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Paine Field Passenger Terminal Traffic Impact Analysis

Prepared for: Propeller Airport
May 2016

GTC #15-081

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GLOSSARY

Average Daily Trips	The total two-way traffic on a roadway or generated by the project. 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

The proposed project is a passenger terminal at Paine Field. The project will consist of 20 daily 76-seat aircraft operations and 20 weekly 150-seat aircraft operations, with each operation being either an arrival (landing) or a departure (takeoff). These operations are anticipated to result in 956 average daily vehicle trips including 212 peak-hour vehicle trips added to the surrounding roadways and intersections. The trip generation calculations were performed using the anticipated operations and a comparison to Bellingham International Airport operations and the Institute of Transportation Engineers. The peak-hour trip generation is conservatively high since it has been assumed that one arrival and one departure for each aircraft type will occur in one hour and all passengers will arrive and depart Paine Field in that hour.

The trips from the project 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 project may change some travel patterns in the Puget Sound region since it is anticipated that the project 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 project are new.

There are a total of three Snohomish County arterial units that meet the threshold for analysis and eleven WSDOT, City of Mukilteo and City of Everett intersections that were requested for analysis and 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 existing conditions, 2022 baseline conditions and 2022 future with project conditions. The only road improvement included in the analysis is the signal improvements along Airport Road/128th Street SW between SR-99 and the I-5 southbound ramps.

The following Snohomish County arterials units have been analyzed in both directions as part of this report:

- #227 – Beverly Park Road (AM and PM peak-hours)
- #228 – Airport Road/128th Street SW (AM and PM peak-hours)
- #231 – Airport Road (AM and PM peak-hours)

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
18. I-5 Northbound Ramps at 128th Street SW
21. Airport Road at SR-526 Westbound Ramps

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

22. SR-526/Paine Field Boulevard at 84th Street SW
23. 44th Avenue W at 84th Street SW
24. SR-525 at 84th Street SW

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

6. Beverly Park Road at Airport Road
7. SR-99 at Airport Road
19. Airport Road at 112th Street SW
20. Airport Road at Casino Road
25. SR-526 Westbound Ramps at Evergreen Way

The project 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 under the 2022 future with project conditions.

The project will, however, add trips to two intersections that are anticipated to operate at deficient levels of service, whether or not the proposed project is implemented. These intersections are Sr-525 at Beverly Park Road (WSDOT intersection) and SR-99 at Airport Road (City of Everett intersection). The City of Mukilteo has a planned improve that will reduce the volume at the intersection of SR-525 at Beverly Park Road, to which traffic mitigation fees are being paid, and 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.

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 project. Based on the trip generation and identified codes the total traffic mitigation fees identified in this report for payment to Snohomish County, WSDOT and the City of Mukilteo for the project is $333,262.85. The Snohomish County mitigation fees are $206,161.40, the WSDOT mitigation fees are $32,695.20 and the City of Mukilteo mitigation fees are $94,406.25.

2. PROJECT IDENTIFICATION

Gibson Traffic Consultants (GTC) has been retained to analyze the traffic impacts of the Paine Field Passenger Terminal, the project. GTC is a Snohomish County approved professional traffic engineering consulting firm registered and licensed in the State of Washington.

GTC is located at:

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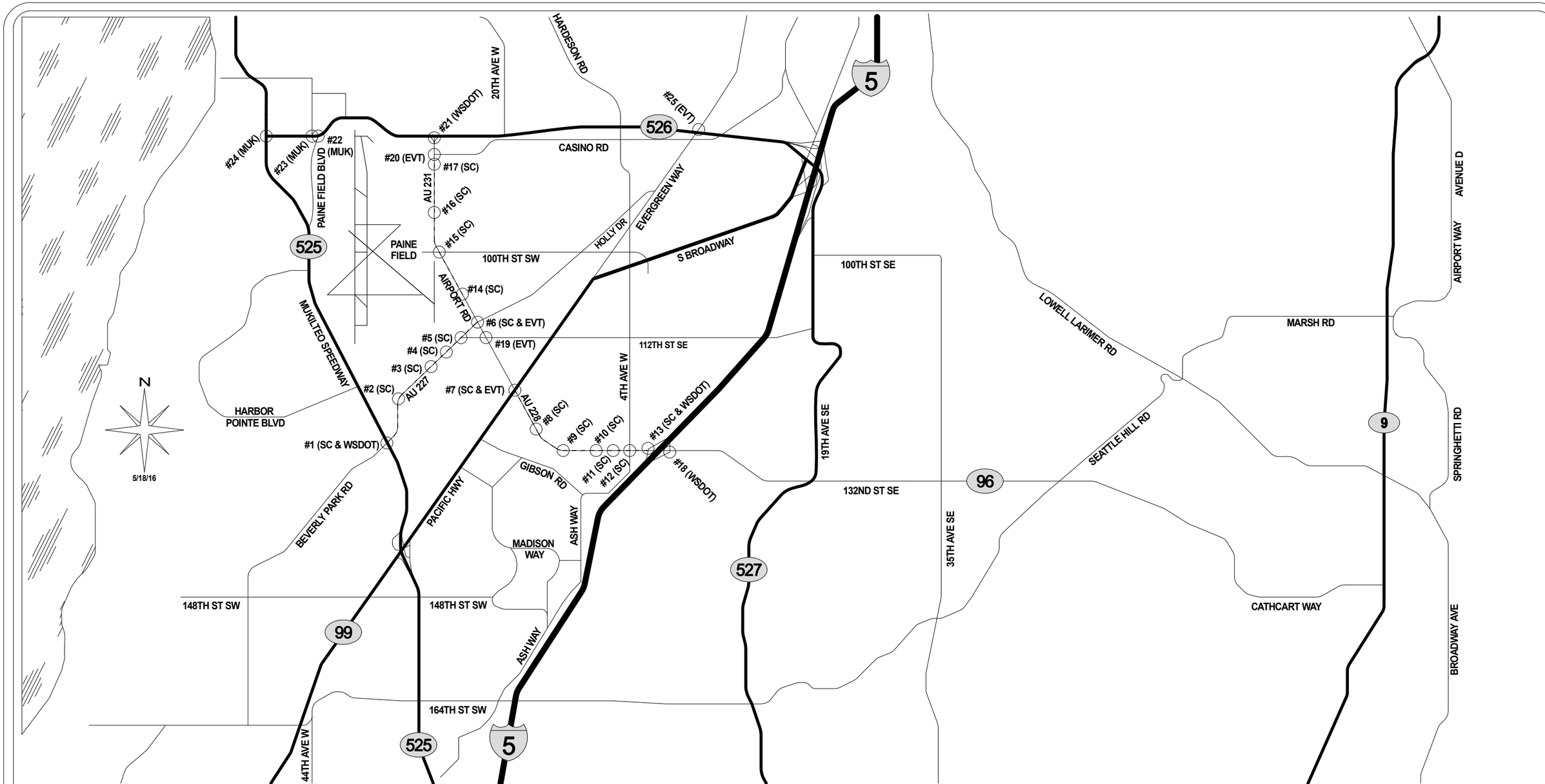
Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

The project will add a commercial passenger terminal to Paine Field, which currently serves only general aviation. This project will require building permits and therefore an analysis of the traffic impacts of the project is required. Paine Field is located in Snohomish County Transportation Service Area D (TSA D). The access to the project 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 airlines that will provide service at Paine Field are not currently known. However, general assumptions based on previous proposals for commercial service at Paine Field have been utilized. It is anticipated that there will be 20 daily operations with a 76-seat aircraft and 20 weekly operations from a 150-seat aircraft. 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. Additionally, it has been assumed that the full operations will occur by the year 2022, a 6-year horizon period. Impacts to Snohomish County arterials and intersections within the surrounding jurisdictions have been analyzed within this report.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #15-081

PAINE FIELD PASSENGER TERMINAL

SNOHOMISH COUNTY

LEGEND

PAINE FIELD LOCATION

(XX) — INTERSECTION NUMBER (JURISDICTION)

AU XXX — 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)

FIGURE 1

SITE VICINITY MAP

3. METHODOLOGY

3.1 General

Trip generation for the project is based on anticipated operations information provided by Propeller Airports, information collected at Bellingham International Airport and a comparison to Institute of Transportation Engineers (ITE) data. Data was collected from Bellingham International Airport since the service is most similar to the Paine Field passenger terminal. 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 project is based on regional modeling information provided by Puget Sound Regional Council (PSRC), review by the Snohomish County Traffic Engineer with consultation from the Snohomish County traffic modeling group, traffic studies approved in the site vicinity and peak-hour turning movement counts at the surrounding intersections. The trip distribution was previously provided to Snohomish County, the City of Mukilteo and the City of Everett for comment. The trip distribution used in this report includes comments from Snohomish County and City of Everett staff.

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

The 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 9.1, Build 904* software and according to Snohomish County's methodology for analyzing arterial units. The arterials were calibrated in *Synchro 9.1* 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 project on Snohomish County arterials is based on the requirements of SCC 30.66B for developments within unincorporated Snohomish County that generate 50 or more peak-hour trips. 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 project 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 and F-1 of the attachments), SR-99 south of Airport Road (see pages E-7 and F-7 of the attachments) and SR-96 east of the I-5 northbound ramps (see page F-18). Intersections along SR-525 south of Beverly Park Road, SR-99 south of Airport Road and SR-96 east of the I-5 northbound ramps have therefore not been analyzed due to the low impact of the project. 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 project has been performed for the following conditions:

1. Existing Conditions
2. 2022 Baseline Conditions
3. 2022 Future with Project Conditions

4. TRIPS FROM THE PROJECT

4.1 Trip Generation

Trip generation for the project is based on anticipated operations provided by Propeller Airports, data collected at Bellingham International Airport, discussions with Snohomish County's traffic engineer and a comparison to ITE data. Detailed data for the 76-seat and 150-seat aircraft and operations that are anticipated to occur at Paine Field is summarized in Table 3.

Table 3: Aircraft and Operations Information

76-Seat Aircraft		150-Seat Aircraft	
Data	**Value**	**Data**	**Value**
Operations (daily):	20	Operations (daily):	2.8[3]
Operations (Peak-Hour):	2	Operations (Peak-Hour):	2
Load Factor:	73%	Load Factor:	90%
Vehicle Occupancy:	1.50	Vehicle Occupancy:	2.40

It is important to note that the operations per day in Table 3 are based on the full operations. It has been assumed that these full operations will occur by the year 2022. Along with the airlines, it is anticipated that there will be a total of 17 new employees over two shifts at Paine Field due to the proposed passenger terminal. 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 3 and input from the Snohomish County Traffic Engineer. The peak-hour trip generation calculations have been performed assuming that all of the passengers will arrive during the same hour and there is one arrival and one departure for each aircraft type. This assumption is conservatively high since data from Propeller Airlines and data collected at Bellingham International Airport suggests a timeframe closer to two hours for an arrival and departure. The peak-hour trip generation calculations performed for this report also assume a load factor of 90% for both aircraft types, which is higher than a typical system-wide load factor of 73%. The use of a 90% load factor for both aircraft types increases the number of peak-hour trips generated, as compared to the system-wide 73% factor. The system-wide load factor of 73% has been utilized for the daily trip generation for the 76-seat aircraft. The trip generation calculations are summarized in Table 4 for the daily trip generation.

[3] 20 directional trips per week, equal to 2.8 directional trips per day.

Table 4: Total Daily Trip Generation Summary at Full Operations

Trip Generator	Operations/ Employees	Load Factor	Vehicle Occupancy	Daily Trips		
				Total	Inbound	Outbound
76-Seat Aircraft	20	73%	1.50	740	370	370
150-Seat Aircraft	2.8	90%	2.40	158	79	79
Employees	34	---	1.00	68	34	34
TOTAL				**966**	**483**	**483**

The peak-hour trip generation is summarized in Table 5.

Table 5: Total Peak-Hour Trip Generation Summary at Full Operations

Trip Generator	Operations/ Employees	Load Factor	Vehicle Occupancy	Peak-Hour Trips		
				Total	Inbound	Outbound
76-Seat Aircraft	2	73%	1.50	92	46	46
150-Seat Aircraft	2	90%	2.40	114	57	57
Employees	17	---	1.00	8	4	4
TOTAL				**214**	**107**	**107**

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 one arrival and one departure for each of the aircrafts during the AM and PM peak-hours will alone result in 20 operations for both aircraft types between Monday and Friday. This is equal to, or greater than, the anticipated weekly operations, including the weekends. Additionally, the trip generation during the AM and PM peak-hours (a 2-hour period) would account for nearly half of the total daily trip generation (a 24-hour period). However, the assumption that there is one arrival and one departure for each airline results in an analysis of the highest possible impacts of the project.

4.2 Trip Generation Comparison

The critical peak-hour trip generation was also compared to data provided in the ITE *Trip Generation, 9th Edition (2012)*. ITE is the resource that is used for typical residential and commercial developments. ITE Land Use Code 021 is the code for a commercial airport. ITE's data shows that there would be 6.43 AM peak-hour trips per flight and 6.88 PM peak-hour trips per flight. Utilizing the ITE data would result in the project generating 157 PM peak-hour trips, which is approximately 74% of the anticipated PM peak-hour trips using aircraft data. This shows the conservative nature of the trip generation used for this report since most of the airports used for the ITE data have bigger airplanes and therefore more vehicle trips per flight.

These trip generation calculations were also 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 an arrival and departure for similar aircraft types used for the peak-hour trip generation calculations for the project. The data collected at Bellingham International Airport showed a trip generation of

201 trips during the peak 2-hour period and an average vehicle occupancy rate of 2.08. This data is within approximately 5% of the anticipated trip generation for the project. The weighted average vehicle occupancy for the project is 2.10, which is within 1% of the average vehicle occupancy calculated for Bellingham International Airport.

It is important to note that the data collected at the Bellingham International Airport is over a 2-hour period, which included one arrival and one departure for similar aircraft. The peak-hour at Bellingham International Airport, which had 148 trips, is only 74% of the peak 2-hour period, which has 201 trips. The data collected at Bellingham International Airport should therefore validate that the peak-hour trip generation calculations for the Paine Field passenger terminal as conservatively high.

4.3 Off-Site Trip Generation Summary

The project is anticipated to generate 966 total average daily trips with 214 total trips occurring during the peak-hour. 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 956 average daily trips and 212 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 6.

Table 6: Off-Site Trip Generation Summary at Full Operations

Trip Type	Percentage of Trips Off-Site	Total Trip Generation			Off-Site Trip Generation		
		Total	Inbound	Outbound	Total	Inbound	Outbound
Average Daily	99%	966	483	483	956	478	478
Peak-Hour	99%	214	107	107	212	106	106

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.

A qualitative analysis of the trips generated by the construction of the proposed Paine Field passenger terminal has been performed for this report. The construction of the terminal is anticipated to consist of truck traffic and approximately 30 to 40 employees on the site. Based on this information, the construction traffic is not anticipated to exceed the 956 average daily trips and 212 peak-hour trips generated by the full operations of the project that have been evaluated in this report. An analysis of the impacts of the construction traffic has therefore not been performed as part of this report.

4.4 Trip Distribution

The distribution of trips generated by the project 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 was provided to Snohomish County for comment prior to the publication of this report. The distribution was reviewed and approved by the Snohomish County Traffic Engineer prior to the publication of this report. A detailed trip distribution is included in Figure 2.

4.4.1. Regional Distribution

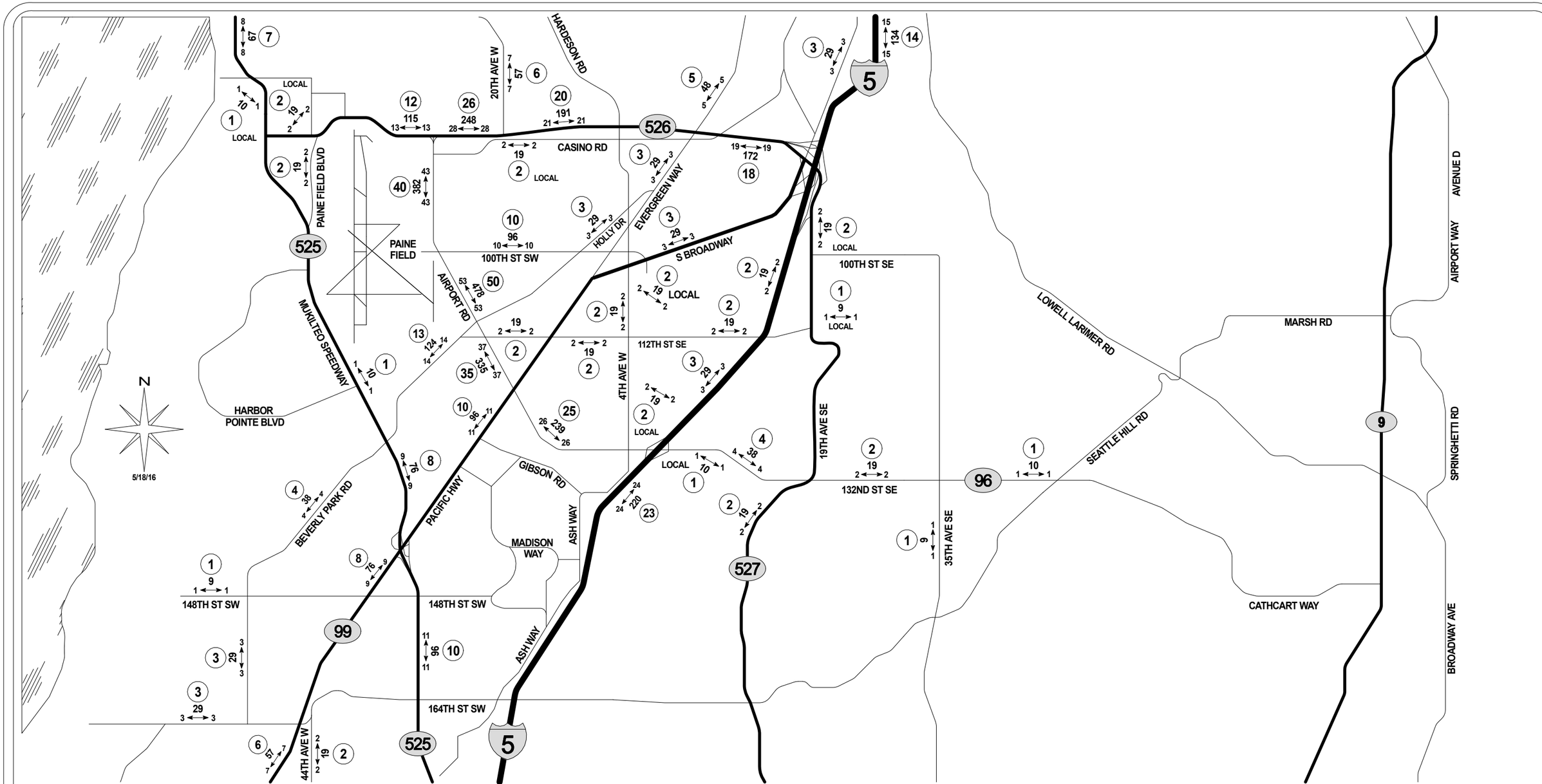
It is anticipated that 48% of the trips will travel to and from the south along Beverly Park Road, SR-99, SR-525, Interstate-5, SR-527 and 35th Avenue SE. Approximately 32% of the trips will travel to and from the north along SR-525, 20th Avenue W, SR-99/Evergreen Way and Interstate-5. It is estimated 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.

4.4.2. Local Distribution

It is anticipated that 50% of the trips will travel to and from the south along Airport Road in the vicinity of the development. 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 the development. 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.

4.4.3. Snohomish County Key Intersection Impacts

Snohomish County requires development to provide detailed turning movement information for key intersections impacted with 3 or more directional peak-hour trips. The key intersections impacted with 3 or more directional peak-hour trips from the project are shown in the attachments in graphical and tabular format.



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AWDT
AM / PM ⟷ PEAK — NEW SITE TRAFFIC (DAILY/PEAK-HOUR)

(25) — TRIP DISTRIBUTION %

FIGURE 2

DETAILED DISTRIBUTION OF TRIPS

5. TURNING MOVEMENT VOLUMES

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

1. Existing Conditions
2. 2022 Baseline Conditions
3. 2022 Future with Project Conditions

The year 2022 has been utilized for the baseline and future with project conditions to represent a 6-year horizon period from the date of this report. The methodology used to determine the turning movements for each of these conditions is discussed in the following sections.

5.1 Existing Turning Movements

Existing peak-hour turning movement volumes were obtained from Snohomish County or were collected by the independent count firms of TDG and IDAX. All of the existing turning movement volumes used in this report were collected in the year 2015. The existing counts used for the analysis in this report are included in the attachments.

5.2 2022 Baseline Turning Movements

The 2022 baseline turning movements have been calculated by adding pipeline data from Snohomish County, applying an annually compounding growth road and pipeline trips from specific developments. Snohomish County pipeline data is available for the majority of the study intersections. 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 Airport Road where pipeline data is not available.

An annually compounding growth rate and trips from the Pacific Seafood development have been used at select study intersections where Snohomish County pipeline 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. Trips from the Pacific Seafood development have been added to study intersections along 84th Street SW, which are the intersections impacted by the majority of the trips from the development.

5.3 2022 Future with Project Turning Movements

The 2022 future with project turning movements were calculated by adding the trips from the project to the 2022 baseline turning movements.

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

6. SNOHOMISH COUNTY ARTERIAL IMPACTS

Snohomish County uses impacts to arterial units to evaluate the concurrency of a development. 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 project are summarized in Table 7.

Table 7: Impacted Snohomish County Critical Arterial Units

Arterial Unit #	Roadway Name	West/South Limit	East/North Limit	Directions Analyzed
227	Beverly Park Road	SR-525	Airport Road	AM & PM Southbound
228	Airport Road/128th Street SW	SR-99	I-5 Southbound Ramps	AM Westbound PM Eastbound & Westbound
231	Airport Road	106th Street SW	Kasch Park Road	AM & PM Northbound & Southbound

The directions that have been analyzed are based on the critical directions impacted with 3 or more directional peak-hour trips or the directions impacted with 50 directional peak-hour trips. The arterials studied for this report are all located within the urban area. Arterial Units #227 and #231 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.

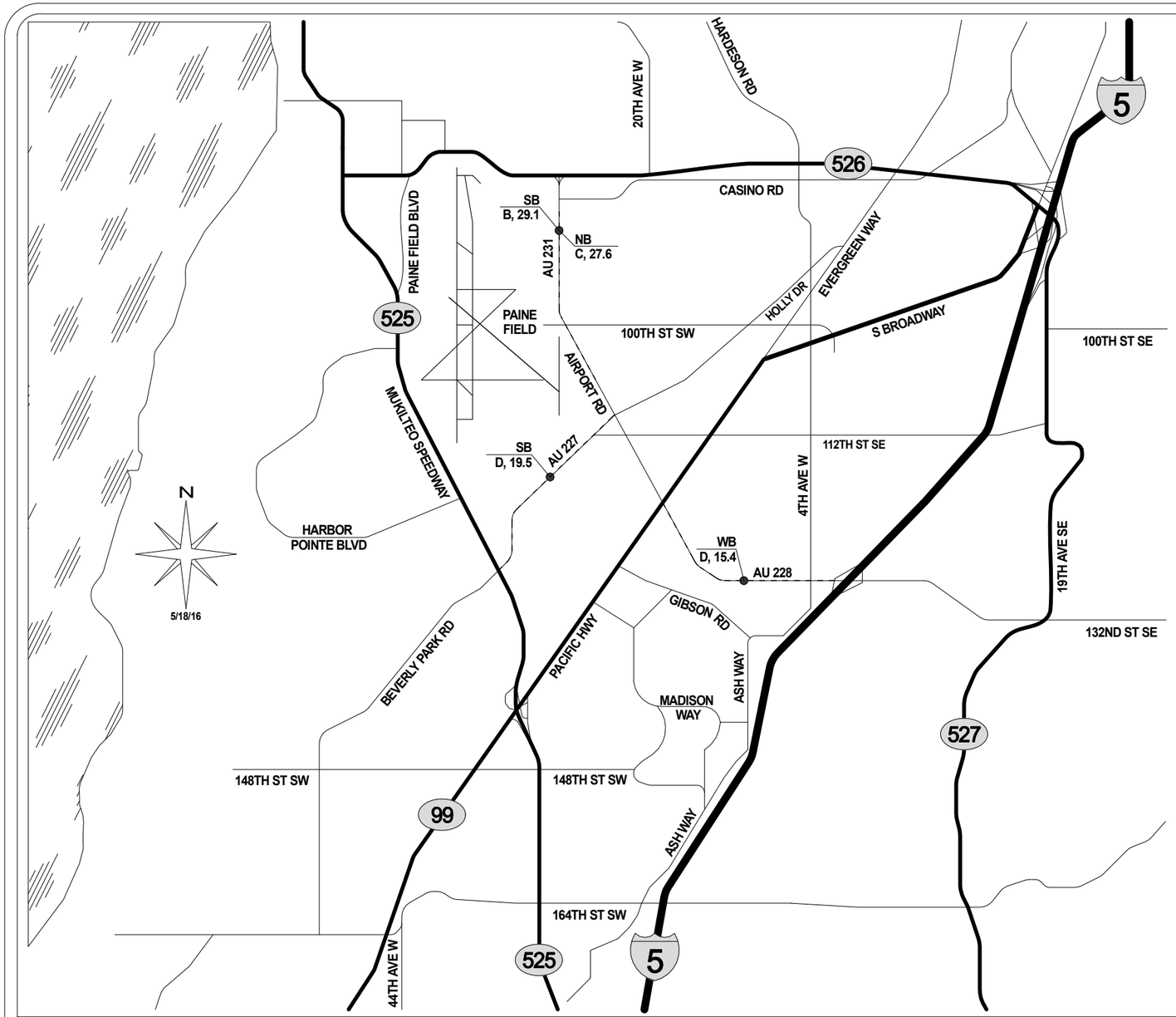
The trips from the project will not impact any arterial units in arrears or arterial units at ultimate capacity with 3 or more directional peak-hour trips.

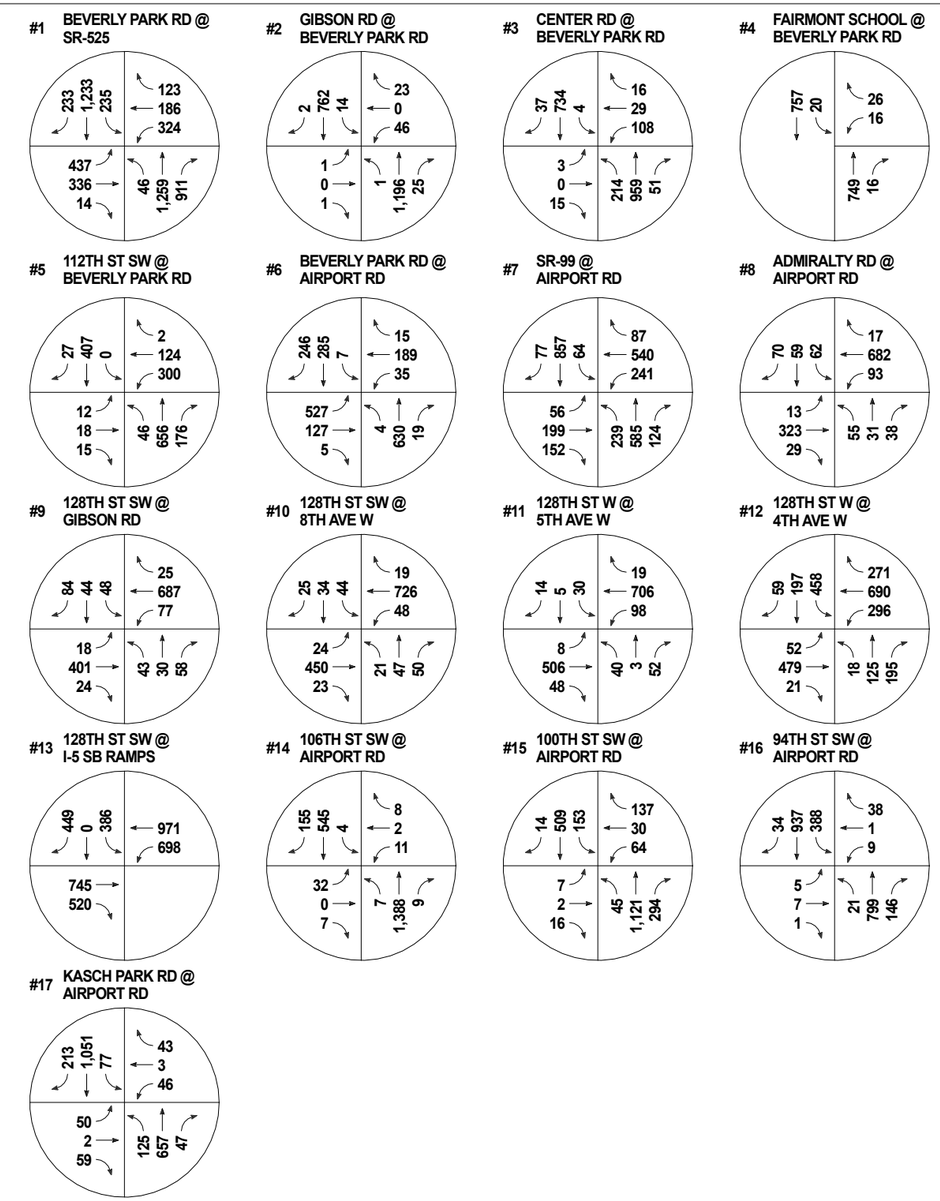
The operation of the arterial units is based on travel speeds along the arterial and delay at the signalized intersections along the arterial. The signalized intersections that have been analyzed as part of the AM and PM peak-hour arterial analysis are:

1. SR-525 at SR-525
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 Airport Road/128th Street SW
11. 5th Place SW at Airport Road/128th Street SW
12. 4th Street SW at Airport Road/128th Street SW
13. I-5 Southbound Ramps at Airport Road/128th Street SW
14. Airport Road at 106th Street SW
15. Airport Road at 100th Street SW
16. Airport Road at 94th Street SW
17. Airport Road at Kasch Park Road

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 the existing, 2022 baseline and 2022 future with project analysis, except along Airport Road/128th Street SW (Arterial Unit #228). Snohomish County has a planned signal improvement project along this corridor to provide adaptive signal timings, which will adjust the signal timings to better handle changes in traffic volumes.

The existing turning movements for the arterial analysis are shown in Figure 3 for the AM peak-hour and Figure 4 for the PM peak-hour. The 2022 baseline turning movements are shown in Figure 5 for the AM peak-hour arterial analysis are shown and Figure 6 for the PM peak-hour arterial analysis. The trips generated by the project used for the arterial analysis are shown in Figure 7 for the AM peak-hour and Figure 8 for the PM peak-hour. The arterial turning movements for the 2022 future with project conditions are shown in Figure 9 for the AM peak-hour and Figure 10 for the PM peak-hour.





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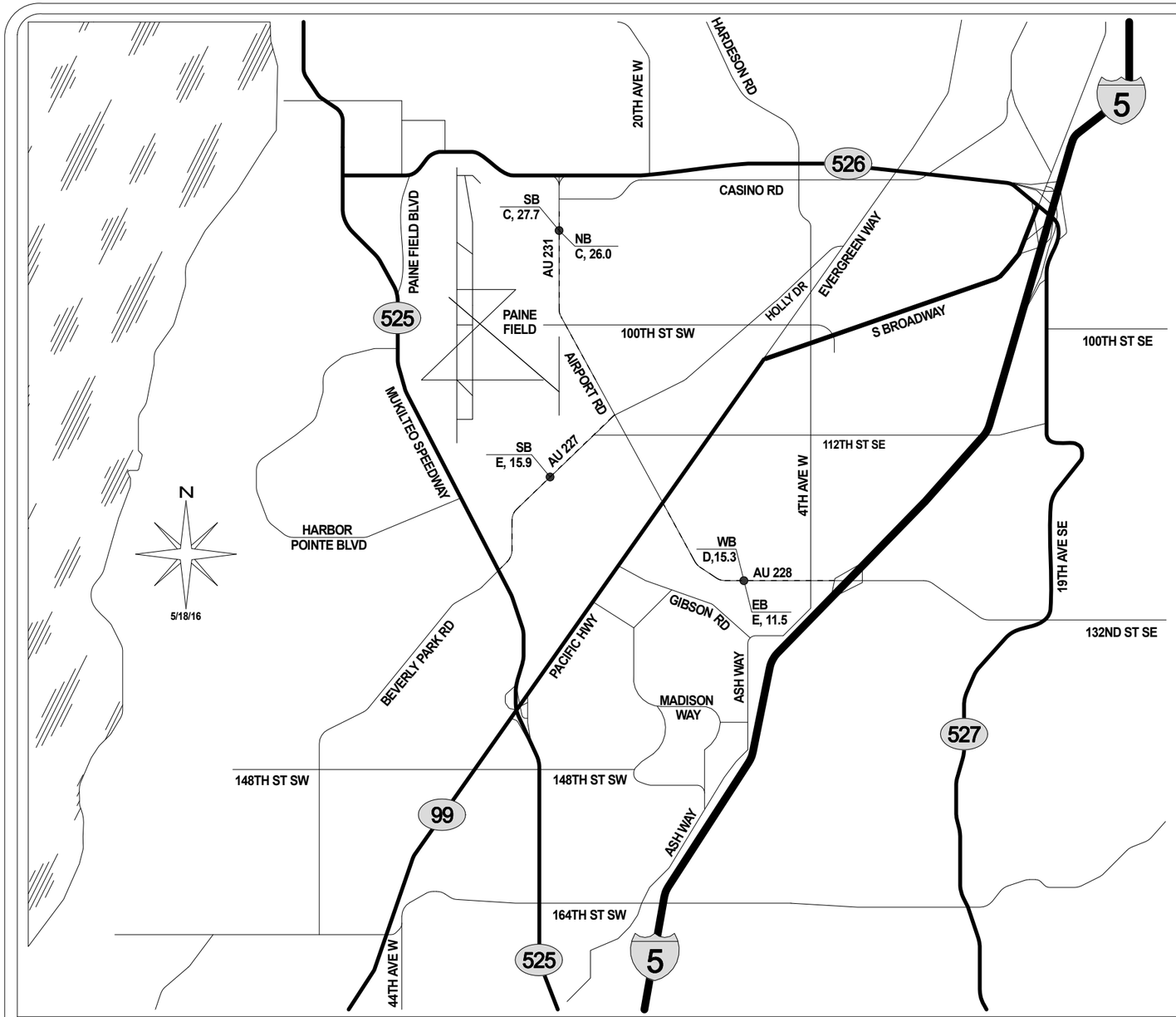
XXX→ PM PEAK-HOUR TURNING MOVEMENT VOLUMES

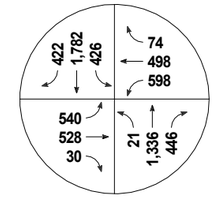
XX / X, xx.x — ARTERIAL DIRECTION; ARTERIAL LEVEL OF SERVICE, AVERAGE SPEED IN MPH

FIGURE 3

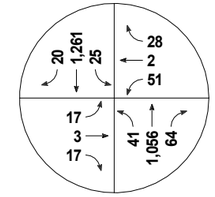
EXISTING AM PEAK-HOUR ARTERIAL TURNING MOVEMENTS



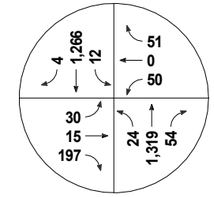
#1 BEVERLY PARK RD @ SR-525



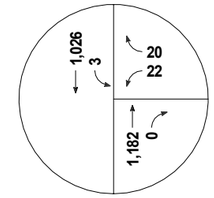
#2 GIBSON RD @ BEVERLY PARK RD



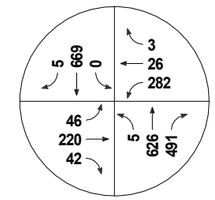
#3 CENTER RD @ BEVERLY PARK RD



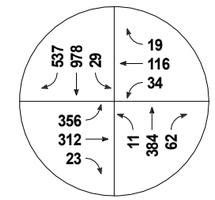
#4 FAIRMONT SCHOOL @ BEVERLY PARK RD



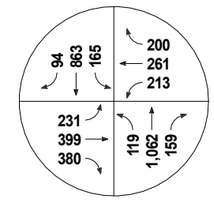
#5 112TH ST SW @ BEVERLY PARK RD



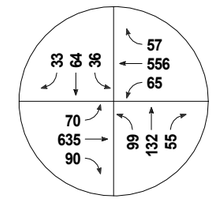
#6 BEVERLY PARK RD @ AIRPORT RD



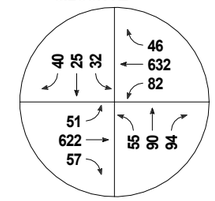
#7 SR-99 @ AIRPORT RD



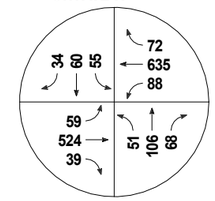
#8 ADMIRALTY RD @ AIRPORT RD



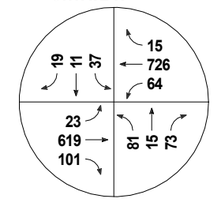
#9 128TH ST SW @ GIBSON RD



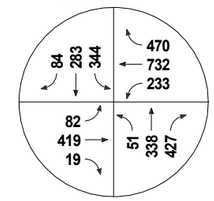
#10 128TH ST SW @ 8TH AVE W



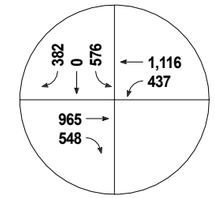
#11 128TH ST W @ 5TH AVE W



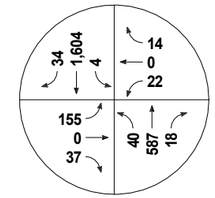
#12 128TH ST W @ 4TH AVE W



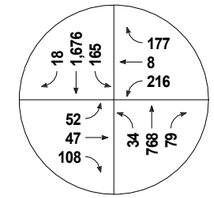
#13 128TH ST SW @ I-5 SB RAMPS



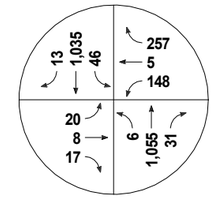
#14 106TH ST SW @ AIRPORT RD



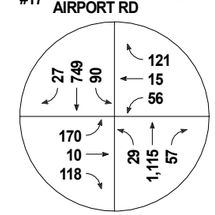
#15 100TH ST SW @ AIRPORT RD



#16 94TH ST SW @ AIRPORT RD



#17 KASCH PARK RD @ AIRPORT RD



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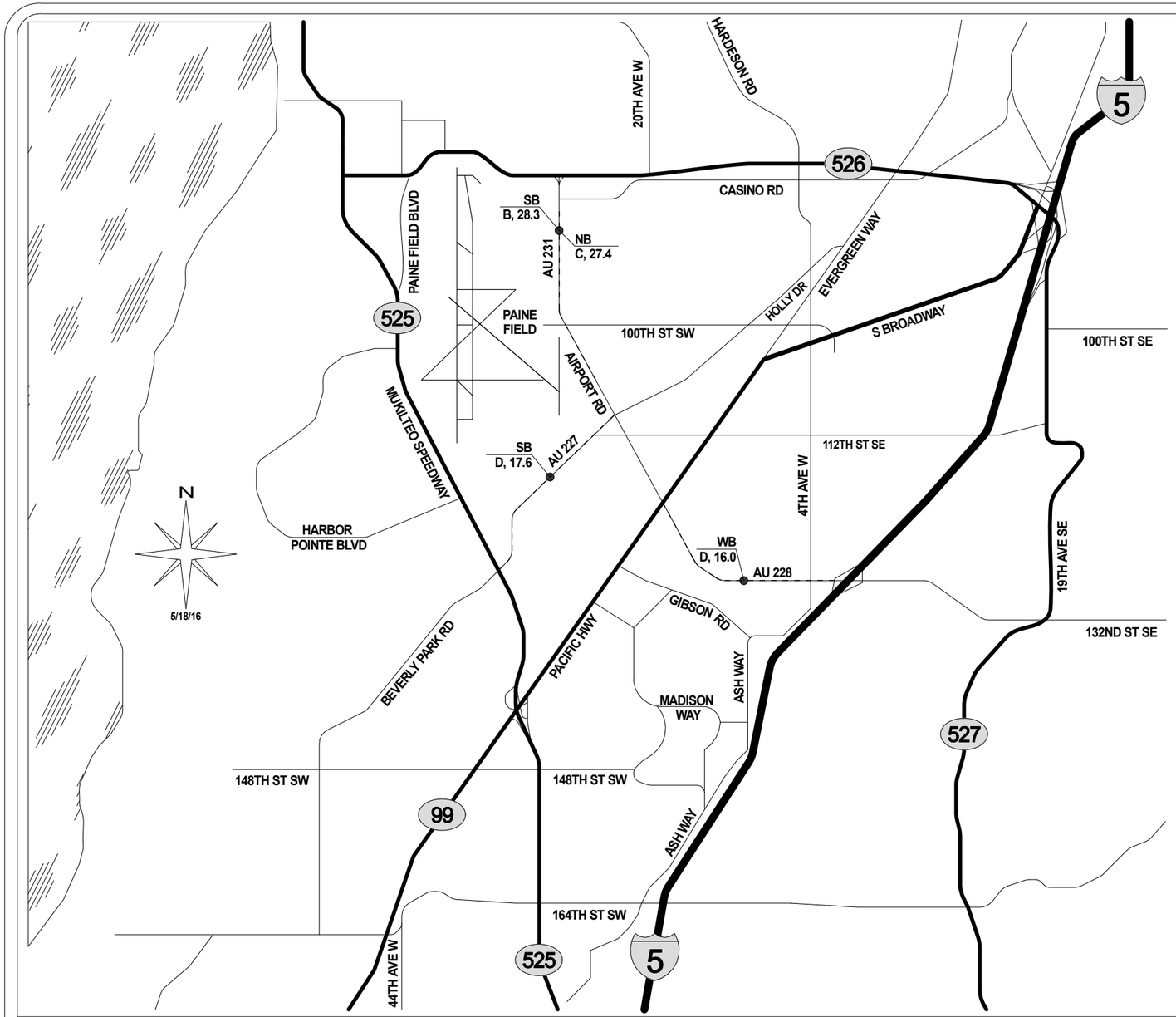
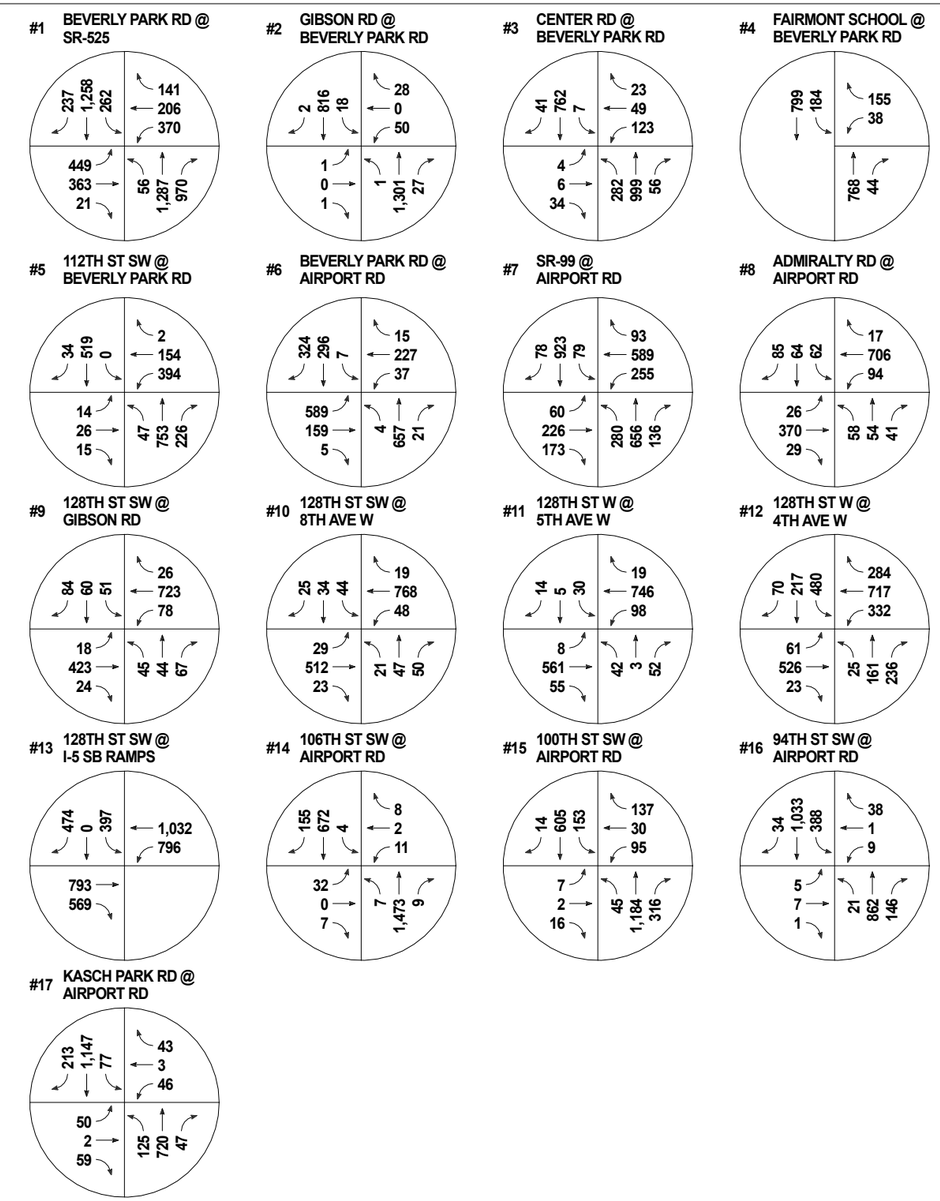
XXX → PM PEAK-HOUR TURNING MOVEMENT VOLUMES

XX / X, xx.x — ARTERIAL DIRECTION; ARTERIAL LEVEL OF SERVICE, AVERAGE SPEED IN MPH

FIGURE 4

EXISTING PM PEAK-HOUR ARTERIAL TURNING MOVEMENTS





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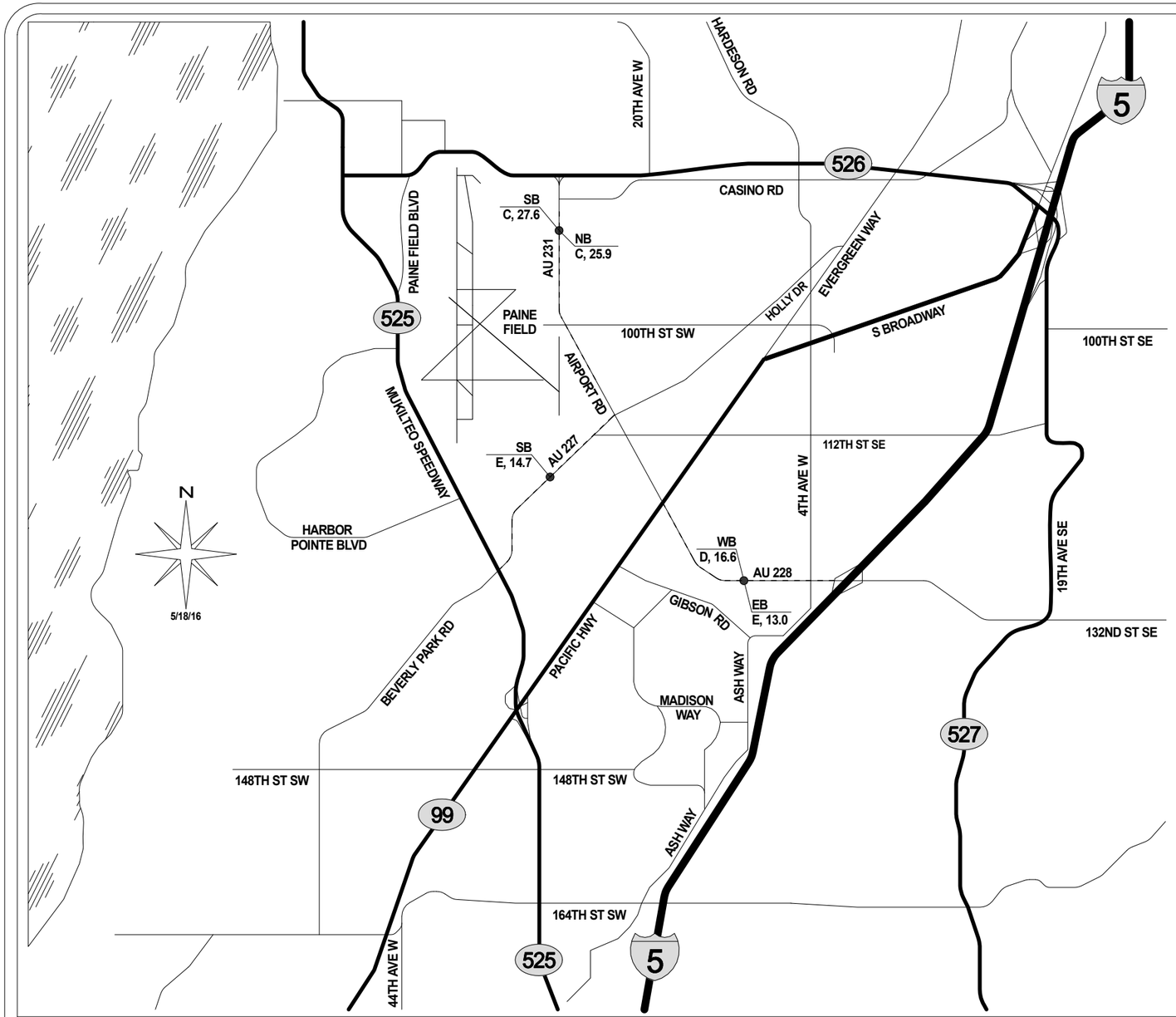
LEGEND

XXX→ PM PEAK-HOUR TURNING MOVEMENT VOLUMES

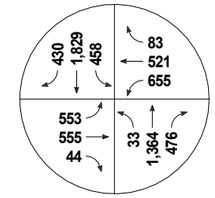
XX / X, xx.x ARTERIAL DIRECTION / ARTERIAL LEVEL OF SERVICE, AVERAGE SPEED IN MPH

FIGURE 5

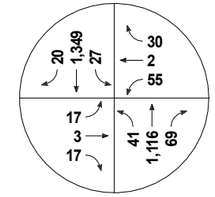
2022 BASELINE AM PEAK-HOUR ARTERIAL TURNING MOVEMENTS



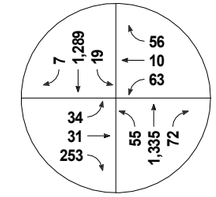
#1 BEVERLY PARK RD @ SR-525



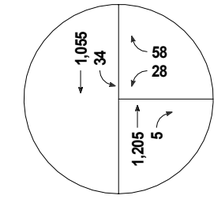
#2 GIBSON RD @ BEVERLY PARK RD



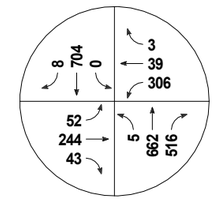
#3 CENTER RD @ BEVERLY PARK RD



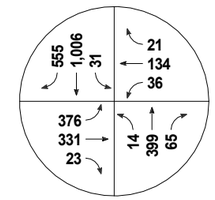
#4 FAIRMONT SCHOOL @ BEVERLY PARK RD



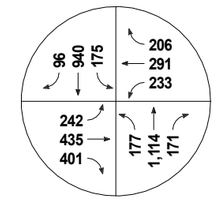
#5 112TH ST SW @ BEVERLY PARK RD



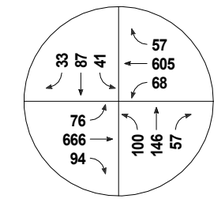
#6 BEVERLY PARK RD @ AIRPORT RD



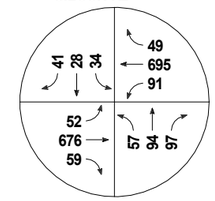
#7 SR-99 @ AIRPORT RD



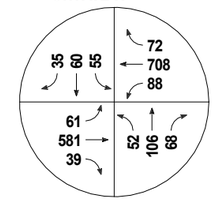
#8 ADMIRALTY RD @ AIRPORT RD



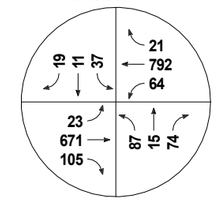
#9 128TH ST SW @ GIBSON RD



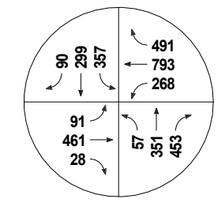
#10 128TH ST SW @ 8TH AVE W



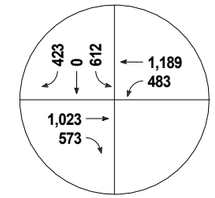
#11 128TH ST W @ 5TH AVE W



#12 128TH ST W @ 4TH AVE W



#13 128TH ST SW @ I-5 SB RAMPS



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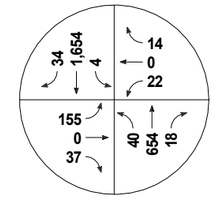
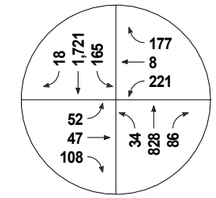
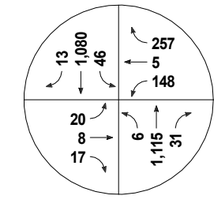


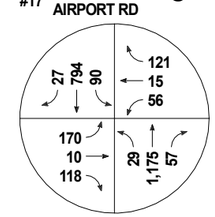
#15 100TH ST SW @ AIRPORT RD



#16 94TH ST SW @ AIRPORT RD



#17 KASCH PARK RD @ AIRPORT RD



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SNOHOMISH COUNTY

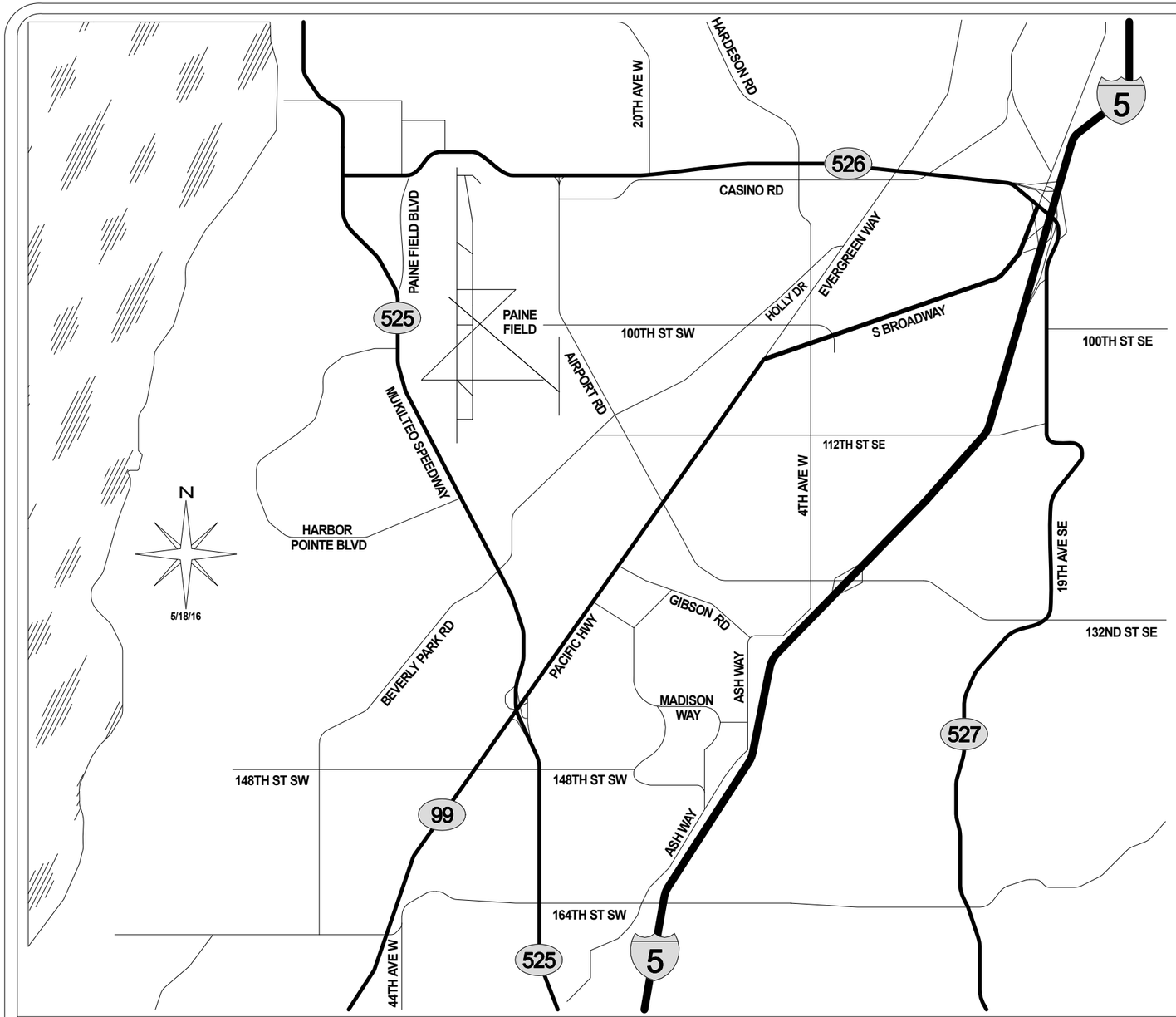
LEGEND

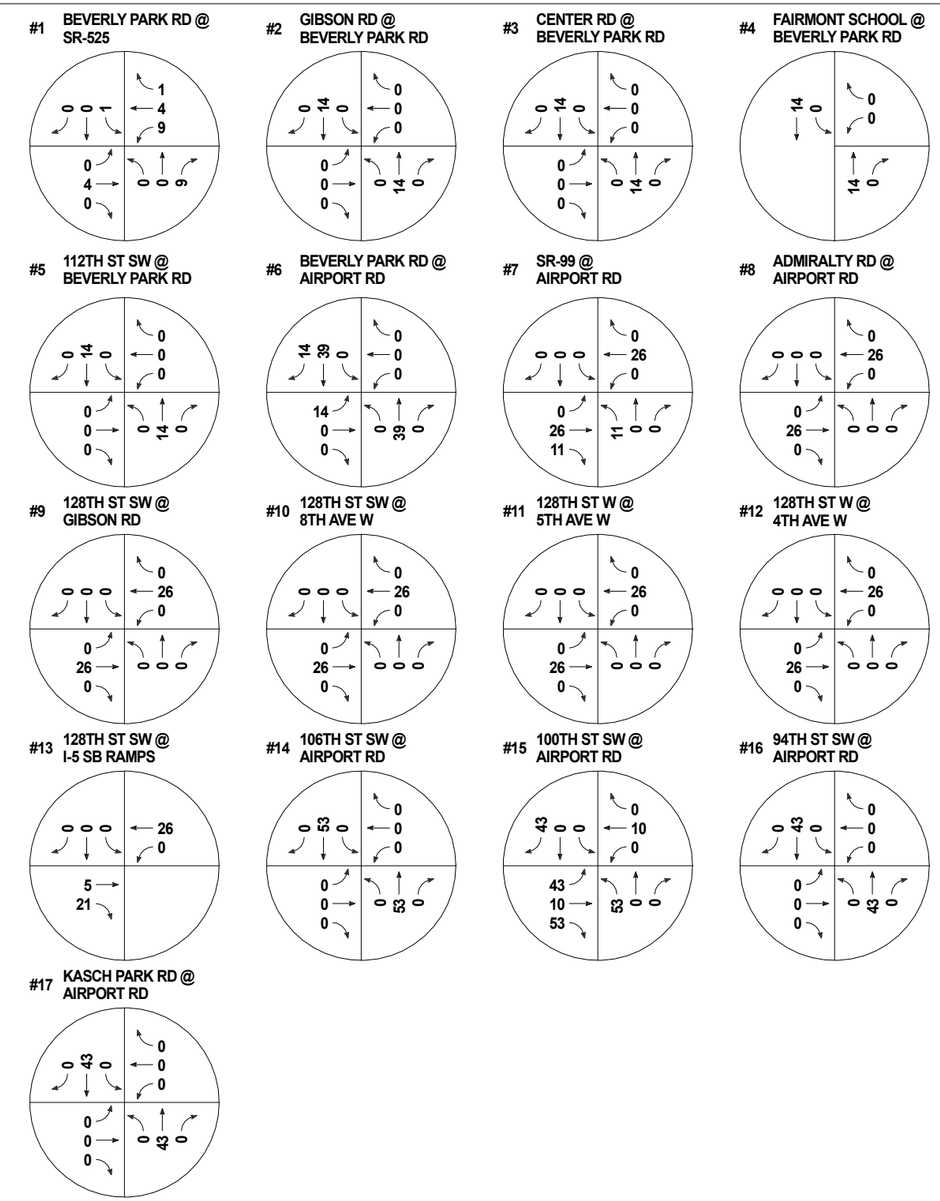
XXX→ PM PEAK-HOUR TURNING MOVEMENT VOLUMES

XX / X, xx.x ARTERIAL DIRECTION / ARTERIAL LEVEL OF SERVICE, AVERAGE SPEED IN MPH

FIGURE 6

2022 BASELINE PM PEAK-HOUR ARTERIAL TURNING MOVEMENTS





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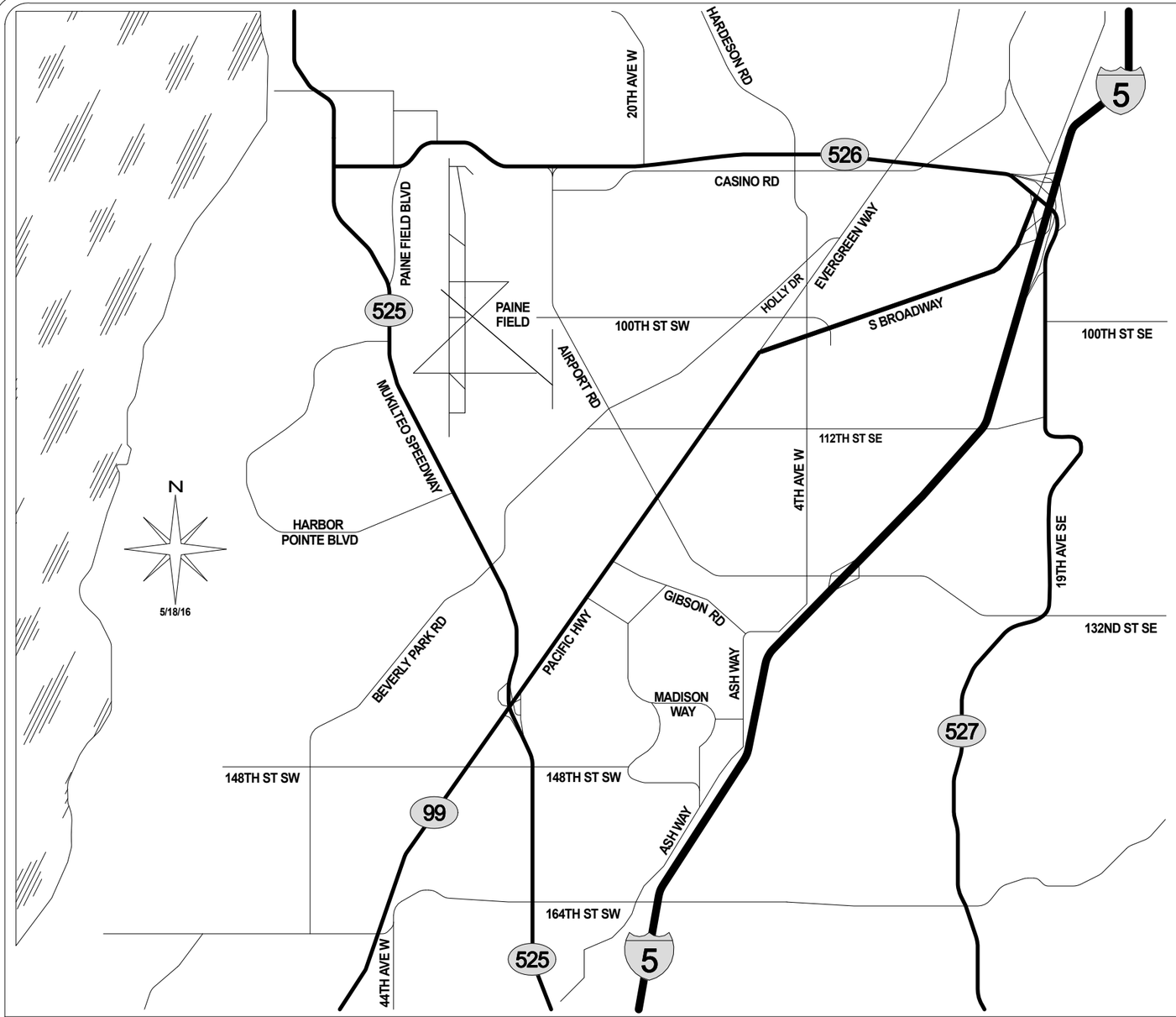
SNOHOMISH COUNTY

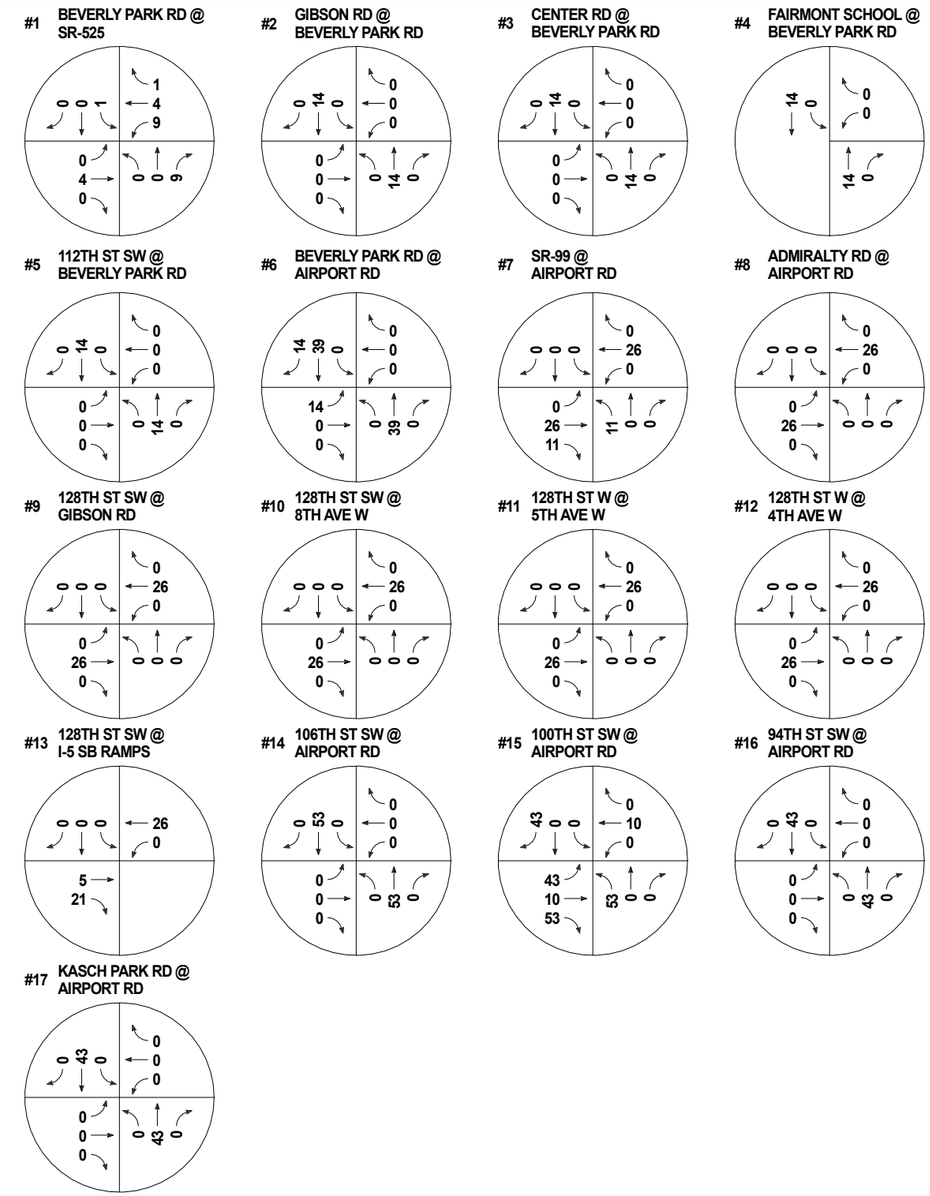
LEGEND

XXX→ PM PEAK-HOUR TURNING MOVEMENT VOLUMES

FIGURE 7

AM PEAK-HOUR PROJECT TRIPS





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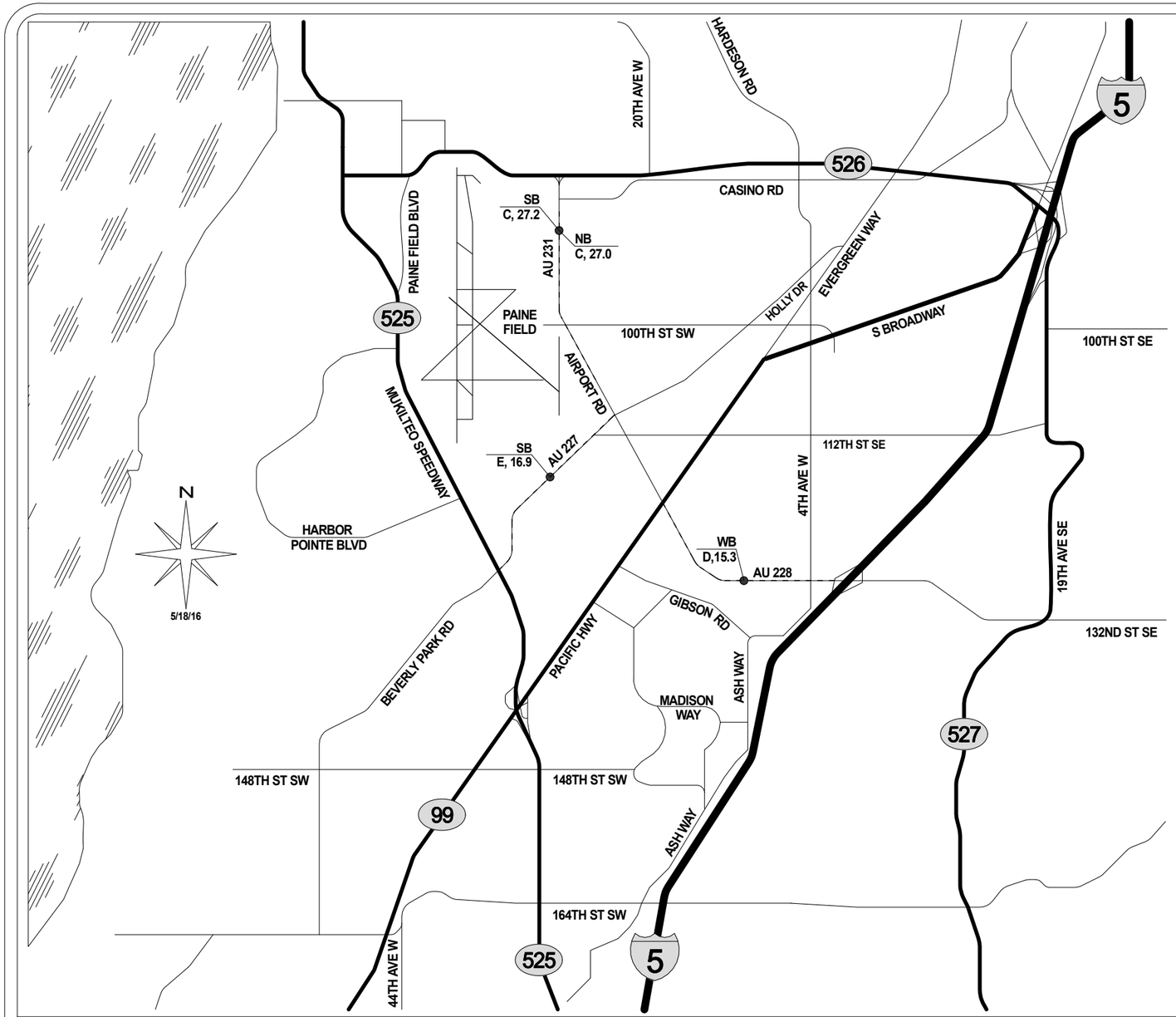
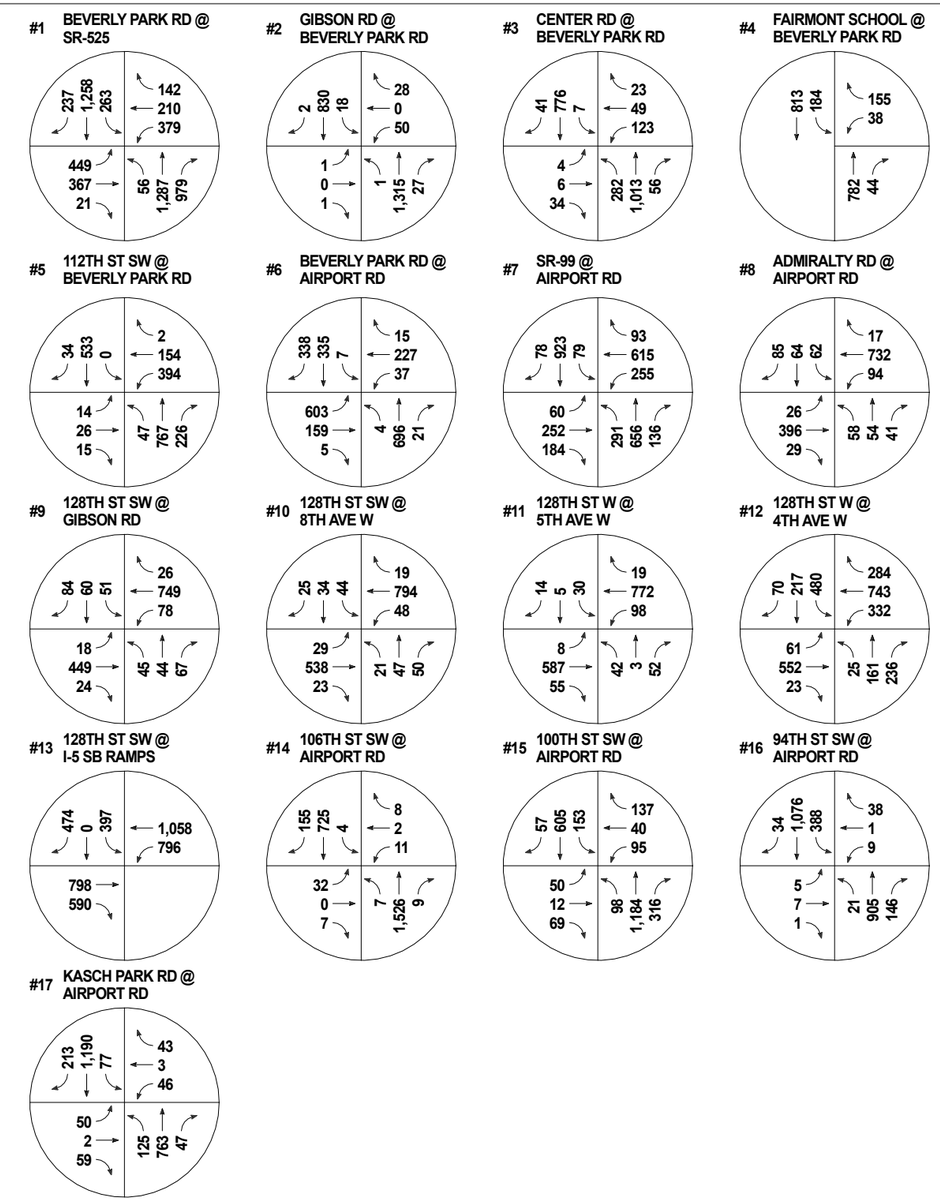
LEGEND

XXX→ PM PEAK-HOUR TURNING MOVEMENT VOLUMES

FIGURE 8

PM PEAK-HOUR PROJECT TRIPS





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SNOHOMISH COUNTY

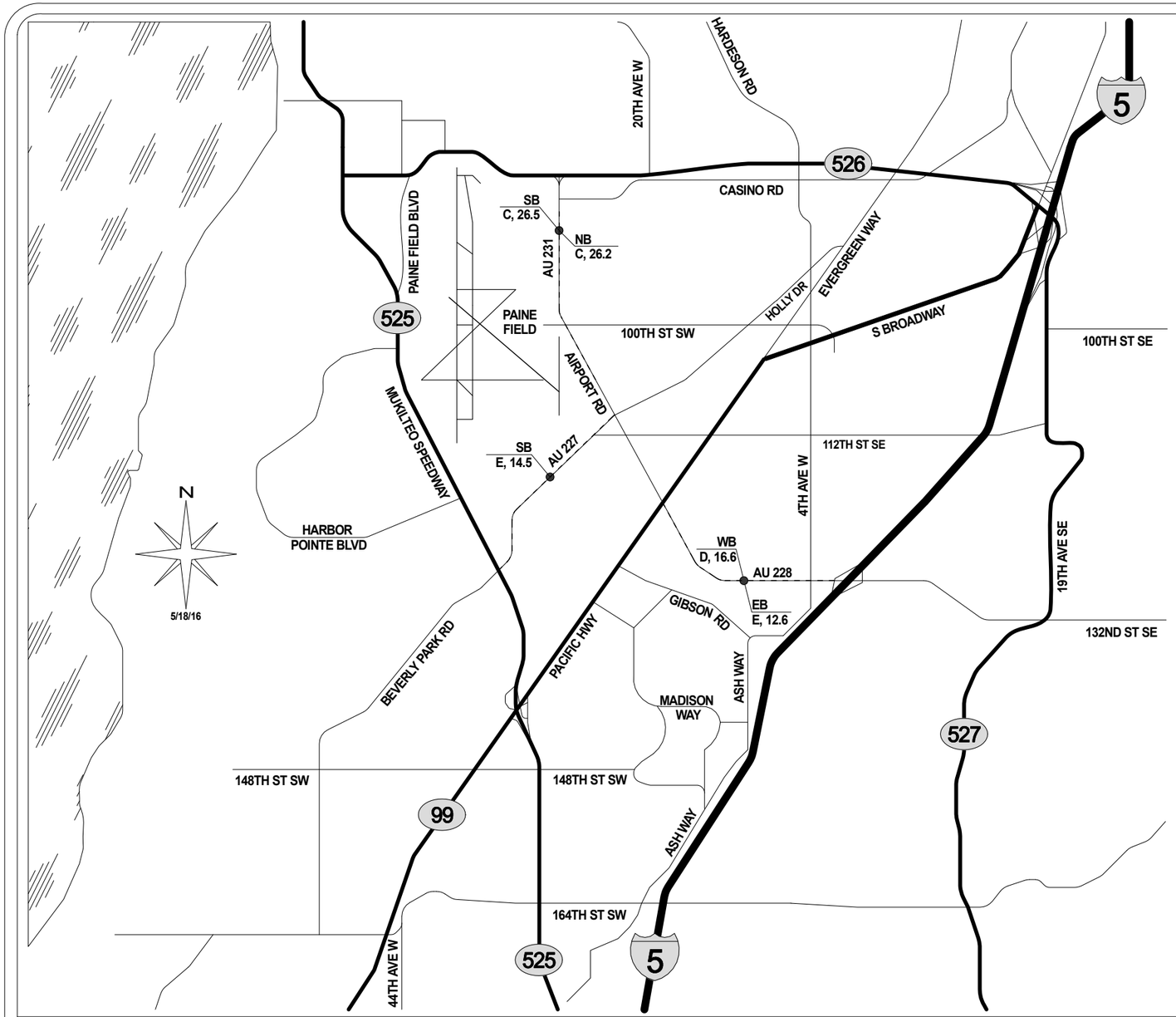
LEGEND

XXX → PM PEAK-HOUR TURNING MOVEMENT VOLUMES

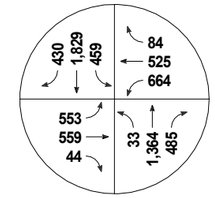
XX / X, xx.x ARTERIAL DIRECTION / ARTERIAL LEVEL OF SERVICE, AVERAGE SPEED IN MPH

FIGURE 9

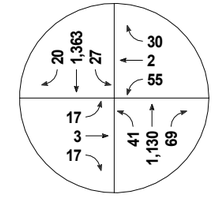
2022 FUTURE WITH PROJECT AM PEAK-HOUR ARTERIAL TURNING MOVEMENTS



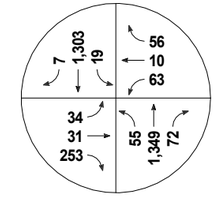
#1 BEVERLY PARK RD @ SR-525



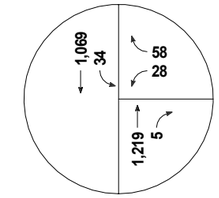
#2 GIBSON RD @ BEVERLY PARK RD



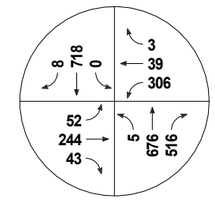
#3 CENTER RD @ BEVERLY PARK RD



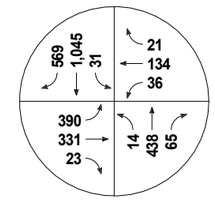
#4 FAIRMONT SCHOOL @ BEVERLY PARK RD



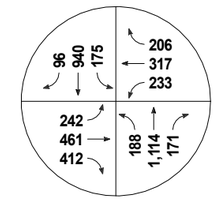
#5 112TH ST SW @ BEVERLY PARK RD



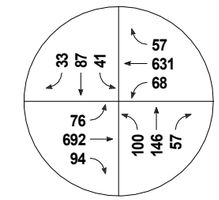
#6 BEVERLY PARK RD @ AIRPORT RD



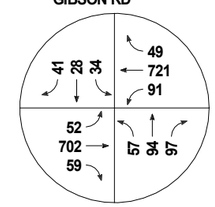
#7 SR-99 @ AIRPORT RD



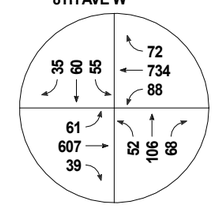
#8 ADMIRALTY RD @ AIRPORT RD



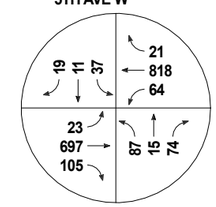
#9 128TH ST SW @ GIBSON RD



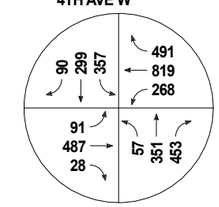
#10 128TH ST SW @ 8TH AVE W



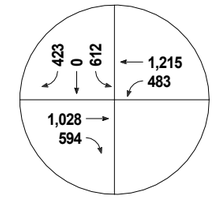
#11 128TH ST W @ 5TH AVE W



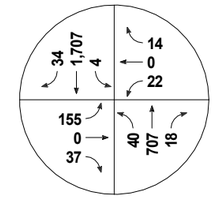
#12 128TH ST W @ 4TH AVE W



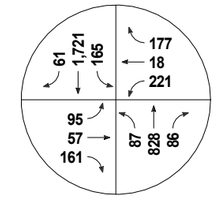
#13 128TH ST SW @ I-5 SB RAMPS



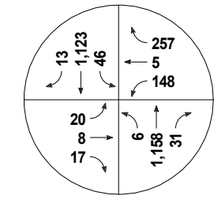
#14 106TH ST SW @ AIRPORT RD



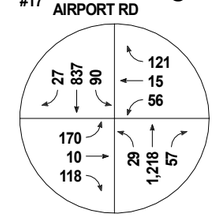
#15 100TH ST SW @ AIRPORT RD



#16 94TH ST SW @ AIRPORT RD



#17 KASCH PARK RD @ AIRPORT RD



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TRAFFIC IMPACT STUDY
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PAINE FIELD PASSENGER TERMINAL

SNOHOMISH COUNTY

LEGEND

XXX → PM PEAK-HOUR TURNING MOVEMENT VOLUMES

XX / X, xx.x ARTERIAL DIRECTION / ARTERIAL LEVEL OF SERVICE, AVERAGE SPEED IN MPH

FIGURE 10

2022 FUTURE WITH PROJECT PM PEAK-HOUR ARTERIAL TURNING MOVEMENTS

6.1 Arterial Unit #227 – Beverly Park Road

Arterial Unit #227, Beverly Park Road between SR-525 and Airport Road, is a 1.35 mile long arterial that is critical in the southbound direction during the AM and PM peak-hours.

