Yes			Yes
Satd. Flow (RTOR)		1		3			7				264	
Link Speed (mph)		38		30			30				1237	
Link Distance (ft)		838		589			917				1237	
Travel Time (s)		15.0		13.4			20.8				28.1	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)		2		2		2			1			10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	10%	10%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	826	213	0	63	295	0	2	879	0	14	841	0
Protected Phases	Prot	NA	NA	Prot	NA	NA	Prot	NA	Prot	NA	Prot	NA
Detector Phase	7	4		3	8		5	2		1	6	
Permitted Phases	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5	
Total Split (s)	29.0	29.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	25.7	34.9		7.4	17.6		4.8	19.7		5.4	19.9	
Actuated g/C Ratio	0.33	0.45		0.10	0.23		0.06	0.25		0.07	0.26	
v/c Ratio	0.73	0.26		0.38	0.70		0.02	0.72		0.13	0.66	
Control Delay	30.2	17.5		42.7	38.2		42.5	30.7		42.2	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.2	17.5		42.7	38.2		42.5	30.7		42.2	20.3	

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 77.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 27.9

Intersection Capacity Utilization 63.0%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: C

ICU Level of Service B

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	145	371	216	252	543	70	292	644	171	145	1437	78
Traffic Volume (vph)	145	371	216	252	543	70	292	644	171	145	1437	78
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	14	12	11	11	13	11	14	14	11	11
Lane Width (ft)	250	400	250	0	0	0	300	0	300	0	430	1
Storage Lanes	1	2	1	0	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.99	0.98	0.99	0.99	0.99	1.00	0.99	0.97	0.99	0.98	0.98
Ped Bike Factor	0.99		0.850		0.983		0.850		0.850		0.850	
Fit	0.950						0.950		0.950			
Fit Protected	1601	3202	2782	1703	3220	0	1776	3323	1641	1851	3355	1501
Satd. Flow (prot)	0.950						0.950		0.950			
Fit Permitted	1580	3202	2782	1670	3220	0	1774	3323	1598	1841	3355	1467
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red			235		6				176			51
Satd. Flow (RTOR)												
Link Speed (mph)	30				50			30			30	
Link Distance (ft)	2688				2133			1701			1159	
Travel Time (s)	61.1				29.1			38.7			26.3	
Confl. Peds. (#/hr)	15	15	15	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	403	235	274	666	0	317	700	186	158	1562	85
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6	5	2	2	2
Permitted Phases									6	6	5	2
Detector Phase	3	8	1	7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7		9.2	34.7	34.7	9.2	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0		30.0	85.0	85.0	30.0	85.0	85.0
Total Split (%)	18.6%	27.9%	14.0%	18.6%	27.9%		14.0%	39.5%	39.5%	14.0%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7		0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	-4.9		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	-0.2		4.2	4.7	4.7	4.2	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min		None	None	None	None	None	None
Act Effct Green (s)	23.6	35.3	25.9	34.7	51.3		25.9	86.2	86.2	20.3	80.6	80.6
Actuated g/C Ratio	0.12	0.18	0.13	0.18	0.26		0.13	0.44	0.44	0.10	0.41	0.41
v/c Ratio	0.81	0.69	0.41	0.90	0.78		1.34	0.48	0.23	0.82	1.12	0.13
Control Delay	113.8	80.5	10.3	109.3	73.3		237.1	41.9	6.5	117.4	115.8	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.8	80.5	10.3	109.3	73.3		237.1	41.9	6.5	117.4	115.8	17.7
LOS	F	F	B	F	E		F	D	A	F	F	B
Approach Delay		66.4			83.7			87.9			111.3	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

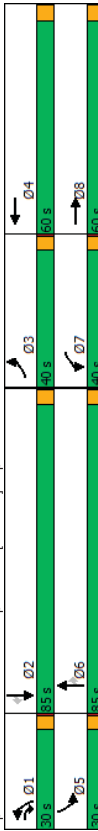
AM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	199	258	0	343	415	F	~520	330	F	199	~1193	26
Queue Length 50th (ft)	305	321	51	#593	526	F	#830	481	F	313	#1551	76
Queue Length 95th (ft)	2608			2053			1621				1079	
Internal Link Dist (ft)	250		400	250			300				430	
Turn Bay Length (ft)	296	914	574	314	1005		236	1473		806	246	1391
Base Capacity (vph)	0	0	0	0	0		0	0		0	0	0
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.53	0.44	0.41	0.87	0.66		1.34	0.48		0.23	0.64	0.13
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
	Actuated Cycle Length: 194.4											
	Natural Cycle: 150											
	Control Type: Actuated-Uncoordinated											
	Maximum v/c Ratio: 1.34											
	Intersection Signal Delay: 92.4											
	Intersection Capacity Utilization 100.4%											
	Analysis Period (min) 15											
	Description: Airport Road is east-west and SR-99 is north-south											
	~ Volume exceeds capacity, queue is theoretically infinite.											
	# 95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	15	399	705	30	73	92	61	125	66	66	66	66
Traffic Volume (vph)	15	399	705	30	73	92	61	125	66	66	66	66
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	14	11	12	13	12	11	16	16	12	11	16	12
Lane Width (ft)	150	2%	0	150	0	100	0	100	0	100	4%	0
Grade (%)	1	0	0	1	0	1	0	1	0	1	0	0
Storage Lanes	25	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.981	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Ped Bike Factor	0.981	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Ft	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1749	3099	0	1794	3447	0	1588	1860	0	1693	1971	0
Satd. Flow (prot)	0.341	0.426	0.426	0.426	0.426	0.426	0.426	0.426	0.426	0.426	0.426	0.426
Flt Permitted	625	3099	0	803	3447	0	1595	1860	0	1693	1971	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	15	45	30	15	45	30	15	45	30	15	45	30
Satd. Flow (RTOR)	2133	32.3	32.3	2133	32.3	32.3	2133	32.3	32.3	2133	32.3	32.3
Link Speed (mph)	5	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Link Distance (ft)	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Travel Time (s)	2	2	2	2	2	2	2	2	2	2	2	2
Conf. Peds. (#/hr)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Peak Hour Factor	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Heavy Vehicles (%)	5	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)	15	470	0	67	758	0	75	153	0	63	197	0
Lane Group Flow (vph)	pm+pt	NA	NA	pm+pt	NA	NA	Prot	NA	8	7	4	4
Turn Type	5	2	2	5	2	2	5	2	2	5	2	2
Protected Phases	2	6	6	2	6	6	2	6	6	2	6	6
Permitted Phases	5	2	2	5	2	2	5	2	2	5	2	2
Detector Phase	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Switch Phase	8.0	29.5	8.0	29.5	8.0	29.5	8.0	29.5	8.0	29.5	8.0	29.5
Minimum Initial (s)	9.0	73.0	9.0	73.0	9.0	73.0	9.0	73.0	9.0	73.0	9.0	73.0
Minimum Split (s)	6.0%	48.7%	6.0%	48.7%	6.0%	48.7%	6.0%	48.7%	6.0%	48.7%	6.0%	48.7%
Total Split (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	-5.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	4.0	-0.5	4.0	-0.5	4.0	-0.5	4.0	-0.5	4.0	-0.5	4.0	-0.5
Total Lost Time (s)	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead/Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min	None	C-Min
Recall Mode	101.9	102.4	105.8	101.2	11.4	23.5	10.0	20.1	10.0	20.1	10.0	20.1
Act Effect Green (s)	0.68	0.68	0.71	0.67	0.08	0.16	0.07	0.13	0.07	0.13	0.07	0.13
Actuated g/C Ratio	0.03	0.22	0.11	0.33	0.62	0.50	0.56	0.71	0.56	0.71	0.56	0.71
v/c Ratio	9.9	11.0	9.8	12.3	87.8	54.8	86.0	69.5	86.0	69.5	86.0	69.5
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	9.9	11.0	9.8	12.3	87.8	54.8	86.0	69.5	86.0	69.5	86.0	69.5
Total Delay	A	B	A	B	F	D	F	D	F	D	F	D
LOS	9	11.0	9.8	12.3	87.8	54.8	86.0	69.5	86.0	69.5	86.0	69.5

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	11.0	11.0	11.0	12.1	12.1	12.1	65.7	65.7	65.7	73.5	73.5	73.5
Approach LOS	B	B	B	B	B	B	E	E	E	E	E	E
Queue Length 50th (ft)	4	80	80	18	133	133	73	124	124	61	174	174
Queue Length 95th (ft)	16	164	164	42	184	184	127	177	177	110	232	232
Internal Link Dist (ft)	150	2053	2053	150	1302	1302	100	777	777	100	1050	1050
Turn Bay Length (ft)	150	2119	2119	615	2327	2327	191	535	535	180	538	538
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.22	0.11	0.33	0.39	0.29	0.35	0.37	0.35	0.37	0.35	0.37
Intersection Summary	Other											
Area Type:	Cycle Length: 150											
Actuated Cycle Length:	150											
Offset:	80 (53%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow											
Natural Cycle:	115											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.71											
Intersection Signal Delay:	27.5											
Intersection Capacity Utilization:	54.4%											
Analysis Period (min):	15											
Intersection LOS:	C											
ICU Level of Service:	A											

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	26	436	22	159	730	27	49	50	68	43	73	83
Future Volume (vph)	26	436	22	159	730	27	49	50	68	43	73	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	11	12	12	11	12
Grade (%)	150	3%	0	150	-3%	0	95	1%	0	80	-3%	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0.95	0.95	25	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	0.99	1.00	1.00
Ped Bike Factor	1.00	0.993	0.993	1.00	0.995	1.00	0.914	0.914	1.00	0.920	0.920	0.920
Fit Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	1631	*4500	0	1728	3322	0	1581	1563	0	1762	1634	0
Fit Permitted	0.306			0.405			0.950		0.950			
Satd. Flow (perm)	524	3127	0	735	3322	0	1575	1563	0	1758	1634	0
Right Turn on Red		Yes		Yes		Yes			Yes			Yes
Satd. Flow (RTOR)	4			3			47			38		
Link Speed (mph)	45			50			30			30		
Link Distance (ft)	1382			1478			816			739		
Travel Time (s)	20.9			20.2			18.5			16.8		
Confl. Peds. (#/hr)	2		3	3		2	4		2	2		4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	6%	6%	6%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	508	0	177	841	0	54	132	0	48	173	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	27.5		8.0	26.5		8.0	38.0		8.0	37.0	
Total Split (s)	10.0	57.0		27.0	74.0		20.0	49.0		17.0	46.0	
Total Split (%)	6.7%	38.0%		18.0%	49.3%		13.3%	32.7%		11.3%	30.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	103.5	102.6		111.5	110.2		9.5	19.7		8.5	18.8	
Actuated g/C Ratio	0.69	0.68		0.74	0.73		0.06	0.13		0.06	0.13	
v/c Ratio	0.07	0.16		0.29	0.34		0.54	0.48		0.54	0.73	
Control Delay	8.7	8.5		6.7	5.8		86.7	44.8		83.6	65.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.7	8.5		6.7	5.8		86.7	44.8		83.6	65.2	
LOS	A	A		A	A		F	D		F	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		8.5			5.9			57.0			69.2	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	6	39		26	83		52	79		46	131	
Queue Length 95th (ft)	21	98		76	144		99	134		91	192	
Internal Link Dist (ft)	1302			1398			736				659	
Turn Bay Length (ft)	150			150			95			80		
Base Capacity (vph)	409	3080		699	2440		168	501		152	484	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.16		0.25	0.34		0.32	0.26		0.32	0.36	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 53 (35%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 18.6
 Intersection Capacity Utilization 56.1%
 Analysis Period (min) 15
 Description: Airport Road is east-west and Gibson Road is north-south
 * User Entered Value

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 9: Gibson Road & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	29	566	24	59	688	31	61	42	24	26	48	70
Future Volume (vph)	29	566	24	59	688	31	61	42	24	26	48	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	11	11	11	11	12	12	12	11	12
Grade (%)	100	-5%			5%			2%			3%	
Storage Length (ft)	1		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Ped Bike Factor	1.00	0.994			0.993			0.946			0.911	
Flt Protected	0.950		0.950		0.950		0.950		0.950		0.950	
Satd. Flow (prot)	1626	4638	0	1605	3183	0	1614	1652	0	1760	1632	0
Flt Permitted	0.352		0.376		0.376		0.354		0.712		0.712	
Satd. Flow (perm)	601	4638	0	632	3183	0	602	1652	0	1311	1632	0
Right Turn on Red		Yes		Yes		Yes			Yes			Yes
Satd. Flow (RTOR)	7		4		4		18		47		47	
Link Speed (mph)	1478		30		30		855		487		487	
Link Distance (ft)	25.2		10.9		10.9		19.4		11.1		11.1	
Travel Time (s)	3		5		5		3		5		5	
Confl. Peds. (#/hr)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Peak Hour Factor	10%	10%	10%	6%	6%	6%	7%	7%	7%	1%	1%	1%
Heavy Vehicles (%)												
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	621	0	62	757	0	64	69	0	27	125	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	52.0		11.0	27.5		9.0	36.0		9.0	37.0	
Total Split (s)	13.0	82.0		14.0	83.0		12.0	43.0		11.0	42.0	
Total Split (%)	8.7%	54.7%		9.3%	55.3%		8.0%	28.7%		7.3%	28.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	3.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	7.5		3.5	4.0		3.5	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	114.3	113.2		115.6	107.7		23.5	17.9		20.6	14.7	
Actuated g/C Ratio	0.76	0.75		0.77	0.72		0.16	0.12		0.14	0.10	
v/c Ratio	0.06	0.18		0.12	0.33		0.44	0.32		0.14	0.62	
Control Delay	4.9	5.8		2.5	3.6		58.9	45.8		47.9	51.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.9	5.8		2.5	3.6		58.9	45.8		47.9	51.1	
LOS	A	A		A	A		E	D		D	D	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.JL 18-040]

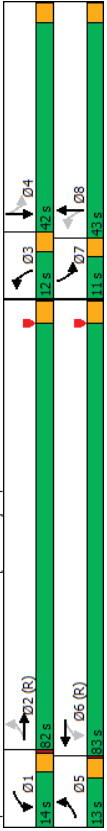
2024 Future Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		5.8			3.5			52.1				
Approach LOS		A			A			D				D
Queue Length 50th (ft)		4			8			55				23
Queue Length 95th (ft)		17			m7			85				44
Internal Link Dist (ft)		1398			719			775				407
Turn Bay Length (ft)		100			100			100				100
Base Capacity (vph)		525			558			442				211
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.06			0.11			0.42				0.13
Reduced v/c Ratio		0.18			0.33			0.16				0.28
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 52 (35%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.62												
Intersection Signal Delay: 12.1												
Intersection Capacity Utilization 51.8%												
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	10	10	10	10	10	10	10	10	10	10	10
Traffic Volume (vph)	720	720	720	720	720	720	720	720	720	720	720	720
Future Volume (vph)	10	720	50	110	826	16	39	5	82	41	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	10	12	12	12	12	12	12	12
Grade (%)	125	0	0	100	3%	0	0	2%	50	0	-1%	0
Storage Length (ft)	1	0	0	1	0	0	0	0	1	0	0	0
Taper Length (ft)	25	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.99	0.99	0.99
Ped Bike Factor	0.990	0.990	0.990	0.997	0.997	0.997	0.997	0.980	0.980	0.981	0.981	0.981
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.957	0.957	0.957	0.960	0.960	0.960
Satd. Flow (prot)	1625	4612	0	1621	*1750	0	0	1682	1494	0	1631	0
Flt Permitted	0.327	0.313	0.313	0.313	0.313	0.313	0.773	0.773	0.736	0.736	0.736	0.736
Satd. Flow (perm)	556	4612	0	532	3119	0	0	1356	1460	0	1240	0
Right Turn on Red			Yes			Yes						Yes
Satd. Flow (RTOR)		18	7	7	3		6	2	8	8	5	2
Link Speed (mph)		40	35	30	35		30	30	334	339	339	339
Link Distance (ft)		799	10.0	10.0	10.0		7.6	7.6	7.6	7.6	7.7	7.7
Travel Time (s)		13.6	7	7	10.0		0.97	0.97	0.97	0.97	0.97	0.97
Conf. Ped. (#/hr)		6	7	7	6		6	6	6	6	6	6
Peak Hour Factor		0.97	0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)		9%	9%	9%	6%		6%	6%	7%	7%	10%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	794	0	113	868	0	0	45	85	0	50	0
Turn Type	pm-pt	NA	pm+pt	NA	NA	NA	Perm	NA	Perm	Perm	NA	NA
Protected Phases	5	2	2	1	6		8	8	8	4	4	4
Permitted Phases	2	2	2	6	6		8	8	8	4	4	4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	50.5	8.0	22.0	22.0	35.5	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	8.0	104.5	10.0	106.5	106.5	35.5	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (%)	5.3%	69.7%	6.7%	71.0%	71.0%	23.7%	23.7%	23.7%	23.7%	23.7%	23.7%	23.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-1.0	4.0	7.0	7.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)	124.2	124.7	128.5	123.0	123.0	128.5	123.0	123.0	123.0	123.0	123.0	123.0
Actuated g/C Ratio	0.83	0.83	0.86	0.82	0.82	0.86	0.82	0.82	0.82	0.82	0.82	0.82
v/c Ratio	0.02	0.21	0.23	0.60	0.60	0.38	0.41	0.44	0.44	0.44	0.44	0.44
Control Delay	3.8	2.3	3.8	7.2	7.2	1.8	7.2	7.2	7.2	7.2	7.2	7.2
Queue Delay	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	2.3	3.8	7.3	7.3	1.8	7.3	7.3	7.3	7.3	7.3	7.3
LOS	A	A	A	A	A	B	B	B	B	B	B	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

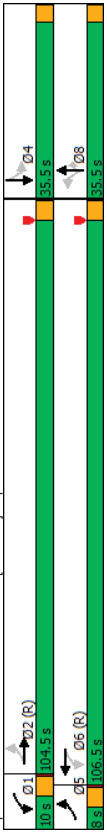
AM Peak-Hour

Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	2.4	A	A	6.7	A	A	34.9	C	34.9	66.9	E	E
Approach LOS	1	25	25	4	98	98	44	44	44	0	44	44
Queue Length 50th (ft)	8	68	68	14	208	208	74	74	74	47	77	77
Queue Length 95th (ft)	125	719	719	100	435	435	254	254	254	259	259	259
Internal Link Dist (ft)	491	3838	3838	499	1435	1435	289	289	289	378	268	268
Turn Bay Length (ft)	0	0	0	0	68	68	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.21	0.21	0.23	0.63	0.63	0.16	0.16	0.22	0.19	0.19	0.19
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	40 (27%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow											
Natural Cycle:	95											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.60											
Intersection Signal Delay:	8.3											
Intersection Capacity Utilization	54.0%											
Analysis Period (min)	15											
* User Entered Value												

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	70	571	38	518	775	317	37	175	245	565	315	78
Traffic Volume (vph)	70	571	38	518	775	317	37	175	245	565	315	78
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	16	12	11	15	15	12	16	11	15	12
Lane Width (ft)												
Grade (%)			-1%									
Storage Length (ft)	90		0	455		0	0	0	0	245	0	0
Storage Lanes	1		0	1		1	1	1	1	1	0	0
Taper Length (ft)	25		0	25		1.00	1.00	1.00	0.97	1.00	1.00	1.00
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	0.98	1.00	0.95	0.97	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	1.00		0.850	1.00		0.850	0.970		
Pt	0.950			0.950		0.950	0.950		0.850	0.950		
Flt Protected	1639			1710	3307	1683	1822	1743	1679	3286	1961	0
Satd. Flow (prot)	0.950			0.950		0.950	0.950		0.950			
Flt Permitted	1634			1705	3307	1647	1814	1743	1602	3199	1961	0
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red			6			252			76		9	
Satd. Flow (RTOR)			40		35			30		26		
Link Speed (mph)			515		872			751		443		
Link Distance (ft)			8.8		17.0			17.1		7.9		
Travel Time (s)			3		6			5		26		
Confl. Peds. (#/hr)	6		3		3			0.93		0.93		5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	9%	9%	9%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	655	0	557	833	341	40	188	263	608	423	0
Turn Type	Prot	NA	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	NA
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases												
Detector Phase	5	2		1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	5.0	3.0	3.0	5.0	5.0	
Minimum Split (s)	8.0	34.5		8.0	42.0	9.5	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	12.0	35.5		47.0	70.5	29.0	13.0	38.5	47.0	29.0	54.5	
Yellow Time (s)	8.0%	23.7%		31.3%	47.0%	19.3%	8.7%	25.7%	31.3%	19.3%	36.3%	
All-Red Time (s)	0.5	0.5		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0	0.0	0.0	0.0	0.0	0.0	-2.0	
Total Lost Time (s)	4.5	7.5		4.5	-0.5	4.5	4.5	4.5	4.5	4.5	2.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Recall Mode	None	C-Max		None	C-Max	None	None	Min	None	None	Min	
Act Effect Green (s)	9.8	28.0		52.1	78.2	97.7	7.1	24.4	76.5	24.5	45.6	
Actuated g/C Ratio	0.07	0.19		0.35	0.52	0.65	0.05	0.16	0.51	0.16	0.30	
v/c Ratio	0.70	1.00		0.94	0.48	0.29	0.47	0.66	0.30	1.13	0.70	
Control Delay	99.4	92.3		74.9	17.1	1.0	86.3	69.1	14.1	136.2	51.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	
Total Delay	99.4	92.3		74.9	17.1	1.0	86.3	69.1	14.1	136.2	55.8	
LOS	F	F		E	B	A	F	E	B	F	E	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 Future Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		93.0			32.5			41.0			103.2	
Approach LOS		F			C			D			F	
Queue Length 50th (ft)	67	205		532	181	4	39	179	93	~355	380	
Queue Length 95th (ft)	#187	#536		m#761	m241	m12	81	242	151	#478	456	
Internal Link Dist (ft)		435			792			671			363	
Turn Bay Length (ft)	90			455							245	
Base Capacity (vph)	107	658		593	1725	1166	103	395	881	536	685	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	182	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.70	1.00		0.94	0.48	0.29	0.39	0.48	0.30	1.13	0.84	
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 11 (7%) Referenced to phase 2:EBT and 6:WBT, Start of Yellow												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.13												
Intersection Signal Delay: 63.0												
Intersection Capacity Utilization 107.2%												
Analysis Period (min) 15												
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
# Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
m Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 Future Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	0	1103	640	777	1133	0	0	0	0	542	3	555
Future Volume (vph)	0	1103	640	777	1133	0	0	0	0	542	3	555
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	400	0	0	0	0	0	330	0	330
Storage Lanes	0	0	1	2	0	0	0	0	0	1	0	1
Tapor Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.986	0.850							0.99	0.850	
Flt Protected				0.950						0.950	0.953	
Satd. Flow (prot)	0	3187	1374	3335	3438	0	0	0	0	1603	1608	1509
Flt Permitted				0.950						0.950	0.953	
Satd. Flow (perm)	0	3187	1374	3335	3438	0	0	0	0	1603	1608	1489
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8	385		35		30				30	72
Link Speed (mph)			40		700		315				681	
Link Distance (ft)			872		13.6		7.2				15.5	
Travel Time (s)			14.9									
Confl. Peds. (#/hr)	4				4							
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
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	0%	0%	0%	7%	7%	7%
Shared Lane Traffic (%)			18%							50%		
Lane Group Flow (vph)	0	1324	571	845	1232	0	0	0	0	294	298	603
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6					8		8
Permitted Phases		2	2	1	6					8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	8.5	23.3	23.3					40.6	40.6	40.6
Total Split (s)	58.0	58.0	39.0	97.0	97.0					53.0	53.0	53.0
Total Split (%)	38.7%	38.7%	26.0%	64.7%	64.7%					35.3%	35.3%	35.3%
Yellow Time (s)	3.6	3.6	3.5	3.6	3.6					3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)	2.6	5.6	5.5	5.6	5.6					5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Min	Min	Min
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Min					47.4	47.4	47.4
Act Effct Green (s)	55.4	52.4	33.5	91.4	91.4					0.32	0.32	0.32
Actuated g/C Ratio	0.37	0.35	0.22	0.61	0.61					0.58	0.59	1.16
v/c Ratio	1.12	0.78	1.14	0.59	0.59					48.5	48.7	132.1
Control Delay	86.3	8.6	128.3	19.3	19.3					0.0	0.0	0.0
Queue Delay	0.0	0.3	0.0	1.2	1.2					48.5	48.7	132.1
Total Delay	86.3	8.9	128.3	20.5	20.5					D	D	F
LOS	F	A	F	C	C					D	D	F
Approach Delay	63.0			64.4								
Approach LOS	E			E								F

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

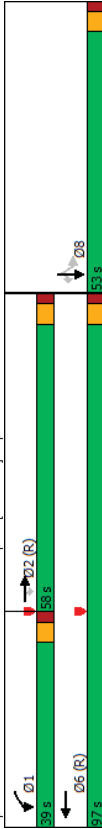
2024 Future Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~798	13	~494	369					254	258	~647
Queue Length 95th (ft)		m#796	m16	#625	434					363	367	#890
Internal Link Dist (ft)		792		620			235			601		
Turn Bay Length (ft)				400	2094					330		330
Base Capacity (vph)		1182	730	744	2094					506	508	519
Starvation Cap Reductn		0	13	0	585					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		1.12	0.80	1.14	0.82					0.58	0.59	1.16
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced to phase 2EBT and 6WBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.16												
Intersection Capacity Delay: 70.0												
Intersection Capacity Utilization 87.6%												
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												
# Queue shown is maximum after two cycles.												
Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	60	36	519	29	53	798
Traffic Volume (vph)	60	36	519	29	53	798
Future Volume (vph)	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	85	1900	75	150	1
Storage Length (ft)	1	1	1	1	1	1
Storage Lanes	25	1	1	1	25	1
Taper Length (ft)	1.00	1.00	0.95	1.00	1.00	0.95
Lane Util. Factor	0.98	0.95	0.99			
Ped Bike Factor	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	1752	1568	3505	1568	1770	*2000
Flt Permitted	0.950				0.349	
Satd. Flow (perm)	1752	1544	3505	1497	644	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	30	41	38	33		38
Link Speed (mph)	500		443			906
Link Distance (ft)	11.4		7.9		21	16.3
Travel Time (s)		4		21		
Confl. Peds. (#/hr)	0.88	0.88	0.88	0.88	0.88	0.88
Peak Hour Factor	3%	3%	3%	3%	2%	2%
Heavy Vehicles (%)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	41	590	33	60	907
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases	8	8	2	2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	25.0	25.0	29.0	8.0	20.0	20.0
Total Split (s)	23.0	23.0	25.0	14.0	39.0	39.0
Total Split (%)	37.1%	37.1%	40.3%	22.6%	62.9%	62.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	-4.0	0.0	0.0	-4.0
Total Lost Time (s)	4.0	4.0	0.0	4.0	4.0	0.0
Lead/Lag		Lag	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max	
Act Effct Green (s)	8.8	8.8	45.1	41.9	46.9	50.9
Actuated g/C Ratio	0.14	0.14	0.73	0.68	0.76	0.82
v/c Ratio	0.27	0.16	0.23	0.03	0.10	0.55
Control Delay	24.2	8.4	5.5	4.2	4.2	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	8.4	5.5	4.2	4.2	5.3
LOS	C	A	A	A	A	A
Approach Delay	18.3		5.5			5.2
Approach LOS	B		A			A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

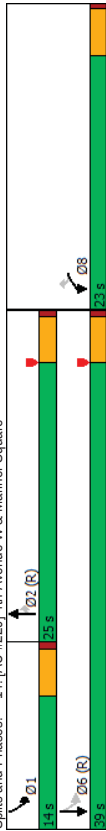
AM Peak-Hour

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	24	0	35	0	4	29
Queue Length 95th (ft)	42	17	102	14	22	162
Internal Link Dist (ft)	420		363			826
Turn Bay Length (ft)		85		75		150
Base Capacity (vph)	536	501	2549	1022	668	1642
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.08	0.23	0.03	0.09	0.55
Intersection Summary						
Area Type:	Other					
Cycle Length:	62					
Actuated Cycle Length:	62					
Offset:	20 (32%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow					
Natural Cycle:	65					
Control Type:	Actuated-Coordinated					
Maximum v/c Ratio:	0.55					
Intersection Capacity Delay:	6.1					
Intersection LOS:	A					
ICU Level of Service	A					
Analysis Period (min)	15					
* User Entered Value						

Splits and Phases: 14: [AU #229] 4th Avenue W & Mariner Square



Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	179	32	80	141	80	50	11	563	97	12	625	111
Future Volume (vph)	179	32	80	141	80	50	11	563	97	12	625	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	125	0	0	175	0	0	225	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98	0.99	0.99	1.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.977
Frt	0.893			0.942			0.978			0.950		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1631	0	1671	1634	0	1770	3430	0	1752	3399	0
Flt Permitted	0.572			0.614			0.286			0.338		
Satd. Flow (perm)	1035	1631	0	1079	1634	0	533	3430	0	618	3399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90		26				17			19	
Link Speed (mph)		30		30				38			38	
Link Distance (ft)		500		510				906			1316	
Travel Time (s)		11.4		11.6				16.3			23.6	
Confl. Peds. (#/ht)	16		1	1		8			12	12		8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	126	0	158	146	0	12	742	0	13	827	0
Turn Type	Perm	NA	NA	Perm	NA	pm+pt	5	2	NA	pm+pt	NA	NA
Protected Phases	4	4		8	8		2	2	6	6	6	
Permitted Phases	4	4		8	8		2	2	6	6	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	37.5	37.5		33.0	33.0		8.0	25.0		8.0	24.0	
Total Split (s)	69.0	69.0		69.0	69.0		10.0	71.0		10.0	71.0	
Total Split (%)	46.0%	46.0%		46.0%	46.0%		6.7%	47.3%		6.7%	47.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	-1.0		4.0	-1.0	
Lead/Lag				Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	22.5	22.5		22.5	22.5		68.7	72.8		68.7	72.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.69	0.68		0.69	0.73	
v/c Ratio	0.87	0.29		0.65	0.38		0.03	0.32		0.03	0.33	
Control Delay	70.1	12.7		48.2	29.1		6.9	8.3		6.9	6.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	70.1	12.7		48.2	29.1		6.9	8.3		6.9	6.6	
LOS	E	B		D	C		A	A		A	A	
Approach Delay		48.0									6.6	
Approach LOS		D						A			A	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	120	18		89	62		2	77		2	70	
Queue Length 95th (ft)	222	66		170	126		10	193		11	196	
Internal Link Dist (ft)		420			430			826			1236	
Turn Bay Length (ft)	150			125	1084		175	2332		225	2483	
Base Capacity (vph)	681	1104		709			441			494		
Sanitation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.11		0.22	0.13		0.03	0.32		0.03	0.33	
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 99.9												
Natural Cycle: 75												
Control Type: Semi Act-Uncoordinated												
Maximum v/c Ratio: 0.87												
Intersection Signal Delay: 17.7												
Intersection LOS: B												
ICU Level of Service B												
Intersection Capacity Utilization 55.5%												
Analysis Period (min) 15												

Splits and Phases: 15: [AU #229] 4th Avenue W & 124th Street SW



Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Lane Configurations	97	164	508	64	183	699				
Traffic Volume (vph)	97	164	508	64	183	699				
Future Volume (vph)	97	164	508	64	183	699				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	150	0	0	0	125					
Storage Lanes	1	1	0	0	1					
Taper Length (ft)	25	1.00	0.95	0.95	1.00	0.95				
Lane Util. Factor	1.00	1.00	0.95	0.98	0.94					
Ped Bike Factor	1.00	0.850	0.983							
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1612	1442	*4500	0	1719	*4500				
Flt Permitted	0.950				0.202					
Satd. Flow (perm)	1610	1371	3360	0	343	3438				
Right Turn on Red		Yes	Yes							
Satd. Flow (RTOR)	200	23								
Link Speed (mph)	30		38			38				
Link Distance (ft)	518		1316			421				
Travel Time (s)	11.8		23.6			7.6				
Confl. Peds. (#/hr)	1	48		169						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82				
Heavy Vehicles (%)	12%	12%	3%	3%	5%	5%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	118	200	688	0	223	852				
Turn Type	Prot	Perm	NA	NA	pm+pt	NA				
Protected Phases	4		2		1	1 2	5	6	7	8
Permitted Phases		4			1 2					
Detector Phase	4	4	2		1 2					
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0		5.0		4.0	5.0	5.0	5.0
Minimum Split (s)	27.0	27.0	30.0	10.0	10.0		8.0	25.0	25.0	34.0
Total Split (s)	25.0	25.0	19.0		17.0		8.0	28.0	10.0	15.0
Total Split (%)	41.0%	41.0%	31.1%		27.9%		13%	46%	16%	25%
Yellow Time (s)	3.0	3.0	4.0		5.0		3.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0		0.0		0.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	-5.0		-5.0					
Total Lost Time (s)	4.0	4.0	0.0		0.0					
Lead/Lag			Lag		Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None		None	None	None	None
Act Effct Green (s)	18.2	18.2	23.0		38.8		33.8			
Actuated g/C Ratio	0.30	0.30	0.38		0.64		0.55			
v/c Ratio	0.25	0.36	0.41		0.39		0.34			
Control Delay	16.0	4.7	16.0		15.7		6.0			
Queue Delay	0.0	0.0	0.0		0.0		0.0			
Total Delay	16.0	4.7	16.0		15.7		6.0			
LOS	B	A	B		B		A			
Approach Delay	8.9		16.0				8.0			
Approach LOS	A		B				A			

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Queue Length 50th (ft)	30	0	104		33	52				
Queue Length 95th (ft)	57	29	132		79	62				
Internal Link Dist (ft)	438		1236			341				
Turn Bay Length (ft)	150				125					
Base Capacity (vph)	554	603	1710		601	2429				
Starvation Cap Reductn	0	0	0		0	0				
Spillback Cap Reductn	0	0	0		0	0				
Storage Cap Reductn	0	0	0		0	0				
Reduced v/c Ratio	0.21	0.33	0.41		0.37	0.35				

Intersection Summary

Area Type: Other

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 60 (98%), Referenced to phase 2:NBSB and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Capacity Delay: 10.8

Intersection Capacity Utilization 57.4%

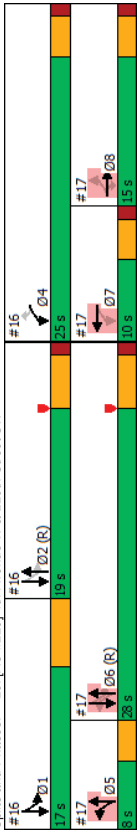
Analysis Period (min) 15

* User Entered Value

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 16: [AU #229] 4th Avenue W & 120th Street SW



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	153	0	128	5	2	1	59	619	0	0	715	114
Future Volume (vph)	153	0	128	5	2	1	59	619	0	0	715	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	0	0	0	0	0	125	0	0	100	0	0
Storage Lanes	1	1	1	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	0	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.93	0.850		0.985		0.99				0.99	
Frt											0.979	
Flt Protected		0.950			0.968		0.950					
Satd. Flow (prot)	0	1719	1538	0	1812	0	1719	3438	0	1845	*4500	0
Flt Permitted		0.752					0.179					
Satd. Flow (perm)	0	1361	1423	0	1815	0	322	3438	0	1845	3408	0
Right Turn on Red			Yes		Yes		Yes		Yes			Yes
Satd. Flow (RTOR)			250		1		19				39	
Link Speed (mph)		30			30		38				38	
Link Distance (ft)		500			500		421				779	
Travel Time (s)		11.4			11.4		7.6				14.0	
Confl. Peds. (#/hr)			105	105			19		123	123		19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	5%	5%	0%	0%	0%	5%	5%	5%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	145	0	9	0	67	703	0	0	943	0
Turn Type	Perm	NA	Perm	Perm	NA	NA	D,P+P	NA	Perm	NA	NA	0
Protected Phases		8			7		5	5	6		6	
Permitted Phases	8	8	8	7	7	7	6	6	6	6	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0		5.0	5.0		5.0
Minimum Split (s)	34.0	34.0	34.0	25.0	25.0	25.0	8.0		25.0	25.0		27.0
Total Split (s)	15.0	15.0	15.0	10.0	10.0	10.0	8.0		28.0	28.0		25.0
Total Split (%)	24.5%	24.6%	24.6%	16.4%	16.4%	16.4%	13.1%		45.9%	45.9%		41%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	-5.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0		5.0	0.0		
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None	None		C-Max	C-Max		None
Act Effct Green (s)	16.2	16.2	16.2	5.3	5.3	5.3	32.8	35.8		30.5		
Actuated g/C Ratio	0.27	0.27	0.27	0.09	0.09	0.09	0.54	0.59		0.50		
v/c Ratio	0.48	0.26	0.26	0.06	0.06	0.06	0.23	0.35		0.42		
Control Delay	26.0	1.5	1.5	25.0	25.0	25.0	13.4	7.2		10.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	26.0	1.5	1.5	25.0	25.0	25.0	13.4	7.2		10.6		
LOS	C	C	A	C	C	C	B	A		B		
Approach Delay	14.9						7.7			10.6		
Approach LOS	B			C	C		A			B		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases			
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.0	30.0	27.0
Total Split (s)	17.0	19.0	25.0
Total Split (%)	28%	31%	41%
Yellow Time (s)	5.0	4.0	3.0
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	C-Max	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	47	0	0	3	3	6	37	0	0	0	0	0
Queue Length 95th (ft)	#140	3	0	14	14	40	85	0	0	0	0	0
Internal Link Dist (ft)	420			420			341					
Turn Bay Length (ft)						125						
Base Capacity (vph)	379	576	179	294	2017							
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.25		0.05		0.23	0.35					

Intersection Summary

Area Type:	Other
Cycle Length: 61	
Actuated Cycle Length: 61	
Offset: 60 (98%), Referenced to phase 2 NBSSB and 6:, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 10.3	Intersection LOS: B
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	
* User Entered Value	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 17: [AU #229] 4th Avenue W & Center Road/Driveway



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	0	14	155	0	77	6	613	0	0	684	1
Traffic Volume (vph)	4	0	14	155	0	77	6	613	0	0	684	1
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	50	0	0	100	0	0	0	0	0
Storage Length (ft)	0	0	0	1	0	0	1	0	0	0	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	25	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.99	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.897	0.897	0.897	0.850	0.850	0.850	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	0	1634	0	1687	1467	0	1752	3505	0	0	3539	0
Satd. Flow (prot)	0	1634	0	1687	1467	0	1752	3505	0	0	3539	0
Flt Permitted	0	1559	0	1286	1467	0	473	3505	0	0	3539	0
Satd. Flow (perm)	0	1559	0	1286	1467	0	473	3505	0	0	3539	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	18	231	0	231	231	0	231	231	0	0	231	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	500	500	500	500	500	500	500	500	500	500	500	500
Travel Time (s)	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4
Conf. Peds. (#/hr)	14	24	24	24	24	24	24	24	24	24	24	24
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	0	21	0	176	88	0	7	697	0	0	778	0
Lane Group Flow (vph)	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	0	0	NA	0
Turn Type	4	4	4	8	8	4	2	2	2	2	6	6
Protected Phases	4	4	4	8	8	4	2	2	2	2	6	6
Permitted Phases	4	4	4	8	8	4	2	2	2	2	6	6
Detector Phase	4	4	4	8	8	4	2	2	2	2	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	27.0	21.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	54.5	54.5	54.5	54.5	54.5	54.5
Total Split (s)	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	61.6%	61.6%	61.6%	61.6%	61.6%	61.6%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Total Lost Time (s)	None	None	None	None	None	None	None	None	None	None	None	None
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	13.4	13.4	13.4	13.4	13.4	13.4	14.1	14.1	14.1	14.1	14.1	14.1
Act Effct Green (s)	0.39	0.39	0.39	0.41	0.41	0.41	0.51	0.60	0.62	0.62	0.62	0.62
Actuated g/C Ratio	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.33	0.36	0.36	0.36	0.36
v/c Ratio	4.6	4.6	4.6	10.6	10.6	10.6	10.3	7.2	6.8	6.8	6.8	6.8
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	4.6	4.6	4.6	10.6	10.6	10.6	10.3	7.2	6.8	6.8	6.8	6.8
Total Delay	A	A	A	B	A	A	B	A	A	A	A	A
LOS	4.6	4.6	4.6	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2
Approach Delay	A	A	A	A	A	A	A	A	A	A	A	A
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	9	0	25	0	0	1	26	0	0	27	0
Queue Length 95th (ft)	0	420	0	63	0	0	8	100	0	0	108	0
Internal Link Dist (ft)	0	420	0	420	0	0	699	699	0	0	1375	0
Turn Bay Length (ft)	0	0	0	50	0	0	100	3505	0	0	3539	0
Base Capacity (vph)	1287	1059	1249	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.17	0.07	0.01	0.20	0.01	0.20	0.22	0.02	0.22	0.22	0.22
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	88.5											
Actuated Cycle Length:	34.7											
Natural Cycle:	50											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.36											
Intersection Signal Delay:	7.0											
Intersection Capacity Utilization:	42.3%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	A											

Splits and Phases: 18: [AU #229] 4th Avenue W & 116th Place SW/Driveway



Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	56	279	152	173	573	137	113	327	153	77	413	84
Future Volume (vph)	56	279	152	173	573	137	113	327	153	77	413	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	0	0	250	0	0	225	300	300	300	325	1
Storage Lanes	1	0	0	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99	1.00	1.00	0.97	0.99	1.00	0.97	0.99	1.00	0.975	0.975
Fit	0.947			0.971			0.850			0.950		
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	*2000	0	1752	*1900	0	1703	3406	1524	1752	3405	0
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1717	3235	0	1746	3393	0	1695	3406	1483	1736	3405	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)		55		16					159		14	
Link Speed (mph)		38		40				38			40	
Link Distance (ft)		2381		1318				1455			1324	
Travel Time (s)		42.7		22.5				26.1			22.6	
Confl. Peds. (#/ht)	2		4	4		2	5		8	8		5
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
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	449	0	180	740	0	118	341	159	80	518	0
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	pm+ov	Prot	NA	6
Protected Phases												
Permitted Phases	7	4		3	8		5	2	3	1	6	
Detector Phase												
Switch Phase	7	4		3	8		5	2	3	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0	4.0	4.0	7.0	
Minimum Split (s)	8.0	36.5		8.0	32.5		8.0	33.5	8.0	8.0	32.5	
Total Split (s)	34.0	54.5		34.0	54.5		34.0	54.5	34.0	37.0	54.5	
Total Split (%)	18.9%	30.3%		18.9%	30.3%		18.9%	30.3%	18.9%	20.6%	30.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	3.0		0.0	0.0	0.0	0.0	-5.0	
Total Lost Time (s)	4.0	7.5		4.0	7.5		4.0	4.5	4.0	4.0	-0.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	8.7	39.0		16.7	49.4		12.9	25.9	43.1	10.1	28.3	
Actuated g/C Ratio	0.08	0.35		0.15	0.44		0.11	0.23	0.38	0.09	0.25	
v/c Ratio	0.44	0.62		0.69	0.88		0.61	0.43	0.24	0.51	0.60	
Control Delay	64.7	33.8		61.8	44.1		63.6	39.5	3.8	64.2	40.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	64.7	33.8		61.8	44.1		63.6	39.5	3.8	64.2	40.1	
LOS	E	C		E	D		E	D	A	E	D	
Approach Delay		37.4			47.6			34.9			43.3	
Approach LOS		D			D			C			D	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

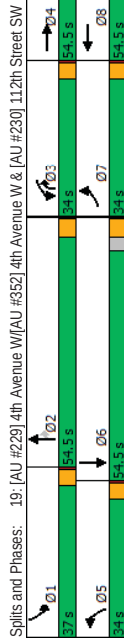
Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	40	118	123	247			81	110	0	55	166	
Queue Length 95th (ft)	98	242	233	#501			167	181	38	125	270	
Internal Link Dist (ft)		2301		1238				1375			1244	
Turn Bay Length (ft)	275		250	844			225		300	300		
Base Capacity (vph)	472	892	481	844			467	1559	845	529	1815	
Starvation Cap Reductn	0	0	0	0			0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0			0	0	0	0	0	
Storage Cap Reductn	0	0	0	0			0	0	0	0	0	
Reduced v/c Ratio	0.12	0.50	0.37	0.88			0.25	0.22	0.19	0.15	0.29	
Intersection Summary												
Area Type:	Other											
Cycle Length:	180											
Actuated Cycle Length:	112.3											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.88											
Intersection Signal Delay:	41.7											
Intersection Capacity Utilization:	62.2%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Intersection LOS: D

ICU Level of Service B



Lanes, Volumes, Timings
20: 115th St SW & 112th Street SW[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	383	8	6	788	18	14
Future Volume (vph)	383	8	6	788	18	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	0	0	0	0
Storage Lanes	0	1	1	1	1	0
Taper Length (ft)	0	25	25	0	25	0
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor	1.00	0.98	0.98	0.98	0.98	0.98
Frt	0.997					
Flt Protected						
Satd. Flow (prot)	3392	0	1752	3505	1738	0
Flt Permitted						
Satd. Flow (perm)	3392	0	0.511	0.973	0.973	0
Right Turn on Red						
Satd. Flow (RTOR)	8	Yes	928	3505	1738	Yes
Link Speed (mph)	30					
Link Distance (ft)	3508					
Travel Time (s)	79.7					
Confl. Peds. (#/hr)	22	22	22	22	22	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	3%	3%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	411	0	6	829	34	0
Turn Type	NA	Perm	NA	Prot	NA	Prot
Protected Phases	2			6	8	
Permitted Phases						
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	82.5%	82.5%	82.5%	82.5%	82.5%	82.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	-5.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	-1.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effect Green (s)	29.0	29.0	29.0	34.0	3.0	3.0
Actuated g/C Ratio	0.72	0.72	0.72	0.85	0.08	0.08
v/c Ratio	0.17	0.01	0.01	0.28	0.24	0.24
Control Delay	1.9	1.5	1.5	0.8	17.3	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.9	1.5	1.5	0.8	17.3	17.3
LOS	A	A	A	A	B	B
Approach Delay	1.9			0.8	17.3	
Approach LOS	A			A	B	
Queue Length 50th (ft)	8	0	0	0	4	4
Queue Length 95th (ft)	14	2	2	0	22	22
Internal Link Dist (ft)	3428			2301	420	420
Turn Bay Length (ft)				100		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
AM Peak-Hour

Lanes, Volumes, Timings
20: 115th St SW & 112th Street SW[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2461	672	2979	144		
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.01	0.28	0.24		
Intersection Summary						
Area Type:	Other					
Cycle Length:	40					
Actuated Cycle Length:	40					
Offset:	20 (50%), Referenced to phase 2EBT and 6\WBT. Start of Green					
Natural Cycle:	40					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.28					
Intersection Signal Delay:	1.6					
Intersection Capacity Utilization:	31.8%					
Analysis Period (min):	15					
Intersection LOS:	A					
ICU Level of Service:	A					

Splits and Phases: 20: 115th St SW & 112th Street SW[AU #230] 112th Street SW



Lanes, Volumes, Timings

21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2	498	0	0	892	2	0	0	1	3	0	15
Traffic Volume (vph)	2	498	0	0	892	2	0	0	1	3	0	15
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	100	0	100	0	0	0	0	0	0	0	0
Storage Length (ft)	1	0	0	1	0	0	0	0	0	0	0	0
Storage Lanes	25	25	0	25	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1703	3406	0	1845	3505	0	0	1644	0	0	1676	0
Satd. Flow (prot)	0.268	0.268	0	0.268	0.268	0	0	0.268	0	0	0.268	0
Flt Permitted	480	3406	0	1845	3505	0	0	1644	0	0	1691	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	1	30	30	1	30	30	1	30	30	1	30	30
Satd. Flow (RTOR)	38	1318	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Link Speed (mph)	23.6	23.6	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Link Distance (ft)	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Travel Time (s)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Peak Hour Factor	2	586	0	1051	0	0	0	1	0	0	22	0
Heavy Vehicles (%)	Perm	NA	Perm	NA	Perm	NA	NA	NA	NA	Perm	NA	NA
Shared Lane Traffic (%)	2	586	0	1051	0	0	0	1	0	0	22	0
Lane Group Flow (vph)	Perm	NA	Perm	NA	Perm	NA	NA	NA	NA	Perm	NA	NA
Turn Type	2	586	0	1051	0	0	0	1	0	0	22	0
Protected Phases	2	586	0	1051	0	0	0	1	0	0	22	0
Permitted Phases	2	586	0	1051	0	0	0	1	0	0	22	0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-1.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	30.0	35.0	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Actuated g/C Ratio	0.01	0.20	1.5	0.5	2.3	0.5	2.3	0.5	2.3	0.5	2.3	0.5
v/c Ratio	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	A	A	A	A	A	A	A	A	A	A	A	A
LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	1	0	0	0	0	0	0	0	0	0	0	0
Internal Link Dist (ft)	1238	1238	1238	1238	1238	1238	1238	1238	1238	1238	1238	1238
Turn Bay Length (ft)	100	100	100	100	100	100	100	100	100	100	100	100
Base Capacity (vph)	360	2980	360	2980	360	2980	360	2980	360	2980	360	2980
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.20	0.20	0.40	0.40	0.40	0.00	0.00	0.00	0.00	0.20	0.20
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset:	20 (50%), Referenced to phase 2EBTL and 6:WBTL, Start of Green											
Natural Cycle:	40											
Control Type:	Prelimed											
Maximum v/c Ratio:	0.40											
Intersection Signal Delay:	1.8											
Intersection Capacity Utilization	35.2%											
Analysis Period (min)	15											
Intersection LOS:	A											
ICU Level of Service	A											

Splits and Phases: 21: Meridian Avenue/Driveway & [AU #230] 112th Street SW/112th Street SW



Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

	↔	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗	↖	↔	↖	↗

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB
Queue Length 50th (ft)	19	0		7	0		2	47		4	16	
Queue Length 95th (ft)	47	0		25	10		13	#293		19	154	
Internal Link Dist (ft)		1085			91.4			1157			2114	
Turn Bay Length (ft)	90			125			150			250		
Base Capacity (vph)	373	449		412	209		265	3855		237	2261	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.01		0.04	0.04		0.02	0.35		0.05	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 30 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 15.7
Intersection LOS: B

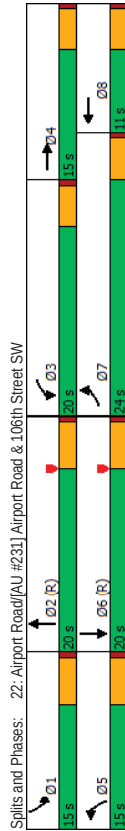
Intersection Capacity Utilization 40.5%

Analysis Period (min) 15

★ User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BJL 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [BJL 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	62	15	73	87	26	59	114	942	317	84	825	71
Future Volume (vph)	62	15	73	87	26	59	114	942	317	84	825	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	200	200	140	65	350	350	350	0	300	0	0
Storage Lanes	1	1	1	1	1	1	1	1	0	1	0	0
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								0.99	0.99	1.00	0.98	0.98
Fit	0.950		0.850	0.950		0.850	0.950	0.962	0.962	0.950	0.988	0.988
Fit Protected												
Satd. Flow (prot)	1656	1743	1482	1641	1727	1468	1736	*5500	0	1626	4617	0
Fit Permitted	0.950		0.950	0.950		0.950	0.950			0.950	0.950	0
Satd. Flow (perm)	1656	1743	1482	1641	1727	1468	1736	4749	0	1621	4617	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30	97		30	97		80			12	
Link Speed (mph)		30			30			48			50	
Link Distance (ft)		858			1387			2194			2138	
Travel Time (s)		19.5			31.5			31.2			29.2	
Confl. Peds. (#/hr)								7			7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	9%	9%	9%	10%	10%	10%	4%	4%	4%	11%	11%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	17	83	99	30	67	130	1430	0	95	1019	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases												
Permitted Phases	7	4	4	3	8	8	5	2	1	6	6	6
Detector Phase												
Switch Phase	7	4	4	3	8	8	5	2	1	6	6	6
Minimum Initial (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	12.0		4.0	12.0	
Minimum Split (s)	8.0	34.5	34.5	8.0	35.5	35.5	8.0	28.5		8.0	29.5	
Total Split (s)	28.5	28.5	28.5	23.5	23.5	23.5	24.0	64.5		19.0	64.5	
Total Split (%)	19.6%	19.6%	19.6%	16.2%	16.2%	16.2%	16.5%	44.3%		13.1%	44.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5		4.0	-0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.2	7.1	7.1	9.6	7.8	7.8	10.7	33.1		9.5	28.1	
Actuated g/C Ratio	0.14	0.12	0.12	0.16	0.13	0.13	0.18	0.55		0.16	0.47	
v/c Ratio	0.31	0.08	0.32	0.38	0.13	0.24	0.42	0.47		0.37	0.47	
Control Delay	32.6	32.1	10.1	32.0	30.6	6.0	31.2	12.6		32.0	14.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.6	32.1	10.1	32.0	30.6	6.0	31.2	12.6		32.0	14.2	
LOS	C	C	C	C	C	A	C	B		C	B	
Approach Delay		21.6										
Approach LOS		C										

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

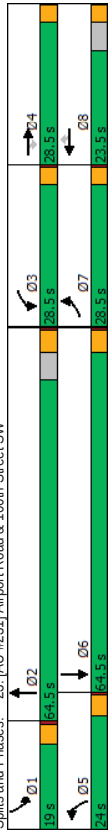
2024 Future Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	24	6	0	34	10	0	44	131		33	98	
Queue Length 95th (ft)	71	27	31	90	38	19	110	224		87	172	
Internal Link Dist (ft)		778			1307			2114			2058	
Turn Bay Length (ft)	200	200	200	140	65	350	350	350		300	4341	
Base Capacity (vph)	780	821	749	773	813	743	654	5317		459	0	
Sanitation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.02	0.11	0.13	0.04	0.09	0.20	0.27		0.21	0.23	
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	145.5											
Actuated Cycle Length:	60											
Natural Cycle:	85											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.47											
Intersection Signal Delay:	15.7											
Intersection LOS:	B											
ICU Level of Service A												
Intersection Capacity Utilization	51.6%											
Analysis Period (min)	15											
* User Entered Value												

Splits and Phases: 23: [AU #231] Airport Road & 100th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
AM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	45	4	23	7	2	29	54	908	114	236	962	45
Future Volume (vph)	45	4	23	7	2	29	54	908	114	236	962	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185	0	0	125	0	0	260	0	0	250	0	0
Storage Lanes	1	0	0	1	1	1	1	1	0	1	1	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99	0.99	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.871					0.850		0.983			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1511	0	1299	1367	1162	1736	4891	0	1656	4719	0
Flt Permitted	0.757			0.739			0.950			0.950		
Satd. Flow (perm)	1321	1511	0	1006	1367	1139	1731	4891	0	1655	4719	0
Right Turn on Red			Yes		Yes				Yes			Yes
Satd. Flow (RTOR)	24			30		69		49		1	16	
Link Speed (mph)	30			649				48		50		
Link Distance (ft)	429			14.8				2138		1785		
Travel Time (s)	9.8			5		9	5	30.4		24.3		
Confl. Peds. (#/ht)	9			5		5	5		1	1		5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	8%	8%	39%	39%	39%	4%	4%	4%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	28	0	7	2	31	57	1087	0	251	1071	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	Prot	NA	Prot	NA	NA	0
Protected Phases	4	4		8	8	8	5	2	1	6		
Permitted Phases	4	4		8	8	8	5	2	1	6		
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		3.0	15.0	
Minimum Split (s)	33.0	33.0		33.0	33.0	33.0	9.0	28.5		8.0	34.0	
Total Split (s)	13.5	13.5		13.5	13.5	13.5	19.0	54.5		19.0	54.5	
Total Split (%)	15.5%	15.5%		15.5%	15.5%	15.5%	21.8%	62.6%		21.8%	62.6%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	3.5	3.5		3.5	3.5	3.5	4.0	-0.5		4.0	-0.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)	9.2	9.2		9.1	9.1	9.1	6.8	25.0		13.7	37.0	
Actuated g/C Ratio	0.18	0.18		0.18	0.18	0.18	0.13	0.49		0.27	0.73	
v/c Ratio	0.20	0.09		0.04	0.01	0.12	0.25	0.45		0.56	0.31	
Control Delay	21.2	10.4		19.3	18.5	11.2	28.6	11.2		27.2	6.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.2	10.4		19.3	18.5	11.2	28.6	11.2		27.2	6.9	
LOS	C	B		B	B	A	C	B		C	A	
Approach Delay		17.2						12.0			10.8	
Approach LOS		B			A			B			B	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

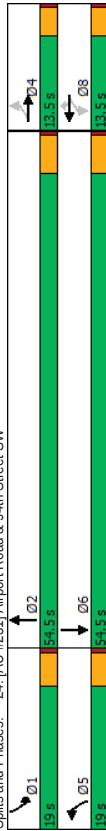
AM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	13	1		2	1		0	15	70	59	45	
Queue Length 95th (ft)	41	18		11	5	4	63	194	255	174		
Internal Link Dist (ft)	349			569			2058			1705		
Turn Bay Length (ft)	185			125			260			250		
Base Capacity (vph)	350	418		267	363	353	572	4563		546	4401	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.07		0.03	0.01	0.09	0.10	0.24		0.46	0.24	
Intersection Summary												
Area Type:	Other											
Cycle Length:	87											
Actuated Cycle Length:	50.6											
Natural Cycle:	80											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.56											
Intersection Signal Delay:	11.5											
Intersection Capacity Utilization	54.6%											
Analysis Period (min)	15											
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 24: [AU #231] Airport Road & 94th Street SW



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

AM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	188	3	65	42	3	38	201	781	42	98	1003	424
Future Volume (vph)	188	3	65	42	3	38	201	781	42	98	1003	424
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	90		0	225		0	110		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25		25			25			25			0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00										
Frt	0.950	0.954	0.850	0.950	0.860		0.950	0.992		0.950	0.955	
Flt Protected	1633	1640	1538	976	871	0	1752	4996	0	1736	4763	0
Satd. Flow (prot)	0.950	0.954	0.950	0.950	0.950		0.950	0.950		0.950	0.950	
Flt Permitted	1628	1635	1538	976	871	0	1752	4996	0	1736	4763	0
Satd. Flow (perm)			Yes			Yes			Yes			Yes
Right Turn on Red												
Satd. Flow (RTOR)			91		41		6				72	
Link Speed (mph)		30			30		48				30	
Link Distance (ft)		517			773		1785				560	
Travel Time (s)		11.8			17.6		25.4				12.7	
Confl. Peds. (#/ht)	2					2						
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
Heavy Vehicles (%)	5%	5%	5%	85%	85%	85%	3%	3%	3%	4%	4%	4%
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	104	103	71	46	44	0	218	895	0	107	1551	0
Turn Type	Split	NA	Perm	Split	NA	Prot	Prot	NA	Prot	Prot	NA	0
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	20.0	20.0	20.0	30.5	30.5		8.0	41.0		8.0	26.5	
Total Split (s)	23.5	23.5	23.5	38.5	38.5		39.0	54.5		29.0	54.5	
Total Split (%)	15.1%	15.1%	15.1%	24.8%	24.8%		25.1%	35.0%		18.6%	35.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	-5.0		0.0	0.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5		4.0	-0.5		4.0	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	12.6	12.6	12.6	9.7	9.7		17.9	51.5		11.3	39.5	
Actuated g/C Ratio	0.13	0.13	0.13	0.10	0.10		0.19	0.55		0.12	0.42	
v/c Ratio	0.48	0.47	0.25	0.46	0.35		0.65	0.33		0.51	0.76	
Control Delay	51.5	51.3	7.9	61.0	23.9		48.9	13.4		53.9	26.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.5	51.3	7.9	61.0	23.9		48.9	13.4		53.9	26.6	
LOS	D	D	A	E	C		D	B		D	C	
Approach Delay		40.3						20.4			28.3	
Approach LOS		D						C			C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

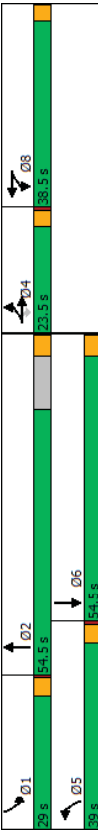
AM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	62	0	0	27	2	124	103			62	272	
Queue Length 95th (ft)	146	145	29	77	40	249	187			143	458	
Internal Link Dist (ft)	437			693			1705				480	
Turn Bay Length (ft)	200		200	90		225				110		
Base Capacity (vph)	378	380	426	396	377	711	3571			503	2792	
Sanitation Cap Reductn	0	0	0	0	0	0	0			0	53	
Spillback Cap Reductn	0	0	0	0	0	0	0			0	0	
Storage Cap Reductn	0	0	0	0	0	0	0			0	0	
Reduced v/c Ratio	0.28	0.27	0.17	0.12	0.12	0.31	0.25			0.21	0.57	
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	155.5											
Actuated Cycle Length:	93.7											
Natural Cycle:	100											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.76											
Intersection Signal Delay:	27.0											
Intersection LOS:	C											
ICU Level of Service B												
Intersection Capacity Utilization	62.4%											
Analysis Period (min)	15											

Splits and Phases: 25: [AU #231] Airport Road/Airport Road & Kasch Park Road



Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑	↑	↓	↓
Traffic Volume (vph)	24	19	557	22	20	609
Future Volume (vph)	24	19	557	22	20	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	0
Storage Lanes	1	0	1	1	1	1
Taper Length (ft)	25	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	0.850		
Frt	0.940					
Flt Protected	0.973				0.950	
Satd. Flow (prot)	1624	0	1827	1553	1719	1810
Flt Permitted	0.973				0.366	
Satd. Flow (perm)	1624	0	1827	1501	662	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21			24		
Link Speed (mph)	30		40			40
Link Distance (ft)	500		1324			1345
Travel Time (s)	11.4		22.6			22.9
Confl. Peds. (#/hr)				4	4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	4%	4%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	605	24	22	662
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phases				2	6	
Detector Phase	3		2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	22.5	22.5	22.5	9.0	22.0
Total Split (s)	29.0	54.5	54.5	19.0	64.5	64.5
Total Split (%)	28.3%	53.2%	53.2%	18.5%	62.9%	62.9%
Yellow Time (s)	3.5	4.0	4.0	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-0.5	4.5	4.0	4.0	4.0
Lead/Lag		Lag	Lag	Lead	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	Max	Max	Max	None	Max
Act Effct Green (s)	6.2	71.4	68.4	70.8	72.4	72.4
Actuated g/C Ratio	0.08	0.88	0.84	0.87	0.89	0.89
v/c Ratio	0.33	0.38	0.02	0.03	0.41	0.41
Control Delay	28.9	3.0	1.8	1.6	2.5	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	3.0	1.8	1.6	2.5	2.5
LOS	C	A	A	A	A	A
Approach Delay	28.9		3.0			2.5
Approach LOS	C	A				A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 Future Year Operations

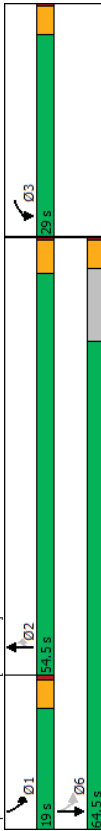
AM Peak-Hour

Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	14		22	0	1	58
Queue Length 95th (ft)	42		143	7	5	115
Internal Link Dist (ft)	420		1244			1265
Turn Bay Length (ft)					100	
Base Capacity (vph)	515		1603	1267	771	1666
Sanvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.09		0.38	0.02	0.03	0.40
Intersection Summary						
Area Type: Other						
Cycle Length: 102.5						
Actuated Cycle Length: 81.3						
Natural Cycle: 60						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.41						
Intersection Signal Delay: 3.6						
Intersection Capacity Utilization 42.9%						
Analysis Period (min) 15						
Intersection LOS: A						
ICU Level of Service A						

Splits and Phases: 26: [AU #352] 4th Avenue W & 108th Street SW



Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	5	0	552	7	0	528	0
Future Volume (vph)	0	0	0	4	0	5	0	552	7	0	528	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	100	0	0	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt					0.926			0.998				
Flt Protected					0.978							
Satd. Flow (prot)	0	1900	0	0	1721	0	1792	1788	0	1845	1845	0
Flt Permitted												
Satd. Flow (perm)	0	1900	0	0	1759	0	1792	1788	0	1845	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27							
Link Speed (mph)					30			40				30
Link Distance (ft)					500			1345				1312
Travel Time (s)					11.4			22.9				29.8
Confl. Peds. (#/hr)							2		2	2		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	11	0	0	635	0	0	600	0
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8		2				6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	6.0	6.0	6.0	6.0	6.0	6.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	-1.0		4.0		4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					2.0			35.0				30.0
Actuated g/C Ratio					0.05			0.88				0.75
v/c Ratio					0.10			0.41				0.43
Control Delay					6.8			1.3				3.0
Queue Delay					0.0			0.0				0.0
Total Delay					6.8			1.3				3.0
LOS					A			A				A
Approach Delay					6.8			1.3				3.0
Approach LOS					A			A				A
Queue Length 50th (ft)					0			0				25
Queue Length 95th (ft)					6			0				46
Internal Link Dist (ft)		420			420			1265				1232
Turn Bay Length (ft)												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

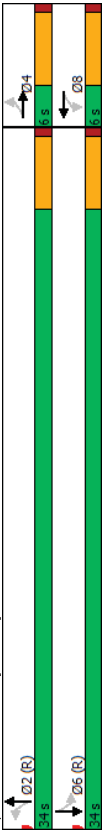
AM Peak-Hour

Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)							113	1564				1383
Starvation Cap Reductn							0	0				0
Spillback Cap Reductn							0	0				0
Storage Cap Reductn							0	0				0
Reduced v/c Ratio							0.10	0.41				0.43
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset: 0 (0%), Referenced to phase 2/NBTL and 6/SBTL, Start of Green												
Natural Cycle: 45												
Control Type: Prelimed												
Maximum v/c Ratio: 0.43												
Intersection Signal Delay: 2.2												
Intersection Capacity Utilization 39.5%												
Analysis Period (min) 15												
Intersection LOS: A												
ICU Level of Service A												

Splits and Phases: 27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW



2024 Future Year Operations PM Peak-Hour Arterial Level of Service Analysis

Arterial Level of Service

Arterial Level of Service: NB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Gibson Road	II	38	48.7	10.0	58.7	0.52	32.1	B
Center Road	II	38	28.9	14.1	43.0	0.28	23.8	C
Fairmount Elementary	II	38	25.0	11.7	36.7	0.23	22.3	C
112th Street SW	II	38	16.0	18.4	34.4	0.14	14.5	E
Airport Road	II	38	18.3	38.5	56.8	0.16	10.1	F
Total	II		136.9	92.7	229.6	1.33	20.9	D

Arterial Level of Service: SB [AU #227] Beverly Park Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
112th Street SW	II	40	18.3	18.1	36.4	0.16	15.7	E
Fairmount Elementary	II	40	16.0	8.6	24.6	0.14	20.3	D
Center Road	II	40	25.0	13.3	38.3	0.23	21.4	D
Gibson Road	II	40	28.9	9.7	38.6	0.28	26.5	C
SR-525	II	40	48.7	88.2	136.9	0.52	13.8	E
Total	II		136.9	137.9	274.8	1.33	17.4	D

Arterial Level of Service: EB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Admiralty Way	III	35	48.5	15.1	63.6	0.40	22.9	C
Gibson Road	III	35	31.4	7.7	39.1	0.26	24.1	B
8th Avenue W	III	35	33.6	9.5	43.1	0.28	23.4	C
5th Avenue W	III	30	20.3	2.2	22.5	0.15	24.2	B
4th Avenue W	III	30	13.8	94.2	108.0	0.10	3.3	F
I-5 Southbound Ramps	III	30	22.1	154.6	176.7	0.17	3.4	F
Total	III		169.7	283.3	453.0	1.36	10.8	E

Arterial Level of Service: WB [AU #228] Airport Road/128th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	I	35	20.6	27.8	48.4	0.17	12.3	F
5th Avenue W	I	35	12.2	3.2	15.4	0.10	22.8	D
8th Avenue W	I	50	15.1	6.6	21.7	0.15	25.1	D
Gibson Road	I	50	26.6	3.3	29.9	0.28	33.7	C
Admiralty Way	I	55	25.4	13.6	39.0	0.26	24.2	D
SR-99	I	50	34.7	98.1	132.8	0.40	11.0	F
Total	I		134.6	152.6	287.2	1.36	17.0	E

Arterial Level of Service

Arterial Level of Service: NB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Mariner Square	II	40	9.6	5.4	15.0	0.08	20.1	D
124th Street SW	II	40	19.7	9.3	29.0	0.17	21.3	D
120th Street SW	II	40	27.4	17.5	44.9	0.25	20.0	D
Center Road/Driveway	II	40	9.2	5.6	14.8	0.08	19.4	D
116th Place SW/Drive	II	40	17.0	5.5	22.5	0.15	23.6	C
[AU #230] 112th Stre	II	40	28.1	57.9	86.0	0.28	11.5	F
Total	II		111.0	101.2	212.2	1.01	17.1	D

Arterial Level of Service: SB [AU #229] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
116th Place SW/Drive	III	35	33.1	3.2	36.3	0.28	27.3	B
Center Road/Driveway	III	35	18.9	18.1	37.0	0.15	14.4	D
120th Street SW	III	35	10.8	8.1	18.9	0.08	15.2	D
124th Street SW	III	35	29.9	4.7	34.6	0.25	25.9	B
Mariner Square	III	35	22.0	3.7	25.7	0.17	24.0	B
[AU #228] Airport Ro	III	35	11.3	40.3	51.6	0.08	5.9	F
Total	III		126.0	78.1	204.1	1.01	17.8	D

Arterial Level of Service: EB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #229] 4th Avenue	II	37	46.9	74.3	121.2	0.45	13.4	E
Meridian Avenue/Driv	II	38	27.5	1.3	28.8	0.25	31.2	B
Total	II		74.4	75.6	150.0	0.70	16.8	E

Arterial Level of Service: WB [AU #230] 112th Street SW

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
[AU #352] 4th Avenue	II	40	27.5	30.9	58.4	0.25	15.4	E
115th St SW	II	40	42.8	0.6	43.4	0.45	37.4	A
Total	II		70.3	31.5	101.8	0.70	24.8	C

Arterial Level of Service: NB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
100th Street SW	I	47	39.1	21.5	60.6	0.42	24.7	D
94th Street SW	I	47	38.1	33.2	71.3	0.40	20.4	E
Kasch Park Road	I	47	32.8	48.8	81.6	0.34	14.9	F
Total	I		110.0	103.5	213.5	1.16	19.5	E

Arterial Level of Service

Arterial Level of Service: SB [AU #231] Airport Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
94th Street SW	II	45	32.5	7.2	39.7	0.34	30.7	B
100th Street SW	II	45	38.1	30.7	68.8	0.40	21.2	D
106th Street SW	II	45	39.1	17.5	56.6	0.42	26.4	C
Total	II		109.7	55.4	165.1	1.16	25.3	C

Arterial Level of Service: NB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	III	35	30.1	9.0	39.1	0.25	23.1	C
104th Street SW	III	35	30.6	2.1	32.7	0.25	28.0	B
Total	III		60.7	11.1	71.8	0.51	25.3	B

Arterial Level of Service: SB [AU #352] 4th Avenue W

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
108th Street SW	II	40	28.0	6.9	34.9	0.25	26.3	C
[AU #230] 112th Stre	II	40	27.6	44.5	72.1	0.25	12.5	F
Total	II		55.6	51.4	107.0	0.51	17.0	D

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
Traffic Volume (vph)	802	632	30	673	463	95	35	1203	505	544	2097	442
Future Volume (vph)	802	632	30	673	463	95	35	1203	505	544	2097	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0	25		0	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		0.99					0.98	1.00		
Ft		0.993			0.975				0.850			0.850
Flt Protected		0.950		0.950		0.950		0.950		0.950		0.950
Satd. Flow (prot)	3219	3292	0	3351	*2750	0	1711	3422	1531	3302	3404	1523
Flt Permitted		0.950		0.950		0.950		0.950		0.950		0.950
Satd. Flow (perm)	3219	3292	0	3327	3369	0	1711	3422	1501	3295	3404	1523
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3		14		204		30			30	
Link Speed (mph)		30		40		2764		1344			2044	
Link Distance (ft)		1789										
Travel Time (s)		40.7		47.1				30.5			46.5	
Confl. Peds. (#/hr)			10	10					5			
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	872	720	0	732	606	0	38	1308	549	591	2279	480
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	Perm	Prot	NA	Perm
Permitted Phases		7	4	3	8		5	2	2	1	6	
Detector Phase		7	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0		5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0	11.0	46.0	46.0	11.0	46.0	46.0	46.0
Total Split (s)	29.0	56.0		24.0	51.0	11.0	69.0	69.0	21.0	79.0	79.0	79.0
Total Split (%)	17.1%	32.9%		14.1%	30.0%	6.5%	40.6%	40.6%	12.4%	46.5%	46.5%	46.5%
Yellow Time (s)	4.0	4.0		4.0		4.0	5.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0		5.0	6.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	None	None	None	Min	Min
Act Effect Green (s)	24.0	45.1		19.0	37.1		6.0	63.1	63.1	16.0	75.4	75.4
Actuated g/C Ratio	0.15	0.27		0.12	0.23		0.04	0.38	0.38	0.10	0.46	0.46
v/c Ratio	1.85	0.80		1.89	0.96		0.61	1.00	0.78	1.84	1.46	0.55
Control Delay	427.3	622		444.8	88.2		116.2	73.6	36.9	426.1	243.5	13.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	427.3	622		444.8	88.2		116.2	73.6	36.9	426.1	243.5	13.8
LOS	F	E		F	F		F	E	D	F	F	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		262.1				283.3		63.8				
Approach LOS		F			F			E				F
Queue Length 50th (ft)		~737			378		41	~748		351	~497	128
Queue Length 95th (ft)		#902			457		#108	#958		543	#644	254
Internal Link Dist (ft)		1709			2684		1264					1964
Turn Bay Length (ft)		190			130		145			165	310	500
Base Capacity (vph)		471			388		731	62	1314	702	321	1563
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		1.85			0.70		1.89	0.83		0.61	1.00	0.78
										1.84	1.46	0.55

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 164.2

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.89

Intersection Signal Delay: 211.7

Intersection Capacity Utilization 122.0%

Analysis Period (min): 15

Description: SR-525 is north-south and Beverly Park Road is northeast-southwest

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	3	12	60	5	37	80	1241	79	52	1464	59
Future Volume (vph)	10	3	12	60	5	37	80	1241	79	52	1464	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	30	150	0	0	150	0	0
Storage Lanes	0	0	0	0	0	1	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	1	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	1.00	1.00	0.99	1.00	1.00
Frt	0.935					0.850	0.991			0.950	0.994	
Flt Protected	0.980				0.956		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1798	1599	1752	3467	0	1770	3513	0
Flt Permitted	0.876				0.724		0.101			0.160		
Satd. Flow (perm)	0	1544	0	0	1357	1578	186	3467	0	298	3513	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	12			3		65		8			5	
Link Speed (mph)	35				35			38			40	
Link Distance (ft)	561				709			2764			1498	
Travel Time (s)	11.3				13.8			49.6			25.5	
Confl. Peds. (#/ht)	1			3		1		6		4	4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	67	38	82	1360	0	54	1570	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	NA	0
Protected Phases							5	2		1	6	
Permitted Phases	4	4	8	8	8	8	2	2	6	6	6	
Detector Phase	4	4	8	8	8	8	5	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	30.5	9.5	24.0	9.5	29.0	29.0	29.0
Total Split (s)	34.5	34.5	34.5	34.5	34.5	34.5	19.5	55.0	19.5	55.0	55.0	55.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	31.7%	31.7%	17.9%	50.5%	17.9%	50.5%	50.5%	50.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	None	None
Act Effct Green (s)	10.4	10.4	10.4	10.4	10.4	10.4	60.7	57.6	58.7	59.0	59.0	59.0
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.76	0.72	0.73	0.74	0.74	0.74
v/c Ratio	0.12	0.12	0.12	0.38	0.15	0.32	0.54	0.17	0.17	0.61	0.61	0.61
Control Delay	21.4	21.4	21.4	37.7	4.0	7.3	10.0	5.3	9.7	9.7	9.7	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	21.4	21.4	37.7	4.0	7.3	10.0	5.3	9.7	9.7	9.7	9.7
LOS	C	C	C	D	A	A	A	B	A	A	A	A
Approach Delay	21.4	21.4	21.4	25.5			9.9				9.5	
Approach LOS	C	C	C	C			A				A	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

2. [AU #227] Beverly Park Road & Gibson Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	6			31		0	7	171				
Queue Length 95th (ft)	27			68		11	34	416				
Internal Link Dist (ft)	501			629				2684				
Turn Bay Length (ft)						30	150					
Base Capacity (vph)	593			514		638	442	2497				
Spillback Cap Reductn	0			0		0	0	0				
Spillback Cap Reductn	0			0		0	0	0				
Storage Cap Reductn	0			0		0	0	0				
Reduced v/c Ratio	0.04			0.13		0.06	0.19	0.54				
Intersection Summary												
Area Type:	Other											
Cycle Length:	109											
Actuated Cycle Length:	80.1											
Natural Cycle:	80											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.61											
Intersection Signal Delay:	10.3											
Intersection Capacity Utilization:	67.2%											
Analysis Period (min):	15											
Description:	Beverly Park Road is NB/SB and Gibson Road is E/W. This is rotated for analysis purposes from the Snohomish County Timings.											
Splits and Phases:	2. [AU #227] Beverly Park Road & Gibson Road											
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12
	19.5 s	55 s	55 s	34.5 s	19.5 s	55 s	55 s	34.5 s	19.5 s	55 s	55 s	34.5 s

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	71	38	286	64	12	55	67	1462	106	30	1105	11
Future Volume (vph)	71	38	286	64	12	55	67	1462	106	30	1105	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%	0%	0%	0%	2%	0%	-1%	0%	0%	0%	0%	0%
Storage Length (ft)	75	0	60	0	0	0	150	0	150	0	0	0
Storage Lanes	1	0	0	1	0	0	2	0	2	0	0	0
Taper Length (ft)	25	0	25	0	25	0	25	0	25	0	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.868			0.877			0.990			0.999		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1633	0	1639	1513	0	1761	3481	0	1787	3570	0
Flt Permitted	0.697			0.476			0.130			0.117		
Satd. Flow (perm)	1311	1633	0	821	1513	0	241	3481	0	220	3570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	261			55			7				1	
Link Speed (mph)	30			30			38				40	
Link Distance (ft)	631			1366			1498				1200	
Travel Time (s)	14.3			31.0			26.9				20.5	
Confl. Peds. (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	1%	1%	9%	9%	9%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	324	0	64	67	0	67	1568	0	30	1116	0
Turn Type	pm-pt	NA		pm-pt	NA		pm-pt	NA		pm-pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.0	28.0		9.0	28.0		9.5	22.5		9.5	26.5	
Total Split (s)	19.0	39.0		19.0	39.0		19.5	39.5		19.5	39.5	
Total Split (%)	16.2%	33.3%		16.2%	33.3%		16.7%	33.8%		16.7%	33.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.5	-0.5		4.5	-0.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	14.1	8.6		13.6	8.3		39.5	42.4		36.4	37.5	
Actuated g/C Ratio	0.21	0.13		0.21	0.13		0.60	0.64		0.55	0.57	
v/c Ratio	0.22	0.74		0.26	0.28		0.24	0.70		0.12	0.55	
Control Delay	20.6	18.7		21.7	14.6		9.3	14.1		8.5	13.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.6	18.7		21.7	14.6		9.3	14.1		8.5	13.3	
LOS	C	B		C	B		A	B		A	B	
Approach Delay		19.0			18.0			13.9			13.1	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

3. [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	21	23		19	4		10	160		4	154	
Queue Length 95th (ft)	55	109		51	39		33	4552		18	299	
Internal Link Dist (ft)		551			1286			1418			1120	
Turn Bay Length (ft)	75		60			150						
Base Capacity (vph)	501	1013	435	854		504	2227			502	2237	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.32		0.15	0.08		0.13	0.70		0.06	0.50	

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 66.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Capacity Delay: 14.4

Intersection Signal Utilization 85.5%

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3. [AU #227] Beverly Park Road & Center Road



Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	W	W	W	W
Traffic Volume (vph)	23	58	1536	6	34	1116
Future Volume (vph)	23	58	1536	6	34	1116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	1.00	1.00	1.00			
Frt	0.904	0.999				
Flt Protected	0.986			0.950		
Satd. Flow (prot)	1644	0	3535	0	1770	3539
Flt Permitted	0.986			0.103		
Satd. Flow (perm)	1643	0	3535	0	192	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	62					
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1200			733
Travel Time (s)	8.9		21.5			12.5
Confl. Peds. (#/hr)	1			9	9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	0	1658	0	37	1200
Turn Type	Prot		NA	pm+pt	NA	
Protected Phases	8		2	1	6	
Permitted Phases				6		
Detector Phase	8		2	1	6	
Switch Phase						
Minimum Initial (s)	5.0		7.0		5.0	7.0
Minimum Split (s)	31.5		26.5		9.5	20.5
Total Split (s)	34.5		29.5		28.5	29.5
Total Split (%)	37.3%		31.9%		30.8%	31.9%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		-5.0		0.0	3.0
Total Lost Time (s)	4.5		-0.5		4.5	7.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	9.4		39.2		37.9	36.6
Actuated g/C Ratio	0.17		0.72		0.70	0.68
v/c Ratio	0.26		0.65		0.13	0.50
Control Delay	9.7		11.7		6.6	8.6
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	9.7		11.7		6.6	8.6
LOS	A		B		A	A
Approach Delay	9.7		11.7		8.5	
Approach LOS	A		B		A	
Queue Length 50th (ft)	7		48		2	81
Queue Length 95th (ft)	33		#585		21	294
Internal Link Dist (ft)	313		1120			653

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)	962		2564		853	3274
Base Capacity (vph)	0		0		0	0
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.09		0.65		0.04	0.37
Intersection Summary						
Area Type:	Other					
Cycle Length:	92.5					
Actuated Cycle Length:	54.1					
Natural Cycle:	80					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.65					
Intersection Signal Delay:	10.3					
Intersection Capacity Utilization	54.6%					
Analysis Period (min)	15					
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases:	4: [AU #227] Beverly Park Road & Fairmount Elementary					
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
	28.5 s	29.5 s	34.5 s	34.5 s	34.5 s	34.5 s

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	33	216	30	351	57	0	22	959	558	0	749	8
Future Volume (vph)	33	216	30	351	57	0	22	959	558	0	749	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	0	250	0	0	0	135	0	0	0	0
Storage Lanes	1	0	0	2	0	0	1	1	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	0	0	0
Lane Util. Factor	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	0.982								0.98	1.00	0.98	
Flt Protected	0.950			0.950			0.950		0.850	0.998		
Satd. Flow (prot)	1770	3469	0	3433	1863	0	1752	3505	1568	0	3531	0
Flt Permitted	0.950			0.950			0.159					
Satd. Flow (perm)	1770	3469	0	3433	1863	0	293	3505	1543	0	3531	0
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)		10						38	280		1	
Link Speed (mph)		30						733			40	
Link Distance (ft)		433						13.2			838	
Travel Time (s)		9.8									14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	256	0	366	59	0	23	999	581	0	788	0
Turn Type	Prot	NA	NA	Prot	NA	NA	pm+pt	NA	pm+ow	0	INA	0
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases							2	2	2			
Detector Phase	7	4		3	8		5	2	3		6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	7.0	5.0		7.0	
Minimum Split (s)	11.0	36.0		9.0	36.0		9.0	33.5	9.0		30.5	
Total Split (s)	24.0	34.0		29.0	34.0		32.0	44.5	29.0		44.5	
Total Split (%)	17.2%	24.4%		20.8%	24.4%		22.9%	31.9%	20.8%		31.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0	3.5		4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5		0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		-2.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.0		2.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	
Recall Mode	None	None		None	None		None	None	None		Min	
Act Effct Green (s)	6.4	10.5		13.7	22.5		26.4	25.9	40.1		25.2	
Actuated g/C Ratio	0.10	0.17		0.22	0.36		0.42	0.41	0.63		0.40	
v/c Ratio	0.19	0.44		0.49	0.09		0.09	0.70	0.54		0.56	
Control Delay	34.0	27.9		26.4	19.8		12.1	18.4	4.0		18.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.6		0.0	
Total Delay	34.0	27.9		26.4	19.8		12.1	18.4	4.6		18.1	
LOS	C	C		C	B		B	B	A		B	
Approach Delay		28.6			25.5			13.3			18.1	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C	C	C	C	C	C	B	B	B	B	B	B
Queue Length 50th (ft)	11	42	15	58	15	5	156	32	104			
Queue Length 95th (ft)	45	100	53	132	53	19	263	83	234			
Internal Link Dist (ft)	250	353	758	250	353	758	653	135	2501			
Turn Bay Length (ft)	590	1739	1086	1430	1086	831	3379	1338	392			
Base Capacity (vph)	0	0	0	0	0	0	0	0	0			
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0	0	0	0			
Reduced v/c Ratio	0.06	0.15	0.26	0.05	0.05	0.03	0.30	0.61	0.32			
Intersection Summary	Other											
Area Type:	Cycle Length: 139.5											
Actuated Cycle Length:	63.3											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.70											
Intersection Signal Delay:	17.6											
Intersection Capacity Utilization:	53.9%											
Analysis Period (min):	15											
Intersection LOS:	B											
ICU Level of Service:	A											

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	496	425	17	47	175	17	9	497	82	20	1051	587
Traffic Volume (vph)	496	425	17	47	175	17	9	497	82	20	1051	587
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	12	12	11	11	11	11	11	11
Lane Width (ft)	140	0%	0	100	0	0	250	1%	0	250	0	0
Grade (%)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Length (ft)	25	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91
Taper Length (ft)	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99
Lane Util. Factor	1.00	0.994	0.987	0.987	0.987	0.987	0.979	0.979	0.950	0.950	0.946	0.946
Ped Bike Factor	0.950	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Ft	0.950	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Flt Protected	3	1	3	3	3	3	3	3	3	3	3	3
Satd. Flow (prot)	3335	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Flt Permitted	0.950	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Satd. Flow (perm)	3325	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	3	1	3	3	3	3	3	3	3	3	3	3
Link Speed (mph)	38	38	38	38	38	38	38	38	38	38	38	38
Link Distance (ft)	838	838	838	838	838	838	838	838	838	838	838	838
Travel Time (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Confl. Peds. (#/hr)	2	2	2	2	2	2	2	2	2	2	2	2
Confl. Bikes (#/hr)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Peak Hour Factor	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Heavy Vehicles (%)	522	465	0	49	202	0	9	609	0	21	1724	0
Shared Lane Traffic (%)	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Lane Group Flow (vph)	7	4	3	8	5	2	5	2	1	6	6	6
Protected Phases	7	4	3	8	5	2	5	2	1	6	6	6
Detector Phase	7	4	3	8	5	2	5	2	1	6	6	6
Switch Phase	4.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	8.0	34.0	8.0	34.0	8.0	26.5	8.0	26.5	8.0	29.5	8.0	29.5
Minimum Split (s)	29.0	29.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0
Total Split (s)	22.9%	22.9%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Lost Time (s)	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag
Recall Mode	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Act Effr Green (s)	19.1	30.3	7.4	17.1	5.4	34.6	6.0	36.8	6.0	36.8	6.0	36.8
Actuated g/C Ratio	0.22	0.35	0.08	0.19	0.06	0.39	0.07	0.42	0.07	0.42	0.07	0.42
v/c Ratio	0.72	0.75	0.33	0.57	0.09	0.34	0.18	0.84	0.18	0.84	0.18	0.84
Control Delay	40.8	38.5	51.0	41.6	51.8	19.6	51.2	26.4	51.2	26.4	51.2	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	38.5	51.0	41.6	51.8	19.6	51.2	26.4	51.2	26.4	51.2	26.4

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	496	425	17	47	175	17	9	497	82	20	1051	587
Traffic Volume (vph)	496	425	17	47	175	17	9	497	82	20	1051	587
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	12	12	11	11	11	11	11	11
Lane Width (ft)	140	0%	0	100	0	0	250	1%	0	250	0	0
Grade (%)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Length (ft)	25	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91
Taper Length (ft)	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99
Lane Util. Factor	1.00	0.994	0.987	0.987	0.987	0.987	0.979	0.979	0.950	0.950	0.946	0.946
Ped Bike Factor	0.950	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Ft	0.950	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Flt Protected	3	1	3	3	3	3	3	3	3	3	3	3
Satd. Flow (prot)	3335	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Flt Permitted	0.950	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Satd. Flow (perm)	3325	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	3	1	3	3	3	3	3	3	3	3	3	3
Link Speed (mph)	38	38	38	38	38	38	38	38	38	38	38	38
Link Distance (ft)	838	838	838	838	838	838	838	838	838	838	838	838
Travel Time (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Confl. Peds. (#/hr)	2	2	2	2	2	2	2	2	2	2	2	2
Confl. Bikes (#/hr)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Peak Hour Factor	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Heavy Vehicles (%)	522	465	0	49	202	0	9	609	0	21	1724	0
Shared Lane Traffic (%)	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Lane Group Flow (vph)	7	4	3	8	5	2	5	2	1	6	6	6
Protected Phases	7	4	3	8	5	2	5	2	1	6	6	6
Detector Phase	7	4	3	8	5	2	5	2	1	6	6	6
Switch Phase	4.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	8.0	34.0	8.0	34.0	8.0	26.5	8.0	26.5	8.0	29.5	8.0	29.5
Minimum Split (s)	29.0	29.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0
Total Split (s)	22.9%	22.9%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Lost Time (s)	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag
Recall Mode	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Act Effr Green (s)	19.1	30.3	7.4	17.1	5.4	34.6	6.0	36.8	6.0	36.8	6.0	36.8
Actuated g/C Ratio	0.22	0.35	0.08	0.19	0.06	0.39	0.07	0.42	0.07	0.42	0.07	0.42
v/c Ratio	0.72	0.75	0.33	0.57	0.09	0.34	0.18	0.84	0.18	0.84	0.18	0.84
Control Delay	40.8	38.5	51.0	41.6	51.8	19.6	51.2	26.4	51.2	26.4	51.2	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	38.5	51.0	41.6	51.8	19.6	51.2	26.4	51.2	26.4	51.2	26.4

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 87.8

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 30.3

Intersection Capacity Utilization 73.1%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

ICU Level of Service D

Intersection LOS: C

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

ICU Level of Service D

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	422	607	724	238	415	230	169	1275	167	211	1524	114
Future Volume (vph)	422	607	724	238	415	230	169	1275	167	211	1524	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	12	11	11	13	11	14	14	11	11
Storage Length (ft)	250	400	400	250	0	0	0	300	0	0	430	1
Storage Lanes	1	2	2	1	1	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99			0.99	0.99		1.00		0.92	0.99		0.95
Frt			0.850		0.947				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1728	3455	3002	1752	3178	0	1811	3388	1672	1906	3455	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1718	3455	3002	1726	3178	0	1803	3388	1543	1886	3455	1469
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			679		46				86			69
Link Speed (mph)		30			50			30			30	
Link Distance (ft)		2688			2133			1701			1159	
Travel Time (s)		61.1			29.1			38.7			26.3	
Confl. Peds. (#/hr)			16		16		21		28		28	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	435	626	746	245	665	0	174	1314	172	218	1571	118
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6	5	2	2	
Permitted Phases									6			2
Detector Phase	3	8	1	7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7		9.2	34.7	34.7	9.2	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0		30.0	85.0	85.0	30.0	85.0	85.0
Total Split (%)	18.5%	27.9%	14.0%	18.6%	27.9%		14.0%	39.5%	39.5%	14.0%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7		0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	7.7		4.2	4.7	4.7	4.2	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None		None	None	None	None	None	None
Act Effct Green (s)	35.9	50.2	23.1	31.6	42.9		23.1	80.4	80.4	25.2	82.6	82.6
Act Effct Green Ratio	0.17	0.24	0.11	0.15	0.21		0.11	0.39	0.39	0.12	0.40	0.40
v/c Ratio	1.45	0.74	0.79	0.91	0.95		0.86	0.99	0.26	0.93	1.13	0.19
Control Delay	271.1	78.1	16.5	120.8	98.1		123.6	83.1	22.5	130.5	121.6	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	271.1	78.1	16.5	120.8	98.1		123.6	83.1	22.5	130.5	121.6	19.0
LOS	F	E	B	F	F		F	F	C	F	F	B
Approach Delay		99.1			104.2			81.1			116.3	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

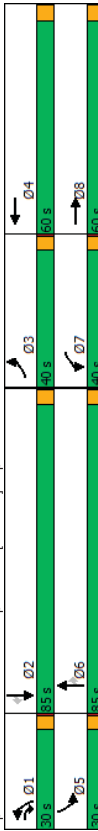
PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	-800	424	47	329	446		233	940	77	298	-1325	42
Queue Length 95th (ft)	#1097	506	136	#496	531		#376	#1186	152	#500	#1556	101
Internal Link Dist (ft)		2608		2053				1621			1079	
Turn Bay Length (ft)	250		400	250			227	1327	656	239	1390	430
Base Capacity (vph)	301	932	971	305	844		0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.45	0.67	0.77	0.80	0.79		0.77	0.99	0.26	0.91	1.13	0.19
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
	Actuated Cycle Length: 205.3											
	Natural Cycle: 150											
	Control Type: Actuated-Uncoordinated											
	Maximum v/c Ratio: 1.45											
	Intersection Capacity Delay: 100.3											
	Intersection Signal Utilization 112.7%											
	Analysis Period (min) 15											
	Description: Airport Road is east-west and SR-99 is north-south											
	~ Volume exceeds capacity, queue is theoretically infinite.											
	# 95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	67	505	117	89	654	65	115	283	57	47	127	53
Future Volume (vph)	67	505	117	89	654	65	115	283	57	47	127	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	11	12	13	12	12	11	16	12	11	16	12
Grade (%)		2%			-2%			4%			4%	
Storage Length (ft)	150		0	150		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		0	25		0	25		0	25		0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.972			0.986			0.975			0.955	
Ft	0.950			0.950			0.950		0.950		0.950	
Satd. Flow (prot)	1869	3292	0	1847	*5000	0	1693	2037	0	1676	1966	0
Ft Permitted	0.316			0.344			0.950		0.950		0.950	
Satd. Flow (perm)	622	3292	0	669	3513	0	1686	2037	0	1676	1966	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			9			7			14	
Link Speed (mph)		35			55			30			30	
Link Distance (ft)		2133			1382			857			1130	
Travel Time (s)		41.6			17.1			19.5			25.7	
Confl. Peds. (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	628	0	90	727	0	116	344	0	47	182	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	29.5		8.0	57.0		9.0	36.0		9.0	38.0	
Total Split (s)	14.0	65.0		14.0	65.0		28.0	53.0		18.0	43.0	
Total Split (%)	9.3%	43.3%		9.3%	43.3%		18.7%	35.3%		12.0%	28.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	95.4	93.3		97.6	95.8		14.6	31.0		8.6	23.2	
Actuated g/C Ratio	0.64	0.62		0.65	0.64		0.10	0.21		0.06	0.15	
v/c Ratio	0.15	0.31		0.18	0.23		0.70	0.81		0.49	0.58	
Control Delay	12.1	15.1		15.0	13.6		87.0	69.6		84.5	60.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.1	15.1		15.0	13.6		87.0	69.6		84.5	60.0	
LOS	B	B		B	B		F	E		F	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.8			13.8			74.0				
Approach LOS		B			B			E				E
Queue Length 50th (ft)		22		34	127		112	321		46		154
Queue Length 95th (ft)		55		69	196		176	395		89		218
Internal Link Dist (ft)		2053			1302		777					1050
Turn Bay Length (ft)	150			150			100			100		
Base Capacity (vph)	492	2057		521	3196		270	670		156		521
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.14	0.31		0.17	0.23		0.43	0.51		0.30		0.35

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 106 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 32.0

Intersection Capacity Utilization 59.8%

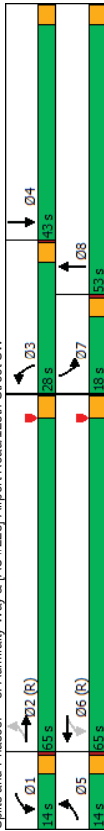
Analysis Period (min) 15

* User Entered Value

Intersection LOS: C

ICU Level of Service B

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	45	620	48	107	725	53	47	121	86	29	32	51
Future Volume (vph)	45	620	48	107	725	53	47	121	86	29	32	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	11	12	12	11	12
Grade (%)		3%			-3%			1%			-3%	
Storage Length (ft)	150		0	150		0	95		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		0	25		0	25		0	25		0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00			1.00	0.99	0.99	0.99		
Ft		0.989			0.990			0.938			0.908	
Flt Protected	0.950		0.950			0.950		0.950		0.950		
Satd. Flow (prot)	1710	3263	0	1762	3363	0	1627	1651	0	1779	1629	0
Flt Permitted	0.296		0.320			0.950		0.950		0.950		
Satd. Flow (perm)	531	3263	0	593	3363	0	1623	1651	0	1768	1629	0
Right Turn on Red		Yes			Yes				Yes			Yes
Satd. Flow (RTOR)	7		7		7		24		6		52	
Link Speed (mph)	35		35		50		30		30		30	
Link Distance (ft)	1382		1478		1478		816		739		739	
Travel Time (s)	26.9		20.2		20.2		18.5		16.8		16.8	
Confl. Peds. (#/hr)	5		2		2		2		6		2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	711	0	114	827	0	50	220	0	31	88	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.0	27.5		8.0	26.5		8.0	38.0		8.0	37.0	
Total Split (s)	12.0	69.0		17.0	74.0		19.0	50.0		14.0	45.0	
Total Split (%)	8.0%	46.0%		11.3%	49.3%		12.7%	33.3%		9.3%	30.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	
Act Effect Green (s)	104.5	103.1		108.7	106.6		9.0	24.4		7.1	20.6	
Actuated g/C Ratio	0.70	0.69		0.72	0.71		0.06	0.16		0.05	0.14	
v/c Ratio	0.12	0.32		0.23	0.35		0.52	0.76		0.37	0.33	
Control Delay	5.7	7.7		4.6	3.3		85.7	69.6		80.7	27.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.7	7.7		4.6	3.3		85.7	69.6		80.7	27.6	
LOS	A	A		A	A		F	E		F	C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

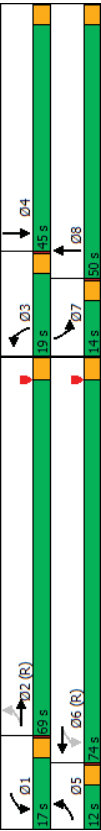
9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		7.6			3.4			72.6				
Approach LOS		A			A			E				D
Queue Length 50th (ft)		6			13			48				30
Queue Length 95th (ft)		m20			22			93				66
Internal Link Dist (ft)		1302			1398			736				659
Turn Bay Length (ft)		150			150			95				80
Base Capacity (vph)		440			536			522				483
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.11			0.32			0.31				0.18

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 109 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 16.0
 Intersection Capacity Utilization 56.6%
 Analysis Period (min) 15
 Description: Airport Road is east-west and Gibson Road is north-south
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Gibson Road & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	79	606	44	81	800	83	46	48	41	65	124	54
Future Volume (vph)	79	606	44	81	800	83	46	48	41	65	124	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	11	11	11	11	12	12	12	11	12
Grade (%)	100	-5%			5%			2%			3%	
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	0.91	1.00	0.95	0.95	0.99	0.97	0.96	0.99	0.95	0.95
Ped Bike Factor		0.990			0.986			0.931				
Ft Protected	0.950		0.950			0.950			0.950			
Satd. Flow (prot)	1736	4930	0	1636	*4500	0	1694	1672	0	1726	1667	0
Ft Permitted	0.234		0.337			0.430			0.605			
Satd. Flow (perm)	428	4930	0	578	3211	0	762	1672	0	1058	1667	0
Right Turn on Red		Yes			Yes				Yes			Yes
Satd. Flow (RTOR)		10			9			30			15	
Link Speed (mph)		35			50			30			30	
Link Distance (ft)		1478			799			855			487	
Travel Time (s)		28.8			10.9			19.4			11.1	
Confl. Peds. (#/hr)	9		4	4		9	7		32	32		7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	692	0	86	939	0	49	95	0	69	189	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	3	8	3	8	7	4	4	
Permitted Phases	2		6		8		8		4			
Detector Phase	5	2	1	6	3	8	3	8	7	4		
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	52.0		11.0	27.5		9.0	36.0		9.0	37.0	
Total Split (s)	22.0	66.0		20.0	64.0		14.0	49.0		15.0	50.0	
Total Split (%)	14.7%	44.0%		13.3%	42.7%		9.3%	32.7%		10.0%	33.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	-0.5		3.5	4.0		3.5	4.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	C-Max	None	Min	None	Min	None	Min
Act Effect Green (s)	99.3	96.1		99.7	96.3		35.2	28.1		37.1	29.0	
Actuated g/C Ratio	0.66	0.64		0.66	0.64		0.23	0.19		0.25	0.19	
v/c Ratio	0.24	0.22		0.20	0.32		0.22	0.28		0.23	0.57	
Control Delay	9.8	9.5		6.0	6.6		40.3	35.9		41.1	56.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.8	9.5		6.0	6.6		40.3	35.9		41.1	56.0	
LOS	A	A		A	A		D	D		D	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.5			6.6			37.4				
Approach LOS		A			A			D				D
Queue Length 50th (ft)		23		78	19	105	35	53		50		150
Queue Length 95th (ft)		47		97	30	123	67	108		88		234
Internal Link Dist (ft)		1398				719		775				407
Turn Bay Length (ft)		100				100		100				100
Base Capacity (vph)		452		3162	511	2893		522		321		521
Starvation Cap Reductn		0		0	0	0		0		0		0
Spillback Cap Reductn		0		0	0	0		0		0		0
Storage Cap Reductn		0		0	0	0		0		0		0
Reduced v/c Ratio		0.19	0.22		0.17	0.32		0.19	0.18		0.21	0.36
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 86 (57%), Referenced to phase 2EBTL and 6WBTL, Start of Yellow												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.57												
Intersection Signal Delay: 15.0												
Intersection Capacity Utilization 67.9%												
Analysis Period (min) 15												
* User Entered Value												

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	28	764	108	73	908	39	95	90	6	41	8	28
Future Volume (vph)	28	764	108	73	908	39	95	90	6	41	8	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	10	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-1%	
Storage Length (ft)	125		0	100		0	0		50	0		0
Storage Lanes	1		0		1		0		1	0		0
Taper Length (ft)	25		0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00		0.91	1.00	0.95	0.95	0.99	0.98	0.98	0.99	0.99	0.99
Ped Bike Factor												
Ft	0.981				0.994				0.850		0.951	
Flt Protected	0.950			0.950				0.955			0.974	
Satd. Flow (prot)	1736		4875	0	1669	3199	0	1796	1599	0	1689	0
Flt Permitted	0.256			0.265				0.637			0.666	
Satd. Flow (perm)	468		4875	0	464	3199	0	1191	1564	0	1150	0
Right Turn on Red			Yes			Yes						Yes
Satd. Flow (RTOR)			31		6				90		19	
Link Speed (mph)			30		35			30			30	
Link Distance (ft)			799		515			334			339	
Travel Time (s)			18.2		10.0			7.6			7.7	
Confl. Peds. (#/hr)	3		6		6		3	5		7	7	5
Peak Hour Factor	0.93		0.93		0.93		0.93	0.93		0.93	0.93	0.93
Heavy Vehicles (%)	2%		2%		3%		3%	0%		4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	938	0	78	1018	0	0	108	97	0	83	0
Turn Type	pm-pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6			8	8	8	4	4	
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.0	50.5		8.0	22.0		35.5	35.5	35.5	33.5	33.5	
Total Split (s)	10.0	90.0		14.0	94.0		46.0	46.0	46.0	46.0	46.0	
Total Split (%)	6.7%	60.0%		9.3%	62.7%		30.7%	30.7%	30.7%	30.7%	30.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	-5.0		0.0	-5.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	-1.0		4.0	-1.0		3.5	3.5	3.5	3.5	3.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		Min	Min	Min	Min	Min	
Act Effect Green (s)	119.1	119.1		122.3	123.4		18.5	18.5	18.5	18.5	18.5	
Actuated g/C Ratio	0.79	0.79		0.82	0.82		0.12	0.12	0.12	0.12	0.12	
v/c Ratio	0.07	0.24		0.18	0.39		0.74	0.36	0.53	0.53	0.53	
Control Delay	3.4	2.2		1.9	3.2		89.5	15.2	56.9	56.9	56.9	
Queue Delay	0.0	0.0		0.0	0.3		0.0	0.0	0.0	0.0	0.0	
Total Delay	3.4	2.2		1.9	3.5		89.5	15.2	56.9	56.9	56.9	
LOS	A	A		A	A		F	B	B	B	E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		2.3			3.4			54.4				
Approach LOS		A			A			D				E
Queue Length 50th (ft)		4	26		3	52		105		6		60
Queue Length 95th (ft)		11	57		7	346		157		55		106
Internal Link Dist (ft)		719			435			254				259
Turn Bay Length (ft)		125			100			337		50		339
Base Capacity (vph)		425	3875		464	2632		0		0		0
Starvation Cap Reductn		0	0		0	836		0		0		0
Spillback Cap Reductn		0	0		0	0		0		0		0
Storage Cap Reductn		0	0		0	0		0		0		0
Reduced v/c Ratio		0.07	0.24		0.17	0.57		0.32		0.19		0.24
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	108 (72%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow											
Natural Cycle:	95											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.74											
Intersection Signal Delay:	9.2											
Intersection Capacity Utilization:	55.8%											
Analysis Period (min):	15											
Intersection LOS:	A											
ICU Level of Service:	B											

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Traffic Volume (vph)	174	672	34	299	776	573	48	357	297	520	291	119
Future Volume (vph)	174	672	34	299	776	573	48	357	297	520	291	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	12	11	15	15	12	16	11	15	12
Grade (%)		-1%			1%			0%			0%	
Storage Length (ft)	90		0	455		0	0	0	0	245		0
Storage Lanes	1		0	1		1	1	1	1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	0.97	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.98		0.98	0.98		0.99	0.99		
Pt		0.993				0.850			0.850		0.957	
Flt Protected	0.950			0.950		0.950			0.950		0.950	
Satd. Flow (prot)	1702	*2200	0	1744	*4500	1716	1891	1810	1743	3319	1933	0
Flt Permitted	0.950			0.950		0.950			0.950		0.950	
Satd. Flow (perm)	1696	4842	0	1713	3371	1677	1851	1810	1704	3297	1933	0
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)		5				141			76		15	
Link Speed (mph)		515				872			751		443	
Link Distance (ft)		11.7				17.0			17.1		8.6	
Travel Time (s)			19	19		7	25		8	8		25
Conf. Peds. (#/hr)			0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Peak Hour Factor	3%	3%	3%	3%	3%	3%	3%	5%	5%	2%	2%	2%
Heavy Vehicles (%)												
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	721	0	305	792	585	49	364	303	531	418	0
Turn Type	Prot	NA	NA	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	0
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases												
Detector Phase	5	2		1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	8.0	34.5		8.0	42.0	9.5	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	24.0	54.1		29.0	59.1	28.4	13.0	38.5	29.0	28.4	53.9	
Total Split (%)	16.0%	36.1%		19.3%	39.4%	18.9%	8.7%	25.7%	19.3%	18.9%	35.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0	0.0	0.0	0.0	0.0	0.0	-5.0	
Total Lost Time (s)	4.5	7.5		4.5	-0.5	4.5	4.5	4.5	4.5	4.5	-0.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	None	None	Min	None	None	Min	
Act Effect Green (s)	18.0	46.6		25.9	62.5	81.4	7.4	32.6	58.5	23.9	55.9	
Actuated g/C Ratio	0.12	0.31		0.17	0.42	0.54	0.05	0.22	0.39	0.16	0.37	
v/c Ratio	0.87	1.05		1.01	0.42	0.60	0.53	0.93	0.42	1.01	0.57	
Control Delay	95.8	94.2		114.3	27.8	6.6	89.3	87.5	24.3	102.3	40.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5	
Total Delay	95.8	94.2		114.3	27.8	6.6	89.3	87.5	24.3	102.3	50.8	
LOS	F	F		F	C	A	F	F	C	F	D	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		94.5			36.1			60.9			79.6	
Approach LOS		F			D			E			E	
Queue Length 50th (ft)	181	~281		~331	217	85	47	348	151	~273	319	
Queue Length 95th (ft)	#303	#350		m#446	m270	m135	94	#529	232	#397	435	
Internal Link Dist (ft)		435			792			671			363	
Turn Bay Length (ft)	90			455							245	
Base Capacity (vph)	221	686		301	1876	981	107	410	717	528	729	
Starvation Cap Reductn	0	0		0	0	4	0	0	0	0	279	
Spillback Cap Reductn	0	0		0	7	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.81	1.05		1.01	0.42	0.60	0.46	0.89	0.42	1.01	0.93	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 47 (31%), Referenced to phase 2EBT and 6WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 62.4
 Intersection Capacity Utilization 94.9%
 Analysis Period (min) 15
 ICU Level of Service F

* User Entered Value

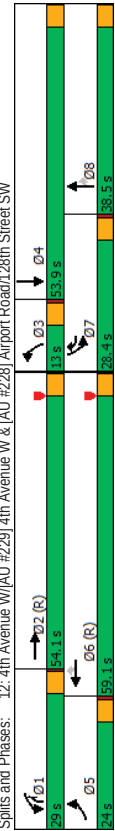
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Splits and Phases: 12: 4th Avenue W/[AU #229] 4th Avenue W & [AU #228] Airport Road/128th Street SW

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	1325	569	479	1243	0	0	0	0	823	1	519
Future Volume (vph)	0	1325	569	479	1243	0	0	0	0	823	1	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	400	0	0	0	0	0	330	0	330
Storage Lanes	0	0	1	2	0	0	0	0	0	1	0	1
Taper Length (ft)	25	0	0	25	0	0	0	0	0	25	0	0
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.994	0.850							0.98	0.850	
Flt Protected				0.950						0.950	0.952	
Satd. Flow (prot)	0	*2500	1427	3400	3505	0	0	0	0	1698	1701	1599
Flt Permitted				0.950						0.950	0.952	
Satd. Flow (perm)	0	3337	1427	3400	3505	0	0	0	0	1698	1701	1570
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	377		35		30				30	66
Link Speed (mph)					700		315				681	
Link Distance (ft)					13.6		7.2				15.5	
Travel Time (s)												
Confl. Peds. (#/hr)	7											
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)			10%							50%		
Lane Group Flow (vph)	0	1502	556	521	1351	0	0	0	0	447	449	564
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6					8		8
Permitted Phases			2	2	1	6				8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	8.5	23.3						40.6	40.6	40.6
Total Split (s)	79.0	79.0	23.0	102.0						48.0	48.0	48.0
Total Split (%)	52.7%	52.7%	15.3%	68.0%						32.0%	32.0%	32.0%
Yellow Time (s)	3.6	3.6	3.5	3.6						3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0						2.0	2.0	2.0
Lost Time Adjust (s)	3.0	3.0	0.0	0.0						0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	5.5	5.6						5.6	5.6	5.6
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	C-Min						Min	Min	Min
Act Effct Green (s)	70.4	73.4	17.5	96.4						42.4	42.4	42.4
Actuated g/C Ratio	0.47	0.49	0.12	0.64						0.28	0.28	0.28
v/c Ratio	1.28	0.62	1.32	0.80						0.93	0.94	1.15
Control Delay	154.6	3.7	187.7	23.4						79.7	80.1	130.2
Queue Delay	3.2	0.0	0.0	13.1						3.9	4.0	0.0
Total Delay	157.8	3.7	187.7	36.4						83.6	84.1	130.2
LOS	F	F	A	F						F	F	F
Approach Delay	116.2			78.5						101.8		
Approach LOS	F			E						F		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~1006	16	~346	556					450	452	~599
Queue Length 95th (ft)		m#1037	m19	m#277	m457					#672	#677	#837
Internal Link Dist (ft)		792		400	620			235		330	601	330
Turn Bay Length (ft)		1175	890	396	2252					479	480	491
Base Capacity (vph)		0	0	0	901					0	0	0
Starvation Cap Reductn		525	0	0	0					14	14	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		2.31	0.62	1.32	1.00					0.96	0.96	1.15
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	25 (1.7%), Referenced to phase 2EBT and 6WBT, Start of Green											
Natural Cycle:	150											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	1.32											
Intersection Capacity Delay:	99.2											
Analysis Period (min):	15											
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
# Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	70	99	884	42	63	677
Traffic Volume (vph)	70	99	884	42	63	677
Future Volume (vph)	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	85	150	75	150	1900
Storage Length (ft)	1	1	1	1	1	1
Storage Lanes	25	1.00	0.95	1.00	1.00	0.95
Taper Length (ft)	1.00	0.98	0.96	1.00	1.00	0.95
Lane Util. Factor	0.850	0.850	0.850	0.850	0.850	0.850
Ped Bike Factor	0.950	1583	3539	1583	1770	*2000
Flt Protected	0.950	1583	3539	1583	1770	*2000
Satd. Flow (prot)	0.950	1583	3539	1583	1770	*2000
Flt Permitted	1770	1549	3539	1524	451	3539
Satd. Flow (perm)	1770	1549	3539	1524	451	3539
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	102	102	40	36	36	36
Link Speed (mph)	30	500	443	7.6	13	13
Link Distance (ft)	11.4	10	0.97	0.97	0.97	0.97
Travel Time (s)	0.97	0.97	0.97	0.97	0.97	0.97
Confl. Peds. (#/ht)	72	102	911	43	65	698
Peak Hour Factor	Prot	Perm	NA	Perm	pm+pt	NA
Shared Lane Traffic (%)	8	8	2	2	6	6
Lane Group Flow (vph)	8	8	2	2	1	1
Turn Type	8	8	2	2	1	1
Protected Phases	8	8	2	2	1	1
Permitted Phases	8	8	2	2	1	1
Detector Phase	8	8	2	2	1	1
Switch Phase	3.0	3.0	5.0	5.0	3.0	5.0
Minimum Initial (s)	25.0	25.0	29.0	29.0	8.0	20.0
Minimum Split (s)	23.0	23.0	36.0	36.0	9.0	45.0
Total Split (s)	33.8%	33.8%	52.9%	52.9%	13.2%	66.2%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	-4.0	0.0	0.0	3.0
Lost Time Adjust (s)	4.0	4.0	0.0	4.0	4.0	7.0
Total Lost Time (s)	Lead/Lag	Lead	Lag	Lag	Lead	Lead
Lead/Lag	None	None	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	None	None	C-Max	C-Max	None	C-Max
Recall Mode	9.0	9.0	51.2	48.0	52.7	51.1
Act Effct Green (s)	0.13	0.13	0.75	0.71	0.78	0.75
Actuated g/C Ratio	0.31	0.35	0.34	0.04	0.15	0.46
v/c Ratio	27.9	8.8	5.4	3.8	1.8	3.7
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	27.9	8.8	5.4	3.8	1.8	3.7
Total Delay	C	A	A	A	A	A
LOS	16.7	5.3	5.3	5.3	5.3	5.3
Approach Delay	B	A	A	A	A	A
Approach LOS	29	0	64	1	0	2
Queue Length 50th (ft)						

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

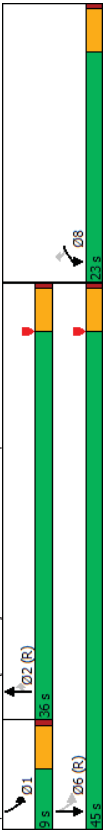
PM Peak-Hour

Lanes, Volumes, Timings

14: [AU #229] 4th Avenue W & Mariner Square

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	51	32	161	16	11	132
Internal Link Dist (ft)	420		363			826
Turn Bay Length (ft)	85			75	150	
Base Capacity (vph)	494	506	2664	1086	447	1502
Sanitation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.20	0.34	0.04	0.15	0.46
Intersection Summary						
Area Type:	Other					
Cycle Length:	88					
Actuated Cycle Length:	68					
Offset:	36 (53%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow					
Natural Cycle:	65					
Control Type:	Actuated-Coordinated					
Maximum v/c Ratio:	0.46					
Intersection Signal Delay:	5.7					
Intersection Capacity Utilization:	45.7%					
Analysis Period (min):	15					
* User Entered Value						

Splits and Phases: 14: [AU #229] 4th Avenue W & Mariner Square



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	189	49	30	72	37	20	51	846	123	31	725	134
Traffic Volume (vph)	189	49	30	72	37	20	51	846	123	31	725	134
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	150	0	0	125	0	0	175	0	0	225	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	25	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Lane Util. Factor	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.981	0.950	1.00	0.977	0.977
Ped Bike Factor	0.944											
Fit Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	1787	1765	0	1905	1789	0	1787	3495	0	1787	3476	0
Fit Permitted	0.717			0.702			0.219		0.209			
Satd. Flow (perm)	1344	1765	0	1329	1789	0	411	3495	0	383	3476	0
Right Turn on Red		Yes			Yes				Yes			Yes
Satd. Flow (RTOR)	32			22			39				46	
Link Speed (mph)	30			30			40				35	
Link Distance (ft)	500			510			906				1316	
Travel Time (s)	11.4			11.6			15.4				25.6	
Confl. Peds. (#/hr)	6			5			6			3	3	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	85	0	77	62	0	55	1042	0	33	924	0
Turn Type	Perm	NA	NA	Perm	NA	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	4	4	4	8	8	8	5	2	1	6	6	6
Permitted Phases	4	4	4	8	8	8	5	2	6	6	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0		4.0	7.0	
Minimum Split (s)	37.5	37.5		33.0	33.0		8.0	25.0		8.0	24.0	
Total Split (s)	22.0	22.0		22.0	22.0		12.0	38.0		8.0	34.0	
Total Split (%)	32.4%	32.4%		32.4%	32.4%		17.6%	55.9%		11.8%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	-5.0		0.0	-5.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	-1.0		4.0	-1.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	13.9	13.9		13.9	13.9		45.2	47.7		43.0	45.3	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.66	0.70		0.63	0.67	
v/c Ratio	0.74	0.22		0.28	0.16		0.14	0.42		0.10	0.40	
Control Delay	41.3	15.7		24.1	15.6		4.5	9.3		8.7	4.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	41.3	15.7		24.1	15.6		4.5	9.3		8.7	4.7	
LOS	D	B		C	B		A	A		A	A	
Approach Delay	33.7			20.3			9.1			4.8		
Approach LOS	C			C			A			A		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