6.1.1. Existing Conditions

The existing arterial travel time data for Arterial Unit #227 was collected by the independent count firm TDG in May 2015. The network for Arterial Unit #227 in the *Synchro* software was calibrated to within 1 second for the total delay and to the same arterial travel speed from the field data for the AM and PM peak-hours. The arterial unit in the southbound direction currently operates at acceptable LOS D during the AM peak-hour and acceptable LOS E during the PM peak-hour.

6.1.2. 2022 Baseline Conditions

The additional trips due to the Snohomish County pipeline trips 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, LOS D and LOS E, respectively.

6.1.3. 2022 Future with Project Conditions

The trips from the project are not anticipated to significantly affect the arterial travel speed of Arterial Unit #227 during either the AM or PM peak-hours in the southbound direction. The delay during the AM and PM peak-hours is anticipated to increase by 5 seconds of less. The arterial in the southbound direction will operate at acceptable LOS E during the AM and PM peak-hours with the project.

6.1.4. 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 southbound direction during the AM and PM peak-hours with the project. The southbound direction is anticipated to operate at LOS E during the AM and PM peak-hours with the project. The AM peak-hour arterial level of service analysis is summarized in Table 8 and the PM peak-hour arterial analysis is summarized in Table 9.

Table 8: Arterial Unit #227 AM Peak-Hour Southbound Level of Service Summary

Analysis Scenario	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	113 sec	249 sec	19.5 mph	D
Existing Conditions (Calibration)	113 sec	250 sec	19.5 mph	D
2022 Baseline Conditions	146 sec	283 sec	17.2 mph	D
2022 Future with Project Conditions	151 sec	288 sec	16.9 mph	E

Table 9: Arterial Unit #227 PM Peak-Hour Southbound Level of Service Summary

Analysis Scenario	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	167 sec	305 sec	15.9 mph	E
Existing Conditions (Calibration)	168 sec	305 sec	15.9 mph	E
2022 Baseline Conditions	194 sec	331 sec	14.7 mph	E
2022 Future with Project Conditions	198 sec	335 sec	14.5 mph	E

The level of service calculations for Arterial Unit #227 are included in the attachments of this report. The northbound direction during the AM and PM peak-hours is included in the *Synchro* outputs, but is not included as part of this analysis since the northbound direction is not critical and not impacted with 50 directional peak-hour trips.

6.2 Arterial Unit #228 – Airport Road/128th Street SW

Arterial Unit #228, Airport Road/128th Street SW between SR-99 and the Interstate-5 southbound ramps, is a 1.34 mile long arterial that is critical in the westbound direction during the AM peak-hour and the westbound and eastbound direction 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 signal improvement project along Arterial Unit #228 that will allow signals to better handle changes in 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 have applied to the 2022 baseline conditions and then remained the same for the 2022 future with project conditions.

6.2.1. Existing Conditions

The existing arterial travel time data for Arterial Unit #227 was collected by the independent count firm TDG in the year 2015. The calibration for the westbound direction 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 20 seconds of total delay, the westbound direction was 10 seconds lower than the field data and the westbound direction was 20 seconds more than the field data. The arterial travel speeds for the eastbound and westbound directions during the PM peak-hour were calibrated to within 0.3 mph of the field data. It is important to note that Snohomish County's guidelines for arterial analysis allow for up to 1.0 faster than the field data. The arterial unit currently operates at acceptable LOS D in the westbound direction during the AM peak-hour. During the PM peak-hour the westbound direction currently operates at LOS E and the westbound direction operates at LOS D.

6.2.2. 2022 Baseline Conditions

The delay and travel speeds increase along Arterial Unit #228 from the existing conditions to the 2022 baseline conditions due to the planned signal improvements along the corridor. The westbound direction is anticipated to operate at LOS D during the AM peak-hour with the signal improvements. During the PM peak-hour the eastbound and westbound directions are anticipated to remain at LOS E and LOS D, respectively, under the 2016 baseline conditions with the signal improvements.

6.2.3. 2022 Future with Project Conditions

The trips from the project are not anticipated to cause the level of service of Arterial Unit #228 to change during either the AM or PM peak-hours. The delays along the arterial are anticipated to increase and the arterial travel speeds are anticipated to decrease with the additional traffic from the 2022 baseline conditions, but all of the arterials will remain at acceptable LOS E or better. During the AM peak-hour the westbound direction will remain at LOS D under the 2022 future with project conditions. The eastbound direction and westbound directions during the PM peak-hour are anticipated to operate at LOS E and LOS D, respectively, under the 2022 future with project conditions during the PM peak-hour.

6.2.4. 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 westbound direction during the AM peak-hour and the eastbound and westbound directions during the PM peak-hour with the project. The Snohomish County planned signal improvements along the corridor will help decrease the delay and increase the travel time along the corridor. The westbound direction during the AM peak-hour is anticipated to operate at LOS D with the project. The eastbound and westbound directions during the PM peak-hour are anticipated to operate at LOS E and LOS D, respectively, with the project. The AM peak-hour arterial level of service analysis is summarized in Table 10 for the westbound direction. The PM peak-hour arterial level of service analysis is summarized in Table 11 for the eastbound direction and Table 12 for the westbound direction.

Table 10: Arterial Unit #228 AM Peak-Hour Westbound Level of Service Summary

Analysis Scenario	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	165 sec	315 sec	15.3 mph	D
Existing Conditions (Calibration)	167 sec	316 sec	15.4 mph	D
2022 Baseline Conditions	154 sec	303 sec	16.0 mph	D
2022 Future with Project Conditions	169 sec	318 sec	15.3 mph	D

Table 11: Arterial Unit #228 PM Peak-Hour Eastbound Level of Service Summary

Analysis Scenario	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	256 sec	430 sec	11.2 mph	E
Existing Conditions (Calibration)	246 sec	417 sec	11.5 mph	E
2022 Baseline Conditions	200 sec	371 sec	13.0 mph	E
2022 Future with Project Conditions	211 sec	382 sec	12.6 mph	E

Table 12: Arterial Unit #228 PM Peak-Hour Westbound Level of Service Summary

Analysis Scenario	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	129 sec	320 sec	15.1 mph	D
Existing Conditions (Calibration)	149 sec	316 sec	15.3 mph	D
2022 Baseline Conditions	124 sec	290 sec	16.6 mph	D
2022 Future with Project Conditions	125 sec	291 sec	16.6 mph	D

The level of service calculations for Arterial Unit #228 are included in the attachments of this report. The eastbound direction during the AM peak-hour is included in the *Synchro* outputs, but is not included as part of this analysis since the eastbound direction is not critical and not impacted with 50 directional peak-hour trips.

6.3 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.

6.3.1. Existing Conditions

The existing arterial travel time data for Arterial Unit #231 was collected by the independent count firm TDG in May and September 2015. The network for Arterial Unit #231 in the *Synchro* software was not able to be calibrated to similar delay, segment travel times and arterial travel speeds as the field data. The delay along the arterial in the calibrated arterial systems is greater than the field delay and the resulting arterial travel speed in the calibrated system is lower than the arterial travel speed from the field data. The arterial travel speeds in the calibrated arterial systems are between about 1.5 mph and 7.6 mph slower than the field data. 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 27.6 mph, which is equivalent to LOS C, and is 1.5 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 29.1 mph, which is 6.4 mph slower than the field data. The northbound and southbound directions have both been calibrated to LOS C during the PM peak-hour with the northbound direction having an arterial travel speed of 26.0 mph, 3.1 mph slower than the field data, and the southbound direction having an arterial travel speed of 27.7 mph, 7.6 mph slower than the field data.

6.3.2. 2022 Baseline 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. The northbound direction during the AM peak-hour is anticipated to remain at LOS C and the southbound direction during the AM peak-hour is anticipated to remain at LOS B. During the PM peak-hour the northbound and southbound directions are both anticipated to remain at LOS C under the 2022 baseline conditions.

6.3.3. 2022 Future with Project Conditions

The trips from the project will cause the arterial travel speeds to decrease along Arterial Unit #231. The only direction that will change level of service with the trips from the project is the southbound direction during the AM peak-hour, which is anticipated to operate at acceptable LOS C with the project. The remaining directions will operate at the same level of service as the 2022 baseline conditions with the project. The northbound and southbound directions during the AM and PM peak-hours are all anticipated to operate at LOS C under the 2022 future with project conditions.

6.3.4. 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 C in the northbound and southbound directions during the AM and PM peak-hours with the project. The arterial level of service analysis for the AM peak-hour is summarized in Table 13 for the northbound direction and Table 14 for the southbound direction. The arterial level of service analysis for the PM peak-hour is summarized in Table 15 for the northbound direction and Table 16 for the southbound direction.

Table 13: Arterial Unit #231 AM Peak-Hour Northbound Level of Service Summary

Analysis Scenario	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	26 sec	145 sec	29.1 mph	B
Existing Conditions (Calibration)	41 sec	151 sec	27.6 mph	C
2022 Baseline Conditions	42 sec	152 sec	27.4 mph	C
2022 Future with Project Conditions	44 sec	154 sec	27.0 mph	C

Table 14: Arterial Unit #231 AM Peak-Hour Southbound Level of Service Summary

Analysis Scenario	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	23 sec	119 sec	35.5 mph	A
Existing Conditions (Calibration)	42 sec	143 sec	29.1 mph	B
2022 Baseline Conditions	46 sec	147 sec	28.3 mph	B
2022 Future with Project Conditions	52 sec	153 sec	27.2 mph	C

Table 15: Arterial Unit #231 PM Peak-Hour Northbound Level of Service Summary

Analysis Scenario	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	48 sec	144 sec	29.1 mph	B
Existing Conditions (Calibration)	59 sec	160 sec	26.0 mph	C
2022 Baseline Conditions	60 sec	161 sec	25.9 mph	C
2022 Future with Project Conditions	58 sec	159 sec	26.2 mph	C

It is important to note that the additional trips from the project cause the signal for the intersection of Airport Road at 100th Street SW to use more of the cycle length. This causes the actuated signal to utilize more green time for the northbound direction, reducing the delay for the northbound direction and increasing the travel speed for the northbound direction.

Table 16: Arterial Unit #231 PM Peak-Hour Southbound Level of Service Summary

Analysis Scenario	Total Intersection Delay	Segment Travel Time	Arterial Flow Speed	Arterial LOS
Existing Conditions (Field Data)	13 sec	105 sec	35.3 mph	A
Existing Conditions (Calibration)	41 sec	151 sec	27.7 mph	C
2022 Baseline Conditions	41 sec	151 sec	27.6 mph	C
2022 Future with Project Conditions	47 sec	157 sec	26.5 mph	C

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

6.4 Summary of Arterial Impacts

The project will impact three 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 2022 future with project conditions. No additional improvements beyond the planned signal improvements along Arterial #228 will be required to ensure the impacted arterials operate acceptably with the project. The Paine Field passenger terminal should therefore be considered concurrent based on the requirements of SCC 30.66B.

7. INTERSECTION ANALYSIS FOR SURROUNDING JURISDICTIONS

The trips from the project 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 17.

Table 17: Intersections Analyzed for Surrounding Jurisdictions

Intersection	Jurisdiction
1. SR-525 at Beverly Park Road	WSDOT
6. Beverly Park Road at Airport Road	City of Everett
7. SR-99 at Airport Road	City of Everett
13. I-5 Southbound Ramps at 128th Street SW	WSDOT
18. I-5 Northbound Ramps at 128th Street SW/SR-96	WSDOT
19. Airport Road at 112th Street SW	City of Everett
20. Airport Road at Casino Road	City of Everett
21. Airport Road at SR-526 Westbound Ramps	WSDOT
22. SR-526/Paine Field Boulevard at 84th Street SW	City of Mukilteo
23. 44th Avenue W at 84th Street SW	City of Mukilteo
24. SR-525 at 84th Street SW	City of Mukilteo
25. SR-526 Westbound Ramps at Evergreen Way	City of Everett

The analysis of intersections for surrounding jurisdictions is based on the interlocal agreements, the typical methodology for analysis of intersections and historical scoping discussions. 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 analyzed for this report are along principal arterials, which have a level of service threshold of LOS E. The City of Everett use 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 project do not meet the threshold for the City of Everett, which controls and operates the intersection.

The existing turning movements for the interlocal and SEPA intersection analysis are shown in Figure 11 and the 2022 baseline conditions turning movements are shown in Figure 12. The trips generated by the project used for the interlocal and SEPA intersection analysis are shown in Figure 13 and the turning movements for the 2022 future with project conditions are shown in Figure 14.

7.1 Existing Conditions

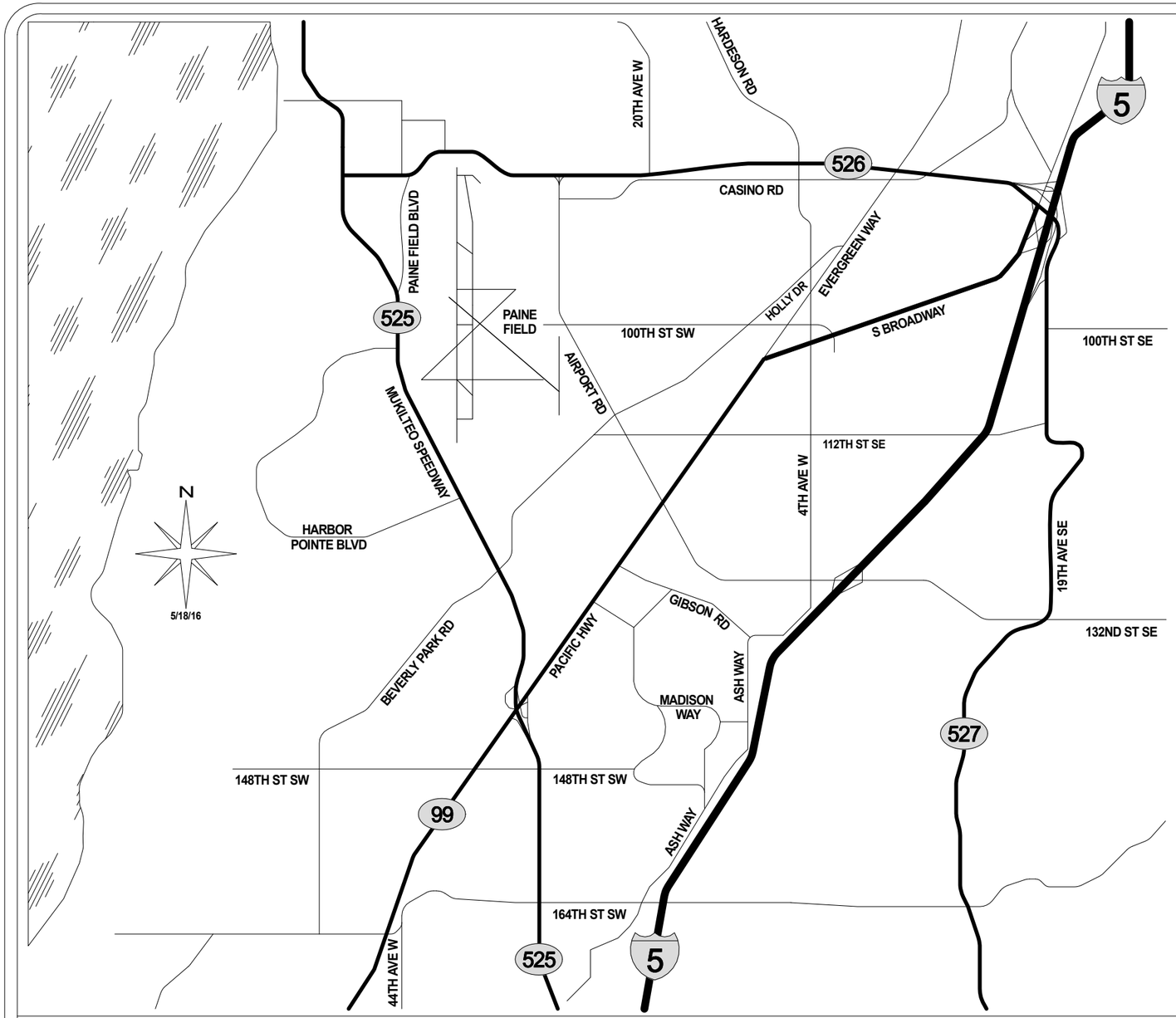
The existing interlocal and SEPA analysis shows that the majority of the study intersections operate within acceptable levels of service. There is one WSDOT intersection that currently operates at LOS F, SR-525 at Beverly Park Road, and one City of Everett intersection that operates at LOS E, SR-99 at Airport Road. Both of these intersections are addressed later in this report. All of the City of Mukilteo intersections currently operate at LOS D or better. The intersection of 128th Street SW at I-5 Southbound Ramps, which is an level of service under the provisions of the interlocal agreement between Snohomish County and WSDOT.

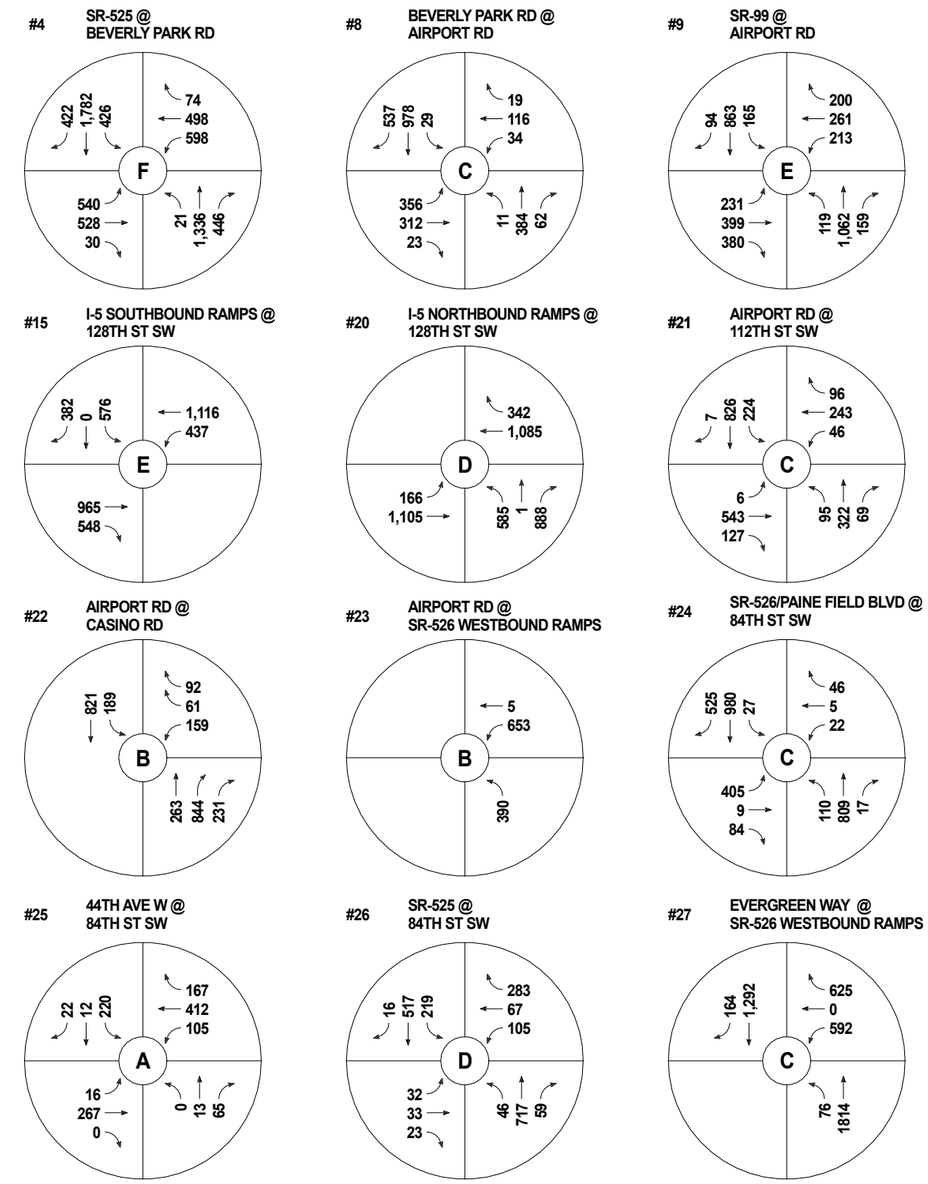
7.2 2022 Baseline Conditions

The 2022 baseline level of service analysis shows that the majority of the study intersections will continue to operate at an acceptable level of service. The only exceptions are the intersections of SR-525 at Beverly Park Road and SR-99 at Airport Road. Both of these intersections are discussed in more detail later in this report.

7.3 2022 Future with Project Conditions

The additional trips from the project will not change the anticipated level of service at the intersections studied for the surrounding jurisdictions. The intersections of SR-525 at Beverly Park Road and SR-99 at Airport Road are still anticipated to operate at LOS F and LOS E, respectively, under the 2022 future with project conditions. The remaining intersections studied for the surrounding jurisdictions are anticipated to continue operating within acceptable thresholds of the surrounding jurisdictions under the 2022 future with project conditions.





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GTC #15-081

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SNOHOMISH COUNTY

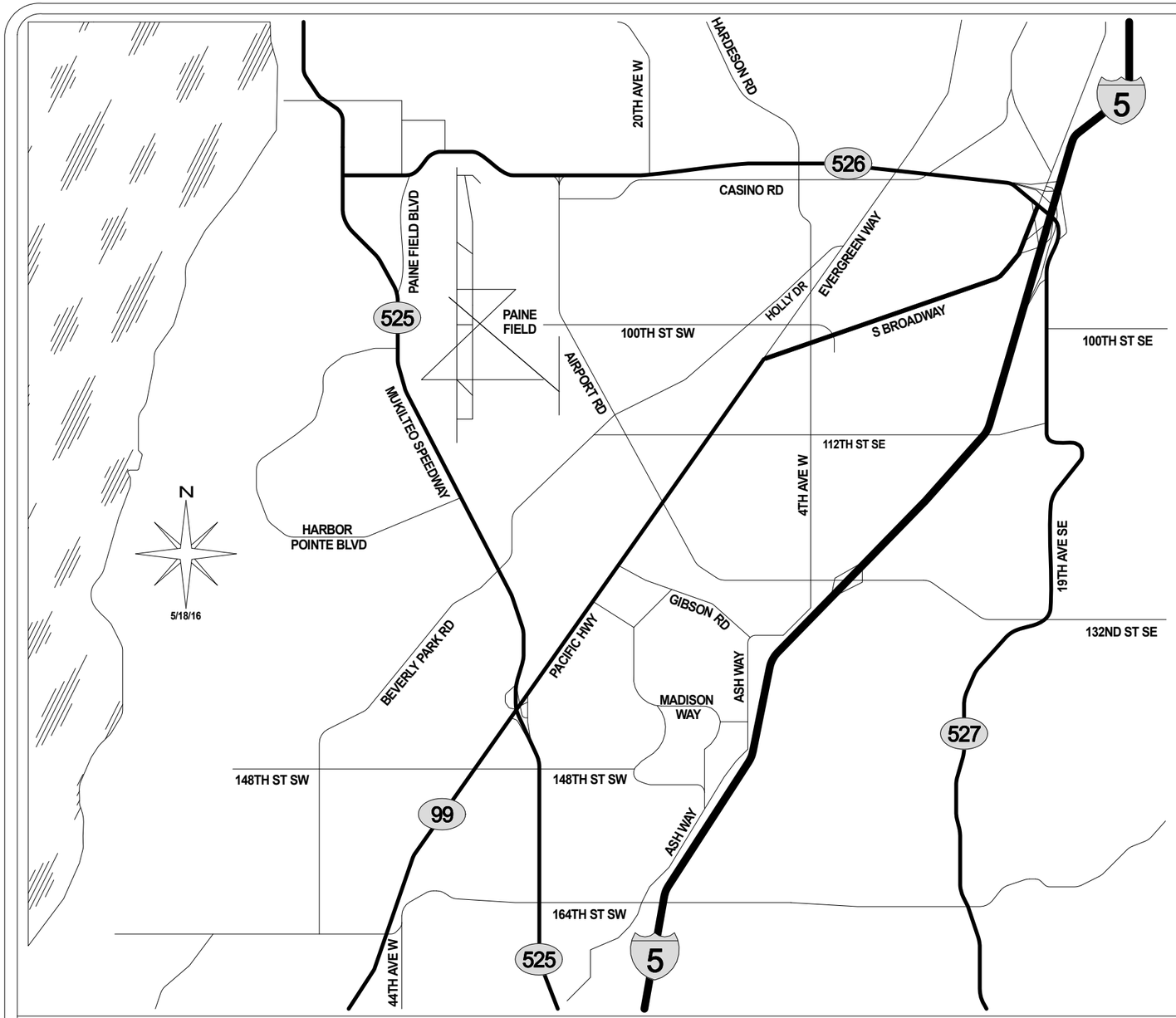
LEGEND

XXX→ TURNING MOVEMENT VOLUMES

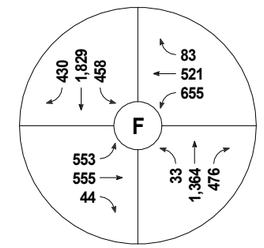
(X) INTERSECTION LEVEL OF SERVICE

FIGURE 11

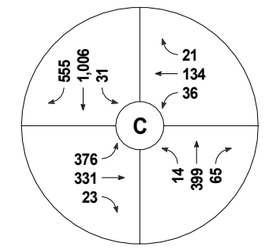
EXISTING
INTERLOCAL & SEPA
TURNING MOVEMENTS



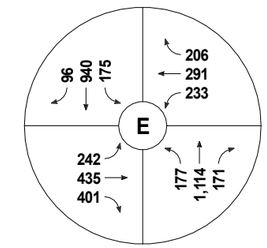
#4 SR-525 @ BEVERLY PARK RD



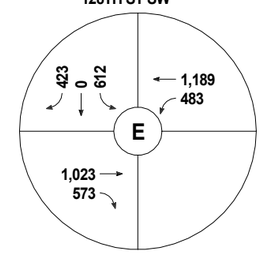
#8 BEVERLY PARK RD @ AIRPORT RD



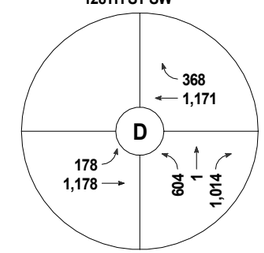
#9 SR-99 @ AIRPORT RD



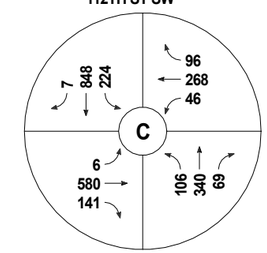
#15 I-5 SOUTHBOUND RAMPS @ 128TH ST SW



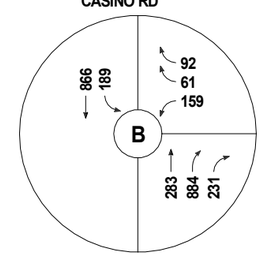
#20 I-5 NORTHBOUND RAMPS @ 128TH ST SW



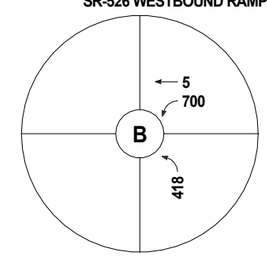
#21 AIRPORT RD @ 112TH ST SW



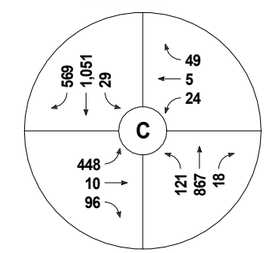
#22 AIRPORT RD @ CASINO RD



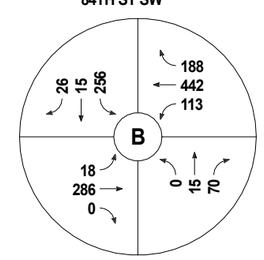
#23 AIRPORT RD @ SR-526 WESTBOUND RAMPS



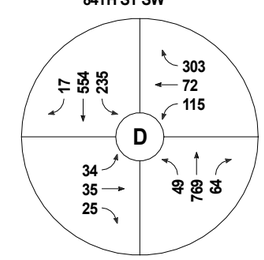
#24 SR-526/PAINE FIELD BLVD @ 84TH ST SW



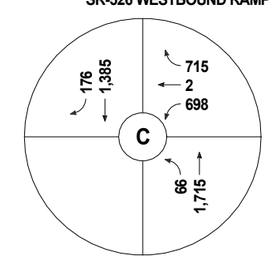
#25 44TH AVE W @ 84TH ST SW



#26 SR-525 @ 84TH ST SW



#27 EVERGREEN WAY @ SR-526 WESTBOUND RAMPS



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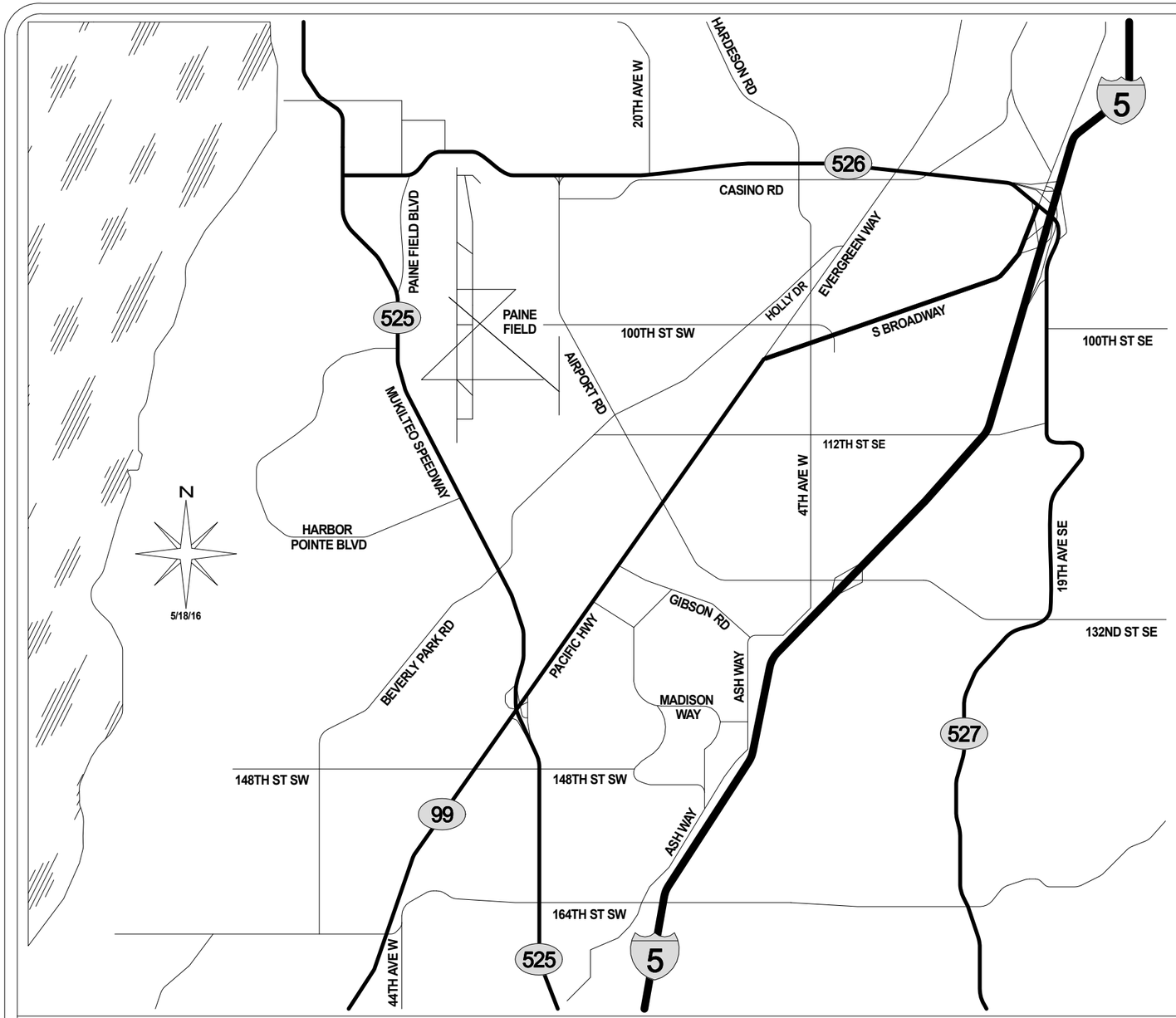
LEGEND

XXX→ TURNING MOVEMENT VOLUMES

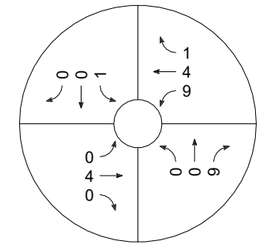
(X) INTERSECTION LEVEL OF SERVICE

FIGURE 12

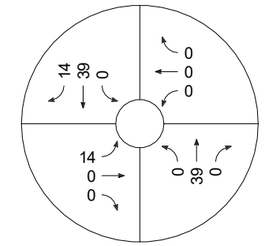
2022 BASELINE
INTERLOCAL & SEPA
TURNING MOVEMENTS



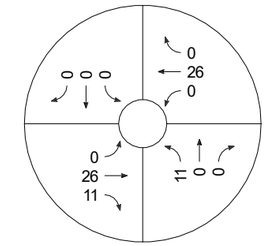
#4 SR-525 @ BEVERLY PARK RD



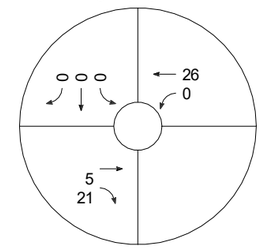
#8 BEVERLY PARK RD @ AIRPORT RD



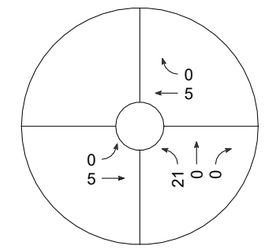
#9 SR-99 @ AIRPORT RD



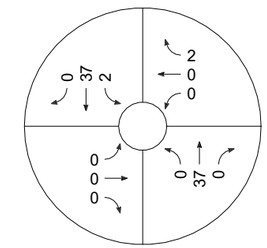
#15 I-5 SOUTHBOUND RAMPS @ 128TH ST SW



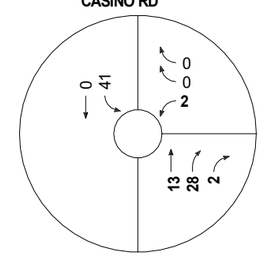
#20 I-5 NORTHBOUND RAMPS @ 128TH ST SW



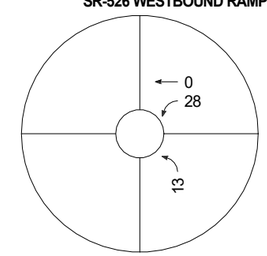
#21 AIRPORT RD @ 112TH ST SW



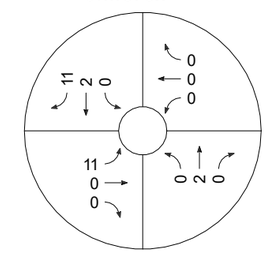
#22 AIRPORT RD @ CASINO RD



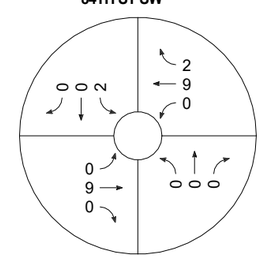
#23 AIRPORT RD @ SR-526 WESTBOUND RAMPS



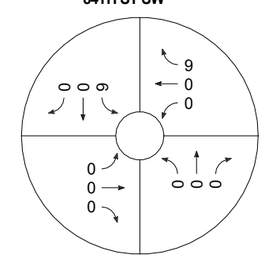
#24 SR-526/PAINE FIELD BLVD @ 84TH ST SW



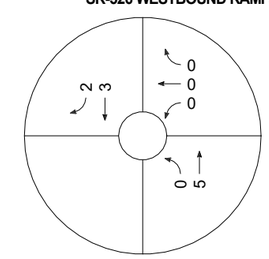
#25 44TH AVE W @ 84TH ST SW



#26 SR-525 @ 84TH ST SW



#27 EVERGREEN WAY @ SR-526 WESTBOUND RAMPS



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SNOHOMISH COUNTY

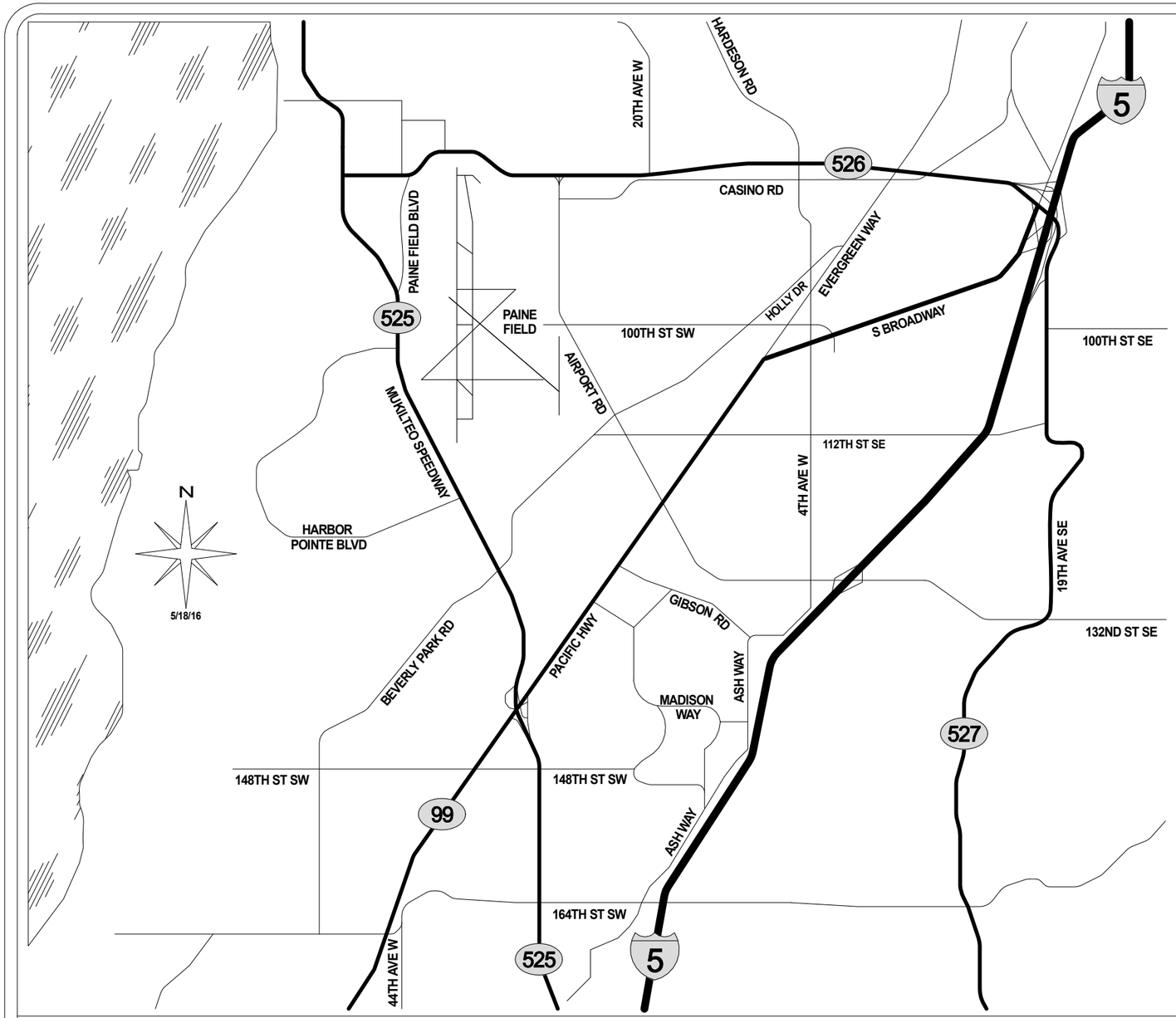
LEGEND

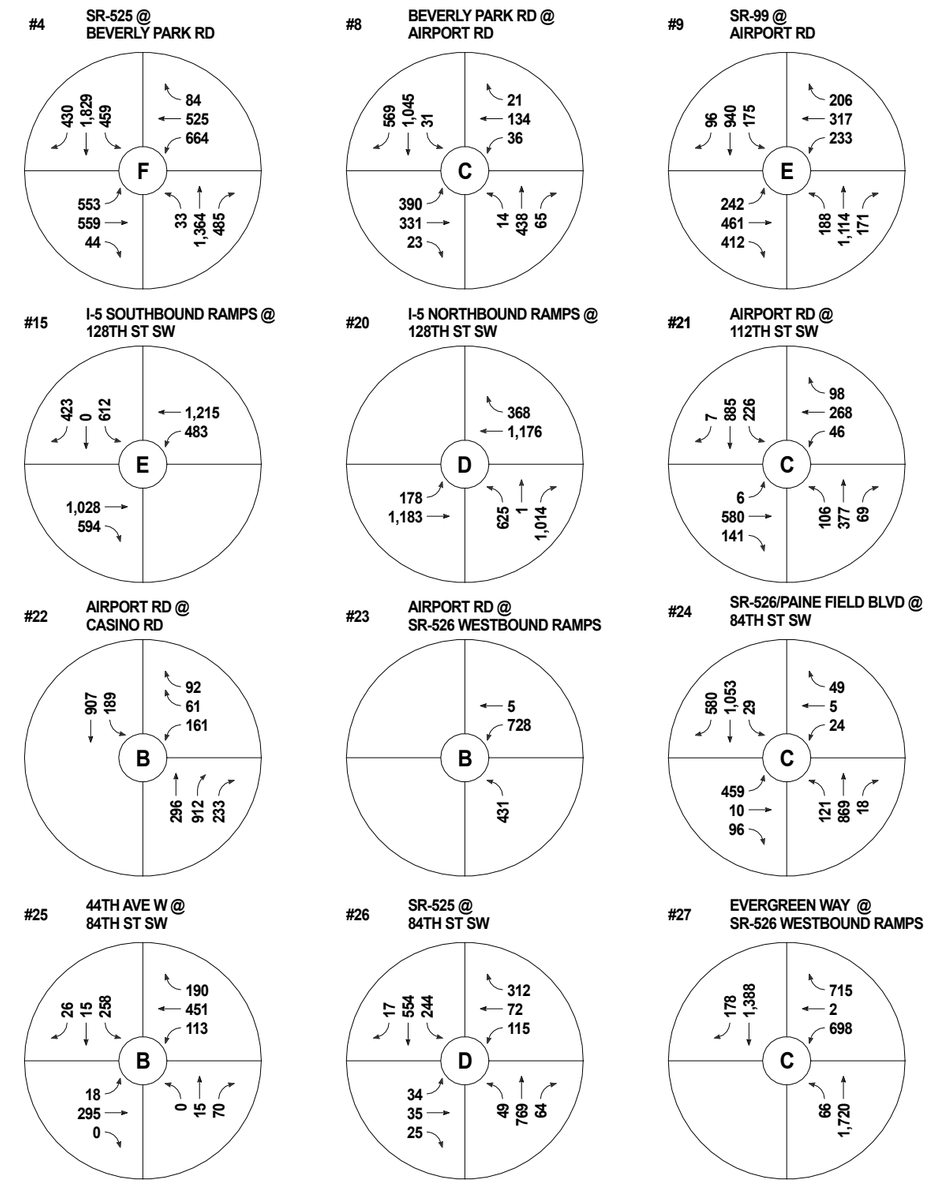
XXX→ TURNING MOVEMENT VOLUMES

(X) INTERSECTION LEVEL OF SERVICE

FIGURE 13

PM PEAK-HOUR TRIPS FROM THE PAINE FIELD PASSENGER TERMINAL





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SNOHOMISH COUNTY

LEGEND

XXX→ TURNING MOVEMENT VOLUMES

(X) INTERSECTION LEVEL OF SERVICE

FIGURE 14

2022 FUTURE WITH PROJECT
INTERLOCAL & SEPA
TURNING MOVEMENTS

7.4 Summary of Impacts to Intersections of Surrounding Jurisdictions

The trips from the project are not anticipated to cause any of the study intersections for the surrounding jurisdictions to operate below acceptable thresholds. The project will add trips to two intersections operating below acceptable thresholds, SR-525 at Beverly Park Road (LOS F) and SR-99 at Airport Road (LOS E). A summary of the intersection level of service analysis for the surrounding jurisdictions is included in Table 18.

The City of Mukilteo has a planned 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 Passenger Terminal on the intersection of Sr-525 at Beverly Park Road.

The intersection of SR-99 at Airport Road currently operates at LOS E and is anticipated to remain at LOS E under the 2022 future with project 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, the City of Everett has instituted the SWIFT bus rapid transit along the SR-99 corridor.

Table 18: Level of Service Summary for Surrounding Jurisdictions

Intersection	Existing Conditions		2022 Baseline Conditions		2022 Future with Project Conditions	
	LOS	Delay	LOS	Delay	LOS	Delay
1. SR-525 at Beverly Park Road	F	104.0 sec	F	122.3 sec	F	123.6 sec
6. Beverly Park Road at Airport Road	C	24.9 sec	C	28.0 sec	C	28.8 sec
7. SR-99 at Airport Road	E	56.8 sec	E	63.7 sec	E	65.2 sec
13. I-5 Southbound Ramps at 128th Street SW	E	70.1 sec	E	73.8 sec	E	76.8 sec
18. I-5 Northbound Ramps at 128th Street SW/SR-96	D	36.4 sec	D	39.4 sec	D	39.8 sec
19. Airport Road at 112th Street SW	C	25.2 sec	C	26.2 sec	C	26.6 sec
20. Airport Road at Casino Road	B	18.2 sec	B	18.5 sec	B	18.9 sec
21. Airport Road at SR-526 Westbound Ramps	B	14.2 sec	B	14.8 sec	B	15.0 sec
22. SR-526/Paine Field Blvd at 84th Street SW	C	24.1 sec	C	26.4 sec	C	26.8 sec
23. 44th Avenue W at 84th Street SW	A	9.6 sec	B	10.5 sec	B	10.6 sec
24. SR-525 at 84th Street SW	D	38.1 sec	D	41.8 sec	D	42.4 sec
25. Evergreen Way at SR-526 Westbound Ramps	C	20.5 sec	C	22.6 sec	C	22.6 sec

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

8. 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. 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 project.

The project is located in Snohomish County, which assesses Transportation Demand Management and general traffic mitigation fees for new trips generated within unincorporated Snohomish County. In addition, Snohomish County has interlocal agreements with WSDOT and the City of Mukilteo for reciprocal payment of mitigation fees. 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 its determined there is a significant impact.

8.1 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 project will satisfy the on-site pedestrian walkway measures of TDM. Bicycle parking spaces for 5 bicycles, equal to 2% of the peak-hour trips generated by the project, will need to be provided to satisfy the bicycle portion of the TDM requirements.

Providing these on-site measures will mean that the project is not required to pay TDM mitigation fees and will also receive a 5% credit towards the Snohomish County, WSDOT and City of Mukilteo mitigation fees.

8.2 Snohomish County

The project will be 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 project is anticipated to generate 956 off-site daily trips for which traffic mitigation fees will be assessed. The Snohomish County traffic mitigation fees for the project will be $206,161.40 with the 5% credit for the on-

site TDM measures. These mitigation fees are assessed by Snohomish County regardless of the impact the project has on Snohomish County arterials.

8.3 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 956 off-site daily trips generated by the project will result in WSDOT traffic mitigation fees of $32,695.20 with the 5% credit for the on-site TDM measures.

8.4 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 project 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 project will generate 212 off-site PM peak-hour trips, for which traffic mitigation fees will need to be paid. The City of Mukilteo traffic mitigation fee, based on a 25% impact for 212 off-site trips and a mitigation fee of $1,875 per PM peak-hour trip, is $94,406.25 with the 5% credit for the on-site TDM measures.

8.5 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 project will add trips to the intersection of SR-99 at Airport Road, which operates at deficient LOS e under the existing and future conditions. 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 project should not be in excess of the proportionate share. The trips from the project will account for 74 of the 4,555 trips anticipated at the intersection under the 2022 future with project conditions (see pages F-7 of the attachments). These trips will account for a proportionate share of 1.62%. The impact of trips from the project should not be considered significant since the impact of trips is less than 2%, the change in delay is only 1.5 seconds with the project and the intersection operates at LOS F under the existing conditions.

8.6 Summary of Traffic Mitigation Fees

The project will generate 956 off-site daily trips and 212 off-site PM peak-hour trips. The traffic mitigation fees to mitigate the impacts of these trips are summarized in Table 19.

Table 19: Traffic Mitigation Fee Summary

Jurisdiction	Fee per Trip Type	Trip Type	Trips	Mitigation Fee with 5% TDM reduction
Snohomish County	$227	ADT	956	$206,161.40
WSDOT	$36	ADT	956	$32,695.20
City of Mukilteo	$1,875	25% of PM Peak-Hour	53	$94,406.25
TOTAL				**$333,262.85**

The traffic mitigation fees for the project include a 5% reduction for on-site TDM measures.

9. CONCLUSIONS

The Paine Field Passenger Terminal is anticipated to result in 956 average daily trips and 212 peak-hour trips impacting the surrounding roadways and intersections based on conservatively high estimates. The trip generation includes the assumption that two arrivals and two departures, one for each type of aircraft, will occur within a 1-hour period. Similar operations at Bellingham International Airport show this operation occurring over a 2-hour period. 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 project is $333,262.85. 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

Proposed Commercial Service at Paine Field
GTC #09-017

76-Seat Aircraft

Daily Trip Generation	
Directional Flights (per day):	20
Seats:	76
Load Factor:	73%
Vehicle Occupancy:	1.50
Total ADT:	740
Peak-Hour Trip Generation	
Directional Flights:	2
Seats:	76
Load Factor:	90%
Vehicle Occupancy:	1.50
Total Peak-Hour Trips:	92
Inbound Peak-Hour Trips:	46
Outbound Peak-Hour Trips:	46

150-Seat Aircraft

Daily Trip Generation	
Directional Flights (per day):	2.8
Seats:	150
Load Factor:	90%
Vehicle Occupancy:	2.40
Total ADT:	158
Peak-Hour Trip Generation	
Directional Flights:	2
Seats:	150
Load Factor:	90%
Vehicle Occupancy:	2.40
Total Peak-Hour Trips:	114
Inbound Peak-Hour Trips:	57
Outbound Peak-Hour Trips:	57

EMPLOYEES

Daily Trip Generation	
Total Employees:	34
Total ADT:	68
Peak-Hour Trip Generation	
Total Employees:	17
Percent during Peak-Hour:	~50%
Employees during Peak-Hour:	8
Total Peak-Hour Trips:	8
Inbound Peak-Hour Trips:	4
Outbound Peak-Hour Trips:	4

TOTAL TRIP GENERATION

Daily Trip Generation	
Total ADT:	966
Peak-Hour Trip Generation	
Total Peak-Hour Trips:	214
Inbound Peak-Hour Trips:	107
Outbound Peak-Hour Trips:	107

OFF-SITE TRIPS

Daily Trip Generation	
Total ADT:	956
Peak-Hour Trip Generation	
Total Peak-Hour Trips:	212
Inbound Peak-Hour Trips:	106
Outbound Peak-Hour Trips:	106

PM Peak-Hour

%	New ADT	New PM Peak Hour Trips			%	New ADT	New PM Peak Hour Trips		
		In	Out	Total			In	Out	Total
100%	956	106	106	212	100%	956	106	106	212
1%	9.56	1.06	1.06	2.12	51%	487.56	54.06	54.06	108.12
2%	19.12	2.12	2.12	4.24	52%	497.12	55.12	55.12	110.24
3%	28.68	3.18	3.18	6.36	53%	506.68	56.18	56.18	112.36
4%	38.24	4.24	4.24	8.48	54%	516.24	57.24	57.24	114.48
5%	**47.80**	**5.30**	**5.30**	**10.60**	**55%**	**525.80**	**58.30**	**58.30**	**116.60**
6%	57.36	6.36	6.36	12.72	56%	535.36	59.36	59.36	118.72
7%	66.92	7.42	7.42	14.84	57%	544.92	60.42	60.42	120.84
8%	76.48	8.48	8.48	16.96	58%	554.48	61.48	61.48	122.96
9%	86.04	9.54	9.54	19.08	59%	564.04	62.54	62.54	125.08
10%	**95.60**	**10.60**	**10.60**	**21.20**	**60%**	**573.60**	**63.60**	**63.60**	**127.20**
11%	105.16	11.66	11.66	23.32	61%	583.16	64.66	64.66	129.32
12%	114.72	12.72	12.72	25.44	62%	592.72	65.72	65.72	131.44
13%	124.28	13.78	13.78	27.56	63%	602.28	66.78	66.78	133.56
14%	133.84	14.84	14.84	29.68	64%	611.84	67.84	67.84	135.68
15%	**143.40**	**15.90**	**15.90**	**31.80**	**65%**	**621.40**	**68.90**	**68.90**	**137.80**
16%	152.96	16.96	16.96	33.92	66%	630.96	69.96	69.96	139.92
17%	162.52	18.02	18.02	36.04	67%	640.52	71.02	71.02	142.04
18%	172.08	19.08	19.08	38.16	68%	650.08	72.08	72.08	144.16
19%	181.64	20.14	20.14	40.28	69%	659.64	73.14	73.14	146.28
20%	**191.20**	**21.20**	**21.20**	**42.40**	**70%**	**669.20**	**74.20**	**74.20**	**148.40**
21%	200.76	22.26	22.26	44.52	71%	678.76	75.26	75.26	150.52
22%	210.32	23.32	23.32	46.64	72%	688.32	76.32	76.32	152.64
23%	219.88	24.38	24.38	48.76	73%	697.88	77.38	77.38	154.76
24%	229.44	25.44	25.44	50.88	74%	707.44	78.44	78.44	156.88
25%	**239.00**	**26.50**	**26.50**	**53.00**	**75%**	**717.00**	**79.50**	**79.50**	**159.00**
26%	248.56	27.56	27.56	55.12	76%	726.56	80.56	80.56	161.12
27%	258.12	28.62	28.62	57.24	77%	736.12	81.62	81.62	163.24
28%	267.68	29.68	29.68	59.36	78%	745.68	82.68	82.68	165.36
30%	**286.80**	**31.80**	**31.80**	**63.60**	**80%**	**764.80**	**84.80**	**84.80**	**169.60**
31%	296.36	32.86	32.86	65.72	81%	774.36	85.86	85.86	171.72
32%	305.92	33.92	33.92	67.84	82%	783.92	86.92	86.92	173.84
33%	315.48	34.98	34.98	69.96	83%	793.48	87.98	87.98	175.96
34%	325.04	36.04	36.04	72.08	84%	803.04	89.04	89.04	178.08
35%	**334.60**	**37.10**	**37.10**	**74.20**	**85%**	**812.60**	**90.10**	**90.10**	**180.20**
36%	344.16	38.16	38.16	76.32	86%	822.16	91.16	91.16	182.32
37%	353.72	39.22	39.22	78.44	87%	831.72	92.22	92.22	184.44
38%	363.28	40.28	40.28	80.56	88%	841.28	93.28	93.28	186.56
39%	372.84	41.34	41.34	82.68	89%	850.84	94.34	94.34	188.68
40%	**382.40**	**42.40**	**42.40**	**84.80**	**90%**	**860.40**	**95.40**	**95.40**	**190.80**
41%	391.96	43.46	43.46	86.92	91%	869.96	96.46	96.46	192.92
42%	401.52	44.52	44.52	89.04	92%	879.52	97.52	97.52	195.04
43%	411.08	45.58	45.58	91.16	93%	889.08	98.58	98.58	197.16
44%	420.64	46.64	46.64	93.28	94%	898.64	99.64	99.64	199.28
45%	**430.20**	**47.70**	**47.70**	**95.40**	**95%**	**908.20**	**100.70**	**100.70**	**201.40**
46%	439.76	48.76	48.76	97.52	96%	917.76	101.76	101.76	203.52
47%	449.32	49.82	49.82	99.64	97%	927.32	102.82	102.82	205.64
48%	458.88	50.88	50.88	101.76	98%	936.88	103.88	103.88	207.76
49%	468.44	51.94	51.94	103.88	99%	946.44	104.94	104.94	209.88
50%	**478.00**	**53.00**	**53.00**	**106.00**	**100%**	**956.00**	**106.00**	**106.00**	**212.00**

BELLINGHAM INTERNATIONAL AIRPORT
Collected by Traffic Data Gathering on Thursday, July 16, 2009

Time Ending	Vehicle Occ. - 1			Vehicle Occ. - 2			Vehicle Occ. - 3			Vehicle Occ. - 4			Vehicle Occ. - 5			Vehicle Occ. - 6			Vehicle Occ. - 7		
	Arr.	Dep.	Total Occ.	Arr.	Dep.	Total Occ.	Arr.	Dep.	Total Occ.	Arr.	Dep.	Total Occ.	Arr.	Dep.	Total Occ.	Arr.	Dep.	Total Occ.	Arr.	Dep.	Total Occ.
2:45 PM	0	5	5	0	4	8	0	1	3	0	0	0	0	0	0	0	1	6	0	0	0
3:00 PM	4	9	13	0	7	14	0	1	3	0	3	12	0	0	0	0	0	0	0	1	7
3:15 PM	15	5	20	4	3	14	1	4	15	2	0	8	2	2	20	0	0	0	0	1	7
3:30 PM	14	6	20	19	4	46	8	1	27	3	3	24	0	0	0	0	0	0	0	0	0
3:45 PM	6	3	9	2	3	10	1	7	24	1	1	8	0	2	10	0	0	0	0	0	0
4:00 PM	7	0	7	3	1	8	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	9	11	0	1	2	1	5	18	0	5	20	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	2	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Total	**50**	**37**	**87**	**29**	**23**	**104**	**12**	**23**	**105**	**6**	**12**	**72**	**2**	**4**	**30**	**0**	**1**	**6**	**0**	**2**	**14**

Total Number of Vehicles: 201
Total Number of Occupants: 418
Vehicle Occupancy Rate: 2.08

NOTES:
- The arrivals and departures include busses. The busses and the their occupancy numbers are:
  - 1 Arrival between 3:15 PM and 3:30 PM with 1 passenger
  - 1 Departure between 3:30 PM and 3:45 PM with 3 passengers
  - 1 Departure between 3:45 PM and 4:00 PM with 3 passengers

TRAFFIC DATA GATHERING

VEHICLE OCCUPANCY SUMMARY

LOCATION: Bellingham Internatinal Airport
Bellingham, WA

DATE OF COUNT: Thu. 7/16/09
TIME OF COUNT: 2:30 - 4:30 PM

COUNTED BY: CN/JH/SN/RN
WEATHER: Sunny

Time Interval Ending At	Arrivals								Departures							
	Bus Occupancy	Vehicle Occupancy							Bus Occupancy	Vehicle Occupancy						
		1	2	3	4	5	6	7		1	2	3	4	5	6	7
02:45 PM	0	0	0	0	0	0	0	0	0	5	4	1	0	0	1	0
03:00 PM	0	4	0	0	0	0	0	0	0	9	7	1	3	0	0	1
03:15 PM	0	15	4	1	2	0	0	0	0	5	3	4	0	2	0	1
03:30 PM	1	13	19	8	3	2	0	0	0	6	4	1	3	0	0	0
03:45 PM	0	6	2	1	1	0	0	0	3	3	3	4	1	2	0	0
04:00 PM	0	7	3	0	0	0	0	0	3	0	1	1	0	0	0	0
04:15 PM	0	2	0	1	0	0	0	0	0	9	1	5	5	0	0	0
04:30 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**49**	**29**	**12**	**6**	**2**	**0**	**0**	**6**	**37**	**23**	**17**	**12**	**4**	**1**	**2**

C:\TDG\TDG2009\09_138\Bellingham International Airport Veh Occupancy PM

AM Peak-Hour Counts

SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

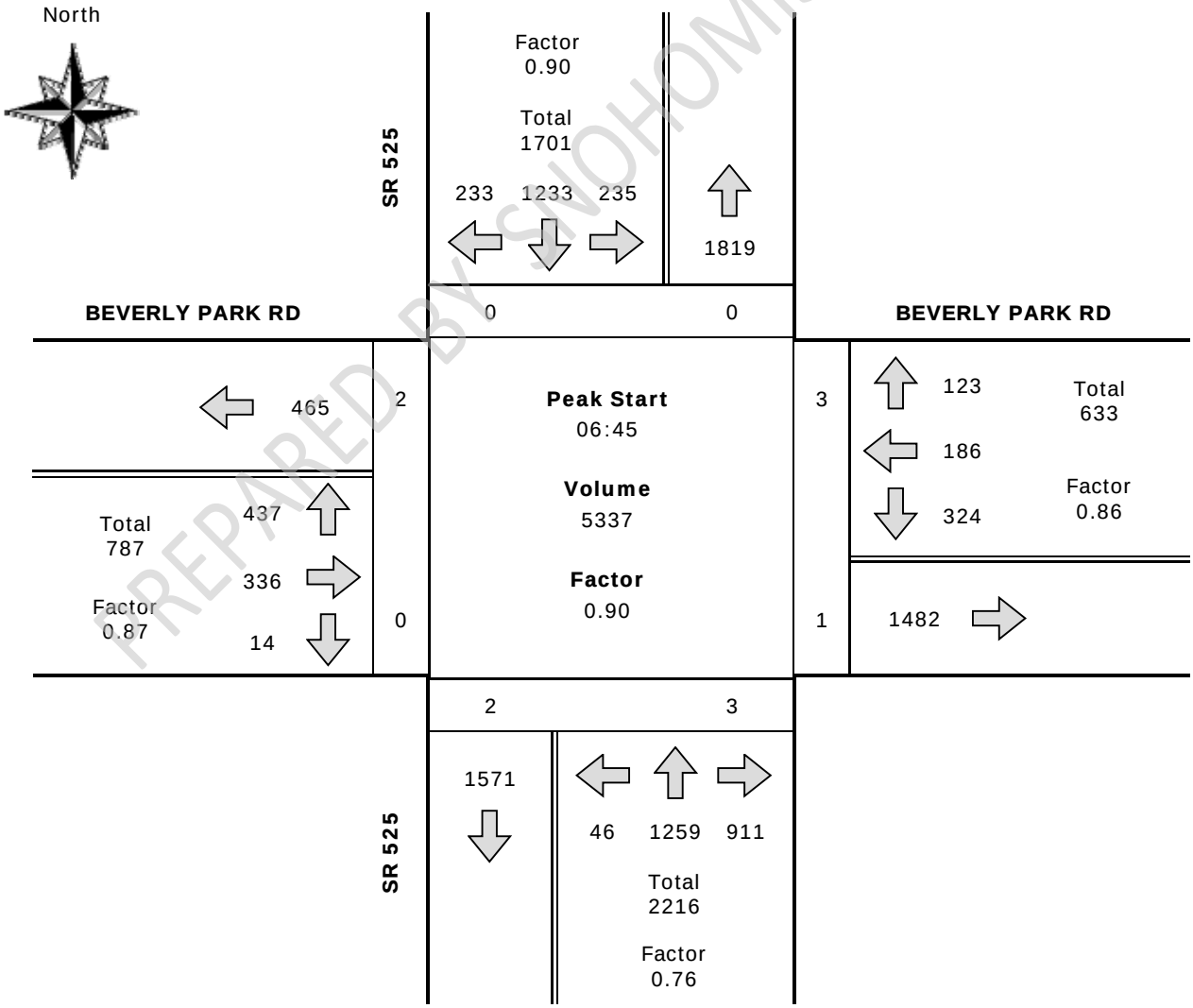
LOCATION: : BEVERLY PARK RD @ SR 525
REQUESTOR: : FORECAST

Site: 91627@0.000
11/19/2015
Thursday

Intersection Peak Hour

Location BEVERLY PARK RD at SR 525
Weather WET
File Number 1119151823aA417K260
Counted by SR/DS
Prepared by DS

	North	East	South	West
Total	3520	2115	3787	1252
Estimated ADT	35200	21150	37870	12520
Autos	1622 95.4 %	596 94.2 %	2179 98.3 %	758 96.3 %
Light Trucks	42 2.5 %	19 3.0 %	17 0.8 %	9 1.1 %
Heavy Trucks	18 1.1 %	8 1.3 %	16 0.7 %	4 0.5 %
Buses	19 1.1 %	10 1.6 %	4 0.2 %	16 2.0 %

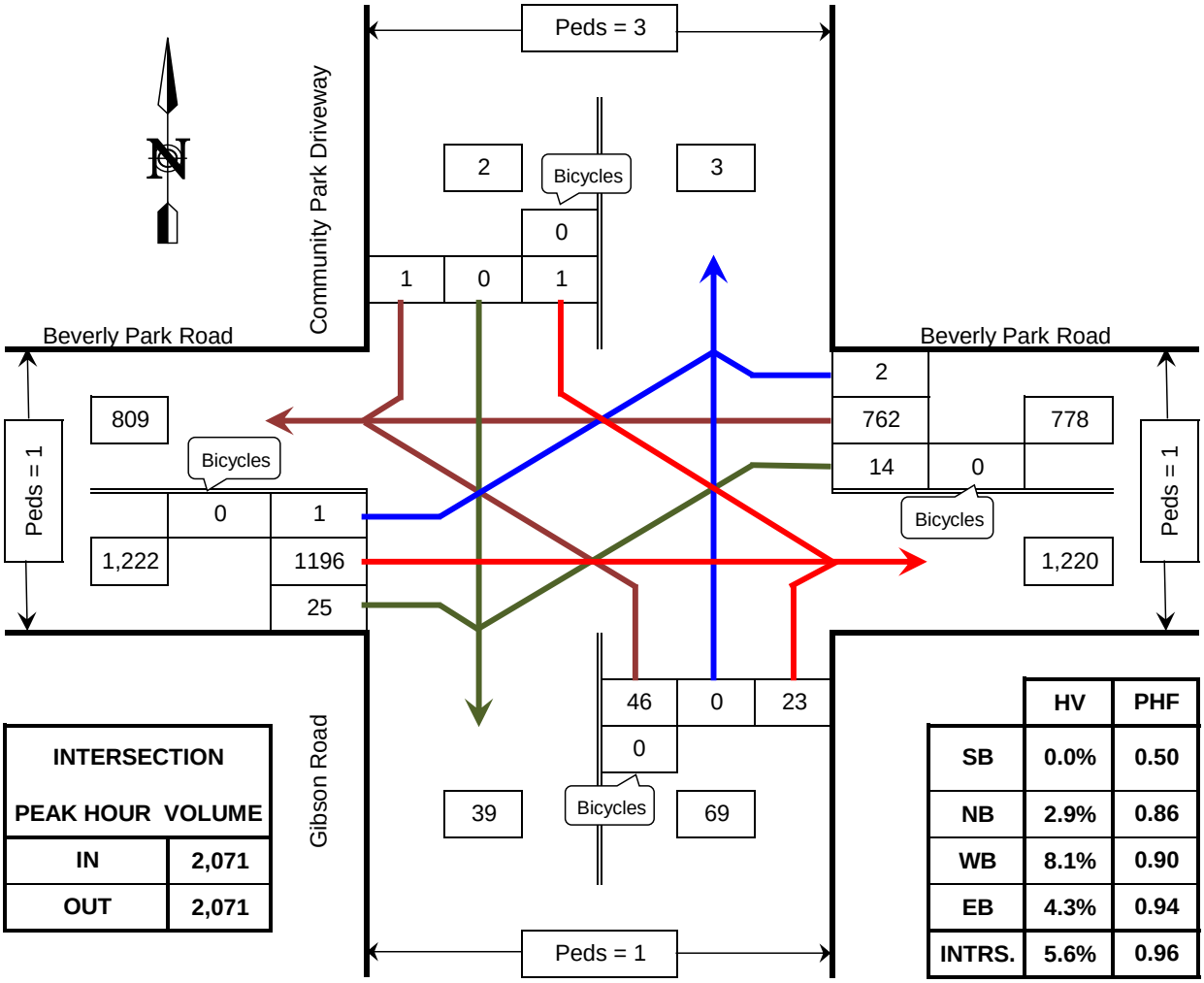


PREPARED BY SNOHOMISH COUNTY

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	2,071
OUT	2,071

	HV	PHF
SB	0.0%	0.50
NB	2.9%	0.86
WB	8.1%	0.90
EB	4.3%	0.94
INTRS.	5.6%	0.96

PHF = Peak Hour Factor
HV = Heavy Vehicles

Gibson Road @ Beverly Park Road

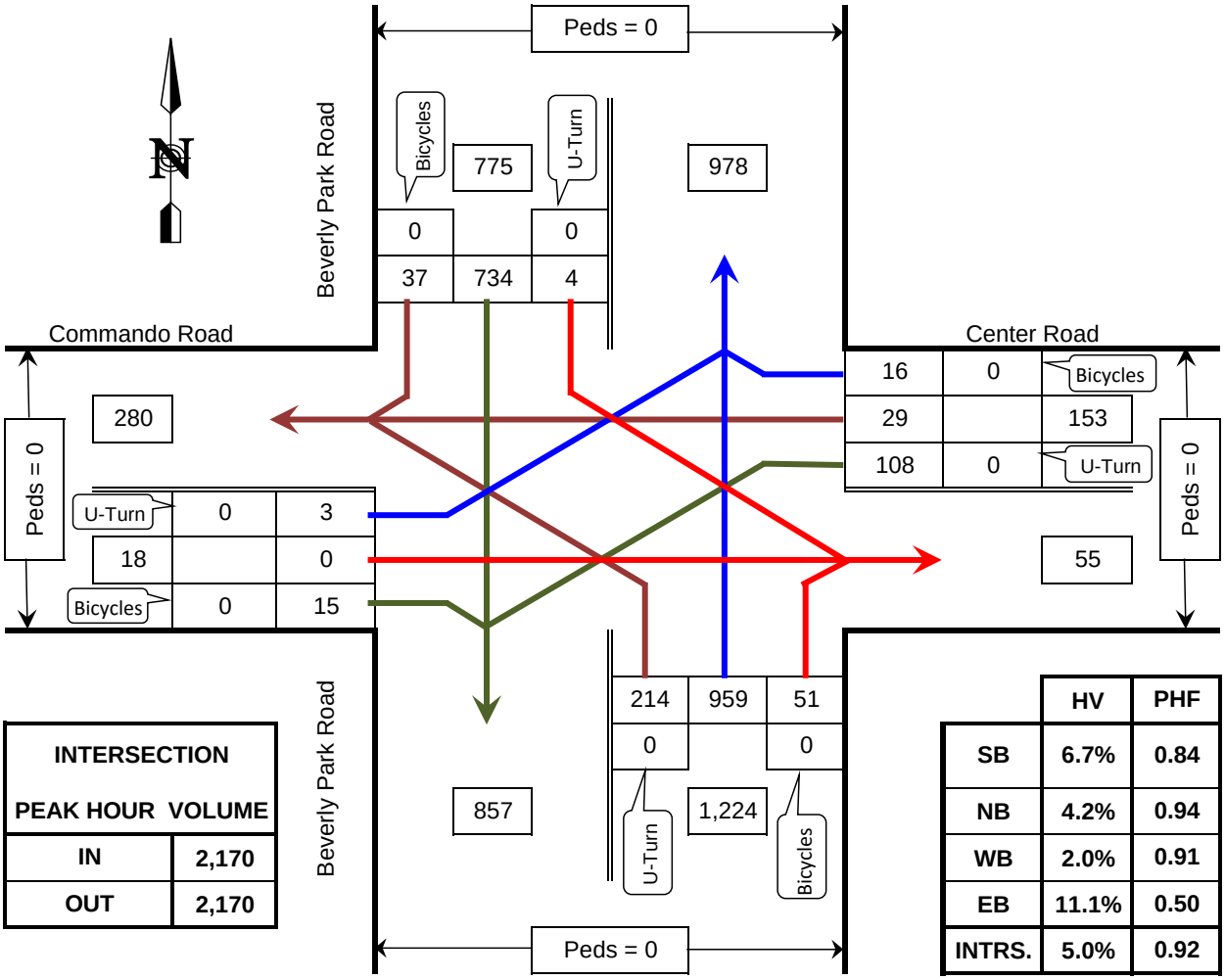
Everett, WA

COUNTED BY:	VT	DATE OF COUNT:	Thu. 5/21/15
REDUCED BY:	CN	TIME OF COUNT:	7:00 AM - 9:00 AM
REDUCTION DATE:	Sat. 5/23/15	WEATHER:	Sunny