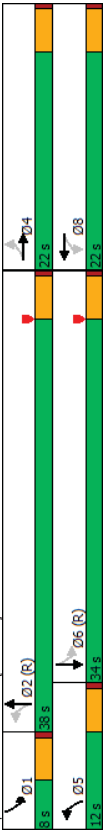
PM Peak-Hour

Lanes, Volumes, Timings

15: [AU #229] 4th Avenue W & 124th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	79	18		27	14		11	138		7	44	
Queue Length 95th (ft)	138	48		57	39		5	258		17	50	
Internal Link Dist (ft)		420			430			826			1236	
Turn Bay Length (ft)	150			125			175			225		
Base Capacity (vph)	355	490		351	489		439	2465		342	2329	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.17		0.22	0.13		0.13	0.42		0.10	0.40	
Intersection Summary												
Area Type:	Other											
Cycle Length:	68											
Actuated Cycle Length:	68											
Offset: 0 (0%), Referenced to phase 2/NBTL and 6/SBTL, Start of Yellow												
Natural Cycle:	75											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.74											
Intersection Signal Delay:	10.9											
Intersection Capacity Utilization	56.6%											
Analysis Period (min)	15											
Intersection LOS:	B											
ICU Level of Service	B											

Splits and Phases: 15: [AU #229] 4th Avenue W & 124th Street SW



Lanes, Volumes, Timings

16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Lane Configurations	↔	↔	↔	↔	↔	↔				
Traffic Volume (vph)	36	60	1015	69	109	761				
Future Volume (vph)	36	60	1015	69	109	761				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	150	0	0	0	125					
Storage Lanes	1	1		0	1					
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95				
Ped Bike Factor	0.98	0.98	1.00	1.00	1.00					
Frt	0.850	0.990								
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1787	1599	*4500	0	1787	*4500				
Flt Permitted	0.950				0.134					
Satd. Flow (perm)	1787	1569	3530	0	251	3574				
Right Turn on Red		Yes	Yes	Yes						
Satd. Flow (RTOR)		65	14							
Link Speed (mph)	30		40			35				
Link Distance (ft)	518		1316			421				
Travel Time (s)	11.8		22.4			8.2				
Confl. Peds. (#/hr)		8		14	14					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	39	65	1165	0	117	818				
Turn Type	Prot	Perm	NA	NA	pm+pt	NA				
Protected Phases	4		2		1	1	1	2	5	8
Permitted Phases		4			1	1				
Detector Phase	4	4	2		1	1				
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0		5.0		4.0	5.0	5.0	5.0
Minimum Split (s)	27.0	27.0	30.0		10.0		8.0	25.0	25.0	34.0
Total Split (s)	25.0	25.0	33.0		10.0		20.0	23.0	10.0	15.0
Total Split (%)	36.8%	36.8%	48.5%		14.7%		29%	34%	15%	22%
Yellow Time (s)	3.0	3.0	4.0		5.0		3.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0		0.0		0.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	-5.0		-5.0					
Total Lost Time (s)	4.0	4.0	0.0		0.0					
Lead/Lag			Lag		Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None		None	None	None	None
Act Effct Green (s)	21.0	21.0	33.0		43.0	38.0				
Actuated g/C Ratio	0.31	0.31	0.49		0.63	0.56				
v/c Ratio	0.07	0.12	0.53		0.30	0.33				
Control Delay	17.1	5.8	17.5		16.4	8.1				
Queue Delay	0.0	0.0	0.0		0.0	0.0				
Total Delay	17.1	5.8	17.5		16.4	8.1				
LOS	B	A	B		B	A				
Approach Delay	10.1		17.5			9.1				
Approach LOS	B		B			A				

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

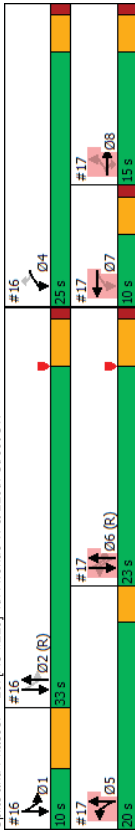
16: [AU #229] 4th Avenue W & 120th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6	Ø7	Ø8
Queue Length 50th (ft)	11	0	111		22	54				
Queue Length 95th (ft)	31	24	315		66	110				
Internal Link Dist (ft)	438		1236			341				
Turn Bay Length (ft)	150				125					
Base Capacity (vph)	551	529	2191		384	2514				
Starvation Cap Reductn	0	0	0		0	0				
Spillback Cap Reductn	0	0	0		0	0				
Storage Cap Reductn	0	0	0		0	0				
Reduced v/c Ratio	0.07	0.12	0.53		0.30	0.33				

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 68
 Offset: 50 (7.4%), Referenced to phase 2 NBSB and 6, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Capacity Delay: 13.6
 Intersection LOS: B
 Intersection Capacity Utilization 54.1%
 Analysis Period (min) 15
 * User Entered Value
 ICU Level of Service A

Splits and Phases: 16: [AU #229] 4th Avenue W & 120th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	245	0	89	1	0	1	98	951	1	4	4	146
Future Volume (vph)	245	0	89	1	0	1	98	951	1	4	4	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	0	0	0	0	0	125	0	0	100	0	0
Storage Lanes	1	1	1	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	0	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	0.99
Frt	0.950	0.950	0.850	0.976	0.932	0.976	0.950	0.950	0.972	0.950	0.972	0.950
Flt Protected	0	1787	1599	0	1728	0	1787	3574	0	1787	*4500	0
Satd. Flow (prot)	0.757	0.757	0.757	0.757	0.757	0.757	0.757	0.757	0.757	0.757	0.757	0.757
Flt Permitted	0	1424	1572	0	1768	0	1424	3574	0	1424	3457	0
Satd. Flow (perm)	0	1424	1572	0	1768	0	1424	3574	0	1424	3457	0
Right Turn on Red	0	0	0	0	0	0	0	0	0	0	0	0
Satd. Flow (RTOR)	0	0	0	0	0	0	0	0	0	0	0	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	500	500	500	500	500	500	500	500	500	500	500	500
Travel Time (s)	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4
Confl. Peds. (#/hr)	7	7	7	7	7	7	7	7	7	7	7	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)	0	272	99	0	2	0	109	1058	0	4	863	0
Lane Group Flow (vph)	Perm	NA	Perm	Perm	NA	NA	D,P+P	NA	Perm	NA	NA	0
Turn Type	8	8	8	7	7	7	5	5	6	6	6	6
Protected Phases	8	8	8	7	7	7	5	5	6	6	6	6
Permitted Phases	8	8	8	7	7	7	5	5	6	6	6	6
Detector Phase	8	8	8	7	7	7	5	5	6	6	6	6
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	34.0	34.0	34.0	25.0	25.0	25.0	8.0	8.0	25.0	25.0	25.0	25.0
Minimum Split (s)	15.0	15.0	15.0	10.0	10.0	10.0	20.0	20.0	23.0	23.0	23.0	23.0
Total Split (s)	22.1%	22.1%	22.1%	14.7%	14.7%	14.7%	29.4%	29.4%	33.8%	33.8%	33.8%	33.8%
Total Split (%)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	5.0	5.0	5.0	5.0
Total Lost Time (s)	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead/Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Recall Mode	19.2	19.2	19.2	5.0	5.0	5.0	37.0	37.0	19.3	19.3	19.3	19.3
Act Effct Green (s)	0.28	0.28	0.28	0.07	0.07	0.07	0.54	0.59	0.28	0.28	0.28	0.28
Actuated g/C Ratio	0.68	0.68	0.68	0.01	0.01	0.01	0.20	0.50	0.03	0.03	0.03	0.03
v/c Ratio	35.5	35.5	35.5	0.6	0.6	0.6	9.6	5.6	19.5	18.1	18.1	18.1
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	35.5	35.5	35.5	0.6	0.6	0.6	9.6	5.6	19.5	18.1	18.1	18.1
Total Delay	D	D	D	A	A	A	A	A	B	B	B	B
LOS	C	C	C	A	A	A	A	A	B	B	B	B
Approach Delay	26.1	26.1	26.1	0.6	0.6	0.6	6.0	6.0	18.1	18.1	18.1	18.1
Approach LOS	C	C	C	A	A	A	A	A	B	B	B	B

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	631	4	146
Future Volume (vph)	631	4	146
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0	0	0
Storage Lanes	0	0	0
Taper Length (ft)	0	0	0
Lane Util. Factor	0.95	1.00	0.95
Ped Bike Factor	0.99	0.99	0.99
Frt	0.972	0.950	0.972
Flt Protected	0	1787	*4500
Satd. Flow (prot)	0.757	0.757	0.757
Flt Permitted	0	1424	1572
Satd. Flow (perm)	0	1424	1572
Right Turn on Red	0	0	0
Satd. Flow (RTOR)	0	0	0
Link Speed (mph)	30	30	30
Link Distance (ft)	500	500	500
Travel Time (s)	11.4	11.4	11.4
Confl. Peds. (#/hr)	7	7	7
Peak Hour Factor	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%
Shared Lane Traffic (%)	0	272	99
Lane Group Flow (vph)	Perm	NA	Perm
Turn Type	8	8	7
Protected Phases	8	8	7
Permitted Phases	8	8	7
Detector Phase	8	8	7
Switch Phase	5.0	5.0	5.0
Minimum Initial (s)	34.0	34.0	25.0
Minimum Split (s)	15.0	15.0	10.0
Total Split (s)	22.1%	22.1%	14.7%
Total Split (%)	3.0	3.0	3.0
Yellow Time (s)	1.0	1.0	1.0
All-Red Time (s)	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0
Total Lost Time (s)	Lag	Lag	Lead
Lead/Lag	Yes	Yes	Yes
Lead-Lag Optimize?	None	None	C-Max
Recall Mode	19.2	19.2	5.0
Act Effct Green (s)	0.28	0.28	0.07
Actuated g/C Ratio	0.68	0.68	0.01
v/c Ratio	35.5	35.5	0.6
Control Delay	0.0	0.0	0.0
Queue Delay	35.5	35.5	0.6
Total Delay	D	D	A
LOS	C	C	A
Approach Delay	26.1	26.1	0.6
Approach LOS	C	C	A

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	96	0	0	0	0	0	20	105				
Queue Length 95th (ft)	#264	0	0	0	0	0	m31	20	20	8	196	
Internal Link Dist (ft)	420			420				341			699	
Turn Bay Length (ft)							125	2098		100		
Base Capacity (vph)	401	604	361				591			144	1639	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.68	0.16		0.01			0.18	0.50		0.03	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 68

Actuated Cycle Length: 68

Offset: 50 (74%), Referenced to phase 2/NBSB and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 13.4

Intersection Capacity Utilization 62.6%

Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

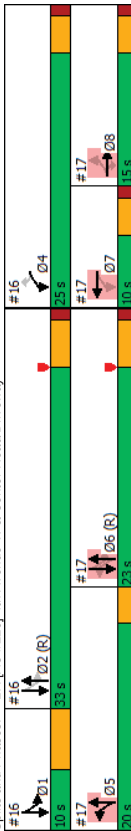
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 17: [AU #229] 4th Avenue W & Center Road/Driveway



Lanes, Volumes, Timings

17: [AU #229] 4th Avenue W & Center Road/Driveway

Lane Group	Ø1	Ø2	Ø4
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	0	5	30	0	11	5	1174	0	0	979	4
Traffic Volume (vph)	4	0	5	30	0	11	5	1174	0	0	979	4
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	50	0	0	100	0	0	0	0	0
Storage Length (ft)	0	0	0	1	0	0	1	0	0	0	0	0
Storage Lanes	25	0	0	1	0	0	1	0	0	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Lane Util. Factor	0.925	0.978	0.950	0.850	0.950	0.950	0.950	0.999	0.950	0.950	0.999	0.950
Flt Protected	0	1535	0	1770	1583	0	1787	3574	0	0	3571	0
Satd. Flow (prot)	0	851	0	851	1583	0	851	1583	0	0	851	0
Flt Permitted	0	1335	0	1863	1583	0	416	3574	0	0	3571	0
Satd. Flow (perm)	18	30	55	30	55	30	30	40	Yes	Yes	35	Yes
Right Turn on Red	30	500	30	500	30	500	30	779	0	0	1455	0
Satd. Flow (RTOR)	11.4	11.4	11.4	11.4	11.4	11.4	13.3	13.3	0.93	0.93	28.3	0.93
Link Speed (mph)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Link Distance (ft)	12%	12%	12%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Travel Time (s)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0	9	0	32	12	0	5	1262	0	0	1057	0
Shared Lane Traffic (%)	Perm	NA	Perm	NA	Perm	NA	Perm	NA	0	0	NA	0
Lane Group Flow (vph)	4	4	8	8	8	8	2	2	6	6	6	6
Turn Type	4	4	8	8	8	8	2	2	6	6	6	6
Protected Phases	4	4	8	8	8	8	2	2	6	6	6	6
Permitted Phases	4	4	8	8	8	8	2	2	6	6	6	6
Detector Phase	4	4	8	8	8	8	2	2	6	6	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	27.0	21.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	54.5	54.5	54.5	54.5	54.5	54.5
Total Split (s)	38.4%	38.4%	38.4%	38.4%	38.4%	38.4%	61.6%	61.6%	61.6%	61.6%	61.6%	61.6%
Total Split (%)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Total Lost Time (s)	None	None	None	None	None	None	None	None	None	None	None	None
Lead/Lag	9.2	9.2	9.2	9.2	9.2	9.2	24.3	24.3	24.3	24.3	24.3	24.3
Lead-Lag Optimize?	0.31	0.31	0.31	0.31	0.31	0.31	0.81	0.81	0.81	0.81	0.81	0.81
Recall Mode	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01
Act Effr Green (s)	4.8	4.8	4.8	4.8	4.8	4.8	6.0	6.0	6.0	6.0	6.0	6.0
Actuati g/C Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
v/c Ratio	4.8	4.8	4.8	4.8	4.8	4.8	5.5	5.5	5.5	5.5	5.5	5.5
Control Delay	11.2	11.2	11.2	11.2	11.2	11.2	6.0	6.0	6.0	6.0	6.0	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.8	4.8	4.8	4.8	4.8	4.8	6.0	6.0	6.0	6.0	6.0	6.0
LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay	4.8	4.8	4.8	4.8	4.8	4.8	5.5	5.5	5.5	5.5	5.5	5.5
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	6	6	6	6	6	6	6	6	6	6	6	6

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

18: [AU #229] 4th Avenue W & 116th Place SW/Driveway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	420	420	420	420	420	420	100	699	699	1375	1375	1375
Turn Bay Length (ft)	1165	1165	1165	1622	1385	1622	398	3418	3418	3470	3470	3470
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.01	0.02	0.01	0.02	0.01	0.37	0.37	0.30	0.30	0.30
Intersection Summary	Other											
Area Type:	Other											
Cycle Length: 88.5												
Actuated Cycle Length: 30												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.44												
Intersection Signal Delay: 4.5												
Intersection Capacity Utilization 43.7%												
Analysis Period (min) 15												
Intersection LOS: A												
ICU Level of Service A												
Splits and Phases: 18: [AU #229] 4th Avenue W & 116th Place SW/Driveway												
Ø2	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s
Ø4	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s
Ø6	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s
Ø8	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s	54.5 s

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	132	842	131	243	524	152	120	587	427	231	434	123
Future Volume (vph)	132	842	131	243	524	152	120	587	427	231	434	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275	0	0	250	0	0	225	300	300	300	325	0
Storage Lanes	1	0	0	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0	0	25	0	0	25	25	25	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	1.00	0.99	1.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Frt	0.980			0.966			0.850		0.967			
Flt Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	1787	*3300	0	1752	*4500	0	1770	3539	1583	1770	3395	0
Flt Permitted	0.950			0.950			0.950		0.950			
Satd. Flow (perm)	1783	3487	0	1743	3372	0	1750	3539	1530	1753	3395	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9		21					77		21	
Link Speed (mph)		37		40				40			40	
Link Distance (ft)		2381		1318			1455				1324	
Travel Time (s)		43.9		22.5			24.8				22.6	
Confl. Peds. (#/hr)	3		13	13		3	13		12	12		13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1024	0	256	712	0	126	618	449	243	586	0
Turn Type	Prot	NA	Prot	NA	NA	Prot	NA	pm+ov	Prot	NA	NA	6
Protected Phases	7	4		3	8		5	2	3	1		
Permitted Phases	7	4		3	8		5	2	3	1	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	7.0	4.0	4.0	7.0	
Minimum Split (s)	8.0	36.5		8.0	32.5		8.0	33.5	8.0	8.0	32.5	
Total Split (s)	34.0	54.5		34.0	54.5		34.0	54.5	34.0	37.0	54.5	
Total Split (%)	18.9%	30.3%		18.9%	30.3%		18.9%	30.3%	18.9%	20.6%	30.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	-5.0		0.0	-5.0	0.0	0.0	-5.0	
Total Lost Time (s)	4.0	7.5		4.0	-0.5		4.0	-0.5	4.0	4.0	-0.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	16.4	47.6		16.4	26.3		15.4	37.1	58.8	25.0	46.6	
Actuated g/C Ratio	0.11	0.31		0.17	0.43		0.10	0.25	0.39	0.17	0.31	
v/c Ratio	0.72	0.98		0.84	0.36		0.70	0.71	0.69	0.83	0.55	
Control Delay	87.8	74.3		85.5	30.9		88.1	57.9	35.4	86.0	44.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	87.8	74.3		85.5	30.9		88.1	57.9	35.4	86.0	44.5	
LOS	F	E		F	C		F	E	D	F	D	
Approach Delay		75.9			45.4			52.6			56.6	
Approach LOS		E			D			D			E	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

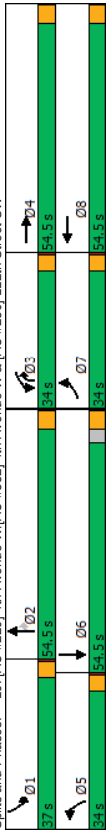
PM Peak-Hour

Lanes, Volumes, Timings

19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	138	~569		249	242		125	304		293	240	251
Queue Length 95th (ft)	228	#837		#433	375		211	396		443	366	333
Internal Link Dist (ft)		2301			1238			1375				1244
Turn Bay Length (ft)	275			250			225			300		1332
Base Capacity (vph)	359	1045		352	1964		356	1304		892	391	1332
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.39	0.98		0.73	0.36		0.35	0.47		0.65	0.62	0.44
Intersection Summary												
Area Type:	Other											
Cycle Length:	180											
Actuated Cycle Length:	151.2											
Natural Cycle:	110											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.98											
Intersection Signal Delay:	58.2											
Intersection Capacity Utilization:	89.0%											
Analysis Period (min):	15											
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 19: [AU #229] 4th Avenue W/[AU #352] 4th Avenue W & [AU #230] 112th Street SW



Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	1230	18	11	703	18	12
Future Volume (vph)	1230	18	11	703	18	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	100		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor	1.00		1.00		0.99	
Frt	0.998				0.946	
Flt Protected					0.971	
Satd. Flow (prot)	3565	0	0.950	3505	1686	0
Flt Permitted					0.971	
Satd. Flow (perm)	3565	0	0.204	3505	1686	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10				12	
Link Speed (mph)	30			40	30	
Link Distance (ft)	3508			2381	500	
Travel Time (s)	79.7			40.6	11.4	
Confl. Peds. (#/hr)		16	16			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1273	0	11	717	30	0
Turn Type	NA	Perm	NA	Prot	NA	Prot
Protected Phases	2		6	8		
Permitted Phases			6			
Minimum Split (s)	20.0		20.0	20.0		
Total Split (s)	34.0		34.0	34.0	6.0	
Total Split (%)	85.0%		85.0%	85.0%	15.0%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0		0.0	-5.0	0.0	
Total Lost Time (s)	4.0		4.0	-1.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Act Effect Green (s)	30.0		30.0	35.0	2.0	
Actuated g/C Ratio	0.75		0.75	0.88	0.05	
v/c Ratio	0.48		0.04	0.23	0.32	
Control Delay	2.6		1.6	0.6	23.8	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	2.6		1.6	0.6	23.8	
LOS	A		A	A	C	
Approach Delay	2.6			0.6	23.8	
Approach LOS	A			A	C	
Queue Length 50th (ft)	28		0	0	4	
Queue Length 95th (ft)	44		2	0	#25	
Internal Link Dist (ft)	3428			2301	420	
Turn Bay Length (ft)			100			

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2676		281	3066	95	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.48		0.04	0.23	0.32	
Intersection Summary						
Area Type:	Other					
Cycle Length:	40					
Actuated Cycle Length:	40					
Offset:	20 (50%), Referenced to phase 2EBT and 6.WBT.L Start of Green					
Natural Cycle:	45					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.48					
Intersection Signal Delay:	2.2					
Intersection Capacity Utilization	54.6%					
Analysis Period (min)	15					
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						
Splits and Phases:	20: 115th St SW & 112th Street SW/[AU #230] 112th Street SW					

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	9	1637	0	0	907	7	2	0	0	1	1	7
Traffic Volume (vph)	9	1637	0	0	907	7	2	0	0	1	1	7
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	0	100	0	0	0	0	0	0	0	0	0
Storage Length (ft)	1	0	1	0	0	0	0	0	0	0	0	0
Storage Lanes	25	0	25	0	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.999										
Flt Protected	0.950											
Satd. Flow (prot)	1787	3574	0	1863	3535	0	0	1805	0	0	1690	0
Flt Permitted	0.304											
Satd. Flow (perm)	571	3574	0	1863	3535	0	0	1900	0	0	1700	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)	2			5							7	
Link Speed (mph)		38		30			30				30	
Link Distance (ft)		1318		4093			500				500	
Travel Time (s)		23.6		93.0			11.4				11.4	
Confl. Peds. (#/ht)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1688	0	0	942	0	0	2	0	0	9	0
Turn Type	Perm	NA	2	Perm	NA	6	Perm	NA	8	Perm	NA	4
Protected Phases												
Permitted Phases	2			6			8					
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Split (%)	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	-1.0		4.0	4.0		4.0				4.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	30.0	35.0		30.0			2.0				2.0	
Actuated g/C Ratio	0.75	0.88		0.75			0.05				0.05	
v/c Ratio	0.02	0.54		0.36			0.02				0.10	
Control Delay	1.4	1.3		2.1			18.5				15.6	
Queue Delay	0.0	0.0		0.0			0.0				0.0	
Total Delay	1.4	1.3		2.1			18.5				15.6	
LOS	A	A		A			B				B	
Approach Delay		1.3		2.1			18.5				15.6	
Approach LOS		A		A			B				B	
Queue Length 50th (ft)	0	0		18			1				1	
Queue Length 95th (ft)	2	0		29			5				10	
Internal Link Dist (ft)		1238		4013			420				420	
Turn Bay Length (ft)	100											

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

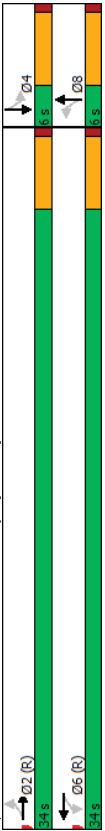
2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	428	3127										
Starvation Cap Reductn	0	0										
Spillback Cap Reductn	0	0										
Storage Cap Reductn	0	0										
Reduced v/c Ratio	0.02	0.54										
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset:	20 (50%), Referenced to phase 2EBTL and 6WBTL, Start of Green											
Natural Cycle:	45											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.54											
Intersection Signal Delay:	1.7											
Intersection Capacity Utilization	55.3%											
Analysis Period (min)	15											
Intersection LOS:	A											
ICU Level of Service	B											

Splits and Phases: 21: Meridian Avenue/Driveaway & [AU #230] 112th Street SW/112th Street SW



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	244	1	46	3	5	4	36	833	8	9	1834	197
Traffic Volume (vph)	244	1	46	3	5	4	36	833	8	9	1834	197
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	90	0	125	0	150	0	150	0	250	0	250	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	0	1	0
Storage Lanes	25	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.853	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Ped Bike Factor	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Flt Protected	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Satd. Flow (prot)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Flt Permitted	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Satd. Flow (perm)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Right Turn on Red	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Satd. Flow (RTOR)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Link Speed (mph)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Link Distance (ft)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Travel Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Confl. Peds. (#/hr)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Peak Hour Factor	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Heavy Vehicles (%)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Shared Lane Traffic (%)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Lane Group Flow (vph)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Turn Type	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Protected Phases	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Permitted Phases	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Detector Phase	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Switch Phase	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Minimum Initial (s)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Minimum Split (s)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Total Split (s)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Total Split (%)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Yellow Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
All-Red Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Lost Time Adjust (s)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Lost Time (s)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Lead/Lag	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Lead-Lag Optimize?	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Recall Mode	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Act Effrt Green (s)	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Actuated g/C Ratio	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
v/c Ratio	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Control Delay	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Queue Delay	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Total Delay	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
LOS	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Approach Delay	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902
Approach LOS	0.950	1570	1409	0	1543	1526	0	1671	4797	0	1736	4902

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

22: Airport Road/[AU #231] Airport Road & 106th Street SW

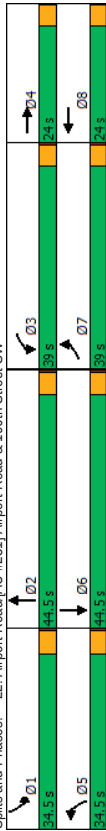
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	122	0	0	1	3	19	62	19	62	5	286	5
Queue Length 95th (ft)	240	29	1085	12	21	59	195	59	195	24	#687	24
Internal Link Dist (ft)	90	0	0	125	411	671	2878	671	2878	250	2114	250
Turn Bay Length (ft)	736	446	0	0	0	0	0	0	0	697	2960	697
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.12	0.00	0.02	0.06	0.32	0.01	0.76	0.01	0.76	0.01	0.76

Intersection Summary

Area Type:	Other
Cycle Length:	142
Actuated Cycle Length:	77.4
Natural Cycle:	130
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	17.5
Intersection Capacity Utilization:	66.7%
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 22: Airport Road/[AU #231] Airport Road & 106th Street SW



Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	107	59	189	207	23	159	115	1182	142	168	1772	71
Future Volume (vph)	107	59	189	207	23	159	115	1182	142	168	1772	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	200	200	140	140	65	350	0	0	300	0	0
Storage Lanes	1	1	1	1	1	1	1	0	0	1	0	0
Taper Length (ft)	25	25	25	25	25	1	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								0.984	0.984	1.00	1.00	0.994
Fit	0.950		0.850	0.950		0.850	0.950		0.950	0.950		
Flt Protected												
Satd. Flow (prot)	1719	1810	1538	1752	1845	1568	1736	*5500	0	1752	5001	0
Flt Permitted	0.950		0.950	0.950		0.950	0.950		0.950	0.950		
Satd. Flow (perm)	1719	1810	1538	1752	1845	1568	1735	4892	0	1751	5001	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			174		30	174		20			5	
Link Speed (mph)		30			30						45	
Link Distance (ft)		858			1387			2194			2138	
Travel Time (s)		19.5			31.5			31.8			32.4	
Confl. Peds. (#/hr)							1		3	3		1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	72	230	252	28	194	140	1614	0	205	2248	0
Turn Type	Prot	NA	Perm	Prot	Prot	Perm	Prot	NA	Prot	NA	NA	0
Protected Phases												
Permitted Phases	7	4	4	3	8	8	5	2	1	6		
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	12.0	4.0	12.0	12.0	
Minimum Split (s)	8.0	34.5	34.5	8.0	35.5	35.5	8.0	28.5	8.0	29.5	29.5	
Total Split (s)	28.5	28.5	28.5	21.3	23.5	23.5	24.0	64.5	19.0	64.5	64.5	
Total Split (%)	19.6%	19.6%	19.6%	16.2%	16.2%	16.2%	16.5%	44.3%	13.1%	44.3%	44.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	-5.0	-5.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	-0.5	4.0	-0.5	-0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	
Act Effct Green (s)	13.8	11.9	11.9	21.3	19.4	19.4	14.1	63.7	15.2	64.9	64.9	
Actuated g/C Ratio	0.11	0.10	0.10	0.17	0.16	0.16	0.11	0.52	0.12	0.53	0.53	
v/c Ratio	0.67	0.41	0.75	0.83	0.10	0.49	0.70	0.56	0.95	0.85	0.85	
Control Delay	71.4	61.2	31.8	72.9	47.6	14.2	73.4	21.5	104.1	30.7	30.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	71.4	61.2	31.8	72.9	47.6	14.2	73.4	21.5	104.1	30.7	30.7	
LOS	E	E	C	E	D	B	E	C	F	C	C	
Approach Delay		48.6				47.4		25.6		36.8		
Approach LOS		D				D		C		D		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

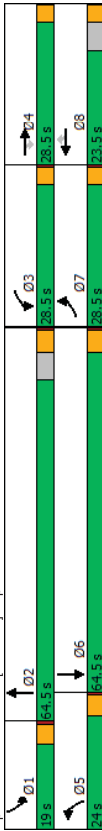
PM Peak-Hour

Lanes, Volumes, Timings

23: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	101	56	43	193	19	14	109	305	166	547		
Queue Length 95th (ft)	165	99	107	#306	47	65	176	369	#331	683		
Internal Link Dist (ft)		778			1307			2114		2058		
Turn Bay Length (ft)	200		200	140		65	350		300			
Base Capacity (vph)	354	373	455	361	381	461	286	3185	216	2685		
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.37	0.19	0.51	0.70	0.07	0.42	0.49	0.51	0.95	0.84		
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	145.5											
Actuated Cycle Length:	122.8											
Natural Cycle:	125											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.95											
Intersection Signal Delay:	34.9											
Intersection Capacity Utilization:	70.3%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 23: [AU #231] Airport Road & 100th Street SW



Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	56	6	83	45	2	186	20	1080	33	70	1756	26
Future Volume (vph)	56	6	83	45	2	186	20	1080	33	70	1756	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185	0	0	125	0	260	0	260	0	250	0	0
Storage Lanes	1	0	0	1	1	1	1	1	0	1	0	0
Taper Length (ft)	25	0	0	25	0	25	25	25	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.860			0.850			0.950	0.995		0.998		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1506	0	1671	1759	1495	1687	*2800	0	1719	4928	0
Flt Permitted	0.757			0.692			0.950			0.950		
Satd. Flow (perm)	1341	1506	0	1215	1759	1473	1686	4819	0	1716	4928	0
Right Turn on Red			Yes		Yes	Yes			Yes			Yes
Satd. Flow (RTOR)	94			3	3	211	4	8	6	6	5	4
Link Speed (mph)	30			30				2138			45	
Link Distance (ft)	429			649				31.0			1785	
Travel Time (s)	9.8			14.8							27.0	
Confl. Peds. (#/hr)	3			3			4		6	6		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	7%	7%	7%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	101	0	51	2	211	23	1265	0	80	2025	0
Turn Type	Perm	NA	NA	Perm	8	Perm	Prot	5	2	1	6	
Protected Phases												
Permitted Phases	4	4	4	8	8	8	5	2	1	6		
Detector Phase	4	4	4	8	8	8	5	2	1	6		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	9.0	28.5	8.0	8.0	34.0	
Total Split (s)	13.5	13.5	13.5	13.5	13.5	13.5	19.0	54.5	19.0	19.0	54.5	
Total Split (%)	15.5%	15.5%	15.5%	15.5%	15.5%	15.5%	21.8%	62.6%	21.8%	21.8%	62.6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	-5.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	7.5	4.0	4.0	-0.5	
Lead/Lag							Lead	Lag	Lead	Lag		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	Min	None	Min		
Act Effct Green (s)	10.4	10.4	10.4	10.4	10.4	10.4	6.6	29.7	8.3	45.3		
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.11	0.48	0.13	0.72		
v/c Ratio	0.29	0.31	0.25	0.01	0.50	0.13	0.95	0.35	0.35	0.57		
Control Delay	30.4	10.4	30.1	26.5	9.1	37.9	33.2	36.2	36.2	7.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	30.4	10.4	30.1	26.5	9.1	37.9	33.2	36.2	36.2	7.2		
LOS	C	B	C	C	A	A	D	C	D	A		
Approach Delay		18.2		13.3		B		33.2		8.3		
Approach LOS		B					C			A		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

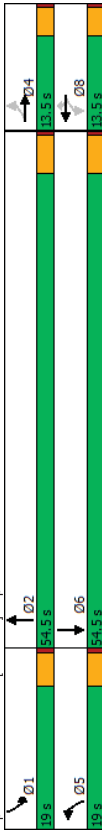
PM Peak-Hour

Lanes, Volumes, Timings

24: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	21	2	17	1	0	8	139					
Queue Length 95th (ft)	66	41	56	7	51	40	#402					
Internal Link Dist (ft)	349		569			2058						
Turn Bay Length (ft)	185		125		494	260						
Base Capacity (vph)	302	412	273	395	477	2175						
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.25	0.19	0.01	0.43	0.05	0.58					
Intersection Summary												
Area Type:	Other											
Cycle Length:	87											
Actuated Cycle Length:	62.5											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.95											
Intersection Signal Delay:	17.5											
Intersection Capacity Utilization:	59.8%											
Analysis Period (min):	15											
* User Entered Value												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 24: [AU #231] Airport Road & 94th Street SW



Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	831	6	347	31	10	93	78	1205	48	66	2011	298
Future Volume (vph)	831	6	347	31	10	93	78	1205	48	66	2011	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	90		0	225		0	110		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25		0	25		0	25		0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.99		0.98		0.865		0.994		1.00		0.981
Flt Protected	0.950	0.953		0.950		0.950				0.950		
Satd. Flow (prot)	1698	1703	1599	1271	1137	0	1703	*4050	0	1752	4940	0
Flt Permitted	0.950	0.953		0.950		0.950				0.950		
Satd. Flow (perm)	1687	1693	1599	1271	1137	0	1703	4860	0	1752	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			309			118		5			30	
Link Speed (mph)		30			30			47			30	
Link Distance (ft)		517			773			1785			560	
Travel Time (s)		11.8			17.6			25.9			12.7	
Confl. Peds. (#/hr)	6					6			1	1		
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	42%	42%	42%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	526	534	439	39	131	0	99	1586	0	84	2923	0
Turn Type	Split	NA	Perm	Split	NA	Prot	Prot	NA	Prot	NA	NA	NA
Protected Phases	4	4	4	8	8	5	2	2	1	6		
Permitted Phases	4	4	4	8	8	5	2	2	1	6		
Detector Phase												
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	4.0	4.0	4.0	10.0	4.0	4.0	10.0		
Minimum Split (s)	20.0	20.0	20.0	30.5	30.5	30.5	8.0	41.0	8.0	26.5		
Total Split (s)	30.0	30.0	30.0	15.0	15.0	15.0	15.0	40.0	25.0	50.0		
Total Split (%)	27.3%	27.3%	27.3%	13.6%	13.6%	13.6%	13.6%	36.4%	22.7%	45.5%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	4.0	3.5	4.0		
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		
All-Red Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	7.5	4.0	4.5		
Lead/Lag				Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	26.8	26.8	26.8	10.2	10.2	9.3	42.7	9.6	46.1	9.6	46.1	
Actuated g/C Ratio	0.25	0.25	0.25	0.10	0.10	0.09	0.40	0.09	0.44	0.09	0.44	
v/c Ratio	1.22	1.24	0.69	0.32	0.61	0.66	0.97	0.53	1.35	0.53	1.35	
Control Delay	155.0	161.0	18.4	51.3	22.6	70.6	48.8	60.4	187.0	60.4	187.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	155.0	161.0	18.4	51.3	22.6	70.6	48.8	60.4	187.1	60.4	187.1	
LOS	F	F	B	D	C	E	D	E	D	F	F	
Approach Delay		117.1			29.2			50.0			183.6	
Approach LOS		F			C			D			F	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

25: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~465	~475	73	26	8	65	370			55	~960	
Queue Length 95th (ft)	#703	#716	153	51	44	122	#565			102	#1103	
Internal Link Dist (ft)		437			693		1705				480	
Turn Bay Length (ft)	200		200	90		225				110		
Base Capacity (vph)	431	432	636	171	255	179	1636			352	2169	
Spillback Cap Reductn	0	0	0	0	0	0	0			0	68	
Spillback Cap Reductn	0	0	0	0	0	0	0			0	0	
Storage Cap Reductn	0	0	0	0	0	0	0			0	0	
Reduced v/c Ratio	1.22	1.24	0.69	0.23	0.51	0.55	0.97			0.24	1.39	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 105.8
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.35
 Intersection Signal Delay: 128.4
 Intersection Capacity Utilization 90.1%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service E

* User Entered Value

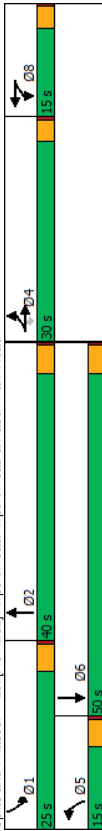
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 25: [AU #231] Airport Road/Airport Road & Kasch Park Road



Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑	↑	↓	↓
Traffic Volume (vph)	38	16	811	30	33	830
Future Volume (vph)	38	16	811	30	33	830
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	100	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			0.98		
Frt	0.960			0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1727	0	1881	1599	1787	1881
Flt Permitted	0.966			0.194		
Satd. Flow (perm)	1724	0	1881	1562	365	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			28		
Link Speed (mph)	30		35		1	40
Link Distance (ft)	500		1324			1345
Travel Time (s)	11.4		25.8			22.9
Confl. Peds. (#/ht)	1			1		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	954	35	39	976
Turn Type	Prot		NA	Perm	pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phase				2	6	
Detector Phase	3		2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		22.5	9.0	22.0	22.0
Total Split (s)	29.0		54.5	19.0	64.5	64.5
Total Split (%)	28.3%		53.2%	18.5%	62.9%	62.9%
Yellow Time (s)	3.5		4.0	3.5	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		-5.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		-0.5	4.5	4.0	4.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Max	Max	None	Max
Act Effct Green (s)	8.8		66.8	62.9	68.1	68.9
Actuated g/C Ratio	0.11		0.80	0.76	0.82	0.83
v/c Ratio	0.32		0.63	0.03	0.10	0.63
Control Delay	28.4		9.0	3.3	3.3	6.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	28.4		9.0	3.3	3.3	6.9
LOS	C		A	A	A	A
Approach Delay	28.4		8.8			6.7
Approach LOS	C		A			A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

26: [AU #352] 4th Avenue W & 108th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	22		177	1	2	122
Queue Length 95th (ft)	50		490	13	14	413
Internal Link Dist (ft)	420		1244			1265
Turn Bay Length (ft)					100	
Base Capacity (vph)	535		1514	1189	557	1653
Sanitation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.12		0.63	0.03	0.07	0.59
Intersection Summary						
Area Type: Other						
Cycle Length: 102.5						
Actuated Cycle Length: 83						
Natural Cycle: 75						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.63						
Intersection Signal Delay: 8.4						
Intersection Capacity Utilization 54.5%						
Analysis Period (min) 15						
Intersection LOS: A						
ICU Level of Service A						

Splits and Phases: 26: [AU #352] 4th Avenue W & 108th Street SW



Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	20	0	12	0	823	14	3	802	0
Future Volume (vph)	1	0	1	20	0	12	0	823	14	3	802	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	100	0	0	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00		0.99		
Frt	0.932				0.950			0.998				
Flt Protected	0.976				0.970					0.950		
Satd. Flow (prot)	0	1728	0	0	1751	0	1863	1858	0	1787	1881	0
Flt Permitted										0.258		
Satd. Flow (perm)	0	1771	0	0	1805	0	1863	1858	0	483	1881	0
Right Turn on Red			Yes		Yes				Yes			Yes
Satd. Flow (RTOR)	27				27							
Link Speed (mph)	30				30			35				30
Link Distance (ft)	500				500			1345				1312
Travel Time (s)	11.4				11.4			26.2				29.8
Confl. Peds. (#/hr)									18	18		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	Perm	NA	0	Perm	NA	0	Perm	NA	0	3	881	0
Turn Type										Perm	NA	
Protected Phases	4			8			2				6	
Permitted Phases												
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	6.0	6.0	6.0	6.0	6.0	6.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0			4.0			4.0	-1.0	4.0	4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)	2.0			2.0				35.0		30.0	30.0	
Actuated g/C Ratio	0.05			0.05				0.88		0.75	0.75	
v/c Ratio	0.02			0.30				0.57		0.01	0.62	
Control Delay	0.5			17.7				2.1		1.3	4.8	
Queue Delay	0.0			0.0				0.0		0.0	0.0	
Total Delay	0.5			17.7				2.1		1.3	4.8	
LOS	A			B			A	A		A	A	
Approach Delay	0.5			17.7				2.1		4.8	4.8	
Approach LOS	A			B			A	A		A	A	
Queue Length 50th (ft)	0			2				0		0	47	
Queue Length 95th (ft)	0			20				0		1	95	
Internal Link Dist (ft)	420			420				1265		100	1232	
Turn Bay Length (ft)												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

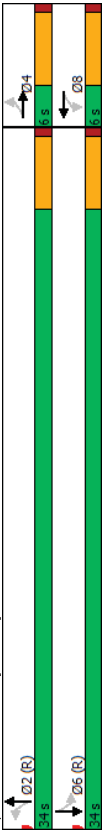
PM Peak-Hour

Lanes, Volumes, Timings

27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	114						115	1625		362	1410	
Starvation Cap Reductn	0					0	0	0		0	0	0
Spillback Cap Reductn	0					0	0	0		0	0	0
Storage Cap Reductn	0					0	0	0		0	0	0
Reduced v/c Ratio	0.02					0.30		0.57		0.01	0.62	
Intersection Summary												
Area Type:	Other											
Cycle Length:	40											
Actuated Cycle Length:	40											
Offset: 0 (0%), Referenced to phase 2/NBTL and 6/SBTL, Start of Green												
Natural Cycle:	60											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.62											
Intersection Signal Delay: 3.7	Intersection LOS: A											
Intersection Capacity Utilization 54.2%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 27: [AU #352] 4th Avenue W/4th Avenue W & 104th Street SW



Existing SEPA Intersection Level of Service Analysis

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT
Traffic Volume (vph)	788	595	16	602	433	85	23	1183	460	510	2061	434
Future Volume (vph)	788	595	16	602	433	85	23	1183	460	510	2061	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0	25		0	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		0.99					0.98	1.00		
Frt		0.996			0.975				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3219	3303	0	3351	*2750	0	1711	3422	1531	3302	3404	1523
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3219	3303	0	3324	3369	0	1711	3422	1501	3295	3404	1523
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1		11				30	191		30	300
Link Speed (mph)		30		40				1344			2044	
Link Distance (ft)		1789		2764								
Travel Time (s)		40.7		47.1				30.5			46.5	
Confl. Peds. (#/hr)			10	10					5			
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	857	664	0	654	563	0	25	1286	500	554	2240	472
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	30.0	35.0		30.0	35.0		30.0	70.0	70.0	35.0	70.0	70.0
Total Split (%)	17.6%	20.6%		17.6%	20.6%		17.6%	41.2%	41.2%	20.6%	41.2%	41.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effect Green (s)	25.0	32.3		25.0	29.3		8.0	64.0	64.0	29.9	90.4	90.4
Actuated g/C Ratio	0.15	0.19		0.15	0.17		0.05	0.37	0.37	0.17	0.52	0.52
v/c Ratio	1.84	1.07		1.35	1.18		0.32	1.01	0.74	0.97	1.25	0.50
Control Delay	420.5	120.9		220.7	159.0		90.3	80.6	35.9	100.1	154.6	11.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	420.5	120.9		220.7	159.0		90.3	80.6	35.9	100.1	154.6	11.7
LOS	F	F		F	F		F	F	D	F	F	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		289.7						68.4				
Approach LOS		F			F			E				F
Queue Length 50th (ft)		~737		~484	~408		28	753		310	319	~1672
Queue Length 95th (ft)		#946		#671	#488		66	#1030		513	#485	#2019
Internal Link Dist (ft)		1709		2684				1264				1964
Turn Bay Length (ft)		190		130			145			165	310	500
Base Capacity (vph)		467		486	477		248	1272		678	575	1786
Starvation Cap Reductn		0		0	0		0	0		0	0	0
Spillback Cap Reductn		0		0	0		0	0		0	0	0
Storage Cap Reductn		0		0	0		0	0		0	0	0
Reduced v/c Ratio		1.84		1.35	1.18		0.10	1.01		0.74	0.96	1.25

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 172.2

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.84

Intersection Signal Delay: 154.3

Intersection Capacity Utilization 118.3%

Analysis Period (min): 15

Description: SR-525 is north-south and Beverly Park Road is northeast-southwest

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL
Traffic Volume (vph)	458	406	17	45	157	15	9	436	79	18	983	551
Future Volume (vph)	458	406	17	45	157	15	9	436	79	18	983	551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)			0%			0%		1%			-1%	
Storage Length (ft)	140		0	100		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00		1.00		1.00	1.00	1.00	0.99	
Frt	0.994			0.987			0.977				0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	1798	0	1752	1818	0	1608	4493	0	1736	4691	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3325	1798	0	1752	1818	0	1608	4493	0	1729	4691	0
Right Turn on Red		Yes			Yes				Yes			Yes
Satd. Flow (RTOR)		1		3			36				141	
Link Speed (mph)		38		30			30				30	
Link Distance (ft)		838		589			917				1237	
Travel Time (s)		15.0		13.4			20.8				28.1	
Confl. Peds. (#/hr)	3				3				3	3		
Confl. Bikes (#/hr)			2		2				1			10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	8%	8%	8%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	482	445	0	47	181	0	9	542	0	19	1615	0
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	NA	Prot	NA	NA
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5	
Total Split (s)	29.0	29.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	17.4	27.9		7.3	16.0		5.5	31.5		6.0	33.7	
Actuated g/C Ratio	0.21	0.34		0.09	0.19		0.07	0.38		0.07	0.41	
v/c Ratio	0.68	0.73		0.30	0.51		0.08	0.31		0.15	0.80	
Control Delay	38.5	36.4		48.2	38.0		49.8	18.6		49.1	24.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.5	36.4		48.2	38.0		49.8	18.6		49.1	24.0	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D	D	D	D	D	D	B	B	D	D	C
Approach Delay		37.5			40.1			19.1				24.3
Approach LOS		D			D			B				C
Queue Length 50th (ft)	106	194		21	74		4	55		9		216
Queue Length 95th (ft)	270	#519		81	208		27	138		43		474
Internal Link Dist (ft)		758			509			837				1157
Turn Bay Length (ft)	140			100			250			250		
Base Capacity (vph)	1109	610		349	407		320	3291		346		3464
Salvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.43	0.73		0.13	0.44		0.03	0.16		0.05		0.47

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 82.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 28.2

Intersection Capacity Utilization 70.0%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

ICU Level of Service C

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	411	534	700	215	349	223	105	1230	152	199	1457	111
Future Volume (vph)	411	534	700	215	349	223	105	1230	152	199	1457	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	12	11	11	13	11	14	14	11	11
Storage Length (ft)	250	400	400	250	0	0	0	300	0	0	430	0
Storage Lanes	1	2	2	1	1	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99			0.98	0.99	0.942	1.00		0.92	0.99	0.95	0.95
Fit	0.950		0.850		0.942				0.850		0.850	
Flt Protected							0.950		0.950			
Satd. Flow (prot)	1728	3455	3002	1752	3159	0	1811	3388	1672	1906	3455	1546
Flt Permitted	0.950		0.950				0.950		0.950			
Satd. Flow (perm)	1716	3455	3002	1723	3159	0	1802	3388	1543	1884	3455	1469
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			692		63			30	82		30	70
Link Speed (mph)		30			50			1701			1159	
Link Distance (ft)		2688			2133			38.7			26.3	
Travel Time (s)		61.1			29.1			38.7			26.3	
Confl. Peds. (#/hr)	7		16	16		7	21		28	28		21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	424	551	722	222	590	0	108	1268	157	205	1502	114
Turn Type	Prot	NA	Over	Prot	NA	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6	5	2	2	
Permitted Phases									6	6	5	2
Detector Phase	3	8	1	7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7		9.2	34.7	34.7	9.2	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0		30.0	85.0	85.0	30.0	85.0	85.0
Total Split (%)	18.5%	27.9%	14.0%	18.6%	27.9%		14.0%	39.5%	39.5%	14.0%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7		0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	7.7		4.2	4.7	4.7	4.2	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min		None	None	None	None	None	None
Act Effct Green (s)	35.9	46.8	16.7	28.7	36.6		16.7	80.3	80.3	24.1	87.7	87.7
Actuated g/C Ratio	0.18	0.24	0.08	0.15	0.19		0.08	0.41	0.41	0.12	0.44	0.44
v/c Ratio	1.35	0.67	0.81	0.87	0.93		0.71	0.92	0.23	0.88	0.98	0.17
Control Delay	233.8	74.1	15.2	115.0	92.7		113.0	67.6	19.9	120.3	71.6	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	233.8	74.1	15.2	115.0	92.7		113.0	67.6	19.9	120.3	71.6	15.7
LOS	F	E	B	F	F		F	E	B	F	E	B
Approach Delay		88.9			98.8			65.9			73.5	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

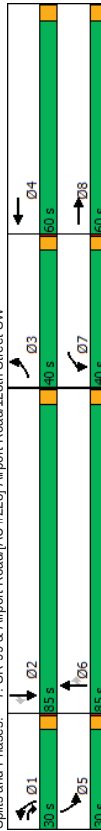
PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	~730	353	21	289	369		141	837	62	267	1014	33
Queue Length 95th (ft)	#1030	441	97	408	448		220	#1068	132	#445	#1371	90
Internal Link Dist (ft)		2608		2053				1621			1079	
Turn Bay Length (ft)	250		400	250			236	1379	676	249	1533	430
Base Capacity (vph)	313	968	994	318	884		0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.35	0.57	0.73	0.70	0.67		0.46	0.92	0.23	0.82	0.98	0.17
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
	Actuated Cycle Length: 197.7											
	Natural Cycle: 150											
	Control Type: Actuated-Uncoordinated											
	Maximum v/c Ratio: 1.35											
	Intersection Signal Delay: 79.5											
	Intersection Capacity Utilization 105.1%											
	Analysis Period (min) 15											
	Description: Airport Road is east-west and SR-99 is north-south											
	~ Volume exceeds capacity, queue is theoretically infinite.											
	# Queue shown is maximum after two cycles.											
	# 95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	0	1241	517	405	1126	0	0	0	0	763	1	470
Future Volume (vph)	0	1241	517	405	1126	0	0	0	0	763	1	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	400	0	0	0	0	0	330	0	330
Storage Lanes	0	0	1	2	0	0	0	0	0	1	0	1
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.994	0.850							0.98	0.850	
Flt Protected				0.950						0.950	0.952	
Satd. Flow (prot)	0	*2500	1427	3400	3505	0	0	0	0	1698	1701	1599
Flt Permitted				0.950						0.950	0.952	
Satd. Flow (perm)	0	3337	1427	3400	3505	0	0	0	0	1698	1701	1570
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3	343				30				30	94
Link Speed (mph)					35							
Link Distance (ft)			872	700			315				681	
Travel Time (s)			19.8	13.6			7.2				15.5	
Confl. Peds. (#/hr)	7											
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)			10%							50%		
Lane Group Flow (vph)	0	1405	506	440	1224	0	0	0	0	414	416	511
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6					8		8
Permitted Phases			2	2	1	6				8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	8.5	23.3						40.6	40.6	40.6
Total Split (s)	68.0	68.0	31.0	105.0						45.0	45.0	45.0
Total Split (%)	45.3%	45.3%	20.7%	70.0%						30.0%	30.0%	30.0%
Yellow Time (s)	3.6	3.6	3.5	3.6						3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0						2.0	2.0	2.0
Lost Time Adjust (s)	3.0	3.0	0.0	0.0						0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	5.6	5.6						5.6	5.6	5.6
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	C-Min						Min	Min	Min
Act Effct Green (s)	67.8	70.8	23.1	99.4						39.4	39.4	39.4
Actuated g/C Ratio	0.45	0.47	0.15	0.66						0.26	0.26	0.26
v/c Ratio	1.24	0.59	0.84	0.53						0.93	0.93	1.06
Control Delay	156.4	19.0	62.0	6.1						81.8	82.5	100.8
Queue Delay	1.4	0.0	0.0	1.3						69.4	68.9	0.0
Total Delay	157.8	19.0	62.0	7.4						151.1	151.4	100.8
LOS	F	F	B	A						F	F	F
Approach Delay	121.0			21.8						132.1		
Approach LOS	F			C						F		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U.L 18-040]

Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~960	134	201	195					418	421	~477
Queue Length 95th (ft)		m#1086	m249	m184	m120					#633	#637	#709
Internal Link Dist (ft)		792		400	620			235		601		
Turn Bay Length (ft)												
Base Capacity (vph)		1132	855	578	2322					330	446	481
Starvation Cap Reductn		0	0	0	826					0	0	0
Spillback Cap Reductn		285	0	0	0					354	354	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		1.66	0.59	0.76	0.82					4.50	4.52	1.06
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset: 0 (0%), Referenced to phase 2EBT and 6WBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.24												
Intersection Capacity Delay: 90.5												
Intersection Capacity Utilization 118.7%												
Analysis Period (min) 15												
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Lanes, Volumes, Timings

28: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
Traffic Volume (vph)	266	2058	0	0	1072	410	665	8	1318	0	0	0
Future Volume (vph)	266	2058	0	0	1072	410	665	8	1318	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%	-2%
Storage Length (ft)	150	0	0	0	200	225	225	0	225	0	0	0
Storage Lanes	2	0	0	0	1	1	1	0	1	0	0	0
Taper Length (ft)	25	0	0	25	0	25	25	0	25	0	0	0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.95	0.91	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99					0.95						
Frt	0.950					0.850			0.866	0.850		
Flt Protected							0.950	0.995				
Satd. Flow (prot)	3467	3575	0	0	3404	1523	1681	1460	1504	0	0	0
Flt Permitted	0.950						0.950	0.995				
Satd. Flow (perm)	3433	3575	0	0	3404	1451	1681	1460	1504	0	0	0
Right Turn on Red		Yes				Yes			Yes		Yes	
Satd. Flow (RTOR)						226			60			
Link Speed (mph)	15	35			30						30	
Link Distance (ft)		700			1162			513			474	
Travel Time (s)		13.6			26.4			11.7			10.8	
Confl. Peds. (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	1%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)							10%	47%				
Lane Group Flow (vph)	320	2480	0	0	1292	494	721	836	842	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases							4					
Detector Phase	5	2			6	6	4	4	4			
Switch Phase												
Minimum Initial (s)	3.0	7.0			7.0	7.0	5.0	5.0	5.0			
Minimum Split (s)	8.6	30.3			30.3	30.3	34.6	34.6	34.6			
Total Split (s)	35.0	85.0			50.0	50.0	65.0	65.0	65.0			
Total Split (%)	23.3%	56.7%			33.3%	33.3%	43.3%	43.3%	43.3%			
Yellow Time (s)	3.6	3.6			3.6	3.6	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.6	-1.3			-1.3	-1.3	-1.0	-1.0	-1.0			
Total Lost Time (s)	5.0	4.3			4.3	4.3	4.6	4.6	4.6			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max	Max			
Act Effct Green (s)	18.8	80.7			56.9	56.9	60.4	60.4	60.4			
Actuated g/C Ratio	0.13	0.54			0.38	0.38	0.40	0.40	0.40			
v/c Ratio	0.74	1.29			1.00	0.72	1.07	1.42	1.31			
Control Delay	67.9	167.5			71.2	27.9	96.3	233.2	186.4			
Queue Delay	0.0	0.9			0.0	0.0	0.0	0.0	0.0			
Total Delay	67.9	168.4			71.2	27.9	96.3	233.2	186.4			
LOS	E	F			E	C	F	F	F			
Approach Delay		156.9			59.3			175.6				

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

28: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	164	-1658			-664	231	-816	-1213	-1080			
Queue Length 95th (ft)	m152	m#1353			#770	331	#938	#1328	#1189			
Internal Link Dist (ft)		620			1082			433				
Turn Bay Length (ft)	150					200	225		225			
Base Capacity (vph)	693	1923			1291	690	676	589	641			
Starvation Cap Reductn	0	492			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.46	1.73			1.00	0.72	1.07	1.42	1.31			

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2EBT and 6WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay: 138.4

Intersection Capacity Utilization 118.7%

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: F

ICU Level of Service H



Splits and Phases: 28: I-5 Northbound Ramps & 128th Street SW

Lanes, Volumes, Timings

29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	157	1747	144	154	1272	20	222	54	151	63	51	90
Future Volume (vph)	157	1747	144	154	1272	20	222	54	151	63	51	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%		0%				0%	
Storage Length (ft)	300		0	150		0	250		0	200		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25		25		0.95	0.95	1.00		1.00	1.00		1.00
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	0.98		0.99	0.99		1.00
Ped Bike Factor	1.00				0.998		0.890			0.904		
Fit	0.950		0.850		0.950		0.950			0.950		
Satd. Flow (prot)	1796	3592	1607	1770	3531	0	1770	1632	0	1805	1694	0
Fit Permitted	0.950		0.950		0.447		0.447			0.619		
Satd. Flow (perm)	1794	3592	1607	1770	3531	0	828	1632	0	1168	1694	0
Right Turn on Red		Yes	Yes		Yes				Yes			Yes
Satd. Flow (RTOR)		90		1			85		6		48	
Link Speed (mph)		30		30			30		30		30	
Link Distance (ft)		1162		2377			875		875		875	
Travel Time (s)		26.4		54.0			19.9		19.9		19.9	
Confl. Peds. (#/hr)	2					2	5		6		6	
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	1899	157	167	1405	0	241	223	0	68	153	0
Turn Type	Prot	NA	Perm	Prot	NA	prot	NA	NA	Perm	NA	NA	0
Protected Phases	5	2	2	1	6	3	8	8	4	4	4	
Permitted Phases												
Detector Phase	5	2	2	1	6	3	8	8	4	4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	8.5	28.3	28.3	10.1	25.3	8.5	36.6	31.6	31.6	31.6	31.6	
Total Split (s)	20.0	92.0	92.0	20.0	92.0	15.0	53.0	38.0	38.0	38.0	38.0	
Total Split (%)	12.1%	55.8%	55.8%	12.1%	55.8%	9.1%	32.1%	23.0%	23.0%	23.0%	23.0%	
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	3.5	3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	6.3	6.3	5.5	6.3	5.5	5.6	5.6	5.6	5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	Max	Max	Max	
Act Effrt Green (s)	14.5	85.7	85.7	14.5	85.7	47.5	47.4	47.4	32.4	32.4	32.4	
Actuated g/C Ratio	0.09	0.52	0.52	0.09	0.52	0.29	0.29	0.29	0.20	0.20	0.20	
v/c Ratio	1.09	1.02	1.08	1.08	0.77	0.83	0.42	0.30	0.41	0.30	0.41	
Control Delay	163.8	64.4	9.4	161.4	35.1	74.5	60.7	43.1	60.7	43.1	60.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	163.8	64.4	9.4	161.4	35.1	74.5	31.5	60.7	31.5	60.7	43.1	
LOS	F	E	A	F	D	E	C	E	C	E	D	
Approach Delay		68.1		48.6			53.9			48.5		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	~206	~1137	36	~200	624		216	120		63	99	
Queue Length 95th (ft)	#369	#1269	78	#361	717		#349	204		115	175	
Internal Link Dist (ft)		1082			2287			795			795	
Turn Bay Length (ft)	300		150				250			200		
Base Capacity (vph)	157	1865	877	155	1834		292	529		229	371	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.09	1.02	0.18	1.08	0.77		0.83	0.42		0.30	0.41	

Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 165

Offset: 85.7 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 58.8

Intersection Capacity Utilization 109.9%

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE



Lanes, Volumes, Timings

30: Dumas Road/Elgin Way & SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	57	1250	621	25	829	6	457	34	44	8	45	29
Traffic Volume (vph)	57	1250	621	25	829	6	457	34	44	8	45	29
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	250	800	100	100	100	0	300	0	100	0	100	0
Storage Length (ft)	1	1	1	1	1	0	1	0	0	1	0	0
Storage Lanes	25	25	25	25	25	0	25	0	25	0	25	0
Taper Length (ft)	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.97	0.97	1.00	1.00	1.00	0.99	0.975	0.99	0.99	0.941	0.941
Ped Bike Factor	0.950	0.850	0.850	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fit Protected	1787	3574	1599	1752	3501	0	1649	1628	0	1787	1770	0
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fit Permitted	1785	3574	1548	1749	3501	0	1649	1628	0	1773	1770	0
Satd. Flow (perm)	1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red												
Satd. Flow (RTOR)			634					6			19	
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		2377		1068				751			520	
Travel Time (s)		54.0		24.3				17.1			11.8	
Confl. Peds. (#/hr)	1		3	3		1		5		5		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	1%	1%	1%
Shared Lane Traffic (%)							41%					
Lane Group Flow (vph)	58	1276	634	26	852	0	275	271	0	8	76	0
Turn Type	Prot	NA	Perm	Prot	NA	NA	Split	NA	Split	4	NA	4
Protected Phases	5	2	2	1	6		8	8		4	4	
Permitted Phases	5	2	2	1	6		8	8		4	4	
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	3.0		10.0	10.0		5.0	5.0	
Minimum Split (s)	8.5	26.1	26.1	8.5	32.5		28.1	28.1		34.5	34.5	
Total Split (s)	30.0	45.0	45.0	30.0	45.0		45.0	45.0		45.0	45.0	
Total Split (%)	18.2%	27.3%	27.3%	18.2%	27.3%		27.3%	27.3%		27.3%	27.3%	
Yellow Time (s)	3.5	4.3	4.3	3.5	3.5		4.3	4.3		3.5	3.5	
All-Red Time (s)	2.0	1.8	1.8	2.0	2.0		1.8	1.8		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.1	6.1	5.5	5.5		6.1	6.1		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	9.4	46.2	46.2	6.4	42.2		25.3	25.3		12.0	12.0	
Actuated g/C Ratio	0.09	0.44	0.44	0.06	0.40		0.24	0.24		0.11	0.11	
v/c Ratio	0.37	0.81	0.61	0.24	0.61		0.69	0.69		0.04	0.35	
Control Delay	59.2	35.8	5.5	61.4	33.2		49.1	47.8		46.4	41.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	59.2	35.8	5.5	61.4	33.2		49.1	47.8		46.4	41.6	
LOS	E	D	A	E	C		D	D		D	D	
Approach Delay		26.8			34.0			48.4			42.1	
Approach LOS		C			C			D			D	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

30: Dumas Road/Elgin Way & SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	38	423	0	17	250	180	173			5	37	
Queue Length 95th (ft)	100	#891	106	56	#512	345	334			22	92	
Internal Link Dist (ft)	2297			988		671				440		
Turn Bay Length (ft)	250		800	100		300				100		
Base Capacity (vph)	442	1566	1034	434	1399	648	644			714	718	
Sanitation Cap Reductn	0	0	0	0	0	0	0			0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0			0	0	
Storage Cap Reductn	0	0	0	0	0	0	0			0	0	
Reduced v/c Ratio	0.13	0.81	0.61	0.06	0.61	0.42	0.42			0.01	0.11	

Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 105.5

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 32.4

Intersection LOS: C

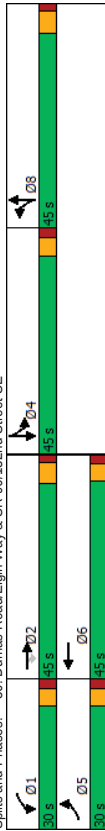
Intersection Capacity Utilization 74.2%

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 30: Dumas Road/Elgin Way & SR-96/132nd Street SE



Lanes, Volumes, Timings

31: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	612	150	44	284	117	96	364	97	212	789	8
Traffic Volume (vph)	3	612	150	44	284	117	96	364	97	212	789	8
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	135	135	0	120	0	300	0	250	0	250	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0	0	25	0	25	0	25	0	25	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	0.970	0.950	0.950	0.950	0.956	0.950	0.950	0.968	0.999	0.999	0.999	0.999
Ped Bike Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1752	3391	0	1719	3287	0	1687	4669	0	1770	5080	0
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	1752	3391	0	1718	3287	0	1687	4669	0	1758	5080	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	37	30	72	30	3508	79.7	30	30	99	16	16	2
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	838	838	3508	3508	3508	3508	3508	3508	3508	3508	3508	3508
Link Distance (ft)	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0
Travel Time (s)	2	2	2	2	2	2	2	2	2	2	2	2
Confl. Peds. (#/hr)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Peak Hour Factor	3%	3%	3%	5%	5%	5%	7%	7%	7%	2%	2%	2%
Heavy Vehicles (%)	3	786	0	45	414	0	99	475	0	219	821	0
Shared Lane Traffic (%)	Prot	NA	NA	Prot	NA	Prot	NA	NA	Prot	NA	NA	NA
Lane Group Flow (vph)	7	4	3	8	8	5	2	2	1	6	6	6
Turn Type	7	4	3	8	8	5	2	2	1	6	6	6
Protected Phases	7	4	3	8	8	5	2	2	1	6	6	6
Permitted Phases	7	4	3	8	8	5	2	2	1	6	6	6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	6
Switch Phase	7	4	3	8	8	5	2	2	1	6	6	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	36.5	9.0	37.5	9.0	37.5	9.0	37.5	9.0	37.5	9.0	37.5
Total Split (s)	16.0	20.5	11.0	11.5	16.0	26.5	13.0	26.5	13.0	26.5	13.0	26.5
Total Split (%)	21.6%	27.7%	14.9%	15.5%	21.6%	35.8%	17.6%	35.8%	17.6%	35.8%	17.6%	35.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-0.5	0.0	-0.5	0.0	-0.5	0.0	-0.5	0.0	-0.5	0.0	-0.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effrt Green (s)	5.4	19.9	6.2	24.2	8.1	16.0	9.7	20.1	9.7	20.1	9.7	20.1
Actuated g/C Ratio	0.08	0.31	0.10	0.38	0.13	0.25	0.15	0.31	0.15	0.31	0.15	0.31
v/c Ratio	0.02	0.73	0.27	0.32	0.47	0.38	0.82	0.52	0.82	0.52	0.82	0.52
Control Delay	37.0	25.6	37.9	13.5	38.3	16.7	58.7	21.8	58.7	21.8	58.7	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	25.6	37.9	13.5	38.3	16.7	58.7	21.8	58.7	21.8	58.7	21.8
LOS	D	C	D	B	D	B	E	C	E	C	E	C
Approach Delay	25.6	25.6	25.6	15.9	25.6	15.9	20.4	29.5	20.4	29.5	20.4	29.5
Approach LOS	C	C	C	B	C	B	C	C	C	C	C	C

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Existing Conditions

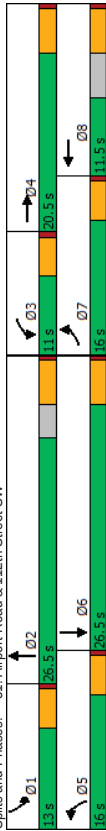
PM Peak-Hour

Lanes, Volumes, Timings

31: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	144	16	42	36	43	36	43	84	101	101	101
Queue Length 95th (ft)	11	270	63	117	108	89	108	89	#317	193	193	193
Internal Link Dist (ft)	758	758	3428	3428	2608	2608	2608	2608	2608	2608	2608	2608
Turn Bay Length (ft)	135	1078	120	1287	300	300	300	300	250	250	250	250
Base Capacity (vph)	353	1078	202	1287	339	339	339	339	267	267	267	267
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.73	0.22	0.32	0.29	0.22	0.29	0.22	0.82	0.41	0.41	0.41
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	74											
Actuated Cycle Length:	64.1											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.82											
Intersection Signal Delay:	24.4											
Intersection Capacity Utilization:	66.9%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.	Queue shown is maximum after two cycles.											

Splits and Phases: 31: Airport Road & 112th Street SW



Lanes, Volumes, Timings

32: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Lane Configurations	173	80	119	331	1047	249	281	1571	0	0
Traffic Volume (vph)	173	80	119	331	1047	249	281	1571	0	0
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	80	0	0	0	0	0	0	0	0	0
Storage Length (ft)	1	1	1	1	1	1	1	1	0	0
Storage Lanes	25	1.00	1.00	0.95	0.88	0.95	1.00	0.91	1.00	1.00
Taper Length (ft)	1.00	0.850								
Lane Util. Factor	0.950									
Flt Protected	1626	1455	0	3374	2656	0	1752	5036	0	0
Satd. Flow (prot)	0.950									
Flt Permitted	1626	1455	0	3374	2656	0	1752	5036	0	0
Satd. Flow (perm)			Yes			Yes				Yes
Right Turn on Red										
Satd. Flow (RTOR)	22			60						
Link Speed (mph)	30			30					30	
Link Distance (ft)	1773			560					681	
Travel Time (s)	40.3			12.7					15.5	
Peak Hour Factor	0.87			0.87					0.87	
Heavy Vehicles (%)	11%			7%					3%	
Shared Lane Traffic (%)									0%	
Lane Group Flow (vph)	199	229	0	380	1489	0	323	1806	0	0
Turn Type	Prot	pm+ov	NA	Perm	Prot	NA	Prot	NA	6	
Protected Phases	4	1		2			1			
Permitted Phases	4	1		2			1			
Detector Phase	4	1		2			1			
Switch Phase	6.0	4.0		10.0			4.0	10.0		
Minimum Initial (s)	60.5	8.5		33.5			8.5	20.5		
Minimum Split (s)	35.0	25.0		50.0			25.0	75.0		
Total Split (%)	31.8%	22.7%		45.5%			22.7%	68.2%		
Yellow Time (s)	3.5	4.0		4.0			4.0	4.0		
All-Red Time (s)	1.0	0.5		0.5			0.5	0.5		
Lost Time Adjust (s)	-0.5	-0.5		-0.5			-0.5	-0.5		
Total Lost Time (s)	4.0	4.0		4.0			4.0	4.0		
Lead/Lag	Lead	Lead		Lag			Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		
Recall Mode	None	None		C-Min			None	C-Max		
Act Effr Green (s)	17.5	48.2		53.8			26.6	84.5		
Actuated g/C Ratio	0.16	0.44		0.49			0.24	0.77		
v/c Ratio	0.77	0.35		0.23			0.76	0.47		
Control Delay	62.8	18.8		21.1			51.2	5.6		
Queue Delay	13.5	0.0		0.0			0.0	0.3		
Total Delay	76.3	18.8		21.1			51.2	5.8		
LOS	E	B		C			D	A		
Approach Delay	45.6			74.3				12.7		
Approach LOS	D			E				B		
Queue Length 50th (ft)	136	92		93			209	140		
Queue Length 95th (ft)	194	128		m108			301	209		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

32: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Internal Link Dist (ft)	1693			480			601		640	
Turn Bay Length (ft)	80			1650			424		3866	
Base Capacity (vph)	458	649		0			0		0	
Saturation Cap Reductn	0	0		0			0		0	
Spillback Cap Reductn	233	0		0			0		1125	
Storage Cap Reductn	0	0		0			0		0	
Reduced v/c Ratio	0.88	0.35		0.23			0.76		0.66	
Intersection Summary										
Area Type:	Other									
Cycle Length:	110									
Actuated Cycle Length:	110									
Offset:	25 (23%), Referenced to phase 2 NBT and 6 SBT, Start of Green									
Natural Cycle:	145									
Control Type:	Actuated-Coordinated									
Maximum v/c Ratio:	1.12									
Intersection Signal Delay:	41.9									
Intersection Capacity Utilization	67.6%									
Analysis Period (min)	15									
Description:	Min Gap for Phases 2 and 4 is 0.1 seconds in the Snohomish County timing sheets, but Synchro will not allow less than 0.2 seconds.									
~	Volume exceeds capacity, queue is theoretically infinite.									
#	95th percentile volume exceeds capacity, queue may be longer.									
~	Queue shown is maximum after two cycles.									
~	Queue shown is maximum after two cycles.									
m	Volume for 95th percentile queue is metered by upstream signal.									
Splits and Phases:	32: Airport Road & Casino Road									

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

33: Airport Road & SR-526/SR-526 Westbound Ramps

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	748	6	368	0
Future Volume (vph)	0	0	748	6	368	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	1.00
Flt Protected			0.950	0.953	0.950	
Satd. Flow (prot)	0	0	1618	1623	3335	0
Flt Permitted			0.950	0.953	0.950	
Satd. Flow (perm)	0	0	1618	1623	3335	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	30					
Link Speed (mph)	3891					
Link Distance (ft)	88.4					
Travel Time (s)	0.93	0.93	0.93	0.93	0.93	0.93
Peak Hour Factor	0%	0%	6%	6%	5%	5%
Heavy Vehicles (%)			50%			
Shared Lane Traffic (%)			Perm			
Lane Group Flow (vph)	0	0	402	408	396	0
Turn Type			Perm	6	8	
Protected Phases						
Permitted Phases			6	6	8	
Detector Phase			6	6	8	
Switch Phase			3.0	3.0	3.0	
Minimum Initial (s)			21.0	21.0	21.0	
Minimum Split (s)			45.0	45.0	45.0	
Total Split (s)			50.0%	50.0%	50.0%	
Total Split (%)			4.0	4.0	4.0	
Yellow Time (s)			2.0	2.0	2.0	
All-Red Time (s)			-1.0	-1.0	-1.0	
Lost Time Adjust (s)			5.0	5.0	5.0	
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode			Max	Max	None	
Act Effct Green (s)			40.1	40.1	13.7	
Actuated g/C Ratio			0.63	0.63	0.21	
v/c Ratio			0.40	0.40	0.55	
Control Delay			7.7	7.8	25.4	
Queue Delay			0.0	0.0	0.0	
Total Delay			7.7	7.8	25.4	
LOS			A	A	C	
Approach Delay				7.8	25.4	
Approach LOS				A	C	
Queue Length 50th (ft)			69	70	70	
Queue Length 95th (ft)			140	142	108	
Internal Link Dist (ft)				162	601	
Turn Bay Length (ft)						
Base Capacity (vph)			1016	1019	2095	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

33: Airport Road & SR-526/SR-526 Westbound Ramps

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn			0	0	0	
Spillback Cap Reductn			0	0	0	
Storage Cap Reductn			0	0	0	
Reduced v/c Ratio			0.40	0.40	0.19	
Intersection Summary						
Area Type:	Other					
Cycle Length:	90					
Actuated Cycle Length:	63.8					
Natural Cycle:	45					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.55					
Intersection Signal Delay:	13.5					
Intersection Capacity Utilization:	39.7%					
Analysis Period (min):	15					
Intersection LOS:	B					
ICU Level of Service:	A					
Splits and Phases:	33: Airport Road & SR-526/SR-526 Westbound Ramps					

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings

34: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	396	5	105	28	16	61	134	956	16	55	866	486
Future Volume (vph)	396	5	105	28	16	61	134	956	16	55	866	486
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	150	60	150	225	60	150	225	60	150	150	150
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Fit	0.950	0.953	0.850	0.950	0.950	0.850	0.950	0.950	0.850	0.950	0.850	0.950
Flt Protected												
Satd. Flow (prot)	1649	1654	1553	1787	1881	1599	3400	3505	1568	1770	3539	1583
Flt Permitted	0.950	0.953	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1649	1654	1553	1787	1881	1599	3400	3505	1568	1770	3539	1583
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	106	106	106	106	106	106	106	106	106	106	106	106
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	402	402	402	402	402	402	402	402	402	402	402	402
Travel Time (s)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1
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
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	3%	3%	3%	3%	2%	2%
Shared Lane Traffic (%)	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%
Lane Group Flow (vph)	219	216	114	30	17	66	146	1039	17	60	941	528
Turn Type	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split	Split
Protected Phases	4	4	4	3	3	3	5	2	2	1	6	6
Permitted Phases	4	4	4	3	3	3	5	2	2	1	6	6
Detector Phase	4	4	4	3	3	3	5	2	2	1	6	6
Switch Phase	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Initial (s)	45.0	45.0	45.0	43.0	43.0	43.0	12.0	38.2	38.2	9.6	39.2	39.2
Minimum Split (s)	40.0	40.0	40.0	30.0	30.0	30.0	30.0	60.0	60.0	30.0	60.0	60.0
Total Split (%)	25.0%	25.0%	25.0%	18.8%	18.8%	18.8%	18.8%	37.5%	37.5%	18.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.6	4.3	4.3	3.6	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	2.0	1.8	1.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-0.6	-2.2	-2.2	-0.6	-2.2	-2.2
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.9	3.9	5.0	3.9	3.9
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Eff Green (s)	21.8	21.8	21.8	8.0	8.0	8.0	10.6	61.2	61.2	9.1	57.0	57.0
Actuated g/C Ratio	0.19	0.19	0.19	0.07	0.07	0.07	0.09	0.54	0.54	0.08	0.50	0.50
v/c Ratio	0.70	0.68	0.30	0.24	0.13	0.32	0.46	0.55	0.55	0.02	0.43	0.53
Control Delay	56.0	55.3	11.0	58.8	56.1	7.8	56.0	22.4	22.4	0.1	62.5	23.0
Queue Delay	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	55.4	11.0	58.8	56.1	7.8	56.0	22.4	22.4	0.1	62.5	23.0
LOS	E	E	B	E	E	A	E	C	A	E	C	B
Approach Delay	46.4	46.4	46.4	28.6	28.6	28.6	26.2	26.2	26.2	21.5	21.5	21.5
Approach LOS	D	D	D	C	C	C	C	C	C	C	C	C
Queue Length 50th (ft)	162	158	5	21	12	0	53	277	0	43	248	132
Queue Length 95th (ft)	262	260	54	57	39	18	95	446	0	95	395	304

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

34: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	322	322	150	60	571	150	225	2069	60	150	1469	150
Turn Bay Length (ft)	514	516	558	398	419	434	758	1884	888	394	1771	921
Base Capacity (vph)	18	18	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.43	0.20	0.08	0.04	0.15	0.19	0.55	0.02	0.15	0.53	0.57
Intersection Summary												
Area Type:	Other											
Cycle Length:	160											
Actuated Cycle Length:	113.8											
Natural Cycle:	140											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.70											
Intersection Signal Delay:	27.4											
Intersection Capacity Utilization:	59.2%											
Analysis Period (min):	15											
Intersection LOS:	C											
ICU Level of Service:	B											

Splits and Phases: 34: SR-526 & 84th Street SW



Lanes, Volumes, Timings

35: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	9	257	5	86	417	158	5	6	84	182	7	17
Traffic Volume (vph)	9	257	5	86	417	158	5	6	84	182	7	17
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor							0.99					
Ped Bike Factor							0.99					
Fit	0.997			0.959			0.950	0.860		0.950	0.894	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3461	0	1787	3428	0	1787	1618	0	1770	1634	0
Fit Permitted	0.431			0.587			0.742			0.697		
Satd. Flow (perm)	787	3461	0	1104	3428	0	1387	1618	0	1298	1634	0
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)		4		131				86			17	
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		1632		402				897			1048	
Travel Time (s)		37.1		9.1				20.4			23.8	
Confl. Peds. (#/hr)												5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	267	0	88	587	0	5	92	0	186	24	0
Turn Type	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA	Perm	NA	0
Protected Phases	2	2		6	6		4	4		8	8	
Permitted Phases	2	2		6	6		4	4		8	8	
Detector Phase												
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	28.0	27.8		27.8	27.8		33.0	33.0		34.0	34.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-0.6	-0.6		-0.6	-0.6	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.4	5.4		5.4	5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None			None			Min	Min		Min	Min	
Act Effct Green (s)	14.6	14.6		14.6	14.6		12.4	12.4		12.4	12.4	
Act Effct Green Ratio	0.38	0.38		0.38	0.38		0.32	0.32		0.32	0.32	
v/c Ratio	0.03	0.20		0.21	0.42		0.01	0.16		0.44	0.04	
Control Delay	10.2	11.3		11.3	8.6		9.0	3.8		14.0	6.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.2	9.4		11.3	8.6		9.0	3.8		14.0	6.0	
LOS	B	A		B	A		A	A		B	A	
Approach Delay		9.4			8.9			4.1			13.1	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)	1	15		10	28		1	1		28	1	
Queue Length 95th (ft)	10	57		51	102		6	21		80	12	
Internal Link Dist (ft)		1552			322			817			968	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

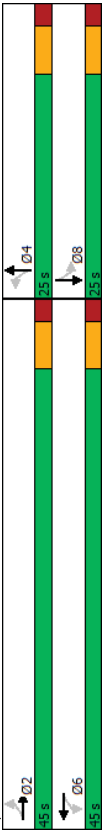
PM Peak-Hour

Lanes, Volumes, Timings

35: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	732	3219		1027	3197		812	984		760	964	
Base Capacity (vph)	0	0		0	0		0	0		0	0	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.08		0.09	0.18		0.01	0.09		0.24	0.02	
Intersection Summary												
Area Type:	Other											
Cycle Length: 70												
Actuated Cycle Length: 38.3												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.44												
Intersection Signal Delay: 9.4	Intersection LOS: A											
Intersection Capacity Utilization 53.0%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 35: 44th Avenue W & 84th Street SW



Lanes, Volumes, Timings

36: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	18	39	33	90	56	271	42	689	48	171	434	13
Traffic Volume (vph)	18	39	33	90	56	271	42	689	48	171	434	13
Future Volume (vph)	18	39	33	90	56	271	42	689	48	171	434	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	0	125	0	125	250	120	350	125	125	0	0
Storage Lanes	1	0	0	1	1	1	1	1	1	1	0	0
Taper Length (ft)	25	0	25	0	25	0	25	0	25	0	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.98	0.99	0.98	0.98	0.98	0.97	0.98	0.98	1.00	1.00	1.00
Frt	0.931					0.850			0.850		0.996	
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1787	1725	0	1787	1881	1599	1770	1863	1583	1752	1834	0
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	1783	1725	0	1765	1881	1563	1722	1863	1555	1749	1834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	30	30			30	279		30	164		1	
Link Speed (mph)	30	30			30			30			30	
Link Distance (ft)	1270				1632			996			2884	
Travel Time (s)	28.9				37.1			22.6			65.5	
Confl. Peds. (#/ht)	1		7	7		1	16		5	5		16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	74	0	93	58	279	43	710	49	176	460	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases												
Permitted Phases	7	4		3	8		5	2	2	1	6	
Detector Phase												
Switch Phase	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	5.0	7.0		5.0	3.0	3.0	3.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	42.0		11.0	31.0	31.0	9.0	41.0	41.0	11.0	28.0	
Total Split (s)	20.0	42.0		20.0	42.0	42.0	25.0	41.0	41.0	37.0	53.0	
Total Split (%)	14.3%	30.0%		14.3%	30.0%	30.0%	17.9%	29.3%	29.3%	26.4%	37.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-0.6	-1.0		-0.6	-1.0	-1.0	-0.6	-1.0	-1.0	-0.6	-1.0	
Total Lost Time (s)	5.4	5.0		5.4	5.0	5.0	5.4	5.0	5.0	5.4	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	7.0	13.2		10.5	21.4	21.4	8.2	39.4	39.4	15.4	52.6	
Actuated g/C Ratio	0.07	0.14		0.11	0.22	0.22	0.08	0.41	0.41	0.16	0.54	
v/c Ratio	0.15	0.28		0.48	0.14	0.50	0.29	0.94	0.07	0.63	0.46	
Control Delay	53.1	28.5		54.7	32.8	7.4	53.1	52.4	0.2	51.7	21.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.1	28.5		54.7	32.8	7.4	53.1	52.4	0.2	51.7	21.6	
LOS	D	C		D	C	A	D	D	A	D	C	
Approach Delay		33.6						49.3			30.0	
Approach LOS		C						D			C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

36: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	11	26	54	27	0	25	392	0	102	179		
Queue Length 95th (ft)	42	68	136	70	64	75	#1068	0	217	459		
Internal Link Dist (ft)		1190		1552			916			2804		
Turn Bay Length (ft)	50		125	250	120				350	125		
Base Capacity (vph)	281	707	281	767	803	374	757	729	598	994		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.07	0.10	0.33	0.08	0.35	0.11	0.94	0.07	0.29	0.46		

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 97

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 36.1

Intersection Capacity Utilization 70.9%

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: D

ICU Level of Service C

Splits and Phases: 36: SR-525 & 84th Street SW



HCM 2010 TWSC
37: SR-525 & 76th Street SW

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	91	810	42	26	470
Future Vol, veh/h	27	91	810	42	26	470
Conflicting Peds, #/hr	0	1	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	95	95	69	69
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	33	111	853	44	38	681

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1636	880	0
Stage 1	879	-	-
Stage 2	757	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	111	346	-
Stage 1	406	-	-
Stage 2	463	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	105	345	-
Mov Cap-2 Maneuver	232	-	-
Stage 1	384	-	-
Stage 2	463	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.9	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 232 345	740	-
HCM Lane V/C Ratio	-	- 0.142 0.322	0.051	-
HCM Control Delay (s)	-	- 23.1 20.3	10.1	-
HCM Lane LOS	-	- C C	B	-
HCM 95th %tile Q(veh)	-	- 0.5 1.4	0.2	-

HCM 2010 TWSC
38: SR-525 & Goat Trail Road

Intersection

Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	8	732	72	11	447
Future Vol, veh/h	29	8	732	72	11	447
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	93	93	69	69
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	44	12	787	77	16	648

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1506	826	0
Stage 1	826	-	-
Stage 2	680	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	135	375	-
Stage 1	433	-	-
Stage 2	507	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	131	375	-
Mov Cap-2 Maneuver	131	-	-
Stage 1	419	-	-
Stage 2	507	-	-

Approach	WB	NB	SB
HCM Control Delay, s	41.9	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	152	774
HCM Lane V/C Ratio	-	-	0.369	0.021
HCM Control Delay (s)	-	-	41.9	9.7
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.6	0.1

Lanes, Volumes, Timings
39: 5th Street & SR-525

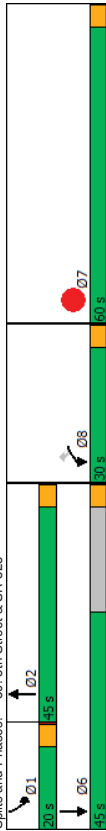
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	184	56	467	227	46	302	1900
Future Volume (vph)	184	56	467	227	46	302	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	100	0	150	0	150	0
Storage Lanes	1	1	0	1	0	1	0
Taper Length (ft)	25	1.00	1.00	1.00	25	1.00	0.95
Lane Util. Factor	1.00	0.97	0.956	0.956	1.00	0.95	0.95
Ped Bike Factor		0.850					
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1770	1583	1781	0	1703	3406	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1770	1541	1781	0	1703	3406	
Right Turn on Red		Yes	Yes	Yes			
Satd. Flow (RTOR)		43	15				
Link Speed (mph)	30		30			30	
Link Distance (ft)	1140		226			942	
Travel Time (s)	25.9		5.1			21.4	
Confl. Peds. (#/hr)		3					
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	
Heavy Vehicles (%)	2%	2%	2%	2%	6%	6%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	219	67	826	0	55	360	
Turn Type	Prot	Perm	NA	2	Prot	NA	7
Protected Phases	8				1	6	
Permitted Phases	8	8	2		1	6	
Detector Phase							
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		3.0	5.0	7.0
Minimum Split (s)	37.5	37.5	20.5		8.0	34.5	34.5
Total Split (s)	30.0	30.0	45.0		20.0	45.0	60.0
Total Split (%)	19.4%	19.4%	29.0%		12.9%	29.0%	39%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None	None	None		None	None	None
Act Effct Green (s)	17.6	17.6	41.5		8.2	51.7	
Actuated g/C Ratio	0.22	0.22	0.53		0.10	0.66	
v/c Ratio	0.55	0.18	0.87		0.31	0.16	
Control Delay	32.8	13.0	31.5		40.7	6.3	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.8	13.0	31.5		40.7	6.3	
LOS	C	B	C		D	A	
Approach Delay	28.2		31.5			10.9	
Approach LOS	C		C			B	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]
Existing Conditions
PM Peak-Hour

Lanes, Volumes, Timings
39: 5th Street & SR-525

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Queue Length 50th (ft)	98	10	330		25	27	
Queue Length 95th (ft)	153	36	#734		65	70	
Internal Link Dist (ft)	1060		146			862	
Turn Bay Length (ft)		100			150		
Base Capacity (vph)	616	564	949		344	2886	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.36	0.12	0.87		0.16	0.13	
Intersection Summary							
Area Type: Other							
Cycle Length: 155							
Actuated Cycle Length: 78.5							
Natural Cycle: 150							
Control Type: Actuated-Uncoordinated							
Maximum v/c Ratio: 0.87							
Intersection Signal Delay: 25.3							
Intersection Capacity Utilization 57.8%							
Analysis Period (min) 15							
# 95th percentile volume exceeds capacity, queue may be longer.							
Queue shown is maximum after two cycles.							
Intersection LOS: C							
ICU Level of Service B							

Splits and Phases: 39: 5th Street & SR-525



Lanes, Volumes, Timings

40: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	573	1	696	90	1746	0	0	1244	154
Future Volume (vph)	0	0	0	573	1	696	90	1746	0	0	1244	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.81	0.81
Ped Bike Factor						0.99						
Ft						0.850					0.983	
Flt Protected				0.950	0.953		0.950					
Satd. Flow (prot)	0	0	0	1681	1686	2787	1770	5085	0	0	7416	0
Flt Permitted				0.950	0.953		0.950					
Satd. Flow (perm)	0	0	0	1681	1686	2750	1770	5085	0	0	7416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59					39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1693			772			1065			940	
Travel Time (s)		38.5			17.5			24.2			21.4	
Confl. Peds. (#/hr)						1				5		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	295	297	718	93	1800	0	0	1441	0
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases				4	4	4	5	2			6	
Permitted Phases				4	4	4	5	2			6	
Detector Phase				4	4	4	5	2			6	
Switch Phase				6.0	6.0	6.0	6.0	15.0			15.0	
Minimum Initial (s)				20.5	20.5	20.5	10.5	29.0			21.0	
Minimum Split (s)				33.0	33.0	33.0	19.0	87.0			68.0	
Total Split (s)				27.5%	27.5%	27.5%	15.8%	72.5%			56.7%	
Yellow Time (s)				3.5	3.5	3.5	3.5	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				4.5	4.5	4.5	4.5	5.0			5.0	
Lead/Lag				Lead	Lead	Lead	Lead	Lag			Lag	
Lead/Lag Optimize?				Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)				28.5	28.5	28.5	10.5	82.0			67.0	
Act Effct Green Ratio				0.24	0.24	0.24	0.09	0.68			0.56	
v/c Ratio				0.74	0.74	1.03	0.60	0.52			0.35	
Control Delay				54.8	55.0	83.0	68.2	10.0			14.6	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				54.8	55.0	83.0	68.2	10.0			14.6	
LOS				D	D	F	E	A			B	
Approach Delay				70.3				12.8			14.6	
Approach LOS				E				B			B	
Queue Length 50th (ft)				223	225	~317	70	226			140	
Queue Length 95th (ft)				#340	#343	#451	123	261			174	
Internal Link Dist (ft)				1613		692		985			860	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.U.L 18-040]

Existing Conditions

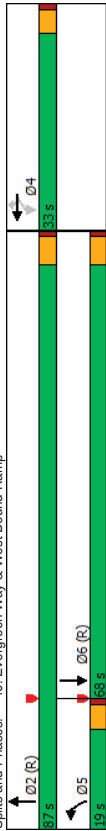
PM Peak-Hour

Lanes, Volumes, Timings

40: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)				399	400	698	213	3474			4156	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.74	0.74	1.03	0.44	0.52			0.35	
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	120											
Offset: 0 (0%), Referenced to phase 2 NBT and 6 SBT, Start of Green												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.03												
Intersection Signal Delay: 29.6												
Intersection Capacity Utilization 66.1%												
Analysis Period (min) 15												
Intersection LOS: C												
ICU Level of Service C												
~ Volume exceeds capacity, queue is theoretically infinite.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
Queue shown is maximum after two cycles.												

Splits and Phases: 40: Evergreen Way & West Bound Ramp



Lanes, Volumes, Timings

41: SR-99/Everett Mall Way & SR-526

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	211	854	195	321	424	959	137	691	716	390	263	72
Future Volume (vph)	211	854	195	321	424	959	137	691	716	390	263	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350	550	450	200	200	200	700	300	300	300	300	100
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00
Ped Bike Factor	1.00			0.99	1.00	0.99	1.00	0.99	1.00	1.00	1.00	0.98
Fit	0.950	0.850		0.850		0.850	0.950	0.850	0.850	0.950	0.979	0.850
Fit Protected	1787	3574	1599	1770	3539	1583	1770	3539	1583	1626	3352	1599
Satd. Flow (prot)	0.950	0.950		0.950		0.950	0.950		0.950	0.386	0.604	1572
Satd. Flow (perm)	1786	3574	1599	1770	3539	1562	1765	3539	1562	660	2067	1572
Right Turn on Red		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)		197		749				35	359			109
Link Speed (mph)		30		30								35
Link Distance (ft)		1547		1594				1855				1468
Travel Time (s)		35.2		36.2				36.1				28.6
Confl. Peds. (#/hr)	1						3		1	1		3
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	213	863	197	324	428	969	138	698	723	197	463	73
Turn Type	Prot	NA	Perm	Prot	NA	custom	Split	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	6	5	2	5	3	3	3	4	4	4
Permitted Phases	1	6	6	5	2	5	3	3	3	4	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	22.0	22.0	9.0	34.0	9.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	35.0	45.0	45.0	40.0	50.0	40.0	35.0	35.0	35.0	30.0	30.0	30.0
Total Split (%)	23.3%	30.0%	30.0%	26.7%	33.3%	26.7%	23.3%	23.3%	23.3%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	22.4	39.0	39.0	34.0	50.6	34.0	29.0	29.0	29.0	24.8	24.8	24.8
Actuated g/C Ratio	0.15	0.26	0.26	0.23	0.34	0.23	0.19	0.19	0.19	0.16	0.16	0.16
v/c Ratio	0.80	0.93	0.35	0.81	0.36	1.04	0.41	1.03	1.23	1.82	1.74d	0.21
Control Delay	84.0	71.9	7.3	72.2	40.1	53.0	57.8	99.9	140.9	438.4	228.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.0	71.9	7.3	72.2	40.1	53.0	57.8	99.9	140.9	438.4	228.0	3.8
LOS	F	E	A	E	D	D	E	F	F	F	F	A
Approach Delay		63.9						115.2				262.2
Approach LOS		E						F				F

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

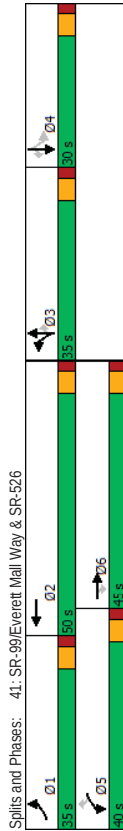
Existing Conditions

PM Peak-Hour

Lanes, Volumes, Timings

41: SR-99/Everett Mall Way & SR-526

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	204	436	0	303	166	~417	120	~380	~569	~321	~331	0
Queue Length 95th (ft)	293	#586	65	#468	238	#695	195	#530	#842	#498	#438	15
Internal Link Dist (ft)		1467			1514			1775			1388	
Turn Bay Length (ft)	350		550	450		200	700		300	300		100
Base Capacity (vph)	343	924	559	399	1188	932	340	680	590	108	339	349
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.93	0.35	0.81	0.36	1.04	0.41	1.03	1.23	1.82	1.37	0.21
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150.8											
Natural Cycle:	145											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	1.82											
Intersection Signal Delay:	103.1											
Intersection Capacity Utilization:	105.4%											
Analysis Period (min):	15											
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
d1 Defacto Left Lane. Recode with 1 though lane as a left lane.												
Intersection LOS: F												
ICU Level of Service G												



2019 No Action SEPA Intersection Level of Service Analysis

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT
Traffic Volume (vph)	793	605	21	622	441	88	27	1190	471	521	2073	437
Future Volume (vph)	793	605	21	622	441	88	27	1190	471	521	2073	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0	25		0	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00	0.99						0.98	1.00		
Ft	0.950	0.995		0.975					0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	3219	3299	0	3351	*2750	0	1711	3422	1531	3302	3404	1523
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	3219	3299	0	3325	3369	0	1711	3422	1501	3295	3404	1523
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2		12		194					30	300
Link Speed (mph)		30		40				30			2044	
Link Distance (ft)		1789		2764				1344			46.5	
Travel Time (s)		40.7		47.1				30.5				
Confl. Peds. (#/hr)		10	10						5	5		
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	862	681	0	676	575	0	29	1293	512	566	2253	475
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	30.0	35.0		30.0	35.0		30.0	70.0	70.0	35.0	70.0	70.0
Total Split (%)	17.6%	20.6%		17.6%	20.6%		17.6%	41.2%	41.2%	20.6%	41.2%	41.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effect Green (s)	25.0	32.3		25.0	29.3		8.4	64.0	64.0	30.0	87.8	87.8
Actuated g/C Ratio	0.15	0.19		0.15	0.17		0.05	0.37	0.37	0.17	0.51	0.51
v/c Ratio	1.85	1.10		1.39	1.21		0.35	1.02	0.75	0.99	1.30	0.52
Control Delay	425.7	129.0		238.9	167.8		91.0	82.1	37.0	103.6	174.9	12.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	425.7	129.0		238.9	167.8		91.0	82.1	37.0	103.6	174.9	12.4
LOS	F	F		F	F		F	F	D	F	F	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)												
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 172.4

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.85

Intersection Signal Delay: 164.0

Intersection Capacity Utilization 119.1%

Analysis Period (min): 15

Description: SR-525 is north-south and Beverly Park Road is northeast-southwest

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT
Traffic Volume (vph)	465	412	17	46	163	16	9	439	80	19	989	557
Future Volume (vph)	465	412	17	46	163	16	9	439	80	19	989	557
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)			0%			0%		1%			-1%	
Storage Length (ft)	140		0	100		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		1	25		1	25		1	25		1
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99
Frt	0.994			0.987			0.977				0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	1798	0	1752	1817	0	1608	4493	0	1736	4691	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3325	1798	0	1752	1817	0	1608	4493	0	1729	4691	0
Right Turn on Red		Yes			Yes				Yes			Yes
Satd. Flow (RTOR)		1			3			36			142	
Link Speed (mph)		38			30			30			30	
Link Distance (ft)		838			589			917			1237	
Travel Time (s)		15.0			13.4			20.8			28.1	
Confl. Peds. (#/hr)	3				3			3			3	
Confl. Bikes (#/hr)			2		2			1			1	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	8%	8%	8%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	489	452	0	48	189	0	9	546	0	20	1627	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	7	4		3	8		5	2		1	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5	
Total Split (s)	29.0	22.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	17.6	28.1		7.3	16.1		5.5	32.1		6.0	34.3	
Actuated g/C Ratio	0.21	0.34		0.09	0.19		0.07	0.39		0.07	0.41	
v/c Ratio	0.69	0.74		0.31	0.53		0.08	0.31		0.16	0.81	
Control Delay	38.9	37.3		48.7	39.1		50.2	18.6		49.4	24.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.9	37.3		48.7	39.1		50.2	18.6		49.4	24.1	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D	D	D	D	D	D	B	B	D	D	C
Approach Delay		38.2			41.0			19.2				24.4
Approach LOS		D			D			B				C
Queue Length 50th (ft)	108	199		22	79		4	56		9		218
Queue Length 95th (ft)	273	#535		82	217		27	139		44		480
Internal Link Dist (ft)		758			509			837				1157
Turn Bay Length (ft)	140			100			250			250		
Base Capacity (vph)	1095	609		345	401		316	3255		341		3428
Salvage Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.45	0.74		0.14	0.47		0.03	0.17		0.06		0.47

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 83

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 28.6

Intersection Capacity Utilization 70.5%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: C

ICU Level of Service C

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	415	547	703	223	360	225	122	1245	157	203	1479	112
Future Volume (vph)	415	547	703	223	360	225	122	1245	157	203	1479	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	12	11	11	13	11	14	14	11	11
Storage Length (ft)	250	400	400	250	0	0	0	300	0	0	430	0
Storage Lanes	1	2	1	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99			0.98	0.99	0.99	1.00	0.92	0.92	0.99	0.95	0.95
Fit	0.950		0.850	0.942			0.850		0.850		0.850	0.850
Flt Protected	1728	3455	3002	1752	3159	0	1811	3388	1672	1906	3455	1546
Satd. Flow (prot)	0.950		0.950				0.950		0.950		0.950	0.950
Flt Permitted	1717	3455	3002	1724	3159	0	1802	3388	1543	1885	3455	1469
Satd. Flow (perm)		Yes	Yes			Yes			Yes		Yes	Yes
Right Turn on Red												70
Satd. Flow (RTOR)			687		60			30	83		30	
Link Speed (mph)		30			50			1701			1159	
Link Distance (ft)		2688			2133			38.7			26.3	
Travel Time (s)		61.1			29.1			38.7			26.3	
Confl. Peds. (#/hr)	7	16	16	16	7	21	21	28	28	28	28	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	428	564	725	230	603	0	126	1284	162	209	1525	115
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6	5	2	2	2
Permitted Phases												
Detector Phase	3	8	1	7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7		9.2	34.7	34.7	9.2	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0		30.0	85.0	85.0	30.0	85.0	85.0
Total Split (%)	18.5%	27.9%	14.0%	18.6%	27.9%		14.0%	39.5%	39.5%	14.0%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7		0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	7.7		4.2	4.7	4.7	4.2	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min		None	None	None	None	None	None
Act Effct Green (s)	35.9	46.9	18.6	29.7	37.8		18.6	80.5	80.5	24.5	86.4	86.4
Actuated g/C Ratio	0.18	0.24	0.09	0.15	0.19		0.09	0.40	0.40	0.12	0.43	0.43
v/c Ratio	1.38	0.69	0.80	0.88	0.93		0.75	0.94	0.24	0.89	1.02	0.17
Control Delay	244.2	75.6	15.1	115.3	93.7		114.6	70.8	20.7	121.7	82.0	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	244.2	75.6	15.1	115.3	93.7		114.6	70.8	20.7	121.7	82.0	16.6
LOS	F	E	B	F	F		F	C	C	F	F	B
Approach Delay												

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

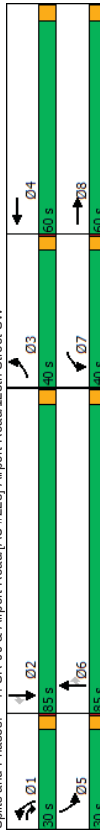
PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	~748	366	26	301	382		165	864	66	275	~1116	35
Queue Length 95th (ft)	#1052	452	104	#436	462		252	#1104	138	#459	#1444	94
Internal Link Dist (ft)		2608		2053				1621			1079	
Turn Bay Length (ft)	250	400	400	250	873		234	1366	671	246	1496	430
Base Capacity (vph)	310	959	986	315	873		0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.38	0.59	0.74	0.73	0.69		0.54	0.94	0.24	0.85	1.02	0.17
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
Actuated Cycle Length:	199.5											
Natural Cycle:	150											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	1.38											
Intersection Signal Delay:	84.1											
Intersection Capacity Utilization:	107.2%											
Analysis Period (min):	15											
Description:	Airport Road is east-west and SR-99 is north-south											
~	Volume exceeds capacity, queue is theoretically infinite.											
#	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

28: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	FF	FF			FF	FF	FF	FF				
Traffic Volume (vph)	270	2092	0	0	1108	425	671	8	1366	0	0	0
Future Volume (vph)	270	2092	0	0	1108	425	671	8	1366	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			2%			2%			0%	
Storage Length (ft)	150		0	0	200	225	225	0	225	0	0	0
Storage Lanes	2		0	0	1	1	1	0	1	0	0	0
Taper Length (ft)	25		0	25		25	25		25			
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.95	0.91	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99				0.95							
Frt	0.950				0.850				0.850			
Flt Protected							0.950	0.995	0.850			
Satd. Flow (prot)	3467	3575	0	0	3404	1523	1681	1459	1504	0	0	0
Flt Permitted	0.950						0.950	0.995				
Satd. Flow (perm)	3435	3575	0	0	3404	1451	1681	1459	1504	0	0	0
Right Turn on Red		Yes				Yes			Yes		Yes	
Satd. Flow (RTOR)						226		1	60			
Link Speed (mph)	15	35			30			30			30	
Travel Time (s)		700			1162			513			474	
Confl. Peds. (#/hr)		13.6			26.4			11.7			10.8	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	1%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)							10%	48%				
Lane Group Flow (vph)	325	2520	0	0	1335	512	727	881	856	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases												
Detector Phase	5	2			6	6	4	4	4			
Switch Phase												
Minimum Initial (s)	3.0	7.0			7.0	7.0	5.0	5.0	5.0			
Minimum Split (s)	8.6	30.3			30.3	30.3	34.6	34.6	34.6			
Total Split (s)	35.0	85.0			50.0	50.0	65.0	65.0	65.0			
Total Split (%)	23.3%	56.7%			33.3%	33.3%	43.3%	43.3%	43.3%			
Yellow Time (s)	3.6	3.6			3.6	3.6	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.6	-1.3			-1.3	-1.3	-1.0	-1.0	-1.0			
Total Lost Time (s)	5.0	4.3			4.3	4.3	4.6	4.6	4.6			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None				C-Max	C-Max	Max	Max	Max			
Act Effct Green (s)	19.0	80.7			56.7	56.7	60.4	60.4	60.4			
Actuated g/C Ratio	0.13	0.54			0.38	0.38	0.40	0.40	0.40			
v/c Ratio	0.74	1.31			1.04	0.74	1.08	1.08	1.34			
Control Delay	67.9	166.1			80.7	30.0	99.0	266.3	195.4			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.2	0.0			
Total Delay	67.9	166.1			80.7	30.0	108.8	266.5	195.4			
LOS	E	F			F	C	F	F	F			
Approach Delay		154.9			66.6			195.3				

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

28: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			E			F				
Queue Length 50th (ft)	157	-1659			-738	254	-829	-1316	-1109			
Queue Length 95th (ft)	m147	m#1404			#815	356	#951	#1427	#1217			
Internal Link Dist (ft)		620			1082			433				394
Turn Bay Length (ft)	150					200	225		225			
Base Capacity (vph)	693	1923			1285	688	676	588	641			
Starvation Cap Reductn	0	29			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	18	16	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.47	1.33			1.04	0.74	1.10	1.54	1.34			

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2 EBT and 6 WBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.50

Intersection Signal Delay: 146.0

Intersection Capacity Utilization 121.6%

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: I-5 Northbound Ramps & 128th Street SW



Lanes, Volumes, Timings

29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	184	1797	152	166	1311	37	230	55	157	72	51	100
Future Volume (vph)	184	1797	152	166	1311	37	230	55	157	72	51	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	300	-3%										
Storage Length (ft)	300		0	150		0	250		0	200		0
Storage Lanes	1		1			0	1		0	1		0
Taper Length (ft)	25			25		0.95	1.00		1.00	1.00		1.00
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.98		0.99	0.99		0.99
Ped Bike Factor	1.00						0.889			0.900		
Fit	0.950		0.850		0.950		0.950			0.950		
Satd. Flow (prot)	1796	3592	1607	1770	3522	0	1770	1630	0	1805	1686	0
Fit Permitted	0.950			0.950			0.426			0.615		
Satd. Flow (perm)	1794	3592	1607	1770	3522	0	789	1630	0	1160	1686	0
Right Turn on Red		Yes	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90		2				87		6		54
Link Speed (mph)		30		30				30		30		30
Link Distance (ft)		1162		2377				875		875		875
Travel Time (s)		26.4		54.0				19.9		19.9		19.9
Confl. Peds. (#/hr)	2					2	5		6	6		5
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	1953	165	180	1465	0	250	231	0	78	164	0
Turn Type	Prot	NA	Perm	Prot	NA	NA	prot+pt	NA	3	8	NA	4
Protected Phases	5	2	2	1	6		8		4			
Permitted Phases												
Detector Phase	5	2	2	1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.5	28.3	28.3	10.1	25.3		8.5	36.6		31.6	31.6	
Total Split (s)	20.0	92.0	92.0	20.0	92.0		15.0	53.0		38.0	38.0	
Total Split (%)	12.1%	55.8%	55.8%	12.1%	55.8%		9.1%	32.1%		23.0%	23.0%	
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3		3.5	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.3	6.3	5.5	6.3		5.5	5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		Max	Max	
Act Effct Green (s)	14.5	85.7	85.7	14.5	85.7		47.5	47.4		32.4	32.4	
Actuated g/C Ratio	0.09	0.52	0.52	0.09	0.52		0.29	0.29		0.20	0.20	
v/c Ratio	1.27	1.05	0.19	1.16	0.80		0.88	0.44		0.34	0.44	
Control Delay	219.2	72.9	9.9	184.0	36.8		83.0	32.0		62.2	42.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	219.2	72.9	9.9	184.0	36.8		83.0	32.0		62.2	42.7	
LOS	F	E	A	F	D		F	C		E	D	
Approach Delay		81.0			52.9			58.5			49.0	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	-271	-1201	40	-229	671		225	126		74	105	
Queue Length 95th (ft)	#445	#1331	84	#396	770		#386	212		130	183	
Internal Link Dist (ft)		1082		2287			795			795		
Turn Bay Length (ft)	300		150				250			200		
Base Capacity (vph)	157	1865	877	155	1830		283	530		227	374	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.27	1.05	0.19	1.16	0.80		0.88	0.44		0.34	0.44	

Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 165

Offset: 85.7 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay: 67.2

Intersection Capacity Utilization 112.4%

Analysis Period (min) 15

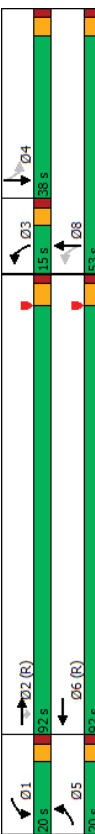
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE



Lanes, Volumes, Timings

30: Dumas Road/Elgin Way & SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	59	1305	623	25	876	6	462	34	45	8	45	30
Future Volume (vph)	59	1305	623	25	876	6	462	34	45	8	45	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	800	100	100	100	0	300	0	100	0	100	0
Storage Lanes	1	1	1	1	1	0	1	0	0	1	0	0
Taper Length (ft)	25	25	25	25	25	0	25	0	25	0	25	0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.97	0.97	1.00	1.00	1.00	0.99	0.975	1.00	0.99	0.940	0.940
Fit	0.950	0.850	0.850	0.950	0.999	0.999	0.950	0.975	0.950	0.950	0.940	0.940
Fit Protected	1787	3574	1599	1752	3501	0	1649	1628	0	1787	1768	0
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0	0.950	0.950	0	0.950	0.950	0
Satd. Flow (perm)	1786	3574	1548	1749	3501	0	1649	1628	0	1773	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			636					6			19	
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		2377		1068				751			520	
Travel Time (s)		54.0		24.3				17.1			11.8	
Confl. Peds. (#/hr)	1		3	3		1		5		5		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	1%	1%	1%
Shared Lane Traffic (%)							41%					
Lane Group Flow (vph)	60	1332	636	26	900	0	278	274	0	8	77	0
Turn Type	Prot	NA	Perm	Prot	NA	0	Split	NA	0	Split	NA	0
Protected Phases	5	2	2	1	6		8	8	4	4	4	
Permitted Phases	5	2	2	1	6		8	8	4	4	4	
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	3.0		10.0	10.0		5.0	5.0	
Minimum Split (s)	8.5	26.1	26.1	8.5	32.5		28.1	28.1		34.5	34.5	
Total Split (s)	30.0	45.0	45.0	30.0	45.0		45.0	45.0		45.0	45.0	
Total Split (%)	18.2%	27.3%	27.3%	18.2%	27.3%		27.3%	27.3%		27.3%	27.3%	
Yellow Time (s)	3.5	4.3	4.3	3.5	3.5		4.3	4.3		3.5	3.5	
All-Red Time (s)	2.0	1.8	1.8	2.0	2.0		1.8	1.8		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.1	6.1	5.5	5.5		6.1	6.1		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	9.5	46.4	46.4	6.5	42.2		25.5	25.5		12.1	12.1	
Actuated g/C Ratio	0.09	0.44	0.44	0.06	0.40		0.24	0.24		0.11	0.11	
v/c Ratio	0.38	0.85	0.61	0.25	0.65		0.70	0.69		0.04	0.35	
Control Delay	59.4	37.7	5.5	61.6	34.1		49.4	48.1		46.5	42.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	59.4	37.7	5.5	61.6	34.1		49.4	48.1		46.5	42.0	
LOS	E	D	A	E	C		D	D		D	D	
Approach Delay		28.3										
Approach LOS		C										

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions

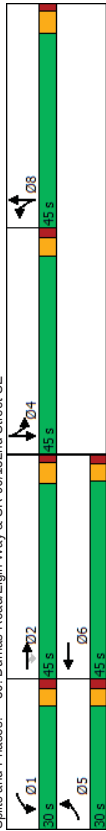
PM Peak-Hour

Lanes, Volumes, Timings

30: Dumas Road/Elgin Way & SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	40	456	0	17	271		183	176		5	38	
Queue Length 95th (ft)	103	#947	108	57	#563		349	338		22	93	
Internal Link Dist (ft)		2297			988			671			440	
Turn Bay Length (ft)	250		800	100			300			100		
Base Capacity (vph)	441	1564	1035	432	1394		647	642		711	715	
Sanitation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.85	0.61	0.06	0.85		0.43	0.43		0.01	0.11	
Intersection Summary												
Area Type:	Other											
Cycle Length:	165											
Actuated Cycle Length:	105.9											
Natural Cycle:	115											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.85											
Intersection Signal Delay:	33.4											
Intersection LOS:	C											
ICU Level of Service D												
Analysis Period (min)	15											
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 30: Dumas Road/Elgin Way & SR-96/132nd Street SE



Lanes, Volumes, Timings

31: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	624	155	44	292	117	100	368	97	212	794	8
Traffic Volume (vph)	3	624	155	44	292	117	100	368	97	212	794	8
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	135	135	0	120	120	0	300	300	0	250	0	0
Storage Length (ft)	1	1	0	1	1	0	1	1	0	1	1	0
Taper Length (ft)	25	25	0	25	25	0	25	25	0	25	25	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	0.99	1.00
Fit	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.969	0.969	0.970	0.969	0.970
Fit Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1752	3391	0	1719	3290	0	1687	4674	0	1770	5080	0
Fit Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1752	3391	0	1718	3290	0	1687	4674	0	1758	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38		69			99			16		2
Link Speed (mph)		30		30			30			30		30
Link Distance (ft)		838		3508			2688			917		917
Travel Time (s)		19.0		79.7			61.1			20.8		20.8
Confl. Peds. (#/hr)			2	2					16	16		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	7%	7%	7%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	803	0	45	422	0	103	479	0	219	827	0
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	Prot	NA	NA	NA
Protected Phases												
Permitted Phases	7	4		3	8		5	2		1	6	
Detector Phase												
Switch Phase	7	4		3	8		5	2		1	6	
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	7.0		3.0	7.0	
Minimum Split (s)	9.0	36.5		9.0	37.5		8.0	33.5		9.0	32.5	
Total Split (s)	16.0	20.5		11.0	11.5		16.0	26.5		13.0	26.5	
Total Split (%)	21.6%	27.7%		14.9%	15.5%		21.6%	35.8%		17.6%	35.8%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-0.5		0.0	-0.5		0.0	-0.5		0.0	-0.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	5.4	19.9		6.2	24.2		8.2	16.0		9.7	19.9	
Actuated g/C Ratio	0.08	0.31		0.10	0.38		0.13	0.25		0.15	0.31	
v/c Ratio	0.02	0.74		0.27	0.33		0.48	0.39		0.82	0.52	
Control Delay	37.0	26.1		37.8	13.7		38.3	16.7		58.5	21.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.0	26.1		37.8	13.7		38.3	16.7		58.5	21.9	
LOS	D	C		D	B		D	B		E	C	
Approach Delay		26.1			16.0			20.6			29.6	
Approach LOS		C			B			C			C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

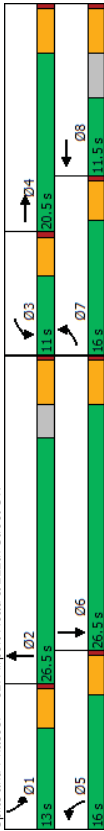
31: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	150		17	44		38	43		85	102	
Queue Length 95th (ft)	11	276		63	121		113	89		#317	195	
Internal Link Dist (ft)		758			3428			2608			837	
Turn Bay Length (ft)	135			120			300			250		
Base Capacity (vph)	353	1078		202	1287		339	2114		267	1983	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.74		0.22	0.33		0.30	0.23		0.82	0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 74
 Actuated Cycle Length: 64
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 24.6
 Intersection LOS: C
 ICU Level of Service C
 Intersection Capacity Utilization 67.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 31: Airport Road & 112th Street SW



Lanes, Volumes, Timings

33: Airport Road & SR-526/SR-526 Westbound Ramps

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	755	6	372	0
Future Volume (vph)	0	0	755	6	372	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	1.00
Flt						
Flt Protected			0.950	0.953	0.950	
Satd. Flow (prot)			0	1618	1623	3335
Flt Permitted			0.950	0.953	0.950	
Satd. Flow (perm)			0	1618	1623	3335
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	3891			242	681	
Travel Time (s)	88.4			5.5	15.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	6%	6%	5%	5%
Shared Lane Traffic (%)			50%			
Lane Group Flow (vph)	0	0	406	412	400	0
Turn Type			Perm	NA	Prot	
Protected Phases				6	8	
Permitted Phases				6	8	
Detector Phase				6	8	
Switch Phase				3.0	3.0	
Minimum Initial (s)			21.0	21.0	21.0	
Minimum Split (s)			45.0	45.0	45.0	
Total Split (s)			50.0%	50.0%	50.0%	
Total Split (%)			4.0	4.0	4.0	
Yellow Time (s)			2.0	2.0	2.0	
All-Red Time (s)			-1.0	-1.0	-1.0	
Lost Time Adjust (s)			5.0	5.0	5.0	
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode			Max	Max	None	
Act Effct Green (s)			40.0	40.0	13.8	
Actuated g/C Ratio			0.63	0.63	0.22	
v/c Ratio			0.40	0.40	0.56	
Control Delay			7.8	7.9	25.4	
Queue Delay			0.0	0.0	0.0	
Total Delay			7.8	7.9	25.4	
LOS			A	A	C	
Approach Delay				7.8	25.4	
Approach LOS				A	C	
Queue Length 50th (ft)				70	71	
Queue Length 95th (ft)				142	144	
Internal Link Dist (ft)				162	601	
Turn Bay Length (ft)	3811					
Base Capacity (vph)			1015	1018	2093	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