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	2,170
OUT	2,170

	HV	PHF
SB	6.7%	0.84
NB	4.2%	0.94
WB	2.0%	0.91
EB	11.1%	0.50
INTRS.	5.0%	0.92

PHF = Peak Hour Factor
HV = Heavy Vehicle

Center Road/Commando Road @ Beverly Park Road

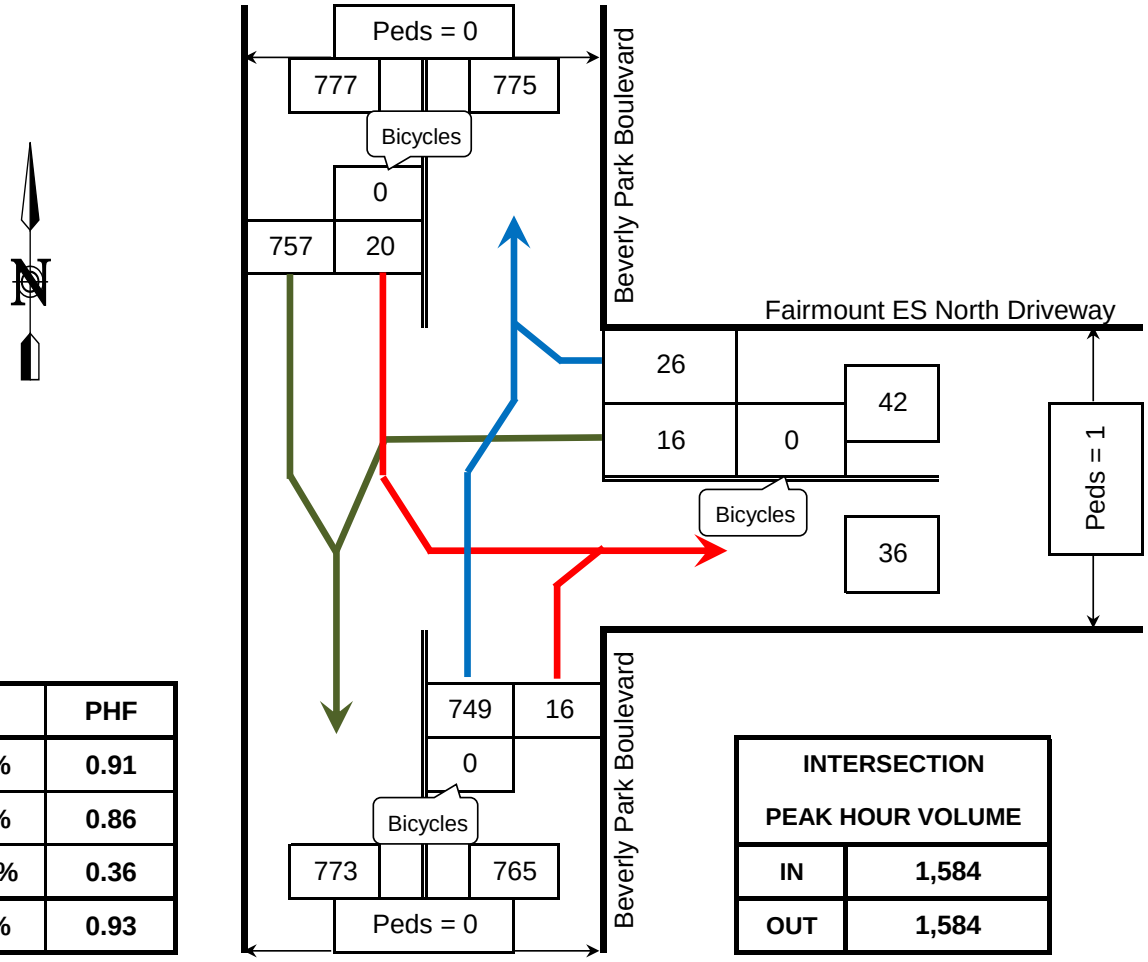
Everett, WA

COUNTED BY:	JH	DATE OF COUNT:	Wed. 9/2/15
REDUCED BY:	CN	TIME OF COUNT:	7:00 AM - 9:00 AM
REDUCTION DATE:	Thu. 9/3/15	WEATHER:	Rainy

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

7:30 AM - 9:30 AM PEAK HOUR: 7:30 AM TO 8:30 AM



	HV	PHF
SB	7.7%	0.91
NB	6.3%	0.86
WB	11.9%	0.36
INTRS.	7.1%	0.93

INTERSECTION PEAK HOUR VOLUME	
IN	1,584
OUT	1,584

HV = Heavy Vehicles
PHF = Peak Hour Factor

Fairmount Elementary School North Driveway @ Beverly Park Blvd

Everett, WA

COUNTED BY: JH

DATE OF COUNT: Thu. 2/5/15

REDUCED BY: CN

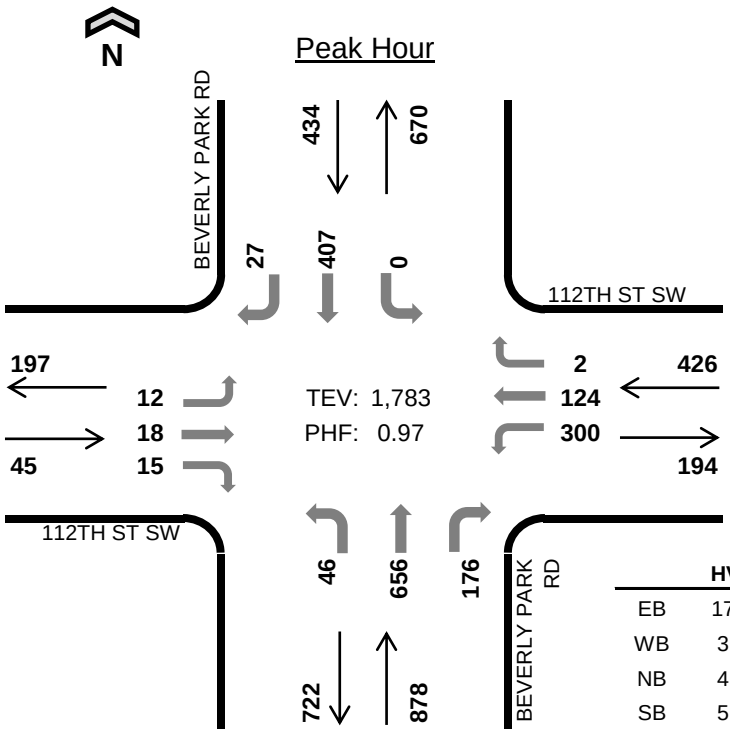
TIME OF COUNT: 7:30 AM - 9:30 AM

REDUCTION DATE: Thu. 2/5/15

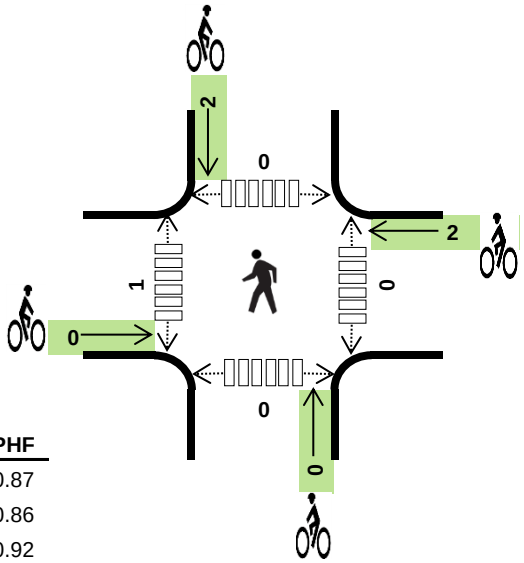
WEATHER: Rainy

BEVERLY PARK RD
112TH ST SW

Date: Tue, May 19, 2015
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	17.8%	0.87
WB	3.8%	0.86
NB	4.3%	0.92
SB	5.5%	0.94
TOTAL	4.8%	0.97



Two-Hour Count Summaries

Interval Start	112TH ST SW Eastbound			112TH ST SW Westbound			BEVERLY PARK RD Northbound			BEVERLY PARK RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	**4**	**5**	**4**	**86**	**37**	**1**	**11**	**160**	**31**	**0**	**109**	**7**	**455**	
7:15 AM	**3**	**3**	**5**	**79**	**24**	**0**	**14**	**166**	**43**	**0**	**95**	**6**	**438**	
7:30 AM	**3**	**6**	**4**	**72**	**25**	**1**	**10**	**174**	**55**	**0**	**102**	**8**	**460**	
7:45 AM	**2**	**4**	**2**	**63**	**38**	**0**	**11**	**156**	**47**	**0**	**101**	**6**	**430**	**1,783**
8:00 AM	6	9	4	79	18	0	5	134	60	0	66	5	386	1,714
8:15 AM	2	9	2	83	12	1	8	91	50	0	123	0	381	1,657
8:30 AM	1	2	4	85	20	0	6	118	74	0	124	1	435	1,632
8:45 AM	3	6	6	60	14	2	2	127	65	0	96	6	387	1,589
Count Total	24	44	31	607	188	5	67	1,126	425	0	816	39	3,372	
Peak Hr	**12**	**18**	**15**	**300**	**124**	**2**	**46**	**656**	**176**	**0**	**407**	**27**	**1,783**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	**4**	**4**	**1**	**5**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
7:15 AM	**1**	**2**	**8**	**5**	***16***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**2**	**5**	**13**	**4**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**1**	**5**	**16**	**10**	***32***	**0**	**1**	**0**	**2**	***3***	**0**	**0**	**0**	**0**	***0***
8:00 AM	8	1	10	9	*28*	0	0	0	1	*1*	0	0	0	1	*1*
8:15 AM	0	8	12	8	*28*	0	1	0	0	*1*	0	0	0	0	*0*
8:30 AM	2	11	17	15	*45*	0	0	0	0	*0*	0	1	0	0	*1*
8:45 AM	3	2	27	6	*38*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	21	38	104	62	*225*	0	3	0	3	*6*	0	2	1	1	*4*
Peak Hr	**8**	**16**	**38**	**24**	***86***	**0**	**2**	**0**	**2**	***4***	**0**	**1**	**0**	**0**	***1***

Mark Skaggs: 425 - 250 - 0777

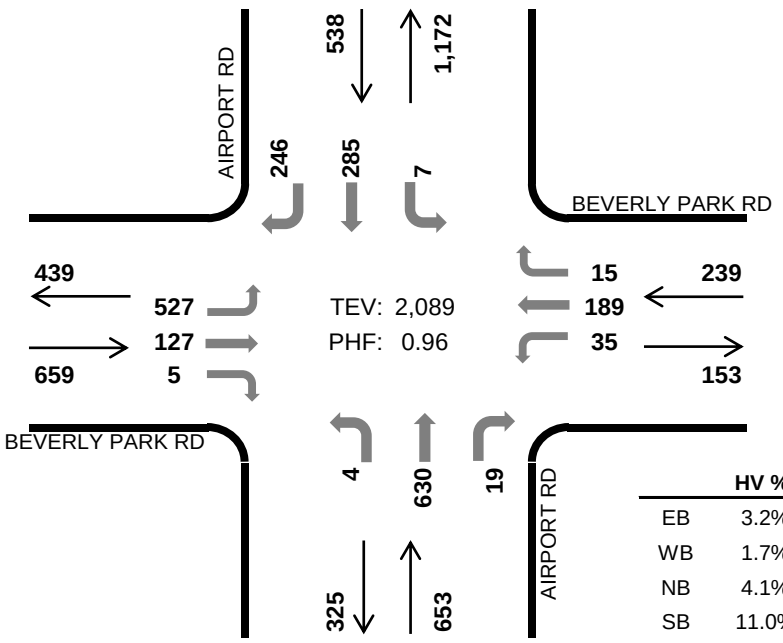
mark.skaggs@idaxdata.com

AIRPORT RD
BEVERLY PARK RD

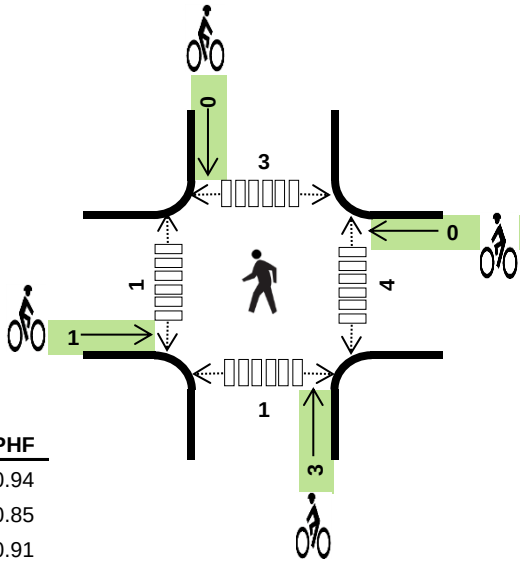
Date: Tue, May 19, 2015
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM

N

Peak Hour



	HV %:	PHF
EB	3.2%	0.94
WB	1.7%	0.85
NB	4.1%	0.91
SB	11.0%	0.92
TOTAL	5.3%	0.96



Two-Hour Count Summaries

Interval Start	BEVERLY PARK RD Eastbound			BEVERLY PARK RD Westbound			AIRPORT RD Northbound			AIRPORT RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	**153**	**21**	**1**	**9**	**55**	**6**	**2**	**159**	**3**	**3**	**61**	**58**	**531**	
7:15 AM	**137**	**27**	**1**	**7**	**45**	**2**	**1**	**150**	**7**	**1**	**69**	**56**	**503**	
7:30 AM	**115**	**38**	**3**	**9**	**45**	**4**	**0**	**148**	**3**	**2**	**69**	**75**	**511**	
7:45 AM	**122**	**41**	**0**	**10**	**44**	**3**	**1**	**173**	**6**	**1**	**86**	**57**	**544**	**2,089**
8:00 AM	113	36	1	10	29	2	2	129	12	4	71	41	450	2,008
8:15 AM	68	16	2	11	55	6	2	109	1	5	77	63	415	1,920
8:30 AM	92	26	1	11	63	3	2	112	8	2	82	64	466	1,875
8:45 AM	87	31	3	16	37	2	3	93	8	3	75	52	410	1,741
Count Total	887	236	12	83	373	28	13	1,073	48	21	590	466	3,830	
Peak Hr	**527**	**127**	**5**	**35**	**189**	**15**	**4**	**630**	**19**	**7**	**285**	**246**	**2,089**	

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

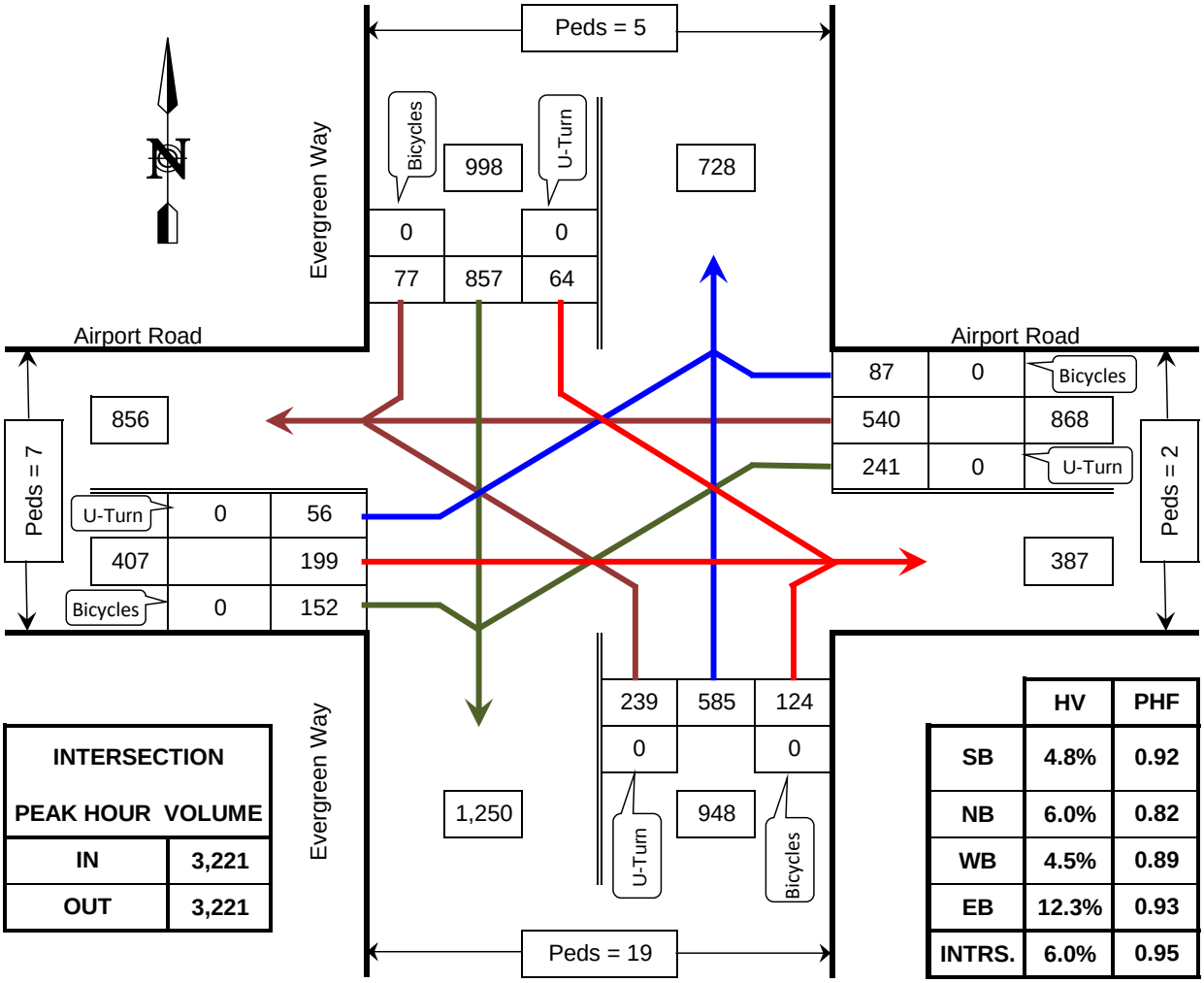
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	**1**	**0**	**6**	**12**	***19***	**0**	**0**	**3**	**0**	***3***	**3**	**0**	**1**	**1**	***5***
7:15 AM	**4**	**1**	**9**	**12**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
7:30 AM	**8**	**1**	**8**	**17**	***34***	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**0**	**0**	***1***
7:45 AM	**8**	**2**	**4**	**18**	***32***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	***2***
8:00 AM	13	4	11	13	*41*	0	1	0	0	*1*	1	0	0	0	*1*
8:15 AM	4	3	5	18	*30*	0	0	0	0	*0*	2	0	0	0	*2*
8:30 AM	13	6	14	16	*49*	0	0	0	0	*0*	3	0	1	0	*4*
8:45 AM	23	2	10	12	*47*	0	0	0	0	*0*	0	0	0	2	*2*
Count Total	74	19	67	118	*278*	1	1	3	0	*5*	10	1	4	3	*18*
Peak Hr	**21**	**4**	**27**	**59**	***111***	**1**	**0**	**3**	**0**	***4***	**4**	**1**	**3**	**1**	***9***

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

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	3,221
OUT	3,221

	HV	PHF
SB	4.8%	0.92
NB	6.0%	0.82
WB	4.5%	0.89
EB	12.3%	0.93
INTRS.	6.0%	0.95

PHF = Peak Hour Factor
HV = Heavy Vehicle

Evergreen Way @ Airport Road

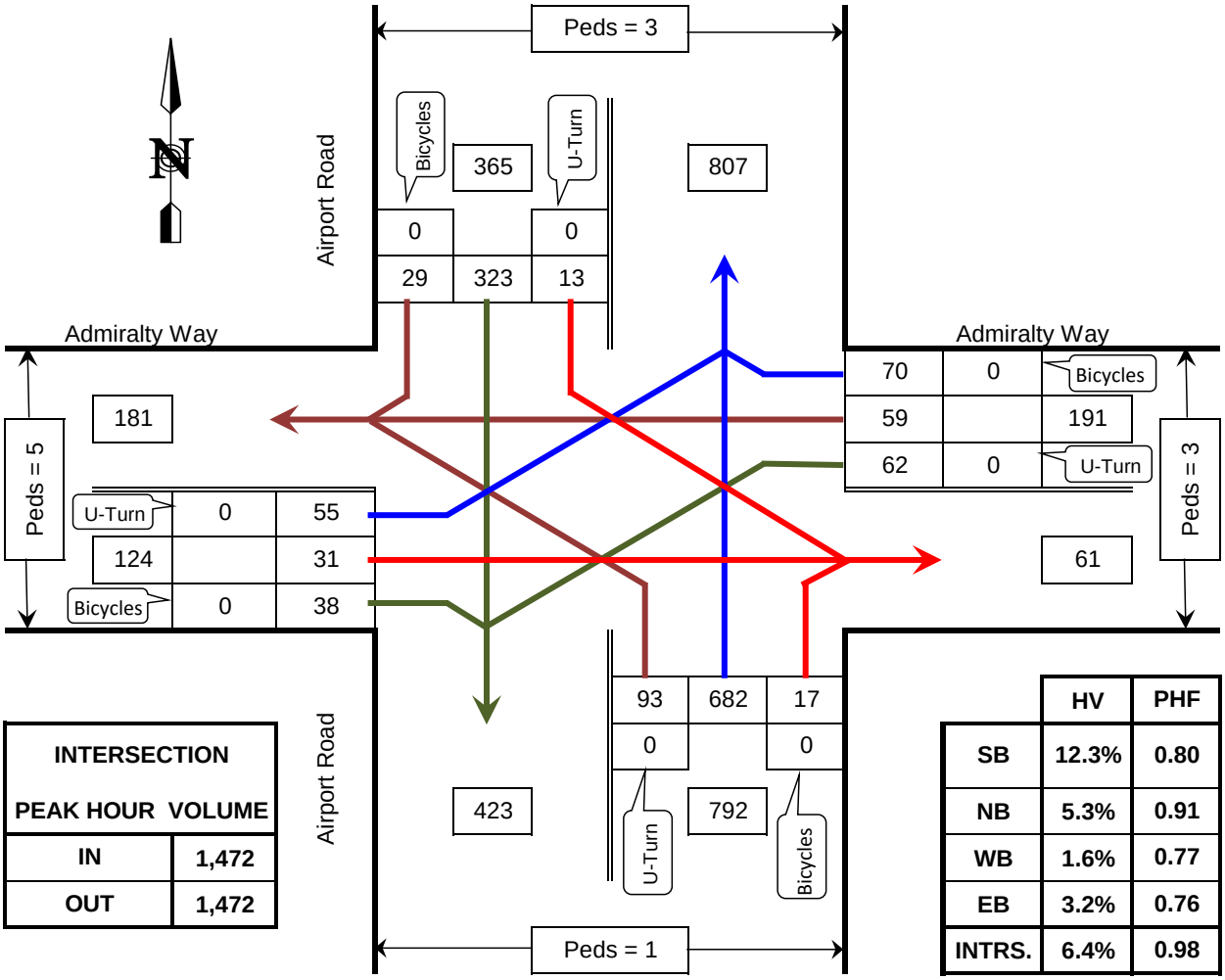
Everett, WA

COUNTED BY:	CN/P	DATE OF COUNT:	Wed. 9/2/15
REDUCED BY:	CN	TIME OF COUNT:	7:00 AM - 9:00 AM
REDUCTION DATE:	Wed. 9/2/15	WEATHER:	Rainy

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	1,472
OUT	1,472

	HV	PHF
SB	12.3%	0.80
NB	5.3%	0.91
WB	1.6%	0.77
EB	3.2%	0.76
INTRS.	6.4%	0.98

PHF = Peak Hour Factor
HV = Heavy Vehicle

Admiralty Way @ Airport Road

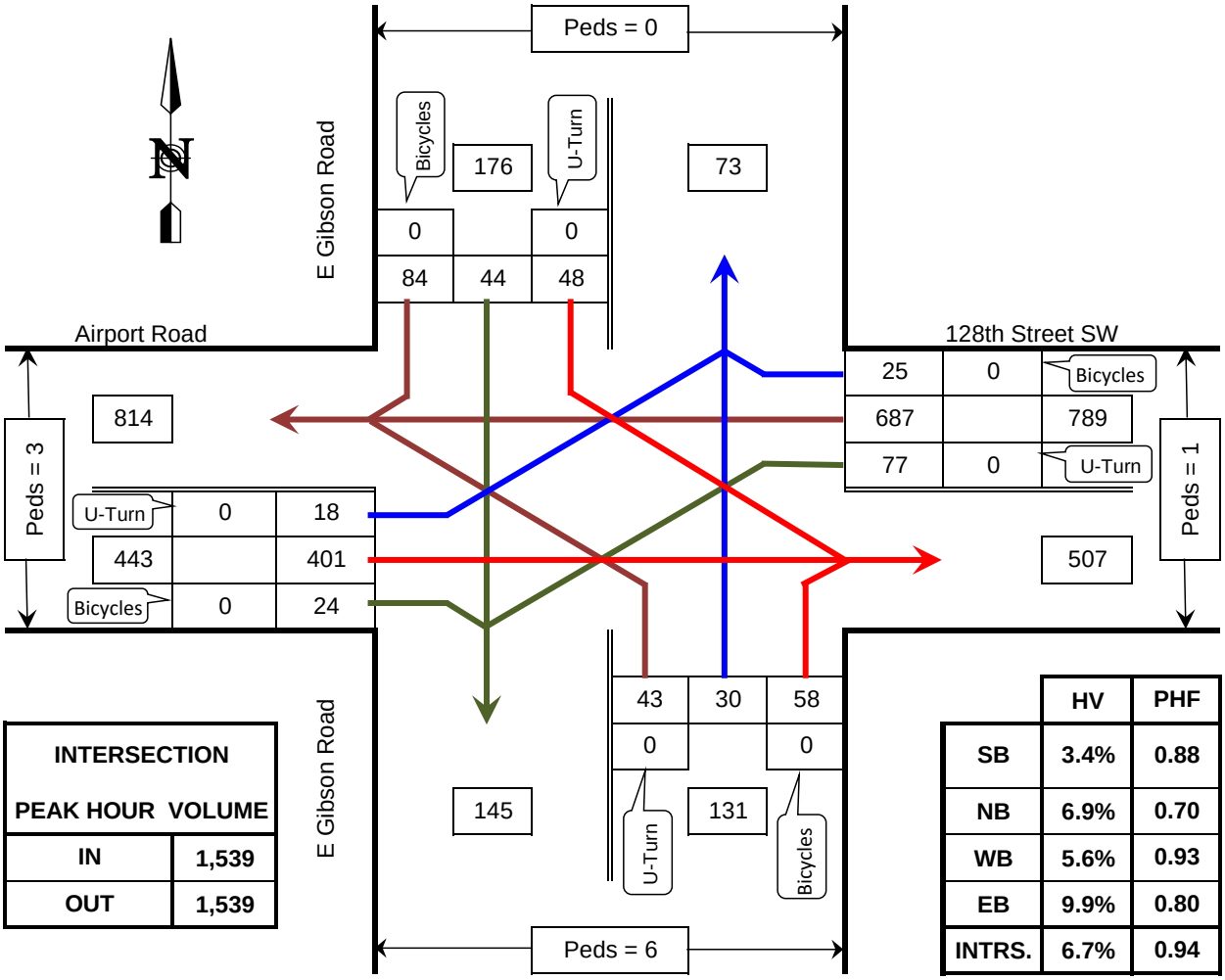
Everett, WA

COUNTED BY:	SN/VT	DATE OF COUNT:	Wed. 9/2/15
REDUCED BY:	CN	TIME OF COUNT:	7:00 AM - 9:00 AM
REDUCTION DATE:	Mon. 9/7/15	WEATHER:	Rainy

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	1,539
OUT	1,539

	HV	PHF
SB	3.4%	0.88
NB	6.9%	0.70
WB	5.6%	0.93
EB	9.9%	0.80
INTRS.	6.7%	0.94

PHF = Peak Hour Factor
HV = Heavy Vehicle

E Gibson Road @ Airport Road/128th Street SW

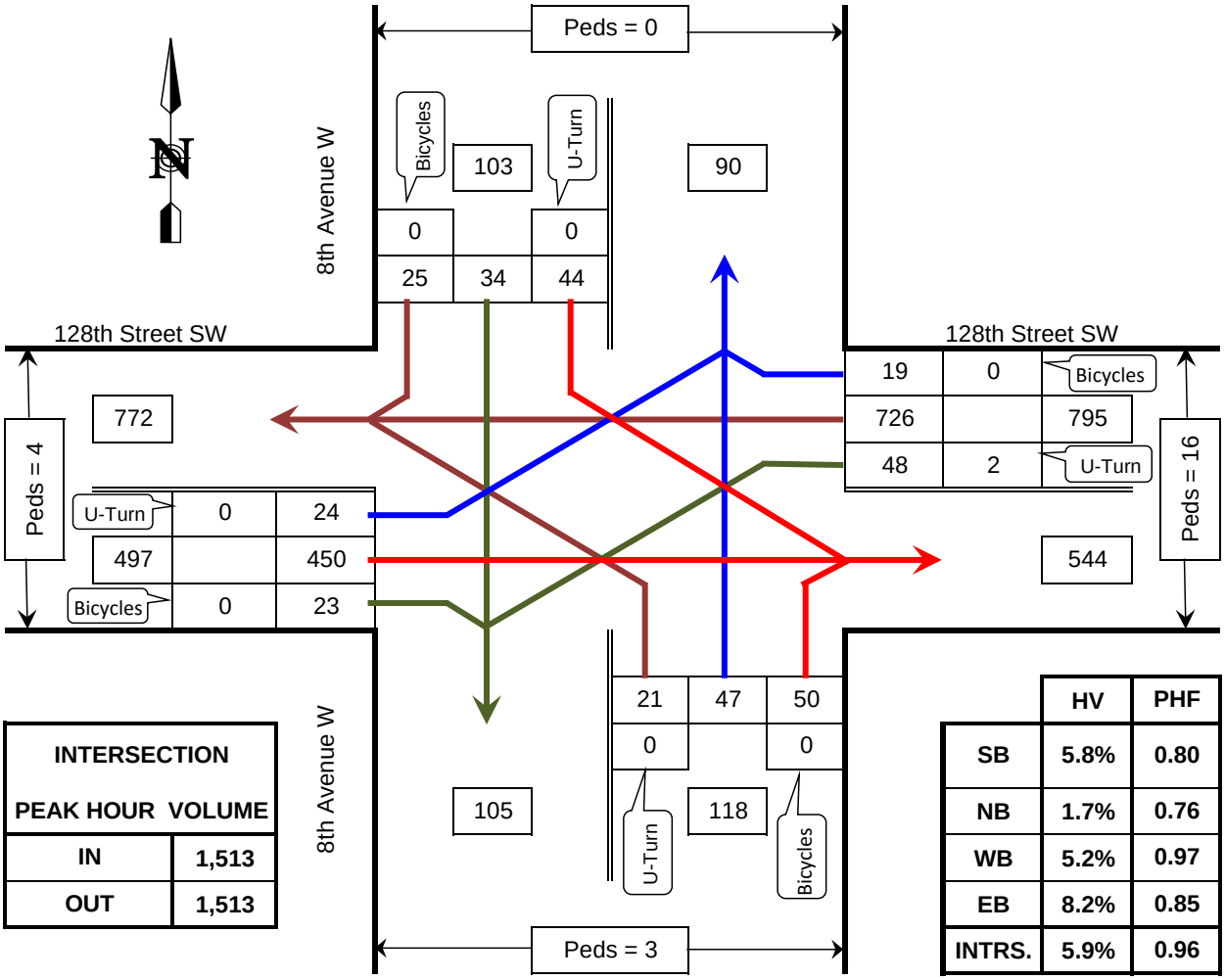
Everett, WA

COUNTED BY:	SN/VT	DATE OF COUNT:	Thu. 9/3/15
REDUCED BY:	CN	TIME OF COUNT:	7:00 AM - 9:00 AM
REDUCTION DATE:	Thu. 9/3/15	WEATHER:	Rainy

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	1,513
OUT	1,513

	HV	PHF
SB	5.8%	0.80
NB	1.7%	0.76
WB	5.2%	0.97
EB	8.2%	0.85
INTRS.	5.9%	0.96

PHF = Peak Hour Factor
HV = Heavy Vehicle

8th Avenue W @ 128th Street SW

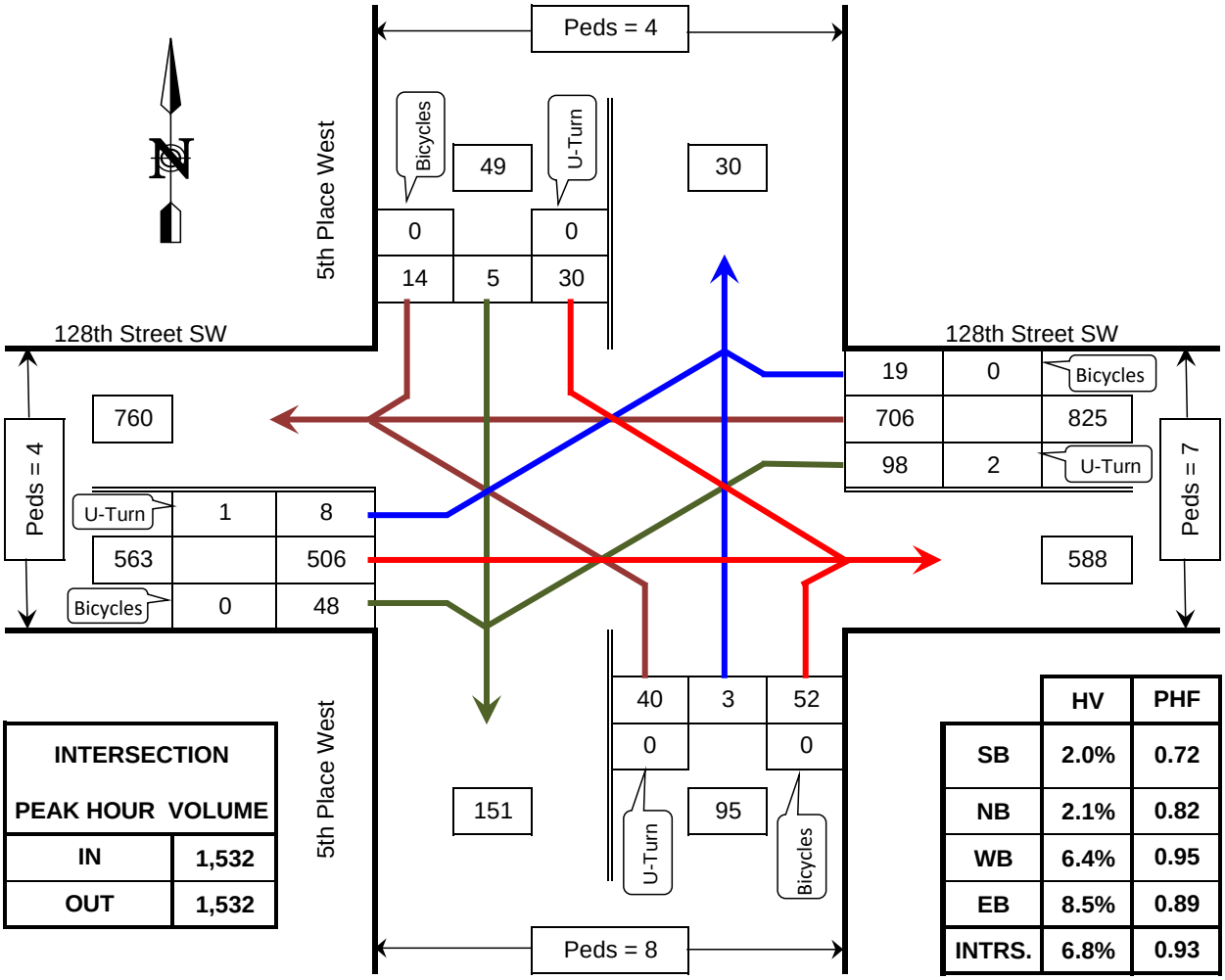
Everett, WA

COUNTED BY:	SN/VT	DATE OF COUNT:	Wed. 9/2/15
REDUCED BY:	CN	TIME OF COUNT:	7:00 AM - 9:00 AM
REDUCTION DATE:	Mon. 9/7/15	WEATHER:	Rainy

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

7:00 AM - 9:00 AM PEAK HOUR: 7:30 AM TO 8:30 AM



INTERSECTION PEAK HOUR VOLUME	
IN	1,532
OUT	1,532

	HV	PHF
SB	2.0%	0.72
NB	2.1%	0.82
WB	6.4%	0.95
EB	8.5%	0.89
INTRS.	6.8%	0.93

PHF = Peak Hour Factor
HV = Heavy Vehicle

5th Place West @ 128th Street SW

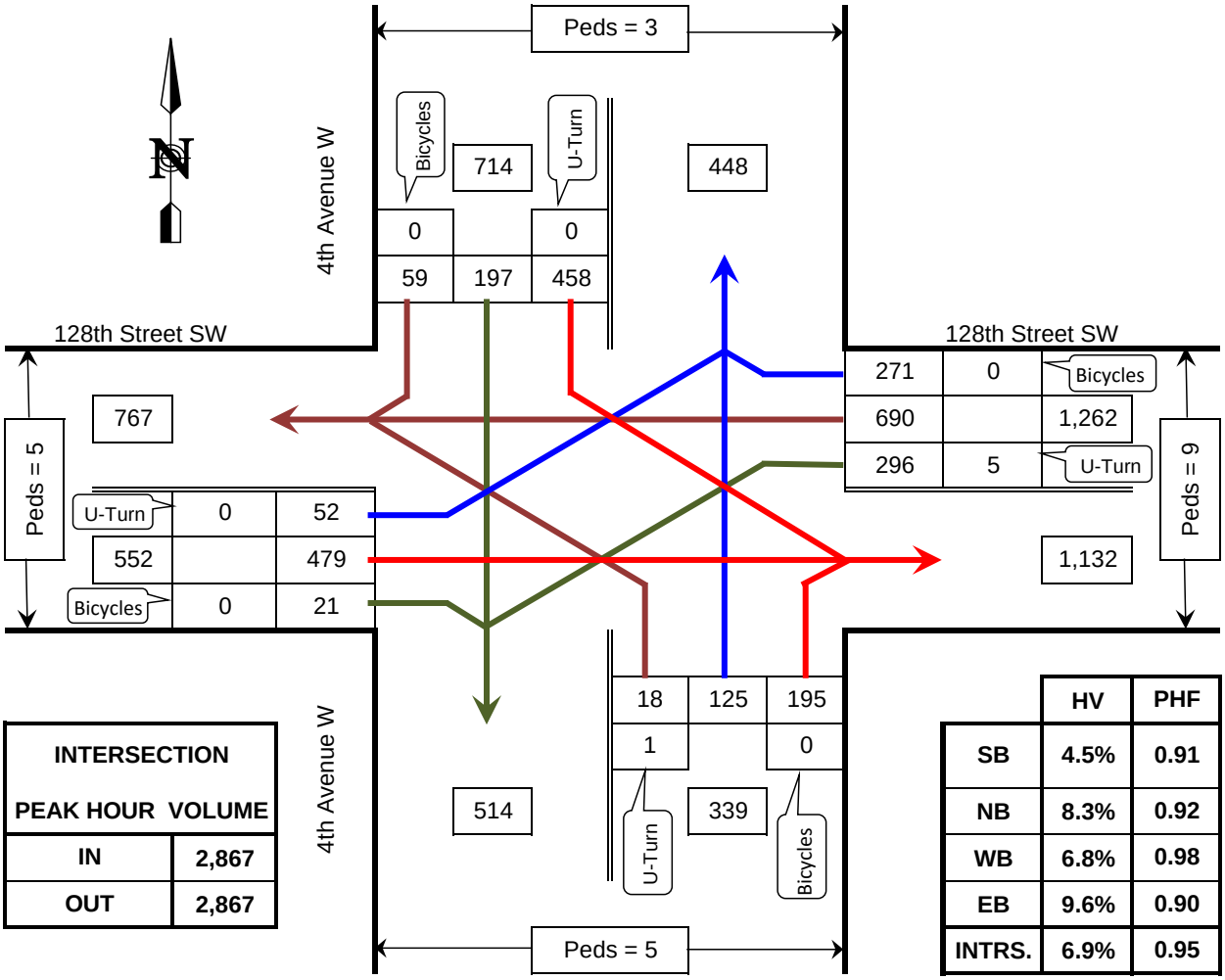
Everett, WA

COUNTED BY:	SN	DATE OF COUNT:	Wed. 9/2/15
REDUCED BY:	CN	TIME OF COUNT:	7:00 AM - 9:00 AM
REDUCTION DATE:	Wed. 9/2/15	WEATHER:	Rainy

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	2,867
OUT	2,867

	HV	PHF
SB	4.5%	0.91
NB	8.3%	0.92
WB	6.8%	0.98
EB	9.6%	0.90
INTRS.	6.9%	0.95

PHF = Peak Hour Factor
HV = Heavy Vehicle

4th Avenue W @ 128th Street SW

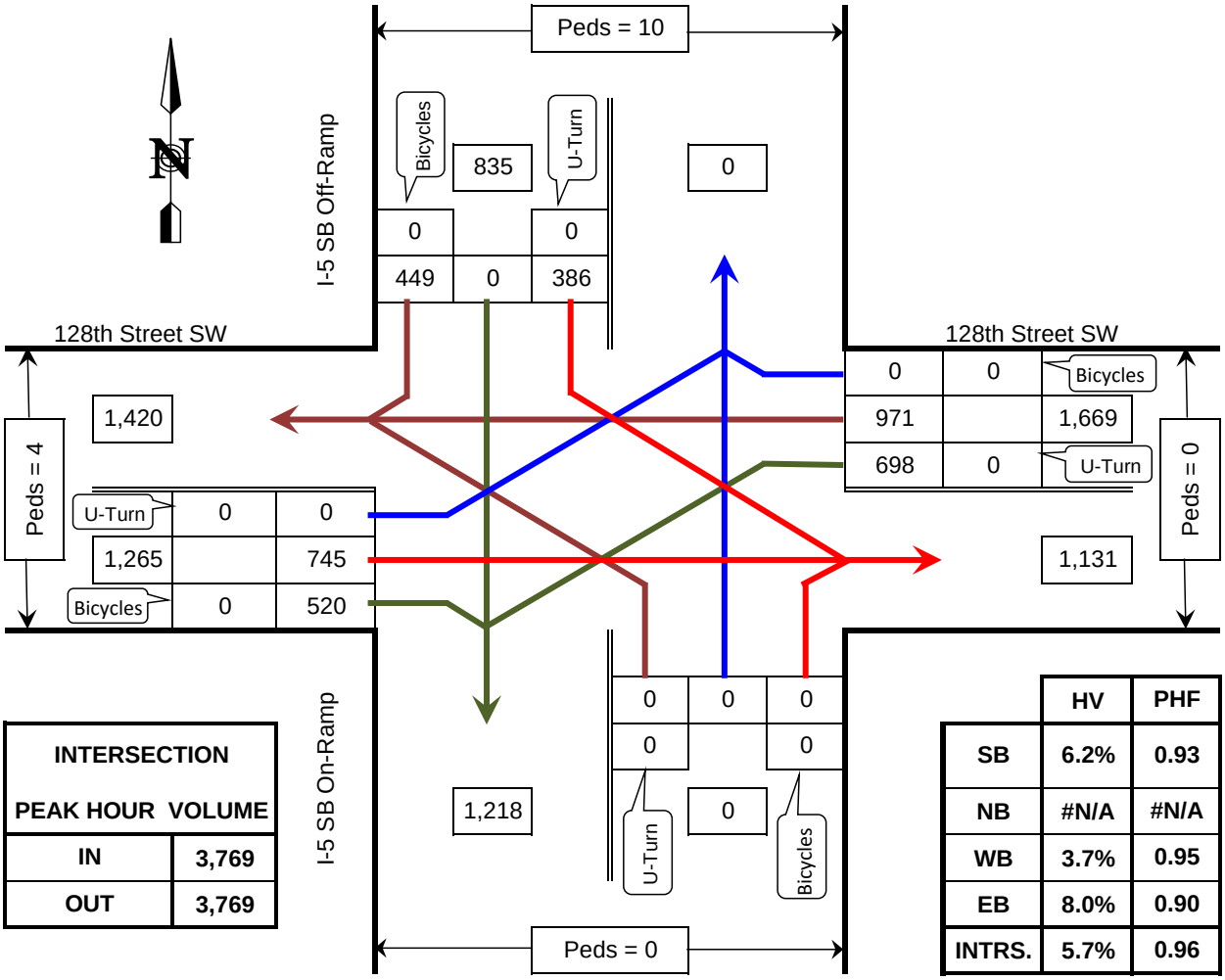
Everett, WA

COUNTED BY:	SN	DATE OF COUNT:	Wed. 9/9/15
REDUCED BY:	CN	TIME OF COUNT:	7:00 AM - 9:00 AM
REDUCTION DATE:	Wed. 9/9/15	WEATHER:	Sunny

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	3,769
OUT	3,769

	HV	PHF
SB	6.2%	0.93
NB	#N/A	#N/A
WB	3.7%	0.95
EB	8.0%	0.90
INTRS.	5.7%	0.96

PHF = Peak Hour Factor
HV = Heavy Vehicle

I-5 SB Ramps @ 128th Street SW

Everett, WA

COUNTED BY:	CN/VT	DATE OF COUNT:	Thu. 9/3/15
REDUCED BY:	CN	TIME OF COUNT:	7:00 AM - 9:00 AM
REDUCTION DATE:	Mon. 9/7/15	WEATHER:	Overcast

SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

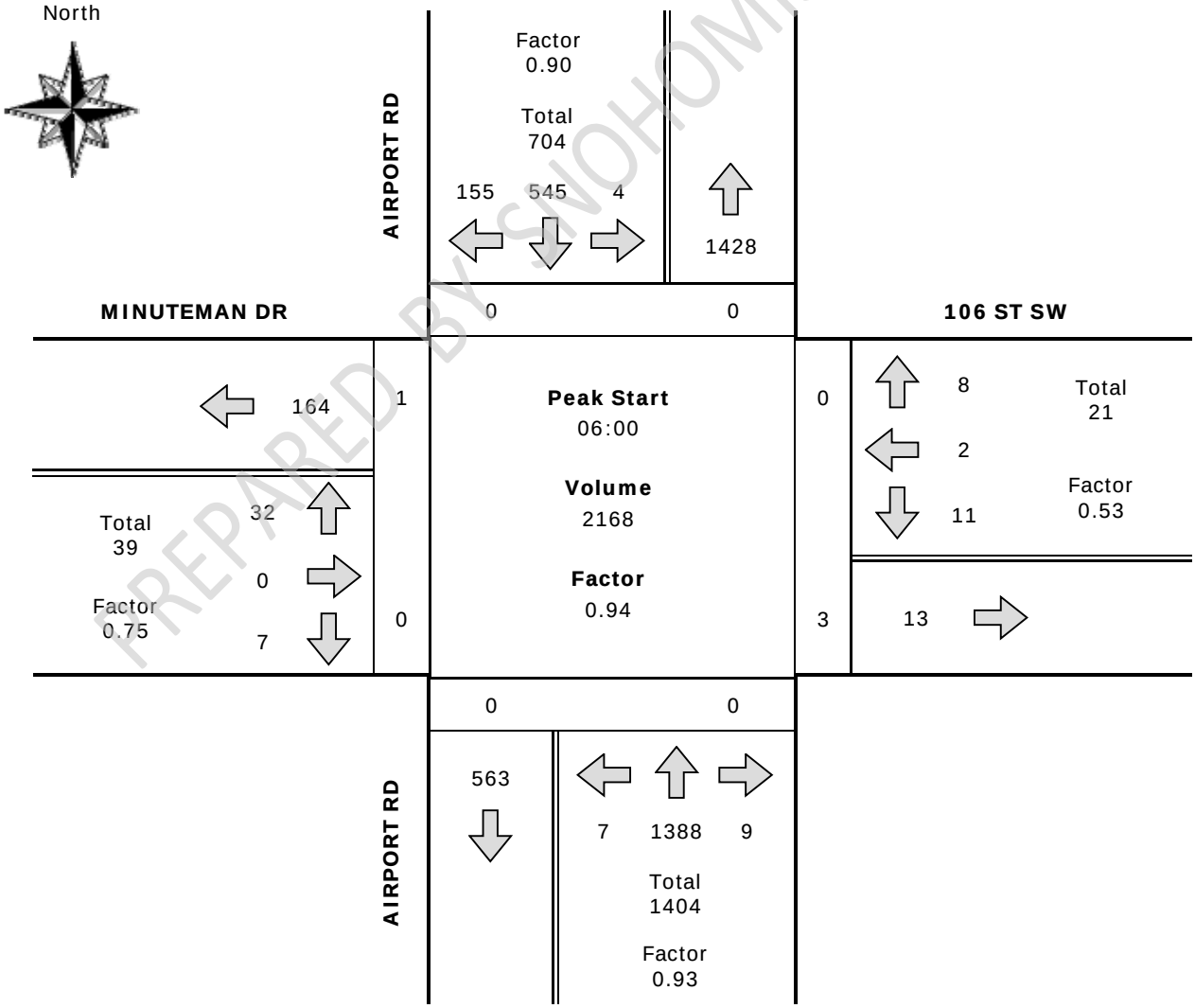
LOCATION: : AIRPORT RD @ 106 ST SW
REQUESTOR: : FORECAST

Site: Everett@City
4/15/2015
Wednesday

Intersection Peak Hour

Location AIRPORT RD at 106 ST SW/MINUTEMAN DR
Weather DRY **Counted by** DS
File Number 04151522aA580K000 **Prepared by** DS

	North	East	South	West
Total	2132	34	1967	203
Estimated ADT	21320	340	19670	2030
Autos	627 89.1 %	19 90.5 %	1373 97.8 %	22 56.4 %
Light Trucks	19 2.7 %	1 4.8 %	17 1.2 %	2 5.1 %
Heavy Trucks	11 1.6 %	1 4.8 %	11 0.8 %	10 25.6 %
Buses	47 6.7 %	0	3 0.2 %	5 12.8 %



PREPARED BY SNOHOMISH COUNTY

SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

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

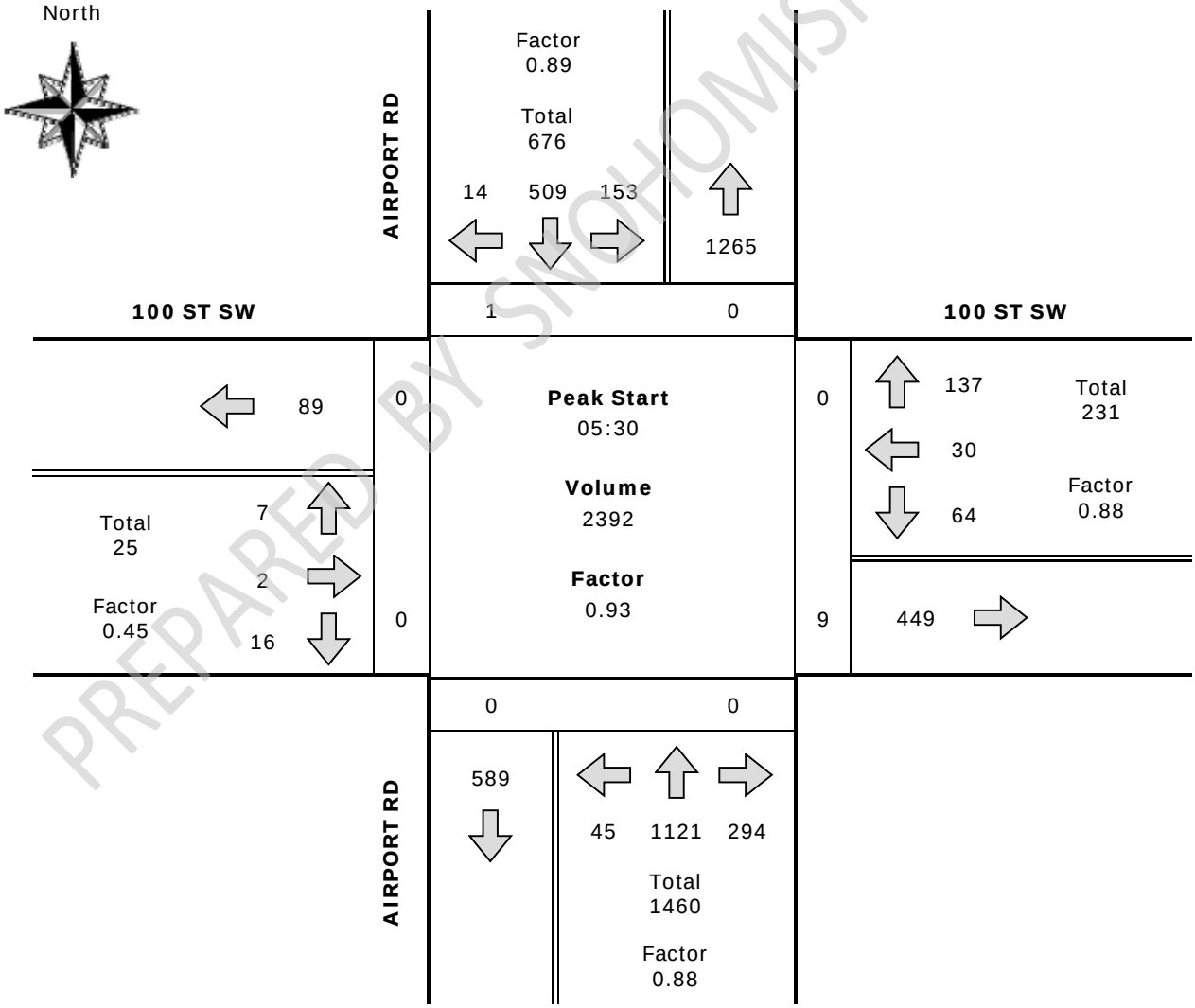
Site: 91615@1.020
4/14/2015
Tuesday

Intersection Peak Hour

Location AIRPORT RD at 100 ST SW
Weather WET
File Number 04141522aA389K279

Counted by DS
Prepared by DS

	North	East	South	West
Total	1941	680	2049	114
Estimated ADT	19410	6800	20490	1140
Autos	617 91.3 %	211 91.3 %	1431 98.0 %	23 92.0 %
Light Trucks	12 1.8 %	4 1.7 %	13 0.9 %	0
Heavy Trucks	10 1.5 %	5 2.2 %	9 0.6 %	0
Buses	37 5.5 %	11 4.8 %	7 0.5 %	2 8.0 %



PREPARED BY SNOHOMISH COUNTY

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

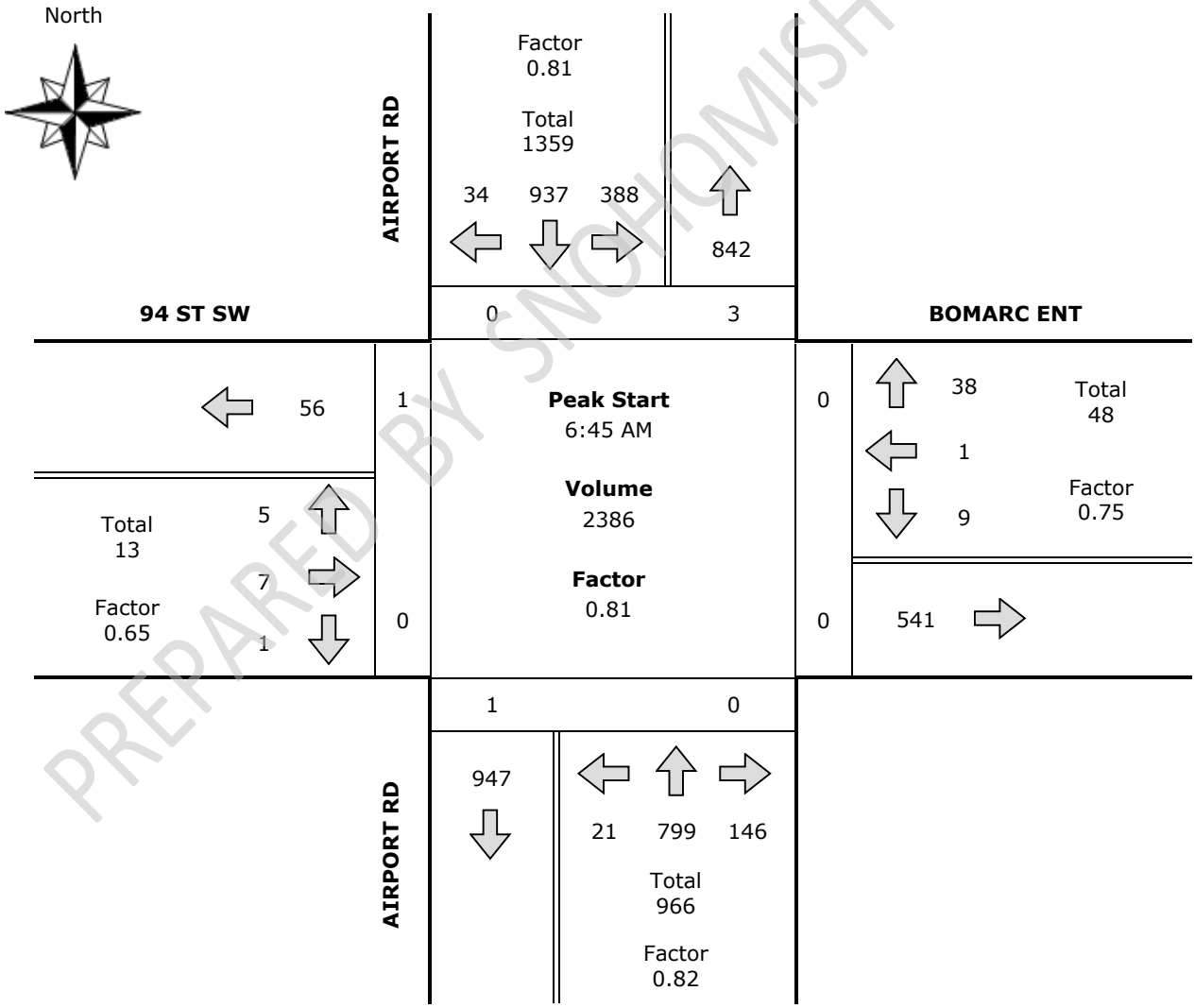
LOCATION : AIRPORT RD @ 94 ST SW/BOMARC ENT
REQUESTOR : BLOODGOOD

Site: 91615@0.63
10/1/2015
Thursday

Intersection Peak Hour

Location AIRPORT RD at 94 ST SW/BOMARC ENT
Weather DRY
File Number 10011521aA407K0
Counted by SR
Prepared by SR

	North	East	South	West
Total	2201	589	1913	69
Estimated ADT	22010	5890	19130	690
Autos	1254 92.3 %	32 66.7 %	907 93.9 %	5 38.5 %
Light Trucks	29 2.1 %	7 14.6 %	29 3.0 %	8 61.5 %
Heavy Trucks	21 1.5 %	5 10.4 %	13 1.3 %	0
Buses	55 4.0 %	4 8.3 %	17 1.8 %	0



PREPARED BY SNOHOMISH COUNTY

SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

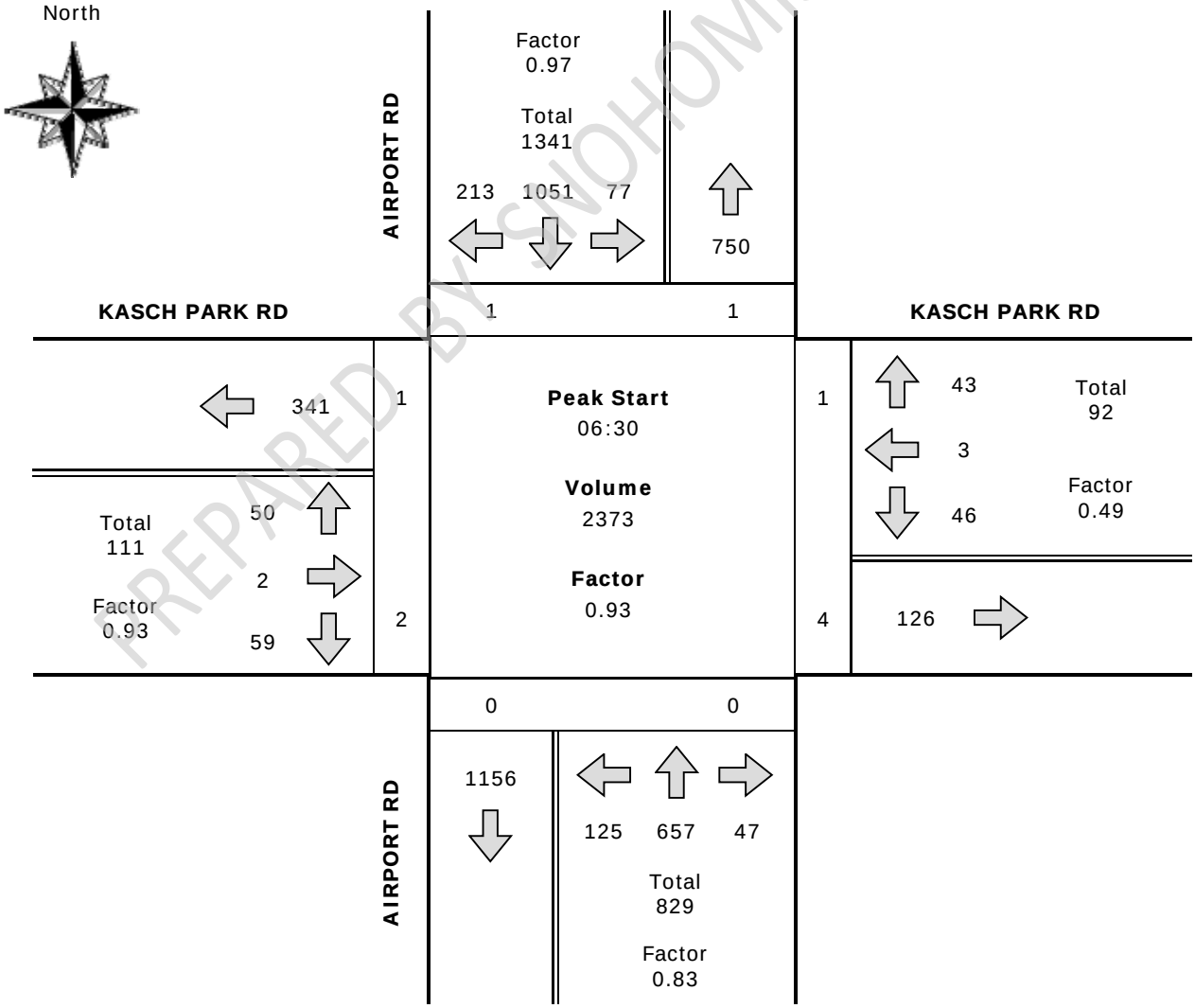
LOCATION: : AIRPORT RD @ KASCH PARK RD
REQUESTOR: : FORECAST

Site: EVERETT@CITY
5/14/2015
Thursday

Intersection Peak Hour

Location AIRPORT RD at KASCH PARK RD
Weather WET **Counted by** DS
File Number 05141522aA1123K000 **Prepared by** DS

	North	East	South	West
Total	2091	218	1985	452
Estimated ADT	20910	2180	19850	4520
Autos	1272 94.9 %	25 27.2 %	769 92.8 %	90 81.1 %
Light Trucks	21 1.6 %	2 2.2 %	16 1.9 %	5 4.5 %
Heavy Trucks	20 1.5 %	1 1.1 %	25 3.0 %	5 4.5 %
Buses	28 2.1 %	64 69.6 %	19 2.3 %	11 9.9 %



PREPARED BY SNOHOMISH COUNTY

PM Peak-Hour Counts

SNOHOMISH COUNTY TRAFFIC OPERATIONS
3000 Rockefeller Ave
Everett, WA 98201

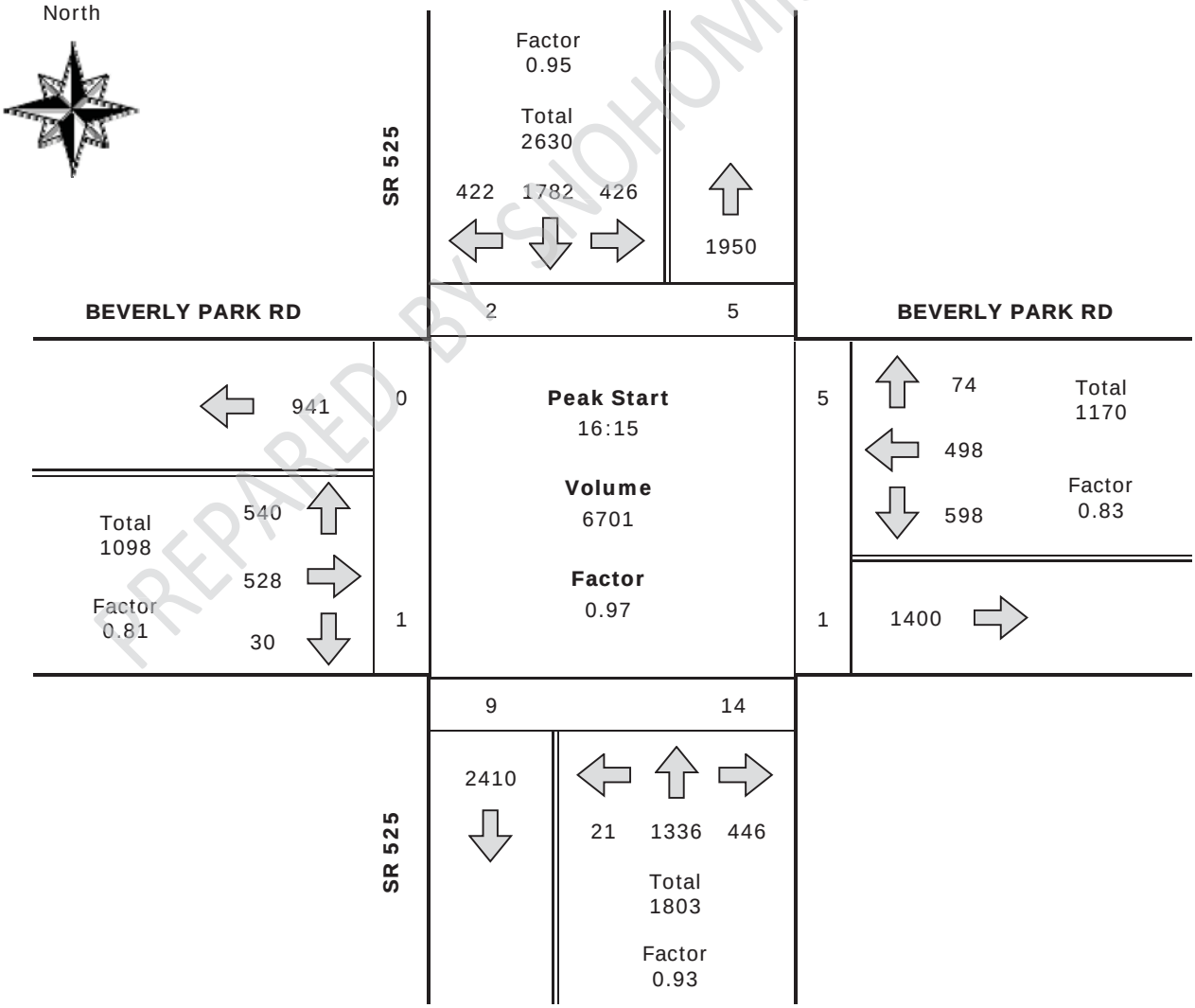
LOCATION: : BEVERLY PARK RD @ SR 525
FORECAST

Site: 91627@0.000
11/19/2015
Thursday

Intersection Peak Hour

Location	BEVERLY PARK RD at SR 525		
Weather	WET	**Counted by**	SR/DS
File Number	1119151823pA417K260	**Prepared by**	DS

	North	East	South	West
Total	4580	2570	4213	2039
Estimated ADT	45800	25700	42130	20390
Autos	2594 98.6 %	1154 98.6 %	1751 97.1 %	1081 98.5 %
Light Trucks	26 1.0 %	10 0.9 %	24 1.3 %	13 1.2 %
Heavy Trucks	5 0.2 %	5 0.4 %	21 1.2 %	0
Buses	5 0.2 %	1 0.1 %	7 0.4 %	4 0.4 %

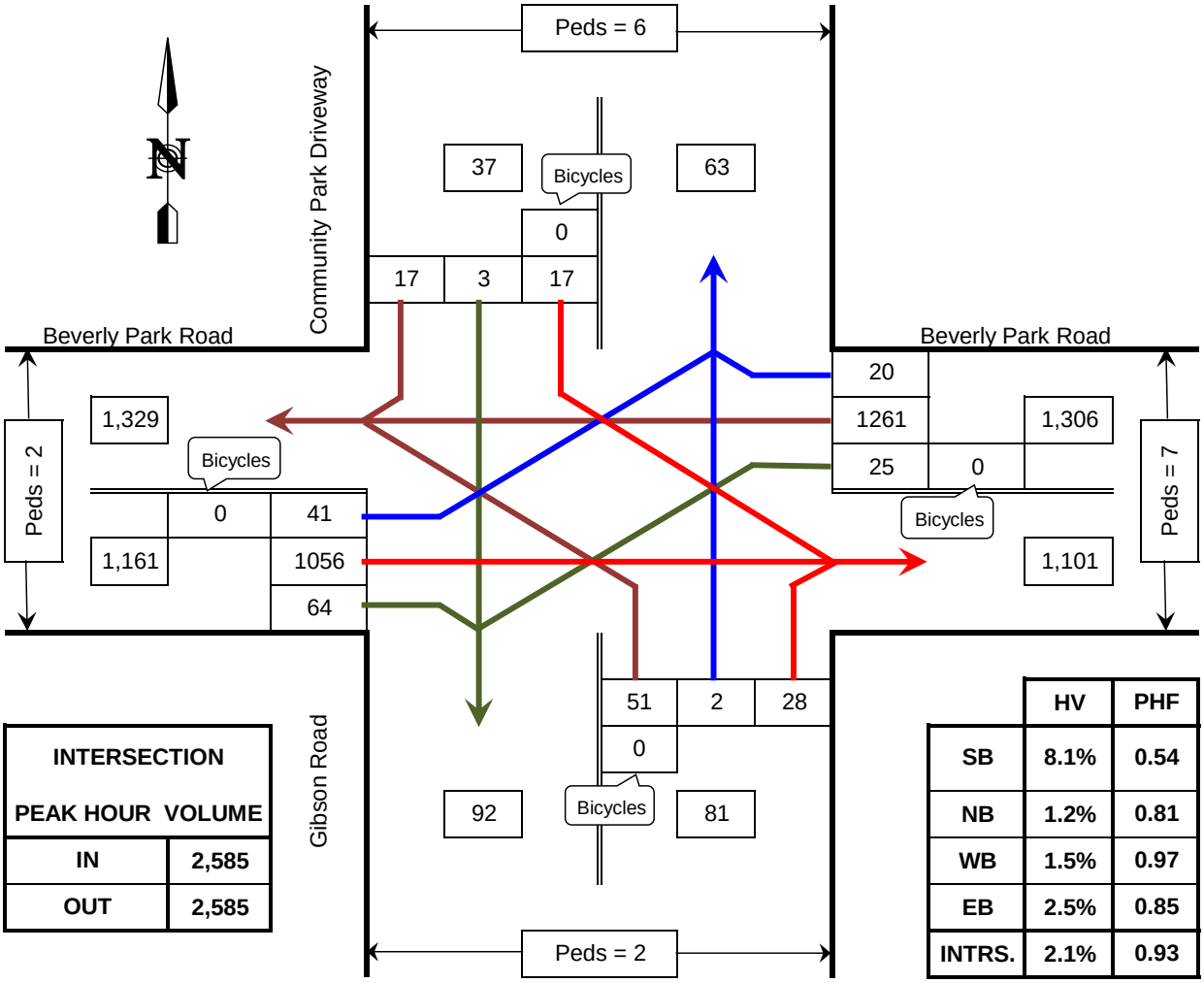


PREPARED BY SNOHOMISH COUNTY

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	2,585
OUT	2,585

	HV	PHF
SB	8.1%	0.54
NB	1.2%	0.81
WB	1.5%	0.97
EB	2.5%	0.85
INTRS.	2.1%	0.93

PHF = Peak Hour Factor
HV = Heavy Vehicles

Gibson Road @ Beverly Park Road

Everett, WA

COUNTED BY: VT

DATE OF COUNT: Thu. 5/21/15

REDUCED BY: CN

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

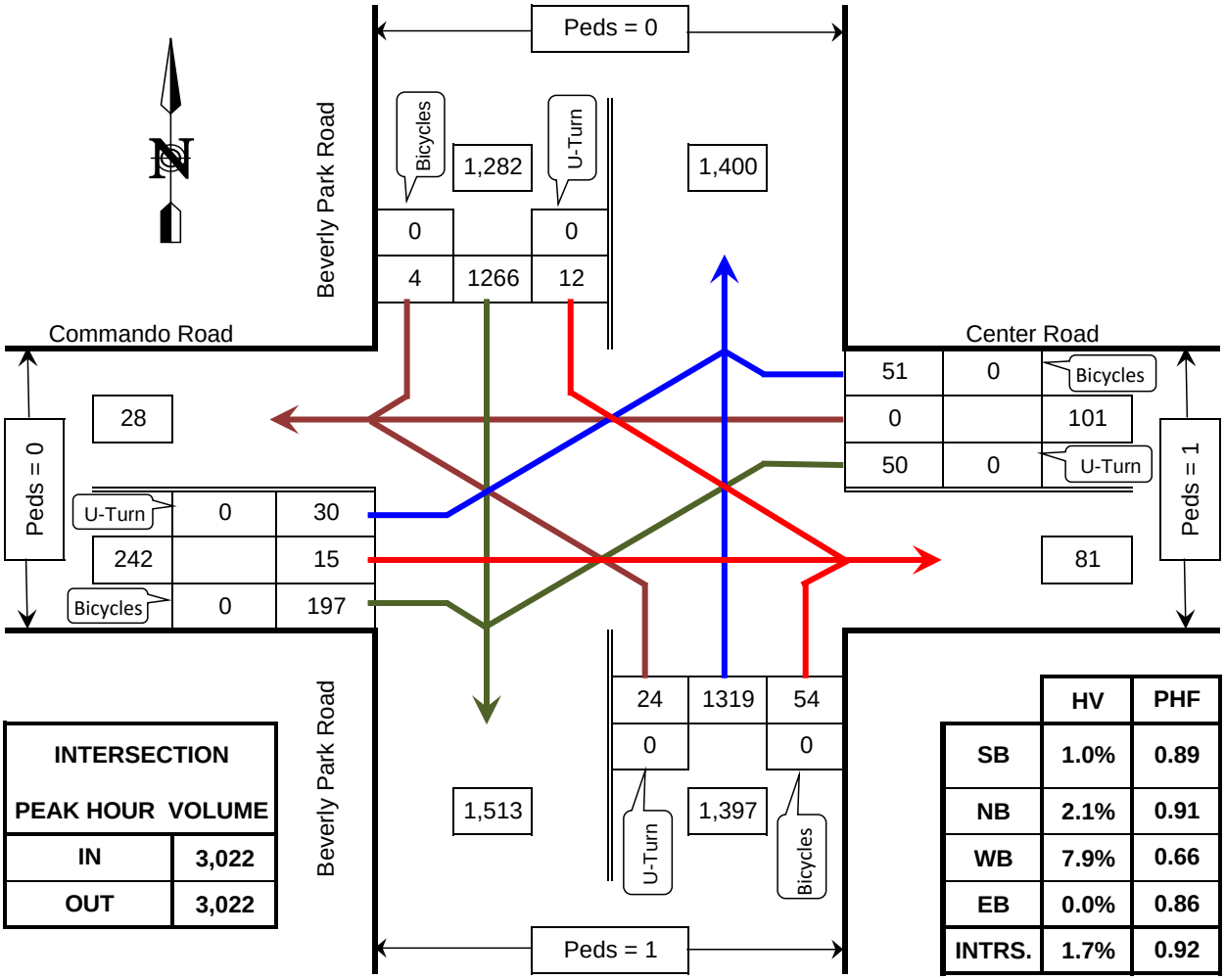
REDUCTION DATE: Sat. 5/23/15

WEATHER: Sunny

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	3,022
OUT	3,022

	HV	PHF
SB	1.0%	0.89
NB	2.1%	0.91
WB	7.9%	0.66
EB	0.0%	0.86
INTRS.	1.7%	0.92

PHF = Peak Hour Factor
HV = Heavy Vehicle

Center Road/Commando Road @ Beverly Park Road

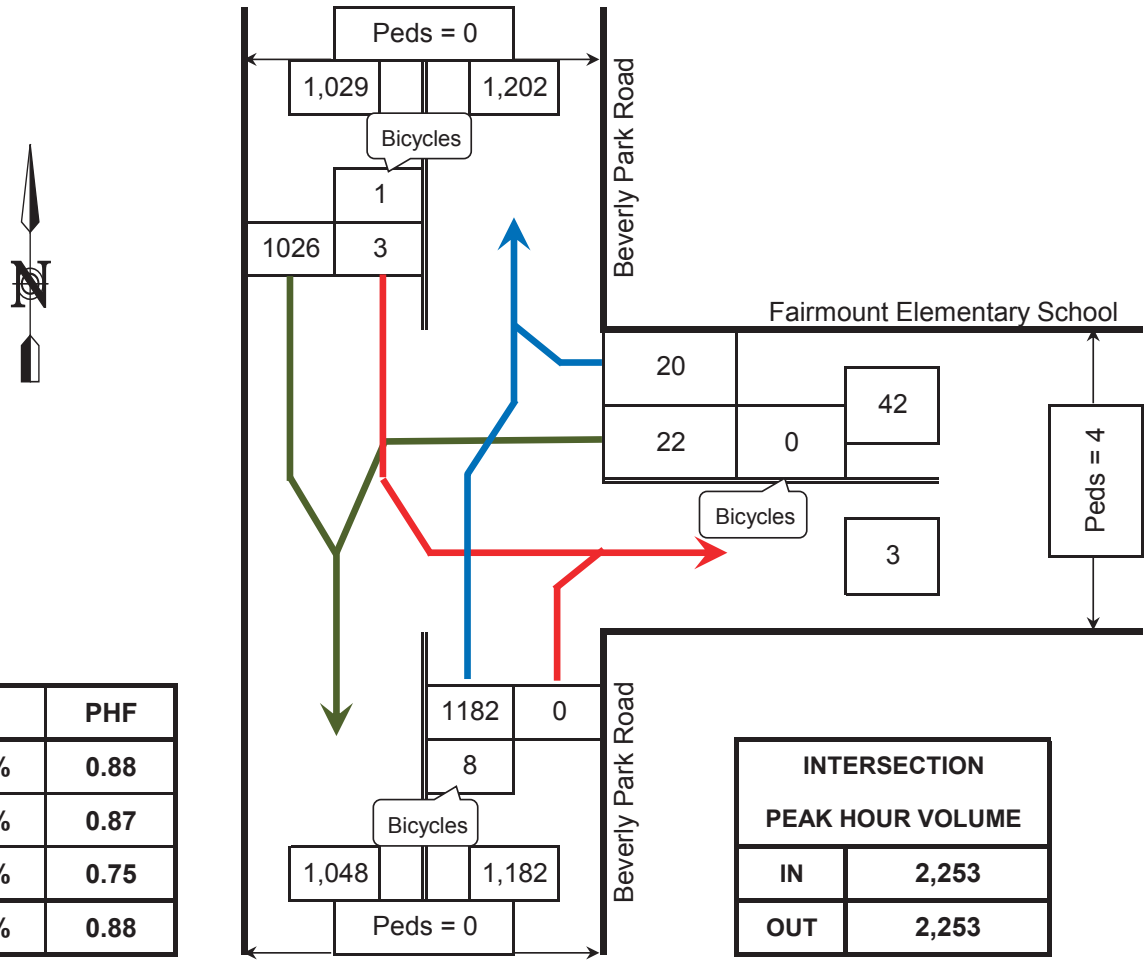
Everett, WA

COUNTED BY:	JH	DATE OF COUNT:	Wed. 9/2/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Thu. 9/3/15	WEATHER:	Rainy