33: Airport Road & SR-526/SR-526 Westbound Ramps

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn			0	0	0	
Spillback Cap Reductn			0	0	0	
Storage Cap Reductn			0	0	0	
Reduced v/c Ratio			0.40	0.40	0.19	
Intersection Summary						
Area Type:	Other					
Cycle Length:	90					
Actuated Cycle Length:	63.8					
Natural Cycle:	45					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.56					
Intersection Signal Delay:	13.6					
Intersection Capacity Utilization	40.0%					
Analysis Period (min)	15					
Intersection LOS:	B					
ICU Level of Service	A					
Splits and Phases:	33: Airport Road & SR-526/SR-526 Westbound Ramps					
	← Ø6 ← Ø6 ← Ø8					

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

34: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	400	5	106	28	16	62	135	966	16	56	875	491
Future Volume (vph)	400	5	106	28	16	62	135	966	16	56	875	491
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150	60	150	225	60	150	225	60	150	150
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Fit	0.950	0.953	0.850	0.950	0.950	0.850	0.950	0.950	0.850	0.950	0.850	0.950
Fit Protected	0.950	0.953	0.850	0.950	0.950	0.850	0.950	0.950	0.850	0.950	0.850	0.950
Satd. Flow (prot)	1649	1654	1553	1787	1881	1599	3400	3505	1568	1770	3539	1583
Fit Permitted	0.950	0.953	0.850	0.950	0.950	0.850	0.950	0.950	0.850	0.950	0.850	0.950
Satd. Flow (perm)	1649	1654	1553	1787	1881	1599	3400	3505	1568	1770	3539	1583
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	106	106	106	106	106	106	106	106	106	106	106	106
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	402	402	402	402	402	402	402	402	402	402	402	402
Travel Time (s)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1
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
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	3%	3%	3%	3%	2%	2%
Shared Lane Traffic (%)	48%	48%	48%	1%	1%	1%	3%	3%	3%	3%	2%	2%
Lane Group Flow (vph)	222	218	115	30	17	67	147	1050	17	61	951	534
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	4	3	3	3	5	2	2	1	6	6
Permitted Phases	4	4	4	3	3	3	5	2	2	1	6	6
Detector Phase	4	4	4	3	3	3	5	2	2	1	6	6
Switch Phase	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Initial (s)	45.0	45.0	45.0	43.0	43.0	43.0	12.0	38.2	38.2	9.6	39.2	39.2
Minimum Split (s)	40.0	40.0	40.0	30.0	30.0	30.0	30.0	60.0	60.0	30.0	60.0	60.0
Total Split (s)	25.0%	25.0%	25.0%	18.8%	18.8%	18.8%	18.8%	37.5%	37.5%	18.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.6	4.3	4.3	3.6	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	2.0	1.8	1.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-0.6	-2.2	-2.2	-0.6	-2.2	-2.2
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.9	3.9	3.9	3.9	3.9	3.9
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Eff Green (s)	22.0	22.0	22.0	8.1	8.1	8.1	10.6	61.2	61.2	9.1	57.0	57.0
Actuated g/C Ratio	0.19	0.19	0.19	0.07	0.07	0.07	0.09	0.54	0.54	0.08	0.50	0.50
v/c Ratio	0.70	0.69	0.30	0.24	0.13	0.33	0.46	0.56	0.02	0.43	0.54	0.58
Control Delay	56.1	55.2	11.2	59.0	56.2	8.0	56.3	22.7	0.1	63.0	23.4	14.5
Queue Delay	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	55.3	11.2	59.0	56.2	8.0	56.3	22.7	0.1	63.0	23.4	14.5
LOS	E	E	B	E	E	A	E	C	A	E	C	B
Approach Delay	46.5	46.5	46.5	28.6	28.6	28.6	26.5	26.5	26.5	21.9	21.9	21.9
Approach LOS	D	D	D	C	C	C	C	C	C	C	C	C
Queue Length 50th (ft)	164	161	6	22	12	0	54	283	0	44	252	137
Queue Length 95th (ft)	267	263	55	57	39	19	96	455	0	96	404	315

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

34: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	322	322	150	60	571	150	225	2069	60	150	1469	150
Turn Bay Length (ft)	513	515	556	397	418	433	756	1879	887	393	1766	920
Base Capacity (vph)	19	19	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.44	0.21	0.08	0.04	0.15	0.19	0.56	0.02	0.16	0.54	0.58
Intersection Summary												
Area Type:	Other											
Cycle Length:	160											
Actuated Cycle Length:	114.1											
Natural Cycle:	140											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.70											
Intersection Signal Delay:	27.7											
Intersection Capacity Utilization:	59.6%											
Analysis Period (min):	15											
Intersection LOS:	C											
ICU Level of Service:	B											

Splits and Phases: 34: SR-526 & 84th Street SW



Lanes, Volumes, Timings

35: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	9	260	5	87	421	160	5	6	85	184	7	17
Traffic Volume (vph)	9	260	5	87	421	160	5	6	85	184	7	17
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor							0.99					
Ped Bike Factor												
Fit	0.997			0.959			0.950		0.860		0.894	
Fit Protected	0.950			0.950			0.950		0.950		0.950	
Satd. Flow (prot)	1736	3461	0	1787	3428	0	1787	1618	0	1770	1634	0
Fit Permitted	0.428			0.585			0.742		0.697		0.697	
Satd. Flow (perm)	782	3461	0	1100	3428	0	1387	1618	0	1298	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4		131				87			17	
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		1632		402				897			1048	
Travel Time (s)		37.1		9.1				20.4			23.8	
Confl. Peds. (#/hr)												5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	270	0	89	593	0	5	93	0	188	24	0
Turn Type	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA
Protected Phases	2	2		6	6		4	4		8	8	
Permitted Phases	2	2		6	6		4	4		8	8	
Detector Phase												
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	28.0	27.8		27.8	27.8		33.0	33.0		34.0	34.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-0.6	-0.6		-0.6	-0.6	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.4	5.4		5.4	5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	14.9	14.9		14.9	14.9		12.4	12.4		12.4	12.4	
Act Effct Green Ratio	0.39	0.39		0.39	0.39		0.32	0.32		0.32	0.32	
v/c Ratio	0.03	0.20		0.21	0.42		0.01	0.16		0.45	0.04	
Control Delay	10.2	9.4		11.3	8.6		9.2	3.9		14.3	6.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.2	9.4		11.3	8.6		9.2	3.9		14.3	6.1	
LOS	B	A		B	A		A	A		B	A	
Approach Delay												
Approach LOS												
Queue Length 50th (ft)	1	15		10	28		1	1		28	1	
Queue Length 95th (ft)	10	58		52	103		6	21		81	12	
Internal Link Dist (ft)		1552			322			817			968	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

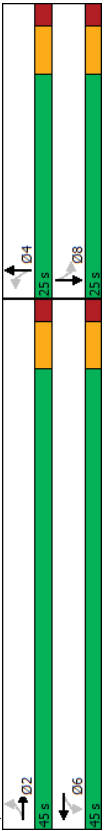
PM Peak-Hour

Lanes, Volumes, Timings

35: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	727	3218		1023	3197		805	975		753	956	
Base Capacity (vph)	0	0		0	0		0	0		0	0	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.08		0.09	0.19		0.01	0.10		0.25	0.03	
Intersection Summary												
Area Type:	Other											
Cycle Length: 70												
Actuated Cycle Length: 38.6												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.45												
Intersection Signal Delay: 9.4	Intersection LOS: A											
Intersection Capacity Utilization 53.3%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 35: 44th Avenue W & 84th Street SW



Lanes, Volumes, Timings

36: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	18	39	33	91	57	274	42	696	48	173	438	13
Traffic Volume (vph)	18	39	33	91	57	274	42	696	48	173	438	13
Future Volume (vph)	18	39	33	91	57	274	42	696	48	173	438	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	1	0	125	0	250	120	350	125	125	0	0
Storage Lanes	1	1	0	1	1	1	1	1	1	1	1	0
Taper Length (ft)	25	1	0	25	0	25	25	25	25	25	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.98	0.99	0.98	0.98	0.98	0.97	0.98	0.98	1.00	1.00	1.00
Frt	0.931			0.850				0.850		0.950		
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1787	1725	0	1787	1881	1599	1770	1863	1583	1752	1834	0
Flt Permitted	0.950			0.950				0.950		0.950		
Satd. Flow (perm)	1783	1725	0	1765	1881	1563	1722	1863	1555	1749	1834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	30	30		30	30	282		30	164		1	
Link Speed (mph)	30	30		30	30			30			30	
Link Distance (ft)	1270			1632				996			2884	
Travel Time (s)	28.9			37.1				22.6			65.5	
Confl. Peds. (#/hr)	1		7	7		1	16		5	5		16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	74	0	94	59	282	43	718	49	178	465	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	3.0	3.0	3.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	42.0		11.0	31.0	31.0	9.0	41.0	41.0	11.0	28.0	
Total Split (s)	20.0	42.0		20.0	42.0	42.0	25.0	41.0	41.0	37.0	53.0	
Total Split (%)	14.3%	30.0%		14.3%	30.0%	30.0%	17.9%	29.3%	29.3%	26.4%	37.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-0.6	-1.0		-0.6	-1.0	-1.0	-0.6	-1.0	-1.0	-0.6	-1.0	
Total Lost Time (s)	5.4	5.0		5.4	5.0	5.0	5.4	5.0	5.0	5.4	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	7.0	13.2		10.5	21.4	21.4	8.2	39.4	39.4	15.5	52.6	
Actuated g/C Ratio	0.07	0.14		0.11	0.22	0.22	0.08	0.41	0.41	0.16	0.54	
v/c Ratio	0.15	0.28		0.49	0.14	0.50	0.29	0.95	0.07	0.64	0.47	
Control Delay	53.1	28.6		54.9	32.9	7.4	53.2	54.6	0.2	51.8	21.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.1	28.6		54.9	32.9	7.4	53.2	54.6	0.2	51.8	21.7	
LOS	D	C		D	C	A	D	D	A	D	C	
Approach Delay		33.6			21.1			51.2			30.0	
Approach LOS		C			C			D			C	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

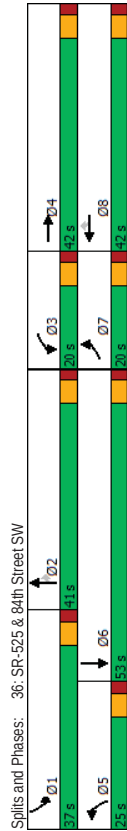
36: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	11	26		55	28	0	25	400	0	103	182	
Queue Length 95th (ft)	42	68		137	71	64	75	#1085	0	220	465	
Internal Link Dist (ft)		1190			1552			916			2804	
Turn Bay Length (ft)	50			125	250	120			350	125		
Base Capacity (vph)	281	707		281	767	804	374	755	728	598	994	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.07	0.10		0.33	0.08	0.35	0.11	0.95	0.07	0.30	0.47	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 97.1
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 36.9
 Intersection Capacity Utilization 71.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: D
 ICU Level of Service C



HCM 2010 TWSC
37: SR-525 & 76th Street SW

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	92	818	42	26	475
Future Vol, veh/h	27	92	818	42	26	475
Conflicting Peds, #/hr	0	1	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	95	95	69	69
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	33	112	861	44	38	688

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1651	888	0
Stage 1	887	-	-
Stage 2	764	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	109	343	-
Stage 1	402	-	-
Stage 2	460	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	103	342	-
Mov Cap-2 Maneuver	229	-	-
Stage 1	380	-	-
Stage 2	460	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.2	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	229	342
HCM Lane V/C Ratio	-	-	0.144	0.328
HCM Control Delay (s)	-	-	23.3	20.6
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	0.5	1.4

HCM 2010 TWSC
38: SR-525 & Goat Trail Road

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	8	739	73	11	451
Future Vol, veh/h	29	8	739	73	11	451
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	93	93	69	69
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	44	12	795	78	16	654

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1520	834	0
Stage 1	834	-	-
Stage 2	686	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	132	371	-
Stage 1	430	-	-
Stage 2	504	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	128	371	-
Mov Cap-2 Maneuver	128	-	-
Stage 1	416	-	-
Stage 2	504	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	149	768
HCM Lane V/C Ratio	-	-	0.376	0.021
HCM Control Delay (s)	-	-	43	9.8
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.6	0.1

Lanes, Volumes, Timings 39: 5th Street & SR-525

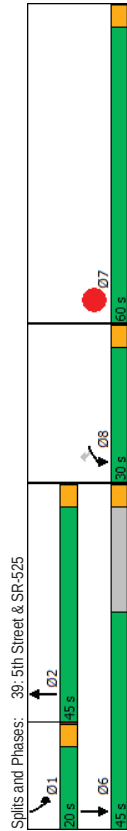
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	186	57	472	229	46	305	
Future Volume (vph)	186	57	472	229	46	305	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	100	0	0	150	0	
Storage Lanes	1	1	0	0	1	1	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	
Ped Bike Factor	0.97						
Frt	0.850	0.956					
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1770	1583	1781	0	1703	3406	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1770	1541	1781	0	1703	3406	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	30	43	15			30	
Link Speed (mph)			30			942	
Link Distance (ft)	1140		226			21.4	
Travel Time (s)	25.9		5.1				
Confl. Peds. (#/hr)		3					
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	
Heavy Vehicles (%)	2%	2%	2%	2%	6%	6%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	221	68	835	0	55	363	
Turn Type	Prot	Perm	NA	Prot	NA	NA	7
Protected Phases	8		2		1	6	
Permitted Phases		8					
Detector Phase	8	8	2		1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		3.0	5.0	7.0
Minimum Split (s)	37.5	37.5	20.5		8.0	34.5	34.5
Total Split (s)	30.0	30.0	45.0		20.0	45.0	60.0
Total Split (%)	19.4%	19.4%	29.0%		12.9%	29.0%	39%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?		Yes	Yes		Yes		
Recall Mode	None	None	None		None	None	None
Act Effct Green (s)	17.7	17.7	41.5		8.2	51.7	
Actuated g/C Ratio	0.23	0.23	0.53		0.10	0.66	
v/c Ratio	0.55	0.18	0.88		0.31	0.16	
Control Delay	32.8	13.1	32.6		40.8	6.3	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.8	13.1	32.6		40.8	6.3	
LOS	C	B	C		D	A	
Approach Delay	28.2		32.6			10.9	
Approach LOS	C		C			B	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings 39: 5th Street & SR-525

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Queue Length 50th (ft)	99	10	339		25	28	
Queue Length 95th (ft)	154	36	#746		65	71	
Internal Link Dist (ft)	1060		146			862	
Turn Bay Length (ft)		100			150		
Base Capacity (vph)	615	564	948		344	2883	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.36	0.12	0.88		0.16	0.14	
Intersection Summary							
Area Type:	Other						
Cycle Length:	155						
Actuated Cycle Length:	78.6						
Natural Cycle:	150						
Control Type:	Actuated-Uncoordinated						
Maximum v/c Ratio:	0.88						
Intersection Signal Delay:	25.9						
Intersection Capacity Utilization	58.2%						
Analysis Period (min)	15						
# 95th percentile volume exceeds capacity, queue may be longer.							
Queue shown is maximum after two cycles.							



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

40: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	579	1	703	91	1763	0	0	1256	156
Future Volume (vph)	0	0	0	579	1	703	91	1763	0	0	1256	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.81	0.81
Ped Bike Factor						0.99						
Ft				0.950	0.953	0.850	0.950				0.983	
Flt Protected				0.950	0.953		0.950					
Satd. Flow (prot)	0	0	0	1681	1686	2787	1770	5085	0	0	7416	0
Flt Permitted				0.950	0.953		0.950					
Satd. Flow (perm)	0	0	0	1681	1686	2750	1770	5085	0	0	7416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59					39	
Link Speed (mph)		30				30		30			30	
Link Distance (ft)		1693				772		1065			940	
Travel Time (s)		38.5				17.5		24.2			21.4	
Confl. Peds. (#/hr)						1				5		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	298	300	725	94	1818	0	0	1456	0
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases				4	4	4	5	2			6	
Permitted Phases				4	4	4	5	2			6	
Detector Phase				4	4	4	5	2			6	
Switch Phase				6.0	6.0	6.0	6.0	15.0			15.0	
Minimum Initial (s)				20.5	20.5	20.5	10.5	29.0			21.0	
Minimum Split (s)				33.0	33.0	33.0	19.0	87.0			68.0	
Total Split (s)				27.5%	27.5%	27.5%	15.8%	72.5%			56.7%	
Yellow Time (s)				3.5	3.5	3.5	3.5	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				4.5	4.5	4.5	4.5	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?				None	None	None	Yes				Yes	
Recall Mode				28.5	28.5	28.5	10.6	82.0			C-Max	
Act Effct Green (s)				0.24	0.24	0.24	0.09	0.68			66.9	
Act Effct Green Ratio				0.75	0.75	0.75	0.61	0.52			0.56	
v/c Ratio				55.3	55.5	55.5	68.3	10.0			14.7	
Control Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Queue Delay				55.3	55.5	55.5	68.3	10.0			14.7	
Total Delay				E	E	E	F	B			B	
LOS												
Approach Delay				72.0				12.9			14.7	
Approach LOS				E				B			B	
Queue Length 50th (ft)				226	228	-323	71	230			142	
Queue Length 95th (ft)				#355	#355	#459	124	264			176	
Internal Link Dist (ft)				1613		692		985			860	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

40: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)		→	↗		←		↖	↑		↘	↓	
Base Capacity (vph)				399	400	698	213	3474			4152	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.75	0.75	1.04	0.44	0.52			0.35	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.04												
Intersection Signal Delay: 30.1												
Intersection Capacity Utilization 66.7%												
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
Splits and Phases: 40: Evergreen Way & West Bound Ramp												
↑ Ø2 (R) 87 s ↙ Ø5 19 s ↘ Ø6 (R) 68 s ↖ Ø4 33 s												

Splits and Phases: 40: Evergreen Way & West Bound Ramp



Lanes, Volumes, Timings

41: SR-99/Everett Mall Way & SR-526

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	213	863	197	324	428	969	138	698	723	394	266	73
Future Volume (vph)	213	863	197	324	428	969	138	698	723	394	266	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350	1900	1900	1900	1900	200	700	1900	1900	300	300	100
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	25	1	1	1	1	1	25	1	1	25	1	1
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00
Ped Bike Factor	1.00					0.850			0.850	1.00	1.00	0.850
Fit Protected	0.950						0.950			0.950	0.979	
Satd. Flow (prot)	1787	3574	1599	1770	3539	1583	1770	3539	1583	1626	3352	1599
Fit Permitted	0.950						0.950			0.384	0.602	
Satd. Flow (perm)	1786	3574	1599	1770	3539	1562	1765	3539	1562	657	2061	1572
Right Turn on Red			Yes	Yes	Yes	Yes			Yes			Yes
Satd. Flow (RTOR)			199			749			358			109
Link Speed (mph)		30		30				35			35	
Link Distance (ft)		1547		1594				1855			1468	
Travel Time (s)		35.2		36.2				36.1			28.6	
Confl. Peds. (#/hr)	1						3		1	1		3
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	215	872	199	327	432	979	139	705	730	199	468	74
Turn Type	Prot	NA	Perm	Prot	NA	custom	Split	3	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2			3	3	3	4	4	4
Permitted Phases	1	6	6	5	2	5	3	3	3	4	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	22.0	22.0	9.0	34.0	9.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	35.0	45.0	45.0	40.0	50.0	40.0	35.0	35.0	35.0	30.0	30.0	30.0
Total Split (%)	23.3%	30.0%	30.0%	26.7%	33.3%	26.7%	23.3%	23.3%	23.3%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	22.5	39.0	39.0	34.0	50.5	34.0	29.0	29.0	29.0	24.8	24.8	24.8
Actuated g/C Ratio	0.15	0.26	0.26	0.23	0.33	0.23	0.19	0.19	0.19	0.16	0.16	0.16
v/c Ratio	0.81	0.94	0.35	0.82	0.36	1.05	0.41	1.04	1.24	1.84	1.78d	0.21
Control Delay	84.2	73.3	7.3	72.9	40.2	56.6	57.9	102.3	146.7	447.6	235.4	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.2	73.3	7.3	72.9	40.2	56.6	57.9	102.3	146.7	447.6	235.4	3.9
LOS	F	E	A	E	D	E	E	F	F	F	F	A
Approach Delay		64.9						118.9				289.2
Approach LOS		E						F				F

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 No Action Conditions

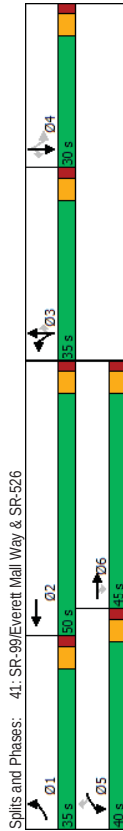
PM Peak-Hour

Lanes, Volumes, Timings

41: SR-99/Everett Mall Way & SR-526

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	206	442	0	306	168	~437	121	~387	~585	~326	~337	0
Queue Length 95th (ft)	297	#596	65	#476	240	#716	197	#538	#861	#504	#445	16
Internal Link Dist (ft)		1467			1514			1775			1388	
Turn Bay Length (ft)	350		550	450		200	700		300	300		100
Base Capacity (vph)	343	924	561	399	1185	932	340	680	589	108	338	349
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.94	0.35	0.82	0.36	1.05	0.41	1.04	1.24	1.84	1.38	0.21
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150.8											
Natural Cycle:	145											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	1.84											
Intersection Signal Delay:	106.2											
Intersection Capacity Utilization:	106.3%											
Analysis Period (min)	15											
Intersection LOS: F ICU Level of Service G												
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. d) Defacto Left Lane. Recode with 1 through lane as a left lane.												

Spills and Phases: 41- SR-99/Everett Mall Way & SR-526												
 Ø1	 Ø2	 Ø3	 Ø4									
35 s	50 s	35 s	30 s									
 Ø5	 Ø6											
40 s	45 s											



2019 Opening Year Operations SEPA Intersection Level of Service Analysis

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT
Traffic Volume (vph)	793	611	21	633	447	89	27	1190	482	522	2073	437
Future Volume (vph)	793	611	21	633	447	89	27	1190	482	522	2073	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0	25		0	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		0.99					0.98	1.00		
Ft	0.950	0.995			0.975				0.850			0.850
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	3219	3299	0	3351	*2750	0	1711	3422	1531	3302	3404	1523
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	3219	3299	0	3325	3369	0	1711	3422	1501	3295	3404	1523
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2		12		199		30			30	
Link Speed (mph)		30		40		2044		1344			2044	
Link Distance (ft)		1789		2764		46.5		30.5			46.5	
Travel Time (s)		40.7		47.1								
Confl. Peds. (#/hr)		10	10						5	5		
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	862	687	0	688	583	0	29	1293	524	567	2253	475
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	30.0	35.0		30.0	35.0		30.0	70.0	70.0	35.0	70.0	70.0
Total Split (%)	17.6%	20.6%		17.6%	20.6%		17.6%	41.2%	41.2%	20.6%	41.2%	41.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	8.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	None	Min	Min	Min
Act Effect Green (s)	25.0	32.3		25.0	29.3		8.4	64.0	64.0	30.0	87.8	87.8
Actuated g/C Ratio	0.15	0.19		0.15	0.17		0.05	0.37	0.37	0.17	0.51	0.51
v/c Ratio	1.85	1.11		1.42	1.22		0.35	1.02	0.77	0.99	1.30	0.52
Control Delay	425.7	131.9		248.5	173.7		91.0	82.1	37.7	104.0	174.9	12.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	425.7	131.9		248.5	173.7		91.0	82.1	37.7	104.0	174.9	12.4
LOS	F	F		F	F		F	F	D	F	F	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)												
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 172.4

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.85

Intersection Signal Delay: 165.5

Intersection Capacity Utilization 119.6%

Analysis Period (min): 15

Description: SR-525 is north-south and Beverly Park Road is northeast-southwest

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Lanes, Volumes, Timings
 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [BJL 18-040]

Lanes, Volumes, Timings
6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Area Type:	Other
Cycle Length:	126.5
Actuated Cycle Length:	85.5
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	29.4
Intersection Capacity Utilization:	71.9%
Analysis Period (min):	15
Description: Airport Road is north-south and Beverly Park Road is east-west	
#	95th percentile volume exceeds capacity, queue may be longer.
Queue shown is	maximum after two cycles.

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	415	581	717	223	394	225	136	1245	157	203	1479	112
Future Volume (vph)	415	581	717	223	394	225	136	1245	157	203	1479	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	12	11	11	13	11	14	14	11	11
Storage Length (ft)	250	400	400	250	0	0	0	300	0	0	430	0
Storage Lanes	1	2	1	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99	0.98	0.98	0.99	0.99	0.99	1.00	0.99	0.92	0.99	0.95	0.95
Fit	0.950	0.850	0.850	0.945	0.945	0.945	0.850	0.850	0.850	0.850	0.850	0.850
Flt Protected	1728	3455	3002	1752	3171	0	1811	3388	1672	1906	3455	1546
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	1717	3455	3002	1725	3171	0	1802	3388	1543	1885	3455	1469
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	687	687	687	49	50	50	30	30	83	30	30	70
Satd. Flow (RTOR)	Link Speed (mph)	2688	2133	29.1	29.1	29.1	38.7	38.7	28	28	28	21
Link Distance (ft)	Travel Time (s)	61.1	16	16	16	16	7	21	0.97	0.97	0.97	0.97
Confl. Peds. (#/hr)	Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1.1%	1.1%	1.1%	3%	3%	3%	3%	3%	3%	3%	1%	1%
Shared Lane Traffic (%)	7	16	16	3%	3%	3%	3%	3%	3%	3%	1%	1%
Lane Group Flow (vph)	428	599	739	230	638	0	140	1284	162	209	1525	115
Turn Type	Prot	NA	Over	Prot	NA	Prot	Prot	NA	Prot	Prot	NA	Perm
Protected Phases	3	8	1	7	4	1	6	6	5	2	2	2
Permitted Phases	3	8	1	7	4	1	6	6	5	2	2	2
Detector Phase	3	8	1	7	4	1	6	6	5	2	2	2
Switch Phase	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Initial (s)	9.2	36.7	9.2	9.2	38.7	9.2	34.7	34.7	9.2	42.7	42.7	42.7
Minimum Split (s)	40.0	60.0	30.0	40.0	60.0	30.0	85.0	85.0	30.0	85.0	85.0	85.0
Total Split (s)	18.5%	27.9%	14.0%	18.6%	27.9%	14.0%	39.5%	39.5%	14.0%	39.5%	39.5%	39.5%
Total Split (%)	3.5	4.0	3.5	3.5	4.0	3.5	4.0	4.0	3.5	4.0	4.0	4.0
Yellow Time (s)	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	4.2	4.7	4.2	4.2	4.7	4.2	4.2	4.7	4.2	4.7	4.7	4.7
Total Lost Time (s)	Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lag	Lag
Lead/Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	None	Min	None	None	Min	None	None	None	None	None	None	None
Recall Mode	35.9	49.9	19.9	30.1	41.0	19.9	80.5	80.5	24.6	85.2	85.2	85.2
Act Effct Green (s)	0.18	0.25	0.10	0.15	0.20	0.10	0.40	0.40	0.12	0.42	0.42	0.42
Actuated g/C Ratio	1.40	0.71	0.81	0.89	0.94	0.79	0.96	0.24	0.90	1.05	0.18	0.18
v/c Ratio	254.5	75.7	16.2	117.7	95.7	119.4	74.9	21.5	125.3	92.7	17.4	17.4
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	254.5	75.7	16.2	117.7	95.7	119.4	74.9	21.5	125.3	92.7	17.4	17.4
Total Delay	LOS	F	E	B	F	F	F	E	C	F	F	B
Approach Delay		94.1		101.5			73.4				91.7	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

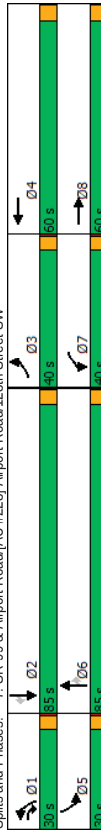
PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Queue Length 50th (ft)	~767	395	36	306	421	187	888	68	281	~1173	36	36
Queue Length 95th (ft)	#1073	482	120	#449	502	283	#1141	142	#471	#1485	96	96
Internal Link Dist (ft)	2608	2608	2608	2053	2053	2053	1621	1621	1621	1079	1079	1079
Turn Bay Length (ft)	250	400	400	250	855	230	1343	662	242	1451	657	430
Base Capacity (vph)	305	943	981	309	855	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.40	0.64	0.75	0.74	0.75	0.61	0.96	0.24	0.86	1.05	0.18	0.18
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
Actuated Cycle Length:	202.9											
Natural Cycle:	150											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	1.40											
Intersection Signal Delay:	89.0											
Intersection Capacity Utilization:	108.7%											
Analysis Period (min):	15											
Description:	Airport Road is east-west and SR-99 is north-south											
~	Volume exceeds capacity, queue is theoretically infinite.											
#	Queue shown is maximum after two cycles.											
	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	0	1274	552	430	1188	0	0	0	0	783	1	486
Future Volume (vph)	0	1274	552	430	1188	0	0	0	0	783	1	486
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	0	0	0	330	0	330
Storage Lanes	0	0	1	2	0	0	0	0	0	1	0	1
Taper Length (ft)	25	0	0	0	0	0	0	0	0	25	0	0
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.994	0.850							0.98	0.850	
Flt Protected				0.950						0.950	0.952	
Satd. Flow (prot)	0	*2500	1427	3400	3505	0	0	0	0	1688	1701	1599
Flt Permitted				0.950						0.950	0.952	
Satd. Flow (perm)	0	3337	1427	3400	3505	0	0	0	0	1688	1701	1570
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	391		35		30				30	79
Link Speed (mph)					700		315				681	
Link Distance (ft)					13.6		7.2				15.5	
Travel Time (s)												
Confl. Peds. (#/hr)	7											
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)			10%							50%		
Lane Group Flow (vph)	0	1445	540	467	1291	0	0	0	0	425	427	528
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6					8		8
Permitted Phases		2	2	2	1	6				8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	8.5	23.3						40.6	40.6	40.6
Total Split (s)	81.0	81.0	23.0	104.0						46.0	46.0	46.0
Total Split (%)	54.0%	54.0%	15.3%	69.3%						30.7%	30.7%	30.7%
Yellow Time (s)	3.6	3.6	3.5	3.6						3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0						2.0	2.0	2.0
Lost Time Adjust (s)	3.0	3.0	0.0	0.0						0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	5.5	5.6						5.6	5.6	5.6
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Min	Min	Min
Recall Mode	C-Max	C-Max	C-Max	C-Min						40.4	40.4	40.4
Act Effct Green (s)	72.4	75.4	17.5	98.4						0.27	0.27	0.27
Actuated g/C Ratio	0.48	0.50	0.12	0.66						0.93	0.93	1.10
v/c Ratio	1.20	0.59	1.18	0.56						81.1	81.5	113.5
Control Delay	118.6	3.1	131.8	20.9						4.1	4.2	0.0
Queue Delay	121.3	2.7	0.0	0.0						85.1	85.6	113.5
Total Delay										F	F	F
LOS		F	A	F						F	F	F
Approach Delay	89.1				54.2					96.1		
Approach LOS	F			D						F		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~925	13	~285	497					429	431	~525
Queue Length 95th (ft)		m#1010	m17	m#247	m441					#647	#653	#759
Internal Link Dist (ft)		792		400	620			235		330	601	330
Turn Bay Length (ft)		1208	911	396	2299					457	458	480
Base Capacity (vph)		0	0	0	933					0	0	0
Starvation Cap Reductn		488	0	0	0					14	14	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		2.01	0.59	1.18	0.95					0.96	0.96	1.10
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset: 23 (15%), Referenced to phase 2 EBT and 6 WBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.20												
Intersection Capacity Delay: 79.0												
Intersection Capacity Utilization 121.8%												
Analysis Period (min) 15												
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Lanes, Volumes, Timings

28: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	FF	FF			FF	FF	FF	FF				FF
Traffic Volume (vph)	270	2099	0	0	1115	425	698	8	1366	0	0	0
Future Volume (vph)	270	2099	0	0	1115	425	698	8	1366	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			2%			2%			0%	
Storage Length (ft)	150		0	0	200	225	225	0	225	0	0	0
Storage Lanes	2		0	0	1	1	1	0	1	0	0	0
Taper Length (ft)	25		0	25		25	25		25			
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.95	0.91	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99				0.95							
Frt	0.950				0.850				0.866	0.850		
Flt Protected							0.950	0.995				
Satd. Flow (prot)	3467	3575	0	0	3404	1523	1681	1460	1504	0	0	0
Flt Permitted	0.950						0.950	0.995				
Satd. Flow (perm)	3436	3575	0	0	3404	1451	1681	1460	1504	0	0	0
Right Turn on Red		Yes				Yes			Yes		Yes	
Satd. Flow (RTOR)						225		1	60			
Link Speed (mph)	15	35			30		30				30	
Link Distance (ft)		700			1162		513				474	
Travel Time (s)		13.6			26.4		11.7				10.8	
Confl. Peds. (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	1%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)							10%	47%				
Lane Group Flow (vph)	325	2529	0	0	1343	512	757	868	872	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6		4	4	4			
Permitted Phases												
Detector Phase	5	2			6	6	4	4	4			
Switch Phase												
Minimum Initial (s)	3.0	7.0			7.0	7.0	5.0	5.0	5.0			
Minimum Split (s)	8.6	30.3			30.3	30.3	34.6	34.6	34.6			
Total Split (s)	35.0	85.0			50.0	50.0	65.0	65.0	65.0			
Total Split (%)	23.3%	56.7%			33.3%	33.3%	43.3%	43.3%	43.3%			
Yellow Time (s)	3.6	3.6			3.6	3.6	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.6	-1.3			-1.3	-1.3	-1.0	-1.0	-1.0			
Total Lost Time (s)	5.0	4.3			4.3	4.3	4.6	4.6	4.6			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None				C-Max	C-Max	Max	Max	Max			
Act Effct Green (s)	19.0	80.7			56.7	56.7	60.4	60.4	60.4			
Actuated g/C Ratio	0.13	0.54			0.38	0.38	0.40	0.40	0.40			
v/c Ratio	0.74	1.32			1.05	0.74	1.12	1.48	1.36			
Control Delay	67.7	168.1			82.4	30.1	113.7	257.0	205.8			
Queue Delay	0.0	0.0			0.0	0.0	0.3	0.3	0.0			
Total Delay	67.7	168.2			82.4	30.1	113.9	257.3	205.8			
LOS	E	F			F	C	F	F	F			
Approach Delay		156.7			88.0			195.9				

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

28: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			E			F				
Queue Length 50th (ft)	157	~1668			~746	255	~893	~1286				
Queue Length 95th (ft)	m146 m#1404				#824	357	#1013	#1397				
Internal Link Dist (ft)		620			1082			433				394
Turn Bay Length (ft)	150					200	225					
Base Capacity (vph)	693	1923			1285	688	676	588				
Starvation Cap Reductn	0	28			0	0	0	0				
Spillback Cap Reductn	0	0			0	0	28	24				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.47	1.33			1.05	0.74	1.17	1.54				1.36

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2 EBT and 6 WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.48

Intersection Signal Delay: 147.4

Intersection Capacity Utilization 121.8%

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: F

ICU Level of Service H

Splits and Phases: 28: I-5 Northbound Ramps & 128th Street SW



Lanes, Volumes, Timings

29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	184	1803	153	166	1317	37	231	55	157	72	51	100
Future Volume (vph)	184	1803	153	166	1317	37	231	55	157	72	51	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	-3%											
Storage Length (ft)	300		0	150		0	250		0	200		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25		0.95	1.00		1.00	1.00		1.00
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.98	0.98	0.99	0.99		0.99
Ped Bike Factor	1.00						0.889			0.900		
Fit	0.950		0.850	0.950			0.950			0.950		
Satd. Flow (prot)	1796	3592	1607	1770	3522	0	1770	1630	0	1805	1686	0
Fit Permitted	0.950			0.950			0.426			0.615		
Satd. Flow (perm)	1794	3592	1607	1770	3522	0	789	1630	0	1160	1686	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90		2			87			54	
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		1162		2377				875			875	
Travel Time (s)		26.4		54.0				19.9			19.9	
Confl. Peds. (#/hr)	2					2	5		6	6		5
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	1060	166	180	1472	0	251	231	0	78	164	0
Turn Type	Prot	NA	Perm	Prot	NA	NA	prot+pt	NA	NA	Perm	NA	0
Protected Phases	5	2	2	1	6		3	8		4	4	
Permitted Phases												
Detector Phase	5	2	2	1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.5	28.3	28.3	10.1	25.3		8.5	36.6		31.6	31.6	
Total Split (s)	20.0	92.0	92.0	20.0	92.0		15.0	53.0		38.0	38.0	
Total Split (%)	12.1%	55.8%	55.8%	12.1%	55.8%		9.1%	32.1%		23.0%	23.0%	
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3		3.5	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.3	6.3	5.5	6.3		5.5	5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		Max	Max	
Act Effrt Green (s)	14.5	85.7	85.7	14.5	85.7		47.5	47.4		32.4	32.4	
Actuated g/C Ratio	0.09	0.52	0.52	0.09	0.52		0.29	0.29		0.20	0.20	
v/c Ratio	1.27	1.05	0.19	1.16	0.80		0.89	0.44		0.34	0.44	
Control Delay	219.2	74.1	9.9	184.0	37.0		83.5	32.0		62.2	42.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	219.2	74.1	9.9	184.0	37.0		83.5	32.0		62.2	42.7	
LOS	F	E	A	F	D		F	C		E	D	
Approach Delay		82.0			53.0			58.8			49.0	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	~271	~1209	41	~229	676		227	126		74	105	
Queue Length 95th (ft)	#445	#1338	85	#396	775		#392	212		130	183	
Internal Link Dist (ft)		1082		2287			795			795		
Turn Bay Length (ft)	300			150			250			200		
Base Capacity (vph)	157	1865	877	155	1830		283	530		227	374	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.27	1.05	0.19	1.16	0.80		0.89	0.44		0.34	0.44	

Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 165

Offset: 85.7 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay: 67.7

Intersection Capacity Utilization 112.6%

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE



Lanes, Volumes, Timings

30: Dumas Road/Elgin Way & SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	59	1308	626	25	879	6	465	34	45	8	45	30
Future Volume (vph)	59	1308	626	25	879	6	465	34	45	8	45	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	800	100	100	100	0	300	0	100	0	100	0
Storage Lanes	1	1	1	1	1	0	1	0	0	1	0	0
Taper Length (ft)	25	25	25	25	25	0	25	0	25	0	25	0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.97	0.97	1.00	1.00	1.00	0.99	1.00	0.99	0.99	0.940	0.940
Fit	0.950	0.850	0.850	0.999	0.999	0.975	0.975	0.975	0.975	0.975	0.940	0.940
Fit Protected	1787	3574	1599	1752	3501	0	1649	1628	0	1787	1768	0
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0
Satd. Flow (perm)	1786	3574	1548	1749	3501	0	1649	1628	0	1773	1768	0
Right Turn on Red		Yes	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		639	639				6				19	
Link Speed (mph)		30		30			30				30	
Link Distance (ft)		2377		1068			751				520	
Travel Time (s)		54.0		24.3			17.1				11.8	
Confl. Peds. (#/hr)	1		3	3		1		5			5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	1%	1%	1%
Shared Lane Traffic (%)							41%					
Lane Group Flow (vph)	60	1335	639	26	903	0	280	275	0	8	77	0
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	NA	Split	NA	NA	NA
Protected Phases	5	2	2	1	6	8	8	8	4	4	4	4
Permitted Phases	5	2	2	1	6	8	8	8	4	4	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	3.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	26.1	26.1	8.5	32.5	28.1	28.1	28.1	34.5	34.5	34.5	34.5
Total Split (s)	30.0	45.0	45.0	30.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	18.2%	27.3%	27.3%	18.2%	27.3%	27.3%	27.3%	27.3%	27.3%	27.3%	27.3%	27.3%
Yellow Time (s)	3.5	4.3	4.3	3.5	3.5	4.3	4.3	4.3	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	1.8	1.8	2.0	2.0	1.8	1.8	1.8	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.1	6.1	5.5	5.5	6.1	6.1	6.1	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	9.5	46.4	46.4	6.5	42.2	25.6	25.6	25.6	12.1	12.1	12.1	12.1
Actuated g/C Ratio	0.09	0.44	0.44	0.06	0.40	0.24	0.24	0.24	0.11	0.11	0.11	0.11
v/c Ratio	0.38	0.85	0.62	0.25	0.65	0.70	0.69	0.69	0.04	0.04	0.35	0.35
Control Delay	59.4	37.9	5.5	61.7	34.2	49.5	48.1	48.1	46.5	42.0	42.0	42.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	37.9	5.5	61.7	34.2	49.5	48.1	48.1	46.5	42.0	42.0	42.0
LOS	E	D	A	E	C	D	D	D	D	D	D	D
Approach Delay		28.4			35.0							
Approach LOS		C			C							

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

30: Dumas Road/Elgin Way & SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	40	460	0	17	273	185	177	5	38			
Queue Length 95th (ft)	103	#951	107	57	#566	351	340	22	93			
Internal Link Dist (ft)	2297			988								
Turn Bay Length (ft)	250		800	100		300		100				
Base Capacity (vph)	441	1562	1036	432	1392	646	641	710	714			
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0	0	0	0			
Reduced v/c Ratio	0.14	0.85	0.62	0.06	0.85	0.43	0.43	0.01	0.11			

Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 106

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 33.6

Intersection Capacity Utilization 76.1%

Analysis Period (min) 15

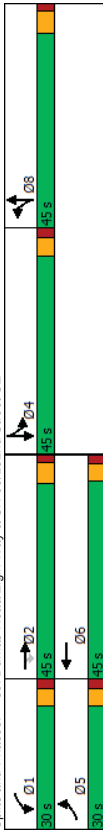
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: C

ICU Level of Service D

Splits and Phases: 30: Dumas Road/Elgin Way & SR-96/132nd Street SE



Lanes, Volumes, Timings

31: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	624	155	44	292	120	100	416	97	215	842	8
Traffic Volume (vph)	3	624	155	44	292	120	100	416	97	215	842	8
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	135	135	0	120	120	0	300	300	0	250	0	0
Storage Length (ft)	1	1	0	1	1	0	1	1	0	1	1	0
Storage Lanes	25	25	0	25	25	0	25	25	0	25	25	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	0.99	0.99
Ped Bike Factor	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.972	0.972	0.970	0.970	0.970
Fit Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1752	3391	0	1719	3287	0	1687	4691	0	1770	5080	0
Fit Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1752	3391	0	1718	3287	0	1687	4691	0	1759	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38		71				79		16		2
Link Speed (mph)		30		30				30		30		30
Link Distance (ft)		838		3508				2688		917		917
Travel Time (s)		19.0		79.7				61.1		20.8		20.8
Confl. Peds. (#/hr)		2		2				16		16		16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	7%	7%	7%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	803	0	45	425	0	103	529	0	222	876	0
Turn Type	Prot	NA	NA	3	8	NA	5	2	Prot	1	6	NA
Protected Phases												
Permitted Phases	7	4		3	8							
Detector Phase												
Switch Phase	7	4		3	8		5	2		1	6	
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	7.0		3.0	7.0	
Minimum Split (s)	9.0	36.5		9.0	37.5		8.0	33.5		9.0	32.5	
Total Split (s)	16.0	20.5		11.0	11.5		16.0	26.5		13.0	26.5	
Total Split (%)	21.6%	27.7%		14.9%	15.5%		21.6%	35.8%		17.6%	35.8%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	-0.5		0.0	-0.5		0.0	-0.5		0.0	-0.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	5.4	19.9		6.2	24.2		8.2	16.6		9.7	20.5	
Actuated g/C Ratio	0.08	0.31		0.10	0.37		0.13	0.26		0.15	0.32	
v/c Ratio	0.02	0.75		0.27	0.33		0.48	0.42		0.84	0.54	
Control Delay	37.3	26.6		38.2	13.9		38.7	18.1		61.5	22.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.3	26.6		38.2	13.9		38.7	18.1		61.5	22.1	
LOS	D	C		D	B		D	B		E	C	
Approach Delay		26.7			16.2			21.5			30.1	
Approach LOS		C			B			C			C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

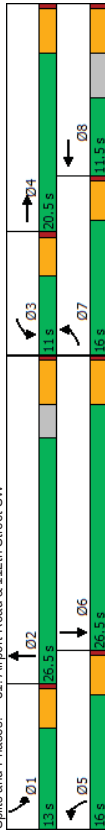
31: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	152		17	45		38	52		87	109	
Queue Length 95th (ft)	11	276		63	121		113	104		#322	208	
Internal Link Dist (ft)		758			3428			2608			837	
Turn Bay Length (ft)	135			120			300			250		
Base Capacity (vph)	349	1069		200	1275		336	2090		264	1963	
Slackback Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.75		0.23	0.33		0.31	0.25		0.84	0.45	

Intersection Summary

Area Type: Other
 Cycle Length: 74
 Actuated Cycle Length: 64.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 25.2
 Intersection LOS: C
 ICU Level of Service C
 Intersection Capacity Utilization 68.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 31: Airport Road & 112th Street SW



Lanes, Volumes, Timings

33: Airport Road & SR-526/SR-526 Westbound Ramps

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	791	6	389	0
Future Volume (vph)	0	0	791	6	389	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	1.00
Flt						
Flt Protected			0.950	0.953	0.950	
Satd. Flow (prot)			1618	1623	3335	0
Flt Permitted			0.950	0.953	0.950	
Satd. Flow (perm)			1618	1623	3335	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30		30	30	30	
Link Distance (ft)	3891		242	681		
Travel Time (s)	88.4		5.5	15.5		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	6%	6%	5%	5%
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	0	0	425	432	418	0
Turn Type		Perm	NA	Prot		
Protected Phases				6	8	
Permitted Phases				6	8	
Detector Phase				6	8	
Switch Phase				3.0	3.0	
Minimum Initial (s)			21.0	21.0	21.0	
Minimum Split (s)			45.0	45.0	45.0	
Total Split (s)			50.0%	50.0%	50.0%	
Total Split (%)			4.0	4.0	4.0	
Yellow Time (s)			2.0	2.0	2.0	
All-Red Time (s)			-1.0	-1.0	-1.0	
Lost Time Adjust (s)			5.0	5.0	5.0	
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode			Max	Max	None	
Act Effect Green (s)			40.1	40.1	14.1	
Actuated g/C Ratio			0.62	0.62	0.22	
v/c Ratio			0.42	0.43	0.57	
Control Delay			8.2	8.3	25.5	
Queue Delay			0.0	0.0	0.0	
Total Delay			8.2	8.3	25.5	
LOS			A	A	C	
Approach Delay				8.3	25.5	
Approach LOS				A	C	
Queue Length 50th (ft)			75	77	75	
Queue Length 95th (ft)			153	156	114	
Internal Link Dist (ft)				162	601	
Turn Bay Length (ft)	3811					
Base Capacity (vph)			1009	1012	2080	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

33: Airport Road & SR-526/SR-526 Westbound Ramps

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn			0	0	0	
Spillback Cap Reductn			0	0	0	
Storage Cap Reductn			0	0	0	
Reduced v/c Ratio			0.42	0.43	0.20	
Intersection Summary						
Area Type:	Other					
Cycle Length:	90					
Actuated Cycle Length:	64.2					
Natural Cycle:	45					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.57					
Intersection Signal Delay:	13.9					
Intersection Capacity Utilization	41.5%					
Analysis Period (min)	15					
Intersection LOS:	B					
ICU Level of Service	A					
Splits and Phases:	33: Airport Road & SR-526/SR-526 Westbound Ramps					

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

34: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (vph)	414	5	106	28	16	62	135	969	16	56	878	505
Future Volume (vph)	414	5	106	28	16	62	135	969	16	56	878	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	150	60	150	225	60	150	225	60	150	225	150
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Fit	0.950	0.953	0.850	0.950	0.950	0.850	0.950	0.950	0.850	0.950	0.850	0.850
Flt Protected	0.950	0.953	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1649	1654	1553	1787	1881	1599	3400	3505	1568	1770	3539	1583
Flt Permitted	0.950	0.953	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1649	1654	1553	1787	1881	1599	3400	3505	1568	1770	3539	1583
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	103	103	103	103	103	103	103	103	103	103	103	103
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	402	402	402	402	402	402	402	402	402	402	402	402
Travel Time (s)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1
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
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	3%	3%	3%	3%	2%	2%
Shared Lane Traffic (%)	48%	48%	48%	1%	1%	1%	3%	3%	3%	3%	2%	2%
Lane Group Flow (vph)	229	226	115	30	17	67	147	1053	17	61	954	549
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	4	3	3	3	5	2	2	1	6	6
Permitted Phases	4	4	4	3	3	3	5	2	2	1	6	6
Detector Phase	4	4	4	3	3	3	5	2	2	1	6	6
Switch Phase	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Initial (s)	45.0	45.0	45.0	43.0	43.0	43.0	12.0	38.2	38.2	9.6	39.2	39.2
Minimum Split (s)	40.0	40.0	40.0	30.0	30.0	30.0	30.0	60.0	60.0	30.0	60.0	60.0
Total Split (s)	25.0%	25.0%	25.0%	18.8%	18.8%	18.8%	18.8%	37.5%	37.5%	18.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.6	4.3	4.3	3.6	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	2.0	1.8	1.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-0.6	-2.2	-2.2	-0.6	-2.2	-2.2
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.9	3.9	3.9	5.0	3.9	3.9
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Eff Green (s)	22.6	22.6	22.6	8.1	8.1	8.1	10.7	61.2	61.2	9.2	57.0	57.0
Actuated g/C Ratio	0.20	0.20	0.20	0.07	0.07	0.07	0.09	0.53	0.53	0.08	0.50	0.50
v/c Ratio	0.71	0.70	0.30	0.24	0.13	0.33	0.47	0.56	0.02	0.43	0.54	0.60
Control Delay	56.2	55.5	11.7	59.3	56.6	8.1	56.6	23.2	0.1	63.3	23.8	15.1
Queue Delay	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	55.6	11.7	59.3	56.6	8.1	56.6	23.2	0.1	63.3	23.8	15.1
LOS	E	E	B	E	E	A	E	C	A	E	C	B
Approach Delay	47.1	47.1	47.1	28.8	28.8	28.8	26.9	26.9	26.9	22.3	22.3	22.3
Approach LOS	D	D	D	C	C	C	C	C	C	C	C	C
Queue Length 50th (ft)	170	168	7	22	12	0	54	288	0	44	257	146
Queue Length 95th (ft)	275	272	57	58	39	19	97	463	0	97	410	331

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

34: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	322	322	150	60	571	150	225	2069	60	150	1469	150
Turn Bay Length (ft)	510	512	552	395	416	431	752	1869	882	391	1756	919
Base Capacity (vph)	22	22	0	0	0	0	0	0	0	0	0	0
Saturation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.46	0.21	0.08	0.04	0.16	0.20	0.56	0.02	0.16	0.54	0.60
Intersection Summary												
Area Type:	Other											
Cycle Length:	160											
Actuated Cycle Length:	114.8											
Natural Cycle:	140											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.71											
Intersection Signal Delay:	28.2											
Intersection Capacity Utilization:	60.1%											
Analysis Period (min):	15											
Intersection LOS:	C											
ICU Level of Service:	B											

Splits and Phases: 34: SR-526 & 84th Street SW



Lanes, Volumes, Timings

35: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	9	271	5	87	432	163	5	6	85	187	7	17
Traffic Volume (vph)	9	271	5	87	432	163	5	6	85	187	7	17
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor												
Ped Bike Factor												
Fit	0.997			0.959			0.99		0.860		0.894	
Fit Protected	0.950			0.950			0.950		0.950		0.950	
Satd. Flow (prot)	1736	3461	0	1787	3428	0	1787	1618	0	1770	1634	0
Fit Permitted	0.422			0.579			0.742		0.697		0.697	
Satd. Flow (perm)	771	3461	0	1089	3428	0	1387	1618	0	1298	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4		130				87			17	
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		1632		402				897			1048	
Travel Time (s)		37.1		9.1				20.4			23.8	
Confl. Peds. (#/hr)												5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	282	0	89	607	0	5	93	0	191	24	0
Turn Type	Perm	NA	Perm	NA	NA	NA	Perm	NA	4	Perm	NA	8
Protected Phases	2	2		6	6		4	4		8	8	
Permitted Phases	2	2		6	6		4	4		8	8	
Detector Phase												
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	28.0	27.8		27.8	27.8		33.0	33.0		34.0	34.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-0.6	-0.6		-0.6	-0.6	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.4	5.4		5.4	5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	15.1	15.1		15.1	15.1		12.6	12.6		12.6	12.6	
Act Effct Green Ratio	0.39	0.39		0.39	0.39		0.32	0.32		0.32	0.32	
v/c Ratio	0.03	0.21		0.21	0.43		0.01	0.16		0.46	0.04	
Control Delay	10.2	9.4		11.3	8.7		9.2	3.9		14.6	6.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.2	9.4		11.3	8.7		9.2	3.9		14.6	6.2	
LOS	B	A		B	A		A	A		B	A	
Approach Delay												
Approach LOS												
Queue Length 50th (ft)	1	16		10	30		1	1		29	1	
Queue Length 95th (ft)	10	60		52	106		6	22		84	12	
Internal Link Dist (ft)		1552			322			817			968	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

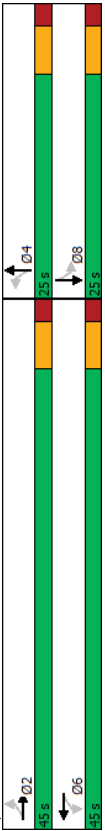
PM Peak-Hour

Lanes, Volumes, Timings

35: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	715	3212		1010	3190		798	968		746	947	
Base Capacity (vph)	0	0		0	0		0	0		0	0	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.09		0.09	0.19		0.01	0.10		0.26	0.03	
Intersection Summary												
Area Type:	Other											
Cycle Length: 70												
Actuated Cycle Length: 39												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.46												
Intersection Signal Delay: 9.5	Intersection LOS: A											
Intersection Capacity Utilization 53.8%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 35: 44th Avenue W & 84th Street SW



Lanes, Volumes, Timings

36: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	18	39	33	91	57	285	42	696	48	184	438	13
Traffic Volume (vph)	18	39	33	91	57	285	42	696	48	184	438	13
Future Volume (vph)	18	39	33	91	57	285	42	696	48	184	438	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	0	0	125	0	250	120	350	125	125	0	0
Storage Lanes	1	0	0	1	1	1	1	1	1	1	1	0
Taper Length (ft)	25	0	0	25	0	25	25	25	25	25	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.98	0.99	0.98	0.98	0.98	0.97	0.98	0.98	1.00	1.00	1.00
Frt	0.931			0.850				0.850		0.950		
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1787	1725	0	1787	1881	1599	1770	1863	1583	1752	1834	0
Flt Permitted	0.950			0.950				0.950		0.950		
Satd. Flow (perm)	1783	1725	0	1765	1881	1563	1722	1863	1555	1749	1834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	30	30		30	30	294		30	164		1	
Link Speed (mph)	30	30		30	30			30			30	
Link Distance (ft)	1270			1632				996			2884	
Travel Time (s)	28.9			37.1				22.6			65.5	
Confl. Peds. (#/hr)	1		7	7		1	16	2	5	5	16	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	74	0	94	59	294	43	718	49	190	465	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	3.0	3.0	3.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	42.0		11.0	31.0	31.0	9.0	41.0	41.0	11.0	28.0	
Total Split (s)	20.0	42.0		20.0	42.0	42.0	25.0	41.0	41.0	37.0	53.0	
Total Split (%)	14.3%	30.0%		14.3%	30.0%	30.0%	17.9%	29.3%	29.3%	26.4%	37.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-0.6	-1.0		-0.6	-1.0	-1.0	-0.6	-1.0	-1.0	-0.6	-1.0	
Total Lost Time (s)	5.4	5.0		5.4	5.0	5.0	5.4	5.0	5.0	5.4	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)	7.0	13.2		10.5	21.4	21.4	8.2	39.2	39.2	16.2	53.0	
Actuated g/C Ratio	0.07	0.14		0.11	0.22	0.22	0.08	0.40	0.40	0.17	0.54	
v/c Ratio	0.15	0.29		0.49	0.14	0.51	0.29	0.96	0.96	0.07	0.65	
Control Delay	53.5	28.8		55.3	33.2	7.5	53.4	56.9	0.2	51.8	21.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.5	28.8		55.3	33.2	7.5	53.4	56.9	0.2	51.8	21.6	
LOS	D	C		E	C	A	D	E	A	D	C	
Approach Delay		33.9									30.4	
Approach LOS		C						D			C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

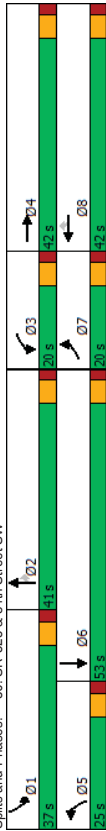
PM Peak-Hour

Lanes, Volumes, Timings

36: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	11	26		55	28		0	25	405	0	110	182
Queue Length 95th (ft)	43	69		138	72		66	76	#1099	0	233	464
Internal Link Dist (ft)		1190			1552				916			2804
Turn Bay Length (ft)	50			125	250		120		350		125	
Base Capacity (vph)	280	704		280	764		809	372	748		722	595
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0	0		0	0
Reduced v/c Ratio	0.07	0.11		0.34	0.08		0.12	0.96	0.07		0.32	0.47
Intersection Summary												
Area Type:	Other											
Cycle Length:	140											
Actuated Cycle Length:	97.5											
Natural Cycle:	125											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.96											
Intersection Signal Delay:	37.7											
Intersection Capacity Utilization	72.0%											
Analysis Period (min)	15											
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 36: SR-525 & 84th Street SW



HCM 2010 TWSC
37: SR-525 & 76th Street SW

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	92	828	42	26	485
Future Vol, veh/h	27	92	828	42	26	485
Conflicting Peds, #/hr	0	1	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	95	95	69	69
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	33	112	872	44	38	703

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1677	899	0
Stage 1	898	-	-
Stage 2	779	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	105	338	-
Stage 1	398	-	-
Stage 2	452	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	99	337	-
Mov Cap-2 Maneuver	225	-	-
Stage 1	376	-	-
Stage 2	452	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.5	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 225 337	728	-
HCM Lane V/C Ratio	-	- 0.146 0.333	0.052	-
HCM Control Delay (s)	-	- 23.7 20.9	10.2	-
HCM Lane LOS	-	- C C	B	-
HCM 95th %tile Q(veh)	-	- 0.5 1.4	0.2	-

HCM 2010 TWSC
38: SR-525 & Goat Trail Road

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	8	749	73	11	461
Future Vol, veh/h	29	8	749	73	11	461
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	93	93	69	69
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	44	12	805	78	16	668

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1544	844	0
Stage 1	844	-	-
Stage 2	700	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	128	366	-
Stage 1	425	-	-
Stage 2	496	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	124	366	-
Mov Cap-2 Maneuver	124	-	-
Stage 1	411	-	-
Stage 2	496	-	-

Approach	WB	NB	SB
HCM Control Delay, s	44.7	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	145	762
HCM Lane V/C Ratio	-	-	0.387	0.021
HCM Control Delay (s)	-	-	44.7	9.8
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.6	0.1

Lanes, Volumes, Timings 39: 5th Street & SR-525

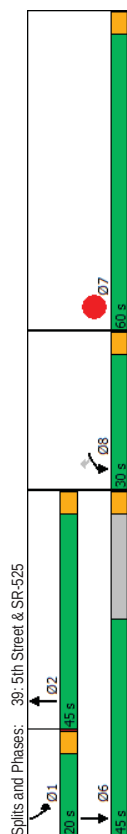
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	186	57	482	229	46	315	
Future Volume (vph)	186	57	482	229	46	315	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	100	0	0	150	0	
Storage Lanes	1	1	0	0	1	1	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	
Ped Bike Factor	0.97						
Frt	0.850	0.956					
Flt Protected	0.950			0.950			
Satd. Flow (prot)	1770	1583	1781	0	1703	3406	
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1770	1541	1781	0	1703	3406	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	30	43	15				
Link Speed (mph)			30			30	
Link Distance (ft)	1140		226			942	
Travel Time (s)	25.9		5.1			21.4	
Confl. Peds. (#/hr)		3					
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	
Heavy Vehicles (%)	2%	2%	2%	2%	6%	6%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	221	68	847	0	55	375	
Turn Type	Prot	Perm	NA	Prot	NA	NA	7
Protected Phases			2		1	6	
Permitted Phases	8	8					
Detector Phase	8	8	2		1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		3.0	5.0	7.0
Minimum Split (s)	37.5	37.5	20.5		8.0	34.5	34.5
Total Split (s)	30.0	30.0	45.0		20.0	45.0	60.0
Total Split (%)	19.4%	19.4%	29.0%		12.9%	29.0%	39%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None	None	None		None	None	None
Act Effct Green (s)	17.7	17.7	41.5		8.2	51.7	
Actuated g/C Ratio	0.23	0.23	0.53		0.10	0.66	
v/c Ratio	0.55	0.18	0.89		0.31	0.17	
Control Delay	32.8	13.1	33.9		40.8	6.4	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.8	13.1	33.9		40.8	6.4	
LOS	C	B	C		D	A	
Approach Delay	28.2		33.9			10.8	
Approach LOS	C		C			B	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings 39: 5th Street & SR-525

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Queue Length 50th (ft)	99	10	348		25	29	
Queue Length 95th (ft)	154	36	#762		65	73	
Internal Link Dist (ft)	1060		146			862	
Turn Bay Length (ft)		100			150		
Base Capacity (vph)	615	564	948		344	2883	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.36	0.12	0.89		0.16	0.14	
Intersection Summary							
Area Type:	Other						
Cycle Length:	155						
Actuated Cycle Length:	78.6						
Natural Cycle:	150						
Control Type:	Actuated-Uncoordinated						
Maximum v/c Ratio:	0.89						
Intersection Signal Delay:	26.5						
Intersection Capacity Utilization	58.8%						
Analysis Period (min)	15						
# 95th percentile volume exceeds capacity, queue may be longer.							
Queue shown is maximum after two cycles.							



Lanes, Volumes, Timings

40: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	579	1	703	91	1770	0	0	1260	159
Future Volume (vph)	0	0	0	579	1	703	91	1770	0	0	1260	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.81	0.81
Ped Bike Factor						0.99						
Ft						0.850					0.983	
Flt Protected				0.950	0.953		0.950					
Satd. Flow (prot)	0	0	0	1681	1686	2787	1770	5085	0	0	7416	0
Flt Permitted				0.950	0.953		0.950					
Satd. Flow (perm)	0	0	0	1681	1686	2750	1770	5085	0	0	7416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59					40	
Link Speed (mph)		30				30					30	
Link Distance (ft)		1693				772					940	
Travel Time (s)		38.5				17.5					21.4	
Confl. Peds. (#/hr)						1				5		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	298	300	725	94	1825	0	0	1463	0
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases				4	4	4	5	2			6	
Permitted Phases				4	4	4	5	2			6	
Detector Phase				4	4	4	5	2			6	
Switch Phase				6.0	6.0	6.0	6.0	15.0			15.0	
Minimum Initial (s)				20.5	20.5	20.5	10.5	29.0			21.0	
Minimum Split (s)				33.0	33.0	33.0	19.0	87.0			68.0	
Total Split (s)				27.5%	27.5%	27.5%	15.8%	72.5%			56.7%	
Yellow Time (s)				3.5	3.5	3.5	3.5	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				4.5	4.5	4.5	4.5	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?				None	None	None	Yes				Yes	
Recall Mode				28.5	28.5	28.5	10.6	82.0			C-Max	
Act Effct Green (s)				0.24	0.24	0.24	0.09	0.68			0.56	
Act Effct Green Ratio				0.75	0.75	0.75	0.61	0.53			0.35	
v/c Ratio				55.3	55.5	55.5	68.3	10.0			14.7	
Control Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Queue Delay				55.3	55.5	55.5	68.3	10.0			14.7	
Total Delay												
LOS				E	E	F	E	B			B	
Approach Delay								12.9			14.7	
Approach LOS								B			B	
Queue Length 50th (ft)				226	228	-323	71	231			142	
Queue Length 95th (ft)				#355	#355	#459	124	266			177	
Internal Link Dist (ft)				1613		692		985			860	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

40: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)				399	400	698	213	3474			4153	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.75	0.75	1.04	0.44	0.53			0.35	
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	120											
Offset: 0 (0%), Referenced to phase 2NBT and 6 SBT, Start of Green												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.04												
Intersection Signal Delay: 30.1												
Intersection Capacity Utilization 66.8%												
Analysis Period (min) 15												
Intersection LOS: C												
ICU Level of Service C												
~ Volume exceeds capacity, queue is theoretically infinite.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
Queue shown is maximum after two cycles.												

Splits and Phases: 40: Evergreen Way & West Bound Ramp



Lanes, Volumes, Timings

41: SR-99/Everett Mall Way & SR-526

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	213	866	197	324	431	969	138	702	723	394	270	73
Traffic Volume (vph)	213	866	197	324	431	969	138	702	723	394	270	73
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	350	550	450	200	700	200	700	300	300	300	300	100
Storage Length (ft)	1	1	1	1	1	1	1	1	1	1	1	1
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.91	0.91	1.00
Ped Bike Factor	1.00	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
Fit Protected	0.950						0.950			0.950	0.979	
Satd. Flow (prot)	1787	3574	1599	1770	3539	1583	1770	3539	1583	1626	3352	1599
Fit Permitted	0.950						0.950			0.382	0.602	
Satd. Flow (perm)	1786	3574	1599	1770	3539	1562	1765	3539	1562	654	2061	1572
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			199			749			358			109
Link Speed (mph)		30			30							35
Link Distance (ft)		1547			1594							1468
Travel Time (s)		35.2			36.2							28.6
Confl. Peds. (#/hr)	1						3			1		3
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	215	875	199	327	435	979	139	709	730	199	472	74
Turn Type	Prot	NA	Perm	Prot	NA	custom	Split	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	6	5	2	5	3	3	3	4	4	4
Permitted Phases	1	6	6	5	2	5	3	3	3	4	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	22.0	22.0	9.0	34.0	9.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	35.0	45.0	45.0	34.0	50.0	40.0	35.0	35.0	35.0	30.0	30.0	30.0
Total Split (%)	23.3%	30.0%	30.0%	26.7%	33.3%	26.7%	23.3%	23.3%	23.3%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	22.5	39.0	39.0	34.0	50.5	34.0	29.0	29.0	29.0	24.8	24.8	24.8
Actuated g/C Ratio	0.15	0.26	0.26	0.23	0.33	0.23	0.19	0.19	0.19	0.16	0.16	0.16
v/c Ratio	0.81	0.95	0.35	0.82	0.37	1.05	0.41	1.04	1.24	1.86	1.78d	0.21
Control Delay	84.2	73.9	7.3	72.9	40.2	56.6	57.9	103.7	146.7	455.0	240.0	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.2	73.9	7.3	72.9	40.2	56.6	57.9	103.7	146.7	455.0	240.0	3.9
LOS	F	E	A	E	D	E	E	F	F	F	F	A
Approach Delay		65.3			55.6			119.5				274.0
Approach LOS		E			E			F				F

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2019 Opening Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

41: SR-99/Everett Mall Way & SR-526

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	206	444	0	306	170	~437	121	~391	~585	~327	~342	0
Queue Length 95th (ft)	297	#599	65	#476	242	#716	197	#543	#861	#505	#450	16
Internal Link Dist (ft)		1467			1514			1775			1388	
Turn Bay Length (ft)	350		550	450		200	700		300	300		100
Base Capacity (vph)	343	924	561	399	1185	932	340	680	589	107	338	349
Sanavation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.95	0.35	0.82	0.37	1.05	0.41	1.04	1.24	1.86	1.40	0.21
Intersection Summary												
Area Type: Other												
Cycle Length: 150												
Actuated Cycle Length: 150.8												
Natural Cycle: 145												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.86												
Intersection Signal Delay: 107.2												
Intersection Capacity Utilization 106.4%												
Analysis Period (min) 15												
Intersection LOS: F												
ICU Level of Service G												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
d1 Defacto Left Lane. Recode with 1 though lane as a left lane.												

Spilis and Phases: 41- SR-99/Everett Mall Way & SR-526												
												
Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13
35 s	50 s	35 s	30 s	40 s	45 s	35 s	30 s	35 s	30 s	35 s	30 s	35 s

Splits and Phases: 41: SR-99/Everett Mall Way & SR-526



2024 No Action SEPA Intersection Level of Service Analysis

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
Traffic Volume (vph)	802	626	30	662	457	94	35	1203	494	543	2097	442
Future Volume (vph)	802	626	30	662	457	94	35	1203	494	543	2097	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0	25		0	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		0.99					0.98	1.00		
Ft		0.993			0.974				0.850			0.850
Flt Protected		0.950		0.950		0.950		0.950		0.950		
Satd. Flow (prot)	3219	3292	0	3351	*2750	0	1711	3422	1531	3302	3404	1523
Flt Permitted		0.950		0.950		0.950		0.950		0.950		
Satd. Flow (perm)	3219	3292	0	3326	3365	0	1711	3422	1501	3295	3404	1523
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3		14		200		30			30	
Link Speed (mph)		30		40		2764		1344			2044	
Link Distance (ft)		1789										
Travel Time (s)		40.7		47.1				30.5			46.5	
Confl. Peds. (#/hr)			10	10					5			
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	872	713	0	720	599	0	38	1308	537	590	2279	480
Turn Type	Prot	NA	NA	Prot	NA	Prot	NA	NA	Prot	NA	NA	Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	29.0	56.0		24.0	51.0		11.0	69.0	69.0	21.0	79.0	79.0
Total Split (%)	17.1%	32.9%		14.1%	30.0%		6.5%	40.6%	40.6%	12.4%	46.5%	46.5%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	8.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effect Green (s)	24.0	44.7		19.0	36.7		6.0	63.1	63.1	16.0	75.5	75.5
Actuated g/C Ratio	0.15	0.27		0.12	0.22		0.04	0.38	0.38	0.10	0.46	0.46
v/c Ratio	1.85	0.79		1.85	0.96		0.61	0.99	0.77	1.83	1.46	0.55
Control Delay	425.5	62.1		429.5	87.7		115.7	72.8	35.9	422.8	241.9	13.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	425.5	62.1		429.5	87.7		115.7	72.8	35.9	422.8	241.9	13.7
LOS	F	E		F	F		F	E	D	F	F	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

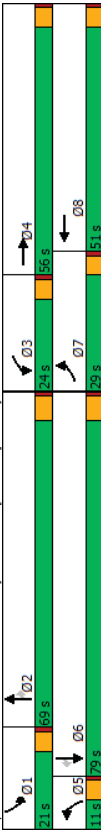
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		262.0										
Approach LOS		F			F			E				F
Queue Length 50th (ft)		~732		~605	330		41	740		336	~493	~1790
Queue Length 95th (ft)		#902		#765	411		#108	#958		526	#643	#1996
Internal Link Dist (ft)		1709		2684			1264				1964	
Turn Bay Length (ft)		190		130			145			165	310	500
Base Capacity (vph)		472		389	732		62	1317		700	322	1566
Starvation Cap Reductn		0		0	0		0	0		0	0	0
Spillback Cap Reductn		0		0	0		0	0		0	0	0
Storage Cap Reductn		0		0	0		0	0		0	0	0
Reduced v/c Ratio		1.85		0.69	1.85		0.61	0.99		0.77	1.83	1.46
0.55												

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 163.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.85
 Intersection Signal Delay: 209.4
 Intersection Capacity Utilization 121.6%
 Analysis Period (min): 15
 Intersection LOS: F
 ICU Level of Service H
 Description: SR-525 is north-south and Beverly Park Road is northeast-southwest
 * User Entered Value
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL	HTL
Traffic Volume (vph)	478	425	17	47	175	17	9	446	82	20	1000	569
Future Volume (vph)	478	425	17	47	175	17	9	446	82	20	1000	569
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			1%			-1%	
Storage Length (ft)	140		0	100		0	250		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00		1.00		1.00		1.00	1.00	1.00	0.99	
Frt		0.994		0.987		0.977		0.977		0.950	0.946	
Flt Protected	0.950		0.950		0.950		0.950		0.950		0.950	
Satd. Flow (prot)	3335	1798	0	1752	1818	0	1608	4493	0	1736	4691	0
Flt Permitted	0.950		0.950		0.950		0.950		0.950		0.950	
Satd. Flow (perm)	3325	1798	0	1752	1818	0	1608	4493	0	1729	4691	0
Right Turn on Red		Yes		Yes		Yes			Yes			Yes
Satd. Flow (RTOR)		1		3		3		37		3		144
Link Speed (mph)		38		30		30		917		1237		30
Link Distance (ft)		838		589		13.4		20.8		28.1		28.1
Travel Time (s)		15.0										
Confl. Peds. (#/hr)	3					3			3	3		
Confl. Bikes (#/hr)			2		2				1			10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	8%	8%	8%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	503	465	0	49	202	0	9	555	0	21	1652	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	7	4		3	8		5	2		1	6	
Detector Phase												
Switch Phase												
Minimum Initial (s)	4.0	5.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	8.0	34.0		8.0	34.0		8.0	26.5		8.0	29.5	
Total Split (s)	29.0	29.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	22.9%	22.9%		15.0%	15.0%		15.0%	47.0%		15.0%	47.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	3.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	4.0		4.0	4.5		4.0	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effr Green (s)	18.1	29.4		7.4	17.1		5.5	32.8		6.0	35.0	
Actuated g/C Ratio	0.21	0.35		0.09	0.20		0.06	0.39		0.07	0.41	
v/c Ratio	0.71	0.75		0.32	0.55		0.09	0.32		0.17	0.82	
Control Delay	40.0	37.9		49.5	39.7		50.7	19.0		49.9	25.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.0	37.9		49.5	39.7		50.7	19.0		49.9	25.1	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D	D	D	D	D	D	B	B	D	D	C
Approach Delay		39.0			41.6			19.5				25.4
Approach LOS		D			D			B				C
Queue Length 50th (ft)	113	212		22	87		4	57		10		227
Queue Length 95th (ft)	#282	#562		83	232		27	141		46		490
Internal Link Dist (ft)		758			509			837				1157
Turn Bay Length (ft)	140			100			250			250		
Base Capacity (vph)	1056	621		333	388		305	3141		329		3311
Salvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.48	0.75		0.15	0.52		0.03	0.18		0.06		0.50

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 85.1

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 29.4

Intersection Capacity Utilization 71.7%

Analysis Period (min) 15

Description: Airport Road is north-south and Beverly Park Road is east-west

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	422	573	710	238	381	230	155	1275	167	211	1524	114
Future Volume (vph)	422	573	710	238	381	230	155	1275	167	211	1524	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	12	11	11	13	11	14	14	11	11
Storage Length (ft)	250	400	400	250	0	0	0	300	0	0	430	0
Storage Lanes	1	2	2	1	0	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99	0.98	0.98	0.99	0.99	0.98	1.00	0.99	0.92	0.99	0.95	0.95
Fit	0.950	0.850	0.850	0.944	0.944	0.944	0.850	0.850	0.850	0.850	0.850	0.850
Fit Protected	1728	3455	3002	1752	3167	0	1811	3388	1672	1906	3455	1546
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fit Permitted	1717	3455	3002	1725	3167	0	1803	3388	1543	1886	3455	1469
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	679	679	679	55	55	55	86	86	86	86	69	69
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	2688	2688	2688	2133	2133	2133	1701	1701	1701	1701	1159	1159
Travel Time (s)	61.1	61.1	61.1	29.1	29.1	29.1	38.7	38.7	38.7	38.7	26.3	26.3
Confl. Peds. (#/hr)	7	16	16	7	7	7	21	21	28	28	21	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	3%	1%	1%
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	435	591	732	245	630	0	160	1314	172	218	1571	118
Turn Type	Prot	NA	Over	Prot	NA	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4	1	6	6	5	2	2	2
Permitted Phases	3	8	1	7	4	1	6	6	5	2	2	2
Detector Phase	3	8	1	7	4	1	6	6	5	2	2	2
Switch Phase	3	8	1	7	4	1	6	6	5	2	2	2
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7	9.2	34.7	34.7	9.2	42.7	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0	30.0	85.0	85.0	30.0	85.0	85.0	85.0
Total Split (%)	18.5%	27.9%	14.0%	18.6%	27.9%	14.0%	39.5%	39.5%	14.0%	39.5%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	4.7	4.2	4.7	4.7	4.2	4.7	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	35.9	47.8	21.7	31.3	40.2	21.7	80.4	80.4	25.2	83.9	83.9	83.9
Act Effct Green Ratio	0.18	0.24	0.11	0.15	0.20	0.11	0.40	0.40	0.12	0.41	0.41	0.41
v/c Ratio	1.43	0.73	0.79	0.91	0.94	0.82	0.98	0.26	0.92	1.10	0.18	0.18
Control Delay	262.5	77.7	15.3	118.6	95.1	120.0	78.7	21.9	126.8	108.5	18.3	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	262.5	77.7	15.3	118.6	95.1	120.0	78.7	21.9	126.8	108.5	18.3	18.3
LOS	F	E	B	F	F	F	F	E	C	F	F	B
Approach Delay	97.4	97.4	97.4	101.6	101.6	101.6	76.8	76.8	105.0	105.0	105.0	105.0

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

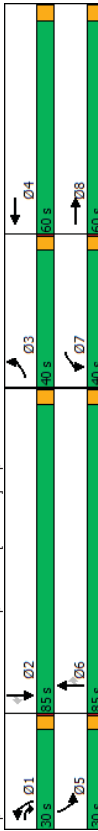
PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F	F	F	F	F	F	E	E	E	F	F	F
Queue Length 50th (ft)	~781	394	36	323	409	212	914	914	74	292	~1259	40
Queue Length 95th (ft)	#1088	475	121	#494	490	#326	#1176	#1176	151	#498	#1543	100
Internal Link Dist (ft)	2608	2608	2608	2053	2053	2053	1621	1621	300	1430	1079	430
Turn Bay Length (ft)	250	400	400	250	310	860	231	1345	664	243	1430	648
Base Capacity (vph)	305	945	975	310	860	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.43	0.63	0.75	0.79	0.73	0.69	0.98	0.98	0.26	0.90	1.10	0.18
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
Actuated Cycle Length:	202.5											
Natural Cycle:	150											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	1.43											
Intersection Signal Delay:	94.9											
Intersection Capacity Utilization:	111.2%											
Analysis Period (min):	15											
Description:	Airport Road is east-west and SR-99 is north-south											
~	Volume exceeds capacity, queue is theoretically infinite.											
#	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Traffic Volume (vph)	0	1318	542	479	1209	0	0	0	0	823	1	519
Future Volume (vph)	0	1318	542	479	1209	0	0	0	0	823	1	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	400	0	0	0	0	0	330	0	330
Storage Lanes	0	0	1	2	0	0	0	0	0	1	0	1
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.994	0.850							0.98	0.850	
Flt Protected				0.950						0.950	0.952	
Satd. Flow (prot)	0	*2500	1427	3400	3505	0	0	0	0	1698	1701	1599
Flt Permitted				0.950						0.950	0.952	
Satd. Flow (perm)	0	3337	1427	3400	3505	0	0	0	0	1698	1701	1570
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	360		35		30				30	71
Link Speed (mph)					700		315				681	
Link Distance (ft)					13.6		7.2				15.5	
Travel Time (s)												
Confl. Peds. (#/hr)	7											
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)			10%							50%		
Lane Group Flow (vph)	0	1492	530	521	1314	0	0	0	0	447	449	564
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6					8		8
Permitted Phases			2	2	1	6				8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)	21.3	21.3	8.5	23.3						40.6	40.6	40.6
Total Split (s)	79.0	79.0	23.0	102.0						48.0	48.0	48.0
Total Split (%)	52.7%	52.7%	15.3%	68.0%						32.0%	32.0%	32.0%
Yellow Time (s)	3.6	3.6	3.5	3.6						3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0						2.0	2.0	2.0
Lost Time Adjust (s)	3.0	3.0	0.0	0.0						0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6	5.5	5.6						5.6	5.6	5.6
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Min	Min	Min
Recall Mode	C-Max	C-Max	C-Max	C-Min						Min	Min	Min
Act Effct Green (s)	70.4	73.4	17.5	96.4						42.4	42.4	42.4
Actuated g/C Ratio	0.47	0.49	0.12	0.64						0.28	0.28	0.28
v/c Ratio	1.27	0.60	1.32	0.58						0.93	0.94	1.14
Control Delay	151.1	3.7	187.3	23.3						79.7	80.1	127.2
Queue Delay	3.2	0.0	0.0	8.4						3.9	4.0	0.0
Total Delay	154.3	3.7	187.3	31.7						83.6	84.1	127.2
LOS	F	F	A	C						F	F	F
Approach Delay	114.8			75.9						100.6		
Approach LOS	F			E						F		

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~991	16	~346	539					450	452	~591
Queue Length 95th (ft)		m#1053	m21	m#286	m455					#672	#677	#830
Internal Link Dist (ft)		792		620				235		601		330
Turn Bay Length (ft)		1175	882	396	2252					330	479	480
Base Capacity (vph)		0	0	0	904					0	0	0
Starvation Cap Reductn		522	0	0	0					14	14	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		2.28	0.60	1.32	0.97					0.96	0.96	1.14
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	25 (1.7%), Referenced to phase 2 EBT and 6 WBT, Start of Green											
Natural Cycle:	150											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	1.32											
Intersection Capacity Delay:	97.5											
Analysis Period (min):	15											
* User Entered Value												
~ Volume exceeds capacity, queue is theoretically infinite.												
# Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Lanes, Volumes, Timings

28: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
Traffic Volume (vph)	278	2159	0	0	1181	454	684	8	1462	0	0	0
Future Volume (vph)	278	2159	0	0	1181	454	684	8	1462	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	-2%	-2%	0	0	2%	2%	2%	2%	2%	0%	0%	0%
Storage Length (ft)	150	0	0	0	200	225	225	0	225	0	0	0
Storage Lanes	2	0	0	0	1	1	1	0	1	0	0	0
Taper Length (ft)	25	0	0	25	0	25	25	0	25	0	0	0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.95	0.91	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99					0.95						
Frt	0.950					0.850			0.850			
Flt Protected							0.950	0.996	0.850			
Satd. Flow (prot)	3467	3575	0	0	3404	1523	1681	1460	1504	0	0	0
Flt Permitted	0.950						0.950	0.996				
Satd. Flow (perm)	3439	3575	0	0	3404	1451	1681	1460	1504	0	0	0
Right Turn on Red		Yes				Yes			Yes		Yes	
Satd. Flow (RTOR)						227		1	60			
Link Speed (mph)	15	35			30		30				30	
Link Distance (ft)		700			1162		513				474	
Travel Time (s)		13.6			26.4		11.7				10.8	
Confl. Peds. (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	1%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)						10%			48%			
Lane Group Flow (vph)	335	2601	0	0	1423	547	742	937	916	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases												
Detector Phase	5	2			6	6	4	4	4			
Switch Phase												
Minimum Initial (s)	3.0	7.0			7.0	7.0	5.0	5.0	5.0			
Minimum Split (s)	8.6	30.3			30.3	30.3	34.6	34.6	34.6			
Total Split (s)	35.0	85.0			50.0	50.0	65.0	65.0	65.0			
Total Split (%)	23.3%	56.7%			33.3%	33.3%	43.3%	43.3%	43.3%			
Yellow Time (s)	3.6	3.6			3.6	3.6	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.6	-1.3			-1.3	-1.3	-1.0	-1.0	-1.0			
Total Lost Time (s)	5.0	4.3			4.3	4.3	4.6	4.6	4.6			
Lead/Lag					Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max	Max			
Act Effct Green (s)	19.5	80.7			56.2	56.2	60.4	60.4	60.4			
Actuated g/C Ratio	0.13	0.54			0.37	0.37	0.40	0.40	0.40			
v/c Ratio	0.74	1.35			1.12	1.12	1.10	1.59	1.43			
Control Delay	66.5	184.6			106.3	34.2	106.1	306.7	234.5			
Queue Delay	0.0	0.0			0.0	0.0	1.5	0.6	0.0			
Total Delay	66.5	184.7			106.3	34.2	107.6	307.3	234.5			
LOS	E	F			F	C	F	F	F			
Approach Delay		171.2			86.2				224.5			

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.JL 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

28: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F	F	F	F	F	F	F	F	F	F	F	F
Queue Length 50th (ft)	160	-1746		-838	298		-862	-1442		-1240		
Queue Length 95th (ft)	m146 m#1405			#908	409		#981	#1546		#1341		
Internal Link Dist (ft)	620			1082			433			394		
Turn Bay Length (ft)	150			200			225			225		
Base Capacity (vph)	693	1923		1275	685		676	588		641		
Starvation Cap Reductn	0	30		0			0			0		
Spillback Cap Reductn	0	0		0			0			50		
Storage Cap Reductn	0	0		0			0			0		
Reduced v/c Ratio	0.48	1.37		1.12	0.80		1.19	1.72		1.43		

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2 EBT and 6 WBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.59

Intersection Signal Delay: 167.3

Intersection Capacity Utilization 127.4%

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: F

ICU Level of Service H



Splits and Phases: 28: I-5 Northbound Ramps & 128th Street SW

Lanes, Volumes, Timings

29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	238	1896	167	190	1390	71	246	56	169	91	52	120
Future Volume (vph)	238	1896	167	190	1390	71	246	56	169	91	52	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	300	-3%										
Storage Length (ft)	300		0	150		0	250		0	200		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25		0.95	25		1.00	1.00		1.00
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.99	0.98	0.99	0.99		0.99
Ped Bike Factor	1.00						0.99	0.887		0.886		
Fit	0.950		0.850	0.950			0.950			0.950		
Satd. Flow (prot)	1796	3592	1607	1770	3510	0	1770	1626	0	1805	1677	0
Fit Permitted	0.950			0.950			0.382			0.607		
Satd. Flow (perm)	1794	3592	1607	1770	3510	0	708	1626	0	1145	1677	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90		5			92			62	
Link Speed (mph)			30		30			30			30	
Link Distance (ft)			1162		2377			875			875	
Travel Time (s)			26.4		54.0			19.9			19.9	
Confl. Peds. (#/hr)	2					2	5		6	6		5
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Shared Lane Traffic (vph)												
Lane Group Flow (vph)	259	2061	182	207	1588	0	267	245	0	99	187	0
Turn Type	Prot	NA	Perm	Prot	NA	prot+pt	3	8		Perm	NA	
Protected Phases	5	2	2	1	6	3	8			4	4	
Permitted Phases												
Detector Phase	5	2	2	1	6	3	8			4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	8.5	28.3	28.3	10.1	25.3		8.5	36.6		31.6	31.6	
Total Split (s)	20.0	92.0	92.0	20.0	92.0		15.0	53.0		38.0	38.0	
Total Split (%)	12.1%	55.8%	55.8%	12.1%	55.8%		9.1%	32.1%		23.0%	23.0%	
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3		3.5	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.3	6.3	5.5	6.3		5.5	5.6		5.6	5.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	None	Yes	Yes	Yes	Yes	None	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	14.5	85.7	85.7	14.5	85.7		47.5	47.4		32.4	32.4	
Actuated g/C Ratio	0.09	0.52	0.52	0.09	0.52		0.29	0.29		0.20	0.20	
v/c Ratio	1.65	1.11	0.21	1.34	0.87		1.01	0.46		0.44	0.49	
Control Delay	361.0	93.4	11.0	241.0	41.2		111.1	32.5		65.5	43.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	361.0	93.4	11.0	241.0	41.2		111.1	32.5		65.5	43.8	
LOS	F	F	B	F	D		F	C		E	D	
Approach Delay		115.1			64.2			73.5			51.3	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	~403	~1328	50	~289	774		~246	135		95	121	
Queue Length 95th (ft)	#595	#1455	97	#466	885		#464	225		161	207	
Internal Link Dist (ft)		1082			2287			795			795	
Turn Bay Length (ft)	300			150			250			200		
Base Capacity (vph)	157	1865	877	155	1825		264	532		224	379	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.65	1.11	0.21	1.34	0.87		1.01	0.46		0.44	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 165

Offset: 85.7 (52%), Referenced to phase 2 EBT and 6 WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.65

Intersection Signal Delay: 89.4

Intersection Capacity Utilization 117.3%

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE



Lanes, Volumes, Timings

30: Dumas Road/Elgin Way & SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	63	1414	626	25	970	6	471	34	46	8	45	31
Future Volume (vph)	63	1414	626	25	970	6	471	34	46	8	45	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	1900	800	100	100	0	300	0	100	0	100	0
Storage Lanes	1	1	1	1	1	0	1	0	0	1	0	0
Taper Length (ft)	25	25	25	25	25	0	25	0	25	0	25	0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.95	0.97	1.00	1.00	1.00	0.99	1.00	0.99	0.99	0.98	0.98
Fit	0.950	0.850	0.850	0.950	0.999	0.975	0.975	0.975	0.975	0.975	0.938	0.938
Fit Protected	1787	3574	1599	1752	3501	0	1649	1628	0	1787	1765	0
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0	0.950	0.966	0	0.950	0.950	0
Satd. Flow (perm)	1786	3574	1548	1750	3501	0	1649	1628	0	1773	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			639					6			20	
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		2377		1068				751			520	
Travel Time (s)		54.0		24.3				17.1			11.8	
Confl. Peds. (#/hr)	1		3	3		1		5		5		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	1%	1%	1%
Shared Lane Traffic (%)							41%					
Lane Group Flow (vph)	64	1443	639	26	996	0	284	279	0	8	78	0
Turn Type	Prot	NA	Perm	Prot	NA	0	Split	NA	0	Split	NA	0
Protected Phases	5	2	2	1	6		8	8	4	4	4	
Permitted Phases	5	2	2	1	6		8	8	4	4	4	
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	3.0		10.0	10.0		5.0	5.0	
Minimum Split (s)	8.5	26.1	26.1	8.5	32.5		28.1	28.1		34.5	34.5	
Total Split (s)	30.0	45.0	45.0	30.0	45.0		45.0	45.0		45.0	45.0	
Total Split (%)	18.2%	27.3%	27.3%	18.2%	27.3%		27.3%	27.3%		27.3%	27.3%	
Yellow Time (s)	3.5	4.3	4.3	3.5	3.5		4.3	4.3		3.5	3.5	
All-Red Time (s)	2.0	1.8	1.8	2.0	2.0		1.8	1.8		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.1	6.1	5.5	5.5		6.1	6.1		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	9.8	46.6	46.6	6.5	42.2		26.1	26.1		12.1	12.1	
Actuated g/C Ratio	0.09	0.44	0.44	0.06	0.40		0.24	0.24		0.11	0.11	
v/c Ratio	0.39	0.93	0.62	0.25	0.72		0.70	0.69		0.04	0.36	
Control Delay	60.0	43.7	5.6	62.2	36.3		49.6	48.2		47.0	42.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	60.0	43.7	5.6	62.2	36.3		49.6	48.2		47.0	42.1	
LOS	E	D	A	E	D		D	D		D	D	
Approach Delay		32.8			36.9			48.9			42.6	
Approach LOS		C			D			D			D	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

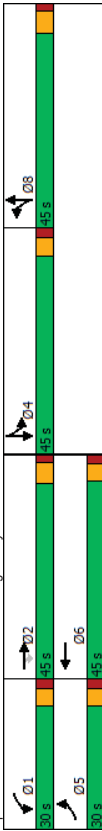
PM Peak-Hour

Lanes, Volumes, Timings

30: Dumas Road/Elgin Way & SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	43	~563	0	18	316	0	189	181	0	5	38	0
Queue Length 95th (ft)	108	#1060	107	57	#667	0	358	347	0	22	95	0
Internal Link Dist (ft)	250	2297	800	100	988	0	300	671	0	100	440	0
Turn Bay Length (ft)	438	1560	1035	429	1384	0	642	637	0	706	709	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.93	0.62	0.06	0.72	0.44	0.44	0.44	0.01	0.11	0.11	0.11
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	165											
Actuated Cycle Length:	106.7											
Natural Cycle:	125											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.93											
Intersection Signal Delay:	36.5											
Intersection Capacity Utilization:	79.2%											
Analysis Period (min):	15											
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 30: Dumas Road/Elgin Way & SR-96/132nd Street SE



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

31: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	649	164	44	309	117	107	376	97	212	803	8
Traffic Volume (vph)	3	649	164	44	309	117	107	376	97	212	803	8
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	135	0	120	0	300	0	300	0	250	0	1	0
Storage Length (ft)	1	0	1	0	1	0	1	0	1	0	1	0
Storage Lanes	25	0	25	0	25	0	25	0	25	0	25	0
Taper Length (ft)	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.91	1.00	0.91	1.00	0.91
Lane Util. Factor	0.970	0.970	0.950	0.950	0.959	0.950	0.950	0.969	0.999	0.999	0.999	0.999
Ped Bike Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fit Protected	1752	3391	0	1719	3297	0	1687	4674	0	1770	5080	0
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fit Permitted	1752	3391	0	1718	3297	0	1687	4674	0	1759	5080	0
Satd. Flow (perm)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	39	30	63	30	308	30	30	94	16	16	2	2
Link Speed (mph)	838	838	3508	79.7	79.7	79.7	79.7	79.7	79.7	79.7	79.7	79.7
Link Distance (ft)	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0
Travel Time (s)	2	2	2	2	2	2	2	2	2	2	2	2
Confl. Peds. (#/hr)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Peak Hour Factor	3%	3%	3%	5%	5%	5%	7%	7%	7%	2%	2%	2%
Heavy Vehicles (%)	3	838	0	45	440	0	110	488	0	219	836	0
Shared Lane Traffic (%)	Prot	NA	NA	Prot	NA	Prot	NA	NA	Prot	NA	NA	NA
Lane Group Flow (vph)	7	4	3	8	8	5	2	2	1	6	6	6
Turn Type	7	4	3	8	8	5	2	2	1	6	6	6
Protected Phases	7	4	3	8	8	5	2	2	1	6	6	6
Permitted Phases	7	4	3	8	8	5	2	2	1	6	6	6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	6
Switch Phase	7	4	3	8	8	5	2	2	1	6	6	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	36.5	9.0	37.5	9.0	37.5	9.0	37.5	9.0	37.5	9.0	37.5
Total Split (s)	16.0	20.5	11.0	11.5	16.0	26.5	13.0	26.5	13.0	26.5	13.0	26.5
Total Split (%)	21.6%	27.7%	14.9%	15.5%	21.6%	35.8%	17.6%	35.8%	17.6%	35.8%	17.6%	35.8%
Yellow Time (s)	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-0.5	0.0	-0.5	0.0	-0.5	0.0	-0.5	0.0	-0.5	0.0	-0.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	19.9	6.2	24.2	8.4	16.3	9.7	20.1	9.7	20.1	9.7	20.1
Actuated g/C Ratio	0.08	0.31	0.10	0.38	0.13	0.25	0.15	0.31	0.15	0.31	0.15	0.31
v/c Ratio	0.02	0.78	0.27	0.34	0.50	0.39	0.82	0.53	0.82	0.53	0.82	0.53
Control Delay	37.0	27.7	38.0	14.3	39.0	17.0	59.3	22.0	59.3	22.0	59.3	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	27.7	38.0	14.3	39.0	17.0	59.3	22.0	59.3	22.0	59.3	22.0
LOS	D	C	D	B	D	D	D	B	E	C	C	C
Approach Delay	27.8	27.8	27.8	16.5	27.8	16.5	21.0	29.8	21.0	29.8	21.0	29.8
Approach LOS	C	C	C	B	C	B	C	C	C	C	C	C

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

31: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	160	17	48	41	45	41	45	85	104	85	104
Queue Length 95th (ft)	11	292	63	128	119	92	119	92	2608	317	2608	317
Internal Link Dist (ft)	758	758	3428	3428	3428	3428	3428	3428	2608	317	2608	317
Turn Bay Length (ft)	135	1074	120	120	300	300	300	300	250	250	250	250
Base Capacity (vph)	351	1074	200	1279	338	2102	338	2102	266	1974	266	1974
Sanitation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.78	0.23	0.34	0.33	0.23	0.33	0.23	0.82	0.42	0.82	0.42

Intersection Summary

Area Type: Other

Cycle Length: 74

Actuated Cycle Length: 64.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 25.3

Intersection Capacity Utilization 68.4%

Analysis Period (min) 15

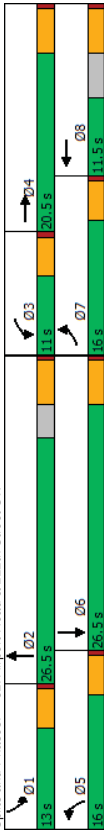
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: C

ICU Level of Service C

Splits and Phases: 31: Airport Road & 112th Street SW



Lanes, Volumes, Timings

32: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Lane Configurations	173	80	119	1087	1087	249	281	1605	0	0
Traffic Volume (vph)	173	80	119	341	1087	249	281	1605	0	0
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	80	0	0	0	0	0	0	0	0	0
Storage Length (ft)	1	1	1	1	1	1	1	1	0	0
Storage Lanes	25	1	1	1	1	1	1	1	25	25
Taper Length (ft)	1.00	1.00	1.00	0.95	0.88	0.95	1.00	0.91	1.00	1.00
Lane Util. Factor	0.950	0.950	0.950	0.850	0.850	0.950	0.950	0.950	0.950	0.950
Flt Protected	1626	1455	0	3374	2656	0	1752	5036	0	0
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	1626	1455	0	3374	2656	0	1752	5036	0	0
Satd. Flow (perm)	19	19	19	60	60	19	19	60	19	19
Right Turn on Red	30	30	30	560	560	30	30	560	30	30
Satd. Flow (RTOR)	1773	1773	1773	12.7	12.7	1773	1773	12.7	1773	1773
Link Speed (mph)	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Link Distance (ft)	11%	11%	11%	7%	7%	11%	11%	7%	11%	11%
Travel Time (s)	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Peak Hour Factor	11%	11%	11%	7%	7%	11%	11%	7%	11%	11%
Heavy Vehicles (%)	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Shared Lane Traffic (%)	19	19	19	60	60	19	19	60	19	19
Lane Group Flow (vph)	199	229	0	392	1535	0	323	1845	0	0
Turn Type	Prot	pm+ov	NA	Perm	Perm	Prot	Prot	NA	0	0
Protected Phases	4	1	2	2	2	1	1	6	6	6
Permitted Phases	4	4	4	2	2	1	1	6	6	6
Detector Phase	4	1	2	2	2	1	1	6	6	6
Switch Phase	6.0	4.0	10.0	10.0	10.0	4.0	4.0	10.0	4.0	4.0
Minimum Initial (s)	60.5	8.5	33.5	33.5	33.5	8.5	8.5	20.5	20.5	20.5
Minimum Split (s)	35.0	25.0	50.0	50.0	50.0	25.0	25.0	75.0	75.0	75.0
Total Split (s)	31.8%	22.7%	45.5%	45.5%	45.5%	22.7%	22.7%	68.2%	68.2%	68.2%
Total Split (%)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	1.0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
All-Red Time (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Lost Time Adjust (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min	None	C-Max	C-Max	C-Max	C-Max
Act Effr Green (s)	17.5	48.2	53.8	53.8	53.8	26.6	84.5	84.5	84.5	84.5
Actuated g/C Ratio	0.16	0.44	0.49	0.49	0.49	0.24	0.77	0.77	0.77	0.77
v/c Ratio	0.77	0.35	0.24	0.24	0.24	0.76	0.48	0.48	0.48	0.48
Control Delay	62.8	19.2	18.0	105.9	105.9	51.2	5.7	5.7	5.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	19.2	18.0	105.9	105.9	51.2	5.7	5.7	5.7	5.7
LOS	E	B	B	F	F	D	A	A	A	A
Approach Delay	39.5	39.5	88.0	88.0	88.0	12.4	12.4	12.4	12.4	12.4
Approach LOS	D	D	F	F	F	B	B	B	B	B
Queue Length 50th (ft)	136	93	83	~731	~731	209	145	145	145	145
Queue Length 95th (ft)	194	129	125	#899	#899	301	215	215	215	215

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

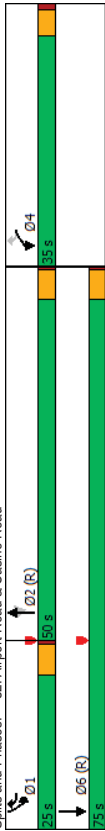
PM Peak-Hour

Lanes, Volumes, Timings

32: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Internal Link Dist (ft)	1693	80	648	1650	1330	424	3866	601	640	640
Turn Bay Length (ft)	458	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.35	0.24	1.15	0.76	0.48	0.48	0.48	0.48	0.48
Intersection Summary	Other									
Area Type:	Other									
Cycle Length:	110									
Actuated Cycle Length:	110									
Offset:	25 (23%), Referenced to phase 2 NBT and 6 SBT, Start of Green									
Natural Cycle:	145									
Control Type:	Actuated-Coordinated									
Maximum v/c Ratio:	1.15									
Intersection Signal Delay:	47.2									
Intersection Capacity Utilization	69.0%									
Analysis Period (min)	15									
Description:	Min Gap for Phases 2 and 4 is 0.1 seconds in the Snohomish County timing sheets, but Synchro will not allow less than 0.2 seconds.									
~	Volume exceeds capacity, queue is theoretically infinite.									
#	95th percentile volume exceeds capacity, queue may be longer.									
Queue shown is maximum after two cycles.										
Queue shown is maximum after two cycles.										

Splits and Phases: 32: Airport Road & Casino Road



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

33: Airport Road & SR-526/SR-526 Westbound Ramps

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	794	6	391	0
Future Volume (vph)	0	0	794	6	391	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	1.00
Flt						
Flt Protected			0.950	0.953	0.950	
Satd. Flow (prot)	0	0	1618	1623	3335	0
Flt Permitted			0.950	0.953	0.950	
Satd. Flow (perm)	0	0	1618	1623	3335	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	3891			242	681	
Travel Time (s)	88.4			5.5	15.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	6%	6%	5%	5%
Shared Lane Traffic (%)			50%			
Lane Group Flow (vph)	0	0	427	433	420	0
Turn Type		Perm			Prot	
Protected Phases				6	8	
Permitted Phases				6	8	
Detector Phase				6	8	
Switch Phase				3.0	3.0	
Minimum Initial (s)			21.0	21.0	21.0	
Minimum Split (s)			45.0	45.0	45.0	
Total Split (s)			50.0%	50.0%	50.0%	
Total Split (%)			4.0	4.0	4.0	
Yellow Time (s)			2.0	2.0	2.0	
All-Red Time (s)			-1.0	-1.0	-1.0	
Lost Time Adjust (s)			5.0	5.0	5.0	
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		Max		Max	None	
Act Effct Green (s)		40.1		40.1	14.2	
Actuated g/C Ratio		0.62		0.62	0.22	
v/c Ratio		0.42		0.43	0.57	
Control Delay		8.3		8.3	25.5	
Queue Delay		0.0		0.0	0.0	
Total Delay		8.3		8.3	25.5	
LOS		A		A	C	
Approach Delay				8.3	25.5	
Approach LOS				A	C	
Queue Length 50th (ft)				76	75	
Queue Length 95th (ft)				155	114	
Internal Link Dist (ft)				162	601	
Turn Bay Length (ft)		3811				
Base Capacity (vph)		1008		1011	2078	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

33: Airport Road & SR-526/SR-526 Westbound Ramps

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn			0	0	0	
Spillback Cap Reductn			0	0	0	
Storage Cap Reductn			0	0	0	
Reduced v/c Ratio			0.42	0.43	0.20	
Intersection Summary						
Area Type:	Other					
Cycle Length:	90					
Actuated Cycle Length:	64.3					
Natural Cycle:	45					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.57					
Intersection Signal Delay:	14.0					
Intersection Capacity Utilization	41.6%					
Analysis Period (min)	15					
Intersection LOS:	B					
ICU Level of Service	A					
Splits and Phases:	33: Airport Road & SR-526/SR-526 Westbound Ramps					

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.U. 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

34: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	420	5	111	30	17	65	142	1015	17	58	919	516
Future Volume (vph)	420	5	111	30	17	65	142	1015	17	58	919	516
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150	60	150	225	60	150	225	60	150	225
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Fit	0.950	0.953	0.850	0.950	0.950	0.850	0.950	0.950	0.850	0.950	0.850	0.950
Flt Protected	0.950	0.953	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1649	1654	1553	1787	1881	1599	3400	3505	1568	1770	3539	1583
Flt Permitted	0.950	0.953	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1649	1654	1553	1787	1881	1599	3400	3505	1568	1770	3539	1583
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	107	107	107	107	107	107	107	107	107	107	107	107
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	402	402	402	402	402	402	402	402	402	402	402	402
Travel Time (s)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1
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
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	3%	3%	3%	3%	2%	2%
Shared Lane Traffic (%)	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%
Lane Group Flow (vph)	233	229	121	33	18	71	154	1103	18	63	999	561
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	4	3	3	3	5	2	2	1	6	6
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Detector Phase	4	4	4	4	4	4	4	4	4	4	4	4
Switch Phase	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Initial (s)	45.0	45.0	45.0	43.0	43.0	43.0	12.0	38.2	38.2	9.6	39.2	39.2
Minimum Split (s)	40.0	40.0	40.0	30.0	30.0	30.0	30.0	60.0	60.0	30.0	60.0	60.0
Total Split (%)	25.0%	25.0%	25.0%	18.8%	18.8%	18.8%	18.8%	37.5%	37.5%	18.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.6	4.3	4.3	3.6	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	2.0	1.8	1.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-0.6	-2.2	-2.2	-0.6	-2.2	-2.2
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.9	3.9	5.0	3.9	3.9
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Eff Green (s)	23.4	23.4	23.4	8.3	8.3	8.3	11.0	61.4	61.4	9.3	57.0	57.0
Actuated g/C Ratio	0.20	0.20	0.20	0.07	0.07	0.07	0.09	0.53	0.53	0.08	0.49	0.49
v/c Ratio	0.70	0.69	0.30	0.26	0.14	0.34	0.48	0.60	0.60	0.02	0.44	0.58
Control Delay	55.9	55.0	11.7	60.3	57.3	9.0	57.2	24.4	24.4	0.1	64.3	25.1
Queue Delay	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	55.2	11.7	60.3	57.3	9.0	57.2	24.4	24.4	0.1	64.3	25.1
LOS	E	E	B	E	E	E	E	C	A	E	C	B
Approach Delay	46.5	46.5	46.5	30.0	30.0	30.0	28.1	28.1	28.1	23.6	23.6	23.6
Approach LOS	D	D	D	C	C	C	C	C	C	C	C	C
Queue Length 50th (ft)	174	171	9	24	13	0	57	313	0	46	279	162
Queue Length 95th (ft)	282	276	60	63	41	24	102	508	0	100	447	363

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

34: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	322	322	322	322	322	322	322	322	322	322	322	322
Turn Bay Length (ft)	504	506	549	390	411	427	743	1852	875	386	1736	908
Base Capacity (vph)	26	27	0	0	0	0	0	0	0	0	0	0
Saturation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.48	0.22	0.08	0.04	0.17	0.21	0.60	0.02	0.16	0.58	0.62
Intersection Summary												
Area Type:	Other											
Cycle Length:	160											
Actuated Cycle Length:	116.1											
Natural Cycle:	150											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.70											
Intersection Signal Delay:	29.1											
Intersection Capacity Utilization:	61.5%											
Analysis Period (min):	15											
Intersection LOS:	C											
ICU Level of Service:	B											

Splits and Phases: 34: SR-526 & 84th Street SW



Lanes, Volumes, Timings

35: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	273	5	91	443	168	5	6	89	193	7	18
Traffic Volume (vph)	10	273	5	91	443	168	5	6	89	193	7	18
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor												
Ped Bike Factor												
Fit	0.997			0.959			0.99		0.859		0.892	
Fit Protected	0.950			0.950			0.950		0.950		0.950	
Satd. Flow (prot)	1736	3461	0	1787	3428	0	1787	1616	0	1770	1630	0
Fit Permitted	0.412			0.578			0.741		0.694		0.694	
Satd. Flow (perm)	753	3461	0	1087	3428	0	1386	1616	0	1293	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			131			91			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1632			402			897			1048	
Travel Time (s)		37.1			9.1			20.4			23.8	
Confl. Peds. (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	284	0	93	623	0	5	97	0	197	25	0
Turn Type	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA
Protected Phases	2	2	2	6	6	6	4	4	4	8	8	8
Permitted Phases	2	2	2	6	6	6	4	4	4	8	8	8
Detector Phase												
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	28.0	28.0	27.8	27.8	27.8	27.8	33.0	33.0	34.0	34.0	34.0	34.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	64.3%	64.3%	64.3%	64.3%	64.3%	64.3%	35.7%	35.7%	35.7%	35.7%	35.7%	35.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	15.3	15.3	15.3	15.3	15.3	15.3	12.8	12.8	12.8	12.8	12.8	12.8
Act Effct Green Ratio	0.39	0.39	0.39	0.39	0.39	0.39	0.32	0.32	0.32	0.32	0.32	0.32
v/c Ratio	0.03	0.21	0.22	0.22	0.44	0.44	0.01	0.17	0.47	0.05	0.05	0.05
Control Delay	10.2	8.4	11.4	8.8	9.4	8.8	9.4	3.9	14.9	6.2	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	9.4	11.4	8.8	9.4	8.8	9.4	3.9	14.9	6.2	0.0	0.0
LOS	B	A	B	A	A	A	A	A	B	A	A	A
Approach Delay												
Approach LOS												
Queue Length 50th (ft)	1	16		11	31		1	1		31	1	1
Queue Length 95th (ft)	11	61		54	110		6	22		87	12	12
Internal Link Dist (ft)		1552			322			817			968	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

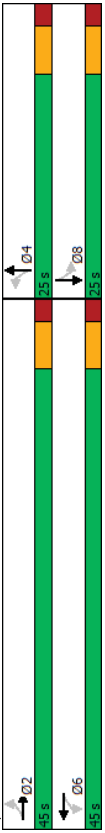
PM Peak-Hour

Lanes, Volumes, Timings

35: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	696	3200		1005	3179		789	959		736	936	
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.09		0.09	0.20		0.01	0.10		0.27	0.03	
Intersection Summary												
Area Type:	Other											
Cycle Length: 70												
Actuated Cycle Length: 39.4												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.47												
Intersection Signal Delay: 9.6	Intersection LOS: A											
Intersection Capacity Utilization 54.6%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 35: 44th Avenue W & 84th Street SW



Lanes, Volumes, Timings

36: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	19	41	35	96	59	288	45	731	51	182	461	14
Traffic Volume (vph)	19	41	35	96	59	288	45	731	51	182	461	14
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	50	125	0	125	250	120	350	125	350	125	350	0
Storage Length (ft)	1	0	0	1	1	1	1	1	1	1	1	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.98	0.99	0.98	0.98	0.98	0.97	0.98	0.98	1.00	1.00	1.00
Ped Bike Factor	0.931			0.850				0.850		0.950		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1724	0	1787	1881	1599	1770	1863	1583	1752	1834	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1783	1724	0	1765	1881	1563	1724	1863	1555	1749	1834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	30	30		30	30	297		30	164		1	
Link Speed (mph)	1270			1632				996			2884	
Link Distance (ft)	28.9			37.1				22.6			65.5	
Travel Time (s)												
Confl. Peds. (#/hr)	1		7	7		1	16		5	5		16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	78	0	99	61	297	46	754	53	188	489	0
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm	NA	NA	NA
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	3.0	3.0	3.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	42.0		11.0	31.0	31.0	9.0	41.0	41.0	11.0	28.0	
Total Split (s)	20.0	42.0		20.0	42.0	42.0	25.0	41.0	41.0	37.0	53.0	
Total Split (%)	14.3%	30.0%		14.3%	30.0%	30.0%	17.9%	29.3%	29.3%	26.4%	37.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-0.6	-1.0		-0.6	-1.0	-1.0	-0.6	-1.0	-1.0	-0.6	-1.0	
Total Lost Time (s)	5.4	5.0		5.4	5.0	5.0	5.4	5.0	5.0	5.4	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)	7.0	13.4		10.8	21.7	21.7	8.4	40.4	40.4	16.2	51.4	
Actuated g/C Ratio	0.07	0.14		0.11	0.22	0.22	0.08	0.41	0.41	0.16	0.52	
v/c Ratio	0.16	0.30		0.51	0.15	0.52	0.31	0.99	0.07	0.66	0.51	
Control Delay	53.8	29.9		56.3	33.5	33.5	7.5	54.2	63.7	0.2	53.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.8	29.9		56.3	33.5	33.5	7.5	54.2	63.7	0.2	53.0	
LOS	D	C		E	C	A	D	E	A	D	C	
Approach Delay		34.8						59.3			31.9	
Approach LOS		C						E			C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

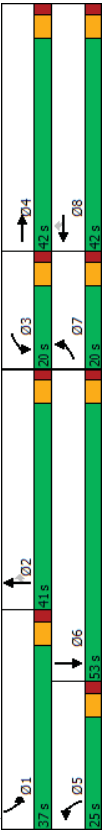
PM Peak-Hour

Lanes, Volumes, Timings

36: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	12	28		58	29	0	27	444	0	110	198	
Queue Length 95th (ft)	45	74		145	73	66	80	#1163	0	232	498	
Internal Link Dist (ft)		1190			1552			916			2804	
Turn Bay Length (ft)	50			125	250	120			350	125		
Base Capacity (vph)	276	693		276	751	802	367	760	731	585	952	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.07	0.11		0.36	0.08	0.37	0.13	0.99	0.07	0.32	0.51	
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	140											
Actuated Cycle Length:	99											
Natural Cycle:	125											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.99											
Intersection Signal Delay:	41.0											
Intersection Capacity Utilization:	73.7%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 36: SR-525 & 84th Street SW



HCM 2010 TWSC
37: SR-525 & 76th Street SW

Intersection

Int Delay, s/veh 2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	97	860	45	28	499
Future Vol, veh/h	29	97	860	45	28	499
Conflicting Peds, #/hr	0	1	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	95	95	69	69
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	35	118	905	47	41	723

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1738	934	0
Stage 1	933	-	-
Stage 2	805	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	96	322	-
Stage 1	383	-	-
Stage 2	440	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	90	321	-
Mov Cap-2 Maneuver	214	-	-
Stage 1	360	-	-
Stage 2	440	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.2	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	214	321	705	-
HCM Lane V/C Ratio	-	-	0.165	0.369	0.058	-
HCM Control Delay (s)	-	-	25.1	22.6	10.4	-
HCM Lane LOS	-	-	D	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	1.6	0.2	-

Lanes, Volumes, Timings

37: SR-525 & 76th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	29	97	860	45	28	499
Future Volume (vph)	29	97	860	45	28	499
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500	0	0	0	150	0
Storage Lanes	1	1	0	0	1	0
Taper Length (ft)	25	1.00	1.00	1.00	25	1.00
Lane Util. Factor	1.00	0.98	1.00	1.00	1.00	1.00
Ped Bike Factor	0.850	0.983				
Fit Protected	0.950			0.950		
Satd. Flow (prot)	1770	1583	1847	0	1719	1810
Fit Permitted	0.950			0.220		
Satd. Flow (perm)	1770	1549	1847	0	398	1810
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	118		8			
Link Speed (mph)	30		30			30
Link Distance (ft)	2200		2884			4209
Travel Time (s)	50.0		65.5			95.7
Confl. Peds. (#/hr)		1		4	4	
Peak Hour Factor	0.82	0.82	0.95	0.95	0.69	0.69
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	118	952	0	41	723
Turn Type	Prot	Perm	NA	Perm	NA	NA
Protected Phases	8		2		6	6
Permitted Phases		8			6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	Min	Min
Act Effct Green (s)	6.9	6.9	37.6	37.6	37.6	37.6
Actuated g/C Ratio	0.14	0.14	0.77	0.77	0.77	0.77
v/c Ratio	0.14	0.37	0.67	0.13	0.13	0.52
Control Delay	21.2	8.8	7.6	4.0	5.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	8.8	7.6	4.0	5.2	5.2
LOS	C	A	A	A	A	A
Approach Delay	11.6		7.6		5.1	
Approach LOS	B		A		A	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

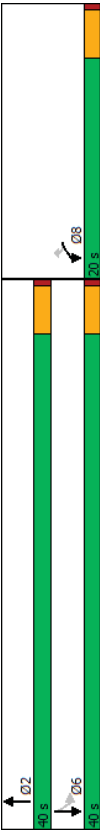
PM Peak-Hour

Lanes, Volumes, Timings

37: SR-525 & 76th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	10	0	115	3	72	
Queue Length 95th (ft)	26	28	287	9	100	
Internal Link Dist (ft)	2120		2804		4129	
Turn Bay Length (ft)	500			150		
Base Capacity (vph)	603	606	1425	307	1395	
Sanvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.19	0.67	0.13	0.52	
Intersection Summary						
Area Type:	Other					
Cycle Length:	60					
Actuated Cycle Length:	48.8					
Natural Cycle:	60					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.67					
Intersection Signal Delay:	6.9					
Intersection Capacity Utilization	61.0%					
Analysis Period (min)	15					
Intersection LOS:	A					
ICU Level of Service	B					

Splits and Phases: 37: SR-525 & 76th Street SW



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 No Action Conditions

PM Peak-Hour

HCM 2010 TWSC
38: SR-525 & Goat Trail Road

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	8	777	76	12	474
Future Vol, veh/h	31	8	777	76	12	474
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	93	93	69	69
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	47	12	835	82	17	687

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1597	876	0
Stage 1	876	-	-
Stage 2	721	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	118	351	-
Stage 1	411	-	-
Stage 2	485	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	114	351	-
Mov Cap-2 Maneuver	114	-	-
Stage 1	396	-	-
Stage 2	485	-	-

Approach	WB	NB	SB
HCM Control Delay, s	52.7	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	132	740
HCM Lane V/C Ratio	-	-	0.448	0.024
HCM Control Delay (s)	-	-	52.7	10
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	2	0.1

Lanes, Volumes, Timings

38: SR-525 & Goat Trail Road

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		P			P
Traffic Volume (vph)	31	8	777	76	12	474
Future Volume (vph)	31	8	777	76	12	474
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973		0.988			
Flt Protected	0.962					0.999
Satd. Flow (prot)	1778	0	1840	0	0	1843
Flt Permitted	0.962					0.978
Satd. Flow (perm)	1778	0	1840	0	0	1804
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	12		15			
Link Speed (mph)	30		30			30
Link Distance (ft)	1315		4209			1676
Travel Time (s)	29.9		95.7			38.1
Peak Hour Factor	0.66	0.66	0.93	0.93	0.69	0.69
Heavy Vehicles (%)	0%	0%	2%	2%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	917	0	0	704
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	20.0		20.0		20.0	20.0
Total Split (s)	20.0		40.0		40.0	40.0
Total Split (%)	33.3%		66.7%		66.7%	66.7%
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min		Min	Min
Act Effct Green (s)	7.6		42.9		42.9	42.9
Actuated g/C Ratio	0.15		0.84		0.84	0.84
v/c Ratio	0.21		0.59		0.46	0.46
Control Delay	22.4		5.4		4.0	4.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	22.4		5.4		4.0	4.0
LOS	C		A		A	A
Approach Delay	22.4		5.4		4.0	4.0
Approach LOS	C		A		A	A
Queue Length 50th (ft)	15		113		73	73
Queue Length 95th (ft)	32		253		96	96
Internal Link Dist (ft)	1235		4129		1596	1596
Turn Bay Length (ft)						
Base Capacity (vph)	631		1555			1522

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

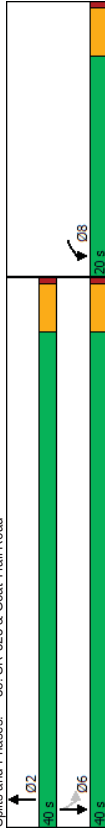
2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

38: SR-525 & Goat Trail Road

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.09		0.59			0.46
Intersection Summary						
Area Type:	Other					
Cycle Length:	60					
Actuated Cycle Length:	50.8					
Natural Cycle:	60					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.59					
Intersection Signal Delay:	5.4					
Intersection Capacity Utilization	55.5%					
Analysis Period (min)	15					
Intersection LOS:	A					
ICU Level of Service	B					
Splits and Phases:	38: SR-525 & Goat Trail Road					



Lanes, Volumes, Timings
39: 5th Street & SR-525

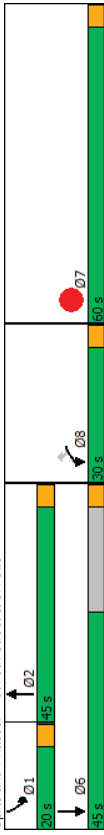
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	195	59	496	241	49	321	
Future Volume (vph)	195	59	496	241	49	321	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	100	0	0	150	0	
Storage Lanes	1	1	0	0	1	1	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	
Ped Bike Factor	0.97						
Frt	0.850	0.956					
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1770	1583	1781	0	1703	3406	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1770	1541	1781	0	1703	3406	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		42	15				
Link Speed (mph)	30		30			30	
Link Distance (ft)	1140		226			942	
Travel Time (s)	25.9		5.1			21.4	
Confl. Peds. (#/hr)		3					
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	
Heavy Vehicles (%)	2%	2%	2%	2%	6%	6%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	232	70	877	0	58	382	
Turn Type	Prot	Perm	NA	2	Prot	NA	7
Protected Phases	8				1	6	
Permitted Phases	8	8	2		1	6	
Detector Phase							
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		3.0	5.0	7.0
Minimum Split (s)	37.5	37.5	20.5		8.0	34.5	34.5
Total Split (s)	30.0	30.0	45.0		20.0	45.0	60.0
Total Split (%)	19.4%	19.4%	29.0%		12.9%	29.0%	39%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None	None	None		None	None	None
Act Effct Green (s)	18.4	18.4	41.5		8.3	51.7	
Actuated g/C Ratio	0.23	0.23	0.52		0.10	0.65	
v/c Ratio	0.56	0.18	0.94		0.33	0.17	
Control Delay	32.9	13.5	39.8		41.3	6.6	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.9	13.5	39.8		41.3	6.6	
LOS	C	B	D		D	A	
Approach Delay	28.4		39.8			11.2	
Approach LOS	C		D			B	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]
2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings
39: 5th Street & SR-525

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Queue Length 50th (ft)	104	11	385		27	31	
Queue Length 95th (ft)	163	38	#804		68	74	
Internal Link Dist (ft)	1060		146			862	
Turn Bay Length (ft)		100			150		
Base Capacity (vph)	609	558	937		340	2658	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.38	0.13	0.94		0.17	0.14	
Intersection Summary							
Area Type:	Other						
Cycle Length:	155						
Actuated Cycle Length:	79.4						
Natural Cycle:	150						
Control Type:	Actuated-Uncoordinated						
Maximum v/c Ratio:	0.94						
Intersection Signal Delay:	29.9						
Intersection Capacity Utilization	60.7%						
Analysis Period (min)	15						
# 95th percentile volume exceeds capacity, queue may be longer.							
Queue shown is maximum after two cycles.							