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

4:30 PM - 6:30 PM PEAK HOUR: 4:45 PM TO 5:45 PM



	HV	PHF
SB	1.3%	0.88
NB	2.5%	0.87
WB	2.4%	0.75
INTRS.	2.0%	0.88

INTERSECTION PEAK HOUR VOLUME	
IN	2,253
OUT	2,253

HV = Heavy Vehicles
PHF = Peak Hour Factor

Beverly Park Road @ Fairmount Elementary School

Everett, WA

COUNTED BY: SF

DATE OF COUNT: Wed. 9/30/15

REDUCED BY: CN

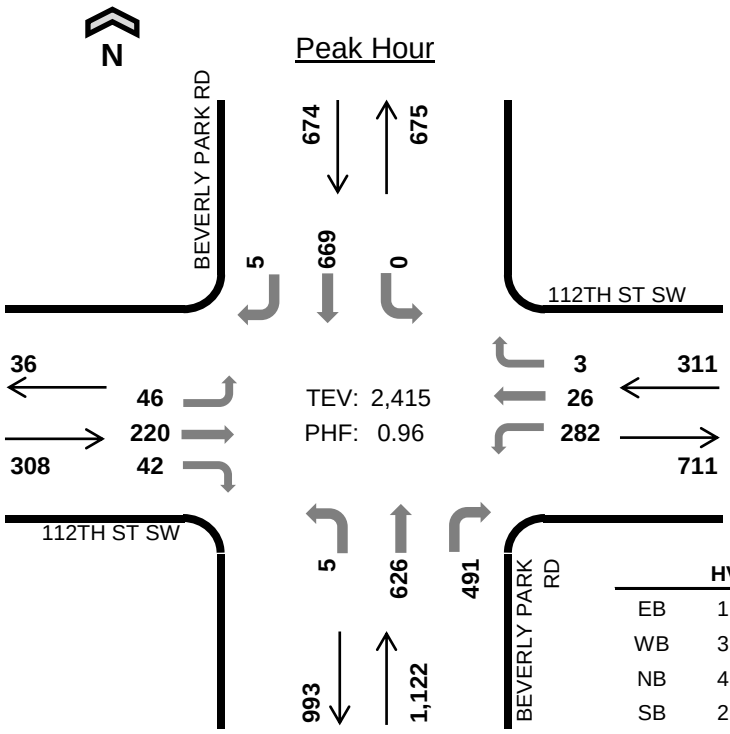
TIME OF COUNT: 4:30 PM - 6:30 PM

REDUCTION DATE: Thu. 10/1/15

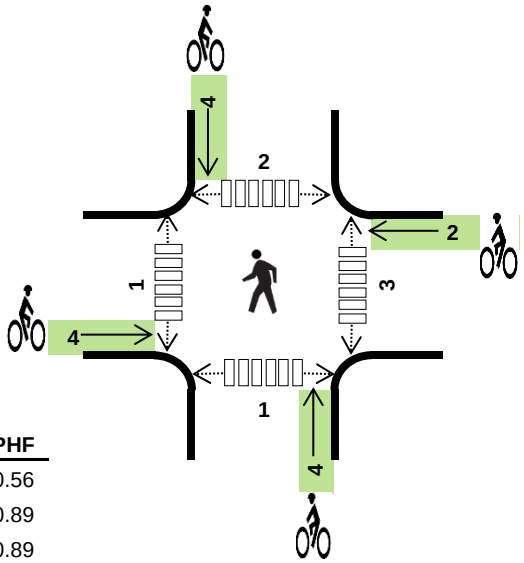
WEATHER: Sunny

BEVERLY PARK RD
112TH ST SW

Date: Tue, May 19, 2015
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.9%	0.56
WB	3.5%	0.89
NB	4.6%	0.89
SB	2.4%	0.94
TOTAL	3.5%	0.96



Two-Hour Count Summaries

Interval Start	112TH ST SW Eastbound			112TH ST SW Westbound			BEVERLY PARK RD Northbound			BEVERLY PARK RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**18**	**107**	**13**	**60**	**4**	**0**	**2**	**147**	**121**	**0**	**160**	**0**	**632**	
4:15 PM	**10**	**52**	**13**	**62**	**13**	**1**	**0**	**144**	**133**	**0**	**172**	**0**	**600**	
4:30 PM	**11**	**33**	**7**	**81**	**6**	**0**	**2**	**151**	**108**	**0**	**177**	**3**	**579**	
4:45 PM	**7**	**28**	**9**	**79**	**3**	**2**	**1**	**184**	**129**	**0**	**160**	**2**	**604**	**2,415**
5:00 PM	8	17	9	76	3	3	2	191	114	0	182	0	605	2,388
5:15 PM	3	18	6	60	4	0	1	159	98	0	131	2	482	2,270
5:30 PM	6	15	6	63	9	0	2	186	113	0	163	4	567	2,258
5:45 PM	4	10	3	75	11	1	3	153	96	0	103	1	460	2,114
Count Total	67	280	66	556	53	7	13	1,315	912	0	1,248	12	4,529	
Peak Hr	**46**	**220**	**42**	**282**	**26**	**3**	**5**	**626**	**491**	**0**	**669**	**5**	**2,415**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**3**	**3**	**13**	**5**	***24***	**0**	**0**	**0**	**2**	***2***	**1**	**1**	**1**	**0**	***3***
4:15 PM	**1**	**4**	**10**	**3**	***18***	**3**	**2**	**0**	**1**	***6***	**2**	**0**	**1**	**0**	***3***
4:30 PM	**2**	**0**	**16**	**4**	***22***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**4**	**13**	**4**	***21***	**1**	**0**	**3**	**1**	***5***	**0**	**0**	**0**	**1**	***1***
5:00 PM	0	0	6	6	*12*	0	0	1	0	*1*	0	0	1	1	*2*
5:15 PM	0	0	5	6	*11*	1	1	1	0	*3*	1	0	0	1	*2*
5:30 PM	0	2	6	0	*8*	0	1	0	0	*1*	0	1	0	0	*1*
5:45 PM	0	2	11	1	*14*	2	0	2	0	*4*	0	2	0	0	*2*
Count Total	6	15	80	29	*130*	7	4	8	4	*23*	4	4	3	3	*14*
Peak Hr	**6**	**11**	**52**	**16**	***85***	**4**	**2**	**4**	**4**	***14***	**3**	**1**	**2**	**1**	***7***

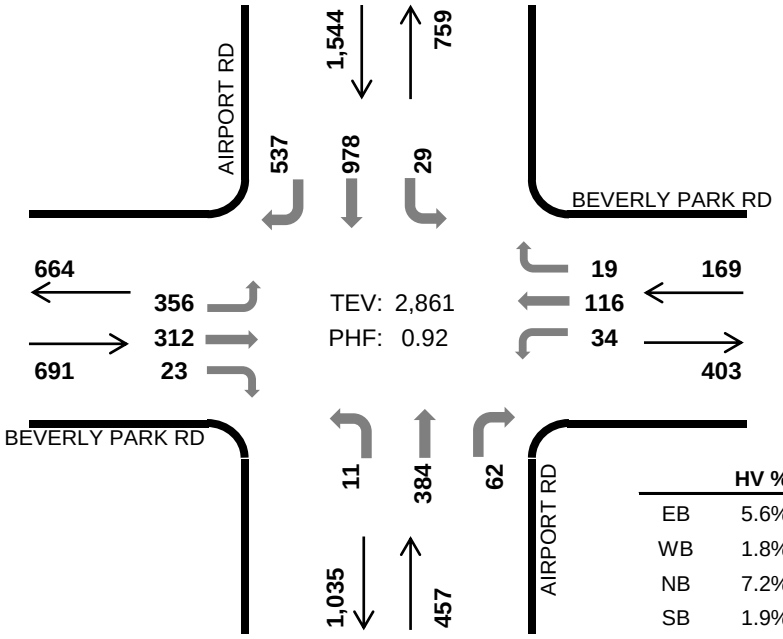
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

AIRPORT RD
BEVERLY PARK RD

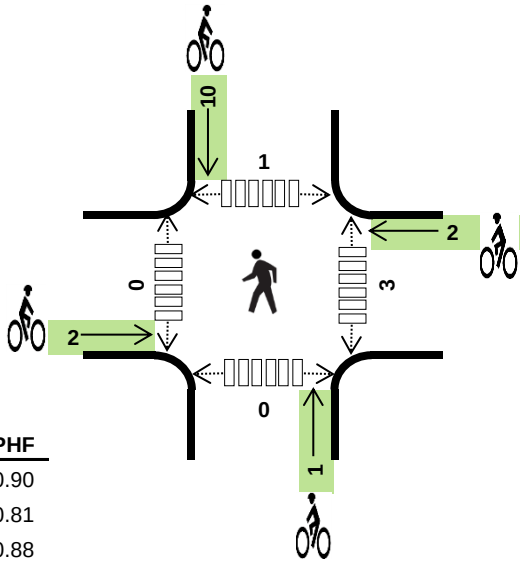
Date: Tue, May 19, 2015
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

N

Peak Hour



	HV %:	PHF
EB	5.6%	0.90
WB	1.8%	0.81
NB	7.2%	0.88
SB	1.9%	0.91
TOTAL	3.6%	0.92



Two-Hour Count Summaries

Interval Start	BEVERLY PARK RD Eastbound			BEVERLY PARK RD Westbound			AIRPORT RD Northbound			AIRPORT RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**102**	**79**	**10**	**6**	**28**	**3**	**3**	**102**	**17**	**6**	**291**	**127**	**774**	
4:15 PM	**66**	**62**	**7**	**12**	**32**	**8**	**1**	**86**	**14**	**7**	**271**	**140**	**706**	
4:30 PM	**89**	**84**	**4**	**12**	**26**	**3**	**5**	**107**	**18**	**5**	**224**	**144**	**721**	
4:45 PM	**99**	**87**	**2**	**4**	**30**	**5**	**2**	**89**	**13**	**11**	**192**	**126**	**660**	**2,861**
5:00 PM	101	101	3	13	48	5	0	111	10	1	209	132	734	2,821
5:15 PM	74	84	3	5	25	4	3	92	11	5	155	114	575	2,690
5:30 PM	99	84	5	9	30	5	2	81	14	4	149	132	614	2,583
5:45 PM	83	70	3	8	19	1	1	107	17	3	118	77	507	2,430
Count Total	713	651	37	69	238	34	17	775	114	42	1,609	992	5,291	
Peak Hr	**356**	**312**	**23**	**34**	**116**	**19**	**11**	**384**	**62**	**29**	**978**	**537**	**2,861**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**14**	**0**	**15**	**11**	***40***	**0**	**2**	**1**	**0**	***3***	**2**	**0**	**1**	**0**	***3***
4:15 PM	**8**	**1**	**7**	**5**	***21***	**0**	**0**	**0**	**2**	***2***	**1**	**0**	**0**	**0**	***1***
4:30 PM	**11**	**1**	**9**	**7**	***28***	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**6**	**1**	**2**	**6**	***15***	**2**	**0**	**0**	**5**	***7***	**0**	**0**	**0**	**0**	***0***
5:00 PM	4	2	2	9	*17*	0	0	1	3	*4*	0	0	0	1	*1*
5:15 PM	4	2	1	5	*12*	0	1	0	4	*5*	0	0	0	1	*1*
5:30 PM	4	0	2	1	*7*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	5	0	5	4	*14*	2	0	0	1	*3*	0	0	1	0	*1*
Count Total	56	7	43	48	*154*	4	3	2	18	*27*	4	0	2	2	*8*
Peak Hr	**39**	**3**	**33**	**29**	***104***	**2**	**2**	**1**	**10**	***15***	**3**	**0**	**1**	**0**	***4***

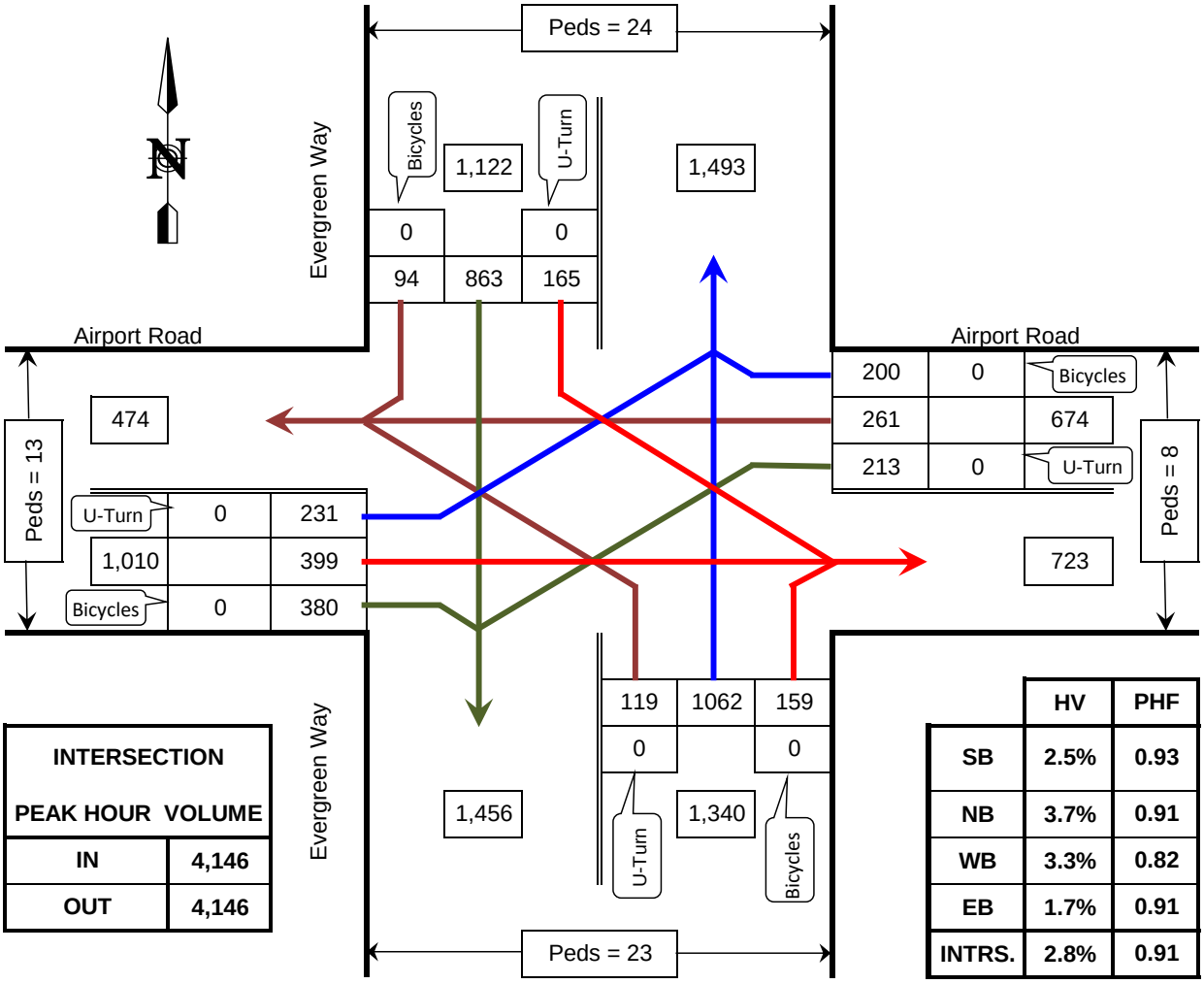
Mark Skaggs: 425 - 250 - 0777

mark.skaggs@idaxdata.com

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	4,146
OUT	4,146

	HV	PHF
SB	2.5%	0.93
NB	3.7%	0.91
WB	3.3%	0.82
EB	1.7%	0.91
INTRS.	2.8%	0.91

PHF = Peak Hour Factor
HV = Heavy Vehicle

Evergreen Way @ Airport Road

Everett, WA

COUNTED BY: CN/P

DATE OF COUNT: Wed. 9/2/15

REDUCED BY: CN

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

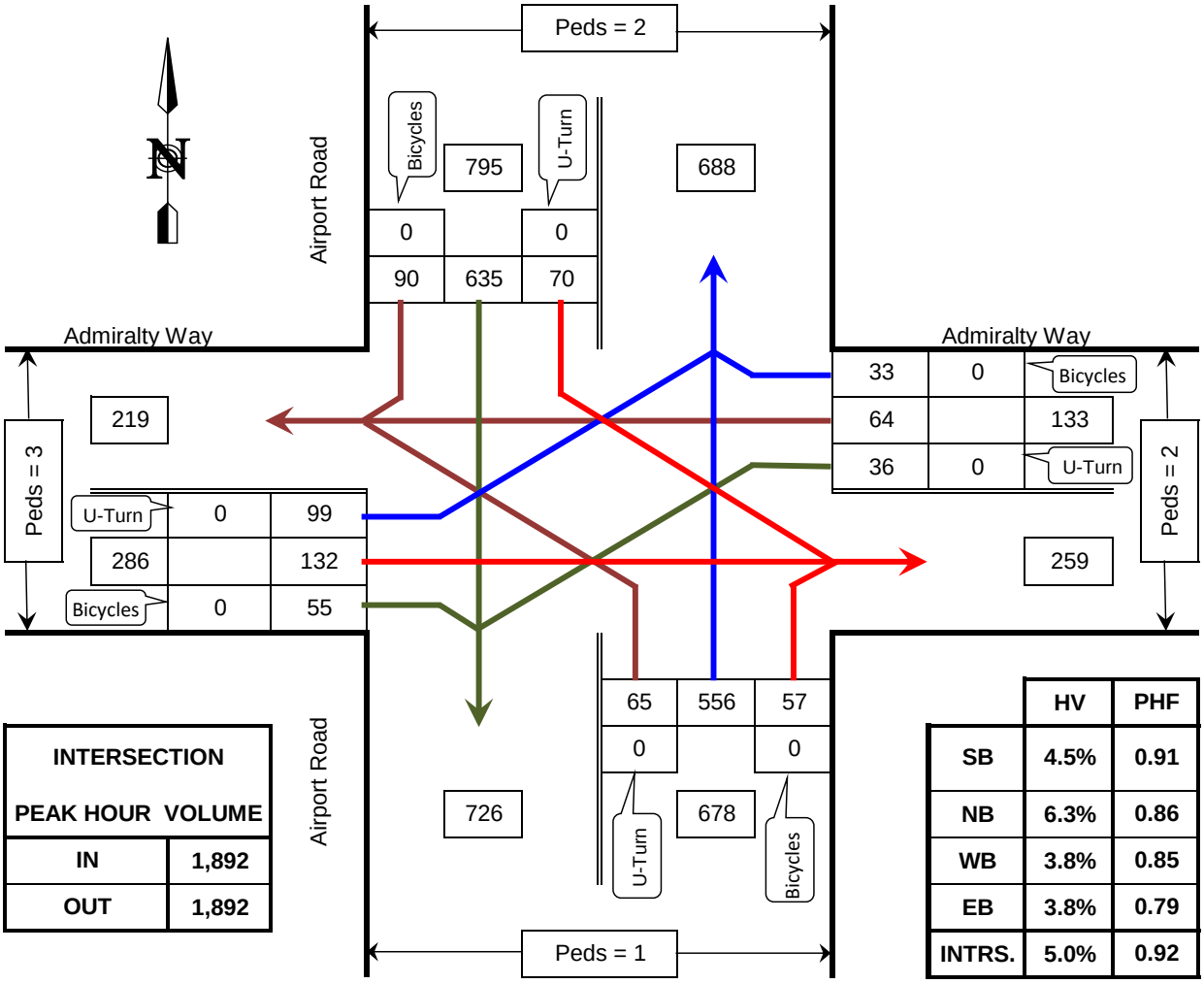
REDUCTION DATE: Wed. 9/2/15

WEATHER: Rainy

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	1,892
OUT	1,892

	HV	PHF
SB	4.5%	0.91
NB	6.3%	0.86
WB	3.8%	0.85
EB	3.8%	0.79
INTRS.	5.0%	0.92

PHF = Peak Hour Factor
HV = Heavy Vehicle

Admiralty Way @ Airport Road

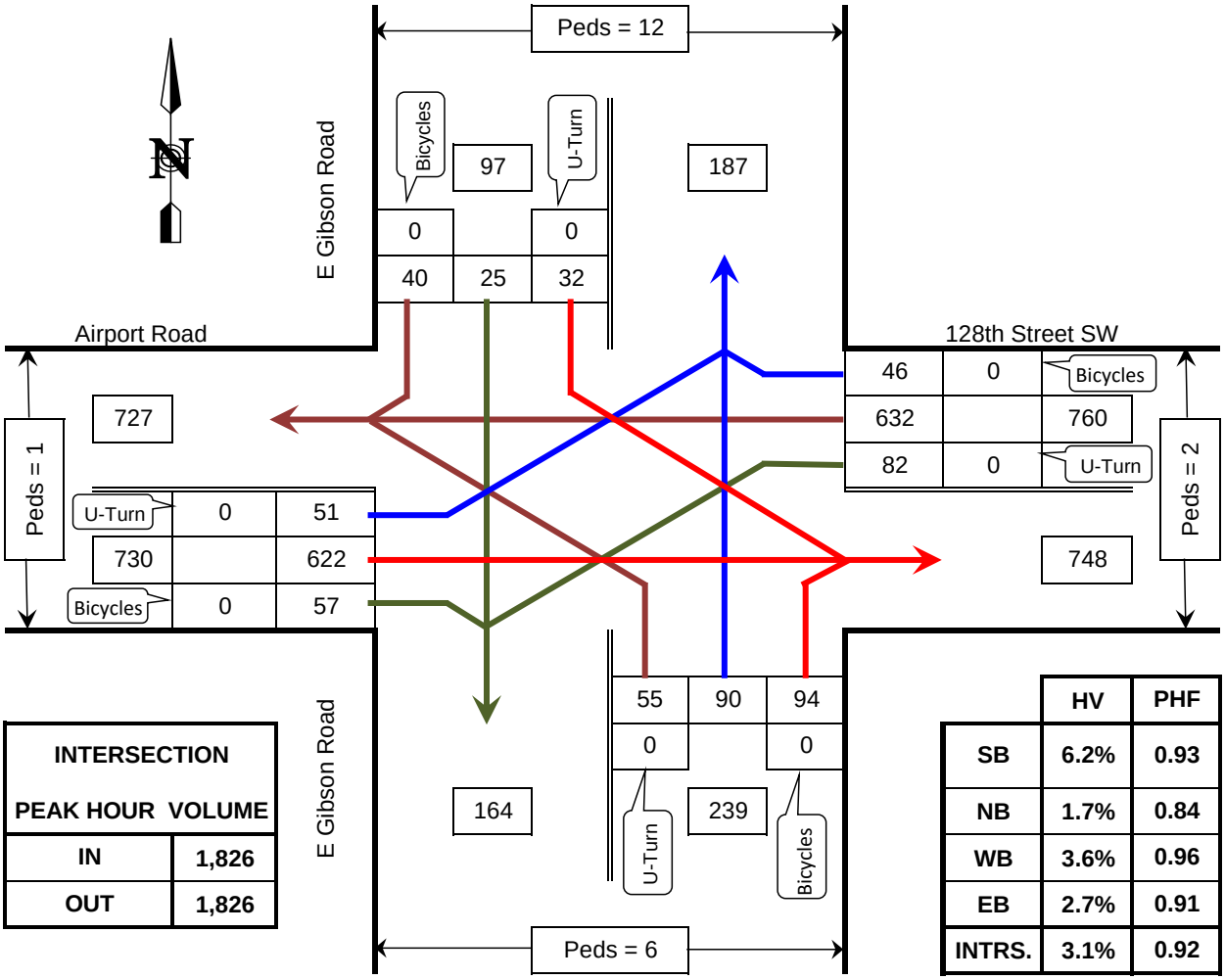
Everett, WA

COUNTED BY:	SN/VT	DATE OF COUNT:	Tue. 9/15/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Wed. 9/16/15	WEATHER:	Overcast

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	1,826
OUT	1,826

	HV	PHF
SB	6.2%	0.93
NB	1.7%	0.84
WB	3.6%	0.96
EB	2.7%	0.91
INTRS.	3.1%	0.92

PHF = Peak Hour Factor
HV = Heavy Vehicle

E Gibson Road @ Airport Road/128th Street SW

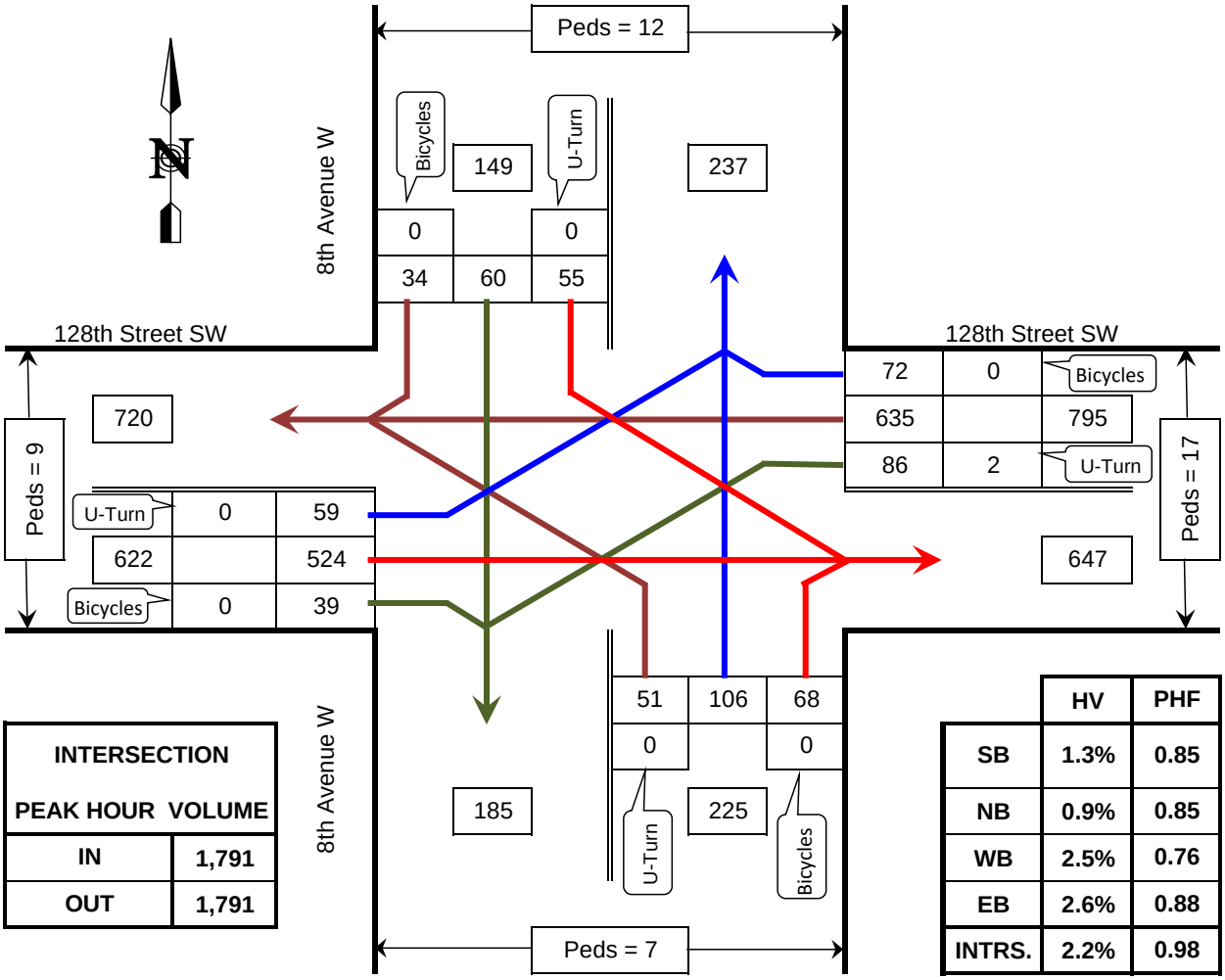
Everett, WA

COUNTED BY:	CN/VT	DATE OF COUNT:	Wed. 9/2/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Thu. 9/3/15	WEATHER:	Overcast

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:45 PM TO 5:45 PM



INTERSECTION PEAK HOUR VOLUME	
IN	1,791
OUT	1,791

	HV	PHF
SB	1.3%	0.85
NB	0.9%	0.85
WB	2.5%	0.76
EB	2.6%	0.88
INTRS.	2.2%	0.98

PHF = Peak Hour Factor
HV = Heavy Vehicle

SR-527 @ Seattle Hill Road

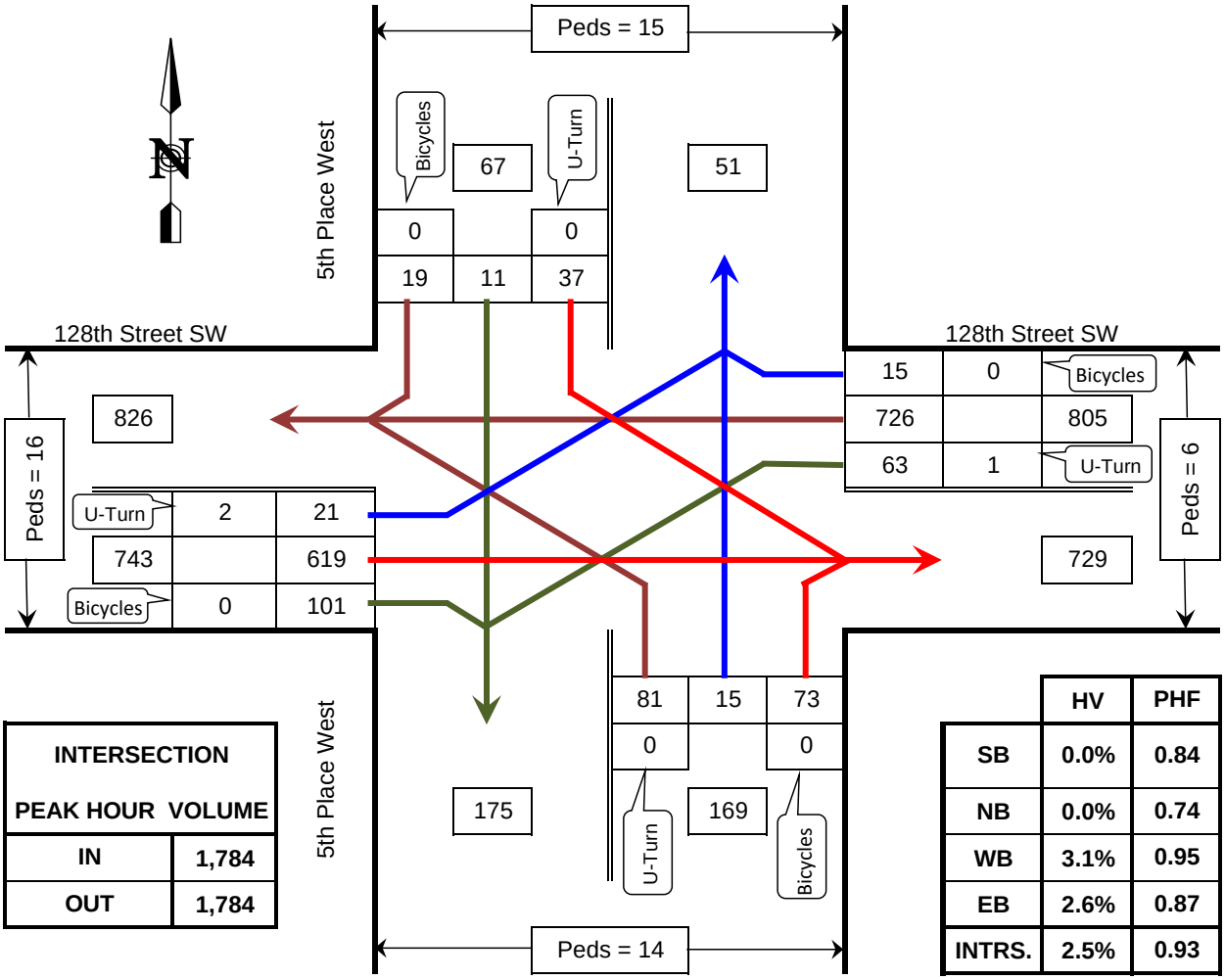
Snohomish County, WA

COUNTED BY:	SN	DATE OF COUNT:	Wed. 9/2/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Thu. 9/10/15	WEATHER:	Rainy

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	1,784
OUT	1,784

	HV	PHF
SB	0.0%	0.84
NB	0.0%	0.74
WB	3.1%	0.95
EB	2.6%	0.87
INTRS.	2.5%	0.93

PHF = Peak Hour Factor
HV = Heavy Vehicle

5th Place West @ 128th Street SW

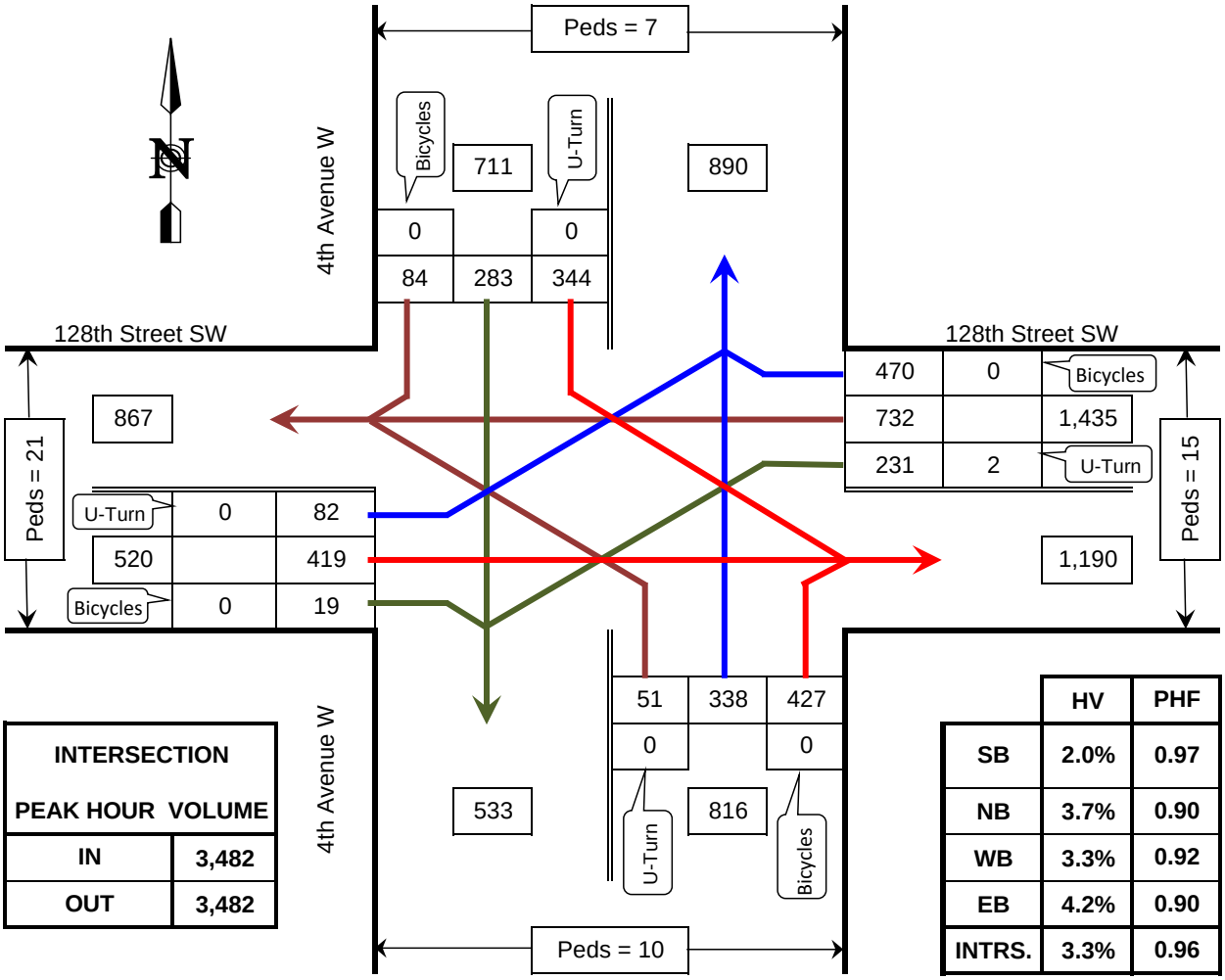
Everett, WA

COUNTED BY:	SN	DATE OF COUNT:	Wed. 9/2/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Wed. 9/2/15	WEATHER:	Rainy

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	3,482
OUT	3,482

	HV	PHF
SB	2.0%	0.97
NB	3.7%	0.90
WB	3.3%	0.92
EB	4.2%	0.90
INTRS.	3.3%	0.96

PHF = Peak Hour Factor
HV = Heavy Vehicle

4th Avenue W @ 128th Street SW

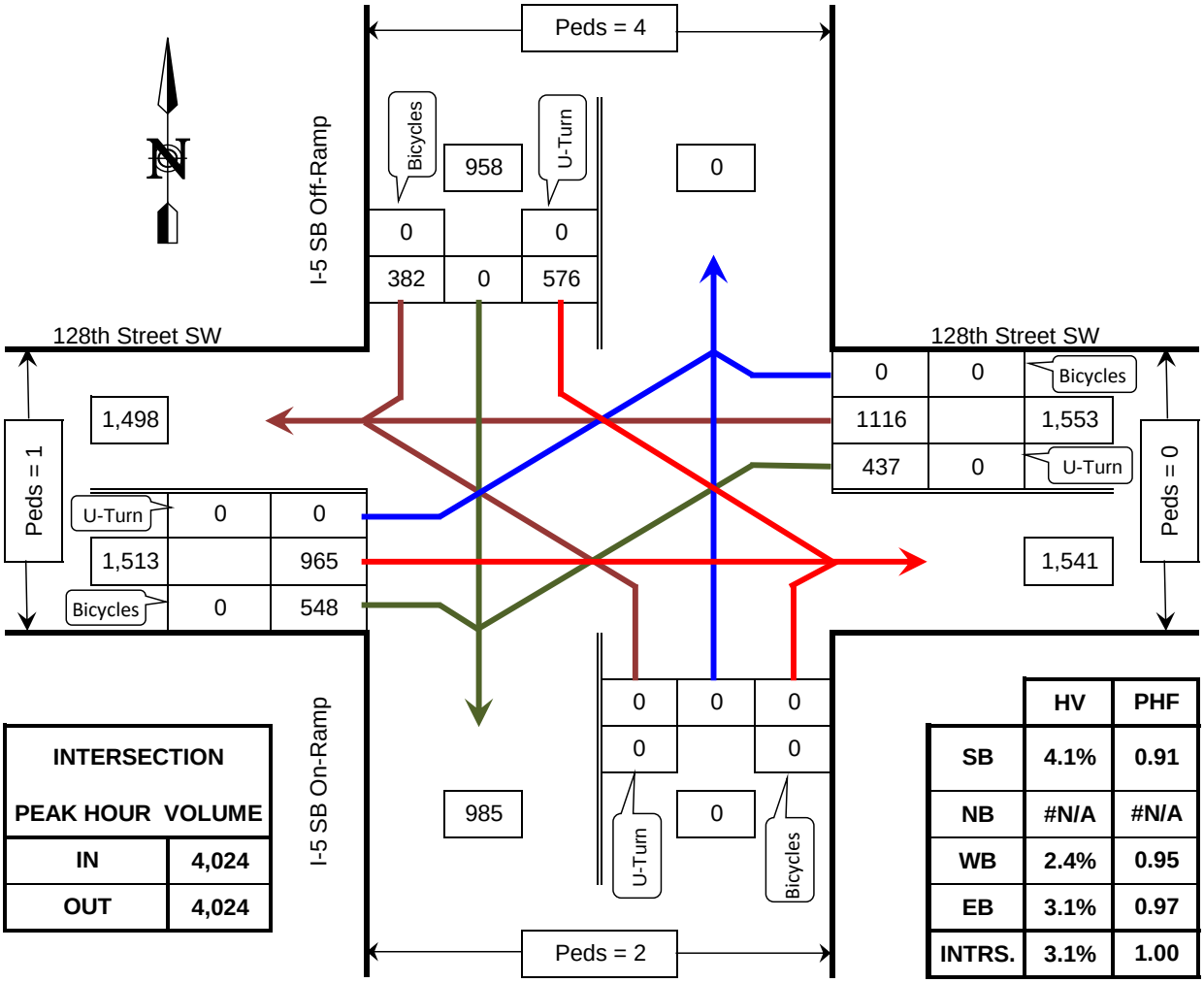
Everett, WA

COUNTED BY:	CN/VT	DATE OF COUNT:	Tue. 9/15/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Wed. 9/16/15	WEATHER:	Overcast

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	4,024
OUT	4,024

	HV	PHF
SB	4.1%	0.91
NB	#N/A	#N/A
WB	2.4%	0.95
EB	3.1%	0.97
INTRS.	3.1%	1.00

PHF = Peak Hour Factor
HV = Heavy Vehicle

I-5 SB Ramps @ 128th Street SW

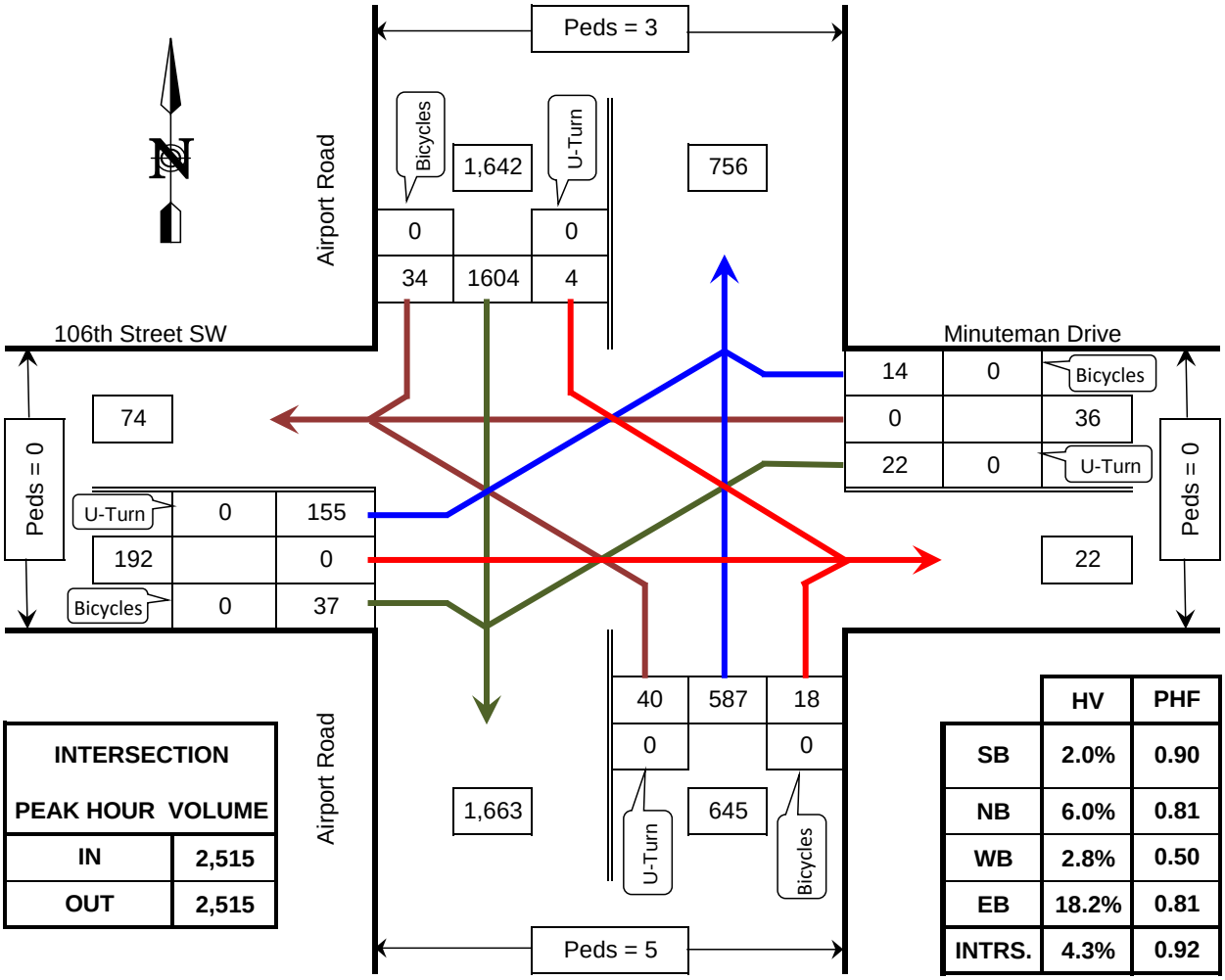
Everett, WA

COUNTED BY:	CN/VT	DATE OF COUNT:	Thu. 9/3/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Mon. 9/7/15	WEATHER:	Overcast

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	2,515
OUT	2,515

	HV	PHF
SB	2.0%	0.90
NB	6.0%	0.81
WB	2.8%	0.50
EB	18.2%	0.81
INTRS.	4.3%	0.92

PHF = Peak Hour Factor
HV = Heavy Vehicle

106th Street SW @ Airport Road

Everett, WA

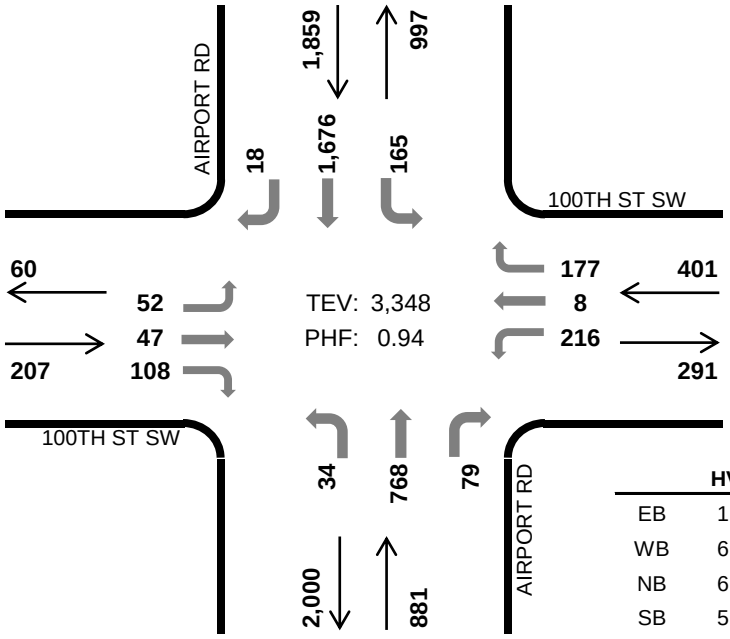
COUNTED BY:	TM	DATE OF COUNT:	Wed. 9/9/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Sun. 9/13/15	WEATHER:	Overcast

AIRPORT RD
100TH ST SW

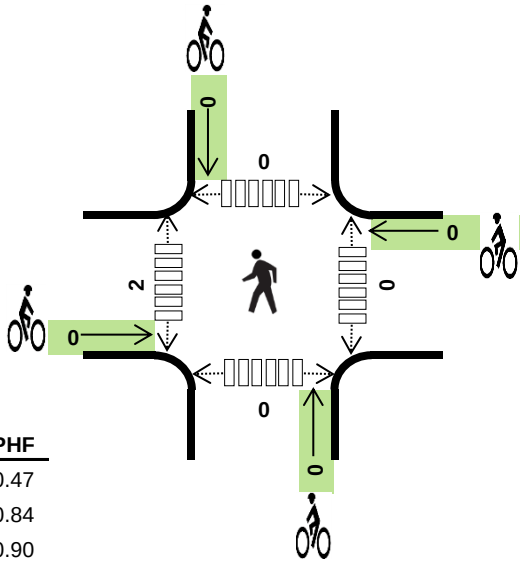
Date: Tue, May 19, 2015
Count Period: 2:00 PM to 4:00 PM
Peak Hour: 2:00 PM to 3:00 PM

N

Peak Hour



	HV %:	PHF
EB	1.9%	0.47
WB	6.5%	0.84
NB	6.2%	0.90
SB	5.3%	0.86
TOTAL	5.5%	0.94



Two-Hour Count Summaries

Interval Start	100TH ST SW Eastbound			100TH ST SW Westbound			AIRPORT RD Northbound			AIRPORT RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	**6**	**8**	**12**	**48**	**6**	**51**	**11**	**224**	**11**	**32**	**363**	**7**	**779**	
2:15 PM	**19**	**2**	**21**	**48**	**0**	**36**	**12**	**194**	**21**	**53**	**487**	**2**	**895**	
2:30 PM	**19**	**36**	**55**	**62**	**1**	**56**	**6**	**167**	**20**	**32**	**409**	**3**	**866**	
2:45 PM	**8**	**1**	**20**	**58**	**1**	**34**	**5**	**183**	**27**	**48**	**417**	**6**	**808**	**3,348**
3:00 PM	6	5	25	75	1	38	6	183	19	39	336	9	742	3,311
3:15 PM	6	9	33	76	4	27	7	167	23	43	296	17	708	3,124
3:30 PM	13	11	39	67	2	49	6	165	25	36	313	13	739	2,997
3:45 PM	10	6	31	85	4	47	7	172	31	41	297	4	735	2,924
Count Total	87	78	236	519	19	338	60	1,455	177	324	2,918	61	6,272	
Peak Hr	**52**	**47**	**108**	**216**	**8**	**177**	**34**	**768**	**79**	**165**	**1,676**	**18**	**3,348**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	**0**	**5**	**10**	**22**	***37***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
2:15 PM	**1**	**8**	**17**	**31**	***57***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
2:30 PM	**0**	**8**	**15**	**19**	***42***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
2:45 PM	**3**	**5**	**13**	**26**	***47***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
3:00 PM	1	5	14	20	*40*	1	0	0	3	*4*	2	1	2	2	*7*
3:15 PM	3	2	7	20	*32*	0	0	0	2	*2*	1	0	0	1	*2*
3:30 PM	0	2	10	11	*23*	0	0	0	2	*2*	1	0	0	2	*3*
3:45 PM	1	9	17	12	*39*	0	0	0	0	*0*	1	0	1	2	*4*
Count Total	9	44	103	161	*317*	1	0	0	7	*8*	5	3	3	7	*18*
Peak Hr	**4**	**26**	**55**	**98**	***183***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***

Mark Skaggs: 425 - 250 - 0777

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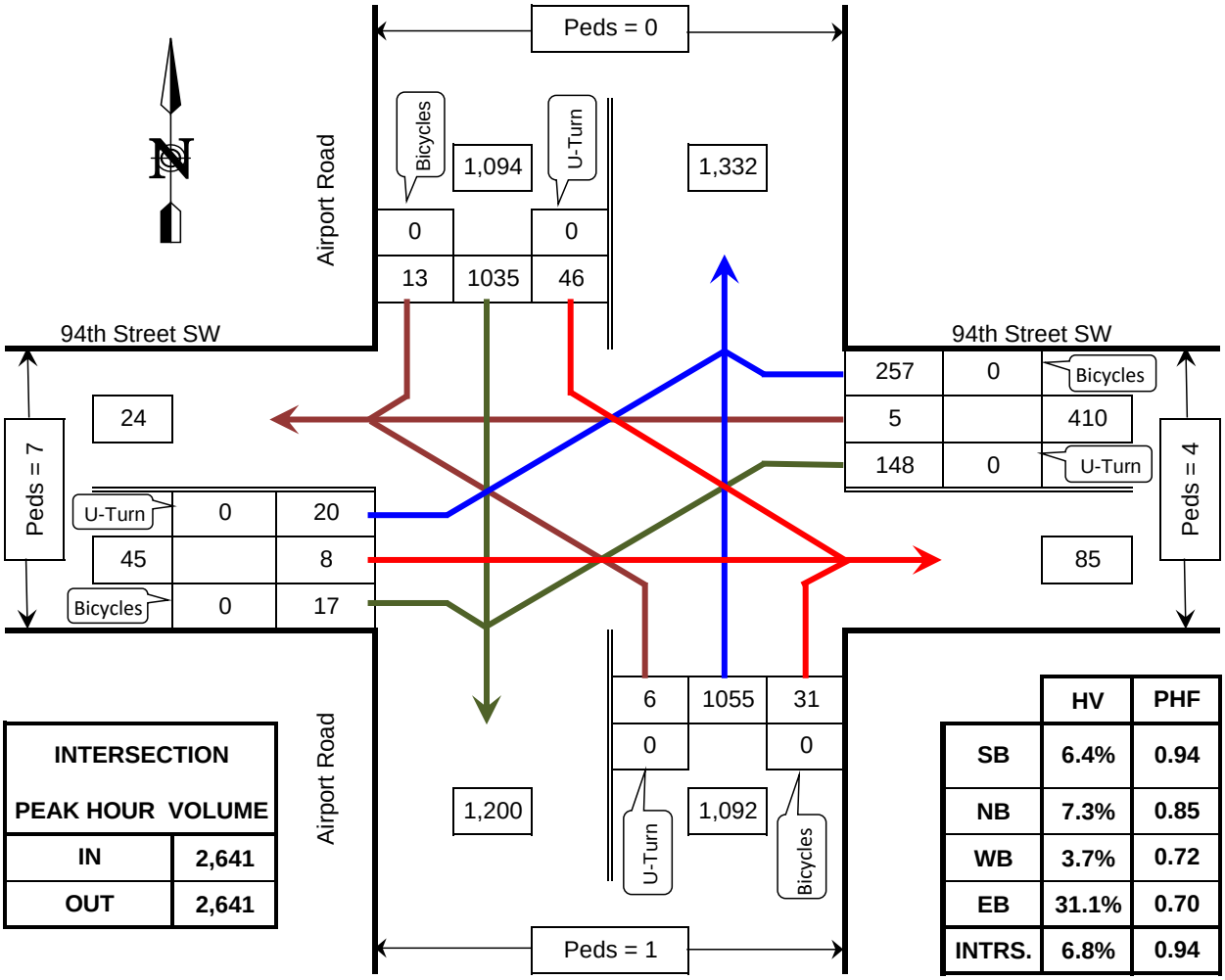
TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	2,641
OUT	2,641

	HV	PHF
SB	6.4%	0.94
NB	7.3%	0.85
WB	3.7%	0.72
EB	31.1%	0.70
INTRS.	6.8%	0.94

PHF = Peak Hour Factor
HV = Heavy Vehicle

94th Street SW @ Airport Road

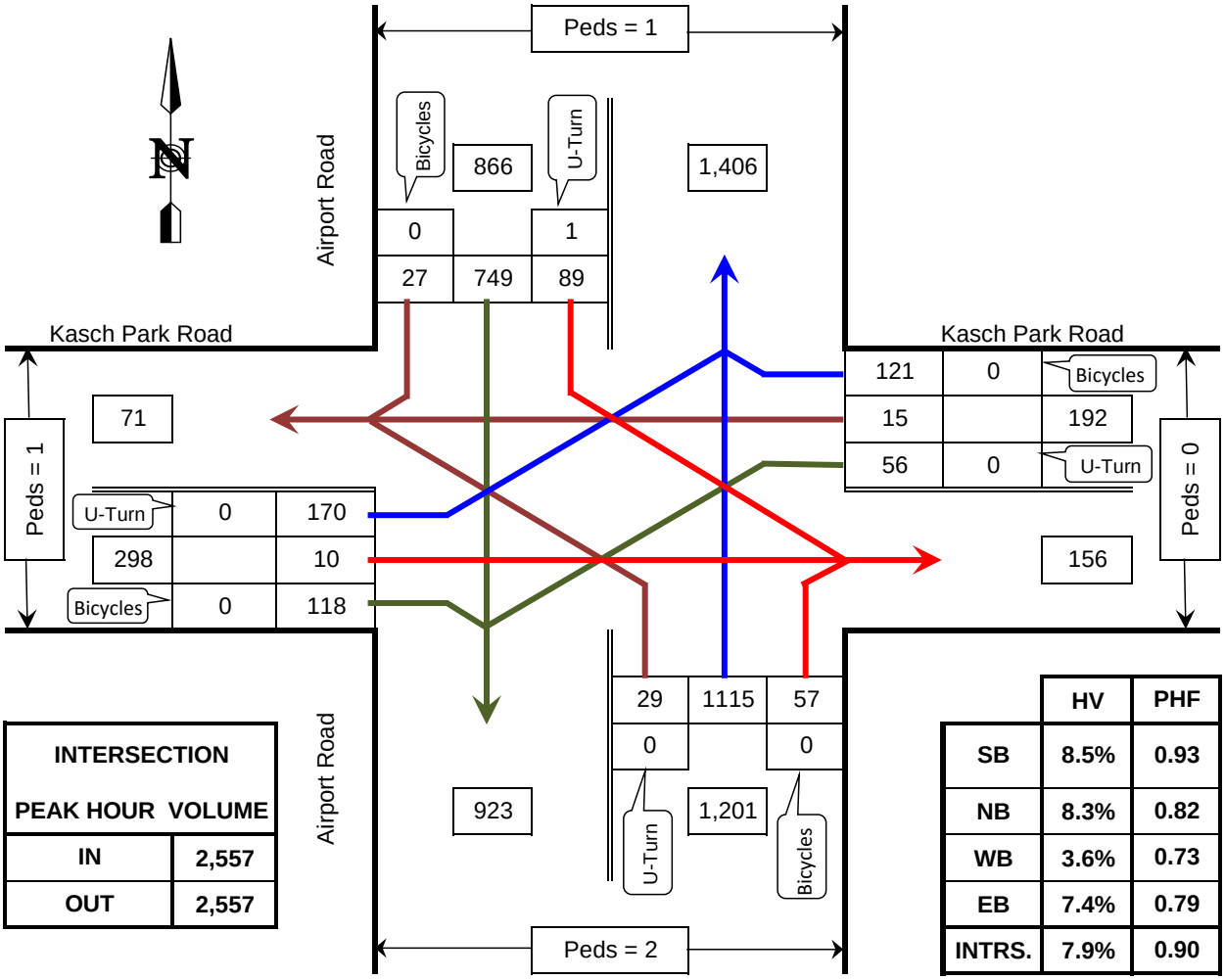
Everett, WA

COUNTED BY:	TM	DATE OF COUNT:	Thu. 9/10/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Thu. 9/10/15	WEATHER:	Sunny

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	2,557
OUT	2,557

	HV	PHF
SB	8.5%	0.93
NB	8.3%	0.82
WB	3.6%	0.73
EB	7.4%	0.79
INTRS.	7.9%	0.90

PHF = Peak Hour Factor
HV = Heavy Vehicle

Kasch Park Road @ Airport Road

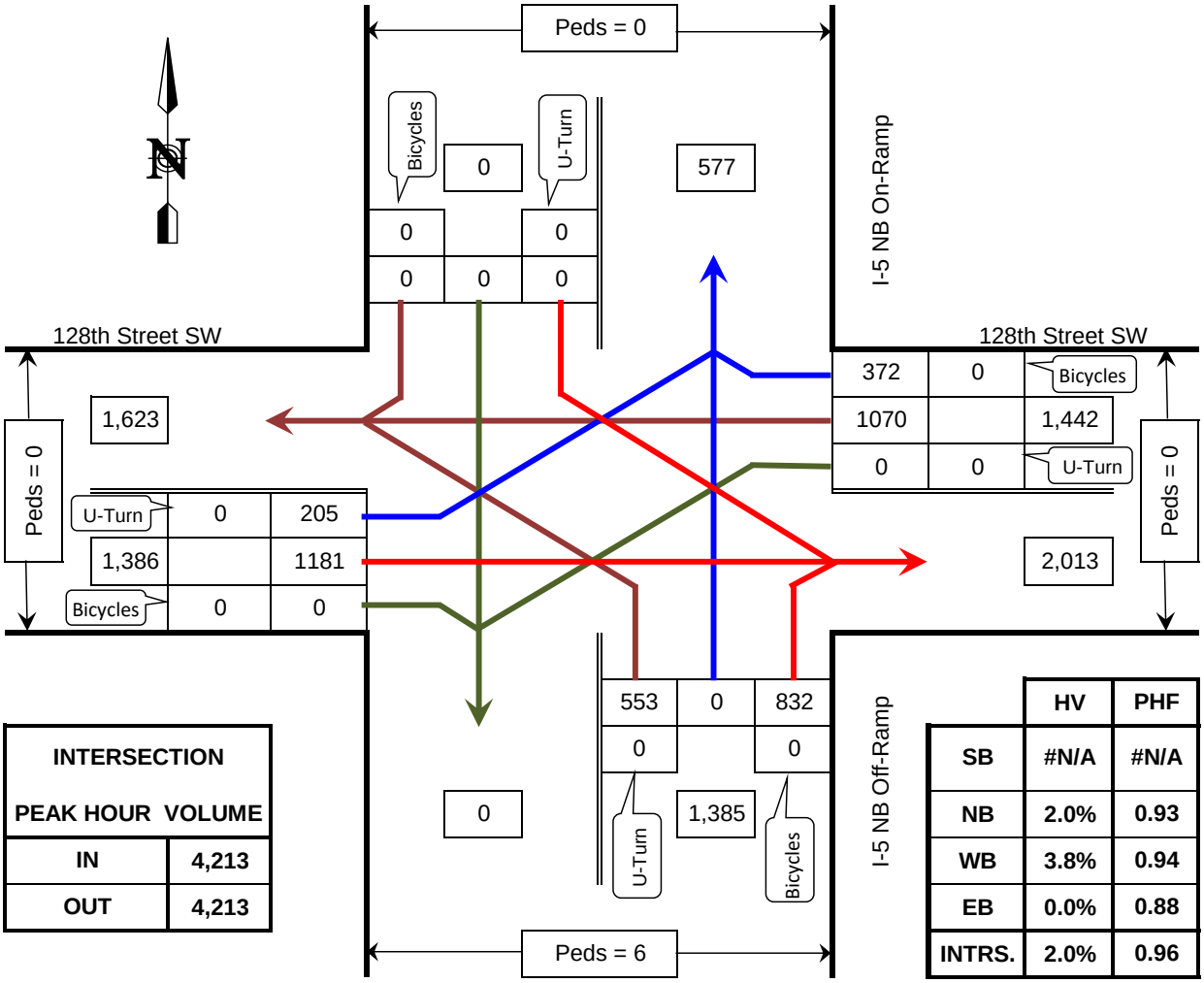
Everett, WA

COUNTED BY:	SN/VT	DATE OF COUNT:	Wed. 9/9/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Thu. 9/10/15	WEATHER:	Sunny

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	4,213
OUT	4,213

	HV	PHF
SB	#N/A	#N/A
NB	2.0%	0.93
WB	3.8%	0.94
EB	0.0%	0.88
INTRS.	2.0%	0.96

PHF = Peak Hour Factor
HV = Heavy Vehicle

I-5 NB Ramps @ 128th Street SW

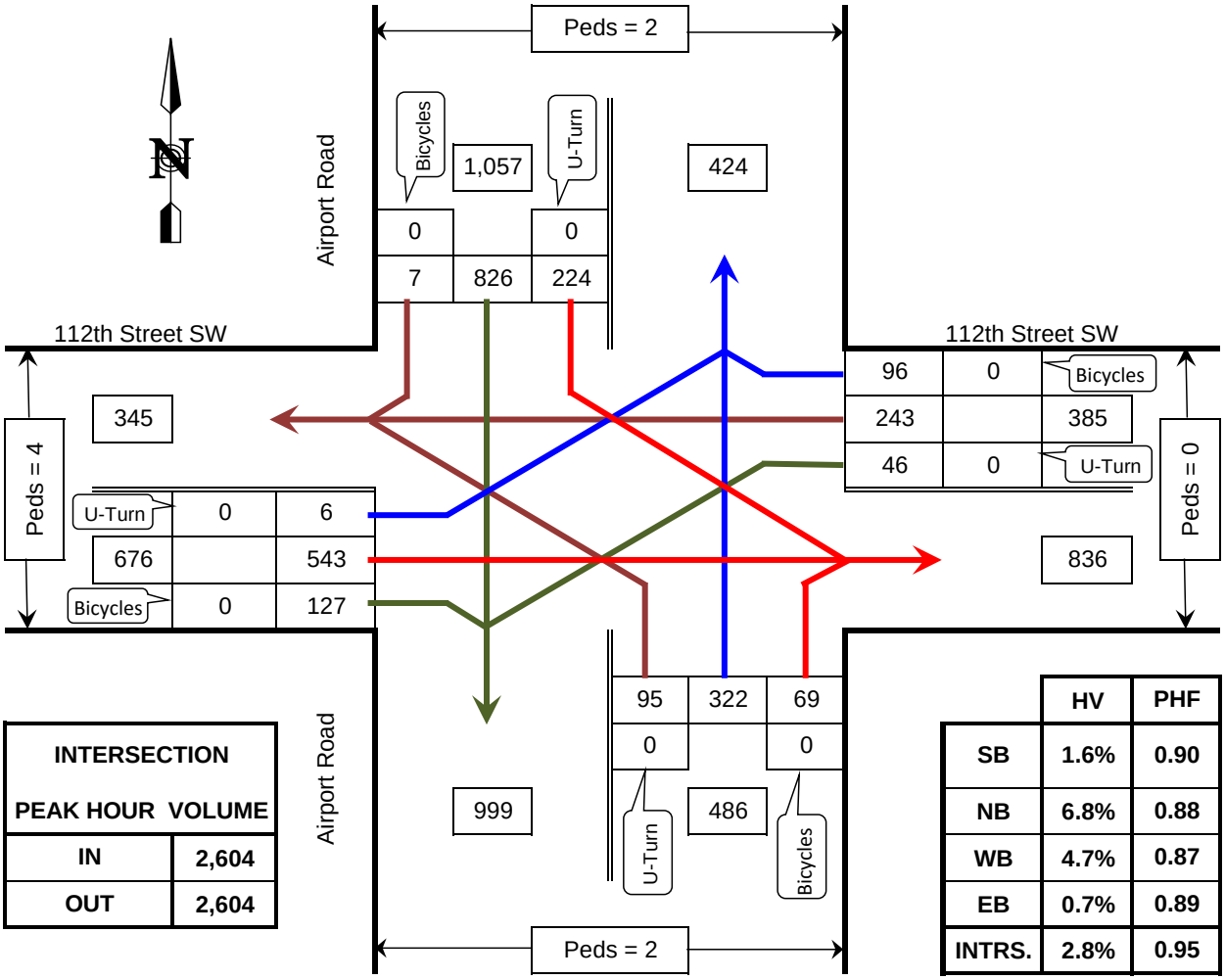
Everett, WA

COUNTED BY:	CN/VT	DATE OF COUNT:	Thu. 9/3/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Thu. 9/17/15	WEATHER:	Overcast

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	2,604
OUT	2,604

	HV	PHF
SB	1.6%	0.90
NB	6.8%	0.88
WB	4.7%	0.87
EB	0.7%	0.89
INTRS.	2.8%	0.95

PHF = Peak Hour Factor
HV = Heavy Vehicle

112th Street SW @ Airport Road

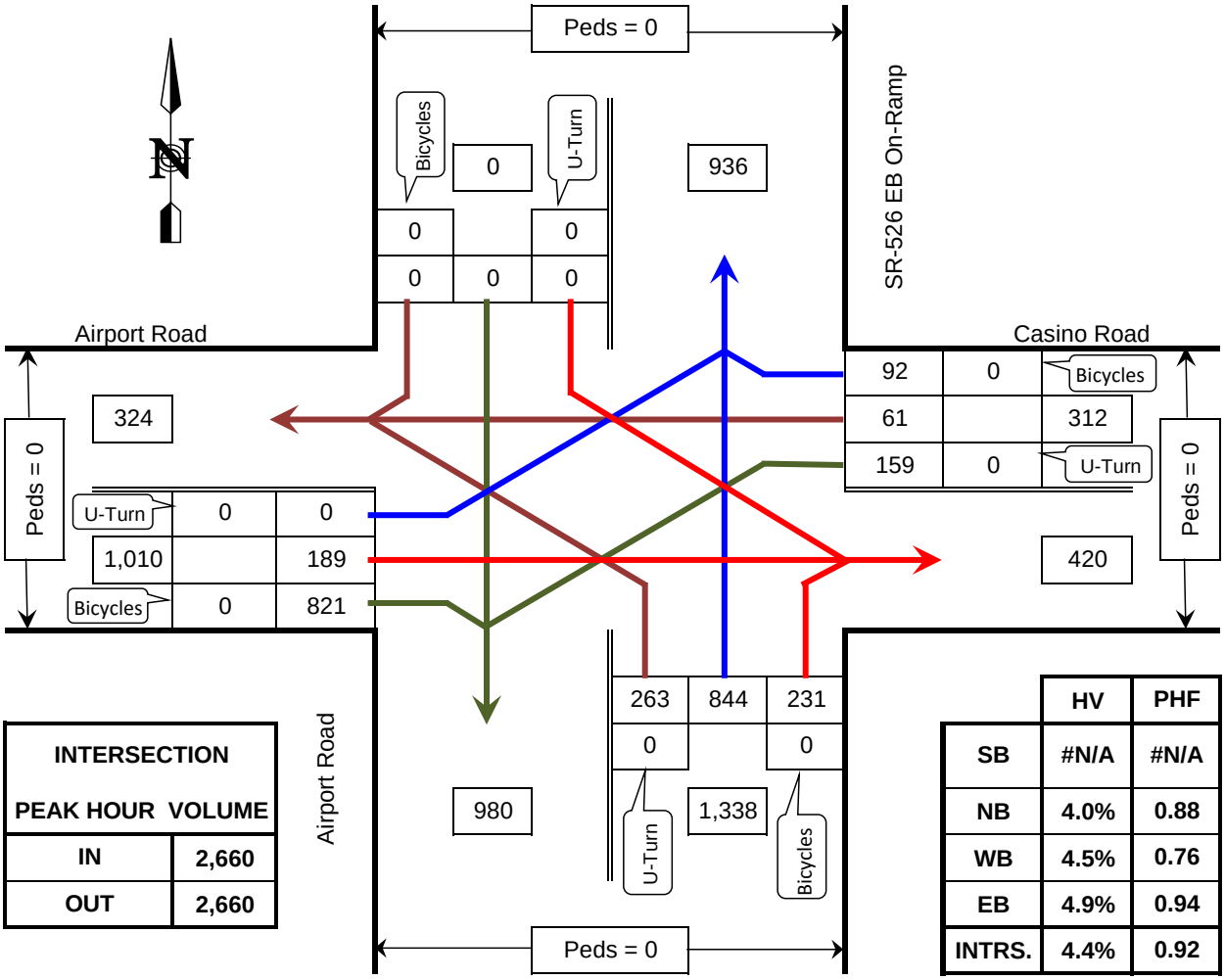
Everett, WA

COUNTED BY:	SN	DATE OF COUNT:	Thu. 9/3/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Thu. 9/3/15	WEATHER:	Overcast

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:45 PM TO 5:45 PM



INTERSECTION PEAK HOUR VOLUME	
IN	2,660
OUT	2,660

	HV	PHF
SB	#N/A	#N/A
NB	4.0%	0.88
WB	4.5%	0.76
EB	4.9%	0.94
INTRS.	4.4%	0.92

PHF = Peak Hour Factor
HV = Heavy Vehicle

Casino Road @ Airport Road

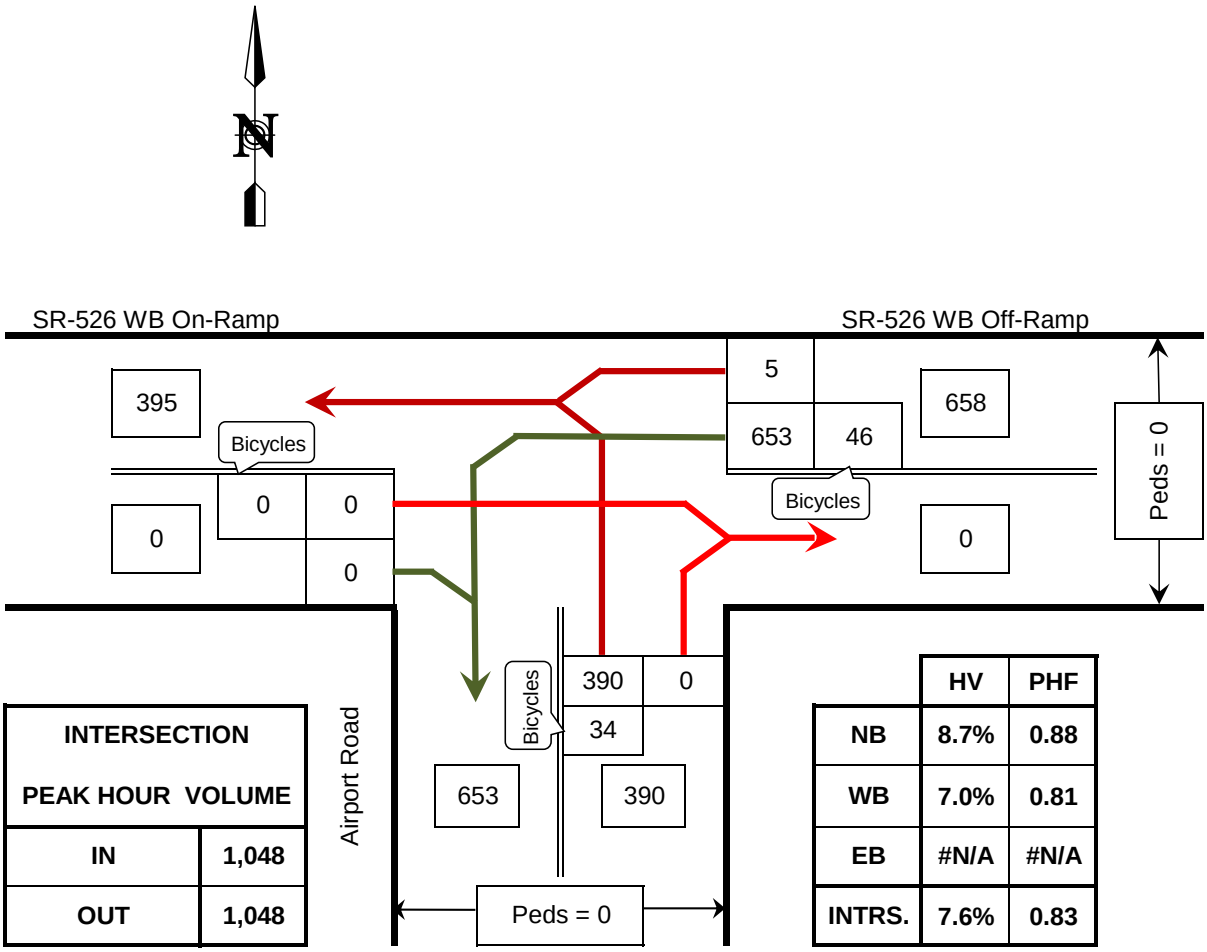
Everett, WA

COUNTED BY:	CN	DATE OF COUNT:	Wed. 9/16/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Wed. 9/16/15	WEATHER:	Sunny