Splits and Phases: 39: 5th Street & SR-525



Lanes, Volumes, Timings

40: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	608	1	739	96	1853	0	0	1321	163
Future Volume (vph)	0	0	0	608	1	739	96	1853	0	0	1321	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.81	0.81
Ped Bike Factor						0.99						
Ft						0.850					0.984	
Flt Protected				0.950	0.953		0.950					
Satd. Flow (prot)	0	0	0	1681	1686	2787	1770	5085	0	0	7423	0
Flt Permitted				0.950	0.953		0.950					
Satd. Flow (perm)	0	0	0	1681	1686	2750	1770	5085	0	0	7423	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59					39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1693			772			1065			940	
Travel Time (s)		38.5			17.5			24.2			21.4	
Confl. Peds. (#/hr)						1				5		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	313	315	762	99	1910	0	0	1530	0
Turn Type				Perm	NA	Perm	Prot	NA		0	NA	
Protected Phases				4	4	4	5	2			6	
Permitted Phases				4	4	4	5	2			6	
Detector Phase				4	4	4	5	2			6	
Switch Phase				6.0	6.0	6.0	6.0	15.0			15.0	
Minimum Initial (s)				20.5	20.5	20.5	10.5	29.0			21.0	
Minimum Split (s)				33.0	33.0	33.0	19.0	87.0			68.0	
Total Split (%)				27.5%	27.5%	27.5%	15.8%	72.5%			56.7%	
Yellow Time (s)				3.5	3.5	3.5	3.5	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				4.5	4.5	4.5	4.5	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?				Yes			Yes				Yes	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)				28.5	28.5	28.5	10.8	82.0			66.7	
Act Effct Green Ratio				0.24	0.24	0.24	0.09	0.68			0.56	
v/c Ratio				0.78	0.79	1.09	0.62	0.55			0.37	
Control Delay				58.0	58.2	101.6	69.0	10.4			15.1	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				58.0	58.2	101.6	69.0	10.4			15.1	
LOS				E	E	F	E	B			B	
Approach Delay								13.3			15.1	
Approach LOS								B			B	
Queue Length 50th (ft)				240	242	-357	75	249			152	
Queue Length 95th (ft)				#382	#386	#495	130	284			187	
Internal Link Dist (ft)				1613		692		985			860	

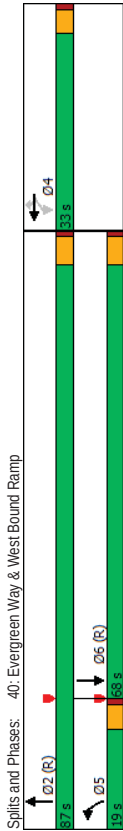
Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

40: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)				399	400	698	213	3474			4141	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.78	0.79	1.09	0.46	0.55			0.37	
Intersection Summary												
Area Type: Other												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.09												
Intersection Signal Delay: 33.2												
Intersection Capacity Utilization 69.7%												
Analysis Period (min) 15												
- Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
Splits and Phases: 40: Evergreen Way & West Bound Ramp												
← 0.02 (R) ← 0.05 (R) ← 0.06 (R) ← 0.05 (R) <												



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions
PM Peak-Hour

Lanes, Volumes, Timings

41: SR-99/Everett Mall Way & SR-526

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	224	907	207	341	450	1018	145	734	760	414	279	76
Future Volume (vph)	224	907	207	341	450	1018	145	734	760	414	279	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350	1900	550	450	200	700	300	300	300	300	300	100
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	25	1	1	25	1	1	25	1	1	25	1	1
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00
Ped Bike Factor	1.00					0.850			0.850	1.00	1.00	0.98
Fit Protected	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (prot)	1787	3574	1599	1770	3539	1583	1770	3539	1583	1626	3352	1599
Fit Permitted	0.950			0.950			0.950			0.370	0.595	
Satd. Flow (perm)	1786	3574	1599	1770	3539	1562	1765	3539	1562	633	2037	1572
Right Turn on Red			Yes		Yes	Yes			Yes			Yes
Satd. Flow (RTOR)			209		749				356			109
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1547			1594			1855			1468	
Travel Time (s)		35.2			36.2			36.1			28.6	
Confl. Peds. (#/hr)	1						3			1		3
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	226	916	209	344	455	1028	146	741	768	209	491	77
Turn Type	Prot	NA	Perm	Prot	NA	custom	Split	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	6	5	2	5	3	3	3	4	4	4
Permitted Phases	1	6	6	5	2	5	3	3	3	4	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	22.0	22.0	9.0	34.0	9.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	35.0	45.0	45.0	40.0	50.0	40.0	35.0	35.0	35.0	30.0	30.0	30.0
Total Split (%)	23.3%	30.0%	30.0%	26.7%	33.3%	26.7%	23.3%	23.3%	23.3%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	23.2	39.0	39.0	34.0	49.8	34.0	29.0	29.0	29.0	24.8	24.8	24.8
Actuated g/C Ratio	0.15	0.26	0.26	0.23	0.33	0.23	0.19	0.19	0.19	0.16	0.16	0.16
v/c Ratio	0.82	0.99	0.37	0.86	0.39	1.10	0.43	1.09	1.31	2.01	1.94dl	0.22
Control Delay	85.1	82.6	7.3	77.5	41.1	76.3	58.4	116.7	174.8	518.8	289.4	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.1	82.6	7.3	77.5	41.1	76.3	58.4	116.7	174.8	518.8	289.4	4.4
LOS	F	F	A	E	D	E	E	F	F	F	F	A
Approach Delay		71.4			67.7		138.5				310.2	
Approach LOS		E			E		F				F	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 No Action Conditions

PM Peak-Hour

Lanes, Volumes, Timings

41: SR-99/Everett Mall Way & SR-526

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	216	473	0	326	180	538	127	425	~666	~352	~365	0
Queue Length 95th (ft)	311	#645	66	#516	254	#822	206	#580	#944	#537	#475	20
Internal Link Dist (ft)		1467			1514			1775			1388	
Turn Bay Length (ft)	350		550	450		200	700		300	300		100
Base Capacity (vph)	343	924	568	399	1169	932	340	680	588	104	334	349
Saturation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.99	0.37	0.86	0.39	1.10	0.43	1.09	1.31	2.01	1.47	0.22

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150.8

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 2.01

Intersection Signal Delay: 123.1

Intersection Capacity Utilization 110.9%

Analysis Period (min) 15

Intersection LOS: F

ICU Level of Service H

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 41: SR-99/Everett Mall Way & SR-526



2024 Future Year Operations SEPA Intersection Level of Service Analysis

Lanes, Volumes, Timings

1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
Traffic Volume (vph)	802	632	30	673	463	95	35	1203	505	544	2097	442
Future Volume (vph)	802	632	30	673	463	95	35	1203	505	544	2097	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	11	11	11	11
Grade (%)		6%			0%			-2%			1%	
Storage Length (ft)	190		0	130		0	145		165	310		500
Storage Lanes	2		0	2		0	1		1	2		1
Taper Length (ft)	25		0	25		0	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor		1.00		0.99					0.98	1.00		
Ft		0.993			0.975				0.850			0.850
Flt Protected		0.950		0.950		0.950		0.950		0.950		0.950
Satd. Flow (prot)	3219	3292	0	3351	*2750	0	1711	3422	1531	3302	3404	1523
Flt Permitted		0.950		0.950		0.950		0.950		0.950		0.950
Satd. Flow (perm)	3219	3292	0	3327	3369	0	1711	3422	1501	3295	3404	1523
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3		14		204		30			30	
Link Speed (mph)		30		40		2764		1344			2044	
Link Distance (ft)		1789										
Travel Time (s)		40.7		47.1				30.5			46.5	
Confl. Peds. (#/hr)		10	10						5	5		
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	872	720	0	732	606	0	38	1308	549	591	2279	480
Turn Type	Prot	NA	NA	Prot	NA	NA	Prot	NA	Perm	Prot	NA	Perm
Permitted Phases	7	4		3	8		5	2	2	1	6	6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	52.0		11.0	51.0		11.0	46.0	46.0	11.0	46.0	46.0
Total Split (s)	29.0	56.0		24.0	51.0		11.0	69.0	69.0	21.0	79.0	79.0
Total Split (%)	17.1%	32.9%		14.1%	30.0%		6.5%	40.6%	40.6%	12.4%	46.5%	46.5%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	8.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	None	Min	Min	Min
Act Effect Green (s)	24.0	45.1		19.0	37.1		6.0	63.1	63.1	16.0	75.4	75.4
Actuated g/C Ratio	0.15	0.27		0.12	0.23		0.04	0.38	0.38	0.10	0.46	0.46
v/c Ratio	1.85	0.80		1.89	0.96		0.61	1.00	0.78	1.84	1.46	0.55
Control Delay	427.3	62.2		444.8	88.2		116.2	73.6	36.9	426.1	243.5	13.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	427.3	62.2		444.8	88.2		116.2	73.6	36.9	426.1	243.5	13.8
LOS	F	E		F	F		F	E	D	F	F	B

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

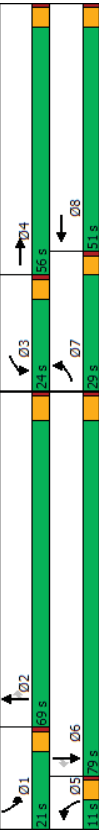
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		262.1				283.3		63.8				
Approach LOS		F			F			E				F
Queue Length 50th (ft)		~737			378		41	~748		351		~497
Queue Length 95th (ft)		#902			457		#108	#958		543		#644
Internal Link Dist (ft)		1709			2684		1264					1964
Turn Bay Length (ft)		190			130		145			165		310
Base Capacity (vph)		471			388		731		62	1314		702
Starvation Cap Reductn		0			0		0		0	0		0
Spillback Cap Reductn		0			0		0		0	0		0
Storage Cap Reductn		0			0		0		0	0		0
Reduced v/c Ratio		1.85			0.70		0.61	1.00		0.78		1.46
0.55												

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 164.2
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.89
 Intersection Signal Delay: 211.7
 Intersection Capacity Utilization 122.0%
 Analysis Period (min): 15
 Description: SR-525 is north-south and Beverly Park Road is northeast-southwest
 * User Entered Value
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road



Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	496	425	17	47	175	17	9	497	82	20	1051	587
Traffic Volume (vph)	496	425	17	47	175	17	9	497	82	20	1051	587
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	12	12	11	11	11	11	11	11
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)	140	0	0	100	0	0	250	1%	0	250	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	1.00	1.00	25	1.00	1.00	25	1.00	0.91	1.00	0.91	0.91
Taper Length (ft)	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99
Lane Util. Factor	1.00	0.994	0.987	0.987	0.987	0.987	0.979	0.979	0.979	0.979	0.946	0.946
Ped Bike Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Ft	3335	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Flt Protected	3325	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Satd. Flow (prot)	3335	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Flt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	3325	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	1	1	1	1	1	1	1	1	1	1	1	1
Link Speed (mph)	38	38	38	38	38	38	38	38	38	38	38	38
Link Distance (ft)	838	838	838	838	838	838	838	838	838	838	838	838
Travel Time (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Confl. Peds. (#/hr)	3	3	3	3	3	3	3	3	3	3	3	3
Confl. Bikes (#/hr)	2	2	2	2	2	2	2	2	2	2	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Shared Lane Traffic (%)	2	2	2	2	2	2	2	2	2	2	2	2
Lane Group Flow (vph)	522	465	0	49	202	0	9	609	0	21	1724	0
Turn Type	Prot	NA	Prot	NA	NA	Prot	Prot	NA	Prot	Prot	NA	Prot
Protected Phases	7	4	3	8	8	5	5	2	1	1	6	6
Permitted Phases	7	4	3	8	8	5	5	2	1	1	6	6
Detector Phase	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Switch Phase	4.0	5.0	4.0	4.0	4.0	4.0	4.0	10.0	4.0	4.0	10.0	4.0
Minimum Initial (s)	8.0	34.0	8.0	34.0	8.0	8.0	8.0	26.5	8.0	8.0	29.5	8.0
Minimum Split (s)	29.0	29.0	19.0	19.0	19.0	19.0	19.0	59.5	19.0	19.0	59.5	19.0
Total Split (s)	22.9%	22.9%	15.0%	15.0%	15.0%	15.0%	15.0%	47.0%	15.0%	15.0%	47.0%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	3.5	4.0	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effr Green (s)	19.1	30.3	7.4	17.1	17.1	5.4	34.6	6.0	36.8	6.0	36.8	6.0
Actuated g/C Ratio	0.22	0.35	0.08	0.19	0.06	0.06	0.39	0.07	0.42	0.07	0.42	0.07
v/c Ratio	0.72	0.75	0.33	0.57	0.09	0.34	0.18	0.84	0.18	0.84	0.18	0.84
Control Delay	40.8	38.5	51.0	41.6	51.8	19.6	51.8	26.4	51.2	26.4	51.2	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	38.5	51.0	41.6	51.8	19.6	51.8	26.4	51.2	26.4	51.2	26.4

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	496	425	17	47	175	17	9	497	82	20	1051	587
Traffic Volume (vph)	496	425	17	47	175	17	9	497	82	20	1051	587
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	12	12	11	11	11	11	11	11
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)	140	0	0	100	0	0	250	1%	0	250	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	1.00	1.00	25	1.00	1.00	25	1.00	0.91	1.00	0.91	0.91
Taper Length (ft)	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99
Lane Util. Factor	1.00	0.994	0.987	0.987	0.987	0.987	0.979	0.979	0.979	0.979	0.946	0.946
Ped Bike Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Ft	3335	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Flt Protected	3325	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Satd. Flow (prot)	3335	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Flt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	3325	1798	0	1752	1818	0	1608	4504	0	1736	4691	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	1	1	1	1	1	1	1	1	1	1	1	1
Link Speed (mph)	38	38	38	38	38	38	38	38	38	38	38	38
Link Distance (ft)	838	838	838	838	838	838	838	838	838	838	838	838
Travel Time (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Confl. Peds. (#/hr)	3	3	3	3	3	3	3	3	3	3	3	3
Confl. Bikes (#/hr)	2	2	2	2	2	2	2	2	2	2	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Shared Lane Traffic (%)	2	2	2	2	2	2	2	2	2	2	2	2
Lane Group Flow (vph)	522	465	0	49	202	0	9	609	0	21	1724	0
Turn Type	Prot	NA	Prot	NA	NA	Prot	Prot	NA	Prot	Prot	NA	Prot
Protected Phases	7	4	3	8	8	5	5	2	1	1	6	6
Permitted Phases	7	4	3	8	8	5	5	2	1	1	6	6
Detector Phase	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Switch Phase	4.0	5.0	4.0	4.0	4.0	4.0	4.0	10.0	4.0	4.0	10.0	4.0
Minimum Initial (s)	8.0	34.0	8.0	34.0	8.0	8.0	8.0	26.5	8.0	8.0	29.5	8.0
Minimum Split (s)	29.0	29.0	19.0	19.0	19.0	19.0	19.0	59.5	19.0	19.0	59.5	19.0
Total Split (s)	22.9%	22.9%	15.0%	15.0%	15.0%	15.0%	15.0%	47.0%	15.0%	15.0%	47.0%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0	3.5	3.5	4.0	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effr Green (s)	19.1	30.3	7.4	17.1	17.1	5.4	34.6	6.0	36.8	6.0	36.8	6.0
Actuated g/C Ratio	0.22	0.35	0.08	0.19	0.06	0.06	0.39	0.07	0.42	0.07	0.42	0.07
v/c Ratio	0.72	0.75	0.33	0.57	0.09	0.34	0.18	0.84	0.18	0.84	0.18	0.84
Control Delay	40.8	38.5	51.0	41.6	51.8	19.6	51.8	26.4	51.2	26.4	51.2	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	38.5	51.0	41.6	51.8	19.6	51.8	26.4	51.2	26.4	51.2	26.4



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	422	607	724	238	415	230	169	1275	167	211	1524	114
Future Volume (vph)	422	607	724	238	415	230	169	1275	167	211	1524	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	12	11	11	13	11	14	14	11	11
Storage Length (ft)	250	400	400	250	0	0	0	300	0	0	430	1
Storage Lanes	1	2	2	1	1	0	1	1	1	1	1	1
Taper Length (ft)	25	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99			0.99	0.99		1.00		0.92	0.99		0.95
Fit	0.950		0.850	0.947					0.850		0.850	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	1728	3455	3002	1752	3178	0	1811	3388	1672	1906	3455	1546
Flt Permitted	0.950		0.950				0.950			0.950		
Satd. Flow (perm)	1718	3455	3002	1726	3178	0	1803	3388	1543	1886	3455	1469
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			679		46				86			69
Link Speed (mph)		30			50			30			30	
Link Distance (ft)		2688			2133			1701			1159	
Travel Time (s)		61.1			29.1			38.7			26.3	
Confl. Peds. (#/hr)	7		16	16		7	21		28	28		21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	435	626	746	245	665	0	174	1314	172	218	1571	118
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6	5	2	2	
Permitted Phases									6	6	5	2
Detector Phase	3	8	1	7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.2	36.7	9.2	9.2	38.7		9.2	34.7	34.7	9.2	42.7	42.7
Total Split (s)	40.0	60.0	30.0	40.0	60.0		30.0	85.0	85.0	30.0	85.0	85.0
Total Split (%)	18.5%	27.9%	14.0%	18.6%	27.9%		14.0%	39.5%	39.5%	14.0%	39.5%	39.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.7	0.7	0.7	0.7	0.7		0.7	0.7	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	7.7		4.2	4.7	4.7	4.2	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min		None	None	None	None	None	None
Act Effct Green (s)	35.9	50.2	23.1	31.6	42.9		23.1	80.4	80.4	25.2	82.6	82.6
Act Effct g/C Ratio	0.17	0.24	0.11	0.15	0.21		0.11	0.39	0.39	0.12	0.40	0.40
v/c Ratio	1.45	0.74	0.79	0.91	0.95		0.86	0.99	0.26	0.93	1.13	0.19
Control Delay	271.1	78.1	16.5	120.8	98.1		123.6	83.1	22.5	130.5	121.6	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	271.1	78.1	16.5	120.8	98.1		123.6	83.1	22.5	130.5	121.6	19.0
LOS	F	E	B	F	F		F	F	C	F	F	B
Approach Delay		99.1		104.2				81.1			116.3	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

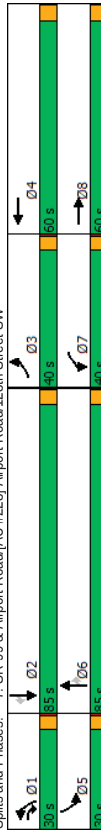
PM Peak-Hour

Lanes, Volumes, Timings

7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS												
Queue Length 50th (ft)	-800	424	47	329	446		233	940	77	298	-1325	42
Queue Length 95th (ft)	#1097	506	136	#496	531		#376	#1186	152	#500	#1556	101
Internal Link Dist (ft)		2608		2053				1621			1079	
Turn Bay Length (ft)	250		400	250			227	1327	656	239	1390	632
Base Capacity (vph)	301	932	971	305	844		0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.45	0.67	0.77	0.80	0.79		0.77	0.99	0.26	0.91	1.13	0.19
Intersection Summary	Other											
Area Type:	Cycle Length: 215											
	Actuated Cycle Length: 205.3											
	Natural Cycle: 150											
	Control Type: Actuated-Uncoordinated											
	Maximum v/c Ratio: 1.45											
	Intersection Capacity Delay: 100.3											
	Intersection Signal Utilization 112.7%											
	Analysis Period (min) 15											
	Description: Airport Road is east-west and SR-99 is north-south											
	~ Volume exceeds capacity, queue is theoretically infinite.											
	# 95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											

Splits and Phases: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

28: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
Traffic Volume (vph)	278	2166	0	0	1188	454	711	8	1462	0	0	0
Future Volume (vph)	278	2166	0	0	1188	454	711	8	1462	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			2%			2%			0%	
Storage Length (ft)	150	0	0	0	200	225	225	0	225	0	0	0
Storage Lanes	2	0	0	0	1	1	1	0	1	0	0	0
Taper Length (ft)	25	0	0	25	0	25	25	0	25	0	0	0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.95	0.91	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99				0.95							
Frt	0.950				0.850				0.850			
Flt Protected							0.950	0.995	0.850			
Satd. Flow (prot)	3467	3575	0	0	3404	1523	1681	1459	1504	0	0	0
Flt Permitted	0.950						0.950	0.995				
Satd. Flow (perm)	3439	3575	0	0	3404	1451	1681	1459	1504	0	0	0
Right Turn on Red		Yes				Yes			Yes		Yes	
Satd. Flow (RTOR)						226		1	60			
Link Speed (mph)	15	35			30			30			30	
Link Distance (ft)		700			1162			513			474	
Travel Time (s)		13.6			26.4			11.7			10.8	
Confl. Peds. (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	1%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)							10%	48%				
Lane Group Flow (vph)	335	2610	0	0	1431	547	771	941	916	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases									4			
Detector Phase	5	2			6	6	4	4	4			
Switch Phase												
Minimum Initial (s)	3.0	7.0			7.0	7.0	5.0	5.0	5.0			
Minimum Split (s)	8.6	30.3			30.3	30.3	34.6	34.6	34.6			
Total Split (s)	35.0	85.0			50.0	50.0	65.0	65.0	65.0			
Total Split (%)	23.3%	56.7%			33.3%	33.3%	43.3%	43.3%	43.3%			
Yellow Time (s)	3.6	3.6			3.6	3.6	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-0.6	-1.3			-1.3	-1.3	-1.0	-1.0	-1.0			
Total Lost Time (s)	5.0	4.3			4.3	4.3	4.6	4.6	4.6			
Lead/Lag					Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			C-Max	C-Max	Max	Max	Max			
Act Effct Green (s)	19.5	80.7			56.2	56.2	60.4	60.4	60.4			
Actuated g/C Ratio	0.13	0.54			0.37	0.37	0.40	0.40	0.40			
v/c Ratio	0.74	1.36			1.12	0.80	1.14	1.60	1.43			
Control Delay	66.4	186.7			108.6	34.3	121.0	309.6	234.5			
Queue Delay	0.0	0.0			0.0	0.0	0.6	0.7	0.0			
Total Delay	66.4	186.7			108.6	34.3	121.6	310.3	234.5			
LOS	E	F			F	C	F	F	F			
Approach Delay		173.0			88.0				228.5			

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

28: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F	F	F	F	F	F	F	F			
Queue Length 50th (ft)	161	~1757		~846	299	~923	~1451	~1240				
Queue Length 95th (ft)	m145	m#1404		#916	410	#1041	#1553	#1341				
Internal Link Dist (ft)		620		1082			433					394
Turn Bay Length (ft)	150			200	225		225					
Base Capacity (vph)	693	1923		1275	684	676	588	641				
Starvation Cap Reductn	0	29		0	0	0	0	0				
Spillback Cap Reductn	0	0		0	0	0	58	50				
Storage Cap Reductn	0	0		0	0	0	0	0				
Reduced v/c Ratio	0.48	1.38		1.12	0.80	1.25	1.75	1.43				

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2 EBT and 6 WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.60

Intersection Signal Delay: 170.1

Intersection Capacity Utilization 127.6%

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: F

ICU Level of Service H

Splits and Phases: 28: I-5 Northbound Ramps & 128th Street SW



Lanes, Volumes, Timings

29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	238	1902	168	190	1396	71	247	56	169	91	52	120
Future Volume (vph)	238	1902	168	190	1396	71	247	56	169	91	52	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	300	-3%			0%			0%			0%	
Storage Length (ft)	300		0	150		0	250		0	200		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25		0.95	25		1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.99	0.98	0.99	0.99	0.99	0.99
Ped Bike Factor	1.00						0.99		0.887		0.886	
Fit	0.950		0.850	0.950			0.950			0.950		
Satd. Flow (prot)	1796	3592	1607	1770	3510	0	1770	1626	0	1805	1677	0
Fit Permitted	0.950		0.950			0.382				0.607		
Satd. Flow (perm)	1794	3592	1607	1770	3510	0	708	1626	0	1145	1677	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90		5		92		6		62	
Link Speed (mph)		30		30		30		875		875		30
Link Distance (ft)		1162		2377		54.0		19.9		19.9		875
Travel Time (s)		26.4										
Confl. Peds. (#/hr)	2					2	5		6	6		5
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Shared Lane Traffic (vph)												
Lane Group Flow (vph)	259	2067	183	207	1594	0	268	245	0	99	187	0
Turn Type	Prot	NA	Perm	Prot	NA	prot+pt	3	8	NA	Perm	NA	4
Protected Phases	5	2	2	1	6	3	8		4			
Permitted Phases												
Detector Phase	5	2	2	1	6	3	8		4			
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	8.5	28.3	28.3	10.1	25.3	8.5	36.6	31.6	31.6	31.6	31.6	31.6
Total Split (s)	20.0	92.0	92.0	20.0	92.0	15.0	53.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	12.1%	55.8%	55.8%	12.1%	55.8%	9.1%	32.1%	23.0%	23.0%	23.0%	23.0%	23.0%
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	3.5	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.3	6.3	5.5	6.3	5.5	5.6	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	Max	Max	Max	Max	Max
Act Effrt Green (s)	14.5	85.7	85.7	14.5	85.7	47.5	47.4	47.4	32.4	32.4	32.4	32.4
Actuated g/C Ratio	0.09	0.52	0.52	0.09	0.52	0.29	0.29	0.29	0.20	0.20	0.20	0.20
v/c Ratio	1.65	1.11	0.21	1.34	0.87	1.02	0.46	0.44	0.44	0.44	0.49	0.49
Control Delay	361.0	94.6	11.1	241.0	41.4	111.9	32.5	65.5	43.8	65.5	43.8	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	361.0	94.6	11.1	241.0	41.4	111.9	32.5	65.5	43.8	65.5	43.8	43.8
LOS	F	F	B	F	D	F	C	E	D	E	D	D
Approach Delay		116.0		64.4		74.0					51.3	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Queue Length 50th (ft)	~403	~1335	50	~289	779	~248	135			95	121	
Queue Length 95th (ft)	#595	#1461	98	#466	892	#466	225			161	207	
Internal Link Dist (ft)		1082		2287		795				795		
Turn Bay Length (ft)	300		150	1825		250				200		
Base Capacity (vph)	157	1865	877	155	1825	264	532			224	379	
Starvation Cap Reductn	0	0	0	0	0	0	0			0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0			0	0	
Storage Cap Reductn	0	0	0	0	0	0	0			0	0	
Reduced v/c Ratio	1.65	1.11	0.21	1.34	0.87	1.02	0.46			0.44	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 165

Offset: 85.7 (52%). Referenced to phase 2 EBT and 6 WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.65

Intersection Signal Delay: 90.0

Intersection Capacity Utilization 117.5%

Analysis Period (min) 15

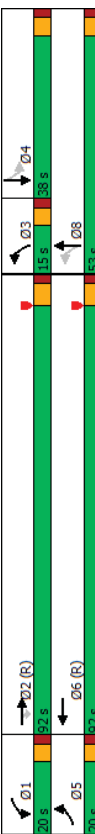
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 29: 3rd Avenue SE & 128th Street SW/SR-96/132nd Street SE



Lanes, Volumes, Timings

30: Dumas Road/Elgin Way & SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	63	1417	629	25	973	6	474	34	46	8	45	31
Future Volume (vph)	63	1417	629	25	973	6	474	34	46	8	45	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	1900	800	100	1	0	300	0	0	100	0	0
Storage Lanes	1	1	1	1	1	0	1	0	0	1	0	0
Taper Length (ft)	25	25	25	25	25	0	25	0	25	25	25	25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.95	0.97	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.98	0.98
Frt	0.950		0.850	0.950	0.999		0.975					
Flt Protected							0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1752	3501	0	1649	1628	0	1787	1765	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1786	3574	1548	1750	3501	0	1649	1628	0	1774	1765	0
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)			642				6				20	
Link Speed (mph)		30		30			30				30	
Link Distance (ft)		2377		1068			751				520	
Travel Time (s)		54.0		24.3			17.1				11.8	
Confl. Peds. (#/hr)	1		3	3		1		5				
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	1%	1%	1%
Shared Lane Traffic (%)							41%					
Lane Group Flow (vph)	64	1446	642	26	999	0	286	280	0	8	78	0
Turn Type	Prot	NA	Perm	Prot	NA	Split	Split	NA	Split	Split	NA	4
Protected Phases	5	2	2	1	6		8		4	4		
Permitted Phases	5	2	2	1	6		8		4	4		
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	3.0		10.0			5.0	5.0	
Minimum Split (s)	8.5	26.1	26.1	8.5	32.5		28.1	28.1		34.5	34.5	
Total Split (s)	30.0	45.0	45.0	30.0	45.0		45.0	45.0		45.0	45.0	
Total Split (%)	18.2%	27.3%	27.3%	18.2%	27.3%		27.3%	27.3%		27.3%	27.3%	
Yellow Time (s)	3.5	4.3	4.3	3.5	3.5		4.3	4.3		3.5	3.5	
All-Red Time (s)	2.0	1.8	1.8	2.0	2.0		1.8	1.8		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.1	6.1	5.5	5.5		6.1	6.1		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	Max	Max	None	Max		None			None	None	
Act Effct Green (s)	9.8	46.6	46.6	6.5	42.2		26.2	26.2		12.1	12.1	
Actuated g/C Ratio	0.09	0.44	0.44	0.06	0.39		0.25	0.25		0.11	0.11	
v/c Ratio	0.39	0.93	0.62	0.25	0.72		0.71	0.69		0.04	0.36	
Control Delay	60.0	44.0	5.6	62.3	36.5		49.7	48.2		47.1	42.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	60.0	44.0	5.6	62.3	36.5		49.7	48.2		47.1	42.2	
LOS	E	D	A	E	D		D	D		D	D	
Approach Delay		33.0			37.1		49.0			42.6		
Approach LOS		C			D		D			D		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

30: Dumas Road/Elgin Way & SR-96/132nd Street SE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	43	~567	0	18	319		191	182		5	38	
Queue Length 95th (ft)	108	#1062	107	57	#671		362	348		22	95	
Internal Link Dist (ft)		2297			988			671			440	
Turn Bay Length (ft)	250		800	100			300			100		
Base Capacity (vph)	437	1559	1037	429	1382		640	636		705	708	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.93	0.62	0.06	0.72		0.45	0.44		0.01	0.11	

Intersection Summary

Area Type: Other

Cycle Length: 165

Actuated Cycle Length: 106.9

Natural Cycle: 135

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 36.7

Intersection Capacity Utilization 79.4%

Analysis Period (min) 15

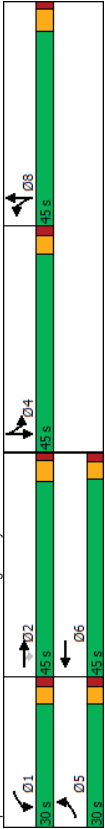
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 30: Dumas Road/Elgin Way & SR-96/132nd Street SE



Lanes, Volumes, Timings

31: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	649	164	44	309	120	107	424	97	215	851	8
Traffic Volume (vph)	3	649	164	44	309	120	107	424	97	215	851	8
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	135	0	0	120	0	0	300	0	0	250	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0	0	25	0	0	25	0	0	25	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970
Ped Bike Factor	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fit Protected	1752	3391	0	1719	3294	0	1687	4691	0	1770	5080	0
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fit Permitted	1752	3391	0	1718	3294	0	1687	4691	0	1759	5080	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	39	30	30	66	30	30	77	30	16	16	2	2
Satd. Flow (RTOR)	838	19.0	79.7	3508	79.7	79.7	2688	61.1	16	16	2	2
Link Speed (mph)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Link Distance (ft)	3%	3%	3%	5%	5%	5%	7%	7%	7%	2%	2%	2%
Travel Time (s)	3	838	0	45	443	0	110	537	0	222	885	0
Confli. Peds. (#/hr)	Prot	NA	4	3	8	8	5	2	1	1	6	6
Peak Hour Factor	7	4	4	3	8	8	5	2	1	1	6	6
Shared Lane Traffic (%)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0	7.0	7.0
Lane Group Flow (vph)	9.0	36.5	9.0	37.5	9.0	37.5	8.0	33.5	9.0	32.5	32.5	32.5
Turn Type	16.0	20.5	11.0	11.5	16.0	26.5	13.0	26.5	13.0	26.5	26.5	26.5
Protected Phases	21.6%	27.7%	14.9%	15.5%	21.6%	35.8%	17.6%	35.8%	17.6%	35.8%	35.8%	35.8%
Permitted Phases	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	4.0	4.0
Detector Phase	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Switch Phase	0.0	-0.5	0.0	-0.5	0.0	-0.5	0.0	-0.5	0.0	-0.5	0.0	-0.5
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Total Split (s)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Total Split (%)	None	None	None	None	None	None	None	None	None	None	None	None
Yellow Time (s)	5.4	19.8	6.2	24.2	5.4	19.8	8.4	16.9	9.6	20.6	20.6	20.6
All-Red Time (s)	0.08	0.31	0.10	0.37	0.08	0.31	0.13	0.26	0.15	0.32	0.32	0.32
Lost Time Adjust (s)	0.02	0.79	0.27	0.35	0.02	0.79	0.50	0.42	0.84	0.55	0.55	0.55
Total Lost Time (s)	37.3	28.3	38.4	14.4	37.3	28.3	39.4	18.2	62.2	22.2	22.2	22.2
Lead/Lag	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead-Lag Optimize?	37.3	28.3	38.4	14.4	37.3	28.3	39.4	18.2	62.2	22.2	22.2	22.2
Recall Mode	D	C	C	B	D	B	D	B	E	C	C	C
Act Effct Green (s)	28.3	28.3	28.3	16.6	28.3	28.3	21.8	30.2	30.2	30.2	30.2	30.2
Actuated g/C Ratio	Approach Delay	Approach Delay	Approach Delay	Approach Delay	Approach Delay	Approach Delay	Approach Delay	Approach Delay	Approach Delay	Approach Delay	Approach Delay	Approach Delay
v/c Ratio	Approach LOS	Approach LOS	Approach LOS	Approach LOS	Approach LOS	Approach LOS	Approach LOS	Approach LOS	Approach LOS	Approach LOS	Approach LOS	Approach LOS
Control Delay	C	C	C	B	C	C	C	C	C	C	C	C
Queue Delay	C	C	C	B	C	C	C	C	C	C	C	C
Total Delay	C	C	C	B	C	C	C	C	C	C	C	C
LOS	C	C	C	B	C	C	C	C	C	C	C	C
Approach Delay	C	C	C	B	C	C	C	C	C	C	C	C
Approach LOS	C	C	C	B	C	C	C	C	C	C	C	C

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

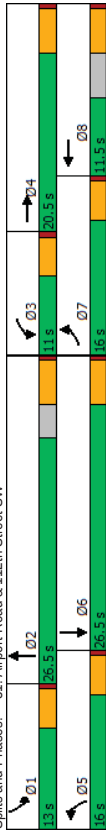
2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

31: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	162	17	50	41	53	88	111	88	111	88	111
Queue Length 95th (ft)	11	292	63	128	119	106	322	210	322	210	322	210
Internal Link Dist (ft)	758	3428	3428	2608	2608	2608	2608	2608	2608	2608	2608	2608
Turn Bay Length (ft)	135	1065	120	300	300	300	250	250	250	250	250	250
Base Capacity (vph)	347	1065	198	1269	334	2079	263	1954	263	1954	263	1954
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.79	0.23	0.35	0.33	0.26	0.84	0.45	0.84	0.45	0.84	0.45
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	74											
Actuated Cycle Length:	64.8											
Natural Cycle:	90											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.84											
Intersection Signal Delay:	25.8											
Intersection Capacity Utilization:	69.1%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.	Queue shown is maximum after two cycles.											

Splits and Phases: 31: Airport Road & 112th Street SW



Lanes, Volumes, Timings

32: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Lane Configurations	176	80	119	358	1123	252	281	1658	0	0
Traffic Volume (vph)	176	80	119	358	1123	252	281	1658	0	0
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	80	0	0	0	0	0	0	0	0	0
Storage Length (ft)	1	1	1	1	1	1	1	1	0	0
Storage Lanes	25	1.00	1.00	0.95	0.88	0.95	1.00	0.91	1.00	1.00
Taper Length (ft)	1.00	0.850								
Lane Util. Factor	0.950									
Flt Protected	1626	1455	0	3374	2656	0	1752	5036	0	0
Satd. Flow (prot)	0.950									
Flt Permitted	1626	1455	0	3374	2656	0	1752	5036	0	0
Satd. Flow (perm)			Yes			Yes				Yes
Right Turn on Red										
Satd. Flow (RTOR)	30				60				30	
Link Speed (mph)	1773			560				681	720	
Link Distance (ft)	40.3			12.7				15.5	16.4	
Travel Time (s)	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Peak Hour Factor	11%	11%	11%	7%	7%	7%	3%	3%	0%	0%
Heavy Vehicles (%)										
Shared Lane Traffic (%)										
Lane Group Flow (vph)	202	229	0	411	1581	0	323	1906	0	0
Turn Type	Prot	pm+ov	NA	Perm	NA	Prot	NA	NA	0	0
Protected Phases	4	1		2		1	6			
Permitted Phases	4	4		2	2		1	6		
Detector Phase	4	1		2	2		1	6		
Switch Phase										
Minimum Initial (s)	6.0	4.0		10.0	10.0		4.0	10.0		
Minimum Split (s)	60.5	8.5		33.5	33.5		8.5	20.5		
Total Split (s)	35.0	25.0		50.0	50.0		25.0	75.0		
Total Split (%)	31.8%	22.7%		45.5%	45.5%		22.7%	68.2%		
Yellow Time (s)	3.5	4.0		4.0	4.0		4.0	4.0		
All-Red Time (s)	1.0	0.5		0.5	0.5		0.5	0.5		
Lost Time Adjust (s)	-0.5	-0.5		-0.5	-0.5		-0.5	-0.5		
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		
Recall Mode	None	None		C-Min	C-Min		None	C-Max		
Act Effr Green (s)	17.7	48.3		53.7	53.7		26.6	84.3		
Actuated g/C Ratio	0.16	0.44		0.49	0.49		0.24	0.77		
v/c Ratio	0.77	0.35		0.25	1.19		0.76	0.49		
Control Delay	62.9	19.4		18.3	121.4		51.4	5.9		
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay	62.9	19.4		18.3	121.4		51.4	5.9		
LOS	E	B		B	F		D	A		
Approach Delay	39.8			100.1				12.5		
Approach LOS	D			F				B		
Queue Length 50th (ft)	138	95		88	~772		209	154		
Queue Length 95th (ft)	196	131		131	#937		302	228		

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

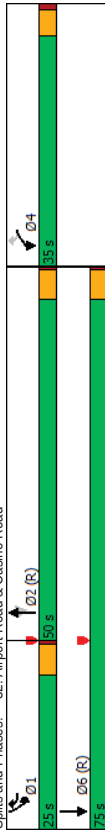
Lanes, Volumes, Timings

32: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Internal Link Dist (ft)	1693			480			601	640		
Turn Bay Length (ft)	80									
Base Capacity (vph)	458	648		1646	1326		423	3857		
Starvation Cap Reductn	0	0		0	0		0	0		
Spillback Cap Reductn	0	0		0	0		0	0		
Storage Cap Reductn	0	0		0	0		0	0		
Reduced v/c Ratio	0.44	0.35		0.25	1.19		0.76	0.49		
Intersection Summary										
Area Type: Other										
Cycle Length: 110										
Actuated Cycle Length: 110										
Offset: 25 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green										
Natural Cycle: 145										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 1.19										
Intersection Signal Delay: 52.5										
Intersection Capacity Utilization 70.3%										
Analysis Period (min) 15										
Description: Min Gap for Phases 2 and 4 is 0.1 seconds in the Snohomish County timing sheets, but Synchro will not allow less than 0.2 seconds.										
~ Volume exceeds capacity, queue is theoretically infinite.										
# 95th percentile volume exceeds capacity, queue may be longer.										
Queue shown is maximum after two cycles.										
Queue shown is maximum after two cycles.										

Spills and Phases: 32: Airport Road & Casino Road										
										
Ø1	Ø1	Ø1	Ø1	Ø1	Ø1	Ø1	Ø1	Ø1	Ø1	Ø4
25 s	25 s	25 s	25 s	25 s	25 s	25 s	25 s	25 s	25 s	35 s
Ø6 (L)										Ø6 (R)
75 s										75 s

Splits and Phases: 32: Airport Road & Casino Road



Lanes, Volumes, Timings

33: Airport Road & SR-526/SR-526 Westbound Ramps

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	830	6	408	0
Future Volume (vph)	0	0	830	6	408	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	1.00
Flt Protected			0.950	0.953	0.950	
Satd. Flow (prot)			0	1618	1623	3335
Flt Permitted			0.950	0.953	0.950	
Satd. Flow (perm)			0	1618	1623	3335
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30		30	30	30	
Link Distance (ft)	3891		242	681		
Travel Time (s)	88.4		5.5	15.5		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	6%	6%	5%	5%
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	0	0	446	452	439	0
Turn Type		Perm	NA	Prot	NA	Prot
Protected Phases				6	8	
Permitted Phases				6	6	8
Detector Phase				6	6	8
Switch Phase				3.0	3.0	3.0
Minimum Initial (s)			21.0	21.0	21.0	
Minimum Split (s)			45.0	45.0	45.0	
Total Split (s)			50.0%	50.0%	50.0%	
Total Split (%)			4.0	4.0	4.0	
Yellow Time (s)			2.0	2.0	2.0	
All-Red Time (s)			-1.0	-1.0	-1.0	
Lost Time Adjust (s)			5.0	5.0	5.0	
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode			Max	Max	None	
Act Effct Green (s)			40.1	40.1	14.8	
Actuated g/C Ratio			0.62	0.62	0.23	
v/c Ratio			0.45	0.45	0.58	
Control Delay			8.9	8.9	25.4	
Queue Delay			0.0	0.0	0.0	
Total Delay			8.9	8.9	25.4	
LOS			A	A	C	
Approach Delay				8.9	25.4	
Approach LOS				A	C	
Queue Length 50th (ft)			84	85	79	
Queue Length 95th (ft)			174	177	119	
Internal Link Dist (ft)				162	601	
Turn Bay Length (ft)	3811					
Base Capacity (vph)			999	1002	2060	

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

33: Airport Road & SR-526/SR-526 Westbound Ramps

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn			0	0	0	
Spillback Cap Reductn			0	0	0	
Storage Cap Reductn			0	0	0	
Reduced v/c Ratio			0.45	0.45	0.21	
Intersection Summary						
Area Type:	Other					
Cycle Length:	90					
Actuated Cycle Length:	64.9					
Natural Cycle:	45					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.58					
Intersection Signal Delay:	14.3					
Intersection Capacity Utilization	43.1%					
Analysis Period (min)	15					
Intersection LOS:	B					
ICU Level of Service	A					
Splits and Phases:	33: Airport Road & SR-526/SR-526 Westbound Ramps					

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L. 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings 34: SR-526 & 84th Street SW

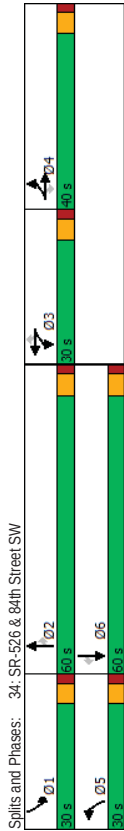
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	434	5	111	30	17	65	142	1018	17	58	922	530
Future Volume (vph)	434	5	111	30	17	65	142	1018	17	58	922	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150	60	150	225	60	150	225	60	150	150
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Fit	0.950	0.953	0.850	0.950	0.950	0.850	0.950	0.950	0.850	0.950	0.850	0.850
Flt Protected	0.950	0.953	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1649	1654	1553	1787	1881	1599	3400	3505	1568	1770	3539	1583
Flt Permitted	0.950	0.953	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1649	1654	1553	1787	1881	1599	3400	3505	1568	1770	3539	1583
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	103	103	103	103	103	103	103	103	103	103	103	103
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	402	402	402	402	402	402	402	402	402	402	402	402
Travel Time (s)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1
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
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	3%	3%	3%	3%	2%	2%
Shared Lane Traffic (%)	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%
Lane Group Flow (vph)	241	236	121	33	18	71	154	1107	18	63	1002	576
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	4	3	3	3	5	2	2	1	6	6
Permitted Phases	4	4	4	3	3	3	5	2	2	1	6	6
Detector Phase	4	4	4	3	3	3	5	2	2	1	6	6
Switch Phase	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Initial (s)	45.0	45.0	45.0	43.0	43.0	43.0	12.0	38.2	38.2	9.6	39.2	39.2
Minimum Split (s)	40.0	40.0	40.0	30.0	30.0	30.0	30.0	60.0	60.0	30.0	60.0	60.0
Total Split (s)	25.0%	25.0%	25.0%	18.8%	18.8%	18.8%	18.8%	37.5%	37.5%	18.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.6	4.3	4.3	3.6	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	2.0	1.8	1.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-0.6	-2.2	-2.2	-0.6	-2.2	-2.2
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.9	3.9	5.0	3.9	3.9
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Eff Green (s)	24.0	24.0	24.0	8.3	8.3	8.3	11.0	61.3	61.3	9.4	57.0	57.0
Actuated g/C Ratio	0.21	0.21	0.21	0.07	0.07	0.07	0.09	0.53	0.53	0.08	0.49	0.49
v/c Ratio	0.71	0.69	0.30	0.26	0.14	0.34	0.48	0.60	0.60	0.02	0.44	0.58
Control Delay	56.2	55.1	12.5	60.7	57.6	9.1	57.6	24.9	0.1	64.6	25.5	17.0
Queue Delay	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	55.3	12.5	60.7	57.6	9.1	57.6	24.9	0.1	64.6	25.5	17.0
LOS	E	E	B	E	E	A	E	C	A	E	C	B
Approach Delay	47.1	47.1	47.1	30.2	30.2	30.2	28.5	28.5	28.5	28.5	28.5	28.5
Approach LOS	D	D	D	C	C	C	C	C	C	C	C	C
Queue Length 50th (ft)	182	177	11	24	13	0	58	318	0	46	283	171
Queue Length 95th (ft)	291	284	63	64	41	23	103	515	0	101	453	380

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings 34: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	322	322	150	60	571	150	225	2069	60	150	1469	150
Turn Bay Length (ft)	502	503	544	388	408	426	739	1842	871	384	1727	908
Base Capacity (vph)	28	28	0	0	0	0	0	0	0	0	0	0
Saturation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.50	0.22	0.09	0.04	0.17	0.21	0.60	0.02	0.16	0.58	0.63
Intersection Summary												
Area Type:	Other											
Cycle Length:	160											
Actuated Cycle Length:	116.7											
Natural Cycle:	150											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.71											
Intersection Signal Delay:	29.6											
Intersection Capacity Utilization:	62.0%											
Analysis Period (min):	15											
Intersection LOS:	C											
ICU Level of Service:	B											



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

35: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	10	284	5	91	454	171	5	6	89	196	7	18
Future Volume (vph)	10	284	5	91	454	171	5	6	89	196	7	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.997		0.959		0.99		0.859		0.950		0.892
Fit	0.950		0.950		0.950		0.950		0.950		0.950	
Fit Protected	17.36	3461	0	1787	3428	0	1787	1616	0	1770	1630	0
Satd. Flow (prot)	0.402		0.572		0.741		0.741		0.694		0.694	
Fit Permitted	734	3461	0	1076	3428	0	1386	1616	0	1293	1630	0
Satd. Flow (perm)			Yes		Yes		Yes		Yes		Yes	
Right Turn on Red												
Satd. Flow (RTOR)		4		130				91			18	
Link Speed (mph)		30		30				897			30	
Link Distance (ft)		1632		402				897			1048	
Travel Time (s)		37.1		9.1				20.4			23.8	
Confl. Peds. (#/hr)												5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	295	0	93	637	0	5	97	0	200	25	0
Turn Type	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA
Protected Phases	2	2		6	6		4	4		8	8	
Permitted Phases	2	2		6	6		4	4		8	8	
Detector Phase												
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	28.0	27.8		27.8	27.8		33.0	33.0		34.0	34.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-0.6	-0.6		-0.6	-0.6	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.4	5.4		5.4	5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	15.7	15.7		15.7	15.7		12.9	12.9		12.9	12.9	
Act Effct Green Ratio	0.39	0.39		0.39	0.39		0.32	0.32		0.32	0.32	
v/c Ratio	0.03	0.22		0.22	0.45		0.01	0.17		0.48	0.05	
Control Delay	10.1	9.4		11.3	8.8		10.1	8.8		15.4	6.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.1	9.4		11.3	8.8		10.1	8.8		15.4	6.4	
LOS	B	A		B	A		A	A		B	A	
Approach Delay												
Approach LOS												
Queue Length 50th (ft)	1	17		11	33		1	1		32	1	
Queue Length 95th (ft)	11	62		53	112		6	23		93	13	
Internal Link Dist (ft)		1552			322			817			968	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

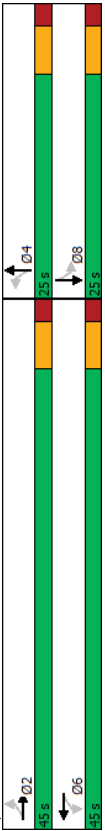
PM Peak-Hour

Lanes, Volumes, Timings

35: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	674	3182		989	3162		781	950		728	926	
Base Capacity (vph)	0	0		0	0		0	0		0	0	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.09		0.09	0.20		0.01	0.10		0.27	0.03	
Intersection Summary												
Area Type:	Other											
Cycle Length: 70												
Actuated Cycle Length: 39.9												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.48												
Intersection Signal Delay: 9.7	Intersection LOS: A											
Intersection Capacity Utilization 55.1%	ICU Level of Service B											
Analysis Period (min) 15												

Splits and Phases: 35: 44th Avenue W & 84th Street SW



Lanes, Volumes, Timings

36: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	19	41	35	96	59	299	45	731	51	193	461	14
Traffic Volume (vph)	19	41	35	96	59	299	45	731	51	193	461	14
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	50	125	0	125	250	120	350	125	1	1	1	0
Storage Length (ft)	25	1	0	1	1	1	25	1	1	1	1	0
Storage Lanes	1	1	0	1	1	1	1	1	1	1	1	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	0.98	0.99	0.98	0.98	0.98	0.97	0.98	0.98	1.00	1.00	1.00
Ped Bike Factor	0.931								0.850	0.950	0.996	
Flt Protected	0.950			0.950			0.950		0.850	0.950		
Satd. Flow (prot)	1787	1724	0	1787	1881	1599	1770	1863	1583	1752	1834	0
Flt Permitted	0.950			0.950			0.950		0.950	0.950		
Satd. Flow (perm)	1783	1724	0	1765	1881	1563	1724	1863	1555	1749	1834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	30	30		30	30	308		30	164		1	
Link Speed (mph)	30	30		30	30			30			30	
Link Distance (ft)	1270			1632				996			2884	
Travel Time (s)	28.9			37.1				22.6			65.5	
Confl. Peds. (#/hr)	1		7	7		1	16		5	5		16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	78	0	99	61	308	46	754	53	199	489	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	3.0	3.0	3.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	42.0		11.0	31.0	31.0	9.0	41.0	41.0	11.0	28.0	
Total Split (s)	20.0	42.0		20.0	42.0	42.0	25.0	41.0	41.0	37.0	53.0	
Total Split (%)	14.3%	30.0%		14.3%	30.0%	30.0%	17.9%	29.3%	29.3%	26.4%	37.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-0.6	-1.0		-0.6	-1.0	-1.0	-0.6	-1.0	-1.0	-0.6	-1.0	
Total Lost Time (s)	5.4	5.0		5.4	5.0	5.0	5.4	5.0	5.0	5.4	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)	7.0	13.4		10.8	21.7	21.7	8.4	40.0	40.0	16.8	51.7	
Actuated g/C Ratio	0.07	0.13		0.11	0.22	0.22	0.08	0.40	0.40	0.17	0.52	
v/c Ratio	0.16	0.30		0.51	0.15	0.53	0.31	1.00	0.07	0.67	0.51	
Control Delay	54.0	30.1		56.6	33.7	7.6	54.5	67.1	0.2	52.9	23.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	54.0	30.1		56.6	33.7	7.6	54.5	67.1	0.2	52.9	23.7	
LOS	D	C		E	C	A	D	E	A	D	C	
Approach Delay		35.0			21.4			62.3			32.1	
Approach LOS		C			C			E			C	

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

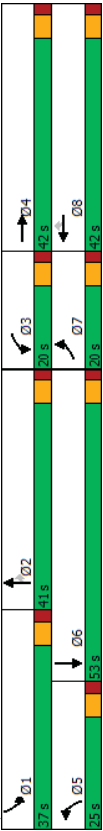
PM Peak-Hour

Lanes, Volumes, Timings

36: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	12	28		58	29	0	27	450	0	116	198	
Queue Length 95th (ft)	45	75		146	74	67	80	#1177	0	243	497	
Internal Link Dist (ft)		1190			1552			916			2804	
Turn Bay Length (ft)	50			125	275	749	807	366	751	724	584	954
Base Capacity (vph)	275	691		275	749	807	366	751	724	584	954	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.11		0.36	0.08	0.38	0.13	1.00	0.07	0.34	0.51	
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	140											
Actuated Cycle Length:	99.3											
Natural Cycle:	125											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	1.00											
Intersection Signal Delay:	42.1											
Intersection Capacity Utilization	74.4%											
Analysis Period (min)	15											
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 36: SR-525 & 84th Street SW