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	1,048
OUT	1,048

	HV	PHF
NB	8.7%	0.88
WB	7.0%	0.81
EB	#N/A	#N/A
INTRS.	7.6%	0.83

HV = Heavy Vehicles
PHF = Peak Hour Factor

SR-526 WB Ramps @ Airport Road

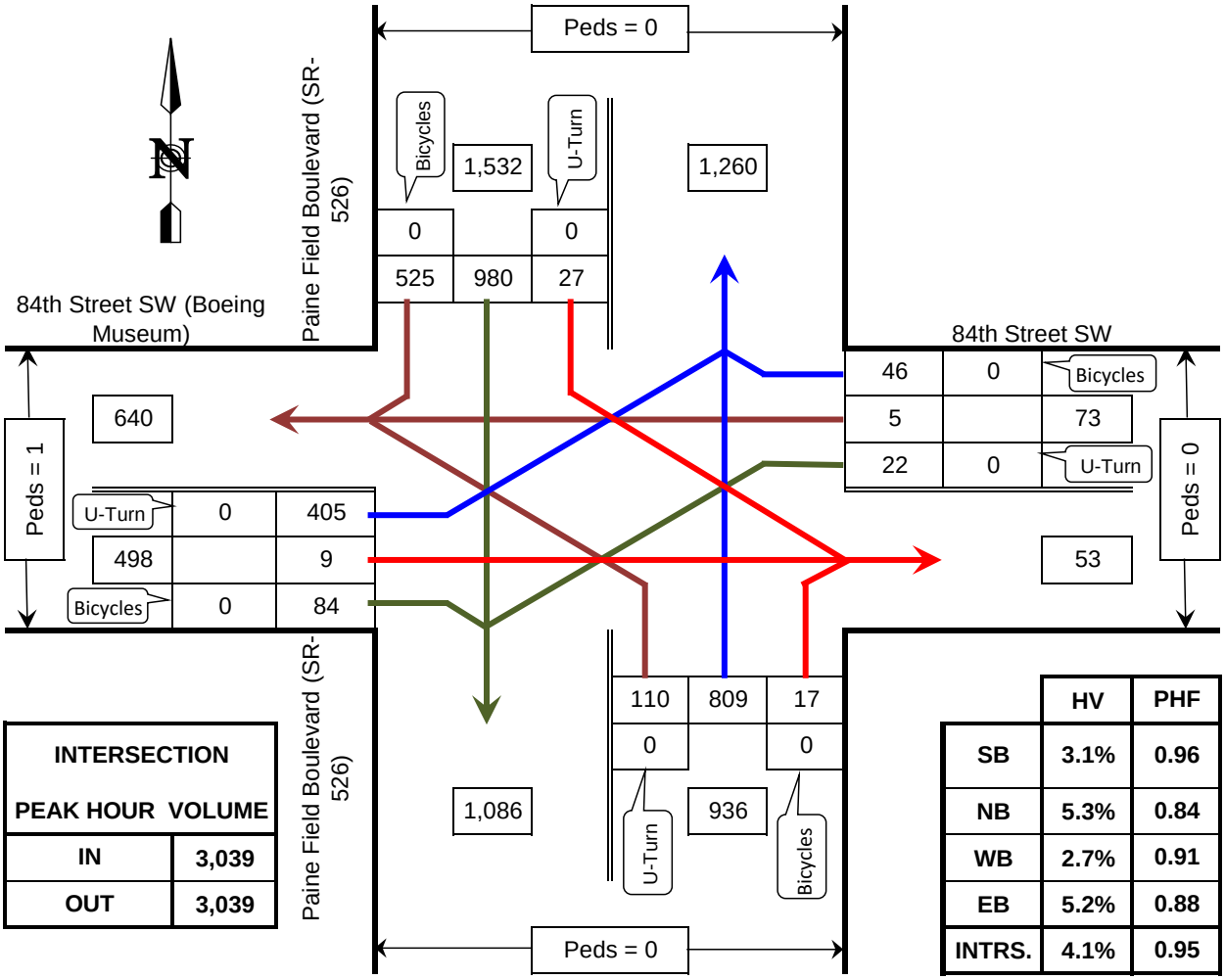
Everett, WA

COUNTED BY:	JH	DATE OF COUNT:	Thu. 9/10/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Fri. 9/11/15	WEATHER:	Sunny

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	3,039
OUT	3,039

	HV	PHF
SB	3.1%	0.96
NB	5.3%	0.84
WB	2.7%	0.91
EB	5.2%	0.88
INTRS.	4.1%	0.95

PHF = Peak Hour Factor
HV = Heavy Vehicle

84th Street SW @ Paine Field Boulevard (SR-526)

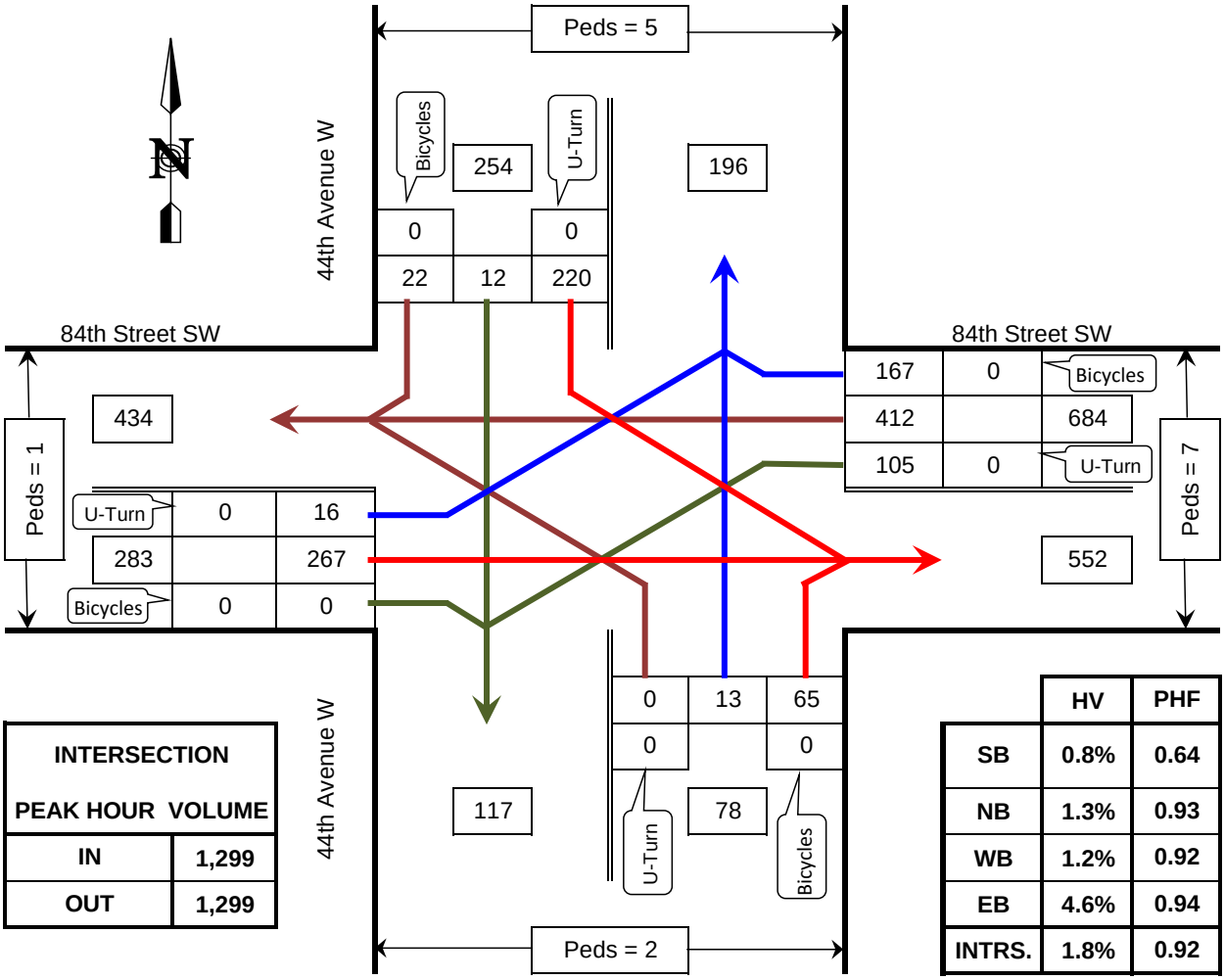
Everett, WA

COUNTED BY:	CN/SN	DATE OF COUNT:	Thu. 9/10/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Fri. 9/11/15	WEATHER:	Sunny

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	1,299
OUT	1,299

	HV	PHF
SB	0.8%	0.64
NB	1.3%	0.93
WB	1.2%	0.92
EB	4.6%	0.94
INTRS.	1.8%	0.92

PHF = Peak Hour Factor
HV = Heavy Vehicle

84th Street SW @ 44th Avenue W

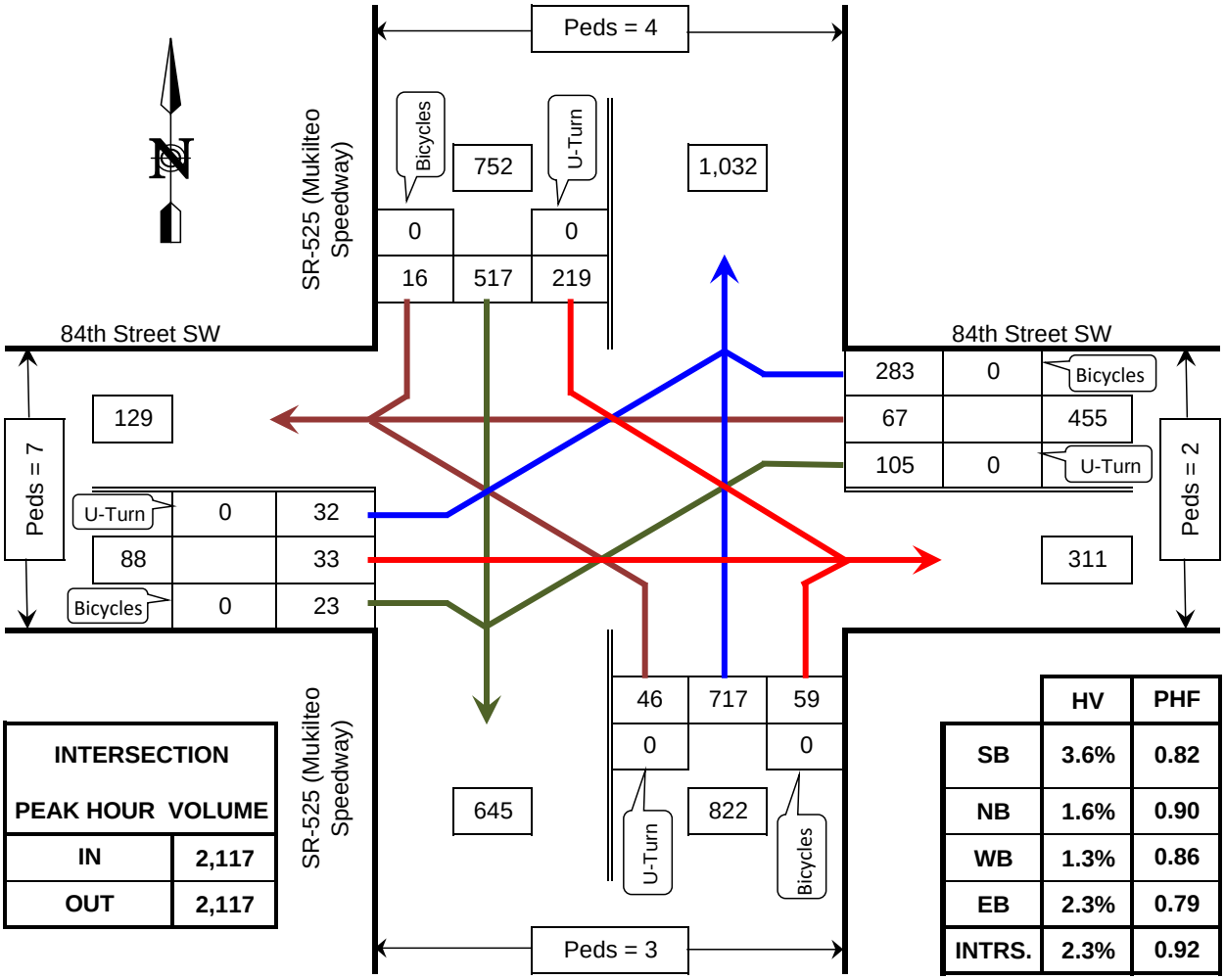
Mukilteo, WA

COUNTED BY:	SF	DATE OF COUNT:	Thu. 9/10/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Thu. 9/10/15	WEATHER:	Sunny

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

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



INTERSECTION PEAK HOUR VOLUME	
IN	2,117
OUT	2,117

	HV	PHF
SB	3.6%	0.82
NB	1.6%	0.90
WB	1.3%	0.86
EB	2.3%	0.79
INTRS.	2.3%	0.92

PHF = Peak Hour Factor
HV = Heavy Vehicle

SR-525 @ 84th Street SW

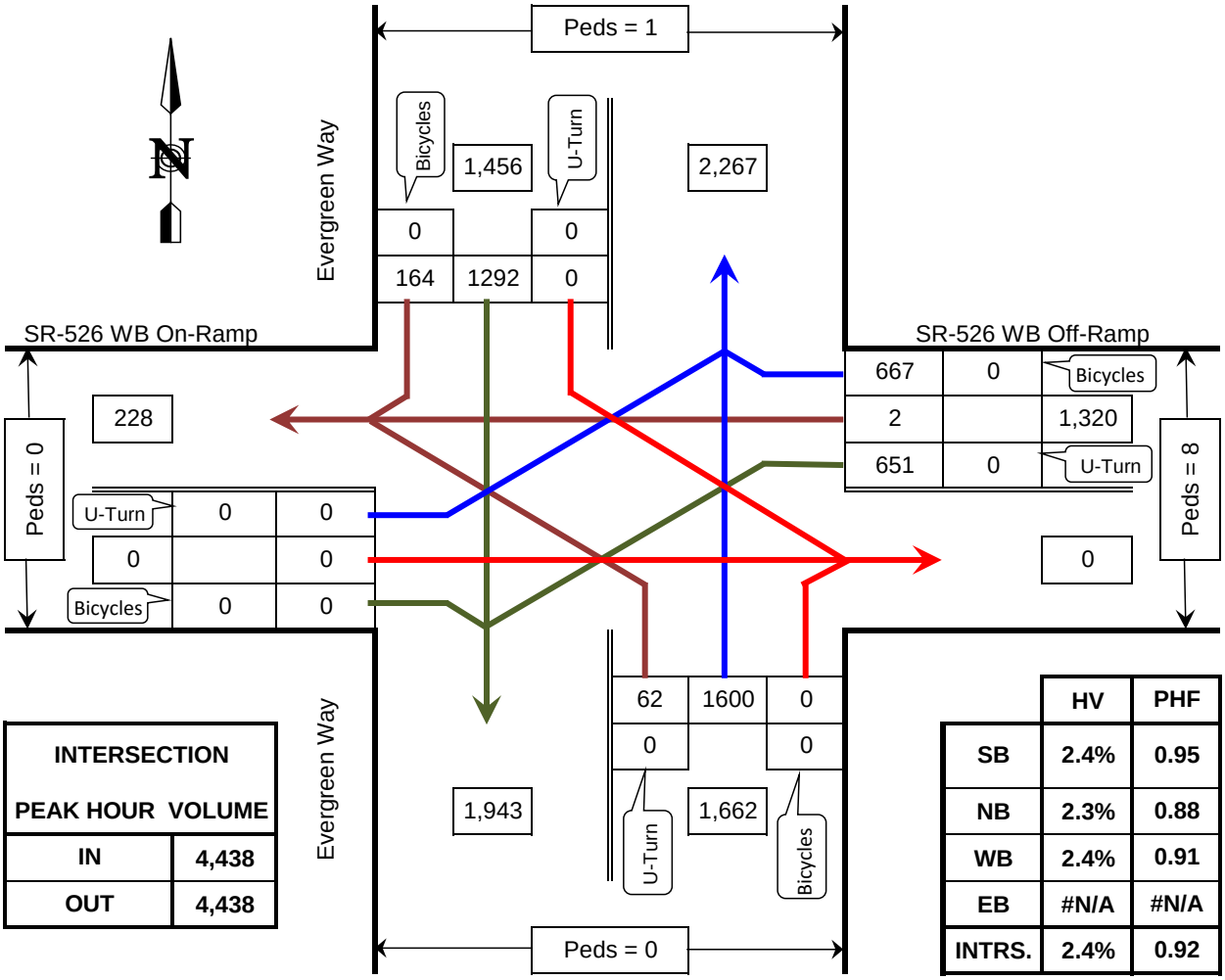
Mukilteo, WA

COUNTED BY:	SN	DATE OF COUNT:	Wed. 9/9/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Wed. 9/2/15	WEATHER:	Sunny

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:45 PM TO 5:45 PM



INTERSECTION PEAK HOUR VOLUME	
IN	4,438
OUT	4,438

	HV	PHF
SB	2.4%	0.95
NB	2.3%	0.88
WB	2.4%	0.91
EB	#N/A	#N/A
INTRS.	2.4%	0.92

PHF = Peak Hour Factor
HV = Heavy Vehicle

SR-526 WB Ramps @ Evergreen Way

Everett, WA

COUNTED BY:	SN/CN	DATE OF COUNT:	Wed. 9/2/15
REDUCED BY:	CN	TIME OF COUNT:	4:00 PM - 6:00 PM
REDUCTION DATE:	Wed. 9/16/15	WEATHER:	Overcast

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: 11/19/2015 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	1305-WLD Lake Serene SFDU	0%	2	2	0	0	0	0	0	0	0	0	0	1	5
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	5	0	0	2	0	7
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	5	0	0	2	0	7
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 C	15108935	Fairmont Kindergarten Center	0%	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
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 Fac	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 Flig	04108659	Paine Field National Flight Inter	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	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	0%	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	27	7	46	20	18	10	28	59	27	25	4	

Predicted Volumes PM

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
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	4	0	0	6	0	10
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	4	0	0	6	0	10
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	0%	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 C	15108935	Fairmont Kindergarten Center	0%	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
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 Fac	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
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	0%	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	0	5	2	0	0	19
Vickie Lynn Condos	06130179	Vickie Lynn Condos	0%	0	0	0	0	0	0	0	1	0	0	3	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		13	27	14	57	23	9	12	28	30	32	47	8	

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: 5/12/2015 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	0%	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	0%	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 C	15108935	Fairmont Kindergarten Center	0%	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
Holy Cross High School	98100213	Holy Cross High School Phase I	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Fac	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
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	0%	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	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		0	0	0	4	0	5	0	105	2	4	54	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	0%	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	0%	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
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

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Fairmont Kindergarten C	15108935	Fairmont Kindergarten Center	0%	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
Holy Cross High School	98100213	Holy Cross High School Phase I	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Korry Manufacturing Fac	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
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	0%	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	4	0	2	0	60	5	2	88	0	

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: 3/25/2015 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	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 C	15108935	Fairmont Kindergarten Center	0%	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 Fac	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
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	0%	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	97	50	0	112	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 C	15108935	Fairmont Kindergarten Center	0%	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 Fac	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
McRondee LDMR	06125150	McRondee LDMR	0%	0	0	0	2	0	0	0	1	1	0	1	0	5

Snopipe2000 - Pipeline Forecast Report for Key Intersections

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
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	0%	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	36	25	0	35	3	

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: 5/5/2015 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
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	4	0	0	1	0	5
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	4	0	0	2	0	6
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	0%	0	0	0	0	0	0	0	3	0	0	1	0	4
Axis Aparatments	13104765	Axis Apartments	0%	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 C	15108935	Fairmont Kindergarten Center	0%	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 Fac	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
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Secter 4	96110766	Silver Firs Secter 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	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	0%	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		62	32	0	2	38	0	0	27	2	0	11	78	

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

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	3	0	0	0	4	0	7
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	3	0	0	4	0	7
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	0%	0	0	0	0	0	0	0	2	0	0	3	0	5
Axis Aparatments	13104765	Axis Apartments	0%	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 C	15108935	Fairmont Kindergarten Center	0%	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 Fac	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
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Secter 4	96110766	Silver Firs Secter 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	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Speedway Mixed Use	12108409	Speedway Mixed Use	0%	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		20	19	0	2	18	2	3	15	3	2	28	18	

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: 4/30/2015 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 Aparatments	13104765	Axis Apartments	0%	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 C	15108935	Fairmont Kindergarten Center	0%	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 Fac	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 Devlopment	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
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	0%	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	40	5	3	28	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 Aparatments	13104765	Axis Apartments	0%	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	0	3	0	0	0	6
Fairmont Kindergarten C	15108935	Fairmont Kindergarten Center	0%	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 Fac	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

Snopipe2000 - Pipeline Forecast Report for Key Intersections

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 Devlopment	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
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	0%	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	16	18	7	23	3	

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 266 N-S Road Name SR 99 E-W Road Name AIRPORT RD Count Date: 11/5/2015 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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	0	0	2	2	0	0	0	0	0	0	0	4
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
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	2	0	0	0	4	4	0	0	2	0	12
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	1	0	0	0	4	4	0	0	1	0	10
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	0%	0	0	1	0	0	0	3	2	0	0	0	0	6
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	0%	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	0	2	1	0	0	0	3
Fairmont Kindergarten C	15108935	Fairmont Kindergarten Center	0%	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
Frognal Estates fka:Horse	05123050	Frognal 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

Snopipe2000 - Pipeline Forecast Report for Key Intersections

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%	0	1	0	0	0	0	0	1	0	0	2	1	5
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School	98100213	Holy Cross High School Phase I	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
Jackeye's Enterprises	01113586	Jackeye'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 Fac	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	0	2	1	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	0	1	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	0	2	1	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
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	0	2	1	0	0	0	4
Seabrook Heights	10107194	Seabrook Heights	0%	0	0	1	1	0	0	0	1	1	0	1	0	5
Silver Firs Secter 4	96110766	Silver Firs Secter 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	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
Vickie Lynn Condos	06130179	Vickie Lynn Condos	0%	0	0	0	0	0	0	2	1	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	27	21	14	49	6	41	71	12	15	66	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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	2	0	1	1	0	0	0	1	0	0	0	5
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
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	4	0	0	0	3	3	0	0	4	0	14
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	4	0	0	0	3	3	0	0	4	0	14
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	0%	0	0	3	0	0	0	2	1	0	0	2	0	8
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	0%	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
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	0%	2	0	0	0	0	0	0	1	1	0	2	0	6
Fairmont Kindergarten C	15108935	Fairmont Kindergarten Center	0%	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
Frognal Estates fka:Horse	05123050	Frognal 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
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	98100213	Holy Cross High School Phase I	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
Jackeye's Enterprises	01113586	Jackeye'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 Fac	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

Snopipe2000 - Pipeline Forecast Report for Key Intersections

New Elementary School a	14110524	New Elementary School at Lake	0%	0	0	0	0	0	2	0	2	0	0	2	0	6
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	3	0	0	0	3	14	0	0	3	0	23
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 Secter 4	96110766	Silver Firs Secter 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	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
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	36	21	20	30	6	58	52	12	10	77	2	

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Key Intersection #: 267 N-S Road Name AIRPORT RD E-W Road Name ADMIRALTY WY Count Date: 2/24/2015 ADT File #: 153

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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	0	0	0	0	0	0	4	0	0	0	0	4
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	0%	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	0	15	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 C	15108935	Fairmont Kindergarten Center	0%	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
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
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School	98100213	Holy Cross High School Phase I	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 Fac	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
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%	4	1	0	0	2	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
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 Secter 4	96110766	Silver Firs Secter 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	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 Woods	02109640	Starlite Woods	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
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		13	47	0	1	24	0	3	23	3	0	5	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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	0	0	0	0	0	0	2	0	0	3	0	5
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 Aparatments	13104765	Axis Apartments	0%	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%	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 C	15108935	Fairmont Kindergarten Center	0%	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
Frognal Estates fka:Horse	05123050	Frognal 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
Hilldale	98100843	Hilldale	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Holy Cross High School	98100213	Holy Cross High School Phase I	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 Fac	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
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
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 Secter 4	96110766	Silver Firs Secter 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	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
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	31	4	3	49	0	1	14	2	0	23	5	

Key Intersection #: 268 N-S Road Name GIBSON RD E-W Road Name 128 ST SW Count Date: 6/9/2015 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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	0	0	0	4	0	0	0	0	0	0	0	4
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 C	15108935	Fairmont Kindergarten Center	0%	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	98100213	Holy Cross High School Phase I	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 Fac	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
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	14	0	0	16	0	30
Newberry Square	02108870	Newberry Square	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
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 Secter 4	96110766	Silver Firs Secter 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	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	0%	0	0	0	0	1	0	0	0	3	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
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		0	22	0	1	36	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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	3	0	0	2	0	0	0	0	0	0	0	5
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
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	0%	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 C	15108935	Fairmont Kindergarten Center	0%	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
Frognal Estates fka:Horse	05123050	Frognal 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
Holy Cross High School	98100213	Holy Cross High School Phase I	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 Fac	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
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
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 Secter 4	96110766	Silver Firs Secter 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 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	0%	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
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	54	2	9	63	3	2	4	3	2	3	1	

Key Intersection #: 269 N-S Road Name 4 AV W E-W Road Name 128 ST SW Count Date: 5/10/2016 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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	0	0	0	4	2	0	0	0	0	0	0	6
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	0%	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
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	1	0	0	1	1	1	0	0	0	4
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	1	0	0	1	1	1	0	0	0	4
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	0%	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 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
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 C	15108935	Fairmont Kindergarten Center	0%	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
Frognal Estates fka:Horse	05123050	Frognal 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 1	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	98100213	Holy Cross High School Phase I	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 Fac	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
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 Apartment	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
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
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 Secter 4	96110766	Silver Firs Secter 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	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	0%	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
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
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	47	2	36	27	13	7	36	41	22	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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	3	0	0	2	0	0	0	0	2	0	0	7
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	0%	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
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	1	2	0	0	1	1	1	0	1	0	7
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	1	2	0	0	1	1	1	0	1	0	7
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 Aparatments	13104765	Axis Apartments	0%	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
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
Frognal Estates fka:Horse	05123050	Frognal 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 1	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
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	98100213	Holy Cross High School Phase I	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 Fac	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
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	2	0	0	0	1	1	0	1	0	5
Madison Meadows	98109403	Madison Meadows	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Madison Way Apartment	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
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

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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 & Drin	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	0	2	2	0	0	0	4
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	0	1	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	0	2	0	2	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 Secter 4	96110766	Silver Firs Secter 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 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	0%	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	0	1	1	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
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	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

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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	42	9	35	61	21	6	13	26	13	16	6	

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Key Intersection #: 270 N-S Road Name 5 PL W E-W Road Name 128TH ST SW Count Date: 2/13/2014 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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	0	0	0	4	0	0	0	0	0	0	0	4
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 Aparatments	13104765	Axis Apartments	0%	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 C	15108935	Fairmont Kindergarten Center	0%	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 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	2	1	0	1	0	0	0	0	0	0	0	4
Holy Cross High School	98100213	Holy Cross High School Phase I	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 Fac	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

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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
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 Secter 4	96110766	Silver Firs Secter 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	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	0%	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
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	55	7	0	40	0	2	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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	3	0	0	2	0	0	0	0	0	0	0	5
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 Aparatments	13104765	Axis Apartments	0%	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

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	0	0	6	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
CVS Health	14115649	CVS Health	0%	0	4	0	0	4	0	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	0
Frognal Estates fka:Horse	05123050	Frognal 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
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	1	0	3	0	0	0	1	0	0	0	6
Holy Cross High School	98100213	Holy Cross High School Phase I	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 Fac	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	0	3	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
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
Shaunessy	02101830	Shaunessy	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Secter 4	96110766	Silver Firs Secter 4	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	0%	0	1	0	0	3	0	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 Woods	02109640	Starlite Woods	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

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		0	52	4	0	66	0	6	0	1	0	0	0	

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: 5/7/2015 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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	0	0	0	4	0	0	0	0	0	0	0	4
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 Aparatments	13104765	Axis Apartments	0%	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 C	15108935	Fairmont Kindergarten Center	0%	5	3	0	0	4	0	0	0	0	0	0	6	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
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	98100213	Holy Cross High School Phase I	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 Fac	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

Snopipe2000 - Pipeline Forecast Report for Key Intersections

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
Mukilteo School District	01104303	Mukilteo School District #6	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
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 Secter 4	96110766	Silver Firs Secter 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	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	0%	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
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	62	0	0	42	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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	3	0	0	2	0	0	0	0	0	0	0	5
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
Arcadia	15105381	Arcadia	0%	0	4	0	0	7	0	0	0	0	0	0	0	11

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	0%	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	0	0	6	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
CVS Health	14115649	CVS Health	0%	0	4	0	0	4	0	1	0	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	0
Fairmont Kindergarten C	15108935	Fairmont Kindergarten Center	0%	2	1	0	0	1	0	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	0
Frognal Estates fka:Horse	05123050	Frognal 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%	0	2	0	0	3	0	0	0	0	0	0	0	5
Holy Cross High School	98100213	Holy Cross High School Phase I	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 Fac	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	0	3	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
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 Secter 4	96110766	Silver Firs Secter 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

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 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	0%	0	1	0	0	3	0	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 Woods	02109640	Starlite Woods	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
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		2	57	0	0	73	0	1	0	0	0	0	1	

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: 11/17/2015 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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	0	0	33	6	0	0	0	0	0	0	0	39
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	0%	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	0%	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 Chur	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
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 Manor	07104778	Creekside Manor	40%	0	1	0	3	2	0	0	0	0	1	0	0	7

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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	0%	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
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%	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	98100213	Holy Cross High School Phase I	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 Fac	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
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 & Drin	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
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	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
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
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 Secter 4	96110766	Silver Firs Secter 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 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 Sect	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	0%	0	0	3	0	0	0	0	0	0	0	0	1	4
Spring Haven	10100368	Spring Haven	0%	0	0	0	4	4	0	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	0	6
Stonewater Creek Div II	06103836	Stonewater Creek Div II	0%	0	0	0	7	1	0	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
Sundance Creek	02110258	Sundance Creek	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	48	49	98	61	0	0	0	0	11	0	25	

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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	5	0	8	2	0	0	0	0	4	0	0	19
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
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
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	2	0	3	0	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	0
Ash Way Landing	13107521	Ash Way Landing	0%	0	1	0	0	1	0	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	0
Ashbury Park Phase 1	06127427	Ashbury Park Phase 1	0%	0	2	0	0	1	0	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	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	0%	0	5	11	0	24	0	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	0
Bakerview	10101204	Bakerview	0%	0	2	0	7	2	0	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	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	1	0	0	1	0	0	0	0	3	0	0	5
Capstone PF2	11107917	Capstone PF2	0%	0	9	0	0	3	0	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	0
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	1	0	1	0	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	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	1	1	0	0	0	0	3	0	0	7
Creekside Urban Center	14114539	Creekside Urban Center	0%	0	2	0	4	1	0	0	0	0	4	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	2	1	0	1	0	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	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 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	3	0	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	0
Gateway Apartments	15105607	Gateway Apartments	0%	0	2	0	3	1	0	0	0	0	4	0	0	10

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%	0	1	2	0	5	0	0	0	0	0	0	1	9
Grimm LDMR	06133696	Grimm LDMR	0%	0	0	2	0	4	0	0	0	0	0	0	1	7
Heritage Hagen 1	06103099	Heritage Hagen 1	0%	0	0	0	2	1	0	0	0	0	1	0	0	4
Heritage Hagen 2	06103204	Heritage Hagen 2	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	2	1	0	0	0	0	1	0	0	4
Heritage Paterson 2	05127877	Heritage Paterson 2	0%	0	0	0	2	1	0	0	0	0	1	0	0	4
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	98100213	Holy Cross High School Phase I	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%	0	2	2	0	5	0	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	0	5
Kingsridge	98101933	Kingsridge	100%	0	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	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	0
Korry Manufacturing Fac	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 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
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%	0	1	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
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	2	1	0	0	0	0	1	0	0	5
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
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
Mountain View Estates	07101563	Mountain View Estates	0%	0	1	0	0	1	0	0	0	0	2	0	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
New Elementary School a	14110524	New Elementary School at Lake	0%	0	1	3	0	1	0	0	0	0	0	0	3	8
O'Donnell's Food & Drin	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
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	3	0	0	1	0	0	0	0	2	0	0	6
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
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 Secter 4	96110766	Silver Firs Secter 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
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 Sect	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	0%	0	1	0	0	0	0	0	0	0	0	0	3	4
Spring Haven	10100368	Spring Haven	0%	0	3	0	3	2	0	0	0	0	5	0	0	13
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
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	3	1	0	0	0	0	1	0	0	6
Stonewater Creek Div II	06103836	Stonewater Creek Div II	0%	0	1	0	5	1	0	0	0	0	0	0	0	7
Summerlyn Place	05126607	Summerlyn Place	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
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
Village Crest Townhomes	16100890	Village Crest Townhomes	0%	0	0	2	0	5	0	0	0	0	0	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
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	58	25	46	73	0	0	0	0	36	0	41	

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: 4/14/2015 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
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	4	0	0	1	0	5
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	0%	0	0	0	0	0	0	0	3	0	0	1	0	4
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 C	15108935	Fairmont Kindergarten Center	0%	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 Fac	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
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Secter 4	96110766	Silver Firs Secter 4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Snohomish County Airpo	01107999	Snohomish County Airport Rd	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	0	0	31	0	0	0	63	22	0	96	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
Allen, Ronald	99104280	Allen, Ronald	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	3	0	0	4	0	7
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	3	0	0	4	0	7
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	4	0	0	2	0	6
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	0%	0	0	0	0	0	0	0	2	0	0	3	0	5
Capstone PF2	11107917	Capstone PF2	0%	0	0	0	0	0	0	0	34	0	0	19	0	53

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
Fairmont Kindergarten C	15108935	Fairmont Kindergarten Center	0%	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
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 Fac	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
Parkland Court	97107172	Parkland Court	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Silver Firs Secter 4	96110766	Silver Firs Secter 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	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	0	0	5	0	0	0	60	7	0	45	0	

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
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	4	0	0	1	0	5
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	4	0	0	2	0	6
Avalon Alderwood Urban	12100549	Avalon Alderwood Urban Cente	0%	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 C	15108935	Fairmont Kindergarten Center	0%	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 Fac	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
Silver Firs Secter 4	96110766	Silver Firs Secter 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	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	0	31	22	0	0	10	0	

Predicted Volumes PM

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
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	3	0	0	4	0	7
Ash Way Urban Center P	08100325	Ash Way Urban Center	0%	0	0	0	0	0	0	0	3	0	0	4	0	7
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	0%	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 C	15108935	Fairmont Kindergarten Center	0%	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 Fac	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
Silver Firs Secter 4	96110766	Silver Firs Secter 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	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	0	11	18	0	0	22	0	

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: 5/7/2014 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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	0	0	0	39	5	0	0	0	0	0	0	44
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	0%	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 Chur	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
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 Manor	07104778	Creekside Manor	40%	0	2	0	0	5	3	0	0	1	0	0	0	11
Creekside Place	05119403	Creekside Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0

Snopipe2000 - Pipeline Forecast Report for Key Intersections

Creekside Urban Center	14114539	Creekside Urban Center	0%	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	1	0	0	11	0	0	0	2	0	0	0	14
Frognal Estates fka:Horse	05123050	Frognal 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	98100213	Holy Cross High School Phase I	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 Fac	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
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	0%	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	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 & Drin	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
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
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
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 Secter 4	96110766	Silver Firs Secter 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	
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 Sect	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	0%	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	13	0	0	0	4	0	0	0	17
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
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
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		21	40	0	0	166	37	14	0	31	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
128 St SE Urban Center	05116321	128 St SE Urban Center	0%	0	9	0	0	10	2	0	0	23	0	0	0	44
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
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 Chur	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	4	0	0	1	2	0	0	0	0	0	0	7
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
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	0%	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	2	0	0	7	0	0	0	11	0	0	0	20
Frognal Estates fka:Horse	05123050	Frognal 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	98100213	Holy Cross High School Phase I	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 Fac	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
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
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
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 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	0%	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 & Drin	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

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
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
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 Secter 4	96110766	Silver Firs Secter 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 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 Sect	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	2	0	0	8	0	0	0	13	0	0	0	23
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
Summerlyn Place	05126607	Summerlyn Place	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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	73	0	0	86	26	19	0	126	0	0	0	

AM Turning Movement Volumes

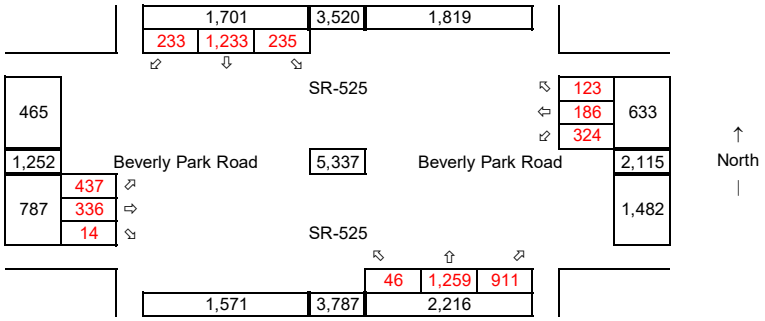
AM Peak-Hour 1 Beverly Park Rd @ SR-525

Synchro ID: 1

Existing Trips
Average Weekday
AM Peak-Hour

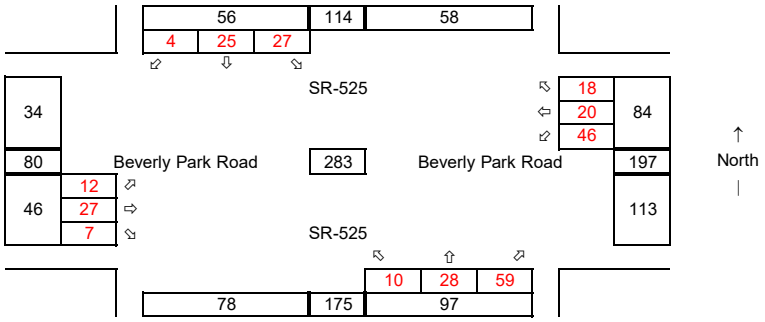
Year: **11/19/2015**

Data Source: **SnoCo**



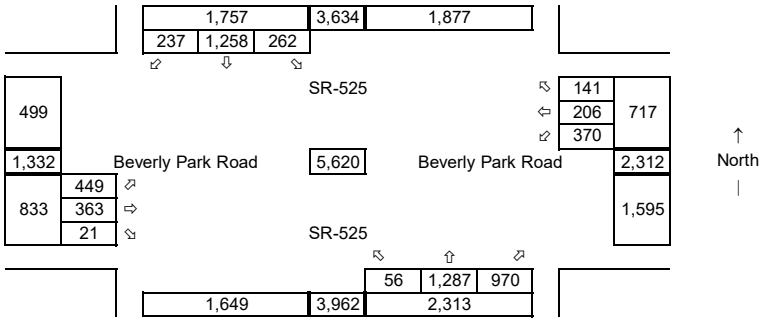
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

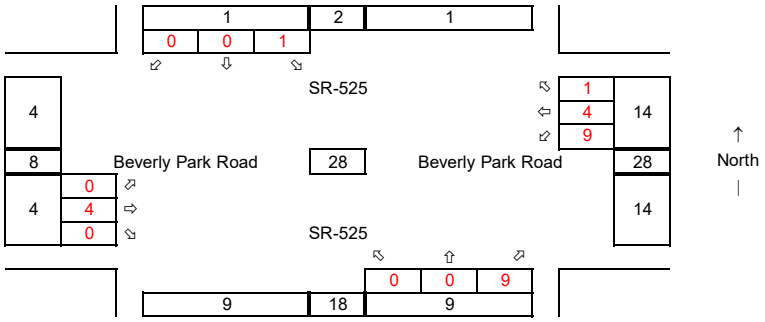


Future wo Development
Average Weekday
AM Peak-Hour

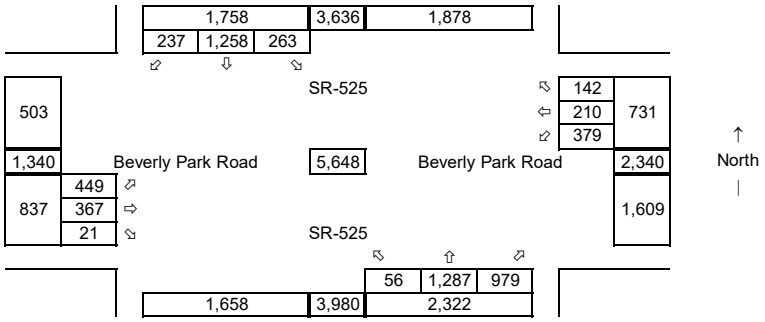
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



AM Peak-Hour 2 Beverly Park Rd @ Gibson Rd

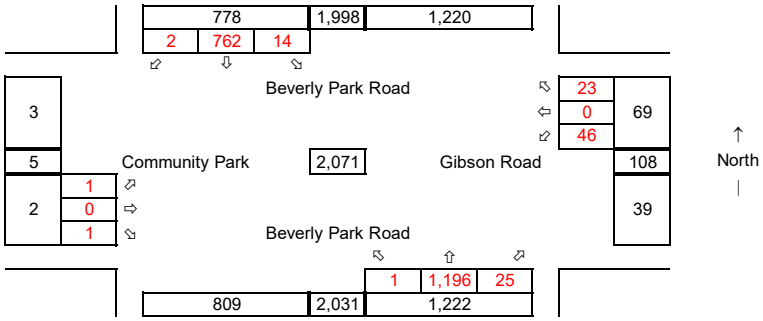
Synchro ID: 2

Existing Trips
Average Weekday
AM Peak-Hour

Year: **5/21/2015**

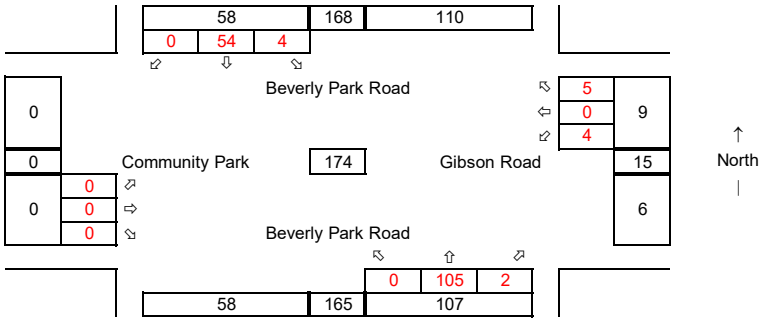
Data Source: **TDG**

Rotated 90 degrees counterclockwise from count



Pipeline Trips
Average Weekday
AM Peak-Hour

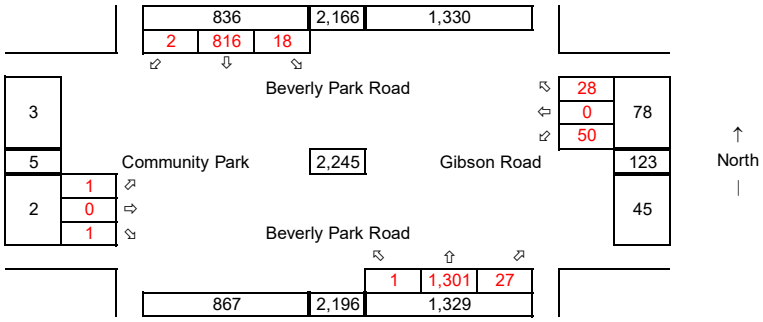
Snohomish County
Dated: 5/16/2016



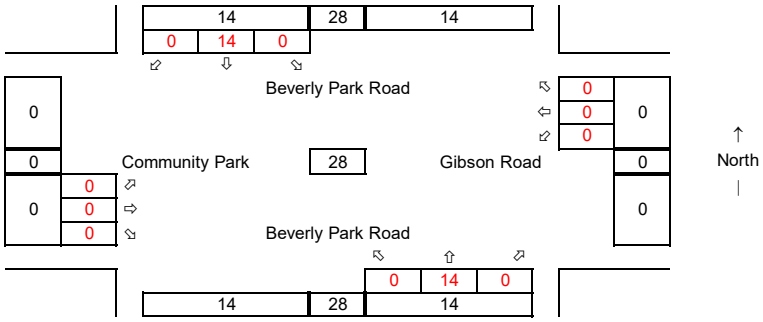
Future wo Development
Average Weekday
AM Peak-Hour

Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000

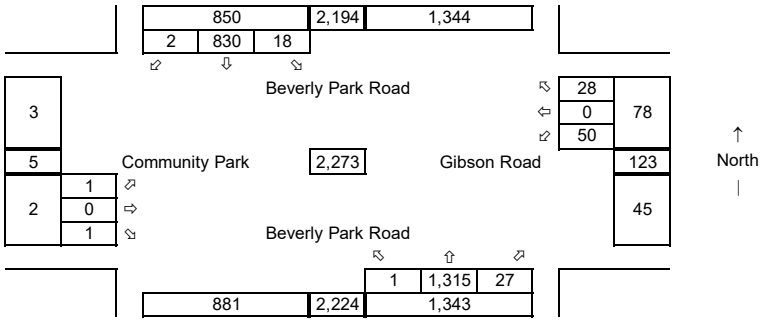
2011 Baseline Conditions include the Korry Manufacturing pipeline trips



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



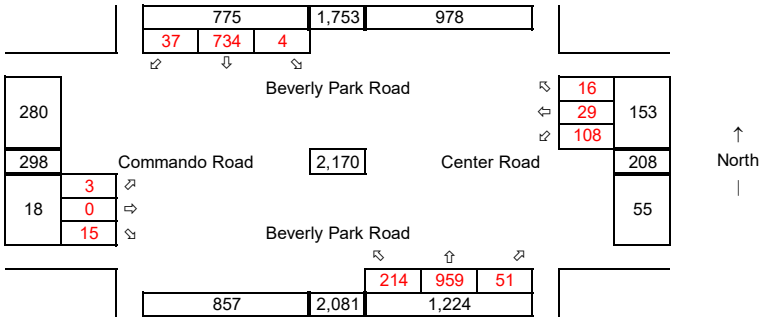
AM Peak-Hour 3 Beverly Park Rd @ Center Rd

Synchro ID: 3

Existing Trips
Average Weekday
AM Peak-Hour

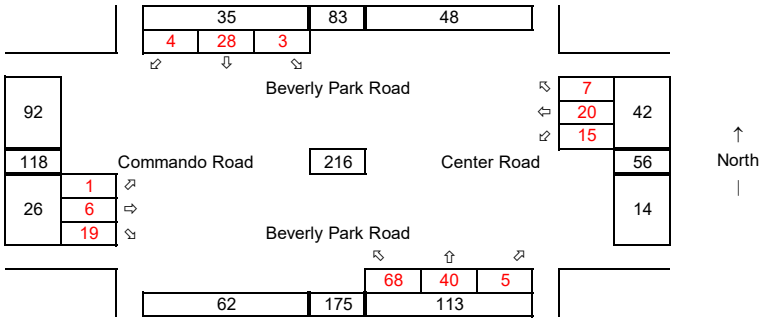
Year: **9/2/2015**

Data Source: **TDG**



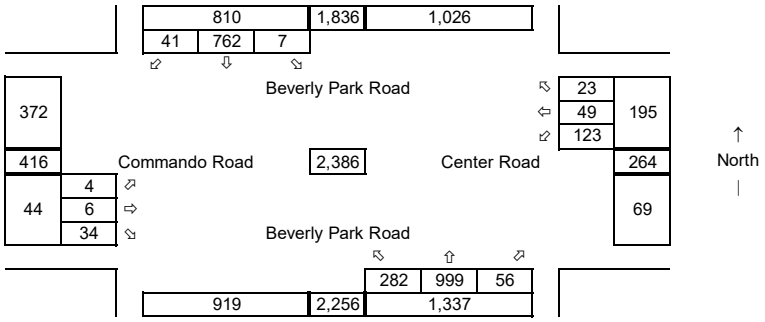
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

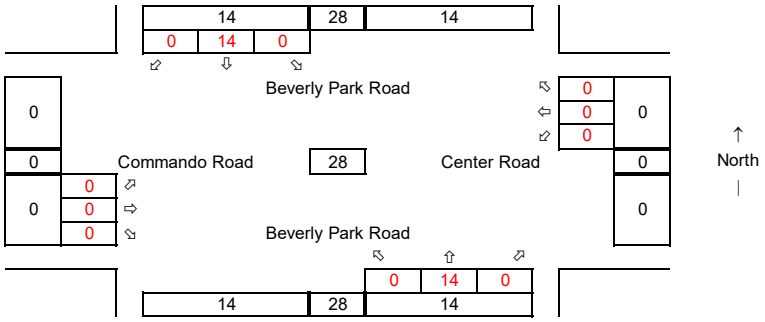


Future wo Development
Average Weekday
AM Peak-Hour

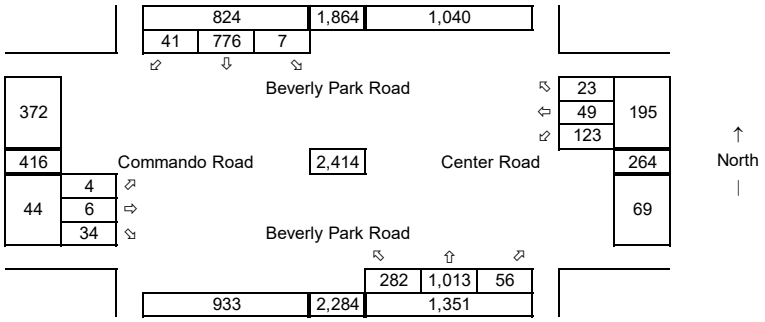
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



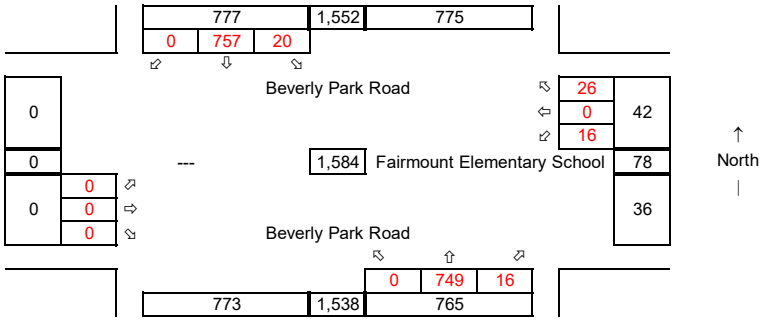
AM Peak-Hour 4 Beverly Park Rd @ School

Synchro ID: 4

Existing Trips
Average Weekday
AM Peak-Hour

Year: **2/5/2015**

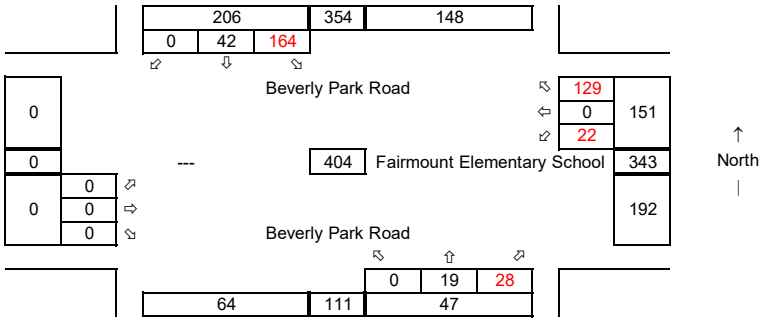
Data Source: **TDG**



Pipeline Trips
Average Weekday
AM Peak-Hour

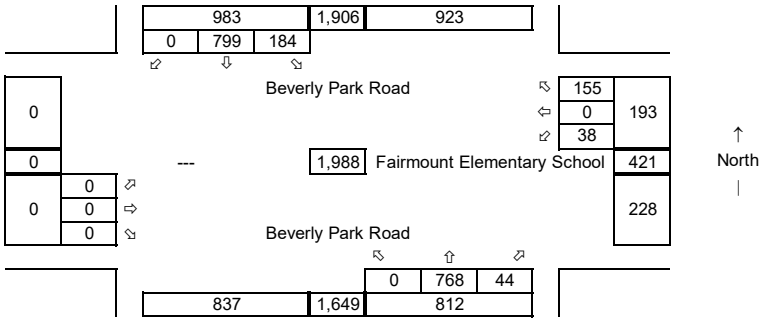
Snohomish County
Dated: 5/16/2016

Based on analysis performed by GTC (15-012) and pipeline data and adjacent intersections.

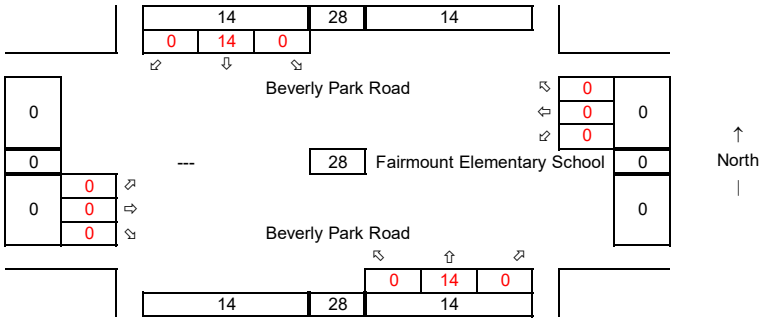


Future wo Development
Average Weekday
AM Peak-Hour

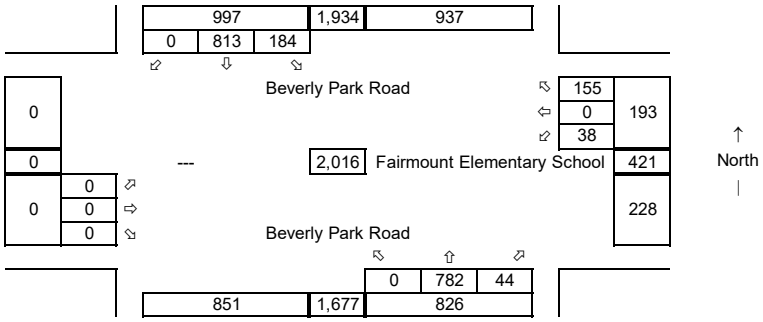
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



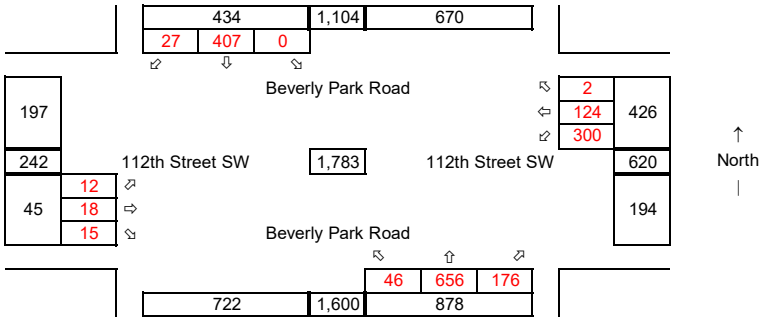
AM Peak-Hour 5 Beverly Park Rd at 112th St

Synchro ID: 5

Existing Trips
Average Weekday
AM Peak-Hour

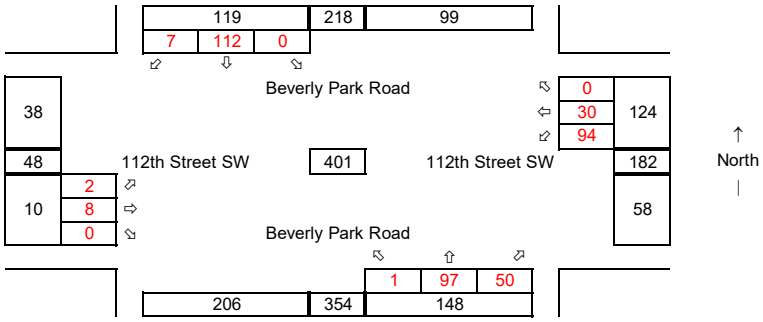
Year: **5/19/2015**

Data Source: **IDAX**



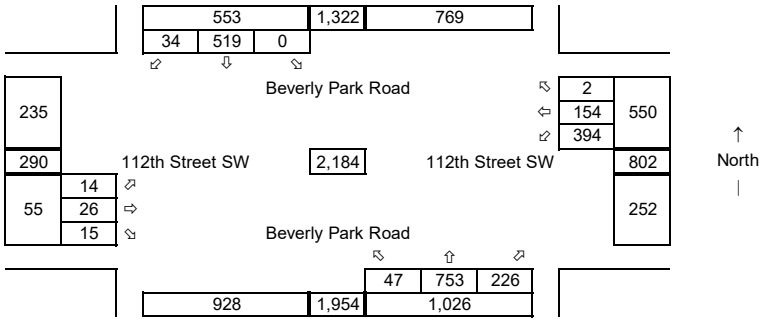
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

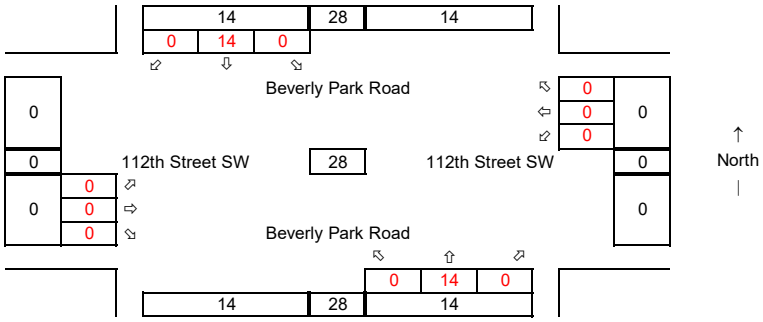


Future wo Development
Average Weekday
AM Peak-Hour

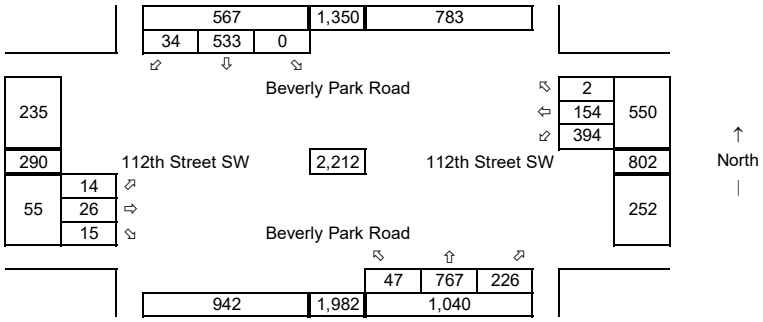
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



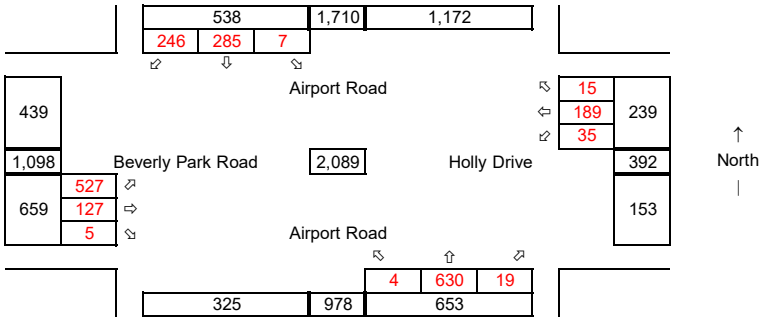
AM Peak-Hour 6 Beverly Park Rd at Airport Rd

Synchro ID: 6

Existing Trips
Average Weekday
AM Peak-Hour

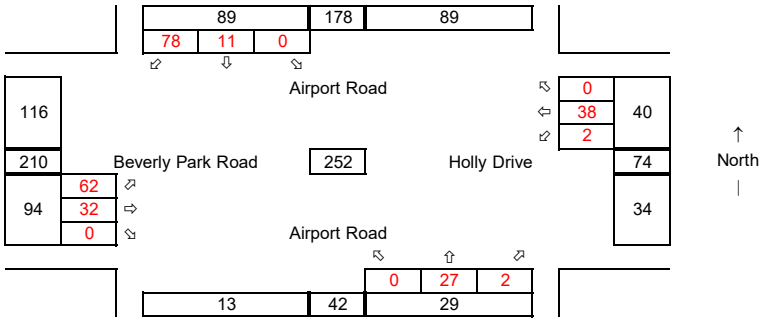
Year: **5/19/2015**

Data Source: **IDAX**



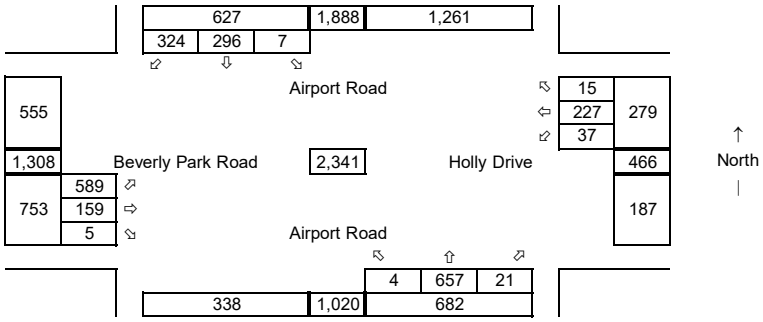
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

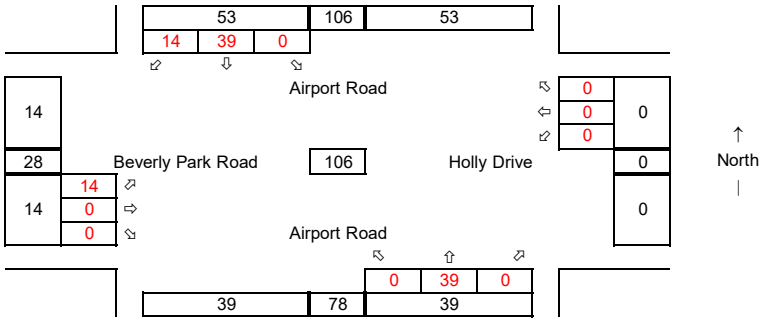


Future wo Development
Average Weekday
AM Peak-Hour

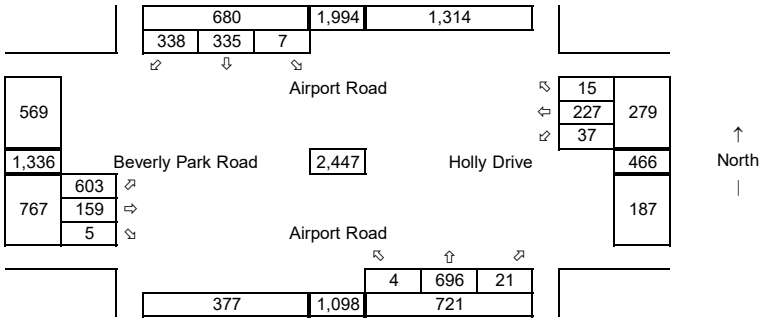
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



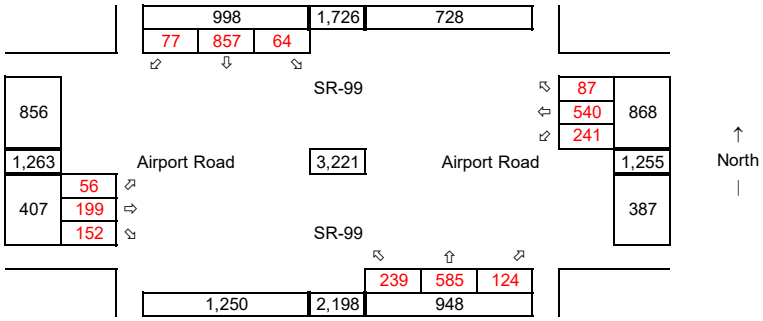
AM Peak-Hour 7 Airport Rd at SR-99

Synchro ID: 7

Existing Trips
Average Weekday
AM Peak-Hour

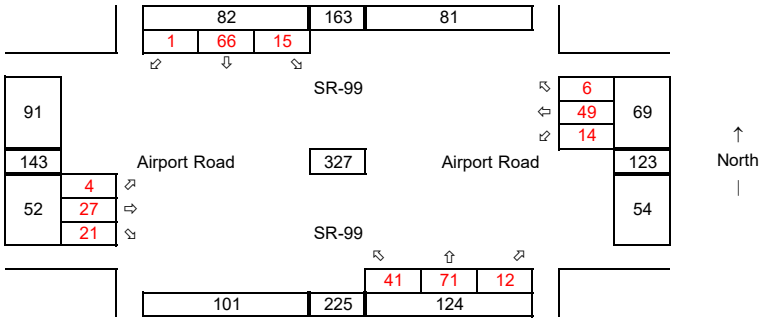
Year: **9/2/2015**

Data Source: **TDG**



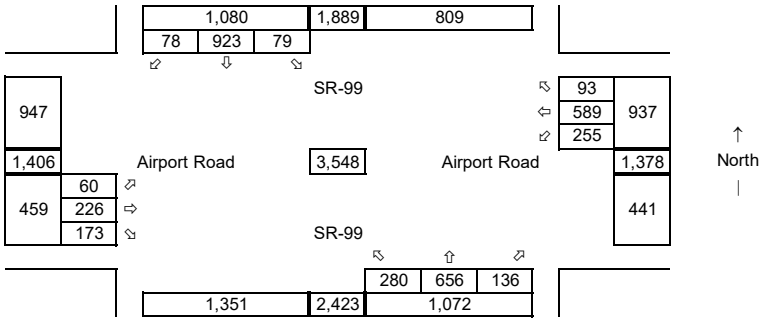
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

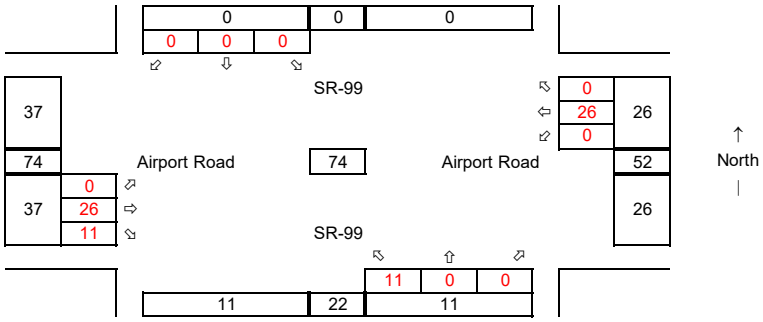


Future wo Development
Average Weekday
AM Peak-Hour

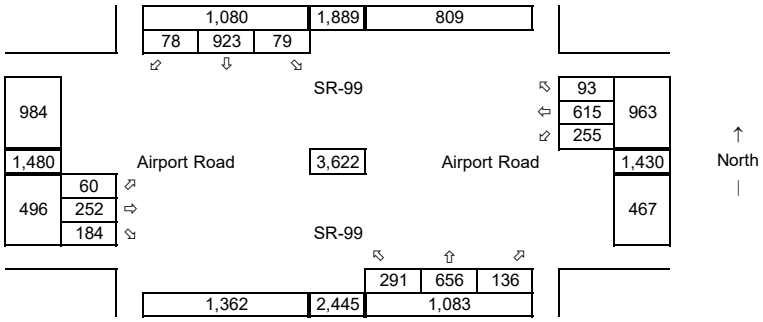
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



AM Peak-Hour

8 Airport Rd at Admiralty Way

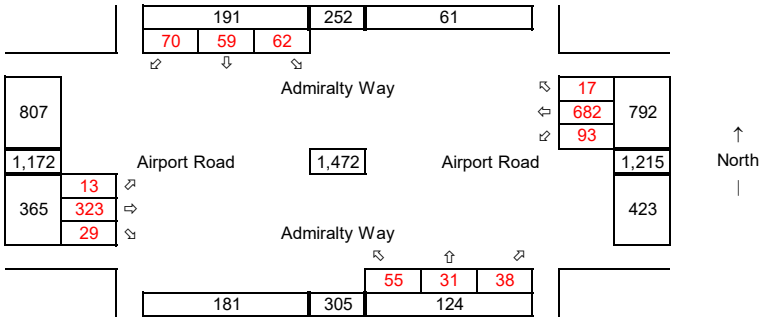
Synchro ID: 8

Existing Trips
Average Weekday
AM Peak-Hour

Year: **9/2/2015**

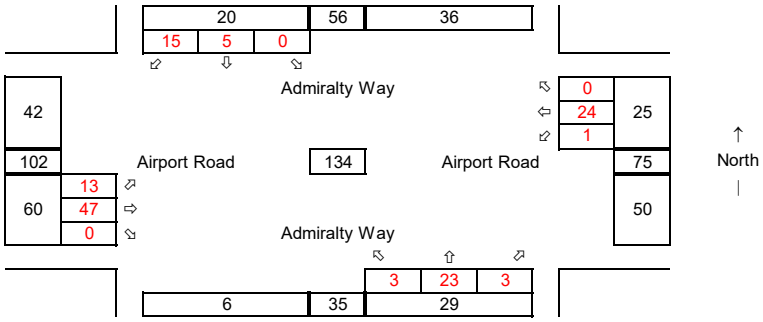
Data Source: **TDG**

Rotated 90 degrees counterclockwise from count.



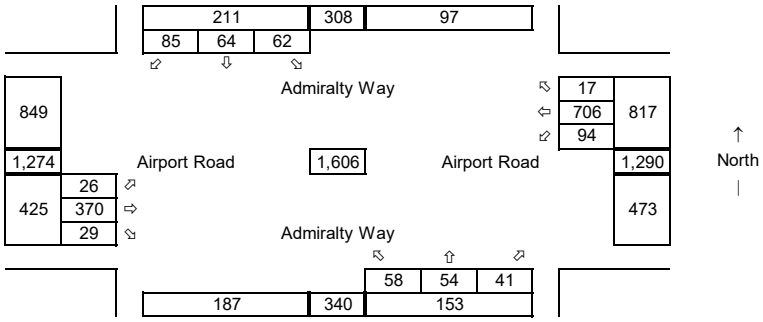
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

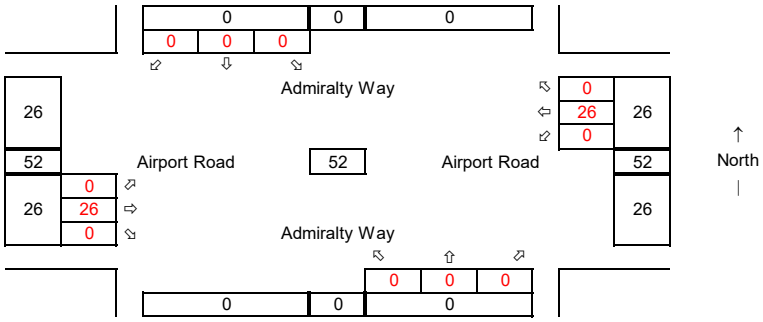


Future wo Development
Average Weekday
AM Peak-Hour

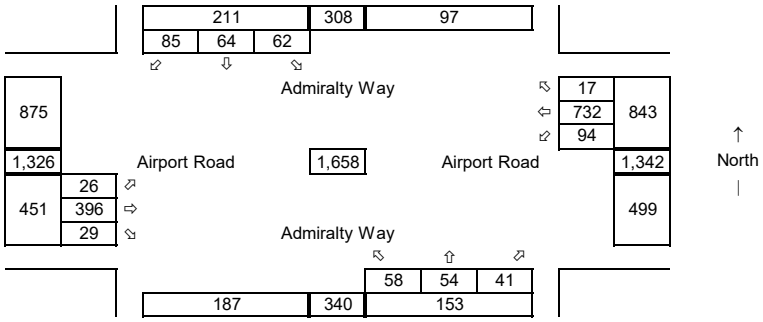
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



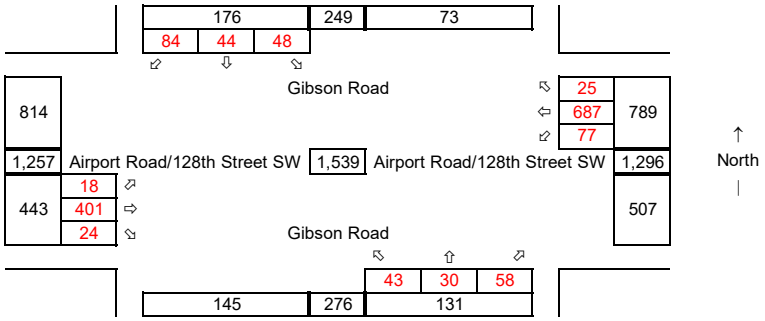
AM Peak-Hour 9 128th St SW at Gibson Rd

Synchro ID: 9

Existing Trips
Average Weekday
AM Peak-Hour

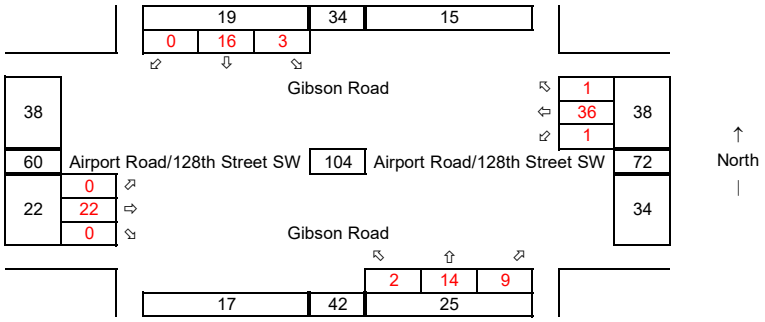
Year: **9/3/2015**

Data Source: **TDG**



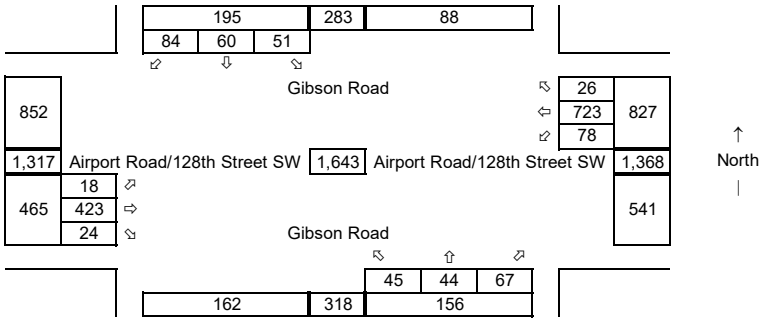
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

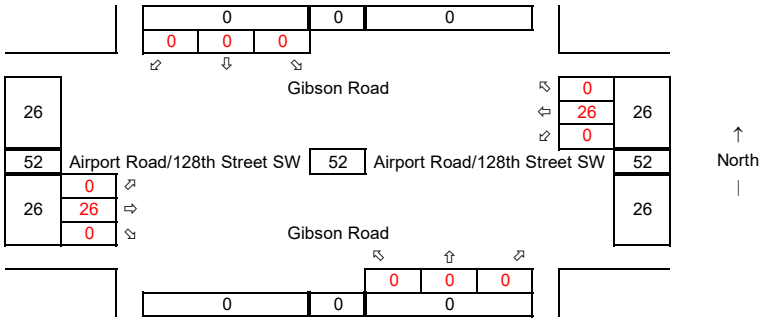


Future wo Development
Average Weekday
AM Peak-Hour

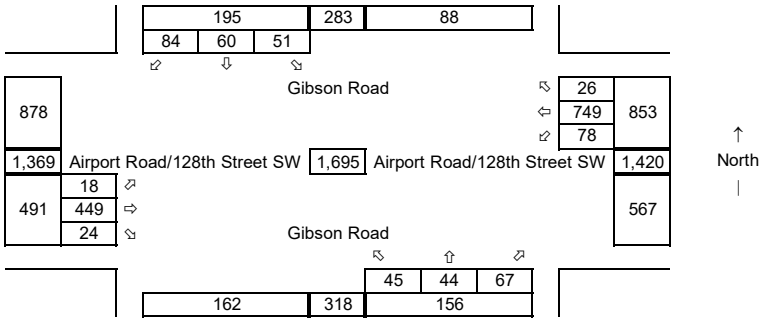
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



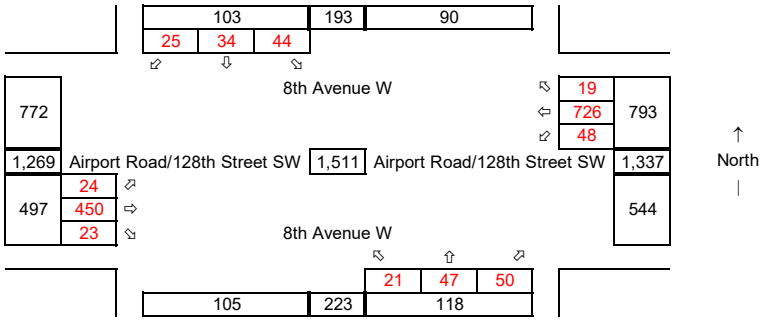
AM Peak-Hour 10 128th St SW at 8th Ave W

Synchro ID: 10

Existing Trips
Average Weekday
AM Peak-Hour

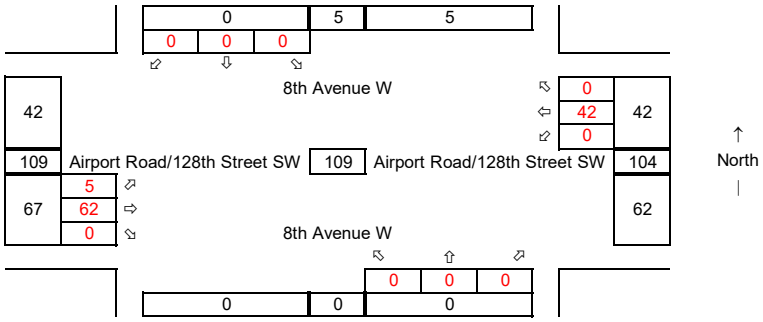
Year: **9/2/2015**

Data Source: **TDG**



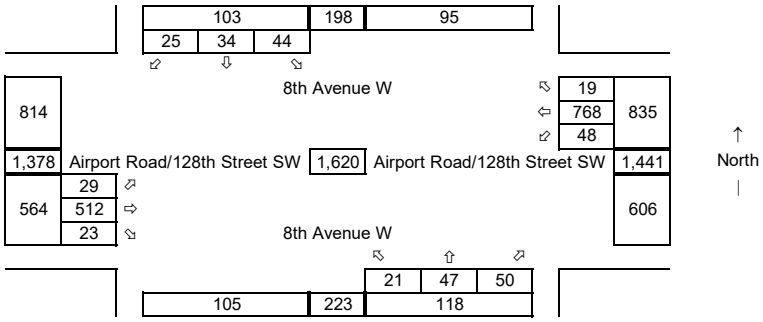
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

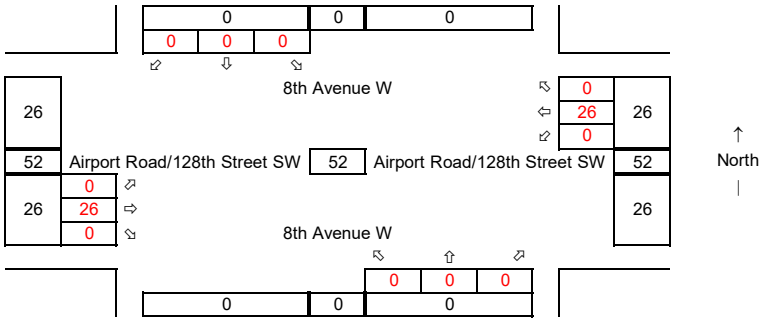


Future wo Development
Average Weekday
AM Peak-Hour

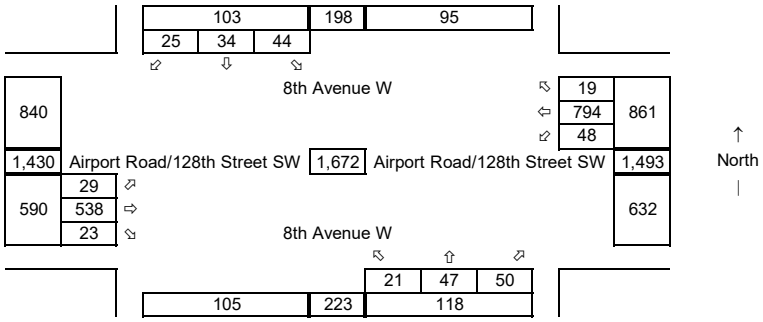
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



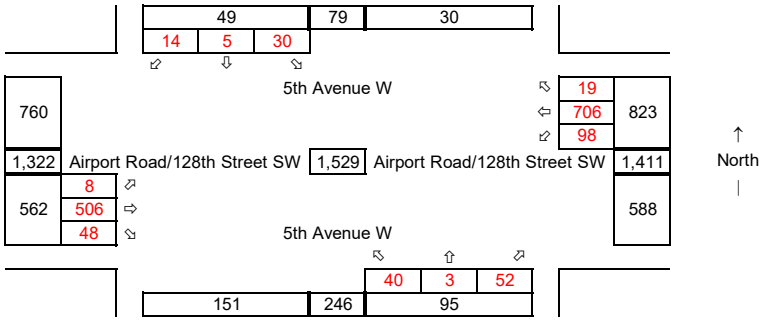
AM Peak-Hour 11 128th St SW at 5th Ave W

Synchro ID: 11

Existing Trips
Average Weekday
AM Peak-Hour

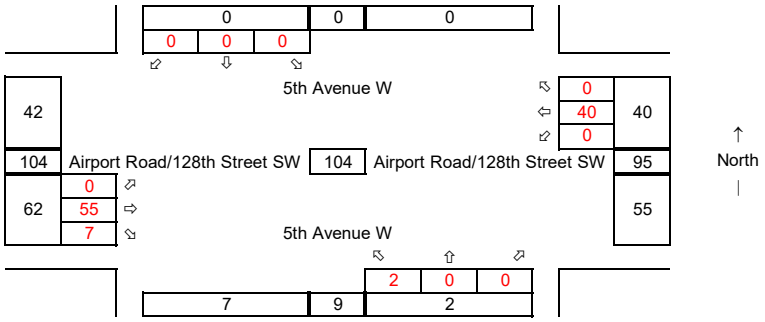
Year: **9/2/2015**

Data Source: **TDG**



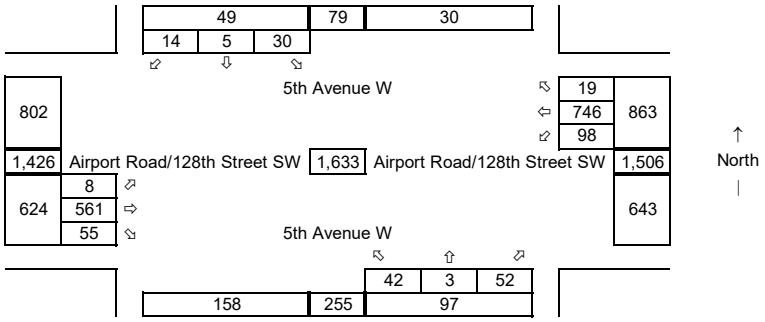
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

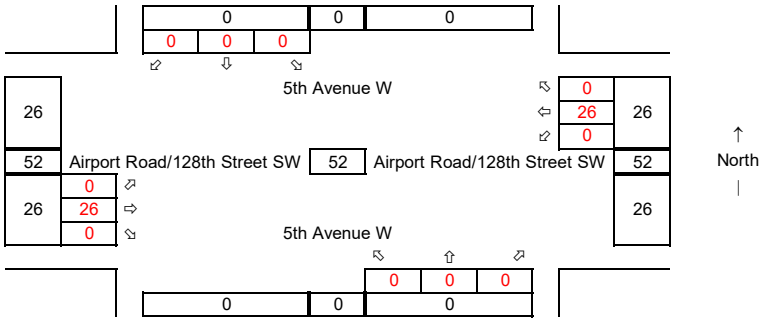


Future wo Development
Average Weekday
AM Peak-Hour

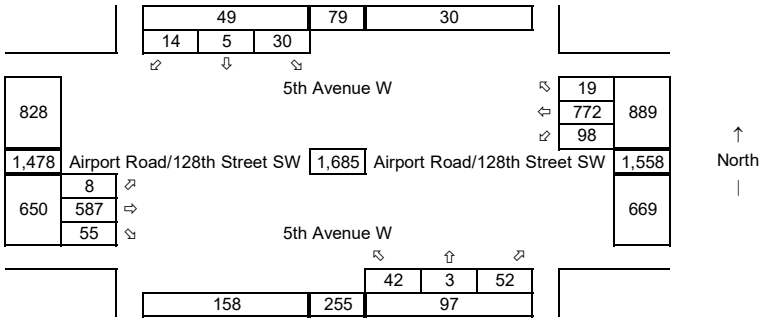
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



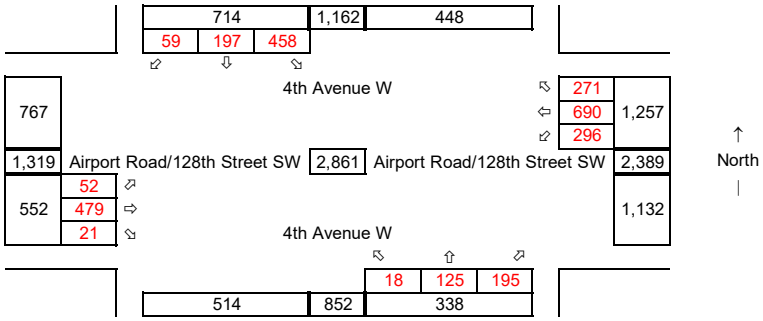
AM Peak-Hour 12 128th St SW at 4th Ave W

Synchro ID: 12

Existing Trips
Average Weekday
AM Peak-Hour

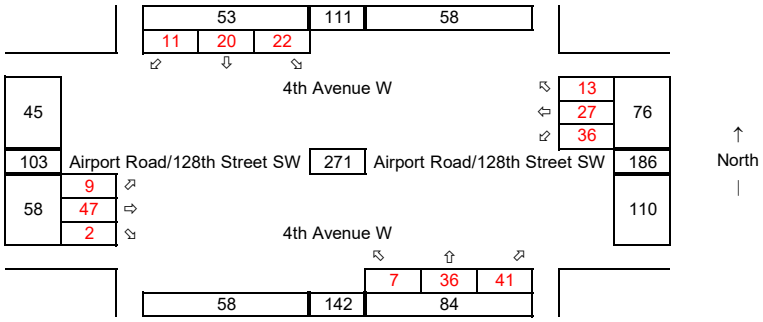
Year: **9/9/2015**

Data Source: **TDG**



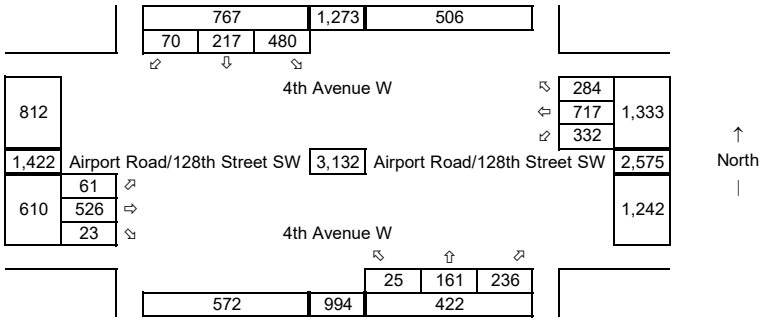
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

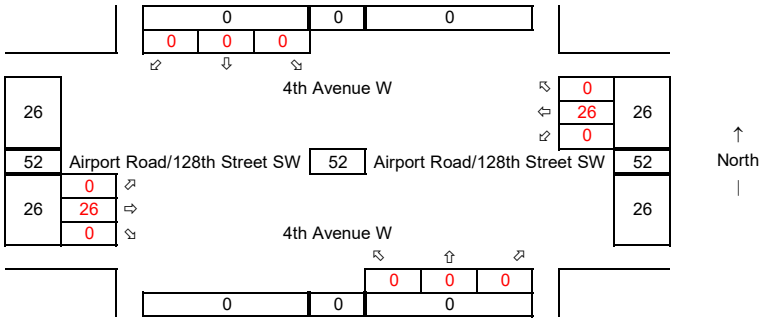


Future wo Development
Average Weekday
AM Peak-Hour

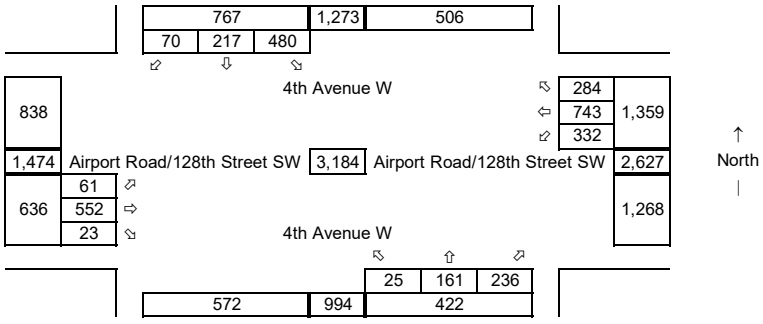
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



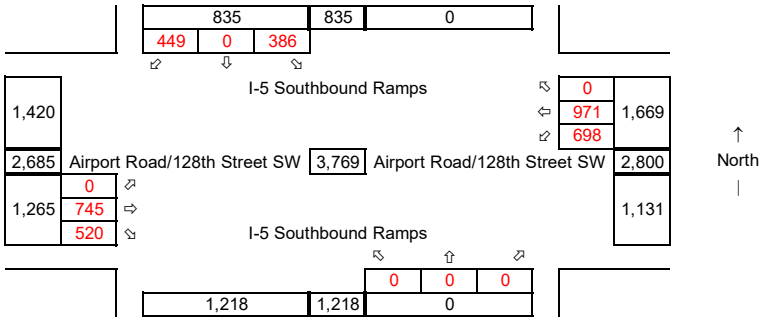
AM Peak-Hour 13 128th St SW at I-5 SB Ramps

Synchro ID: 13

Existing Trips
Average Weekday
AM Peak-Hour

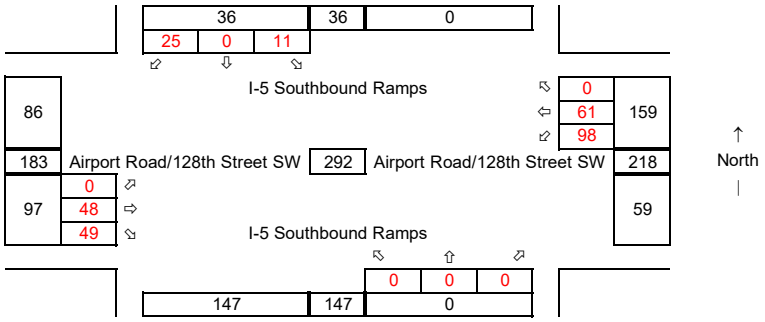
Year: **9/3/2015**

Data Source: **TDG**



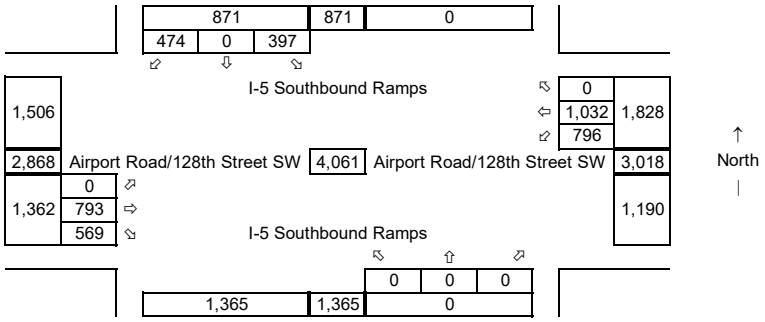
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

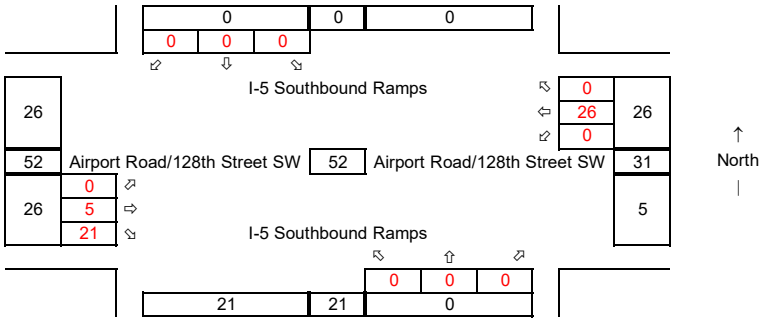


Future wo Development
Average Weekday
AM Peak-Hour

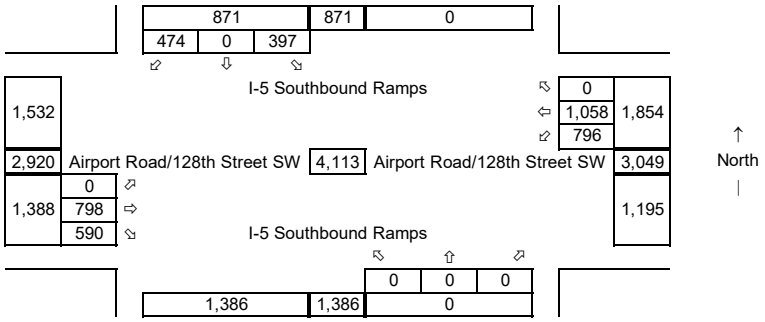
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



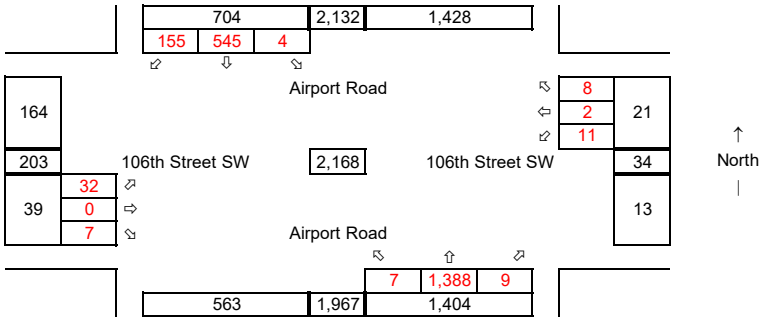
AM Peak-Hour 14 Airport Rd at 106th St SW

Synchro ID: 14

Existing Trips
Average Weekday
AM Peak-Hour

Year: **4/15/2015**

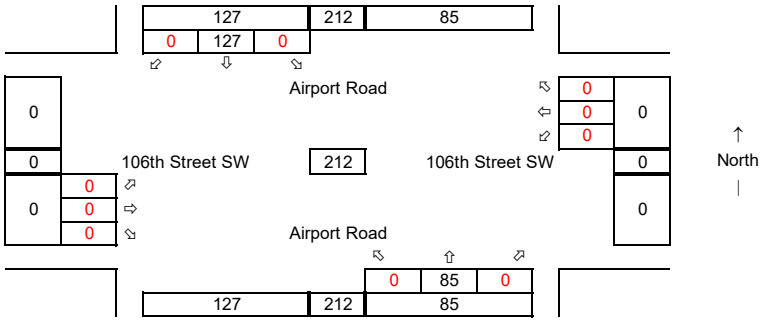
Data Source: **SnoCo**



Pipeline Trips
Average Weekday
AM Peak-Hour

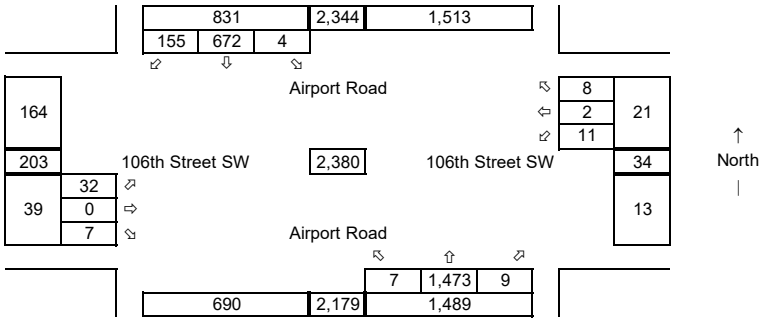
Snohomish County
Dated: 5/16/2016

The pipeline volumes are based on volumes from the intersection of Airport Road at 100th Street SW

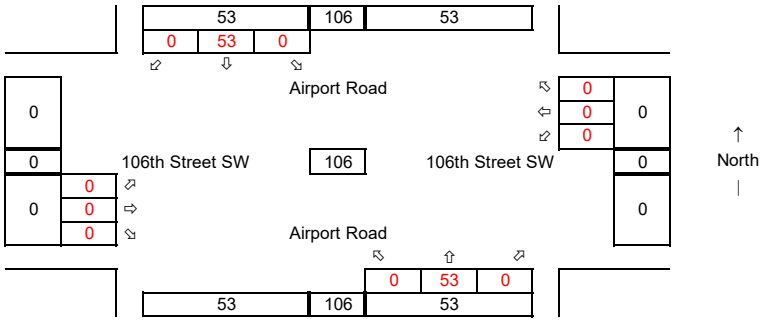


Future wo Development
Average Weekday
AM Peak-Hour

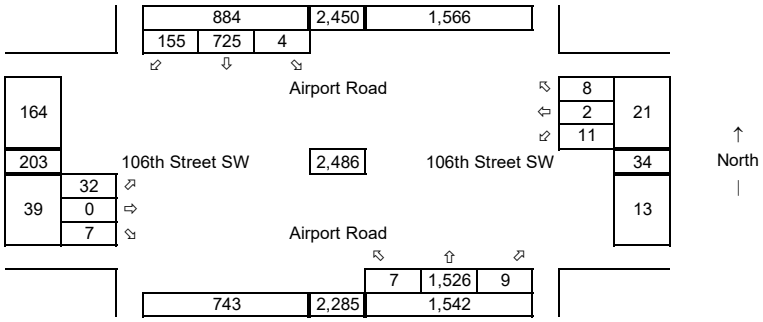
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



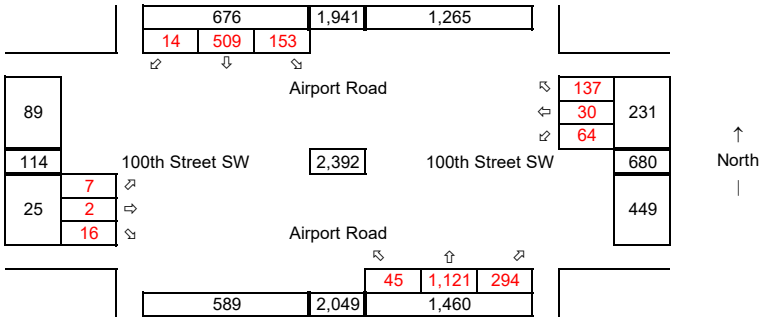
AM Peak-Hour 15 Airport Rd at 100th St SW

Synchro ID: 15

Existing Trips
Average Weekday
AM Peak-Hour

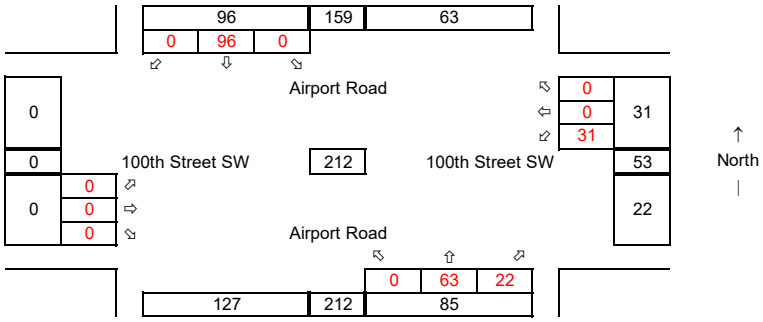
Year: **4/14/2015**

Data Source: **SnoCo**



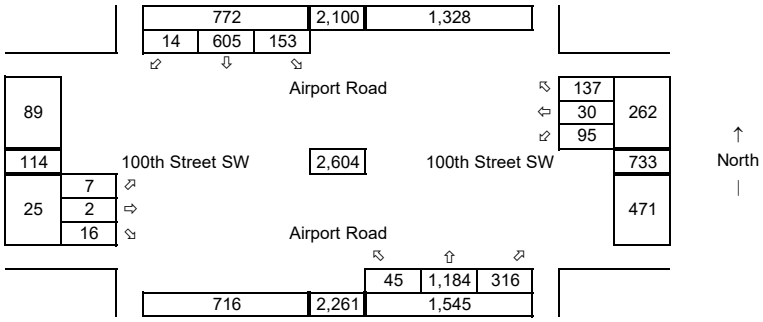
Pipeline Trips
Average Weekday
AM Peak-Hour

Snohomish County
Dated: 5/16/2016

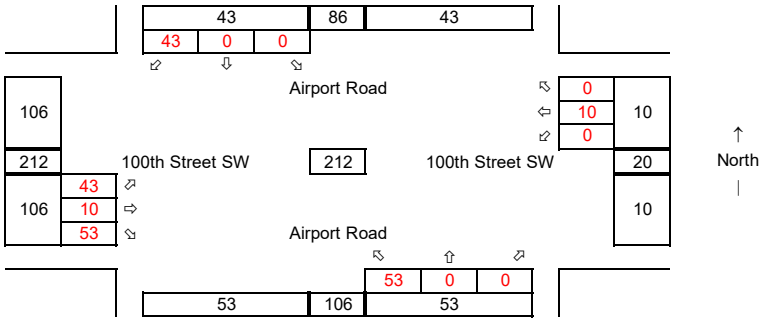


Future wo Development
Average Weekday
AM Peak-Hour

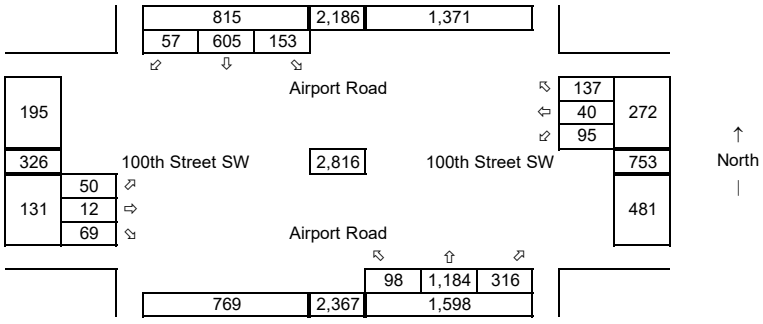
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



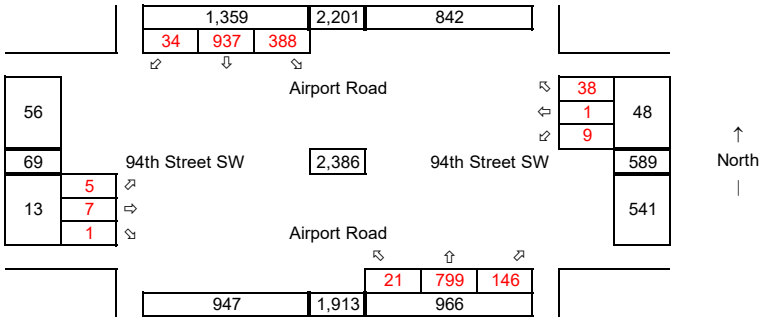
AM Peak-Hour 16 Airport Rd at 94th St SW

Synchro ID: 16

Existing Trips
Average Weekday
AM Peak-Hour

Year: **10/1/2015**

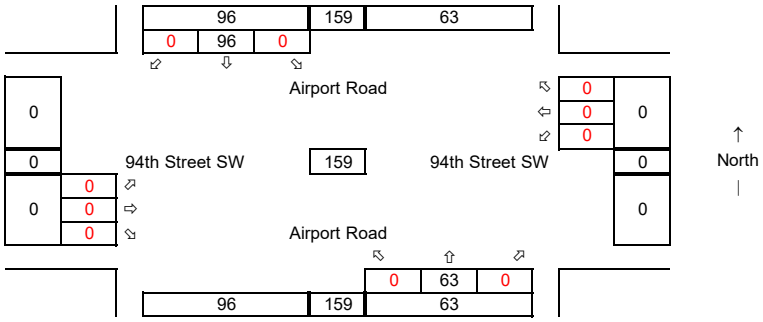
Data Source: **SnoCo**



Pipeline Trips
Average Weekday
AM Peak-Hour

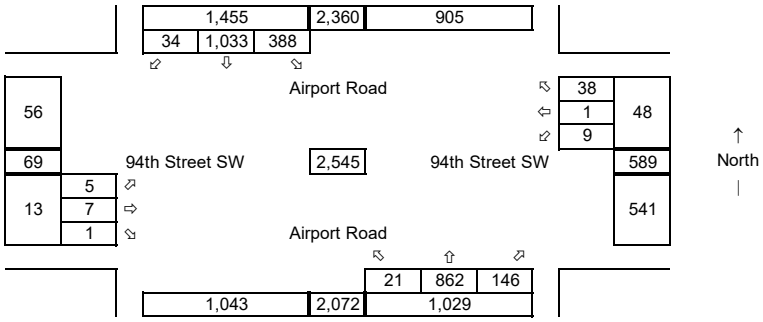
Snohomish County
Dated: 5/16/2016

The pipeline volumes are based on volumes from the intersection of Airport Road at 100th Street SW

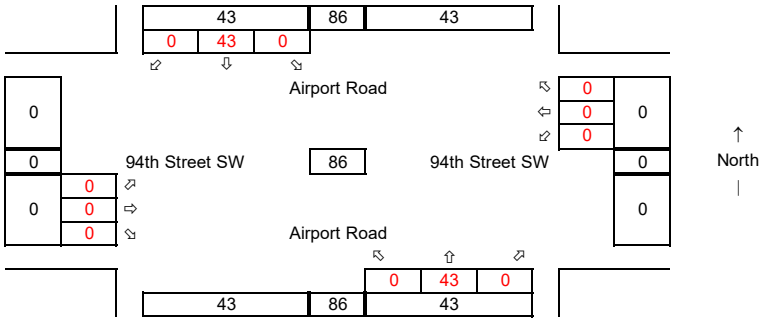


Future wo Development
Average Weekday
AM Peak-Hour

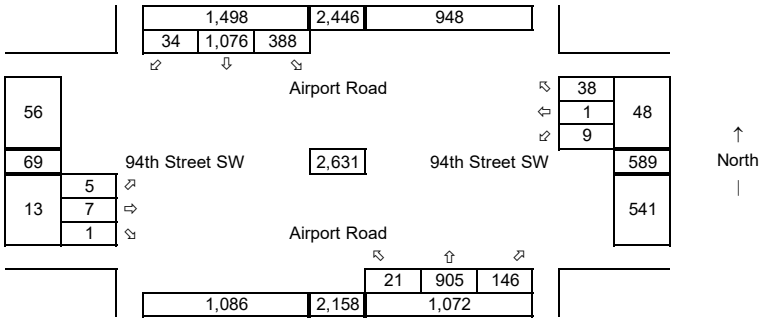
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



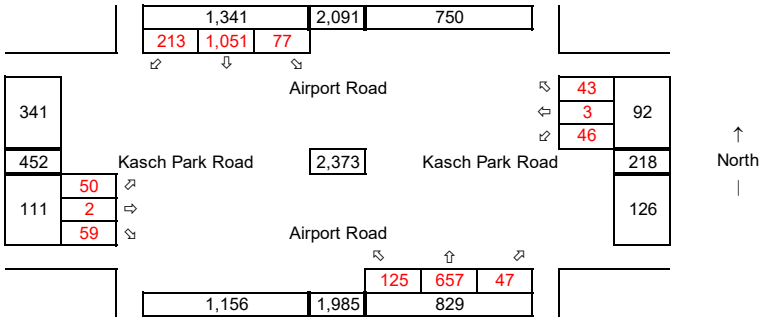
AM Peak-Hour 17 Airport Rd at Kasch Park Rd

Synchro ID: 17

Existing Trips
Average Weekday
AM Peak-Hour

Year: **5/14/2015**

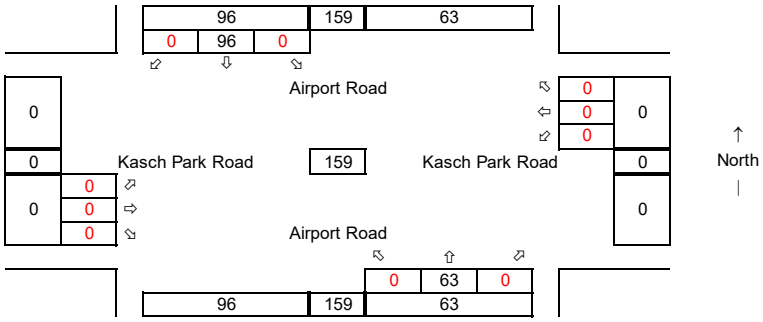
Data Source: **SnoCo**



Pipeline Trips
Average Weekday
AM Peak-Hour

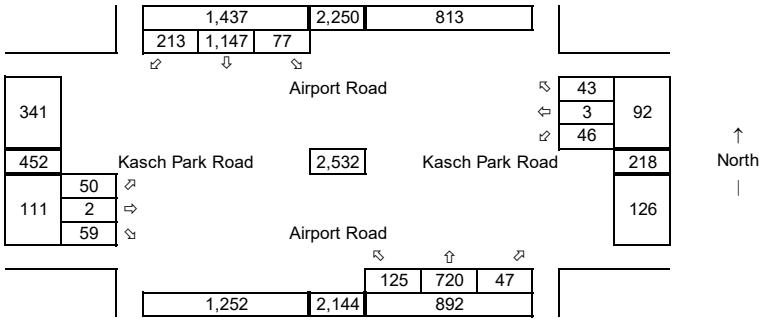
Snohomish County
Dated: 5/16/2016

The pipeline volumes are based on volumes from the intersection of Airport Road at 100th Street SW

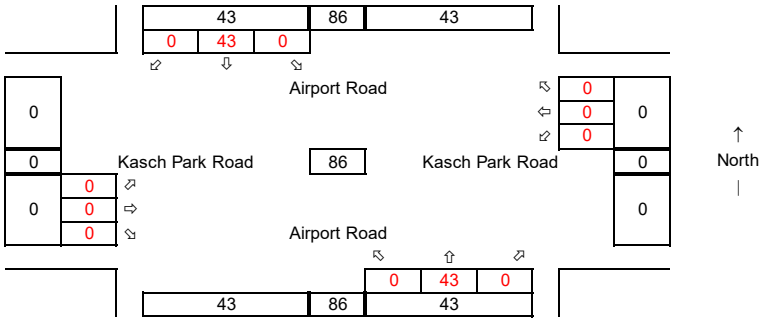


Future wo Development
Average Weekday
AM Peak-Hour

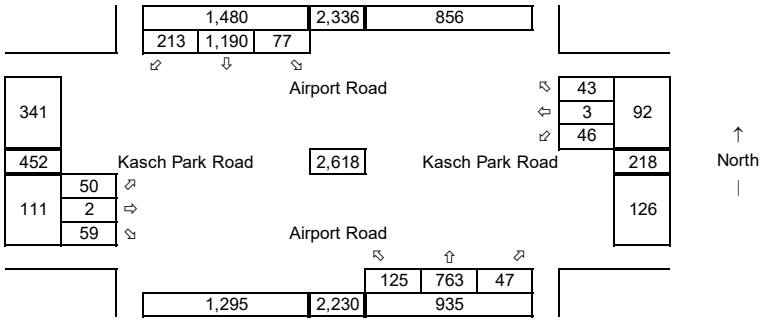
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
AM Peak-Hour



Future with Development
Average Weekday
AM Peak-Hour



PM Turning Movement Volumes

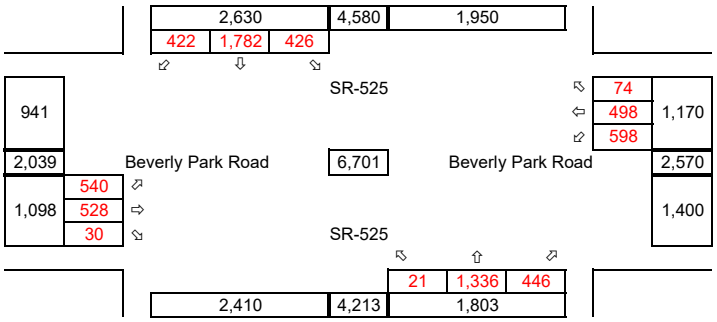
PM Peak-Hour 1 Beverly Park Rd @ SR-525

Synchro ID: 1

Existing Trips
Average Weekday
PM Peak-Hour

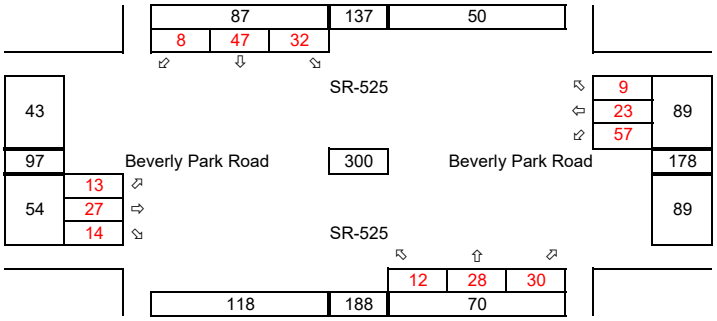
Year: **11/19/2015**

Data Source: **SnoCo**



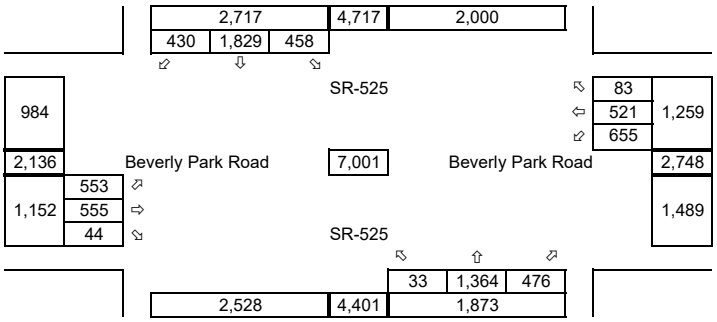
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

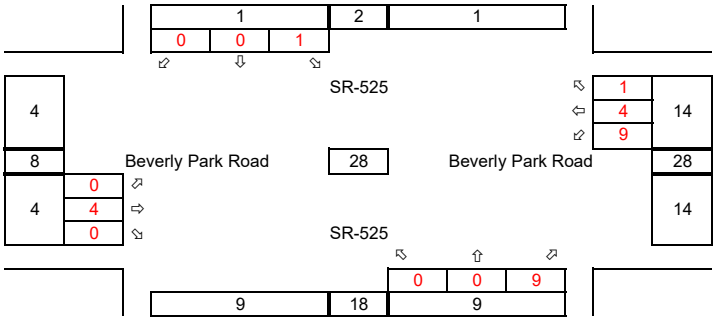


Baseline Trips
Average Weekday
PM Peak-Hour

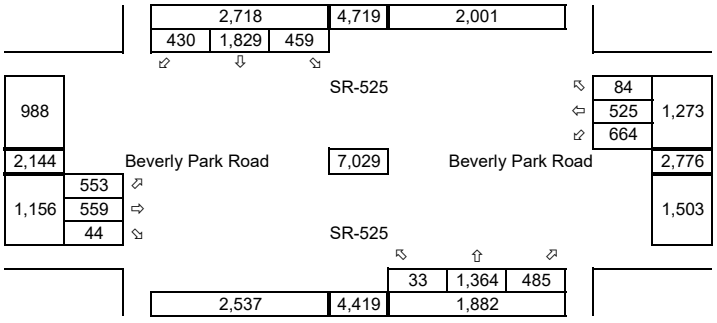
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



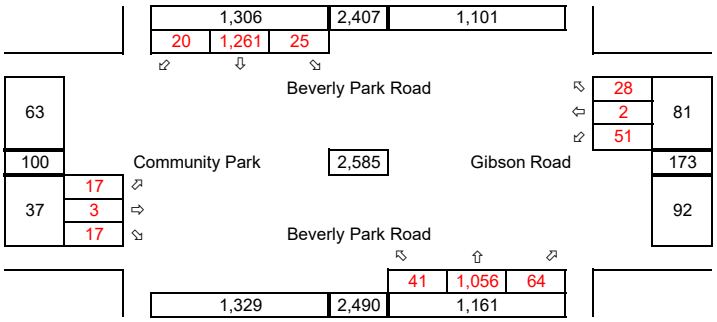
PM Peak-Hour 2 Beverly Park Rd @ Gibson Rd

Synchro ID: 2
Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/2/2015**

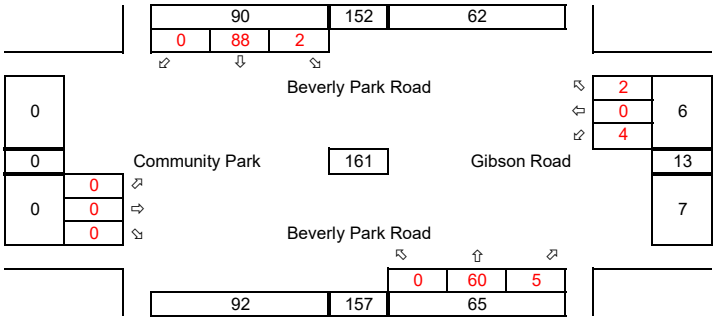
Data Source: **TDG**

Rotated 90 degrees counterclockwise from count.



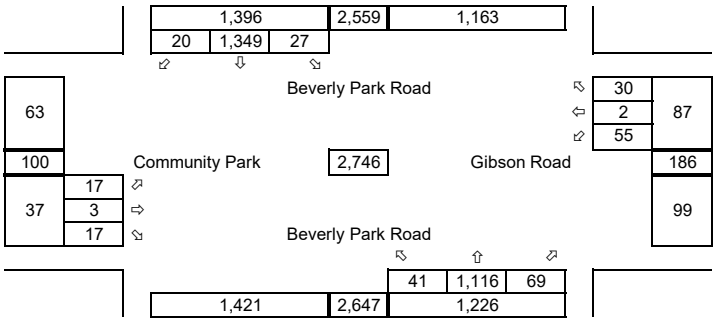
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

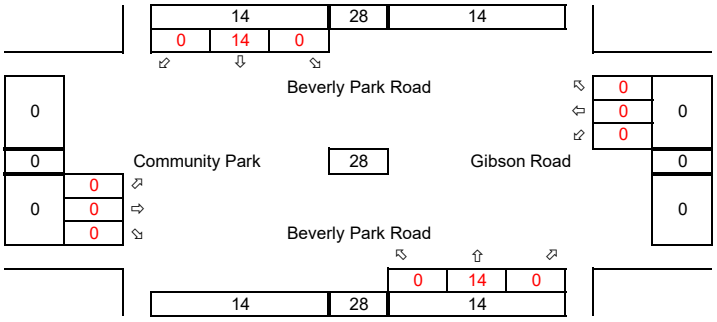


Baseline Trips
Average Weekday
PM Peak-Hour

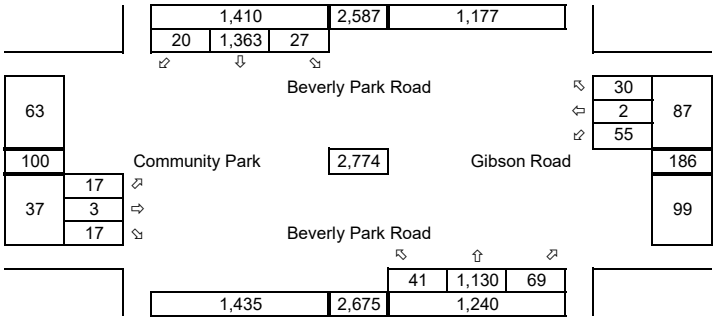
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



PM Peak-Hour

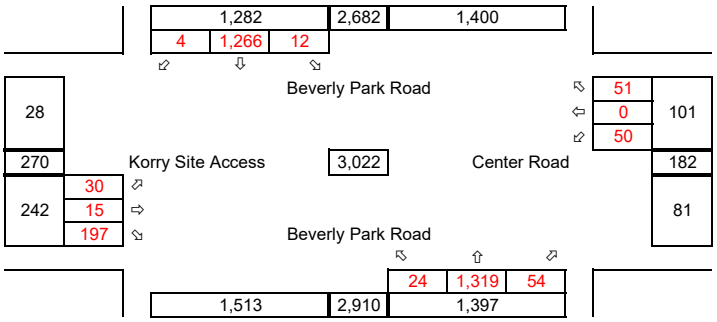
3 Beverly Park Rd @ Center Rd

Synchro ID: 3

Existing Trips
Average Weekday
PM Peak-Hour

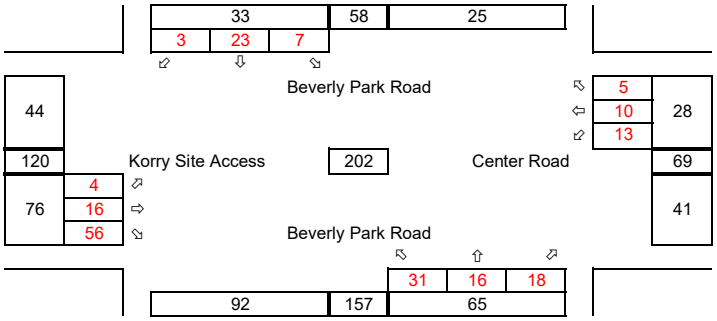
Year: **9/2/2015**

Data Source: **TDG**



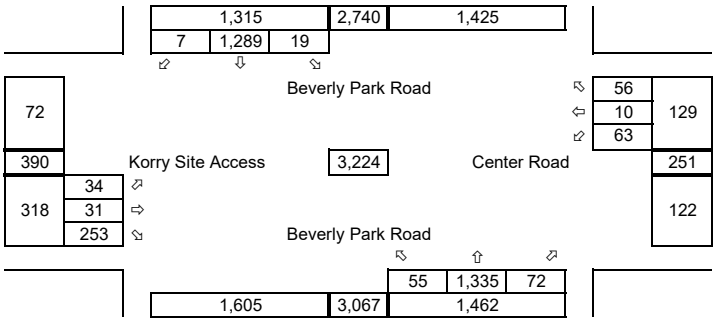
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

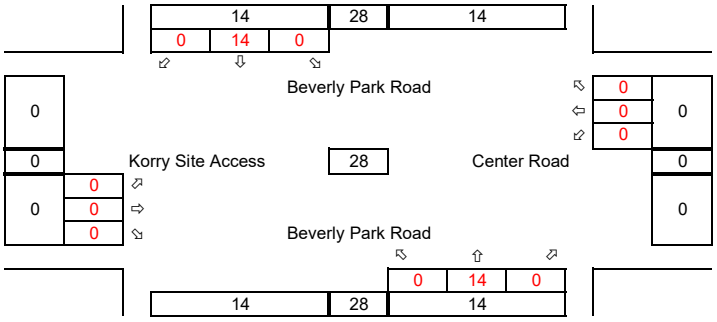


Baseline Trips
Average Weekday
PM Peak-Hour

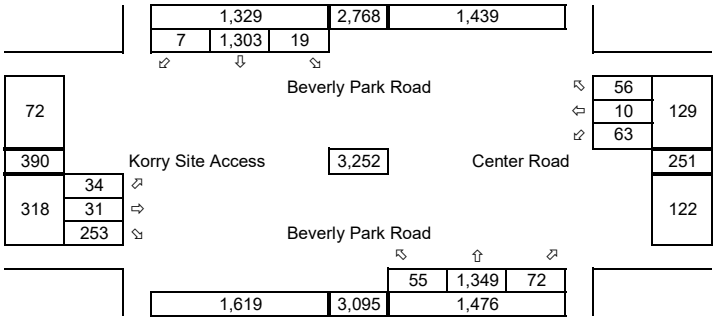
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



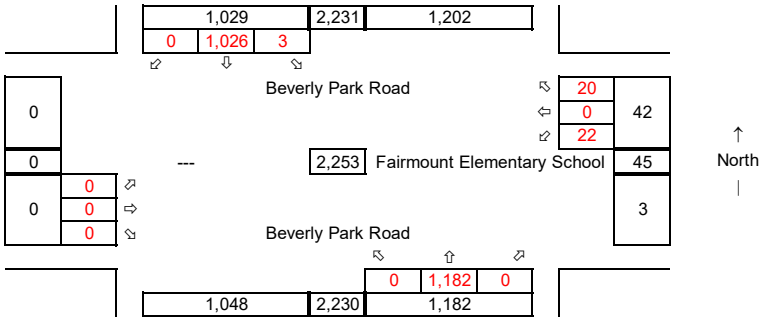
PM Peak-Hour 4 Beverly Park Rd @ School

Synchro ID: 4

Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/30/2015**

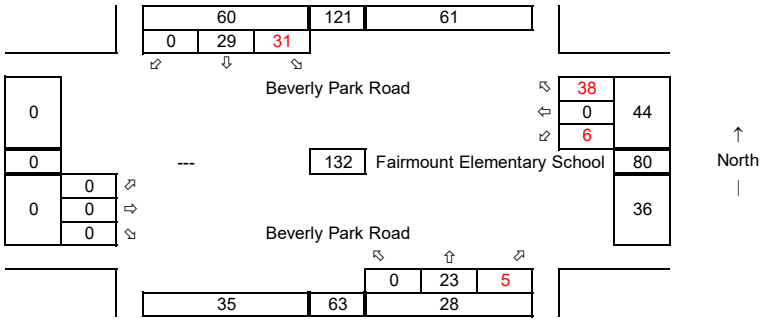
Data Source: **TDG**



Pipeline Trips
Average Weekday
PM Peak-Hour

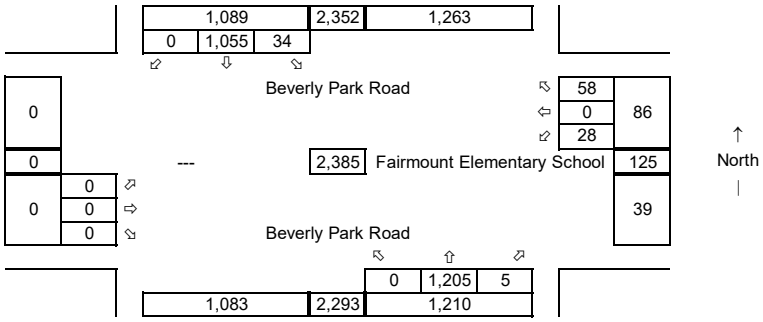
Snohomish County
Dated: 5/16/2016

Based on analysis performed by GTC (15-012) and pipeline data and adjacent intersections.

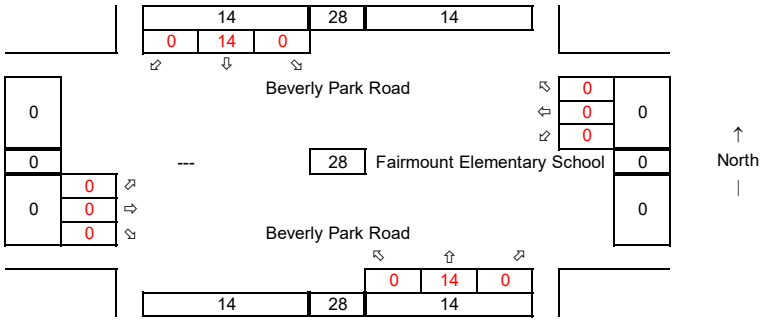


Baseline Trips
Average Weekday
PM Peak-Hour

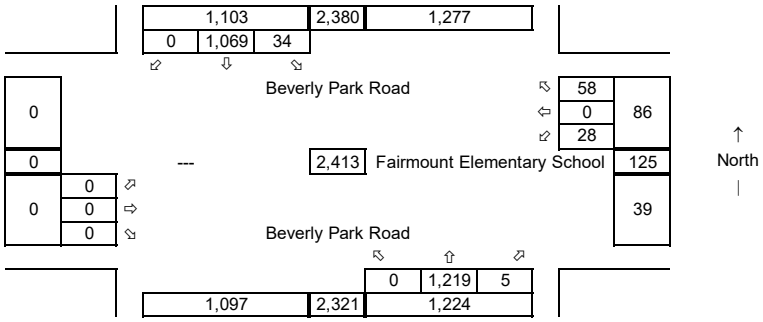
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



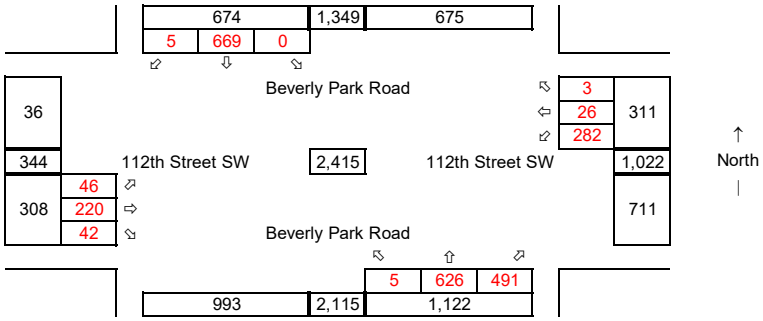
PM Peak-Hour 5 Beverly Park Rd at 112th St

Synchro ID: 5

Existing Trips
Average Weekday
PM Peak-Hour

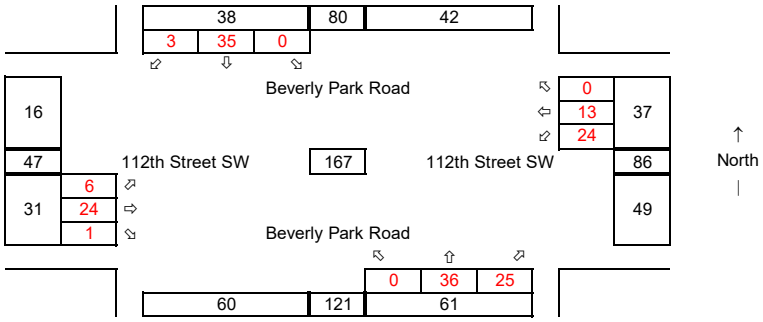
Year: **5/19/2015**

Data Source: **IDAX**



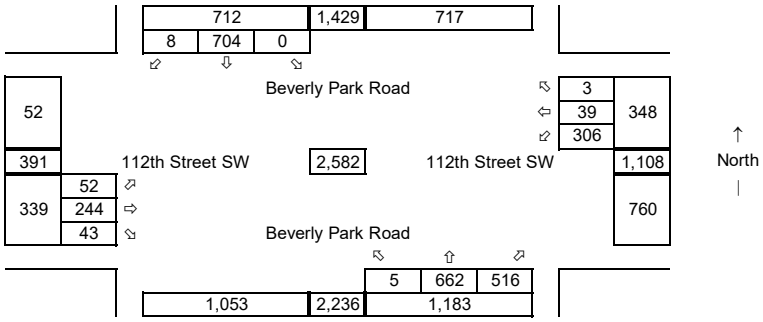
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

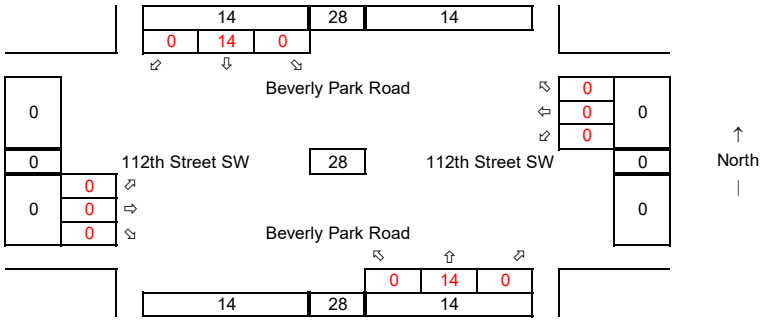


Baseline Trips
Average Weekday
PM Peak-Hour

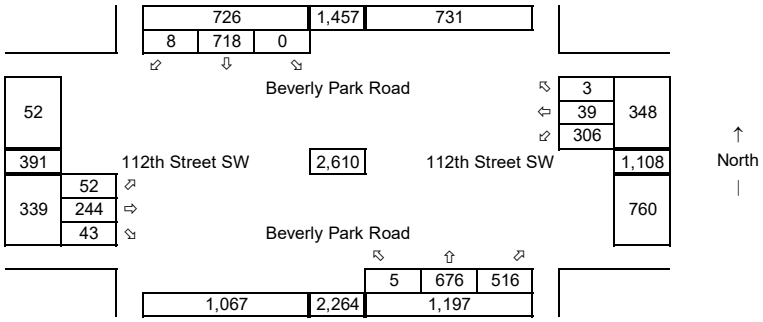
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



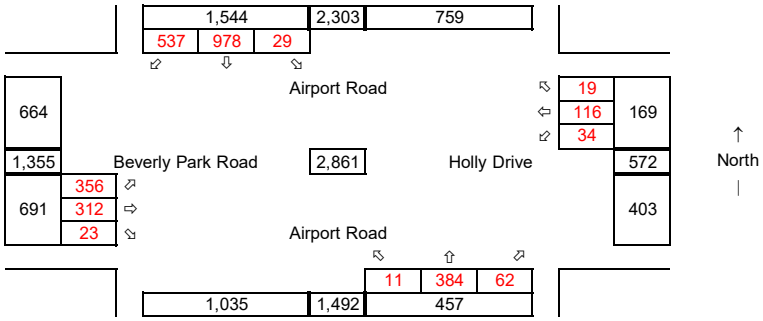
PM Peak-Hour 6 Beverly Park Rd at Airport Rd

Synchro ID: 6

Existing Trips
Average Weekday
PM Peak-Hour

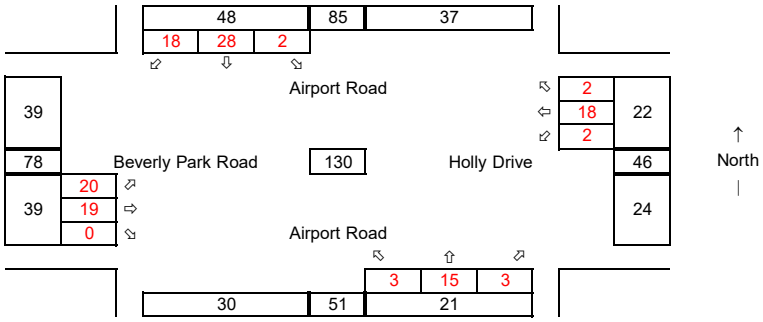
Year: **5/19/2015**

Data Source: **IDAX**



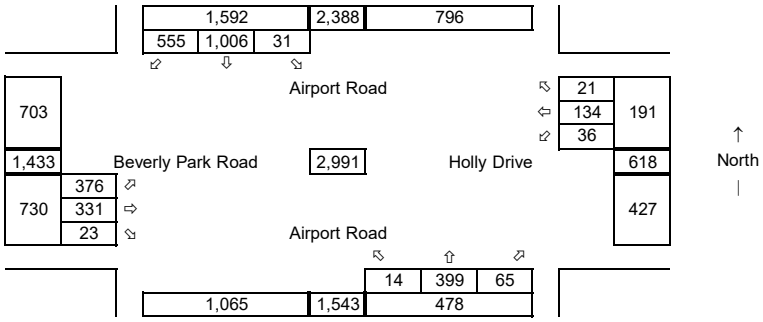
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

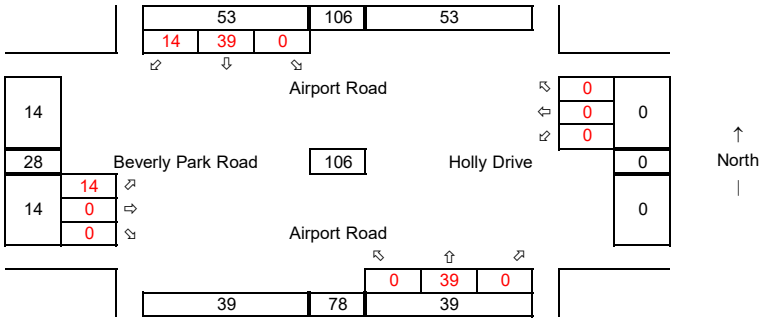


Baseline Trips
Average Weekday
PM Peak-Hour

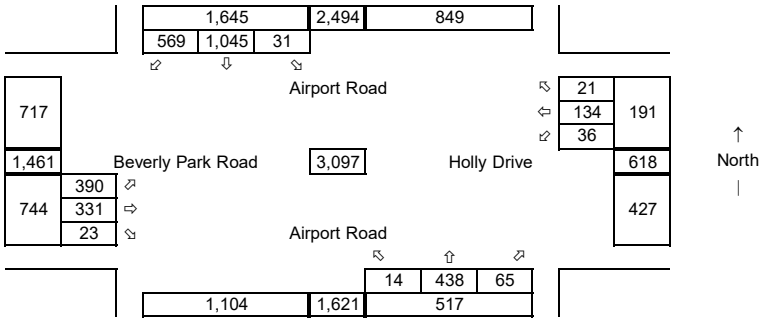
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



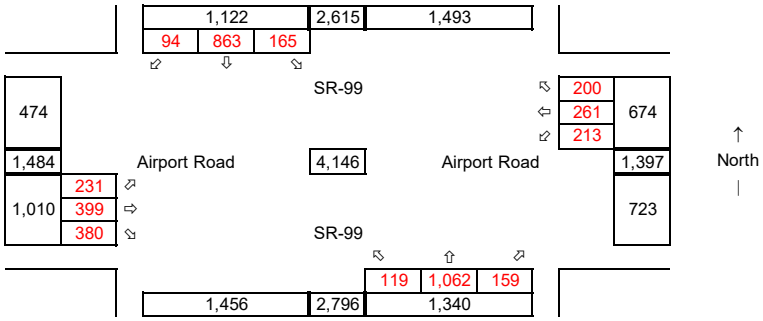
PM Peak-Hour 7 Airport Rd at SR-99

Synchro ID: 7

Existing Trips
Average Weekday
PM Peak-Hour

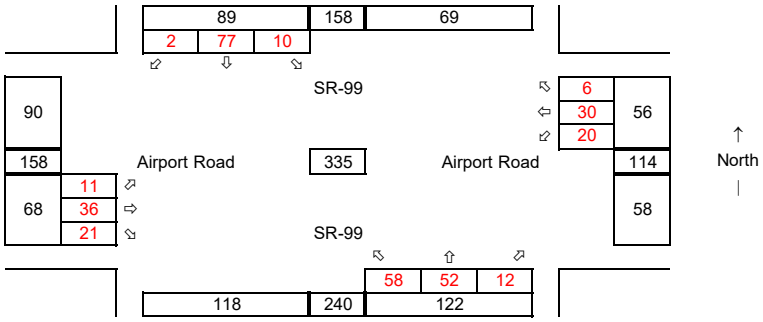
Year: **9/2/2015**

Data Source: **TDG**



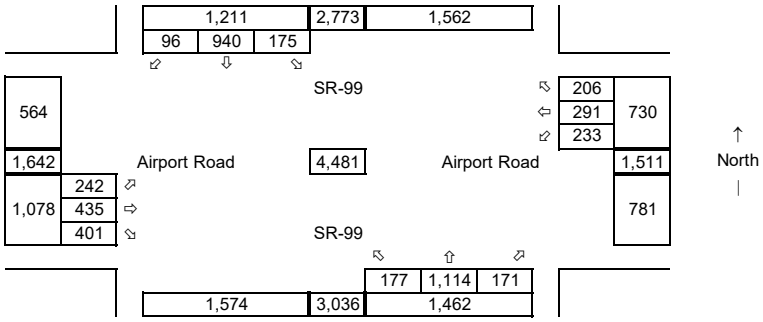
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

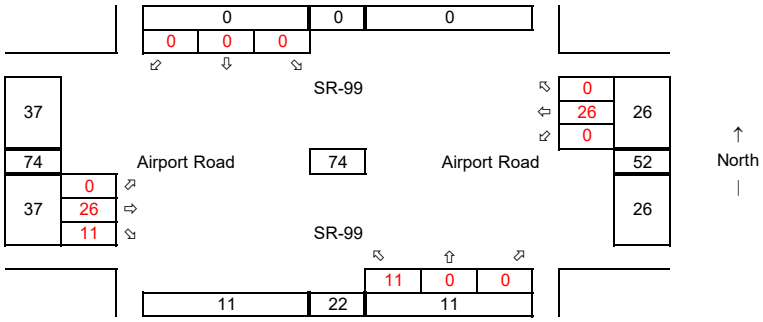


Baseline Trips
Average Weekday
PM Peak-Hour

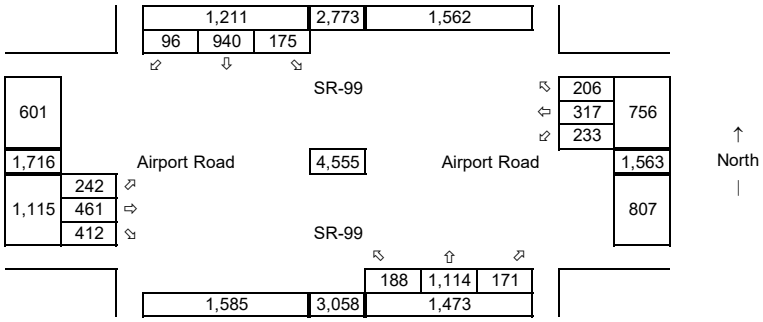
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



PM Peak-Hour

8 Airport Rd at Admiralty Way

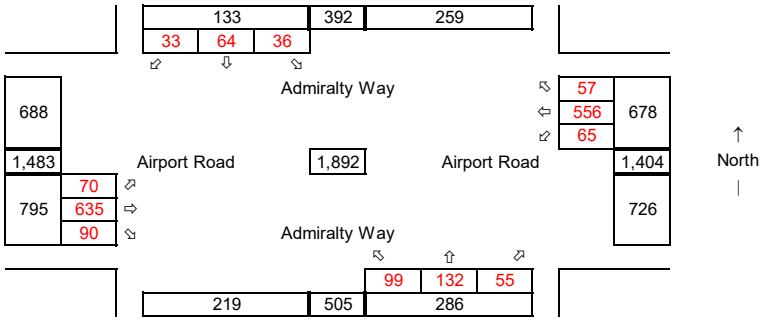
Synchro ID: 8

Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/15/2015**

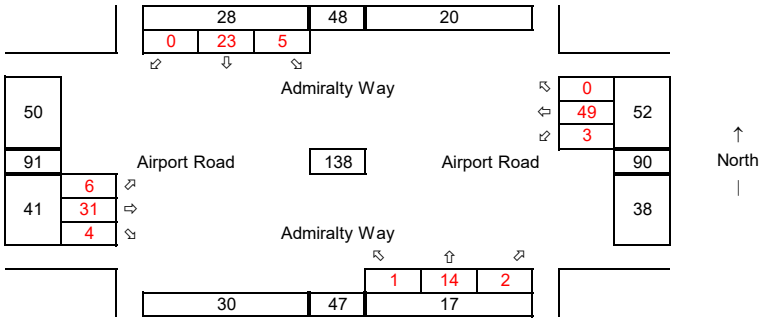
Data Source: **TDG**

Rotated 90 degrees counterclockwise from count.



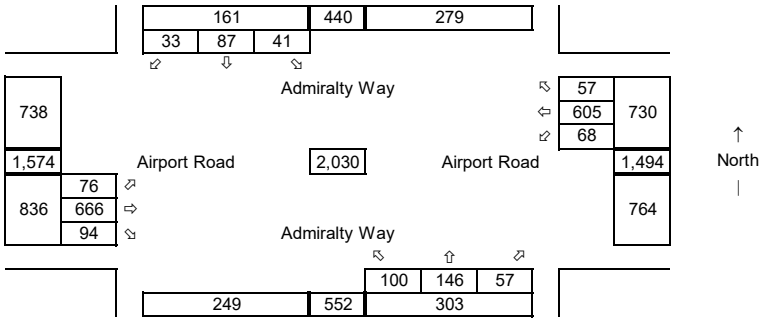
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

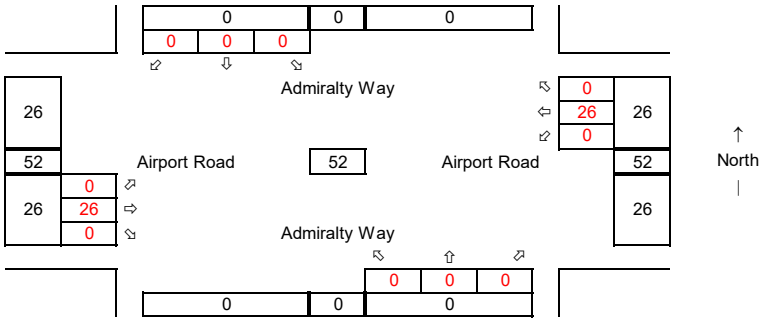


Baseline Trips
Average Weekday
PM Peak-Hour

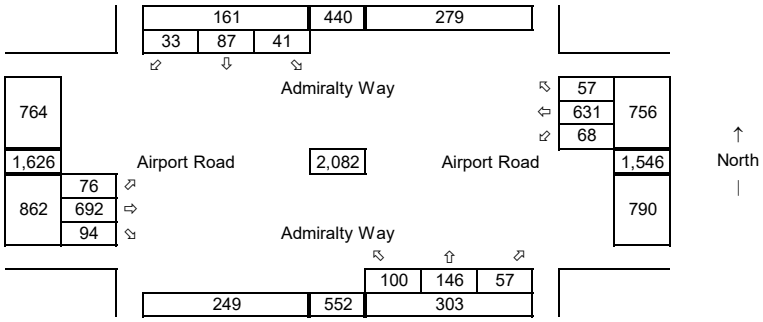
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



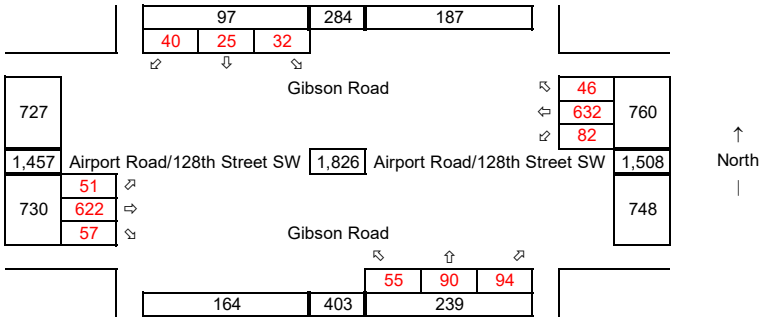
PM Peak-Hour 9 128th St SW at Gibson Rd

Synchro ID: 9

Existing Trips
Average Weekday
PM Peak-Hour

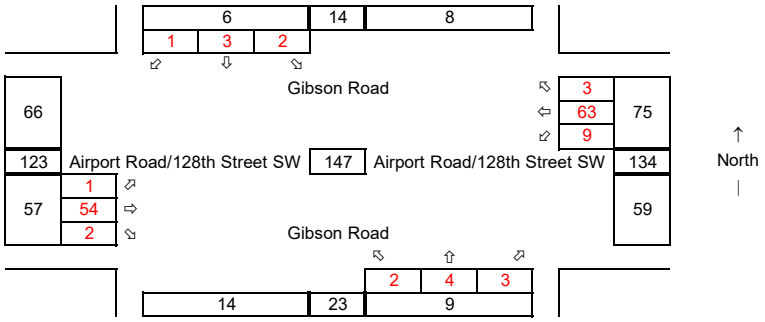
Year: **9/2/2015**

Data Source: **TDG**



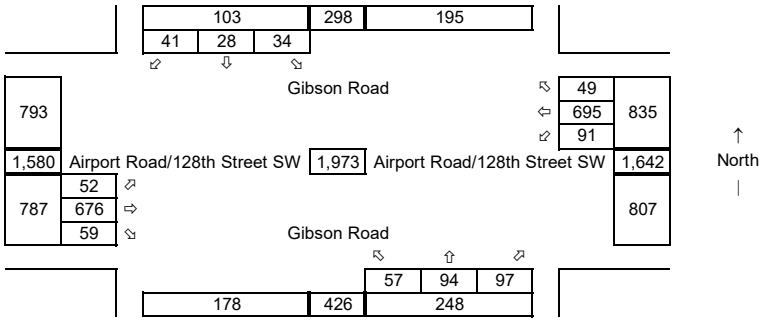
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

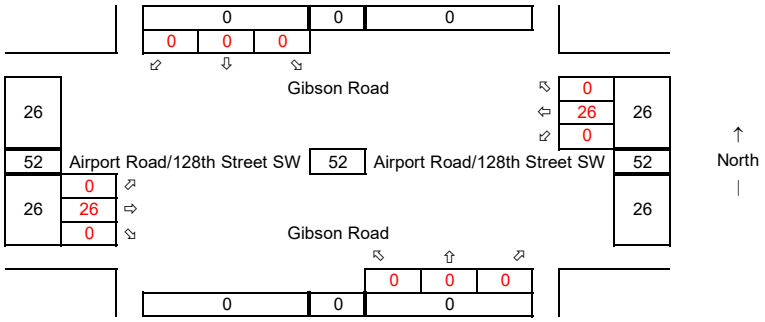


Baseline Trips
Average Weekday
PM Peak-Hour

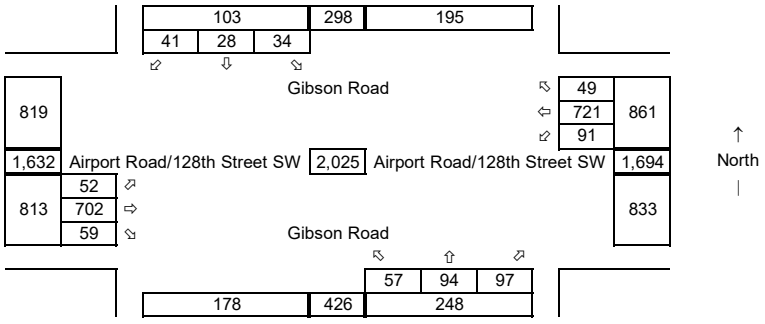
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



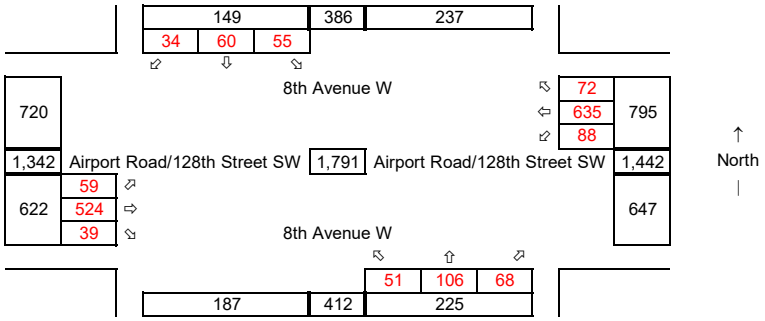
PM Peak-Hour 10 128th St SW at 8th Ave W

Synchro ID: 10

Existing Trips
Average Weekday
PM Peak-Hour

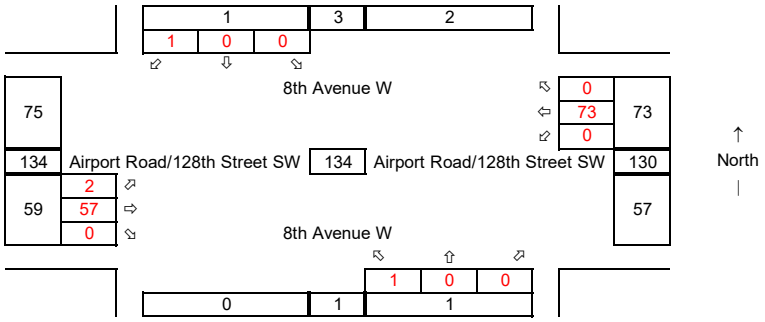
Year: **9/2/2015**

Data Source: **TDG**



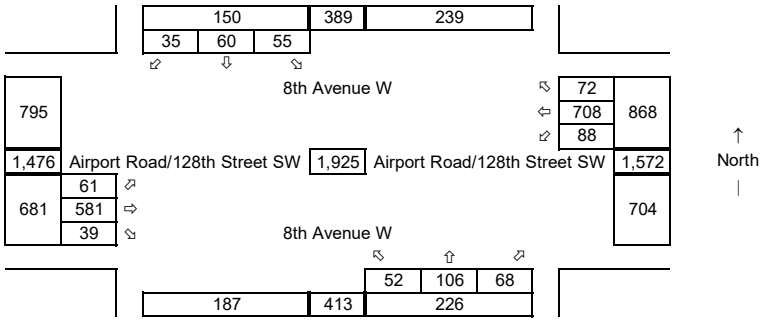
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

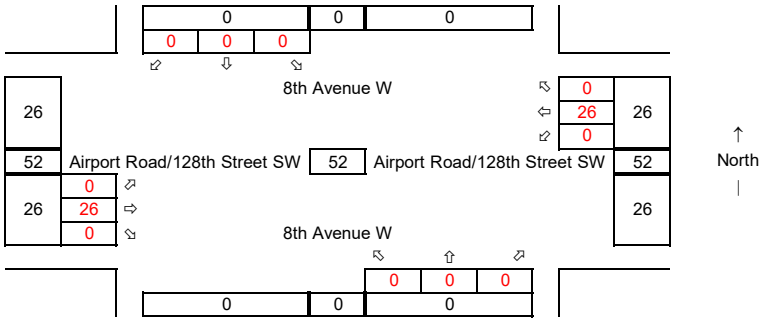


Baseline Trips
Average Weekday
PM Peak-Hour

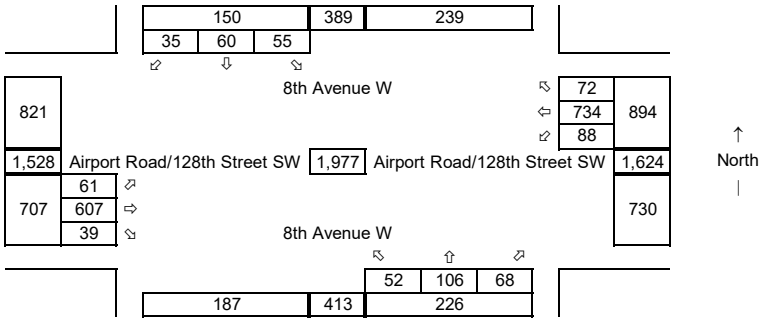
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



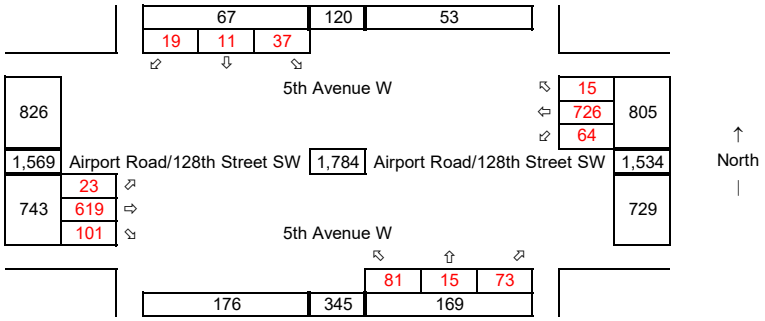
PM Peak-Hour 11 128th St SW at 5th Ave W

Synchro ID: 11

Existing Trips
Average Weekday
PM Peak-Hour

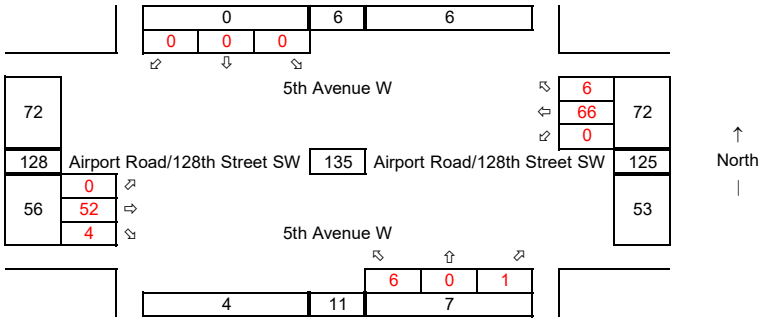
Year: **9/2/2015**

Data Source: **TDG**



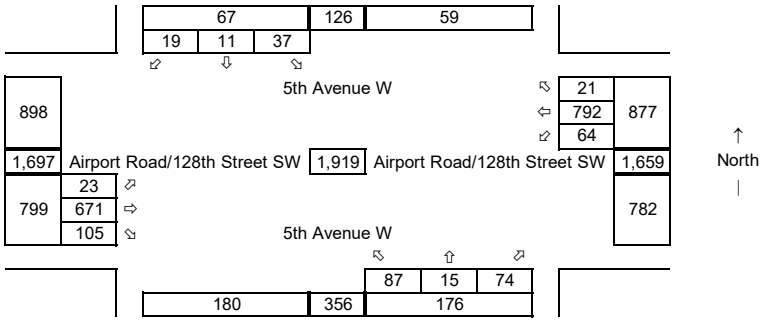
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

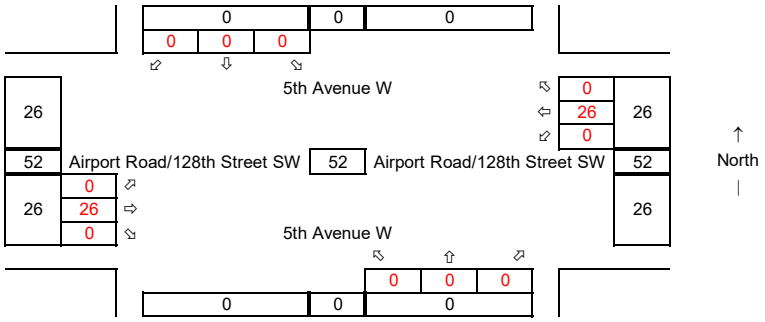


Baseline Trips
Average Weekday
PM Peak-Hour

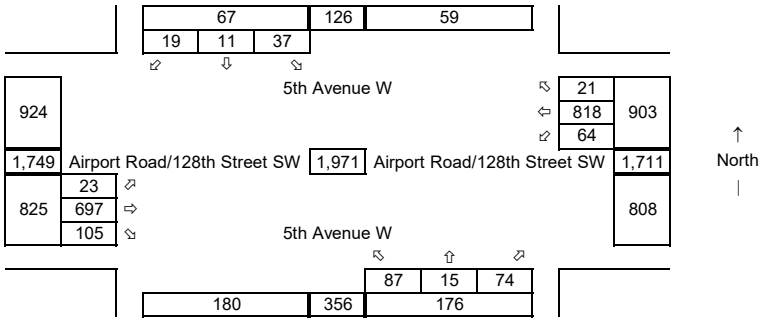
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