HCM 2010 TWSC
37: SR-525 & 76th Street SW

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	97	870	45	28	509
Future Vol, veh/h	29	97	870	45	28	509
Conflicting Peds, #/hr	0	1	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	500	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	95	95	69	69
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	35	118	916	47	41	738

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1764	945	0
Stage 1	944	-	-
Stage 2	820	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	92	318	-
Stage 1	378	-	-
Stage 2	433	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	86	317	-
Mov Cap-2 Maneuver	209	-	-
Stage 1	355	-	-
Stage 2	433	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.6	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	209	317
HCM Lane V/C Ratio	-	-	0.169	0.373
HCM Control Delay (s)	-	-	25.7	23
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	0.6	1.7

Lanes, Volumes, Timings

37: SR-525 & 76th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	29	97	870	45	28	509
Future Volume (vph)	29	97	870	45	28	509
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500	0	0	0	150	0
Storage Lanes	1	1	0	0	1	1
Taper Length (ft)	25	1.00	1.00	1.00	25	1.00
Lane Util. Factor	1.00	0.98	1.00	1.00	1.00	1.00
Ped Bike Factor		0.850	0.983			
Fit Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1847	0	1719	1810
Fit Permitted	0.950				0.216	
Satd. Flow (perm)	1770	1549	1847	0	391	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		118	8			
Link Speed (mph)	30		30			30
Link Distance (ft)	2200		2884			4209
Travel Time (s)	50.0		65.5			95.7
Confl. Peds. (#/hr)		1		4	4	
Peak Hour Factor	0.82	0.82	0.95	0.95	0.69	0.69
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	118	963	0	41	738
Turn Type	Prot	Perm	NA	Perm	NA	NA
Protected Phases	8		2		6	6
Permitted Phases		8			6	
Detector Phase	8	8	2		6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	20.0	20.0	20.0		20.0	20.0
Total Split (s)	20.0	20.0	40.0		40.0	40.0
Total Split (%)	33.3%	33.3%	66.7%		66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min		Min	Min
Act Effct Green (s)	6.9	6.9	38.0		38.0	38.0
Actuated g/C Ratio	0.14	0.14	0.77		0.77	0.77
v/c Ratio	0.14	0.37	0.67		0.14	0.53
Control Delay	21.3	8.8	7.8		4.0	5.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	21.3	8.8	7.8		4.0	5.3
LOS	C	A	A		A	A
Approach Delay	11.7		7.8			5.2
Approach LOS	B		A			A

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

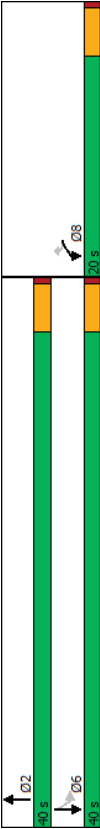
PM Peak-Hour

Lanes, Volumes, Timings

37: SR-525 & 76th Street SW

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	10	0	118		3	74
Queue Length 95th (ft)	26	28	296		9	103
Internal Link Dist (ft)	2120		2804			4129
Turn Bay Length (ft)	500				150	
Base Capacity (vph)	597	601	1428		302	1398
Sanvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.06	0.20	0.67		0.14	0.53
Intersection Summary						
Area Type:	Other					
Cycle Length:	60					
Actuated Cycle Length:	49.2					
Natural Cycle:	60					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.67					
Intersection Signal Delay:	7.1					
Intersection Capacity Utilization	61.6%					
Analysis Period (min)	15					
Intersection LOS:	A					
ICU Level of Service	B					

Splits and Phases: 37: SR-525 & 76th Street SW



HCM 2010 TWSC
38: SR-525 & Goat Trail Road

Intersection

Int Delay, s/veh 2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	8	787	76	12	484
Future Vol, veh/h	31	8	787	76	12	484
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	93	93	69	69
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	47	12	846	82	17	701

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1622	887	0
Stage 1	887	-	-
Stage 2	735	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	114	346	-
Stage 1	406	-	-
Stage 2	478	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	110	346	-
Mov Cap-2 Maneuver	110	-	-
Stage 1	391	-	-
Stage 2	478	-	-

Approach	WB	NB	SB
HCM Control Delay, s	55.2	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	128	733
HCM Lane V/C Ratio	-	-	0.462	0.024
HCM Control Delay (s)	-	-	55.2	10
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	2.1	0.1

Lanes, Volumes, Timings

38: SR-525 & Goat Trail Road

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		P			P
Traffic Volume (vph)	31	8	787	76	12	484
Future Volume (vph)	31	8	787	76	12	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973		0.988			
Flt Protected	0.962					0.999
Satd. Flow (prot)	1778	0	1840	0	0	1843
Flt Permitted	0.962					0.978
Satd. Flow (perm)	1778	0	1840	0	0	1804
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	12		15			
Link Speed (mph)	30		30			30
Link Distance (ft)	1315		4209			1676
Travel Time (s)	29.9		95.7			38.1
Peak Hour Factor	0.66	0.66	0.93	0.93	0.69	0.69
Heavy Vehicles (%)	0%	0%	2%	2%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	928	0	0	718
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	20.0		20.0		20.0	20.0
Total Split (s)	20.0		40.0		40.0	40.0
Total Split (%)	33.3%		66.7%		66.7%	66.7%
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		4.0			4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min		Min	Min
Act Effct Green (s)	7.6		43.2		43.2	43.2
Actuated g/C Ratio	0.15		0.85		0.85	0.85
v/c Ratio	0.21		0.60		0.47	0.47
Control Delay	22.5		5.4		4.1	4.1
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	22.5		5.4		4.1	4.1
LOS	C		A		A	A
Approach Delay	22.5		5.4		4.1	4.1
Approach LOS	C		A		A	A
Queue Length 50th (ft)	15		116		76	76
Queue Length 95th (ft)	32		260		98	98
Internal Link Dist (ft)	1235		4129		1596	1596
Turn Bay Length (ft)						
Base Capacity (vph)	626		1556			1523

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

38: SR-525 & Goat Trail Road

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.09		0.60			0.47
Intersection Summary						
Area Type:	Other					
Cycle Length:	60					
Actuated Cycle Length:	51.1					
Natural Cycle:	60					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.60					
Intersection Signal Delay:	5.4					
Intersection Capacity Utilization	56.0%					
Analysis Period (min)	15					
Intersection LOS:	A					
ICU Level of Service	B					
Splits and Phases:	38: SR-525 & Goat Trail Road					

Paine Field Commercial Service

Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings
39: 5th Street & SR-525

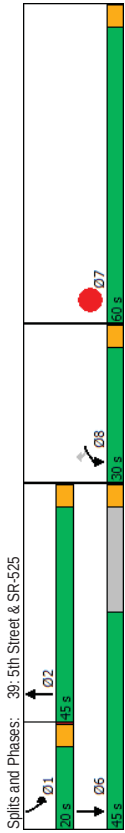
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	195	59	506	241	49	331	↔
Future Volume (vph)	195	59	506	241	49	331	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	↔
Storage Length (ft)	0	100	0	0	150	0	↔
Storage Lanes	1	1	0	0	1	1	↔
Taper Length (ft)	25	1.00	1.00	1.00	25	1.00	↔
Lane Util. Factor	1.00	0.97	0.956	0.956	1.00	0.95	↔
Ped Bike Factor	0.850	0.850	0.956	0.956	0.850	0.956	↔
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	↔
Satd. Flow (prot)	1770	1583	1781	0	1703	3406	↔
Flt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	↔
Satd. Flow (perm)	1770	1541	1781	0	1703	3406	↔
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	↔
Satd. Flow (RTOR)	30	42	15	30	30	30	↔
Link Speed (mph)	11.40	226	226	942	21.4	21.4	↔
Travel Time (s)	25.9	3	0.84	0.84	0.84	0.84	↔
Confl. Peds. (#/hr)	2%	2%	2%	2%	6%	6%	↔
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	↔
Heavy Vehicles (%)	2%	2%	2%	2%	6%	6%	↔
Shared Lane Traffic (%)	232	70	889	0	58	394	↔
Lane Group Flow (vph)	Prot	Perm	NA	Prot	NA	NA	↔
Turn Type	8	8	2	1	6	7	↔
Protected Phases	8	8	2	1	6	7	↔
Permitted Phases	8	8	2	1	6	7	↔
Detector Phase	8	8	2	1	6	7	↔
Switch Phase	8	8	2	1	6	7	↔
Minimum Initial (s)	5.0	5.0	5.0	3.0	5.0	7.0	↔
Minimum Split (s)	37.5	37.5	20.5	8.0	34.5	34.5	↔
Total Split (s)	30.0	30.0	45.0	20.0	45.0	60.0	↔
Total Split (%)	19.4%	19.4%	29.0%	12.9%	29.0%	39%	↔
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	↔
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	↔
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	↔
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	↔
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lead	↔
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	↔
Recall Mode	None	None	None	None	None	None	↔
Act Effct Green (s)	18.4	18.4	41.5	8.3	51.7	51.7	↔
Actuated g/C Ratio	0.23	0.23	0.52	0.10	0.65	0.65	↔
v/c Ratio	0.56	0.18	0.95	0.33	0.18	0.18	↔
Control Delay	32.9	13.5	41.9	41.3	6.6	6.6	↔
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	↔
Total Delay	32.9	13.5	41.9	41.3	6.6	6.6	↔
LOS	C	B	D	D	A	A	↔
Approach Delay	28.4	41.9	41.9	11.0	11.0	11.0	↔
Approach LOS	C	D	D	B	B	B	↔

Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings
39: 5th Street & SR-525

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Queue Length 50th (ft)	104	11	395	27	32	32	↔
Queue Length 95th (ft)	163	38	#820	68	76	76	↔
Internal Link Dist (ft)	1060	100	146	150	862	862	↔
Turn Bay Length (ft)	609	558	937	340	2658	2658	↔
Base Capacity (vph)	0	0	0	0	0	0	↔
Spillback Cap Reductn	0	0	0	0	0	0	↔
Storage Cap Reductn	0	0	0	0	0	0	↔
Reduced v/c Ratio	0.38	0.13	0.95	0.17	0.15	0.15	↔
Intersection Summary	Other						
Area Type:	Other						
Cycle Length:	155						
Actuated Cycle Length:	79.4						
Natural Cycle:	150						
Control Type:	Actuated-Uncoordinated						
Maximum v/c Ratio:	0.95						
Intersection Signal Delay:	30.9						
Intersection Capacity Utilization:	61.2%						
Analysis Period (min):	15						
# 95th percentile volume exceeds capacity, queue may be longer.							
Queue shown is maximum after two cycles.							



Paine Field Commercial Service
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations
PM Peak-Hour

Lanes, Volumes, Timings

40: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	608	1	739	96	1860	0	0	1325	166
Future Volume (vph)	0	0	0	608	1	739	96	1860	0	0	1325	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.91	1.00	1.00	0.81	0.81
Ped Bike Factor						0.99						
Ft						0.850					0.983	
Flt Protected				0.950	0.953		0.950					
Satd. Flow (prot)	0	0	0	1681	1686	2787	1770	5085	0	0	7416	0
Flt Permitted				0.950	0.953		0.950					
Satd. Flow (perm)	0	0	0	1681	1686	2750	1770	5085	0	0	7416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						59					40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1693			772			1065			940	
Travel Time (s)		38.5			17.5			24.2			21.4	
Confl. Peds. (#/hr)						1				5		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	313	315	762	99	1918	0	0	1537	0
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases				4	4	4	5	2			6	
Permitted Phases				4	4	4	5	2			6	
Detector Phase				4	4	4	5	2			6	
Switch Phase				6.0	6.0	6.0	6.0	15.0			15.0	
Minimum Initial (s)				20.5	20.5	20.5	10.5	29.0			21.0	
Minimum Split (s)				33.0	33.0	33.0	19.0	87.0			68.0	
Total Split (%)				27.5%	27.5%	27.5%	15.8%	72.5%			56.7%	
Yellow Time (s)				3.5	3.5	3.5	3.5	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				4.5	4.5	4.5	4.5	5.0			5.0	
Lead/Lag				Lead	Lead	Lead	Lead	Lag			Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)				28.5	28.5	28.5	10.8	82.0			66.7	
Act Effct Green Ratio				0.24	0.24	0.24	0.09	0.68			0.56	
v/c Ratio				0.78	0.79	1.09	0.62	0.55			0.37	
Control Delay				58.0	58.2	101.6	69.0	10.4			15.1	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				58.0	58.2	101.6	69.0	10.4			15.1	
LOS				E	E	F	E	B			B	
Approach Delay				82.0			13.3				15.1	
Approach LOS				F			B				B	
Queue Length 50th (ft)				240	242	-357	75	250			153	
Queue Length 95th (ft)				#382	#386	#495	130	287			187	
Internal Link Dist (ft)				1613			985				860	

Paine Field Commercial Service

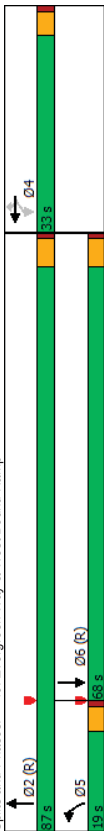
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Lanes, Volumes, Timings

40: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)				399	400	698	213	3474			4138	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.78	0.79	1.09	0.46	0.55			0.37	
Intersection Summary												
Area Type: Other												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%): Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.09												
Intersection Signal Delay: 33.1												
Intersection Capacity Utilization 69.8%												
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												
# Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												
Splits and Phases: 40: Evergreen Way & West Bound Ramp												
												

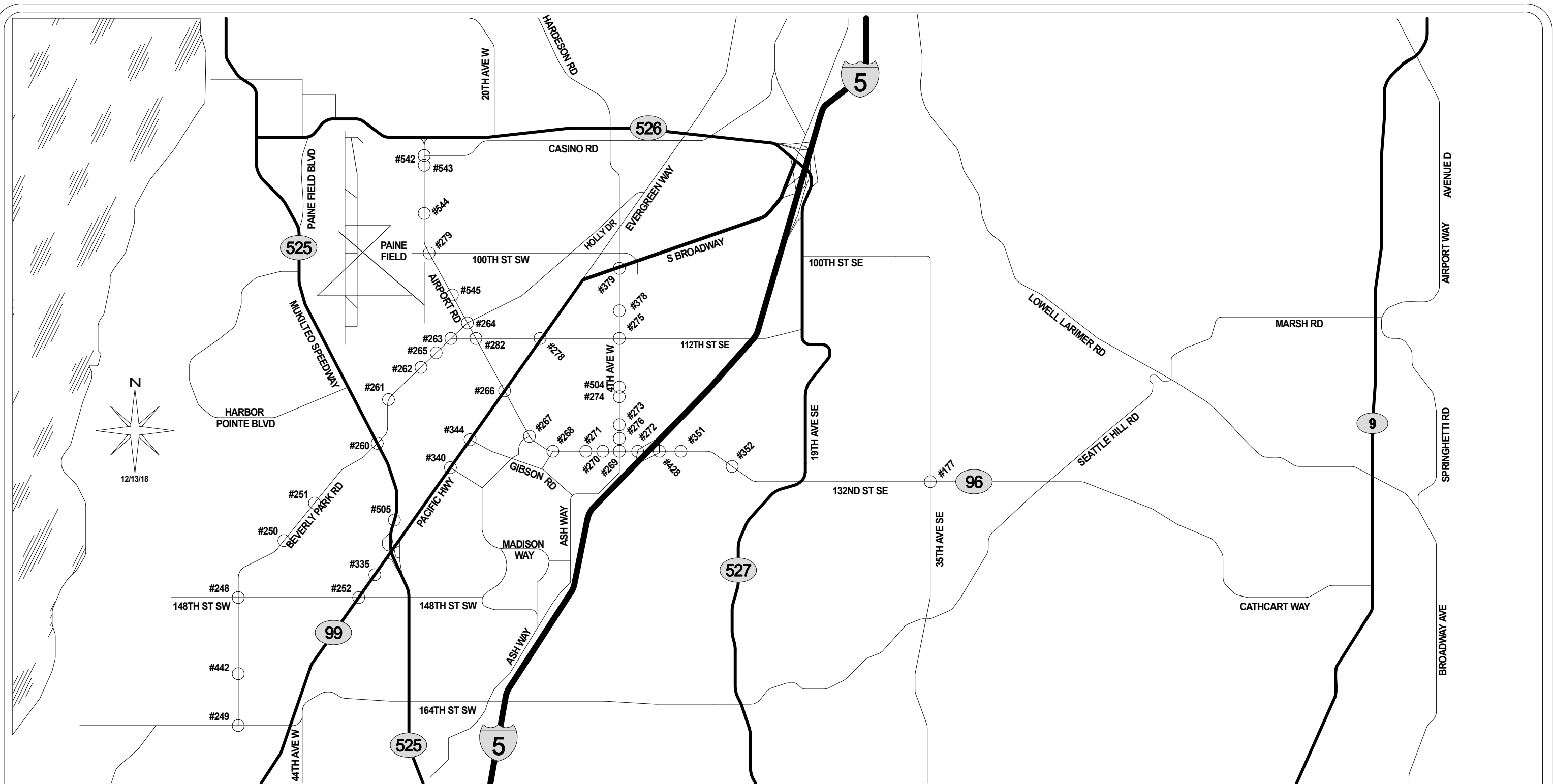
Paine Field Commercial Service

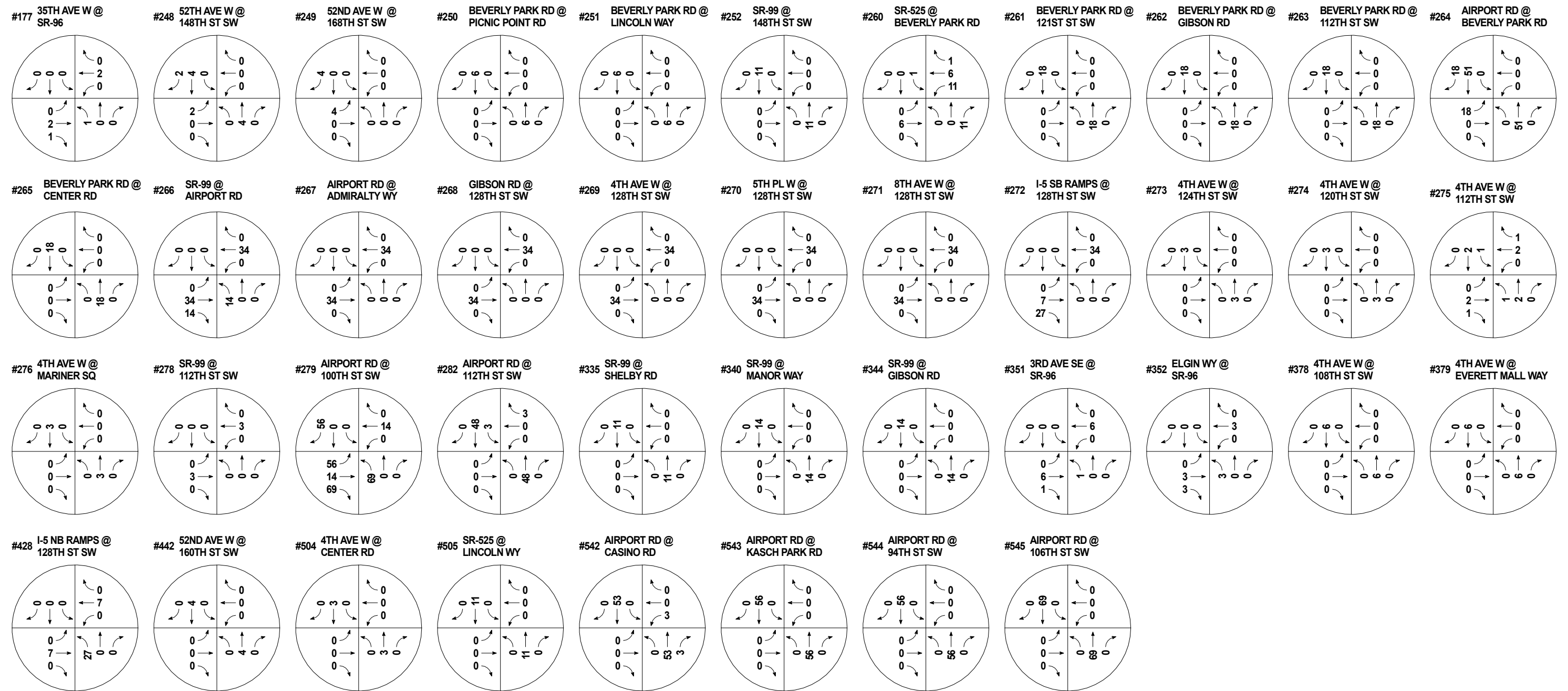
Gibson Traffic Consultants, Inc. [B.J.L 18-040]

2024 Future Year Operations

PM Peak-Hour

Snohomish County Key Intersection Volumes





GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

LEGEND

XXX → TURNING MOVEMENT VOLUMES

FIGURE AA2

AM AND PM PEAK-HOUR
PROPOSED ACTION GENERATED
KEY INTERSECTION VOLUMES

SNOHOMISH COUNTY

Paine Field Commercial Service Key Intersection Volumes
AM and PM Peak-Hour Volumes

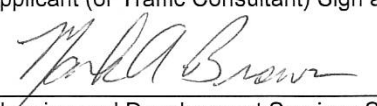
Art Unit #	Key Int #	North-South Leg	East-West Leg	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
201	177	35th Ave W	SR-96	0	2	1	0	2	0	1	0	0	0	0	0
222	248	52nd Ave W	148th St SW	2	0	0	0	0	0	0	4	0	0	4	2
	249	52nd Ave W	168th St SW	4	0	0	0	0	0	0	0	0	0	0	4
	442	52nd Ave W	160th St SW	0	0	0	0	0	0	0	4	0	0	4	0
223	250	Beverly Park Rd	Picnic Point Rd	0	0	0	0	0	0	0	6	0	0	6	0
	251	Beverly Park Rd	Lincoln Way	0	0	0	0	0	0	0	6	0	0	6	0
224	252	SR-99	148th St SW	0	0	0	0	0	0	0	11	0	0	11	0
227	260	SR-525	Beverly Park Rd	0	6	0	11	6	1	0	0	11	1	0	0
	261	Beverly Park Rd	121st St SW	0	0	0	0	0	0	0	18	0	0	18	0
	262	Beverly Park Rd	Gibson Rd	0	0	0	0	0	0	0	18	0	0	18	0
	263	Beverly Park Rd	112th St SW	0	0	0	0	0	0	0	18	0	0	18	0
	264	Airport Rd	Beverly Park Rd	18	0	0	0	0	0	0	51	0	0	51	18
228	265	Beverly Park Rd	Center Rd	0	0	0	0	0	0	0	18	0	0	18	0
	266	SR-99	Airport Rd	0	34	14	0	34	0	14	0	0	0	0	0
	267	Airport Rd	Admiralty Way	0	34	0	0	34	0	0	0	0	0	0	0
	268	Gibson Rd	128th St SW	0	34	0	0	34	0	0	0	0	0	0	0
	269	4th Ave W	128th St SW	0	34	0	0	34	0	0	0	0	0	0	0
	270	5th Pl W	128th St SW	0	34	0	0	34	0	0	0	0	0	0	0
	271	8th Ave W	128th St SW	0	34	0	0	34	0	0	0	0	0	0	0
	272	I-5 SB Ramps	128th St SW	0	7	27	0	34	0	0	0	0	0	0	0
	428	I-5 NB Ramps	128th St SW	0	7	0	0	7	0	27	0	0	0	0	0
	273	4th Ave W	124th St SW	0	0	0	0	0	0	0	3	0	0	3	0
229	274	4th Ave W	120th St SW	0	0	0	0	0	0	0	3	0	0	3	0
	275	4th Ave W	112th St SW	0	2	1	0	2	1	1	2	0	1	2	0
	276	4th Ave W	Mariner Sq	0	0	0	0	0	0	0	3	0	0	3	0
	504	4th Ave W	Center Rd	0	0	0	0	0	0	0	3	0	0	3	0
	278	SR-99	112th St SW	0	3	0	0	3	0	0	0	0	0	0	0
231	279	Airport Rd	100th St SW	56	14	69	0	14	0	69	0	0	0	0	56
	542	Airport Rd	Casino Rd	0	0	0	3	0	0	0	53	3	0	53	0
	543	Airport Rd	Kasch Park Rd	0	0	0	0	0	0	0	56	0	0	56	0
	544	Airport Rd	94th St SW	0	0	0	0	0	0	0	56	0	0	56	0
234	545	Airport Rd	106th St SW	0	0	0	0	0	0	0	69	0	0	69	0
	282	Airport Rd	112th St SW	0	0	0	0	0	3	0	48	0	3	48	0
286	335	SR-99	Shelby Rd	0	0	0	0	0	0	0	11	0	0	11	0
290	340	SR-99	Manor Way	0	0	0	0	0	0	0	14	0	0	14	0
292	344	SR-99	Gibson Rd	0	0	0	0	0	0	0	14	0	0	14	0
298	351	3rd Ave SE	SR-96	0	6	1	0	6	0	1	0	0	0	0	0
299	352	Elgin Way	SR-96	0	3	3	0	3	0	3	0	0	0	0	0
352	378	4th Ave W	108th St SW	0	0	0	0	0	0	0	6	0	0	6	0
	379	4th Ave W	Everett Mall Way	0	0	0	0	0	0	0	6	0	0	6	0
453	505	SR-525	Lincoln Way	0	0	0	0	0	0	0	11	0	0	11	0

Snohomish County Scoping Documents

Critical Arterial Units and Traffic Study Scoping Sheet for Large Developments

CRITICAL ARTERIAL UNITS				Last Revised	5/21/2018				
				Print Date	7/12/2018				
TSA	UNIT	**	ROAD NAME	FROM	TO	AM nb/eb	AM sb/wb	PM nb/eb	PM sb/wb
C	353	U	AIRPORT WY	SR 9	SNOHOMISH C/L		X	X	X
D	204	U	35 AVE SE	168 ST SE	SEATTLE HILL RD			X	
D	206	U	180 ST SE	SR 527	35 AVE SE			X	X
D	*218	U	164 ST SW/SE	I-5 NB ON/OFF RAMP	MILL CR C/L	UC	UC	UC	UC
D	*219	U	164 ST SW	LYNN C/L (Spruce Way)	I-5 SB ON/OFF RAMP	UC	UC	UC	UC
D	220	U	ALDERWOOD MALL PKWY	164 ST SW	LYNNWOOD C/L			X	X
D	225	U	148 / 150 ST SW / JEFFERSON / MADISON WY	SR 99	ASH WAY	X	X	X	X
D	227	U	BEVERLY PARK RD	SR 525	AIRPORT RD (EVT)		X	X	X
D	228	U	AIRPORT/128 ST SW	SR 99	I-5 SB ON/OFF RAMP		X	X	X
D	229	U	4 AVE W	128 ST SW	112 ST SW		X	X	X
D	230	U	112 ST SW	EVT C/L	EVT C/L	X	X	X	X
D	231	U	AIRPORT RD	EVT C/L	400 ft. n/o 103 ST SW (EVT)				X
D	287	U	35 AVE W/36 AVE W	LYNNWOOD C/L	164 ST SW	X	X	X	X
D	288	U	ASH WAY	164 ST SW	LYNNWOOD C/L		X		X
D	289	U	ASH WAY	164 ST SW	134 ST SW			X	X
D	293	U	GIBSON RD / 134 ST SW / 4 AVE W / ASH WY	SR 99	128 ST SW	X	X	X	X
D	297	U	MEADOW RD&PI / MERIDIAN / 130th/ 3 AVE SE	164 ST SW	SR 96		X		
D	300	U	116 ST SE	EVT C/L	35 AVE SE			X	X
D	304	U	LARCH WAY	164 ST SW	178 ST SW	X	X	X	
D	334	U	NORTH RD	JONATHAN RD	164 ST SW	X	X		
D	336	U	35 AVE SE	188 ST SE	168 ST SE		X	X	
D	352	U	4 AVE W	112 ST SW	EVERETT C/L	X	X	X	X
D	415	U	36/35 AVE W	164 ST SW	148 ST SW	X	X	X	X
D	457	U	178 ST SW/MAPLE RD	LYNN C/L (69' neo Ash Wy)	LARCH WAY			X	
E	207	U	35 AVE SE	188 ST SE	168 ST SE		X	X	
E	209	U	39 AVE SE	228 ST SE	SR 524		X	X	
E	*211	U	SNOH-WOODINVILLE RD	KING CO LINE	SR 522 (EB RAMP)	UC	UC	UC	UC
E	330	U	BROADWAY AVE	SR 524	164 ST SE			X	
E	354	U	PARADISE LAKE RD	SR 522	KING CO LINE				X
E	420	U	YORK RD/35 AVE SE	SR 524	188 ST SE		X	X	X
E	471	U	YEW WAY	BROADWAY AVE	SR 524		X		X
F	214	U	212 ST SW/LARCH WAY	MTLK TERR C/L	CYPRESS WY (N LEG)		X	X	
F	215	U	240 ST SW	LYNN C/L	28 AVE W			X	X
F	217	U	NORTH RD	SR 524	176 PL SW		X		
F	274	U	LOCUST WAY	KING CO LINE	228 ST SW		X		
F	276	U	LOGAN RD/LARCH WAY	CYPRESS WY (N)	DAMSON RD		X	X	
F	278	U	POPLAR WY	LYNNWOOD C/L	BRIER C/L	X	X	X	X
F	332	U	39 AVE SE	228 ST SE	SR 524		X	X	
F	337	U	YORK RD/35 AVE SE	SR 524	188 ST SE		X	X	X
F	458	U	178 ST SW/MAPLE RD	TSA D/F BDRY	LARCH WAY			X	
	*	>	Signifies Arterial Unit Declared to be at "Ultimate Capacity" by the County Council.						
	###	>	Red color normally signifies an arterial unit in arrears (AUIA). There are currently no AUIA units.						

Critical Arterial Units and Traffic Study Scoping Sheet for Large Developments

SCOPING SHEET									
		Applicant will evaluate future LOS on any critical arterial unit impacted by 3+ PHT and any other arterial unit impacted by 50+ directional PHT.							
Additional Arterial Units to be Evaluated Other Than Those Listed Above									
UNIT #	ARTERIAL UNIT								
	No Additional Arterial Units to Evaluate								
NOTE: Per DPW Rule 4220.100(4) an arterial unit not identified as critical or called out for analysis at the traffic scoping meeting is not considered to be within the scope of required future level-of-service analysis and will not be a factor in concurrency determinations except when the arterial unit is declared to be in arrears prior to the development's concurrency vesting date. See 4220.100(4) for other possible exceptions.									
Project currently called							PFN#		TSA
									D
	Basic Percentage Trip Distribution was <u>was not reviewed</u> , and tentatively looks OK** / needs revision. ** If approved, applicant must include copy (initialed and dated by PDS) with submitted traffic study.								
Other Notes from Traffic Study Scoping Meeting									
 Applicant agrees to use the versions* of the following in effect as of the date of this scoping meeting.									
1	Arterial Unit Categories				5	Requirements For Traffic Studies With Future Level-Of-Service Analysis			
2	Key intersections (Lists and Maps)				6	State Highways of Statewide Significance as Designated by WSDOT			
3	List of Six-Year Network Assumptions				7	Synchro Calibration Revision			
4	Required Format for Trip Distributions								
* http://www1.co.snohomish.wa.us/Departments/Public_Works/Divisions/TES/ProgramPlanning/3066B/									
Applicant (or Traffic Consultant) Sign and Date in This Space									
 7-12-18									
Planning and Development Services Sign and Date in This Space					Date		Valid Until		
					7-12-18		10-10-18		
PLEASE NOTE: Attach this signed document to the traffic study with the submittal.									

* SEE 16 109244 LDA

Brad

From: Uddin, Mohammad <Mohammad.Uddin@co.snohomish.wa.us>
Sent: Thursday, May 17, 2018 3:33 PM
To: Brad; Bloodgood, Jim
Cc: Edward
Subject: RE: Paine Field Analysis

Yes you can use 2017 count for this corridor, because of the construction new count won't be representative.

From: Brad [mailto:BradI@gibsontraffic.com]
Sent: Thursday, May 17, 2018 3:14 PM
To: Uddin, Mohammad <Mohammad.Uddin@co.snohomish.wa.us>; Bloodgood, Jim <jim.bloodgood@co.snohomish.wa.us>
Cc: Edward <Edwardk@gibsontraffic.com>
Subject: RE: Paine Field Analysis

Mohammad:

Thank you for the response. I think what you are saying is that I can use the Snohomish County 2017 data, even if it ends up being older than 12 months. Is this correct? There are some counts that are from February/March 2017 that are older than 12 months now. Thank you for the clarification.

Brad Lincoln, PE

Gibson Traffic Consultants, Inc.
(p) 425.339.8266

From: Uddin, Mohammad <Mohammad.Uddin@co.snohomish.wa.us>
Sent: Thursday, May 17, 2018 3:11 PM
To: Brad <BradI@gibsontraffic.com>; Bloodgood, Jim <jim.bloodgood@co.snohomish.wa.us>
Cc: Edward <Edwardk@gibsontraffic.com>
Subject: RE: Paine Field Analysis

Hi Brad,

Please see the responses next to your questions.

From: Brad [<mailto:BradI@gibsontraffic.com>]
Sent: Thursday, May 17, 2018 12:38 PM
To: Bloodgood, Jim <jim.bloodgood@co.snohomish.wa.us>; Uddin, Mohammad <Mohammad.Uddin@co.snohomish.wa.us>
Cc: Edward <Edwardk@gibsontraffic.com>
Subject: FW: Paine Field Analysis

Jim:

I wanted to follow-up on my e-mails below regarding some additional analysis we are providing for Paine Field.

1. Can we use counts between 12 and 18 months old? These would all be Snohomish County counts. – [Snohomish County has newer \(2017\) counts for some part of the corridor.](#)
2. Previously we have analyzed the 7-9 and 4-6 peak-hours. Are we still using those same parameters, as opposed to earlier peaks? If we are going to use earlier peaks, I would assume we would only do so along Airport Road (Arterial Unit #231). – [For Airport road we used Boing peak, which is 6-7 am and 2-3 PM.](#)

Please let me know asap so that I can start collecting data where I need it. Thank you.

Brad Lincoln, PE

Gibson Traffic Consultants, Inc.
(p) 425.339.8266

From: Brad

Sent: Tuesday, May 15, 2018 11:18 AM

To: 'Bloodgood, Jim' <jim.bloodgood@co.snohomish.wa.us>

Subject: RE: Paine Field Analysis

Jim:

I also wanted to follow-up on the peak-hours around Paine Field. All of our previous analysis was for 4:00 – 6:00 PM, but some of the county data has an earlier peak-hour. I want to make sure we are all on the same page as to whether we are staying consistent with our previous analysis and it is clearly documented. Thank you for the help.

Brad Lincoln, PE

Gibson Traffic Consultants, Inc.
(p) 425.339.8266

From: Brad

Sent: Tuesday, May 15, 2018 10:20 AM

To: 'Bloodgood, Jim' <jim.bloodgood@co.snohomish.wa.us>

Subject: Paine Field Analysis

Jim:

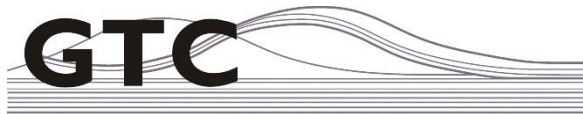
We are working on updating some analysis for Paine Field. There is quite a bit of Snohomish County data that is between 12 and 18 months old. Can I use this data?

Brad Lincoln, PE

Gibson Traffic Consultants, Inc.
2813 Rockefeller Avenue, Ste B
Everett, WA 98201
(p) 425.339.8266
bradl@gibsontraffic.com

Appendix E-2

Paine Field Commercial Service Vehicle Miles Traveled Analysis



Gibson Traffic Consultants, Inc.
2813 Rockefeller Avenue
Suite B
Everett, WA 98201
425.339.8266

Paine Field Commercial Service Vehicle Miles Traveled Analysis

Prepared for: ESA

August 2018



TABLE OF CONTENTS

1. EXECUTIVE SUMMARY	1
2. PROPOSED ACTION IDENTIFICATION	1
3. BACKGROUND.....	3
4. METHODOLOGY	3
4.1 General Operations.....	3
4.2 Study Area.....	3
4.3 Trip Generation	4
5. VMT CALCULATIONS	5
6. CONCLUSIONS	5

LIST OF FIGURES

Figure 1: Site Vicinity Map	2

LIST OF TABLES

Table 1: Vehicle Trip Generation Summary.....	4
Table 2: 2019 Opening Year Operations VMT Calculations	5
Table 3: 2024 Future Year Operations VMT Calculations.....	5

ATTACHMENTS

Central Puget Sound Region Designated Maintenance Areas.....	A
Service Radius Information	B
Trip Generation Calculations.....	C

1. EXECUTIVE SUMMARY

The Proposed Action is scheduled commercial air service at Paine Field. The 2019 Opening Year Operations are proposed to consist of 34 daily operations by Embraer 175 aircraft and 14 daily operations by Boeing 737 aircraft. The 2024 Future Year Operations are anticipated to change to 32 daily operations by Embraer 175 aircraft and 16 daily operations by Boeing 737 aircraft. For the purposes of this report, each aircraft operation is either an arrival or a departure and it has been assumed the operations will be evenly split between arrivals and departures. These operations are anticipated to result in 2,185 average daily vehicle trips impacting the surrounding roadways and intersections under the 2019 Opening Year Operations and 2,212 average daily vehicle trips under the 2024 Future Year Operations.

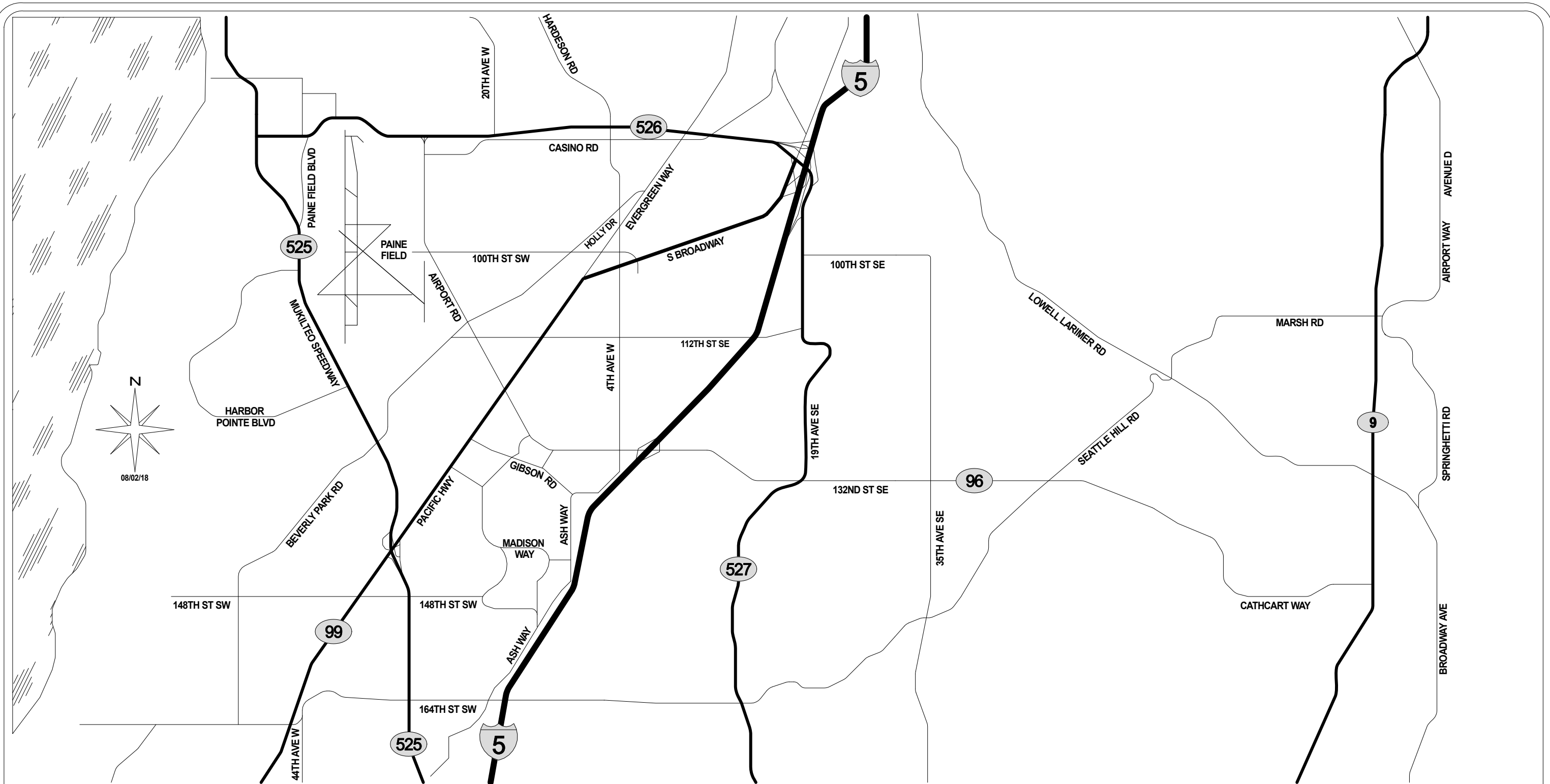
The analysis of the surface vehicle miles traveled (VMT) in the Puget Sound Air Quality Attainment Area assumes all the vehicle trips are new. This assumption does not take into account any diverted trips of vehicles to/from Sea-Tac International Airport or Bellingham International Airport or diverted trips of vehicles that may have driven to/from the destination of the proposed air service. This assumption results in the highest possible impact on VMT from the Proposed Action and is consistent with the methodology utilized in the 2012 Final EA. The VMT has been calculated by multiplying the trips generated by passengers and employees by the distance they will travel to/from Paine Field. The VMT is anticipated to be 33,445 miles daily and 12,207,425 miles yearly under the 2019 Opening Year Operations and 33,850 miles daily and 12,355,250 miles yearly under the 2024 Future Year Operations.

2. PROPOSED ACTION IDENTIFICATION

Gibson Traffic Consultants, Inc. (GTC) is a Snohomish County approved professional traffic engineering consulting firm registered and licensed in the State of Washington. Brad Lincoln, responsible for this report, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

The Proposed Action will add commercial air service to Paine Field, which currently serves only general aviation. The access to the airport terminal will be from the existing intersection of Airport Road at 100th Street SW. This intersection is currently signalized and provides the primary access to Paine Field. A site vicinity map is included in Figure 1.

The Proposed Action is anticipated to provide as many as 48 daily operations under the 2019 Opening Year Operations and 2024 Future Year Operations; however, the 2019 Opening Year Operations are anticipated to include 34 daily operations by Embraer 175 aircraft and 14 daily operations by Boeing 737 aircraft. The operations are anticipated to change to 32 daily operations by Embraer 175 aircraft and 16 daily operations by Boeing 737 aircraft under the 2024 Future Year Operations. For the purposes of this report, each operation is either an arrival or a departure and it has been assumed the operations will be evenly split between arrivals and departures.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-040

PAINE FIELD COMMERCIAL SERVICE

LEGEND



PAINE FIELD LOCATION

FIGURE 1
SITE VICINITY MAP

SNOHOMISH COUNTY

The traffic impact analysis for the Proposed Action was also prepared by Gibson Traffic Consultants, Inc. and has been updated based on the operations identified in this report. The proposed 2019 Opening Year Operations are anticipated to generate 2,185 external average daily trips and would increase to 2,212 external average daily trips under the 2024 Future Year Operations.

3. BACKGROUND

VMT calculations were performed as part of the 2012 Final EA. The 2012 Final EA VMT calculations were completed for 12 daily operations in year 1 (2013) growing to 20 daily operations in year 5 (2018) by a 76-seat aircraft. The 2012 Final EA also included 4 weekly operations in year 1 (2013) growing to 20 weekly operations in year 5 (2018) by a 150-seat aircraft. The VMT calculations for the 2012 Final EA also assumed 34 total employees.

These operations were anticipated to result in an anticipated VMT of 8,755 miles daily and 3,193,775 miles yearly in year 1 of operation (2013) and increase to 15,010 miles daily and 5,492,570 miles yearly by year 5 of operation (2018). It is important to note that the attainment area and other assumptions, such as travel distance, are consistent between the analysis completed for the 2012 Final EA and the analysis included in this report.

4. METHODOLOGY

4.1 General Operations

The VMT calculations are based on the anticipated daily operations of the Proposed Action. The analysis in this report assumes all the vehicle trips are new. This assumption does not take into account any diversion of trips to Paine Field that would have utilized Sea-Tac International Airport or Bellingham International Airport or vehicles that may have driven to/from the areas that will be serviced by commercial service at Paine Field.

The VMT calculations have been performed for the daily and yearly timeframes. An assumption of 365 operation days per year has been used for the yearly calculations. The yearly VMT calculations are based on a 365-day year to be consistent with the analysis contained in the 2012 Final EA.

4.2 Study Area

The study area for the VMT calculations is based on the Central Puget Sound Region Designated Maintenance Areas for air quality. The attainment area for Carbon Monoxide and the Former 1-Hour Ozone Maintenance Area, see A-1 in the attachments, has been used in the VMT calculations.

The service radius for the Proposed Action is assumed to be 30 miles. The service radius for new trips is based on data provided by Mead & Hunt as part of the *Passenger Core Market Analysis* performed for Snohomish County Airport/Paine Field in September 2004. The report included a catchment area based on zip codes for passengers that were likely to use Snohomish County Airport/Paine Field. That catchment area has a radius of approximately 30 miles. The average radius is half of that, 15 miles. Relevant pages from the Mead & Hunt report and the service radius graphic are included in the attachments. It is important to note that previous analysis (i.e., the 2004 analysis) for the catchment area of Paine Field only had an average service radius of 9 miles. The use of the 15-mile average service radius is more conservative assumption.

The distance traveled by employees is based on a 30-minute commute time, which has been assumed to relate to a 25-mile commute. These assumptions of the study area are the same as those utilized in the VMT calculations for the 2012 Final EA.

4.3 Trip Generation

The trip generation calculations used for the VMT calculations are based on the calculations performed for the updated operations information as part of the current proposal, including plane types and load factors. The trip generation calculations result in 2,185 average daily trips impacting the surrounding street system under the 2019 Opening Year Operations and potentially 2,212 average daily trips under the 2024 Future Year Operations. The trip generation summary is included in Table 1.

Table 1: Vehicle Trip Generation Summary

Generator	2019 Opening Year Operations		2024 Future Year Operations	
	Daily Trips	Yearly Trips	Daily Trips	Yearly Trips
Embraer 175 Aircraft	1,364	497,860	1,284	468,660
Boeing 737 Aircraft	754	275,210	861	314,265
Employees	67	24,455	67	24,455
Total	2,185	797,525	2,212	807,380

The Boeing 737 aircraft can range from a 143-seat configuration to a 166-seat configuration. The 163-seat configuration represents a weighted average of the configurations. The Boeing 737 aircraft is referenced as a 163-seat aircraft in this report, despite the different potential configurations. The number of employees is not anticipated to change from the 2019 Opening Year Operations to the 2024 Future Year Operations.

It is important to note that the daily and yearly trip generation for 2019 Opening Year and 2024 Future Year Operations are higher than what was evaluated in the 2012 Final EA.

5. VMT CALCULATIONS

The VMT calculations have been performed for the 2019 Opening Year and 2024 Future Year Operations. The VMT calculations assume that all of the trips are new. This assumption does not take into account any diversion of trips to Paine Field that would have utilized Sea-Tac International Airport or Bellingham International Airport or diversion of trips that may have driven to/from the destination of the proposed air service. The VMT calculations for the 2019 Opening Year Operations are summarized in Table 2.

Table 2: 2019 Opening Year Operations VMT Calculations

Generator	Distance (mi)	Daily Trip Generation	Daily VMT (mi)	Yearly Trip Generation	Yearly VMT (mi)
Embraer 175 Aircraft	15	1,364	20,460	497,860	7,467,900
Boeing 737 Aircraft	15	754	11,310	275,210	4,128,150
Employees	25	67	1,675	24,455	611,375
Total		2,185	33,445	797,525	12,207,425

The VMT calculations for year 2024 Future Year Operations are summarized in Table 3.

Table 3: 2024 Future Year Operations VMT Calculations

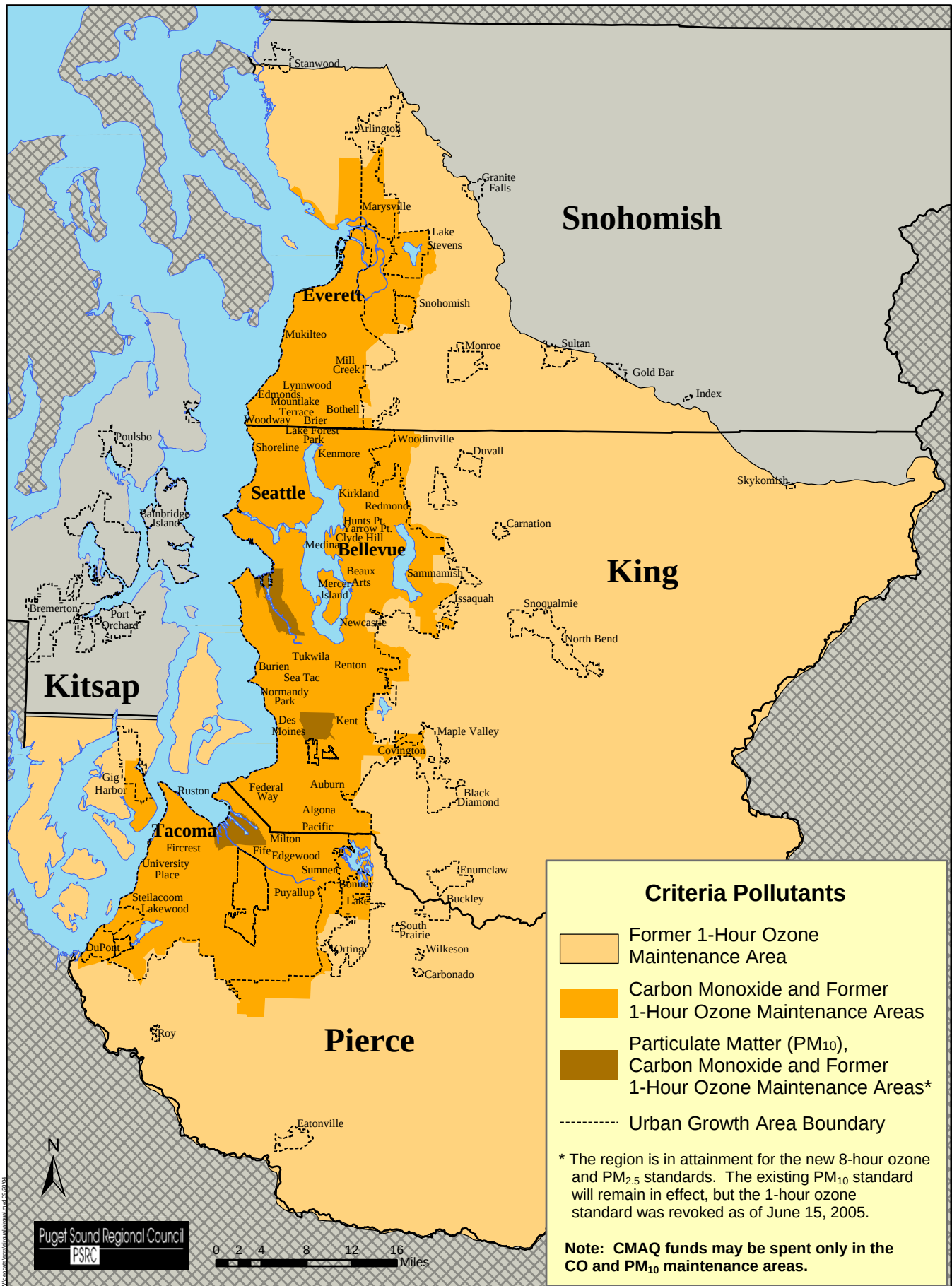
Vehicle Trip Generator	Distance (mi)	Daily Trip Generation	Daily VMT (mi)	Yearly Trip Generation	Yearly VMT (mi)
Embraer 175 Aircraft	15	1,284	19,260	468,660	7,029,900
Boeing 737 Aircraft	15	861	12,915	314,265	4,713,975
Employees	25	67	1,675	24,455	611,375
Total		2,212	33,850	807,380	12,355,250

6. CONCLUSIONS

The VMT calculations for this report have assumed that there will not be a diversion of trips within the Puget Sound region with the Proposed Action. This assumption results in the Proposed Action generating a daily VMT of 33,445 miles and yearly VMT of 12,207,425 under the 2019 Opening Year Operations. Under the 2024 Future Year Operations the daily VMT is 33,850 and the yearly VMT is 12,355,250.

Central Puget Sound Region Designated Maintenance Areas

Central Puget Sound Region Designated Maintenance Areas



Service Radius Information

Section 3. Airport catchment area, activity, and use

Airport catchment area

The airport catchment area is the geographic area from which an airport can reasonably expect to draw commercial air service passengers. However, airport use by the airport catchment area population is affected by a variety of factors, including the proximity to competing airport(s), airfares, destinations offered, and flight frequency.

Exhibit 3.1 identifies the zip codes included in the Snohomish County Airport/Paine Field catchment area. The Snohomish County Airport/Paine Field catchment area is comprised of 61 zip codes with a combined population of 1,118,315. It is within this catchment area that potential users of Snohomish County Airport/Paine Field air service are most likely to reside. The proximity of the catchment area to Seattle-Tacoma International Airport will make passenger retention at Snohomish County Airport/Paine Field challenging. For this report, airline booking information from travel agencies within the catchment area was pulled through the GDS as one factor to determine the commercial air service potential of Snohomish County Airport/Paine Field.

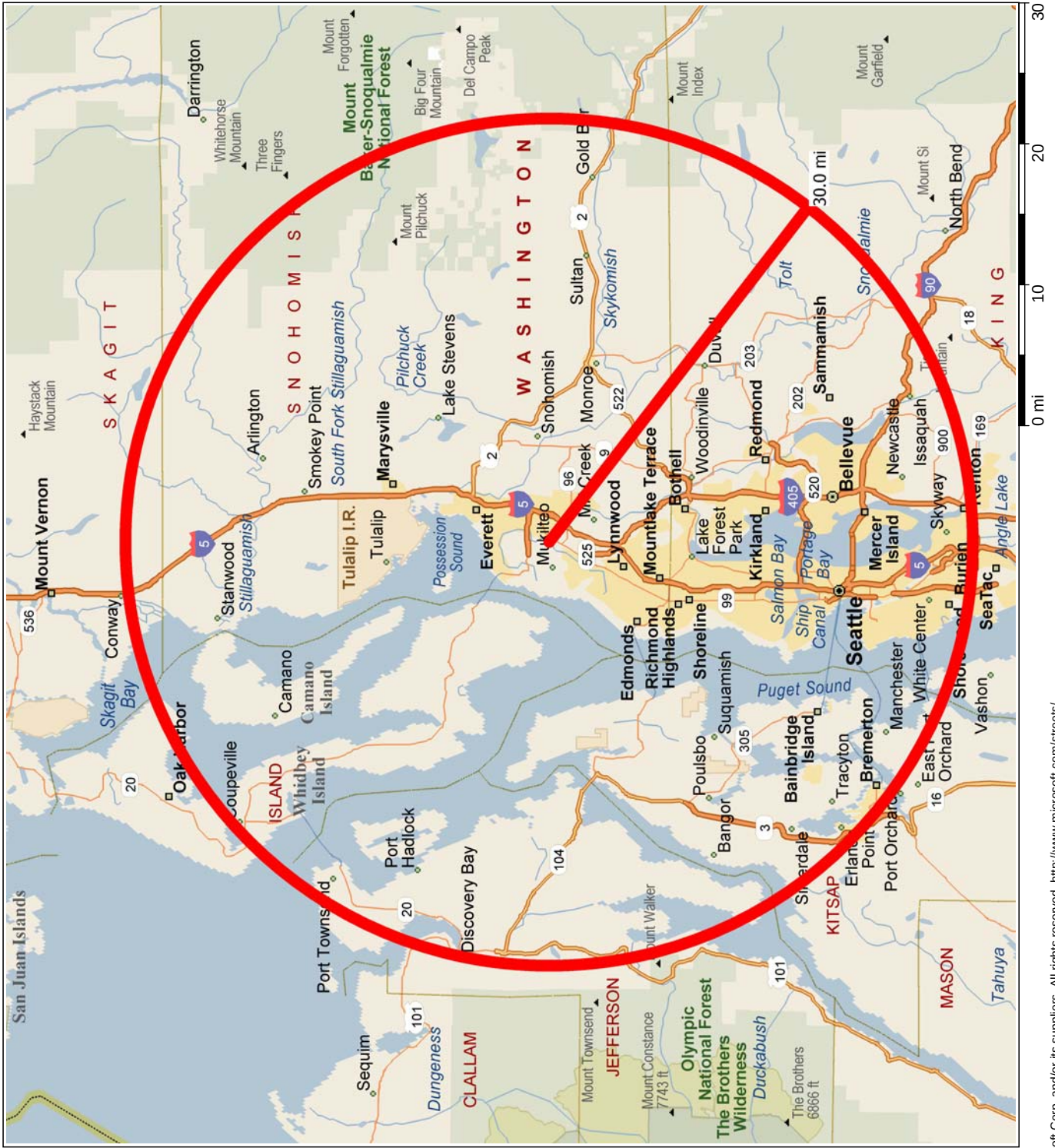
Exhibit 3.1 Catchment area by zip code



Source: Microsoft MapPoint 2004



Service Radius Map



Trip Generation Calculations

PAINE FIELD COMMERCIAL SERVICE VMT CALCULATIONS
2019 OPENING YEAR OPERATIONS IN ATTAINMENT AREA - NEW DAILY VMT CALCULATIONS

Generator	Seats	Daily Operations	Load Factor	Vehicle Occupancy	Off-Site ADT (99%)	Yearly ADT	Travel Distance (mi)	Daily VMT	Yearly VMT (365 days)
Embraer 175	76	34	80%	1.50	1,364	497,860	15	20,460	7,467,900
Boeing 737	163	14	80%	2.40	754	275,210	15	11,310	4,128,150
34 Employees	---	2	100%	1.00	67	24,455	25	1,675	611,375
Total					2,185	797,525		33,445	12,207,425

PAINE FIELD COMMERCIAL SERVICE VMT CALCULATIONS
2024 FUTURE YEAR OPERATIONS IN ATTAINMENT AREA - NEW DAILY VMT CALCULATIONS

Generator	Seats	Daily Operations	Load Factor	Vehicle Occupancy	Off-Site ADT (99%)	Yearly ADT	Travel Distance (mi)	Daily VMT	Yearly VMT (365 days)
Embraer 175	76	32	80%	1.50	1,284	468,660	15	19,260	7,029,900
Boeing 737	163	16	80%	2.40	861	314,265	15	12,915	4,713,975
34 Employees	---	2	100%	1.00	67	24,455	25	1,675	611,375
Total					2,212	807,380		33,850	12,355,250