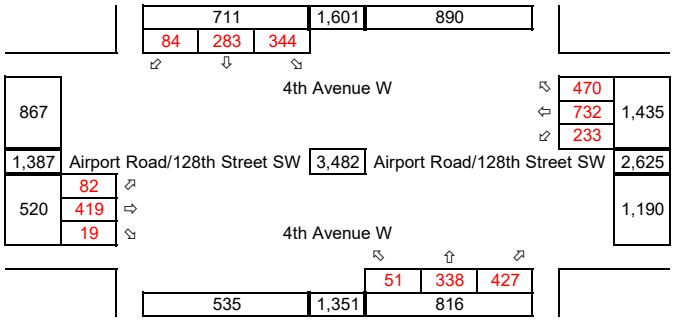
PM Peak-Hour 12 128th St SW at 4th Ave W

Synchro ID: 12

Existing Trips
Average Weekday
PM Peak-Hour

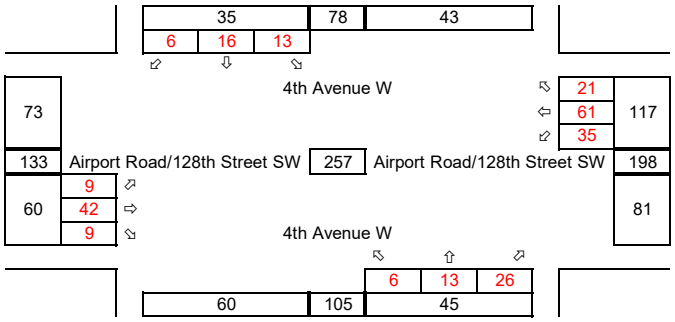
Year: **9/15/2015**

Data Source: **TDG**



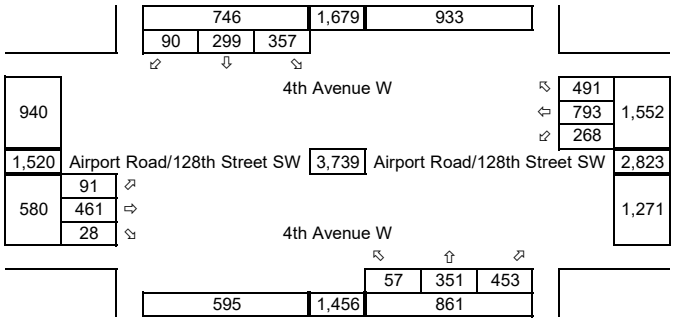
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

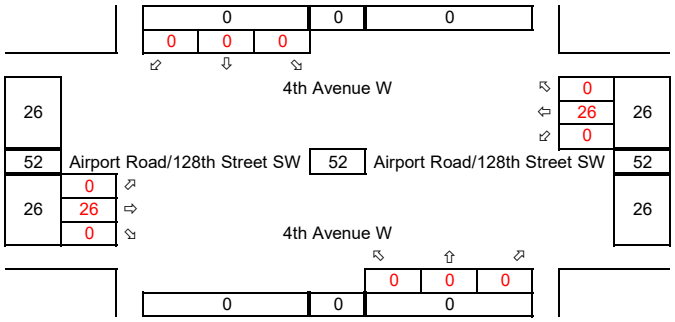


Baseline Trips
Average Weekday
PM Peak-Hour

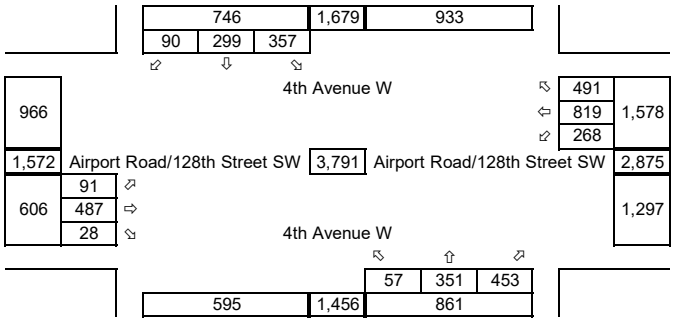
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



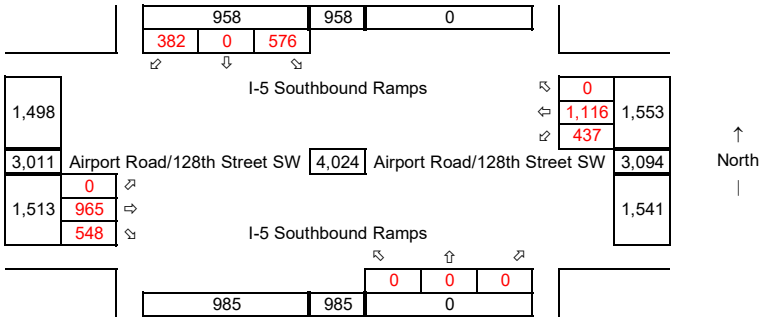
PM Peak-Hour 13 128th St SW at I-5 SB Ramps

Synchro ID: 13

Existing Trips
Average Weekday
PM Peak-Hour

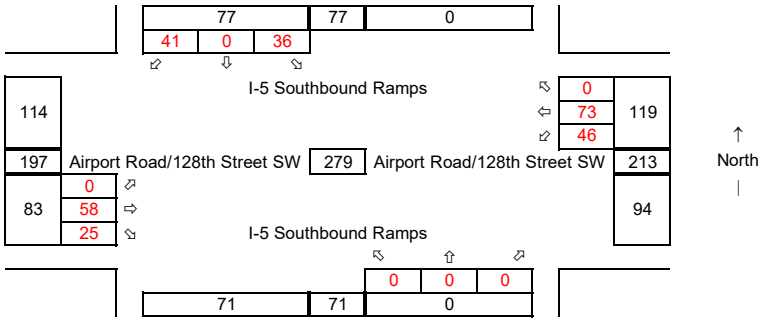
Year: **9/3/2015**

Data Source: **TDG**



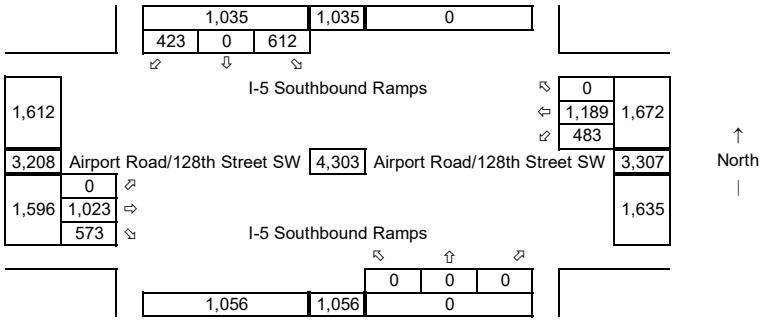
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

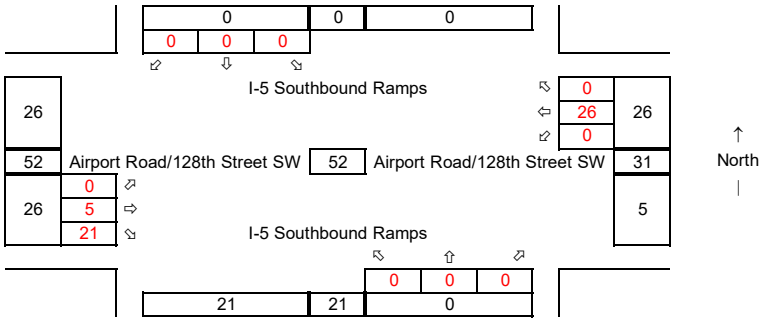


Baseline Trips
Average Weekday
PM Peak-Hour

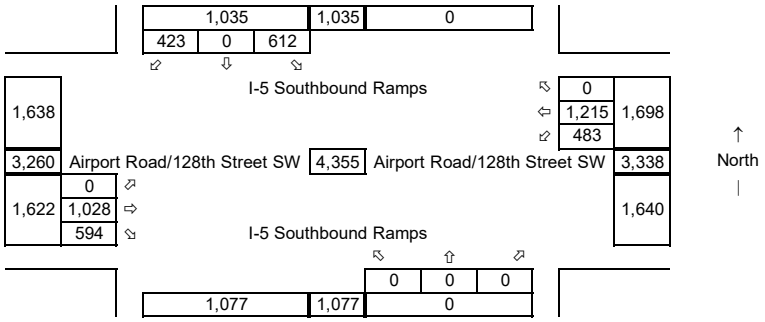
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour

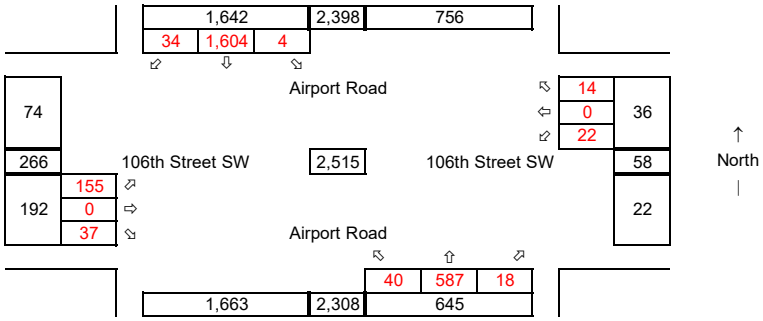


Synchro ID: 14

Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/9/2015**

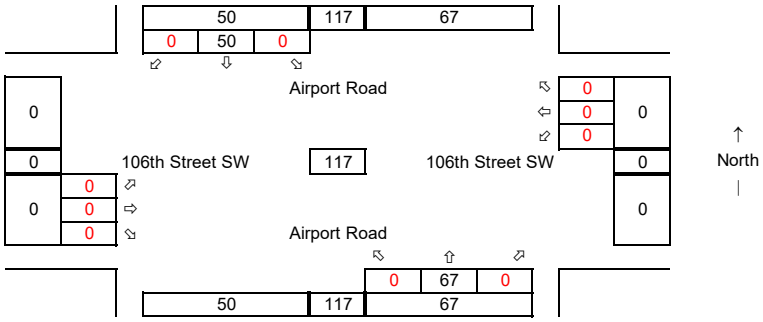
Data Source: **TDG**



Pipeline Trips
Average Weekday
PM Peak-Hour

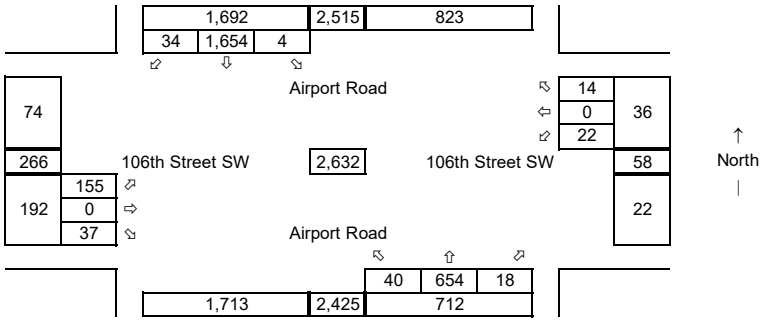
Snohomish County
Dated: 5/16/2016

The pipeline volumes are based on volumes from the intersection of Airport Road at 100th Street SW

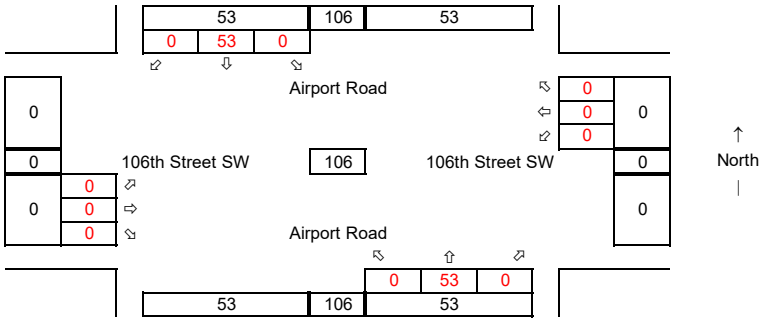


Baseline Trips
Average Weekday
PM Peak-Hour

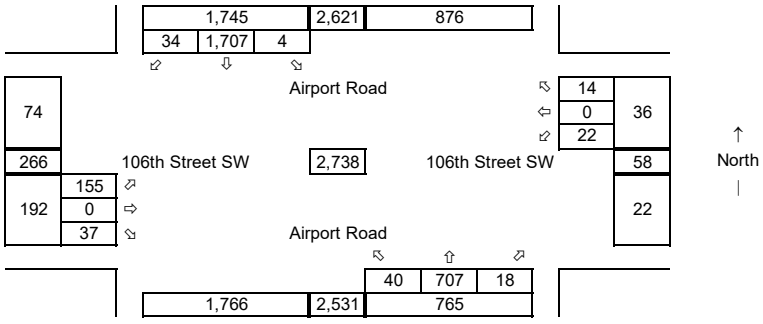
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



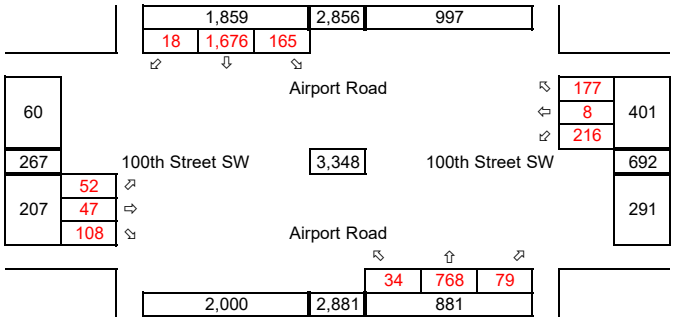
PM Peak-Hour 15 Airport Rd at 100th St SW

Synchro ID: 15

Existing Trips
Average Weekday
PM Peak-Hour

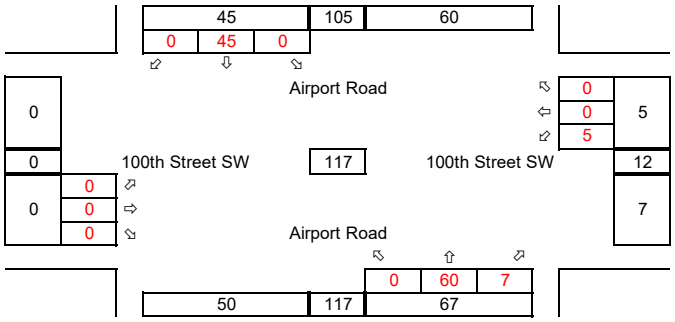
Year: **5/19/2015**

Data Source: **IDAX**



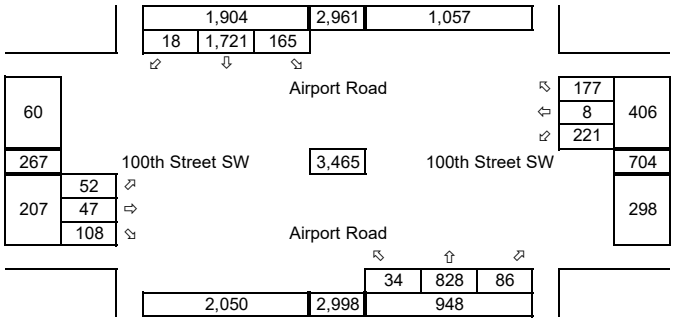
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

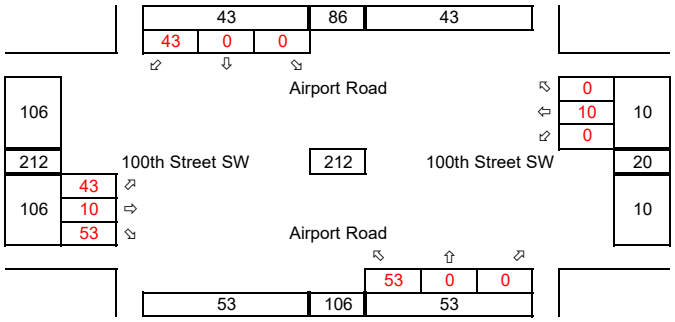


Baseline Trips
Average Weekday
PM Peak-Hour

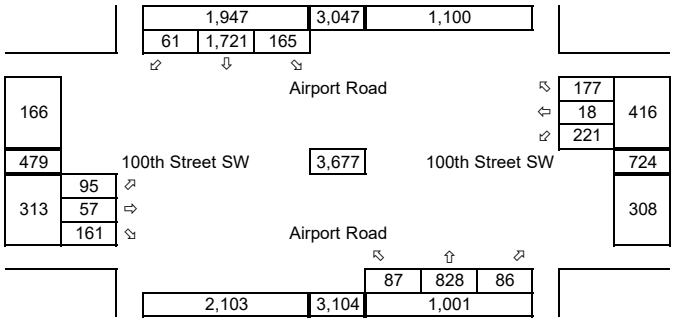
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



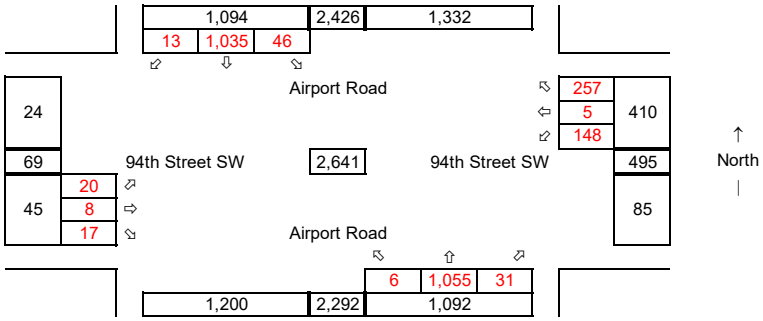
PM Peak-Hour 16 Airport Rd at 94th St SW

Synchro ID: 16

Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/10/2015**

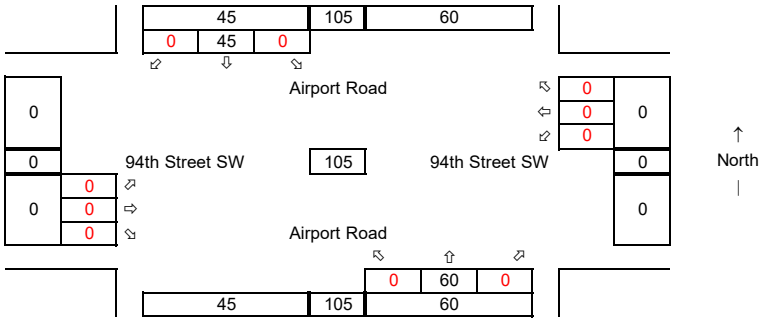
Data Source: **TDG**



Pipeline Trips
Average Weekday
PM Peak-Hour

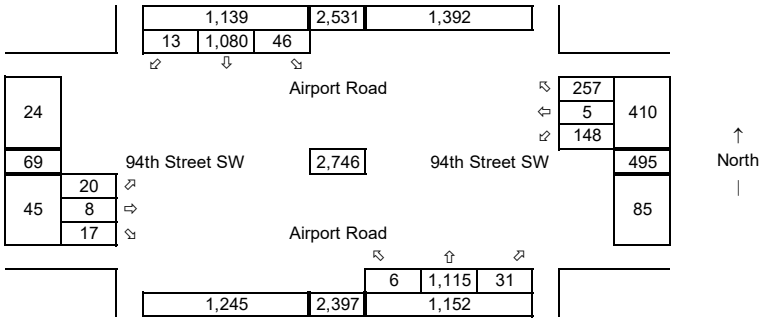
Snohomish County
Dated: 5/16/2016

The pipeline volumes are based on volumes from the intersection of Airport Road at 100th Street SW

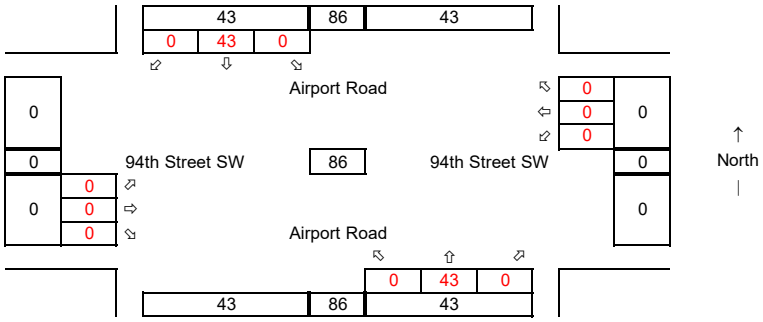


Baseline Trips
Average Weekday
PM Peak-Hour

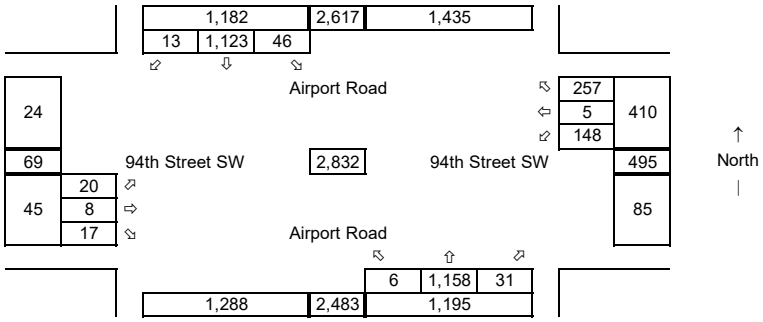
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



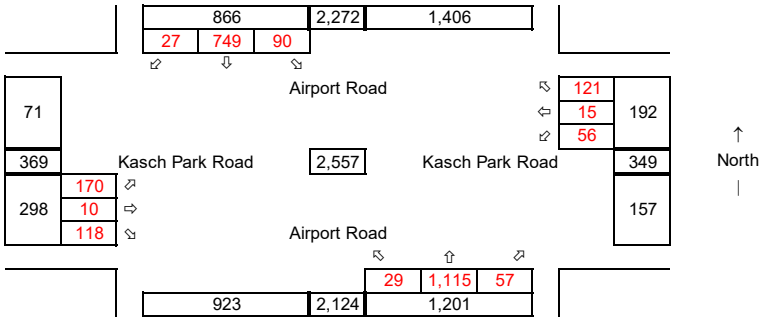
PM Peak-Hour 17 Airport Rd at Kasch Park Rd

Synchro ID: 17

Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/9/2015**

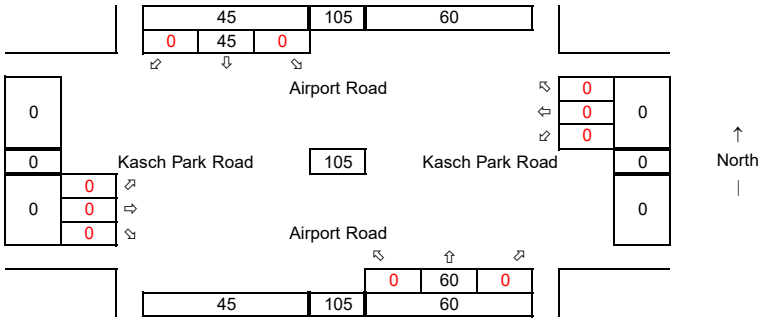
Data Source: **TDG**



Pipeline Trips
Average Weekday
PM Peak-Hour

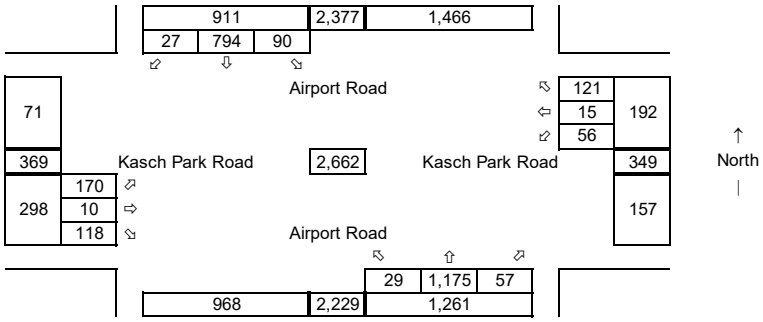
Snohomish County
Dated: 5/16/2016

The pipeline volumes are based on volumes from the intersection of Airport Road at 100th Street SW

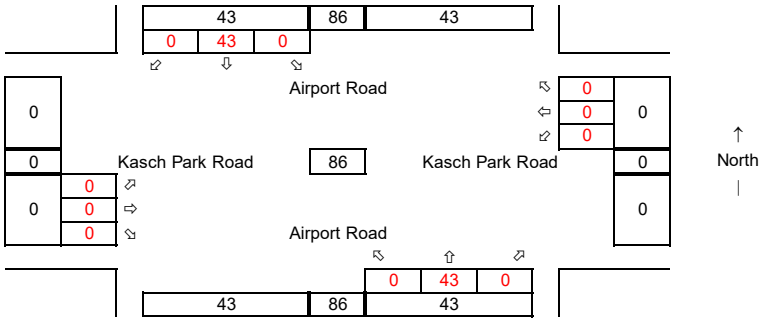


Baseline Trips
Average Weekday
PM Peak-Hour

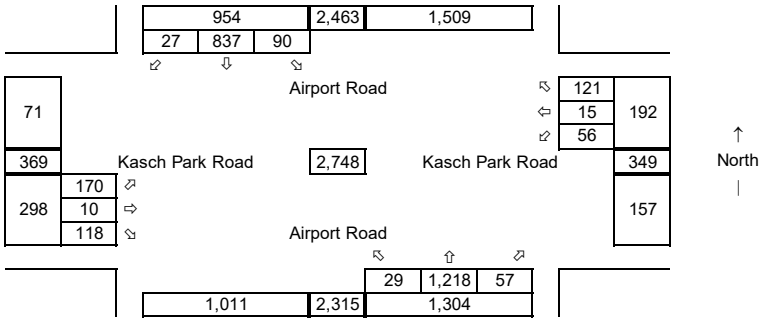
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



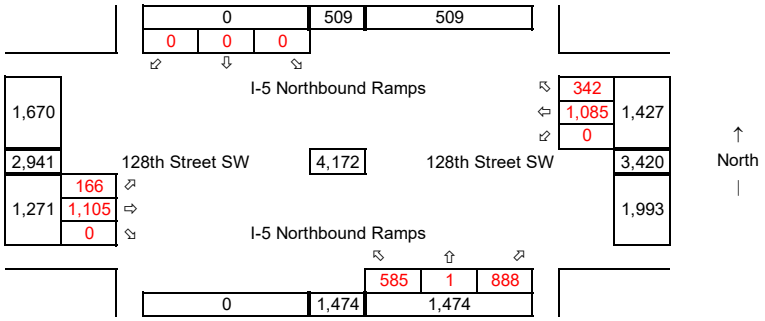
PM Peak-Hour 18 128th St SW at I-5 NB Ramps

Synchro ID: 18

Existing Trips
Average Weekday
PM Peak-Hour

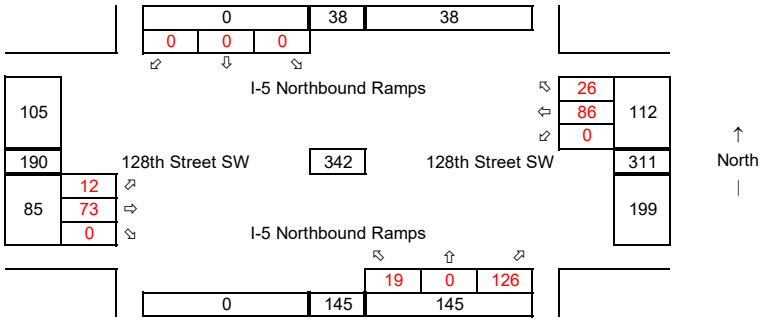
Year: **9/3/2015**

Data Source: **TDG**



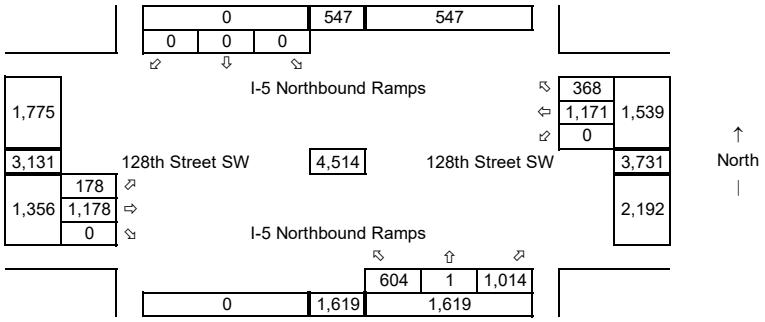
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

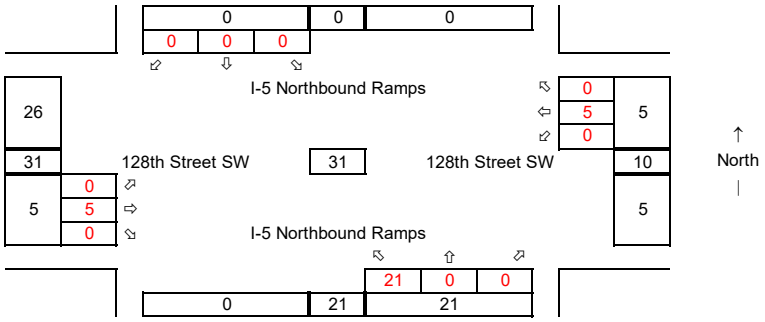


Baseline Trips
Average Weekday
PM Peak-Hour

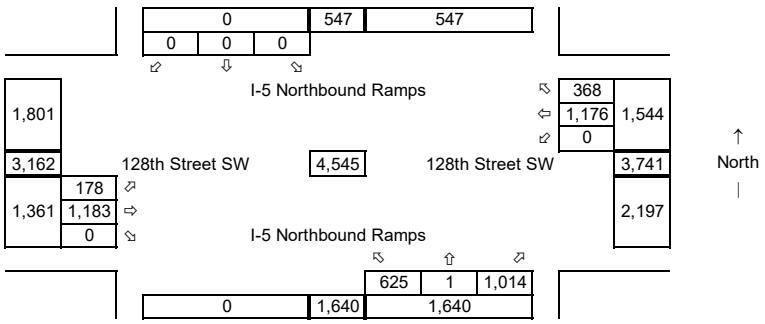
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



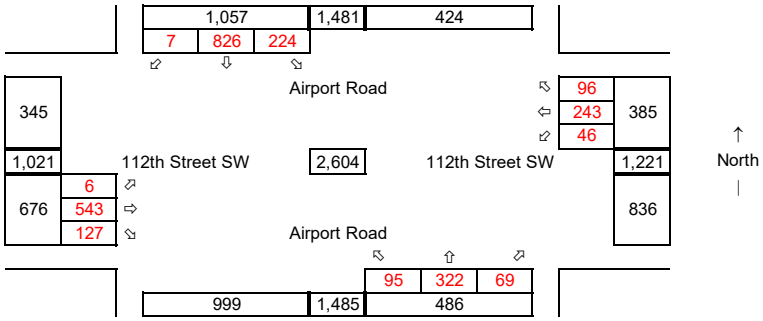
PM Peak-Hour 19 Airport Rd at 112th St SW

Synchro ID: 19

Existing Trips
Average Weekday
PM Peak-Hour

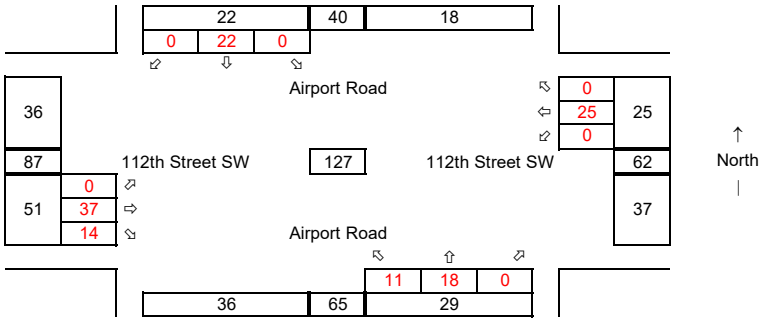
Year: **9/3/2015**

Data Source: **TDG**



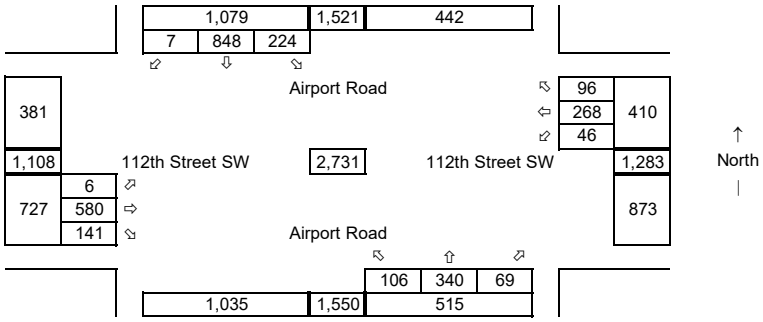
Pipeline Trips
Average Weekday
PM Peak-Hour

Snohomish County
Dated: 5/16/2016

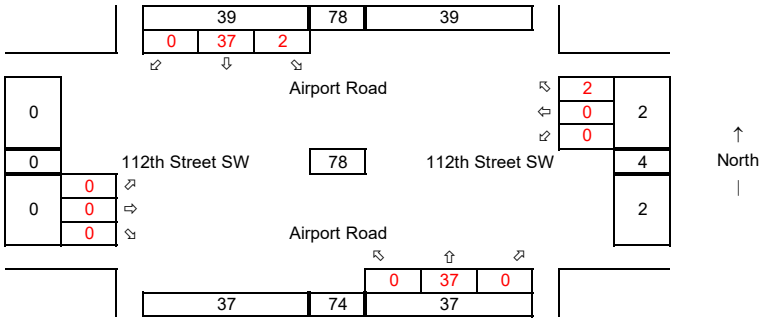


Baseline Trips
Average Weekday
PM Peak-Hour

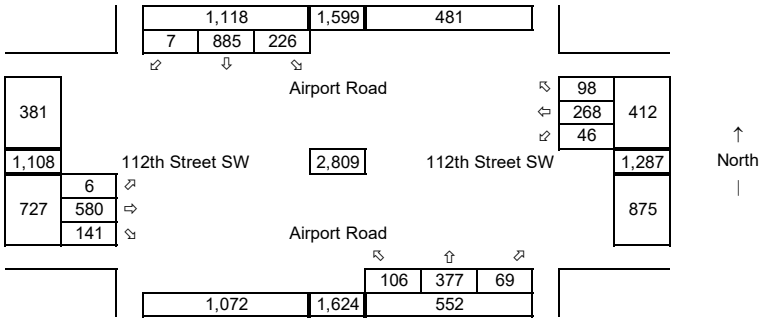
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



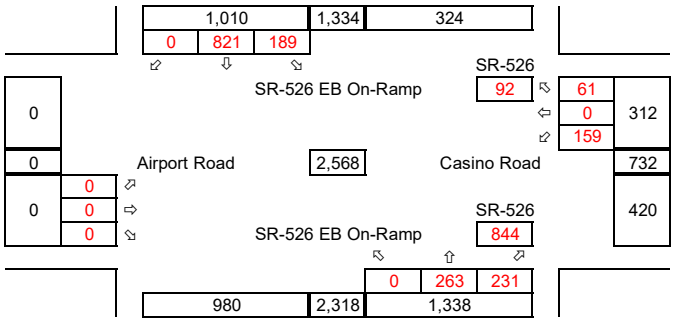
PM Peak-Hour 20 Airport Rd at Casino Rd

Synchro ID: 20

Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/16/2015**

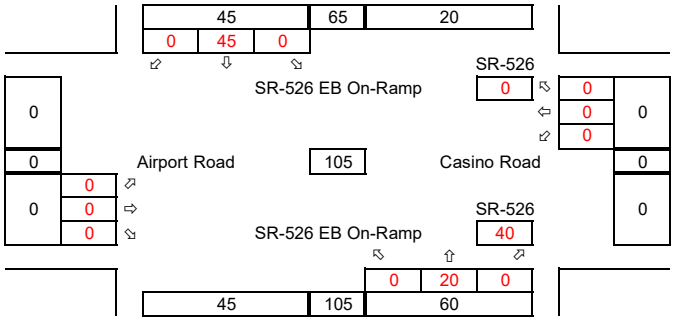
Data Source: **TDG**



Pipeline Trips
Average Weekday
PM Peak-Hour

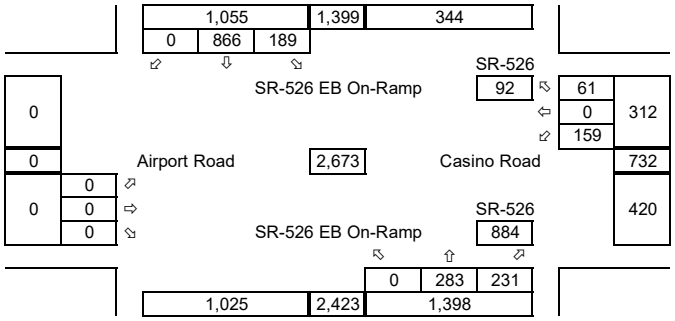
Snohomish County
Dated: 5/16/2016

The pipeline volumes are based on volumes from the intersection of Airport Road at 100th Street SW

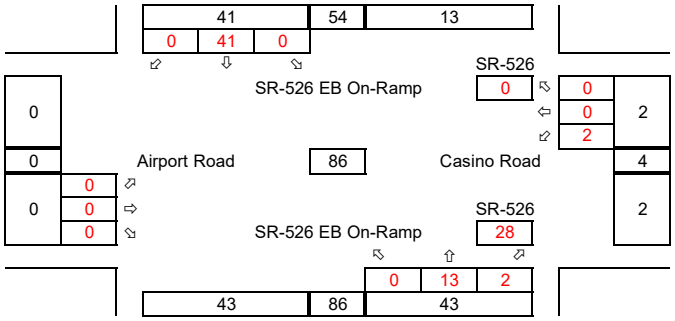


Baseline Trips
Average Weekday
PM Peak-Hour

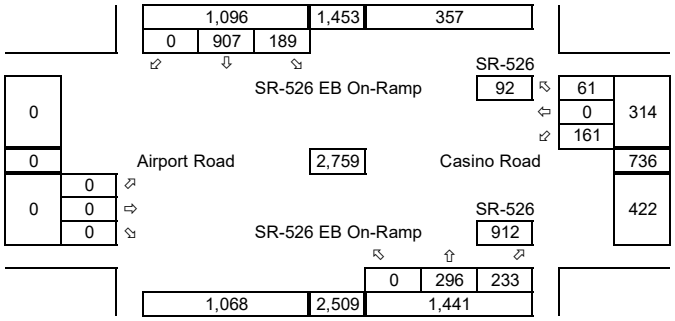
Year: 2022
Growth Rate = 0.0%
Years of Growth = 7
Total Growth = 1.0000



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



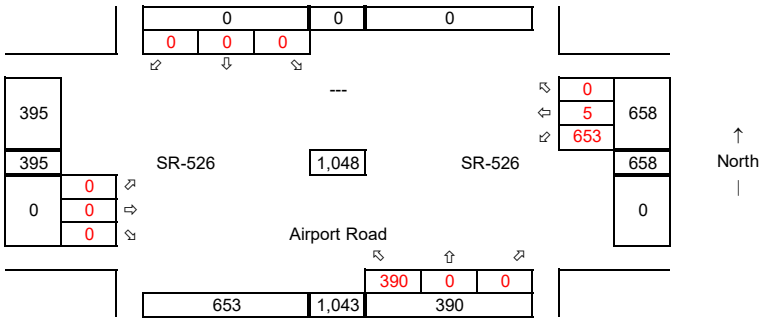
PM Peak-Hour 21 Airport Rd at SR-526

Synchro ID: 21

Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/10/2015**

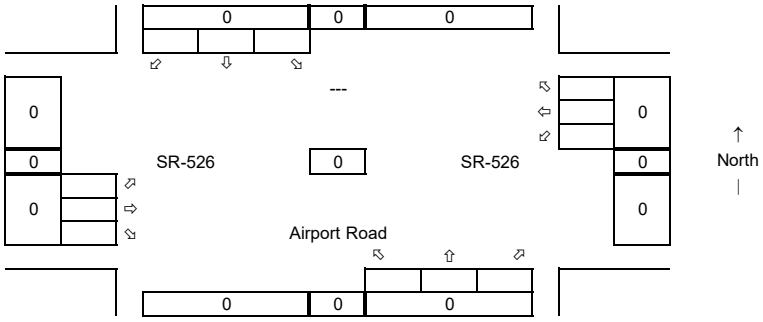
Data Source: **TDG**



Pipeline Trips
Average Weekday
PM Peak-Hour

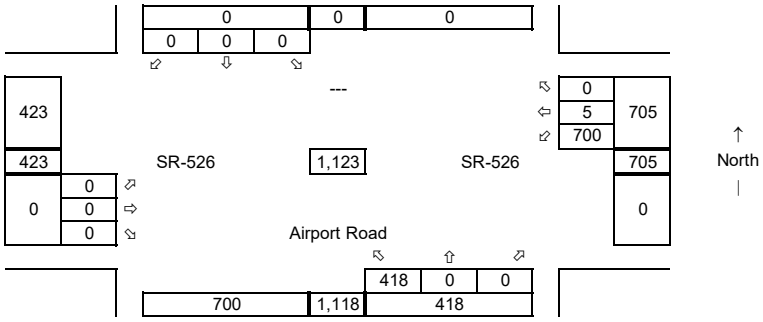
Snohomish County
Dated: 5/16/2016

Snohomish County does not have pipeline data for this intersection and therefore a 1% growth rate has been used.

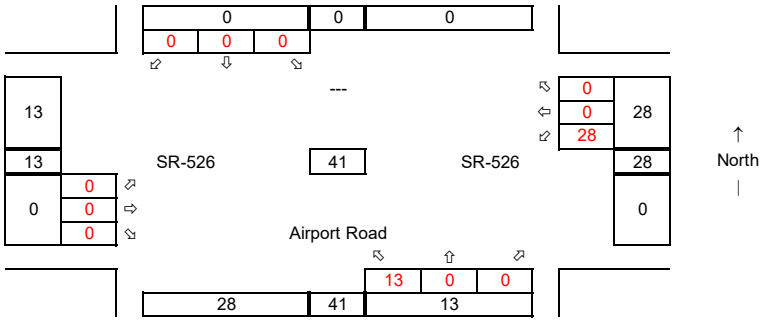


Baseline Trips
Average Weekday
PM Peak-Hour

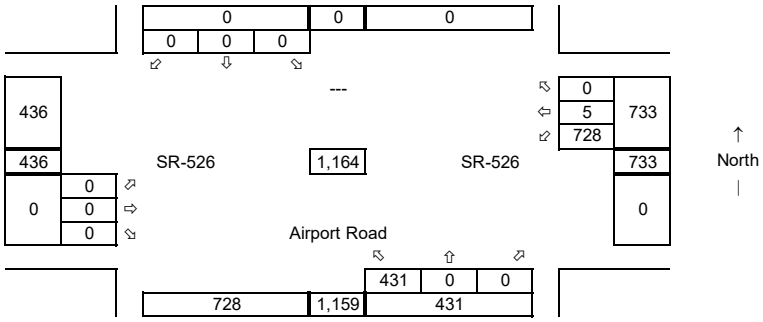
Year: 2022
Growth Rate = 1.0%
Years of Growth = 7
Total Growth = 1.0721



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour

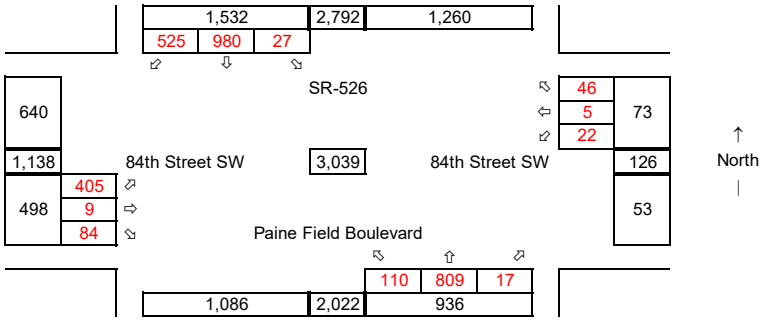


Synchro ID: 22

Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/10/2015**

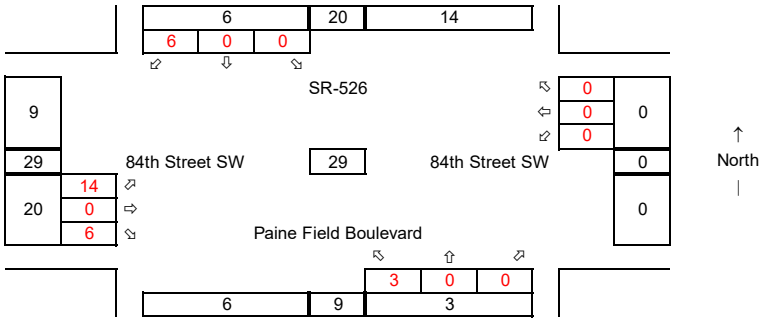
Data Source: **TDG**



Pipeline Trips
Average Weekday
PM Peak-Hour

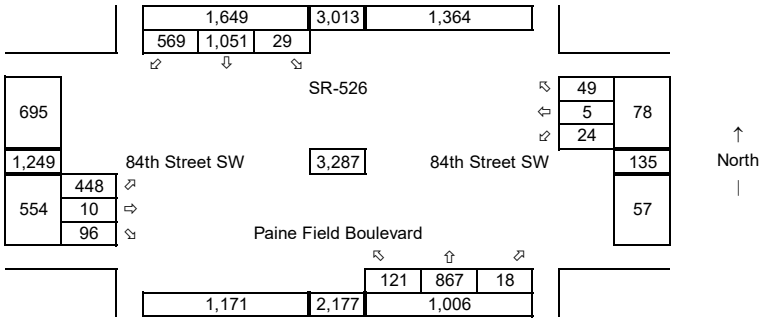
Pacific Seafood

Based on GTC Figure 3
dated 09/21/2015

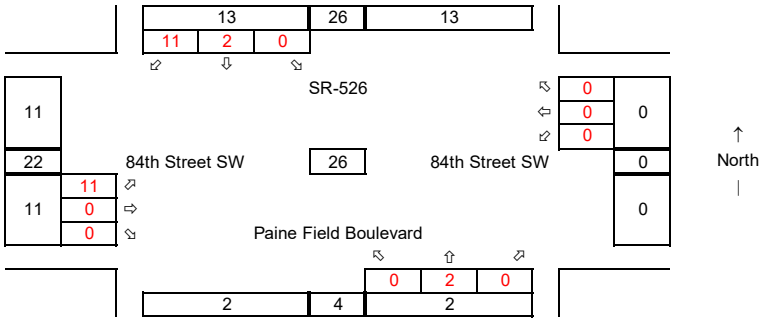


Baseline Trips
Average Weekday
PM Peak-Hour

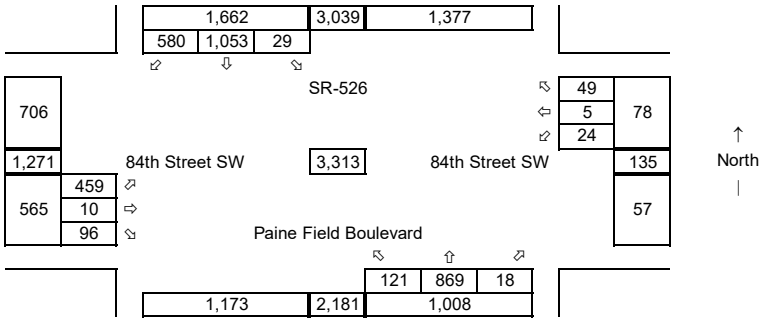
Year: 2022
Growth Rate = 1.0%
Years of Growth = 7
Total Growth = 1.0721



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



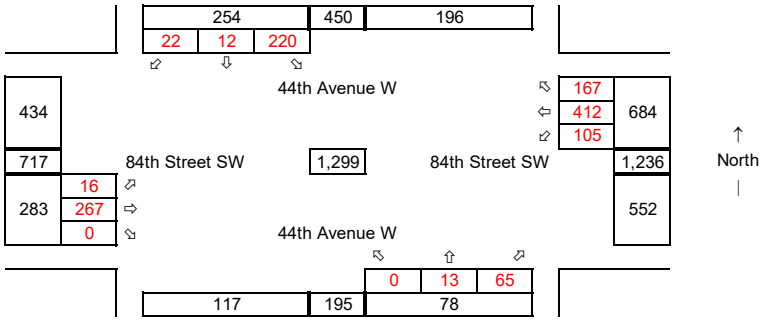
PM Peak-Hour 23 44th Ave W at 84th St SW

Synchro ID: 23

Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/10/2015**

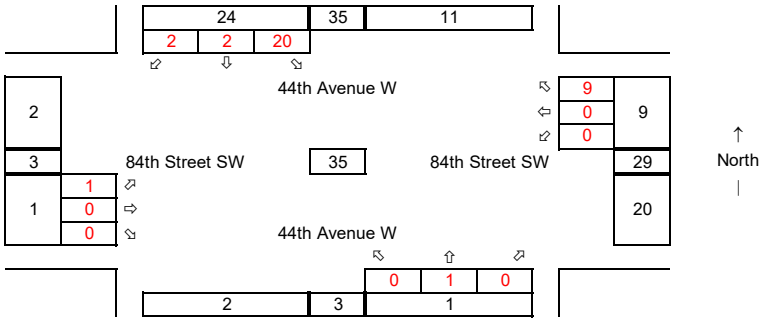
Data Source: **TDG**



Pipeline Trips
Average Weekday
PM Peak-Hour

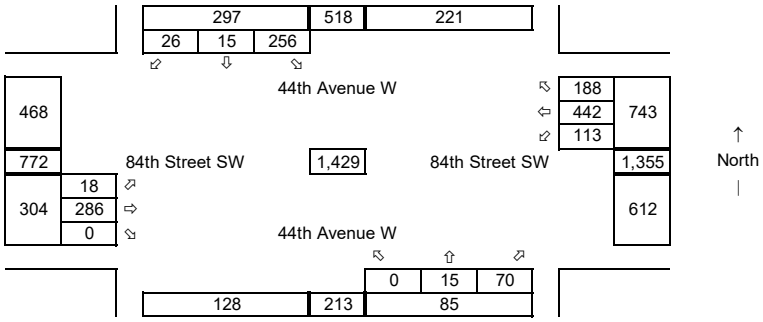
Pacific Seafood

Based on GTC Figure 3
dated 09/21/2015

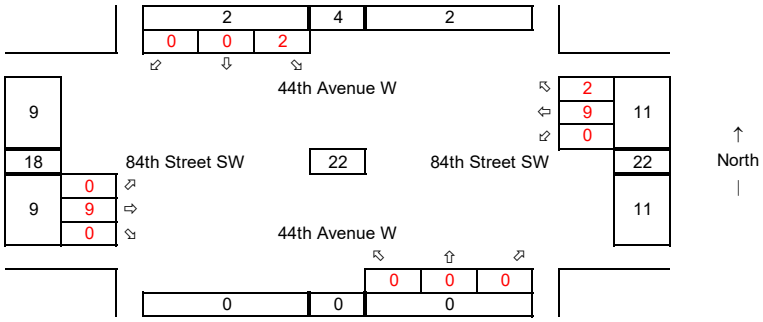


Baseline Trips
Average Weekday
PM Peak-Hour

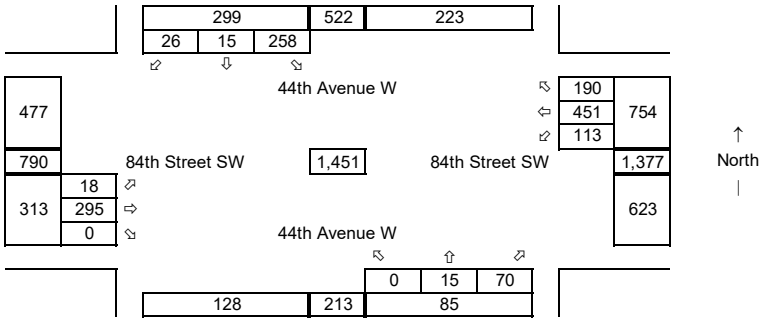
Year: 2022
Growth Rate = 1.0%
Years of Growth = 7
Total Growth = 1.0721



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



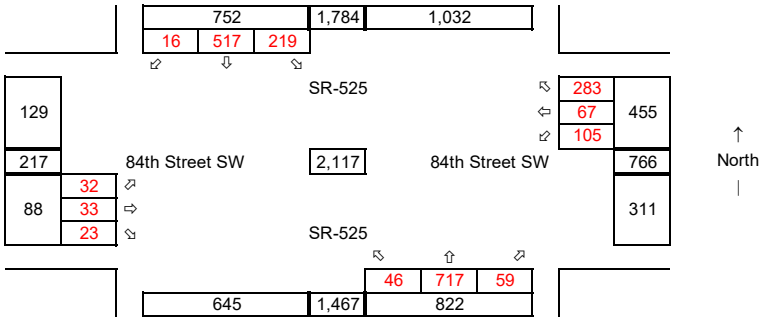
PM Peak-Hour 24 SR-525 at 84th St SW

Synchro ID: 24

Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/9/2015**

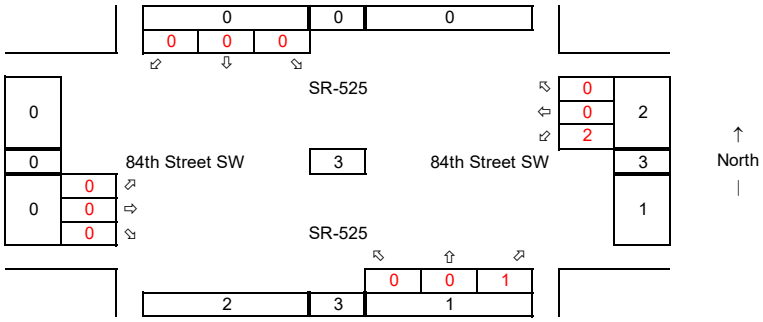
Data Source: **TDG**



Pipeline Trips
Average Weekday
PM Peak-Hour

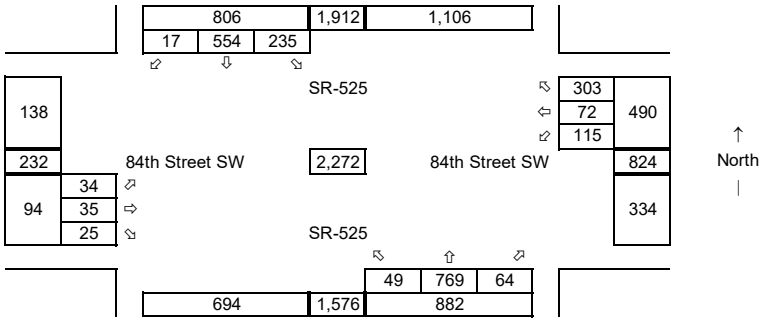
Pacific Seafood

Based on GTC Figure 3
dated 09/21/2015

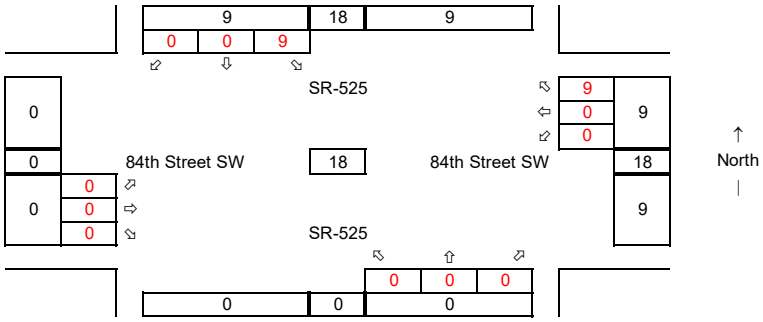


Baseline Trips
Average Weekday
PM Peak-Hour

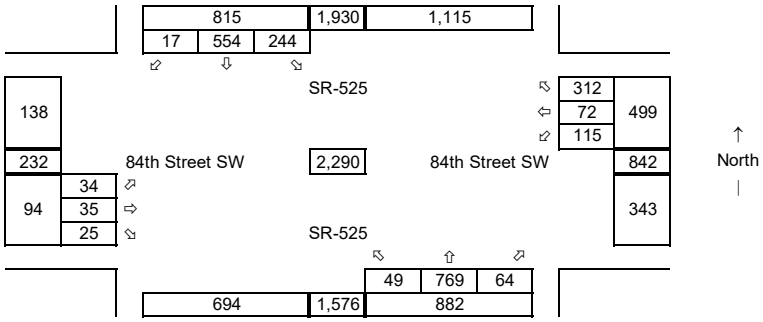
Year: 2022
Growth Rate = 1.0%
Years of Growth = 7
Total Growth = 1.0721



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



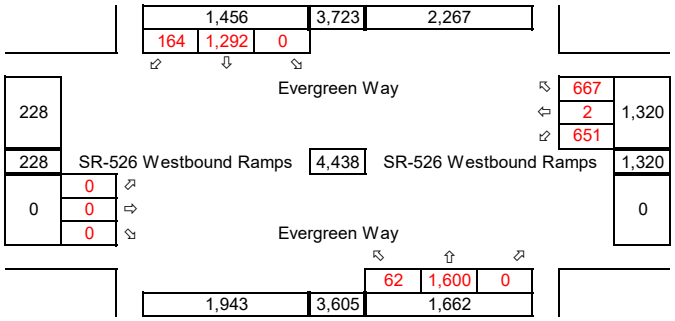
PM Peak-Hour 25 Evergreen Way at SR-526 WB

Synchro ID: 25

Existing Trips
Average Weekday
PM Peak-Hour

Year: **9/2/2015**

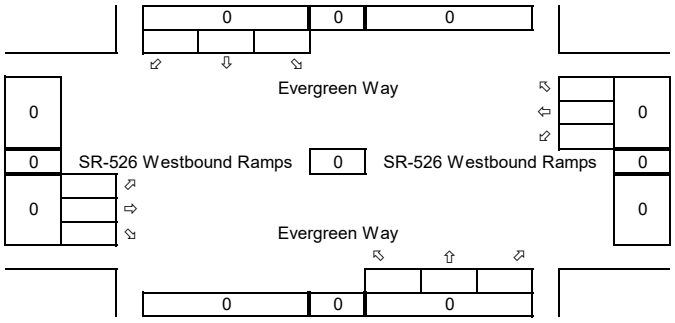
Data Source: **TDG**



Pipeline Trips
Average Weekday
PM Peak-Hour

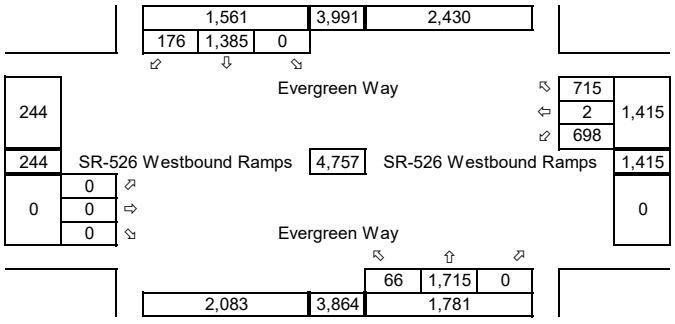
Snohomish County
Dated: 5/16/2016

Snohomish County does not have pipeline data for this intersection and therefore a 1% growth rate has been used.

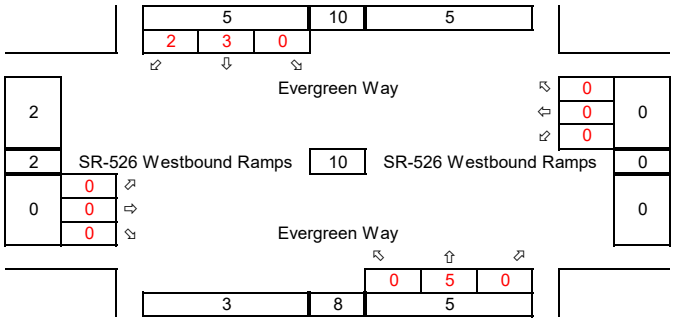


Baseline Trips
Average Weekday
PM Peak-Hour

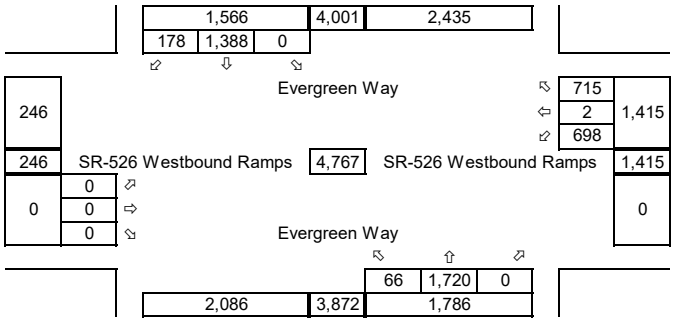
Year: 2022
Growth Rate = 1.0%
Years of Growth = 7
Total Growth = 1.0721



Total Development Trips
Average Weekday
PM Peak-Hour



Future w Development
Average Weekday
PM Peak-Hour



AM Peak-Hour Arterial Travel Times

COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 227
AU Name : Beverly Park Road
From : Airport Road
To : SR-525

CATEGORY : 1 - URBAN **CLASS** 2

DATE : 5/21/2015

DIRECTION : SB AM
PEAK HOUR IS: 07:38 - 08:33 RUNS 4 - 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. B/W (FT)	M.P. Acc. (MILE)	RUN #4 TRAVEL Acc. B/W (SEC)	RUN #4 DELAY (SEC)	RUN #5 TRAVEL Acc. B/W (SEC)	RUN #5 DELAY (SEC)	RUN #6 TRAVEL Acc. B/W (SEC)	RUN #6 DELAY (SEC)	RUN #7 TRAVEL Acc. B/W (SEC)	RUN #7 DELAY (SEC)	RUN #8 TRAVEL Acc. B/W (SEC)	RUN #8 DELAY (SEC)	AVG. TRAVEL TIME B/W (SEC)	AVG. I/S DELAY (SEC)	AVG. RUNNING TIME B/W (SEC)	AVG. ART'L SPEED (MPH)	AVG. ART'L "LOS"
1: Airport Road	871	0.000	0 81		0 18		0 19		0 16		0 36		34		18		
2: 112th Street SW	711	0.165	81 15	62	18 13	0	19 11	0	16 33	0	36 17	16	18	16	14		
3: Fairmount School Driveway	1250	0.300	96 22	0	31 22	0	30 26	0	49 12	21	53 36	0	24	4	24		
4: Center Road/Commando Road (117th St SW)	1490	0.536	118 25	0	53 25	0	56 48	0	61 28	0	89 27	0	31	0	27		
5: Gibson Road (120th St SW)	2784	0.819	143 173	0	78 79	0	104 124	18	89 168	0	116 170	0	143	4	53		
6: SR-525	0	1.346	316 0	116	157 0	27	228 0	70	257 0	119	286 0	118	0	90	0		
7	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
8	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
9	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
10	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
11		0.000	0	0	0	0	0	0	0	0	0	0		0			
TOTAL :	7106	**1.346**	316	178	157	27	228	88	257	140	286	134	249	113	135	**19.47**	**D**

TRAVEL TIME STUDY: COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 228
AU Name : Airport Road/128th Street SW
From : I-5 SB Ramps
To : SR-99

CATEGORY : 1 - URBAN **CLASS** 3

DATE : 9/3/2015

DIRECTION : WB AM
PEAK HOUR IS: 07:05 - 08:06 RUNS 1 - 10

PREPARED BY: SN
CHECKED BY: CN

LOS		AVG TRAVEL SPEED (MPH)
A	>	30
B	>	24
C	>	18
D	>	14
E	>	10
F	<=	10

CROSS STREET	SEGMT DIST. B/W (FT)	M.P. Acc. (MILE)	RUN #1 TRAVEL Acc. B/W (SEC)	RUN #1 DELAY (SEC)	RUN #2 TRAVEL Acc. B/W (SEC)	RUN #2 DELAY (SEC)	RUN #3 TRAVEL Acc. B/W (SEC)	RUN #3 DELAY (SEC)	RUN #4 TRAVEL Acc. B/W (SEC)	RUN #4 DELAY (SEC)	RUN #5 TRAVEL Acc. B/W (SEC)	RUN #5 DELAY (SEC)	RUN #6 TRAVEL Acc. B/W (SEC)	RUN #6 DELAY (SEC)	RUN #7 TRAVEL Acc. B/W (SEC)	RUN #7 DELAY (SEC)	RUN #8 TRAVEL Acc. B/W (SEC)	RUN #8 DELAY (SEC)	RUN #9 TRAVEL Acc. B/W (SEC)	RUN #9 DELAY (SEC)	RUN #10 TRAVEL Acc. B/W (SEC)	RUN #10 DELAY (SEC)	AVG. RUNNING TIME B/W (SEC)	AVG. I/S DELAY (SEC)	AVG. TRAVEL TIME B/W (SEC)	SEGMT DIST. (MILE)	AVG. SPEED (MPH)	AVG. "LOS"
I-5 SB Ramps		0.000	0		0		0		0		0		0		0		0		0		0							
	845		42		68		61		43		64		18		55		65		66		59		18		54	0.16	10.65	E
4th Avenue W		0.160		25		42		42		21		47		0		39		50		51		43		36				
	581		42		68		61		43		64		18		55		65		66		59		20		24	0.11	16.44	D
5th Place W		0.270		31		0		0		0		0		0		0		0		13		0		4				
	755		90		83		77		58		108		49		71		78		94		74		14		33	0.14	15.60	D
8th Avenue W		0.413		26		35		48		0		51		0		0		0		0		29		19				
	1510		125		134		139		73		143		82		81		95		124		116		30		36	0.29	29.00	B
Gibson Road		0.699		18		0		0		0		0		0		34		0		0		0		5				
	1325		165		165		169		110		176		110		149		121		155		147		25		41	0.25	21.87	C
Admiralty Way		0.950		26		0		20		0		17		0		32		23		26		24		17				
	2070		232		196		210		135		212		131		200		169		200		195		44		127	0.39	11.09	E
SR-99		1.342	364	100	338	97	342	94	315	128	275	0	322	150	390	146	330	117	240	0	237	0		83				
TOTAL :	7086	1.342	364	226	338	174	342	204	315	149	275	115	322	150	390	251	330	190	240	90	237	96	151	165	315	1.34	15.32	D

COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 231
AU Name : Airport Road
From : 106th Street SW
To : Kasch Park Road

CATEGORY : 1 - URBAN **CLASS** 2

DATE : 5/19/2015

DIRECTION : NB AM
PEAK HOUR IS: 05:47 - 06:32 RUNS 6 - 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	SEGMT DIST. B/W (FT)	M.P. Acc. (MILE)	RUN #6 TRAVEL Acc. B/W (SEC)	RUN #6 DELAY (SEC)	RUN #7 TRAVEL Acc. B/W (SEC)	RUN #7 DELAY (SEC)	RUN #8 TRAVEL Acc. B/W (SEC)	RUN #8 DELAY (SEC)	RUN #9 TRAVEL Acc. B/W (SEC)	RUN #9 DELAY (SEC)	RUN #10 TRAVEL Acc. B/W (SEC)	RUN #10 DELAY (SEC)	RUN #11 TRAVEL Acc. B/W (SEC)	RUN #11 DELAY (SEC)	AVG. TRAVEL TIME B/W (SEC)	AVG. I/S DELAY (SEC)	AVG. RUNNING TIME B/W (SEC)	AVG. ART'L SPEED (MPH)	AVG. ART'L "LOS"
1: 106th Street SW	2226	0.000	0 39		0 47		0 40		0 45		0 40		0 39		42		40		
2: 100th Street SW	2124	0.422	39 73	0	47 35	8	40 53	0	45 40	0	40 37	0	39 42	0	47	1	36		
3: 94th Street SW	1820	0.824	112 34	41	82 118	0	93 31	21	85 43	0	77 65	0	81 47	0	56	10	42		
4: Kasch Park Road	0	1.169	146 0	0	200 0	31	124 0	0	128 0	0	142 0	39	128 0	18	0	15	0		
5	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
6	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
7	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
8	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
9	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
10	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
11		0.000	0	0	0	0	0	0	0	0	0	0	0	0		0			
TOTAL :	6170	**1.169**	146	41	200	39	124	21	128	0	142	39	128	18	145	26	118	**29.08**	**B**

COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 231
AU Name : Airport Road
From : Kasch Park Road
To : 106th Street SW

CATEGORY : 1 - URBAN **CLASS** 2

DATE : 5/19/2015

DIRECTION : SB AM
PEAK HOUR IS: 05:36 - 06:20 RUNS 4 - 9

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. B/W (FT)	M.P. Acc. (MILE)	RUN #4 TRAVEL Acc. B/W (SEC)	RUN #4 DELAY (SEC)	RUN #5 TRAVEL Acc. B/W (SEC)	RUN #5 DELAY (SEC)	RUN #6 TRAVEL Acc. B/W (SEC)	RUN #6 DELAY (SEC)	RUN #7 TRAVEL Acc. B/W (SEC)	RUN #7 DELAY (SEC)	RUN #8 TRAVEL Acc. B/W (SEC)	RUN #8 DELAY (SEC)	RUN #9 TRAVEL Acc. B/W (SEC)	RUN #9 DELAY (SEC)	AVG. TRAVEL TIME B/W (SEC)	AVG. I/S DELAY (SEC)	AVG. RUNNING TIME B/W (SEC)	AVG. ART'L SPEED (MPH)	AVG. ART'L "LOS"
1: Kasch Park Road	1820	0.000	0 30		0 30		0 31		0 30		0 72		0 92		48		31		
2: 94th Street SW	2124	0.345	30 31	0	30 52	0	31 31	0	30 45	0	72 40	38	92 0	60	33	16	28		
3: 100th Street SW	2226	0.747	61 42	0	82 37	16	62 31	0	75 56	15	112 29	0	63 32	0	38	5	36		
4: 106th Street SW	0	1.169	103 0	11	119 0	0	93 0	0	131 0	0	141 0	0	95 0	0	0	2	0		
5	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
6	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
7	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
8	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
9	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
10	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
11		0.000	0	0	0	0	0	0	0	0	0	0	0	0		0			
TOTAL :	6170	1.169	103	11	119	16	93	0	131	15	141	38	95	60	119	23	95	35.50	A

PM Peak-Hour Arterial Travel Times

COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 227
AU Name : Beverly Park Road
From : Airport Road
To : SR-525

CATEGORY : 1 - URBAN **CLASS** 2

DATE : 5/21/2015

DIRECTION : SB PM
PEAK HOUR IS: 04:00 - 05:05 RUNS 1 - 5

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. B/W (FT)	M.P. Acc. (MILE)	RUN #1 TRAVEL Acc. B/W (SEC)	RUN #1 DELAY (SEC)	RUN #2 TRAVEL Acc. B/W (SEC)	RUN #2 DELAY (SEC)	RUN #3 TRAVEL Acc. B/W (SEC)	RUN #3 DELAY (SEC)	RUN #4 TRAVEL Acc. B/W (SEC)	RUN #4 DELAY (SEC)	RUN #5 TRAVEL Acc. B/W (SEC)	RUN #5 DELAY (SEC)	AVG. TRAVEL TIME B/W (SEC)	AVG. I/S DELAY (SEC)	AVG. RUNNING TIME B/W (SEC)	AVG. ART'L SPEED (MPH)	AVG. ART'L "LOS"
1: Airport Road	871	0.000	0 69		0 35		0 18		0 17		0 53		38		18		
2: 112th Street SW	711	0.165	69 15	49	35 17	17	18 15	0	17 21	0	53 14	34	16	20	15		
3: Fairmount School Driveway	1250	0.300	84 21	0	52 25	0	33 38	0	38 31	7	67 33	0	30	1	23		
4: Center Road/Commando Road (117th St SW)	1490	0.536	105 28	0	77 39	0	71 42	17	69 0	4	100 29	11	28	6	22		
5: Gibson Road (120th St SW)	2784	0.819	133 140	0	116 155	14	113 335	14	41 244	0	129 91	0	193	6	59		
6: SR-525	0	1.346	273 0	100	271 0	98	448 0	292	285 0	140	220 0	40	0	134	0		
7	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
8	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
9	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
10	0	0.000	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0		
11		0.000	0	0	0	0	0	0	0	0	0	0		0			
TOTAL :	7106	1.346	273	149	271	129	448	323	285	151	220	85	305	167	138	15.89	E

COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 228
AU Name : Airport Road/128th Street SW
From : SR-99
To : I-5 SB Ramps

CATEGORY : 1 - URBAN **CLASS** 3

DATE : 1/29/2015

DIRECTION : EB PM
PEAK HOUR IS: 04:50 - 05:49 RUNS 6 - 10

PREPARED BY: SN
CHECKED BY: CN

LOS		AVG TRAVEL SPEED (MPH)
A	>	30
B	>	24
C	>	18
D	>	14
E	>	10
F	<=	10

CROSS STREET	SEGMT DIST. B/W (FT)	M.P. Acc. (MILE)	RUN #6 TRAVEL Acc. B/W (SEC)	RUN #6 DELAY (SEC)	RUN #7 TRAVEL Acc. B/W (SEC)	RUN #7 DELAY (SEC)	RUN #8 TRAVEL Acc. B/W (SEC)	RUN #8 DELAY (SEC)	RUN #9 TRAVEL Acc. B/W (SEC)	RUN #9 DELAY (SEC)	RUN #10 TRAVEL Acc. B/W (SEC)	RUN #10 DELAY (SEC)	AVG. TRAVEL TIME B/W (SEC)	AVG. I/S DELAY (SEC)	AVG. RUNNING TIME B/W (SEC)	AVG. ART'L SPEED (MPH)	AVG. ART'L "LOS"
1: SR-99		0.000	0		0		0		0		0						
	2059		40		38		37		37		86		48		38		
2: Admiralty Way		0.390	40	0	38	0	37	0	37	0	86	47		9			
	1362		59		49		53		50		46		51		23		
3: Gibson Road		0.648	99	33	87	26	90	32	87	26	132	25		28			
	1516		29		79		27		32		78		49		37		
4: 8th Avenue W		0.935	128	0	166	43	117	0	119	0	210	15		12			
	750		35		17		28		28		37		29		20		
5: 5th Place W		1.077	163	18	183	0	145	15	147	12	247	0		9			
	565		64		10		77		60		61		54		23		
6: 4th Avenue W		1.184	227	56	193	0	222	12	207	50	308	37		31			
	834		168		25		270		280		249		198		32		
7: I-5 SB Ramps		1.342	395	124	218	0	492	250	487	220	557	237		166			
	0		0		0		0		0		0		0		0		
8		0.000	0	0	0	0	0	0	0	0	0	0		0			
	0		0		0		0		0		0		0		0		
9		0.000	0	0	0	0	0	0	0	0	0	0		0			
	0		0		0		0		0		0		0		0		
10		0.000	0	0	0	0	0	0	0	0	0	0		0			
	0		0		0		0		0		0		0		0		
11		0.000	0	0	0	0	0	0	0	0	0	0		0			
TOTAL :	7086	1.342	395	231	218	69	492	309	487	308	557	361	430	256	174	11.24	E

COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 228
AU Name : Airport Road/128th Street SW
From : I-5 SB Ramps
To : SR-99

CATEGORY : 1 - URBAN **CLASS** 3

DATE : 1/29/2015

DIRECTION : WB PM
PEAK HOUR IS: 04:40 - 05:35 RUNS 5 - 9

PREPARED BY: SN
CHECKED BY: CN

LOS		AVG TRAVEL SPEED (MPH)
A	>	30
B	>	24
C	>	18
D	>	14
E	>	10
F	<=	10

CROSS STREET	SEGMT DIST. B/W (FT)	M.P. Acc. (MILE)	RUN #5 TRAVEL Acc. B/W (SEC)	RUN #5 DELAY (SEC)	RUN #6 TRAVEL Acc. B/W (SEC)	RUN #6 DELAY (SEC)	RUN #7 TRAVEL Acc. B/W (SEC)	RUN #7 DELAY (SEC)	RUN #8 TRAVEL Acc. B/W (SEC)	RUN #8 DELAY (SEC)	RUN #9 TRAVEL Acc. B/W (SEC)	RUN #9 DELAY (SEC)	AVG. TRAVEL TIME B/W (SEC)	AVG. I/S DELAY (SEC)	AVG. RUNNING TIME B/W (SEC)	AVG. ART'L SPEED (MPH)	AVG. ART'L "LOS"
1: I-5 SB Ramps		0.000	0		0		0		0		0						
	845		99		87		82		112		70		90		57		
				64		66		8		0		28		33			
2: 4th Avenue W	581	0.160	99		87		82		112		70		19		19		
				0		0		0		0		0		0			
3: 5th Place W	755	0.270	114		105		104		129		94		27		19		
				0		0		0		43		0		9			
4: 8th Avenue W	1510	0.413	129		119		122		191		121		36		23		
				14		0		0		28		23		13			
5: Gibson Road	1325	0.699	167		145		138		251		160		63		30		
				42		0		55		0		70		33			
6: Admiralty Way	2070	0.950	230		174		219		275		280		84		44		
				0		150		0		0		53		41			
7: SR-99	0	1.342	280		365		262		341		351		0		0		
				0		0		0		0		0		0			
8	0	0.000	0		0		0		0		0		0		0		
				0		0		0		0		0		0			
9	0	0.000	0		0		0		0		0		0		0		
				0		0		0		0		0		0			
10	0	0.000	0		0		0		0		0		0		0		
				0		0		0		0		0		0			
11		0.000	0		0		0		0		0						
TOTAL :	7086	1.342	280	120	365	216	262	63	341	71	351	174	320	129	191	15.11	D

TRAVEL TIME STUDY: COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 231
AU Name : Airport Road
From : 106th Street SW
To : Kasch Park Road

CATEGORY : 1 - URBAN **CLASS** 2

DATE : 9/8/2015

DIRECTION : NB PM
PEAK HOUR IS: 04:28 - 05:27 RUNS 3 - 9

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. B/W (FT)	M.P. Acc. (MILE)	RUN #3 TRAVEL Acc. B/W (SEC)	RUN #3 DELAY (SEC)	RUN #4 TRAVEL Acc. B/W (SEC)	RUN #4 DELAY (SEC)	RUN #5 TRAVEL Acc. B/W (SEC)	RUN #5 DELAY (SEC)	RUN #6 TRAVEL Acc. B/W (SEC)	RUN #6 DELAY (SEC)	RUN #7 TRAVEL Acc. B/W (SEC)	RUN #7 DELAY (SEC)	RUN #8 TRAVEL Acc. B/W (SEC)	RUN #8 DELAY (SEC)	RUN #9 TRAVEL Acc. B/W (SEC)	RUN #9 DELAY (SEC)	AVG. RUNNING TIME B/W (SEC)	AVG. I/S DELAY (SEC)	AVG. TRAVEL TIME B/W (SEC)	SEGMT DIST. (MILE)	AVG. SPEED (MPH)	AVG. "LOS"
106th Street SW		0.000	0		0		0		0		0		0		0							
	2200		61		44		74		62		91		51		111		37		71	0.42	21.26	D
				26		0		37		24		53		16		76		33				
100th Street SW		0.417	61		44		74		62		91		51		111							
	2122		39		38		36		46		34		41		35		38		38	0.40	37.65	A
				0		0		0		0		0		0		0		0				
94th Street SW		0.819	100		82		110		108		125		92		146							
	1807		54		28		27		32		46		30		26		20		35	0.34	35.49	A
				28		0		0		0		17		60		0		15				
Kasch Park Road		1.161	154		110		137		140		171		122		172							
TOTAL :	6129	1.161	154	54	110	0	137	37	140	24	171	70	122	76	172	76	96	48	144	1.16	29.08	B

TRAVEL TIME STUDY: COMPUTATION OF ARTERIAL LEVEL-OF-SERVICE WORK SHEET

ARTERIAL UNIT # : 231
AU Name : Airport Road
From : Kasch Park Road
To : 106th Street SW

CATEGORY : 1 - URBAN **CLASS** 2

DATE : 9/8/2015

DIRECTION : SB **PM**
PEAK HOUR IS: 04:51 - 05:49 RUNS 5 - 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	SEGMT DIST. B/W (FT)	M.P. Acc. (MILE)	RUN #5 TRAVEL Acc. B/W (SEC)	RUN #5 DELAY (SEC)	RUN #6 TRAVEL Acc. B/W (SEC)	RUN #6 DELAY (SEC)	RUN #7 TRAVEL Acc. B/W (SEC)	RUN #7 DELAY (SEC)	RUN #8 TRAVEL Acc. B/W (SEC)	RUN #8 DELAY (SEC)	RUN #9 TRAVEL Acc. B/W (SEC)	RUN #9 DELAY (SEC)	RUN #10 TRAVEL Acc. B/W (SEC)	RUN #10 DELAY (SEC)	RUN #11 TRAVEL Acc. B/W (SEC)	RUN #11 DELAY (SEC)	AVG. RUNNING TIME B/W (SEC)	AVG. I/S DELAY (SEC)	AVG. TRAVEL TIME B/W (SEC)	SEGMT DIST. (MILE)	AVG. SPEED (MPH)	AVG. "LOS"
Kasch Park Road		0.000	0		0		0		0		0		0		0							
	1807		34		33		35		33		30		31		31		32		32	0.34	37.99	A
94th Street SW		0.342	34	0	33	0	35	0	33	0	30	0	31	0	31	0		0				
	2122		47		30		34		77		35		37		60		36		46	0.40	31.65	B
100th Street SW		0.744	81	0	63	0	69	0	110	42	65	0	68	0	91	26		10				
	2200		42		33		61		32		36		42		36		37		40	0.42	37.23	A
106th Street SW		1.161	123	0	96	0	130	23	142	0	101	0	110	0	127	0		3				
TOTAL :	6129	1.161	123	0	96	0	130	23	142	42	101	0	110	0	127	26	105	13	118	1.16	35.29	A

Signal Timing Data

SR525__Beverly_Park_1.7.6c_5_20_15UpL

July 8, 2015

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	12/31/14 12:54:06

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	15	30		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		19	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

SR525__Beverly_Park_1.7.6c_5_20_15UpL

Parameters Holiday Floating

Holiday	Enable	Month	Week	Day of Week							Schedule	Description
				Su	Mo	Tu	We	Th	Fr	Sa		
5		1	1								1: Standard Schedule	
6		1	1								1: Standard Schedule	
7		1	1								1: Standard Schedule	
8		1	1								1: Standard Schedule	
9		1	1								1: Standard Schedule	
10		1	1								1: Standard Schedule	
11		1	1								1: Standard Schedule	
12		1	1								1: Standard Schedule	
13		1	1								1: Standard Schedule	
14		1	1								1: Standard Schedule	
15		1	1								1: Standard Schedule	
16		1	1								1: Standard Schedule	
17		1	1								1: Standard Schedule	
18		1	1								1: Standard Schedule	
19		1	1								1: Standard Schedule	
20		1	1								1: Standard Schedule	

Plan Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Free Plan	GTSI	01/17/00 20:39:24	schuerp	02/21/14 09:42:56
2	120" coord	schuerp	06/29/10 07:19:49	schuerp	12/04/12 16:00:16
3	AM Coord 140 (not used)	schuerp	07/20/10 07:09:22	schuerp	01/27/14 08:55:22
4	Coord 140	schuerp	07/20/10 07:07:55	SchuerP	12/31/14 12:51:30
5	160 Coord	SchuerP	07/20/10 17:18:23	SchuerP	12/31/14 12:52:36
6	PM High Demand	schuerp	12/09/14 15:52:49	schuerp	12/09/14 15:53:35

Plan Table 1 Params

Plan Mode	Max Mode	Splt/Ofs	Phase	Sequence	Overlap	Prioritor
free	none	seconds	1: SR 525 & Beverly Park Blvd	1: Standard	1: Not Used	1: None

Plan Table 1 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 1 Params

Prioritor Disable									
1	2	3	4	5	6	7	8	9	10

NextEdit

SR525__Beverly_Park_1.7.6c_5_20_15UpL

Plan Table 5 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 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	10																

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																				

NextEdit

SR525__Beverly_Park_1.7.6c_5_20_15UpL

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

Plan Table 6 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 6 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 6 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	34	0	0	0	0	0	0	0	0	0	0

Plan Table 6 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	Standard	GTSI	08/20/99 09:36:34	SchuerP	07/20/10 17:44:38
2	Lag 5	SchuerP	06/04/08 12:51:33	SchuerP	06/30/08 14:00:42
3	Lag 3 & 7	schuerp	07/20/10 09:00:47	schuerp	07/20/10 09:01:07
4	Lag 1&5 PM Coord	SchuerP	07/20/10 17:45:04	SchuerP	07/20/10 17:45:40

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

SR525__Beverly_Park_1.7.6c_5_20_15UpL

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	SR 525 & Beverly Park Blvd	GTSI	01/17/00 20:39:24	schuerp	01/27/14 07:59:34
2	140 & 160 Max Limit	schuerp	07/20/10 08:53:54	schuerp	12/08/14 17:37:12
3	Free Plan PM Peak	SchuerP	07/20/10 18:07:49	schuerp	01/27/14 07:58:57
4	Max 1 PM Free High 3.5-5	schuerp	12/09/14 15:45:32	SchuerP	12/11/14 15:24:37

NextEdit

SR525__Beverly_Park_1.7.6c_5_20_15UpL

Phase Table 2 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 2 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	25	80	25	20	15	80	22	20	0	0	0	0	0	0	0
Max2	20	80	25	20	15	80	27	20	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	32	0	40	0	32	0	38	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

SR525__Beverly_Park_1.7.6c_5_20_15UpL

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

INTERSECTION: Beverly Park Rd & Gibson Rd

QuicNet System Parameters

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **204**
Commications Channel: **UDP:8001:172.16.40.104**
Drop Address: **7**
Area Number: **0**
Area Address: **21**

N/S Street Name: **Gibson Rd**
E/W Street Name: **Beverly Park Rd**

Last *QuicNet* Database Change: **10/29/2015 8:21**

Notes:

Phase 2 is EB and Phase 4 is SB. Phases 1/OLA and 5/OLC are prot/perm LT with FYAs.

Field Change Record					
Change	By	Date	Change	By	Date

Excl Ped Assignment	_____
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

	Phase 1	2	3	4	5	6	7	8
Basic Phase Timing								
Min Green	5	5	0	5	5	5	0	5
Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Max	10	30	0	20	10	30	0	20
Max 2	15	50	0	30	15	50	0	30
Cond Serve Check	0	0	0	0	0	0	0	0
Clear								
Yellow Change	3.5	4.0	0.0	3.5	3.5	4.0	0.0	3.5
Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
Pedestrian Timing								
Walk	0	5	0	5	0	5	0	5
Ped Clear - FDW	0	14	0	21	0	19	0	21
Adv / Delay Walk	0	0	0	0	0	0	0	0
PE Min Ped FDW	0	7	0	7	0	7	0	7
Volume Density								
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
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	2.0	4.0	0.0	2.0	2.0	4.0	0.0	2.0
Max Gap	4.0	5.0	0.0	2.0	4.0	5.0	0.0	2.0
Reduce Every	1.0	1.0	0.0	2.0	1.0	1.0	0.0	2.0

Phase Timing - Bank 1

	Phase 1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Alternate Timing - Bank 1

Red Lock	_____	Red Rest	_____
Yellow Lock	_____	Dual Entry	_2_4_6_8
Simultaneous Gap	_____	Sequential Timing	_____
Rest In Walk	_____	Inhibit Ped Reservice	_____
Advance Walk	_____	Semi-Actuated	_____
Flashing Walk	_____	Guaranteed Passage	_____
Max Extension	_____	Conditional Service	_____

Phase Functions - Page 1

Minimum Recall	_____	Soft Recall	_2___6__
Ped Recall	_____	External Recall	_____
Maximum Recall	_____	Manual Control Calls	_____
Green Flash	_____	Fast Green Flash	_____
Overlap Green Flash	_____	Fast Overlap G. Flash	_____

Phase Functions - Page 2

INTERSECTION: Beverly Park Rd & Gibson Rd

Det. #	C-1 Pin #	Delay	Carry-over	Phase Assignmrnts	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 #
Flash Sense	81
External Permit - 1	0
External Permit - 2	0
External Permit - 3	0
Exclusive Ped Omit	0
Max. Term Inhibit	0
Max. 2	200
External Lag Phases	0
External Max. Recall	0
Stop Time	82
Manual Control Enable	0
Manual Cont. Advance	0
External Min. Recall	0

General Inputs

	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
Flash	0

Coordination Plan Inputs

	C-1 Pin #
Railroad - 1	0
Railroad - 2	0
Special Event - 1	0
Special Event - 2	0
Gate Down	0
EV - A	71
EV - B	72
EV - C	73
EV - D	74

Preempt Inputs

	C-1 Pin #
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	0

Bank & Set Inputs

	C-1 Pin #
Door Ajar	0
UPS Battery	0
UPS Power	0
Cabinet Temperature	0

	C-1 Pin #
Alarm - 1	0
Alarm - 2	0
Alarm - 3	0
Alarm - 4	0

INTERSECTION: Beverly Park Rd & Gibson Rd

	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 #
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 #	
	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 #
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

INTERSECTION: 031 Bev-Park & Center Dr

QuicNet System Parameters

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **168**
Commications Channel: **UDP:8002:172.16.41.44**
Drop Address: **7**
Area Number: **2**
Area Address: **31**

N/S Street Name: **Bev-Park**
E/W Street Name: **Center Dr**

Last *QuicNet* Database Change: **2/20/2013 15:01**

Notes:

Field Change Record					
Change	By	Date	Change	By	Date

	Excl Ped Assignment	_____
	Exclusive Walk	**0**
	Exclusive FDW	**0**
	All Red Clear	**0.0**

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	**0**
Don't Walk Output	**0**

		Phase 1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green	**5**	**7**	**5**	**5**	**5**	**7**	**5**	**5**
	Extension	**2.0**	**3.0**	**2.0**	**2.0**	**2.0**	**3.0**	**2.0**	**2.0**
	Max	**10**	**30**	**10**	**30**	**10**	**30**	**10**	**30**
	Max 2	**15**	**35**	**15**	**35**	**15**	**35**	**15**	**35**
	Cond Serve Check	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**
Clear	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**
Pedestrian Timing	Walk	**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**
	PE Min Ped FDW	**0**	**7**	**0**	**7**	**0**	**7**	**0**	**7**
Volume Density	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**
	Max Added Initial	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Min Gap	**2.0**	**2.0**	**1.0**	**2.0**	**1.0**	**2.0**	**1.0**	**2.0**
	Max Gap	**2.0**	**4.0**	**3.0**	**3.0**	**2.0**	**4.0**	**3.0**	**3.0**
	Reduce Every	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**

Phase Timing - Bank 1

	Phase 1	2	3	4	5	6	7	8
Alternate Walk	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Alternate Ped Clear	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Alternate Minimum	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Alternate Extension	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

Alternate Timing - Bank 1

Red Lock	_____	Red Rest	_____
Yellow Lock	_____	Dual Entry	**_2_4_6_8**
Simultaneous Gap	_____	Sequential Timing	_____
Rest In Walk	_____	Inhibit Ped Reservice	_____
Advance Walk	_____	Semi-Actuated	_____
Flashing Walk	_____	Guaranteed Passage	_____
Max Extension	_____	Conditional Service	_____

Phase Functions - Page 1

Minimum Recall	_____	Soft Recall	**_2___6__**
Ped Recall	_____	External Recall	_____
Maximum Recall	_____	Manual Control Calls	_____
Green Flash	_____	Fast Green Flash	_____
Overlap Green Flash	_____	Fast Overlap G. Flash	_____

Phase Functions - Page 2

Phase Timing & Functions

INTERSECTION: 031 Bev-Park & Center Dr

Det. #	C-1 Pin #	Delay	Carry-over	Phase Assignmrnts	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 #
Flash Sense	81
External Permit - 1	0
External Permit - 2	0
External Permit - 3	0
Exclusive Ped Omit	0
Max. Term Inhibit	0
Max. 2	200
External Lag Phases	234
External Max. Recall	0
Stop Time	82
Manual Control Enable	0
Manual Cont. Advance	0
External Min. Recall	0

General Inputs

	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
Flash	212

Coordination Plan Inputs

	C-1 Pin #
Railroad - 1	51
Railroad - 2	52
Special Event - 1	0
Special Event - 2	0
Gate Down	0
EV - A	71
EV - B	72
EV - C	73
EV - D	74

Preempt Inputs

	C-1 Pin #
Phase Bank - 2	201
Phase Bank - 3	202
Detector Set - 2	0
Detector Set - 3	0
Overlap Vehicle Set - 2	0
Overlap Vehicle Set - 3	0

Bank & Set Inputs

	C-1 Pin #
Door Ajar	0
UPS Battery	0
UPS Power	54
Cabinet Temperature	0

	C-1 Pin #
Alarm - 1	54
Alarm - 2	0
Alarm - 3	0
Alarm - 4	0

INTERSECTION: 031 Bev-Park & Center Dr

	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	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	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 #
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 #	
	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 #
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	83	0	0	0	91	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
Red	0	0	0	0	0	0	0	0
Yellow	36	0	0	0	38	0	0	0
Green	84	0	0	0	93	0	0	0

Overlap Output Redirection

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**

Last Database Change: **10/29/2015 8:26**

Change Record					
Change	By	Date	Change	By	Date

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/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**33**	<C/0+0+3>
QuicNet Channel	**com32:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	10	0	9	0	0	0	0
1	Ped FDW	0	12	0	18	0	0	0	0
2	Min Green	5	7	0	5	0	7	0	5
3	Type 3 Disconnect	0	15	0	0	0	15	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	3.0	0.0	0.0	0.0	3.0	0.0	3.0
6	Max Gap	2.0	4.0	0.0	0.0	0.0	4.0	0.0	3.0
7	Min Gap	2.0	2.0	0.0	0.0	0.0	2.0	0.0	3.0
8	Max Limit	10	20	0	0	0	20	0	12
9	Max Limit 2	24	25	0	0	0	25	0	30
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	7	0	7	0	7	0	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	4.0	4.0	3.0	3.0	3.0	4.0	3.0	4.0
F	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	0.0
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 <C+0+F=1>

	E
RR-1 Delay	**2**
RR-1 Clear	**10**
EV-A Delay	**0**
EV-A Clear	**2**
EV-B Delay	**0**
EV-B Clear	**2**
EV-C Delay	**0**
EV-C Clear	**2**
EV-D Delay	**0**
EV-D Clear	**2**
RR-2 Delay	**0**
RR-2 Clear	**10**
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	**12_4_6_8**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_____
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	**_2___6__**
A	Soft Recall	**_2___6__**
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	**_____8**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

INTERSECTION: 033 Bev Park Rd & 115th St SW

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	242	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	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	1
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	2
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	3
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	4
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	5
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	6
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	7
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	8
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	9
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	A
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	B
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	C
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	D
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	E
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	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
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	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	201	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	205	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	101	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	212	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
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	A
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	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	242	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 033 Bev Park Rd & 115th St SW

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	0	1234567
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
05 : 00	F	_23456_	1_____
19 : 00	F	_23456_	_____6__
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

INTERSECTION: 032 Bev Park Rd & 112th St SW

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **20**

N/S Street Name: **Bev Park Rd**
E/W Street Name: **112th St SW**

Last Database Change: **1/20/2012 15:10**

Change Record					
Change	By	Date	Change	By	Date

Notes: ***Phase 4 is EB, and Phase 2 is NB along Bev. Park Rd.***
OLB is the NB right turn overlap with parent phase 3.
NB LT has a prot/perm. flashing yellow arrow.

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	**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>
QuicNet Channel	**com38:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
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 ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	22	0	25	0	19	0	25
2	Min Green	0	7	5	5	5	7	5	5
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	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
6	Max Gap	0.0	4.0	3.0	3.5	2.0	4.0	3.0	3.5
7	Min Gap	0.0	1.0	0.5	0.5	1.0	1.0	0.5	0.5
8	Max Limit	0	20	10	15	15	20	8	15
9	Max Limit 2	0	40	25	30	28	40	20	30
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.5	3.5	3.5	4.0	3.5	3.5
F	Red Clear	0.0	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	0.0
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 <C+0+F=1>

	E
RR-1 Delay	**2**
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	**2**
RR-2 Clear	**10**
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>

INTERSECTION: 032 Bev Park Rd & 112th St SW

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	242	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	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	1
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	2
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	3
4	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
5	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
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	6
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	7
8	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
9	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
A	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
B	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
C	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
D	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
E	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
F	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	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	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
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	233	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	99	TOD Out 6	205	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	32	TOD Out 7	0	Flash (7-Wire)	101	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	235	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	212	Plan 8	0	EV-A	221	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	222	Adv. Warn - 2	0	Low Priority B	0	9
A	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
B	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
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	242	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	210	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	201	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 032 Bev Park Rd & 112th St SW

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
05 : 00	F	_23456_	1_____
19 : 00	F	1234567	_____6__
00 : 00	0	_____	_____
09 : 00	F	1_____7	1_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	0	12_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	12_____	1_____78
05 : 00	F	12_____	1_____
19 : 00	F	12_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____
00	00	0	_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

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**

Last Database Change: **8/11/2015 14:07**

Change Record					
Change	By	Date	Change	By	Date

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/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**19**	<C/0+0+3>
QuicNet Channel	**com39:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	7	0	5	0	7	0	5
1	Ped FDW	0	15	0	25	0	18	0	25
2	Min Green	4	10	4	5	4	10	4	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	2.5	2.0	2.0	2.0	2.5	2.0	2.0
6	Max Gap	2.0	4.0	3.0	3.0	2.0	4.0	3.0	3.0
7	Min Gap	2.0	1.0	1.0	0.5	2.0	1.0	1.0	0.5
8	Max Limit	10	30	10	10	10	30	10	10
9	Max Limit 2	15	55	15	15	15	55	20	15
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	7	0	7	0	7	0	7
C	Cond Serv Check	15	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.5	4.0	3.5	3.5	3.5	4.0	3.5	3.5
F	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	0.0
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 <C+0+F=1>

	E
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

Row		F
0	Permit	**12345678**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_____
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	**_2___6__**
B	Max 2	_____
C	Cond. Service	**1___5___**
D	Man Cntrl Calls	**12345678**
E	Yellow Start	**___4___8**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

INTERSECTION: 019 Holly-Bev Pk & Airport Rd

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	Row
	Plan Name ---->										
0	Cycle Length	70	80	90	0	0	0	0	0	84	0
1	Phase 1 - ForceOff	60	60	60	0	0	0	0	0	35	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	15	15	15	0	0	0	0	0	12	3
4	Phase 4 - ForceOff	30	30	30	0	0	0	0	0	25	4
5	Phase 5 - ForceOff	60	60	60	0	0	0	0	0	35	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	45	45	45	0	0	0	0	0	12	7
8	Phase 8 - ForceOff	30	30	30	0	0	0	0	0	25	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	10	10	10	0	0	0	0	0	8	A
B	Offset 2	30	20	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	20	10	30	1	1	1	0	0	0	D
E	Hold Release	60	255	78	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
			0
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_____	E
F			F

Sync Phases <C+0+C=1>

Row		Plan 1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	5	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	45	0	65	0	0	0	0	0	0	5
6	Reservice Phases	1___5___	_____	1___5___	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	1_345_78	__34__78	1_345_78	__34__78	__34__78	__34__78	__34__78	_____	__34__78	A
B	Perm 1 Ped Phase	___4___8	___4___8	___4___8	___4___8	___4___8	___4___8	___4___8	_____	___4___8	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
	Free Lag	_2_4_67_	0
1	Plan 1 - Lag	_2_4_67_	1
2	Plan 2 - Lag	_2_4_67_	2
3	Plan 3 - Lag	_2_4_67_	3
4	Plan 4 - Lag	_2_4_67_	4
5	Plan 5 - Lag	_2_4_67_	5
6	Plan 6 - Lag	_2_4_67_	6
7	Plan 7 - Lag	_2_4_67_	7
8	Plan 8 - Lag	_2_4_67_	8
9	Plan 9 - Lag	_2_4_67_	9
A	External Lag	_____	A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

INTERSECTION: 019 Holly-Bev Pk & Airport Rd

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	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	1
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	2
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	3
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	4
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	5
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	6
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	7
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	8
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	9
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	A
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	B
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	C
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	D
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	E
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	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
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	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	201	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
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	A
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	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 019 Holly-Bev Pk & Airport Rd

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	05 : 30	E	A	_23456_
2	07 : 29	E	B	_23456_
3	08 : 30	E	0	_23456_
4	11 : 30	E	B	_23456_
5	14 : 15	E	B	_23456_
6	18 : 00	E	A	_23456_
7	20 : 00	E	0	_23456_
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	F	1234567	_____
00 : 01	E	1234567	1_____78
05 : 30	F	1234567	1_____
20 : 00	F	1234567	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
24	06	11	_2_____
25	06	12	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	0	1234567
05 : 30	1	A	1_____
07 : 29	1	B	1_____
08 : 30	E	0	1_____
11 : 30	1	B	1_____
14 : 15	3	B	1_____
17 : 00	1	A	1_____
20 : 00	E	0	1_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
05 : 30	F	1234567	1_____
18 : 00	F	1234567	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

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

SEPAC 335 All Data

10/29/2015
8:35:24AM

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 Bank 1

Vehical Basic Timings							Misc Timings					Pedestrian Timings				
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Off Time	Walk Offset Mode	Bike Green	Walk	Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	5	2.0	30	30	3.5	0.7	0	0	0	0-Advance	0	0	0	No	0	No
2	10	6.0	30	85	4.0	0.7	0	0	0	0-Advance	0	7	28	No	0	No
3	5	2.0	40	40	3.5	0.7	0	0	0	0-Advance	0	0	0	No	0	No
4	10	4.0	40	60	4.0	0.7	0	0	30	0-Advance	0	7	24	No	0	No
5	5	2.0	30	30	3.5	0.7	0	0	0	0-Advance	0	0	0	No	0	No
6	10	6.0	50	85	4.0	0.7	0	0	0	0-Advance	0	7	20	No	0	No
7	5	2.0	40	40	3.5	0.7	0	0	0	0-Advance	0	0	0	No	0	No
8	10	4.0	40	60	4.0	0.7	0	0	100	0-Advance	0	7	22	No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
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
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

Phase Data Bank 2

Vehical Basic Timings							Misc Timings					Pedestrian Timings				
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Off Time	Walk Offset Mode	Bike Green	Walk	Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
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

7 - SR-99 at Airport Road

Alternate Sequences

No Alternate Sequences

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Channel Assignment

Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set		Control	Channel	Hardware Pin Set	
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.18 Ped	9	17 - Ph.18 DPW	17
Ph.20 Ped	10	9 - Ph.20 DPW	9	Ph.22 Ped	11	18 - Ph.22 DPW	18	Ph.24 Ped	12	10 - Ph.24 DPW	10
Ph.33 OLP	13	19 - Ph.33 RYG	19	Ph.34 OLP	14	11 - Ph.34 RYG	11	Ph.35 OLP	15	20 - Ph.35 RYG	20
Ph.36 OLP	16	12 - Ph.36 RYG	12	Ph.17 Ped	17	13 - Ph.17 DPW	13	Ph.19 Ped	18	14 - Ph.19 DPW	14
Ph.21 Ped	19	15 - Ph.21 DPW	15	Ph.23 Ped	20	16 - Ph.23 DPW	16				

Coordination Data

Dial/Split	Cycle
4/4	250

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

Split Times and Phase Mod

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	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	6:20	0/0/0		X															
2	2	19:0	0/0/0																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1					X										
2	2	0	1					X										

Default Data - No Special Day(s) or Week(s) Programmed

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**

Last Database Change: **10/19/2015 16:26**

Change Record					
Change	By	Date	Change	By	Date

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

Drop Number	**10**	<C/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**16**	<C/0+0+3>
QuicNet Channel	**com51:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	18	0	27	0	16	0	25
2	Min Green	3	5	5	5	3	5	5	5
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	3.0	2.0	2.0	2.0	3.0	2.0	2.0
6	Max Gap	2.5	4.0	3.0	3.0	2.5	4.0	3.0	3.0
7	Min Gap	0.5	1.0	0.5	0.5	0.5	1.0	0.5	0.5
8	Max Limit	10	20	10	10	10	20	10	10
9	Max Limit 2	15	40	35	35	15	40	25	30
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.5	4.0	3.5	3.5	3.5	4.0	3.5	3.5
F	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	0.0
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 <C+0+F=1>

	E
RR-1 Delay	**0**
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	**0**
RR-2 Clear	**10**
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	**12345678**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_____
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	**_2___6__**
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	**___4___8**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

INTERSECTION: 016 Airport Rd & Admiralty Way

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	Row
	Plan Name ---->										
0	Cycle Length	0	122	0	0	136	150	120	0	0	0
1	Phase 1 - ForceOff	0	85	0	0	85	90	85	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	25	0	0	35	30	20	0	0	3
4	Phase 4 - ForceOff	0	65	0	0	60	70	60	0	0	4
5	Phase 5 - ForceOff	0	85	0	0	80	90	85	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	25	0	0	25	30	20	0	0	7
8	Phase 8 - ForceOff	0	65	0	0	60	70	60	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	25	0	0	75	0	0	0	0	A
B	Offset 2	0	0	0	0	130	0	0	0	0	B
C	Offset 3	0	0	0	0	0	92	0	0	0	C
D	Perm 1 - End	0	15	0	0	15	0	0	0	0	D
E	Hold Release	0	255	0	0	255	255	255	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
			0
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_____	6
7	Plan 7 - Sync	_____	7
8	Plan 8 - Sync	_____	8
9	Plan 9 - Sync	_____	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_2_____	E
F			F

Sync Phases <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	6	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

		F	Row
	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_____	6
7	Plan 7 - Lag	_____	7
8	Plan 8 - Lag	_____	8
9	Plan 9 - Lag	_____	9
A	External Lag	_____	A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

INTERSECTION: 016 Airport Rd & Admiralty Way

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	49	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	36	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	36	System Det 3	65	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	38	System Det 4	78	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	38	System Det 5	50	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
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	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	66	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	79	Plan 8	0	Man. Advance	0	NOT-1	232	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	233	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	231	Force A (nema)	0	DELAY-A	0	Phase Bank 2	201	OR-1 (a)	36	AND-1 (a)	234	A
B	OR-7 (d)	0	AND-4 (b)	84	Force B (nema)	0	DELAY-B	0	Phase Bank 3	202	OR-1 (b)	84	AND-1 (b)	83	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	38	AND-2 (a)	231	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	93	AND-2 (b)	93	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	235	E
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)	91	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	231	Free	0	NOT-1	234	TOD Out 1	200	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	232	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	233	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	16	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	99	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	32	TOD Out 7	0	Flash (7-Wire)	101	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	235	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	89	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	98	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	90	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 016 Airport Rd & Admiralty Way

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	05 : 30	2	A	_23456_
2	08 : 30	E	A	_23456_
3	14 : 00	5	B	_23456_
4	16 : 00	5	A	_23456_
5	18 : 30	E	A	_23456_
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	E	1234567	1__4__78
05 : 00	F	1234567	1_____
20 : 00	F	1234567	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
01	15	1	1_____
19	15	1	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	A	12_____
14 : 30	5	A	_2_____
19 : 00	E	0	_2_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	12_____	1__4__78
05 : 00	F	12_____	1_____
19 : 00	F	12_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

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.**

Last Database Change: **7/13/2015 14:14**

Change Record					
Change	By	Date	Change	By	Date

Notes: ***Phase 2 is EB, Phase 6 is WB. Phase 8 is NB, Phase 4 is SB.***
Phase 1 &5 are 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/0+0+0>
Zone Number	**2**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**15**	<C/0+0+3>
QuicNet Channel	**com52:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+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)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	6	0	7	0	6
1	Ped FDW	0	16	0	27	0	15	0	28
2	Min Green	3	5	3	3	3	5	3	3
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	2.0	2.0	2.0	2.0	2.0	3.0
6	Max Gap	3.0	4.0	2.0	3.0	3.0	4.0	2.0	3.0
7	Min Gap	0.5	1.0	2.0	0.5	0.5	1.0	2.0	1.0
8	Max Limit	10	20	10	10	10	20	10	10
9	Max Limit 2	15	40	15	15	15	40	15	15
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.5	4.0	3.5	3.5	3.5	4.0	3.5	3.5
F	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	0.0
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 <C+0+F=1>

	E
RR-1 Delay	**0**
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	**0**
RR-2 Clear	**10**
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	**12345678**
1	Red Lock	_____
2	Yellow Lock	_2_____
3	Min Recall	_____
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_2___6__
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	___4___8
F	First Phases	_2___6__

Phase Functions <C+0+F=1>

INTERSECTION: 015 Airport Rd & Gibson Rd

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	Row
	Plan Name ---->										
0	Cycle Length	0	122	0	0	136	150	120	0	0	0
1	Phase 1 - ForceOff	0	80	0	0	80	80	75	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	20	0	0	30	20	20	0	0	3
4	Phase 4 - ForceOff	0	58	0	0	60	60	60	0	0	4
5	Phase 5 - ForceOff	0	76	0	0	80	80	75	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	25	0	0	15	20	20	0	0	7
8	Phase 8 - ForceOff	0	58	0	0	60	60	60	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	45	0	0	5	0	0	0	0	A
B	Offset 2	0	0	0	0	100	100	0	0	0	B
C	Offset 3	0	0	0	0	0	128	0	0	0	C
D	Perm 1 - End	1	1	1	1	1	0	0	0	0	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
			0
	Plan 1 - Sync	_2___6__	1
	Plan 2 - Sync	_2___6__	2
	Plan 3 - Sync	_2___6__	3
	Plan 4 - Sync	_2___6__	4
	Plan 5 - Sync	_2___6__	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
	Coord Extra	_2_____	E
			F

Sync Phases <C+0+C=1>

Row											Row
0	Ped Adjustment	0	3	0	0	4	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
	Free Lag	_2_4_6_8	0
	Plan 1 - Lag	_2_4_6_8	1
	Plan 2 - Lag	_2_4_6_8	2
	Plan 3 - Lag	_2_4_6_8	3
	Plan 4 - Lag	_2_4_6_8	4
	Plan 5 - Lag	_2_4_6_8	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 <C+0+C=1>

INTERSECTION: 015 Airport Rd & Gibson Rd

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	49	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	36	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	36	System Det 3	65	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	38	System Det 4	78	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	38	System Det 5	50	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
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	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	66	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	79	Plan 8	0	Man. Advance	0	NOT-1	232	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	233	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	231	Force A (nema)	0	DELAY-A	0	Phase Bank 2	201	OR-1 (a)	36	AND-1 (a)	234	A
B	OR-7 (d)	0	AND-4 (b)	84	Force B (nema)	0	DELAY-B	0	Phase Bank 3	202	OR-1 (b)	84	AND-1 (b)	83	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	38	AND-2 (a)	231	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	93	AND-2 (b)	93	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	235	E
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)	91	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	231	Free	0	NOT-1	234	TOD Out 1	200	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	232	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	233	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	16	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	99	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	32	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	235	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	89	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	98	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	90	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 015 Airport Rd & Gibson Rd

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	05 : 30	2	A	_23456_
2	08 : 30	E	A	_23456_
3	14 : 00	5	B	_23456_
4	16 : 00	5	A	_23456_
5	18 : 30	E	A	_23456_
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
05 : 00	F	1234567	1_____
20 : 00	F	1234567	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
01	15	1	1_____
19	15	1	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	A	12_____
14 : 30	5	A	_2_____
19 : 00	E	0	_2_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	12_____	1_____78
05 : 00	F	12_____	1_____
19 : 00	F	12_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

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**

Last Database Change: **9/28/2015 16:19**

Change Record					
Change	By	Date	Change	By	Date

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/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**14**	<C/0+0+3>
QuicNet Channel	**com53:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	21	0	26	0	16	0	25
2	Min Green	7	15	5	5	7	15	5	5
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	2.0	2.0	2.0	2.0	2.0	2.0
6	Max Gap	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
7	Min Gap	1.0	2.0	0.5	0.5	1.0	2.0	0.5	0.5
8	Max Limit	15	30	12	15	10	30	12	7
9	Max Limit 2	20	60	12	35	20	60	12	15
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.5	4.0	3.5	3.5	3.5	4.0	3.5	3.5
F	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	0.0
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 <C+0+F=1>

	E
RR-1 Delay	**0**
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	**0**
RR-2 Clear	**10**
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	**12345678**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_____
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	**_2_4_6_8**
9	Max Recall	_____
A	Soft Recall	**_2___6__**
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	**___4___8**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

INTERSECTION: 014 128th St SW & 8th Ave 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	Row
	Plan Name ---->										
0	Cycle Length	136	122	108	120	136	150	120	0	0	0
1	Phase 1 - ForceOff	91	81	67	80	82	80	75	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	20	12	32	17	20	15	0	0	3
4	Phase 4 - ForceOff	67	61	47	60	56	60	55	0	0	4
5	Phase 5 - ForceOff	91	81	67	16	76	80	75	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	24	20	12	32	17	20	15	0	0	7
8	Phase 8 - ForceOff	67	61	47	60	56	60	55	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	66	60	10	55	20	0	0	0	0	A
B	Offset 2	0	0	0	0	80	0	0	0	0	B
C	Offset 3	0	0	0	0	15	85	0	0	0	C
D	Perm 1 - End	1	15	5	1	10	0	0	0	0	D
E	Hold Release	255	255	255	255	255	255	255	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
			0
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_2_____	E
F			F

Sync Phases <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	7	4	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

		F	Row
	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag	_____	A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

INTERSECTION: 014 128th St SW & 8th Ave W

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	49	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	36	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	36	System Det 3	65	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	38	System Det 4	78	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	38	System Det 5	66	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	79	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
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	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	232	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	233	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	231	Force A (nema)	0	DELAY-A	0	Phase Bank 2	201	OR-1 (a)	36	AND-1 (a)	234	A
B	OR-7 (d)	0	AND-4 (b)	84	Force B (nema)	0	DELAY-B	0	Phase Bank 3	202	OR-1 (b)	84	AND-1 (b)	83	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	220	OR-2 (a)	38	AND-2 (a)	231	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	93	AND-2 (b)	93	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	235	E
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)	91	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	231	Free	0	NOT-1	234	TOD Out 1	200	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	232	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	233	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	16	TOD Out 5	220	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	99	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	32	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	235	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	89	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	98	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	90	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 014 128th St SW & 8th Ave W

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	05 : 30	2	A	_23456_
2	08 : 30	E	A	_23456_
3	10 : 30	3	A	_23456_
4	14 : 00	5	B	_23456_
5	16 : 00	5	B	_23456_
6	19 : 00	E	A	1234567
7	12 : 30	3	A	1_____7
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
05 : 00	F	1234567	1_____
18 : 30	F	1234567	_____
15 : 45	F	1234567	1___5___
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
01	15	1	1_____
19	15	1	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	0	12_____
14 : 00	5	A	_2_____
20 : 00	E	0	_2_____
05 : 30	E	A	_2_____
09 : 00	E	0	_2_____
10 : 30	3	A	_2_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	12_____	1_____78
05 : 00	F	12_____	1_____
19 : 00	F	12_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_2_____
27	08	11	1_____
28	08	11	_2_____
25	08	12	1_____
17	05	1	_2_____
21	05	2	_2_____
30	05	5	_2_____
04	05	7	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

INTERSECTION: 013 128th St SW & 5th Pl W

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **9**

N/S Street Name: **5th Pl W**
E/W Street Name: **128th St. SW**

Last Database Change: **10/29/2015 8:45**

Change Record					
Change	By	Date	Change	By	Date

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/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**12**	<C/0+0+3>
QuicNet Channel	**com54:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	26	0	23	0	11	0	25
2	Min Green	3	10	0	5	3	10	0	5
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	2.0	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	3.0
7	Min Gap	0.5	1.0	0.0	0.5	0.5	1.0	0.0	0.5
8	Max Limit	15	30	0	15	15	30	0	15
9	Max Limit 2	20	60	0	30	20	60	0	30
A	Adv. / Delay Walk	0	0	0	7	0	0	0	7
B	PE Min Ped FDW	0	7	0	7	0	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	3.5	3.0	3.0	3.5	3.5	3.0	3.0
F	Red Clear	0.5	0.5	0.0	0.5	0.5	0.5	0.0	0.5

Phase Timing - Bank 1 <C+0+F=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 <C+0+F=1>

	E
RR-1 Delay	**0**
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	**0**
RR-2 Clear	**10**
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

	F	Row
Permit	**12_456_8**	0
Red Lock	**_2___6__**	1
Yellow Lock	_____	2
Min Recall	_____	3
Ped Recall	_____	4
View Set Peds	**- - - - -**	5
Rest In Walk	_____	6
Red Rest	_____	7
Dual Entry	**___4___8**	8
Max Recall	_____	9
Soft Recall	**_2___6__**	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>

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	Row
	Plan Name ---->										
0	Cycle Length	136	122	108	130	136	150	120	0	0	0
1	Phase 1 - ForceOff	80	72	57	60	68	60	55	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	47	32	35	35	42	35	35	0	0	4
5	Phase 5 - ForceOff	80	72	57	60	68	60	55	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	47	32	35	35	42	35	35	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	11	75	95	95	95	95	95	0	0	A
B	Offset 2	0	0	0	0	65	65	0	0	0	B
C	Offset 3	0	0	0	0	10	120	0	0	0	C
D	Perm 1 - End	1	1	1	15	1	0	0	0	0	D
E	Hold Release	255	255	255	255	255	0	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_2_____	E
F			F

Sync Phases <C+0+C=1>

Row											Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag	_____	A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

INTERSECTION: 013 128th St SW & 5th Pl W

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	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	1
2	Spec. Funct. 3	0	OR-4 (a)	89	System Det 2	47	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	89	System Det 3	58	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	98	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	98	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
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	6
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	7
8	OR-7 (a)	71	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	232	Spec. Event 2	0	8
9	OR-7 (b)	72	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	233	External Lag	0	9
A	OR-7 (c)	73	AND-4 (a)	231	Force A (nema)	0	DELAY-A	0	Phase Bank 2	201	OR-1 (a)	98	AND-1 (a)	234	A
B	OR-7 (d)	74	AND-4 (b)	90	Force B (nema)	0	DELAY-B	0	Phase Bank 3	202	OR-1 (b)	99	AND-1 (b)	91	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	210	OR-2 (a)	89	AND-2 (a)	231	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	220	OR-2 (b)	90	AND-2 (b)	99	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	235	E
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)	83	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	231	Free	0	NOT-1	234	TOD Out 1	200	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	232	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	233	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	16	TOD Out 5	220	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	96	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	32	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	235	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	86	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	95	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	87	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 013 128th St SW & 5th Pl W

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	05 : 30	2	A	_23456_
2	08 : 30	E	A	_23456_
3	10 : 30	3	A	_23456_
4	14 : 00	5	B	_23456_
5	16 : 00	5	B	_23456_
6	20 : 00	E	A	1234567
7	12 : 30	3	A	1_____7
8	19 : 00	E	0	1_____7
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
05 : 00	F	1234567	1_____
08 : 30	F	1234567	_____
11 : 30	F	1234567	1_____
18 : 30	F	1234567	_____
15 : 45	F	1234567	1___5___
00 : 00	0	_____	_____
00 : 01	E	1234567	1_____78
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
01	15	1	1_____
19	15	1	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	0	12_____
14 : 00	5	A	_2_____
20 : 00	E	0	_2_____
05 : 30	E	A	_2_____
09 : 00	E	0	_2_____
10 : 30	3	A	_2_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	12_____	1_____78
06 : 00	F	12_____	1_____
19 : 00	F	12_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

INTERSECTION: 012 128th St SW & 4th Ave W

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **8**

N/S Street Name: **4th Ave. W**
E/W Street Name: **128th St. SW**

Last Database Change: **10/29/2015 8:48**

Change Record					
Change	By	Date	Change	By	Date

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/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**13**	<C/0+0+3>
QuicNet Channel	**com55:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	23	0	23	0	21	0	27
2	Min Green	3	5	3	5	3	5	5	5
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0
6	Max Gap	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
7	Min Gap	0.5	1.0	1.0	0.5	1.0	1.0	1.0	2.0
8	Max Limit	15	15	15	15	15	15	15	15
9	Max Limit 2	35	45	40	40	30	45	40	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	7	0	7	0	7	0	7
C	Cond Serv Check	10	10	0	10	10	10	0	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
F	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	0.0
Phase 2	15	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	10	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	15	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	10	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	**0**
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	**0**
RR-2 Clear	**10**
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	**12345678**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	**1**_____
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	**_2___6__**
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	**___4___8**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

INTERSECTION: 012 128th St SW & 4th Ave 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	Row
	Plan Name ---->										
0	Cycle Length	136	122	108	0	136	150	0	0	0	0
1	Phase 1 - ForceOff	108	100	75	0	100	105	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	25	25	25	0	25	15	0	0	0	3
4	Phase 4 - ForceOff	63	56	50	0	66	75	0	0	0	4
5	Phase 5 - ForceOff	80	71	70	0	95	89	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	38	32	30	0	33	35	0	0	0	7
8	Phase 8 - ForceOff	63	56	50	0	66	75	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	85	75	0	55	0	0	0	0	A
B	Offset 2	0	0	0	0	58	0	0	0	0	B
C	Offset 3	0	0	0	0	0	71	0	0	0	C
D	Perm 1 - End	1	1	1	1	1	0	0	0	1	D
E	Hold Release	255	255	255	255	255	255	0	0	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
			0
1	Plan 1 - Sync	_____6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_2_____	E
F			F

Sync Phases <C+0+C=1>

Row		Plan 1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	2	0	15	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	_____	_____	_____	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	_____	_____	_____	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

		F	Row
	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag	_____	A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

INTERSECTION: 012 128th St SW & 4th Ave W

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	242	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	49	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
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	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	65	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	205	OR-5 (a)	0	System Det 4	78	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	54	OR-5 (b)	0	System Det 5	47	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
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	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	50	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	59	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
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	9
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	A
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	B
C	OR-8 (a)	221	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	210	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	222	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	203	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	223	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	224	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
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	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	203	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	205	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	101	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	212	Plan 8	0	EV-A	221	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	222	Adv. Warn - 2	0	Low Priority B	0	9
A	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
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	224	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	242	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	210	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 012 128th St SW & 4th Ave W

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	05 : 30	2	A	_23456_
2	08 : 30	E	A	_23456_
3	10 : 30	3	A	_23456_
4	14 : 00	5	A	_23456_
5	16 : 00	5	A	_23456_
6	20 : 00	E	0	_23456_
7	12 : 30	3	A	1_____7
8	19 : 00	E	0	1_____7
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	F	1234567	_____6__
00 : 01	E	1234567	1_____78
05 : 00	F	1234567	12_____
20 : 00	F	1234567	_____6__
16 : 01	F	_23456_	12_4____
19 : 00	F	_23456_	12_____
11 : 40	3	1234567	1_3_____
12 : 20	3	1234567	1_____
19 : 00	3	1234567	_____
06 : 00	3	1234567	1_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
01	15	1	1_____
19	15	1	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	0	12_____
14 : 00	5	A	_2_____
20 : 00	E	0	_2_____
05 : 30	E	A	_2_____
09 : 00	E	0	_2_____
10 : 30	3	A	_2_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
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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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	12_____	1_____78
00 : 02	F	12_____	_____6__
05 : 00	F	12_____	12_____
23 : 45	F	12_____	_____6__
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

005 - MP 186.43 - 128th St SW (SB Ramp)

February 26, 2015

Control Table Info

Description	SR5 - SR96 (128th St SW SB Ramp)
Created By	WagnerG
Created On	04/06/09 10:37:26
Modified By	wagnerg
Modified On	02/26/15 07:48:16

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	04/06/09 10:37:26	wagnerg	02/26/15 07:50:49
2	Holiday Schedule	WagnerG	12/18/13 10:08:36	wagnerg	02/26/15 07:48:26

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

005 - MP 186.43 - 128th St SW (SB Ramp)

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 - 122sec
3																	Off Peak - 108sec
4																	Weekend - 108sec
5																	PM Peak - 136sec
6																	Basic Free Plan
7																	Basic Free Plan
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

005 - MP 186.43 - 128th St SW (SB Ramp)

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	04/06/09 10:37:26	wagnerg	02/26/15 07:48:45
2	AM Peak - 122sec	WagnerG	04/06/09 10:43:23	wagnerg	02/26/15 07:48:50
3	Noon Peak - 108sec	WagnerG	04/06/09 10:43:23	wagnerg	02/26/15 07:48:55
4	PM Peak - 136sec	WagnerG	04/06/09 10:43:23	wagnerg	02/26/15 07:48:59

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
2: Prioritor Data with TSP	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

005 - MP 186.43 - 128th St SW (SB Ramp)

Plan Table 2 Params

Prioritor	Config	Cycle Length	Permissive	SpcFcn							
				1	2	3	4	5	6	7	8
2: Prioritor Data with TSP	1: Basic Active Configuration	122	10								

Plan Table 2 Params

AuxFcn								Prioritor Disable									
1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	9	10

Plan Table 2 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 2 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 2 Splits

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CordMin	40	30	0	25	0	82	0	25	0	0	0	0	0	0	0
CordNom	47	39	0	36	0	86	0	36	0	0	0	0	0	0	0
CordMax	55	50	0	40	0	102	0	40	0	0	0	0	0	0	0
PriMin	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0
PriMax	0	53	0	0	0	100	0	0	0	0	0	0	0	0	0

Plan Table 2 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 2 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

NextEdit

005 - MP 186.43 - 128th St SW (SB Ramp)

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	56	0	40	0	81	0	40	0	0	0	0	0	0	0
CordNom	25	66	0	45	0	91	0	45	0	0	0	0	0	0	0
CordMax	30	80	0	50	0	110	0	50	0	0	0	0	0	0	0
PriMin	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0
PriMax	0	76	0	0	0	101	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	0	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	04/06/09 10:37:26	wagnerg	02/26/15 07:52:04
2	Phase 1 Lagging	WagnerG	04/06/09 10:43:23	wagnerg	02/26/15 07:49:26

NextEdit

005 - MP 186.43 - 128th St SW (SB Ramp)

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	10	0	0	0	10	0	5	0	0	0	0	0	0	0
Passage	2.5	4.0	0.0	0.0	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	40	60	0	0	0	60	0	40	0	0	0	0	0	0	0
Max2	40	60	0	0	0	60	0	40	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	4.3	0.0	0.0	0.0	4.3	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	1.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0
PedClr	0	0	0	0	0	5	0	28	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	4.0	0.0	0.0	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

NextEdit

005 - MP 186.43 - 128th St SW (SB Ramp)

Prioritor Table 2 Params

Prioritor	1	2	3	4	5	6	7	8	9	10
Enable	X	X								
Service Phase	2	6	None	None	None	None	None	None	None	None
Override Next										
Lockout Same	255	255	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	04/06/09 10:37:26	WagnerG	12/18/13 10:12:14

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	04/06/09 10:37:26	WagnerG	12/18/13 10:12:24

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	none	none	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

NextEdit

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**

Last Database Change: **5/24/2015 6:02**

Change Record					
Change	By	Date	Change	By	Date

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/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**20**	<C/0+0+3>
QuicNet Channel	**com43:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	7	0	5	0	7	0	5
1	Ped FDW	0	15	0	25	0	21	0	25
2	Min Green	6	10	6	4	6	10	6	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	3.0	0.0
5	Veh Extension	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0
6	Max Gap	3.0	2.5	3.0	3.0	3.0	2.5	3.0	3.0
7	Min Gap	0.5	0.5	0.5	0.5	0.5	0.5	2.0	0.5
8	Max Limit	10	30	12	8	10	30	12	8
9	Max Limit 2	30	40	35	20	30	40	35	20
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	7	0	7	0	7	0	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0
E	Yellow Change	4.0	4.0	3.5	3.5	4.0	4.0	3.5	3.5
F	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	0.0
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	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>

	E
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

Row		F
0	Permit	**12345678**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_____
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	**_2___6__**
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	**12345678**
E	Yellow Start	**___4___8**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

INTERSECTION: 020 Airport Rd & 106th St SW

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	Row
	Plan Name ---->										
0	Cycle Length	70	80	90	100	110	120	0	0	150	0
1	Phase 1 - ForceOff	50	60	60	75	85	90	0	0	90	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	20	20	25	30	30	0	0	30	3
4	Phase 4 - ForceOff	35	40	40	50	60	60	0	0	60	4
5	Phase 5 - ForceOff	50	60	60	75	85	90	0	0	90	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	24	20	26	25	30	30	0	0	30	7
8	Phase 8 - ForceOff	35	40	40	50	60	60	0	0	60	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	30	30	30	30	30	30	0	0	81	A
B	Offset 2	10	0	80	80	80	80	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	20	1	30	1	1	1	0	0	1	D
E	Hold Release	60	255	78	255	255	255	0	0	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_____	E
F			F

Sync Phases <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	15	10	7	5	5	5	5	5	5	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	45	0	65	0	0	0	0	0	0	5
6	Reservice Phases	1___5___	_____	1___5___	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag	_____	A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

INTERSECTION: 020 Airport Rd & 106th St SW

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	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	1
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	2
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	3
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	4
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	5
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	6
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	7
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	8
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	9
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	A
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	B
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	C
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	D
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	E
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	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
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	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	201	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
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	A
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	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 020 Airport Rd & 106th St SW

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	05 : 30	1	A	_23456_
2	07 : 29	1	B	_23456_
3	08 : 30	E	0	_23456_
4	11 : 30	E	B	_23456_
5	14 : 15	E	B	_23456_
6	18 : 00	E	A	_23456_
7	20 : 00	E	0	_23456_
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 00	F	1234567	_____
05 : 30	F	_23456_	1_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 01	E	1234567	1_____78
20 : 00	F	_23456_	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
24	06	11	_2_____
25	06	12	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	0	1234567
05 : 30	1	A	1_____
07 : 29	1	B	1_____
08 : 30	E	0	1_____
11 : 30	E	B	1_____
14 : 15	E	B	1_____
17 : 00	E	A	1_____
20 : 00	E	0	1_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
14 : 00	F	1234567	1_____
18 : 30	F	1234567	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

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: **3/25/2015 15:22**

Change Record					
Change	By	Date	Change	By	Date

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/0+0+0>
Zone Number	1	<C/0+0+1>
Area Number	1	<C/0+0+2>
Area Address	22	<C/0+0+3>
QuicNet Channel	com64:	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	5	0	7	0	5
1	Ped FDW	0	17	0	24	0	13	0	24
2	Min Green	3	15	3	5	5	15	3	5
3	Type 3 Disconnect	0	20	0	0	0	20	0	0
4	Added per Vehicle	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.0	2.0	2.0	2.0	0.2	2.0	2.0
6	Max Gap	2.5	4.0	2.5	2.5	3.0	4.0	2.5	2.5
7	Min Gap	0.5	1.0	0.5	0.5	0.5	1.0	0.5	0.5
8	Max Limit	15	30	15	10	15	30	15	10
9	Max Limit 2	15	50	15	10	15	50	15	10
A	Adv. / Delay Walk	0	0	0	2	0	0	0	2
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	15	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.5	4.0	3.0	3.0	3.5	4.0	3.0	3.0
F	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	0.0
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	10	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 <C+0+F=1>

	E
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

	F	Row
Permit	12345678	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	_____	8
Max Recall	_____	9
Soft Recall	_2___6__	A
Max 2	_____	B
Cond. Service	1_____	C
Man Cntrl Calls	_____	D
Yellow Start	___4___8	E
First Phases	_2___6__	F

Phase Functions <C+0+F=1>

INTERSECTION: 022 Airport Rd & Bomarc Rd

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	Row
	Plan Name ---->										
0	Cycle Length	70	80	90	0	0	0	0	0	0	0
1	Phase 1 - ForceOff	45	60	60	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	15	20	20	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	30	40	40	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	45	60	60	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	15	20	20	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	30	40	40	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	20	10	0	0	0	0	0	0	0	A
B	Offset 2	20	20	20	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	20	15	30	15	15	15	15	15	15	D
E	Hold Release	60	255	78	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_____	E
F			F

Sync Phases <C+0+C=1>

Row											Row
0	Ped Adjustment	15	10	10	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag	_____	A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

INTERSECTION: 022 Airport Rd & Bomarc Rd

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	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	1
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	2
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	3
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	4
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	5
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	6
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	7
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	8
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	9
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	A
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	B
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	C
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	D
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	E
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	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
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	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
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	A
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	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	210	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	201	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 022 Airport Rd & Bomarc Rd

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	05 : 30	E	A	_23456_
2	07 : 29	E	B	_23456_
3	08 : 30	E	0	_23456_
4	11 : 30	E	B	_23456_
5	14 : 15	E	B	_23456_
6	18 : 00	E	A	_23456_
7	20 : 00	E	0	_23456_
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	F	1234567	_____
00 : 01	E	1234567	1_____78
05 : 00	F	_23456_	1_____
00 : 00	0	_____	_____
14 : 00	F	1234567	12_____
16 : 30	F	1234567	_____
22 : 40	F	_23456_	_2_____
23 : 35	F	_23456_	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
24	06	11	_2_____
25	06	12	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	0	1234567
05 : 30	E	A	1_____
07 : 29	E	B	1_____
08 : 30	E	0	1_____
11 : 30	E	B	1_____
14 : 15	E	B	1_____
17 : 00	E	A	1_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	123____	1_____78
08 : 00	F	123____	12_____
19 : 00	F	123____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

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**

Last Database Change: **5/20/2015 3:38**

Change Record					
Change	By	Date	Change	By	Date

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/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**21**	<C/0+0+3>
QuicNet Channel	**com62:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	17	0	24	0	18	0	25
2	Min Green	4	12	3	4	4	12	3	4
3	Type 3 Disconnect	0	20	0	0	0	20	0	0
4	Added per Vehicle	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0
5	Veh Extension	2.0	3.0	2.0	3.0	2.0	3.0	2.0	2.0
6	Max Gap	2.0	4.0	2.0	4.0	2.0	4.0	2.0	2.5
7	Min Gap	0.5	1.0	2.0	0.5	0.5	1.0	2.0	1.5
8	Max Limit	10	30	10	10	10	30	10	10
9	Max Limit 2	15	60	25	25	20	60	25	20
A	Adv. / Delay Walk	0	0	0	2	0	0	0	2
B	PE Min Ped FDW	7	7	7	7	7	7	7	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	3.0	3.0	3.5	4.0	3.0	3.0
F	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	0.0
Phase 2	20	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	20	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 <C+0+F=1>

	E
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

Row		F
0	Permit	**12345678**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_____
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	**_2___6__**
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	**___4___8**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

INTERSECTION: 021 Airport Rd & 100th St SW

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	Row
	Plan Name ---->										
0	Cycle Length	70	80	90	100	110	120	0	0	150	0
1	Phase 1 - ForceOff	50	60	65	75	85	90	0	0	90	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	20	25	25	30	30	0	0	30	3
4	Phase 4 - ForceOff	35	40	45	50	60	60	0	0	60	4
5	Phase 5 - ForceOff	50	60	65	75	85	90	0	0	90	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	20	25	25	30	30	0	0	30	7
8	Phase 8 - ForceOff	35	40	45	50	60	60	0	0	60	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	60	60	60	60	60	60	0	0	60	A
B	Offset 2	50	50	50	50	50	50	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	20	1	30	1	1	1	0	0	1	D
E	Hold Release	60	255	78	255	255	255	0	0	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
			0
	Plan 1 - Sync	_2___6__	1
	Plan 2 - Sync	_2___6__	2
	Plan 3 - Sync	_2___6__	3
	Plan 4 - Sync	_2___6__	4
	Plan 5 - Sync	_2___6__	5
	Plan 6 - Sync	_2___6__	6
	Plan 7 - Sync	_2___6__	7
	Plan 8 - Sync	_2___6__	8
	Plan 9 - Sync	_2___6__	9
	NEMA Sync	_____	A
	NEMA Hold	_____	B
			C
			D
	Coord Extra	_____	E
			F

Sync Phases <C+0+C=1>

Row											Row
0	Ped Adjustment	10	8	8	5	5	5	5	5	5	0
1	Perm 2 - Start	21	0	31	0	0	0	0	0	0	1
2	Perm 2 - End	40	0	50	0	0	0	0	0	0	2
3	Perm 3 - Start	41	0	51	0	0	0	0	0	0	3
4	Perm 3 - End	48	0	70	0	0	0	0	0	0	4
5	Reservice Time	48	0	70	0	0	0	0	0	0	5
6	Reservice Phases	1___5___	_____	1___5___	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	__3___7_	12345678	__3___7_	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	_____	12345678	_____	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	1__45__8	_____	1__45__8	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	___4___8	_____	___4___8	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_2___6__	_____	_2___6__	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_2___6__	_____	_2___6__	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
	Free Lag	_2_4_6_8	0
	Plan 1 - Lag	_2_4_6_8	1
	Plan 2 - Lag	_2_4_6_8	2
	Plan 3 - Lag	_2_4_6_8	3
	Plan 4 - Lag	_2_4_6_8	4
	Plan 5 - Lag	_2_4_6_8	5
	Plan 6 - Lag	_2_4_6_8	6
	Plan 7 - Lag	_2_4_6_8	7
	Plan 8 - Lag	_2_4_6_8	8
	Plan 9 - Lag	_2_4_6_8	9
	External Lag	_____	A
			B
			C
			D
			E
			F

Lag Phases <C+0+C=1>

INTERSECTION: 021 Airport Rd & 100th St SW

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	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	1
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	2
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	3
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	4
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	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	203	RR-2	52	6
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	7
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	8
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	9
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	A
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	B
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	C
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	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
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	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
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	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	203	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
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	A
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	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 021 Airport Rd & 100th St SW

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	06 : 15	E	A	_23456_
2	07 : 29	E	B	_23456_
3	08 : 30	E	0	_23456_
4	11 : 30	E	B	_23456_
5	14 : 15	E	B	_23456_
6	18 : 00	E	A	_23456_
7	20 : 00	E	0	_23456_
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
05 : 00	F	_23456_	1_____
08 : 00	F	1_____7	1_____
20 : 00	F	1234567	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
24	06	11	_2_____
25	06	12	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	0	1234567
05 : 30	1	A	1_____
07 : 29	1	B	1_____
08 : 30	E	0	1_____
11 : 30	1	B	1_____
14 : 15	3	B	1_____
17 : 00	1	A	1_____
20 : 00	E	0	1_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
08 : 00	F	1234567	1_____
20 : 00	F	1234567	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

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: **Kash Park**

Last Database Change: **1/27/2015 13:26**

Change Record					
Change	By	Date	Change	By	Date

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/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**23**	<C/0+0+3>
QuicNet Channel	**com65:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
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	10	0	6	4	10	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	2.0	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	10	25	0	10	10	25	0	10
9	Max Limit 2	35	50	0	25	25	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 1 <C+0+F=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 <C+0+F=1>

	E
RR-1 Delay	**10**
RR-1 Clear	**10**
EV-A Delay	**0**
EV-A Clear	**2**
EV-B Delay	**0**
EV-B Clear	**2**
EV-C Delay	**0**
EV-C Clear	**2**
EV-D Delay	**0**
EV-D Clear	**2**
RR-2 Delay	**10**
RR-2 Clear	**10**
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

	F	Row
Permit	**12_456_8**	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	_____	8
Max Recall	_____	9
Soft Recall	**_2___6__**	A
Max 2	_____	B
Cond. Service	_____	C
Man Cntrl Calls	**12345678**	D
Yellow Start	**1___5___**	E
First Phases	**_2___6__**	F

Phase Functions <C+0+F=1>

INTERSECTION: 023 Airport Rd & Kasch Park

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	Row
	Plan Name ---->										
0	Cycle Length	70	80	90	110	0	0	0	0	0	0
1	Phase 1 - ForceOff	50	60	70	70	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	15	20	30	30	0	0	0	0	0	4
5	Phase 5 - ForceOff	50	60	60	60	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	35	40	45	45	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	40	30	20	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	10	0	30	15	0	15	0	0	0	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
			0
	Plan 1 - Sync	_2___6__	1
	Plan 2 - Sync	_2___6__	2
	Plan 3 - Sync	_2___6__	3
	Plan 4 - Sync	_2___6__	4
	Plan 5 - Sync	_2___6__	5
	Plan 6 - Sync	_2___6__	6
	Plan 7 - Sync	_2___6__	7
	Plan 8 - Sync	_2___6__	8
	Plan 9 - Sync	_2___6__	9
	NEMA Sync	_____	A
	NEMA Hold	_____	B
			C
			D
	Coord Extra	_____	E
			F

Sync Phases <C+0+C=1>

Row											Row
0	Ped Adjustment	10	10	7	7	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12_456_8	12_456_8	12_456_8	12_456_8	12_456_8	12_456_8	12_456_8	12_456_8	12_456_8	A
B	Perm 1 Ped Phase	_2___6_8	_2___6_8	_2___6_8	_2___6_8	_2___6_8	_2___6_8	_2___6_8	_2___6_8	_2___6_8	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
	Free Lag	_2_4_6_8	0
	Plan 1 - Lag	_2_4_6_8	1
	Plan 2 - Lag	_2_4_6_8	2
	Plan 3 - Lag	_2_4_6_8	3
	Plan 4 - Lag	_2_4_6_8	4
	Plan 5 - Lag	_2_4_6_8	5
	Plan 6 - Lag	_2_4_6_8	6
	Plan 7 - Lag	_2_4_6_8	7
	Plan 8 - Lag	_2_4_6_8	8
	Plan 9 - Lag	_2_4_6_8	9
	External Lag	_____	A
			B
			C
			D
			E
			F

Lag Phases <C+0+C=1>

INTERSECTION: 023 Airport Rd & Kasch Park

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	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	1
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	2
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	3
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	4
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	5
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	6
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	7
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	8
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	9
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	A
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	B
C	OR-8 (a)	43	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	210	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	44	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	58	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	57	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
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	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
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	A
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	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	210	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	201	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 023 Airport Rd & Kasch Park

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	05 : 45	E	A	_23456_
2	07 : 29	1	B	_23456_
3	08 : 30	E	0	_23456_
4	11 : 30	E	B	_23456_
5	14 : 15	3	B	_23456_
6	18 : 00	E	A	_23456_
7	20 : 00	E	0	_23456_
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
05 : 00	F	1234567	1_____
05 : 05	F	_2_____	12_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
20 : 30	F	1234567	_____
22 : 20	F	_23456_	1_3_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
23 : 35	F	_23456_	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
24	06	11	_2_____
25	06	12	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	0	1234567
06 : 15	1	A	12_____
07 : 29	1	B	12_____
08 : 30	E	0	12_____
11 : 30	E	B	1_____
14 : 15	3	B	1_____
17 : 00	E	A	1_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
05 : 00	F	1234567	1_____
05 : 01	C	1234567	1_____
19 : 01	C	1234567	_____
20 : 30	F	1234567	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

005 - MP 186.43 - 128th St SW (NB Ramp)

February 26, 2015

Control Table Info

Description	SR5 - SR96 (128th St SW, NB Ramp)
Created By	WagnerG
Created On	04/06/09 10:22:47
Modified By	wagnerg
Modified On	02/26/15 07:38:02

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	04/06/09 10:22:47	wagnerg	02/26/15 07:54:40
2	Holiday Schedule	WagnerG	12/18/13 10:01:00	wagnerg	02/26/15 07:38:15

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

005 - MP 186.43 - 128th St SW (NB Ramp)

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	04/06/09 10:22:47	wagnerg	02/26/15 07:38:38
2	AM Peak - 122sec	WagnerG	04/06/09 10:23:19	wagnerg	02/26/15 07:38:43
3	Noon Peak 108sec	WagnerG	04/06/09 10:23:19	wagnerg	02/26/15 07:38:50
4	PM Peak - 136sec	WagnerG	04/06/09 10:23:19	wagnerg	02/26/15 07:38:54

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
2: Prioritor Data with TSP	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

005 - MP 186.43 - 128th St SW (NB Ramp)

Plan Table 3 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 3 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 3 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 3 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 4 Params

Plan Mode	Max Mode	Splt/Ofs	Phase	Sequence	Overlap
coord	none	seconds	1: Basic Phase Data	1: Basic Sequence Data	1: Basic Overlap Data

Plan Table 4 Params

Prioritor	Config	Cycle Length	Permissive	SpcFcn							
				1	2	3	4	5	6	7	8
2: Prioritor Data with TSP	1: Basic Active Configuration	136	10								

Plan Table 4 Params

AuxFcn								Prioritor Disable									
1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	9	10

Plan Table 4 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														

NextEdit

005 - MP 186.43 - 128th St SW (NB Ramp)

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	0	61	0	55	15	41	0	55	0	0	0	0	0	0	0
CordNom	0	71	0	65	20	51	0	65	0	0	0	0	0	0	0
CordMax	0	81	0	75	25	61	0	75	0	0	0	0	0	0	0
PriMin	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0
PriMax	0	76	0	0	0	56	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	0	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	04/06/09 10:22:47	wagnerg	02/26/15 07:54:25

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

005 - MP 186.43 - 128th St SW (NB Ramp)

Phase Table 1 Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MinGrn	0	7	0	5	3	7	0	0	0	0	0	0	0	0	0
Passage	0.0	4.0	0.0	2.5	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	0	60	0	50	35	60	0	0	0	0	0	0	0	0	0
Max2	0	60	0	50	35	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	0.0	4.3	0.0	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	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
PedClr	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
Added	0.0	2.5	0.0	0.0	0.0	2.5	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	2.0	4.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MxInit	0	25	0	0	0	25	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

005 - MP 186.43 - 128th St SW (NB Ramp)

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	ebl	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

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														
YelFlash																				
AltFlsHz																				
FlsEntry																				
FlsExit																				
NoCall																				
MCEOmit																				

Phase Config Table 1 Flags

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Startup																				
YelStart																				
RedStart																				
SecStart																				
Ped																				
YelFlash																				
AltFlsHz																				
FlsEntry																				
FlsExit																				
NoCall																				
MCEOmit																				

Phase Config Table 1 Misc

Startup Flash	1
Red Revert	2
FlashClearance	6
Ring Groups	one

NextEdit

INTERSECTION: 018 112th St SW & Airport Rd

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **14**

N/S Street Name: **Airport Rd**
E/W Street Name: **112th St. SW**

Last Database Change: **7/9/2015 15:54**

Change Record					
Change	By	Date	Change	By	Date

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/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**18**	<C/0+0+3>
QuicNet Channel	**com23:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	5	0	5	0	5	0	5
1	Ped FDW	0	24	0	27	0	23	0	28
2	Min Green	3	7	5	5	3	7	5	5
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	3.0	2.0	3.0	2.0	3.0	2.0	3.0
6	Max Gap	2.5	4.0	3.0	4.0	2.5	4.0	3.0	4.0
7	Min Gap	0.5	1.0	0.5	2.0	0.5	1.0	0.5	1.0
8	Max Limit	7	15	7	16	12	15	8	7
9	Max Limit 2	9	22	7	16	12	22	12	7
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
F	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	0.0
Phase 2	0	0	8	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	12	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	10	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	12	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
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

Row		F
0	Permit	**12345678**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_____
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	**_2___6__**
B	Max 2	_____
C	Cond. Service	**1___5___**
D	Man Cntrl Calls	_____
E	Yellow Start	**___4___8**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

INTERSECTION: 018 112th St SW & Airport Rd

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	Row
	Plan Name ---->										
0	Cycle Length	70	80	90	100	110	120	0	0	150	0
1	Phase 1 - ForceOff	45	60	60	75	85	90	0	0	90	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	15	20	20	25	30	30	0	0	30	3
4	Phase 4 - ForceOff	30	40	40	50	60	60	0	0	60	4
5	Phase 5 - ForceOff	45	60	60	75	85	90	0	0	90	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	15	20	20	25	30	30	0	0	30	7
8	Phase 8 - ForceOff	30	40	40	50	60	60	0	0	60	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	81	A
B	Offset 2	40	30	10	10	0	110	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	20	0	30	0	0	0	0	0	0	D
E	Hold Release	60	255	78	255	255	255	0	0	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
			0
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_____	E
F			F

Sync Phases <C+0+C=1>

Row											Row
0	Ped Adjustment	15	10	10	5	5	5	5	5	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

		F	Row
	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	_2_4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag	_____	A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

INTERSECTION: 018 112th St SW & Airport Rd

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	216	Max 2	221	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	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	1
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	2
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	3
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	4
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	5
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	6
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	7
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	8
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	9
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	A
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	B
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	C
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	D
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	E
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	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
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	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	207	TOD Out 2	202	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	212	TOD Out 3	203	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	215	TOD Out 4	221	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	206	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	205	TOD Out 6	223	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	213	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	210	TOD Out 8	220	Preempt	200	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	217	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
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	A
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	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	218			C
D	Ph. Check - 6	0	Central Control	0	AND-4	219	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	204	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	209	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 018 112th St SW & Airport Rd

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	05 : 30	E	A	_23456_
2	07 : 29	E	B	_23456_
3	08 : 30	E	0	_23456_
4	11 : 30	E	B	_23456_
5	14 : 15	E	B	_23456_
6	18 : 00	E	A	_23456_
7	20 : 00	E	0	_23456_
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
04 : 30	F	1234567	___4___8
00 : 00	0	_____	_____
00 : 00	0	_____	_____
11 : 30	F	1234567	_____6__
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
19 : 00	F	1234567	___4____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 01	F	1234567	_____
00 : 02	E	1234567	1_____78
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
24	06	11	_2_____
25	06	12	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	0	1234567
05 : 30	1	A	1_____
07 : 29	1	B	1_____
08 : 30	E	0	1_____
11 : 30	1	B	1_____
14 : 15	3	B	1_____
17 : 00	1	A	1_____
20 : 00	E	0	1_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
08 : 00	F	1234567	___4___8
19 : 00	F	1234567	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_2_____
27	08	11	1_____
28	08	11	_2_____
25	08	12	1_____
17	05	1	_2_____
21	05	2	_2_____
30	05	5	_2_____
04	05	7	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

INTERSECTION: 024 Airport Rd & Casino Rd

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **104**

N/S Street Name: **Airport Rd**
E/W Street Name: **Casino Rd**

Last Database Change: **10/29/2015 8:51**

Change Record					
Change	By	Date	Change	By	Date

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/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**24**	<C/0+0+3>
QuicNet Channel	**com67:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	**1**	<F/1+0+E>
Red Revert	**5.0**	<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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ----->								
0	Ped Walk	0	7	7	0	0	0	0	0
1	Ped FDW	0	18	28	0	0	0	0	0
2	Min Green	4	10	15	6	0	10	0	0
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0
5	Veh Extension	2.0	1.0	1.0	1.0	0.0	6.0	0.0	0.0
6	Max Gap	3.0	2.0	1.0	2.0	0.0	8.0	0.0	0.0
7	Min Gap	1.0	0.1	1.0	0.1	0.0	4.0	0.0	0.0
8	Max Limit	18	30	26	40	0	30	0	0
9	Max Limit 2	18	60	26	40	0	50	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	15	10	10	10	10	10	10	10
D	Reduce Every	2.0	1.0	1.0	1.0	1.0	0.5	1.0	1.0
E	Yellow Change	4.0	4.0	3.0	3.5	3.0	4.0	3.0	3.0
F	Red Clear	0.5	0.5	0.0	1.0	0.0	0.5	0.0	0.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1	10	0	0	0	0.0
Phase 2	25	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	25	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 <C+0+F=1>

	E
RR-1 Delay	**10**
RR-1 Clear	**10**
EV-A Delay	**0**
EV-A Clear	**3**
EV-B Delay	**0**
EV-B Clear	**3**
EV-C Delay	**0**
EV-C Clear	**3**
EV-D Delay	**0**
EV-D Clear	**3**
RR-2 Delay	**10**
RR-2 Clear	**10**
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F
0	Permit	**1234_6__**
1	Red Lock	**_2___6__**
2	Yellow Lock	_____
3	Min Recall	_____
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	**_2___6__**
9	Max Recall	**_2___6__**
A	Soft Recall	**_2___6__**
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	**___4____**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

INTERSECTION: 024 Airport Rd & Casino Rd

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	Row
	Plan Name ---->										
0	Cycle Length	70	80	90	100	110	120	0	0	0	0
1	Phase 1 - ForceOff	40	40	45	50	60	60	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	20	20	25	30	35	35	0	0	0	4
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	65	75	85	95	105	115	0	0	0	9
A	Offset 1	45	35	25	15	5	115	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	20	1	30	1	1	1	1	1	1	D
E	Hold Release	60	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

	E	Row
		0
Plan 1 - Sync	_2___6__	1
Plan 2 - Sync	_2___6__	2
Plan 3 - Sync	_2___6__	3
Plan 4 - Sync	_2___6__	4
Plan 5 - Sync	_2___6__	5
Plan 6 - Sync	_2___6__	6
Plan 7 - Sync	_2___6__	7
Plan 8 - Sync	_2___6__	8
Plan 9 - Sync	_2___6__	9
NEMA Sync	_____	A
NEMA Hold	_____	B
		C
		D
Coord Extra	1_____	E
		F

Sync Phases <C+0+C=1>

Row											Row
0	Ped Adjustment	15	10	10	5	5	5	5	5	5	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

	F	Row
Free Lag	_2_4_6_8	0
Plan 1 - Lag	_2_4_6_8	1
Plan 2 - Lag	_2_4_6_8	2
Plan 3 - Lag	_2_4_6_8	3
Plan 4 - Lag	_2_4_6_8	4
Plan 5 - Lag	_2_4_6_8	5
Plan 6 - Lag	_2_4_6_8	6
Plan 7 - Lag	_2_4_6_8	7
Plan 8 - Lag	_2_4_6_8	8
Plan 9 - Lag	_2_4_6_8	9
External Lag	_____	A
		B
		C
		D
		E
		F

Lag Phases <C+0+C=1>

INTERSECTION: 024 Airport Rd & Casino Rd Page 4 (of 9)

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	200	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	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	1
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	2
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	3
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	4
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	5
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	6
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	7
8	OR-7 (a)	211	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	212	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	213	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	201	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	214	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	202	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	211	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	210	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	212	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	213	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	214	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
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	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	201	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	202	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	211	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	212	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	213	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	214	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	210	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	35	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

INTERSECTION: 024 Airport Rd & Casino Rd

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	05 : 30	1	A	_23456_
2	07 : 29	1	B	_23456_
3	08 : 30	E	0	_23456_
4	11 : 30	E	B	_23456_
5	14 : 15	3	B	_23456_
6	19 : 30	E	A	_23456_
7	20 : 00	E	0	_23456_
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
05 : 30	C	_23456_	_____
08 : 30	C	_23456_	_____
14 : 15	C	_23456_	_____
18 : 00	C	_23456_	1_____
05 : 30	F	_23456_	1_____
19 : 00	F	_23456_	_____
08 : 31	F	_23456_	1_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
24	06	11	_2_____
25	06	12	_2_____
01	07	1	_2_____
28	07	5	_2_____
04	07	7	_2_____
03	07	9	_2_____
12	07	11	_2_____
22	07	11	1_____
23	07	11	_2_____
25	07	12	1_____
01	08	1	1_____
21	08	1	_2_____
18	08	2	_2_____
26	08	5	_2_____
04	08	7	_2_____
01	08	9	_2_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 01	E	0	1234567
05 : 30	1	A	12_____
07 : 29	1	B	12_____
08 : 30	E	0	12_____
11 : 30	E	B	1_____
14 : 15	3	B	1_____
17 : 00	E	A	1_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.1>
(Bank 1)

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

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 01	E	1234567	1_____78
05 : 00	C	1234567	1_____
19 : 00	C	1234567	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
11	08	11	_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_____

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____

Holiday Events <C+0+9=1.2>
(Bank 2)

MP 1.46 - SR526 - Airport Rd

Page 1

December 30, 2013

Control Table Info

Description	SR526 / Airport Rd
Created By	zhangal
Created On	11/12/08 06:37:43
Modified By	WagnerG
Modified On	12/30/13 11:34:07

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	12/30/13 11:34:20
2	Holiday Schedule	WagnerG	10/04/13 08:40:32	WagnerG	12/30/13 11:34:25

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

MP 1.46 - SR526 - Airport Rd

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	zhangal	11/12/08 06:37:43	WagnerG	12/30/13 11:34:38

Plan Table 1 Params

Plan Mode	Max Mode	Splt/Ofs	Phase	Sequence	Overlap
free	max1	seconds	1: Basic Phase Data Settings	1: Basic Sequence Settings	1: Basic Overlap Settings

Plan Table 1 Params

Prioritor	Config	Cycle Length	Permissive	SpcFcn							
				1	2	3	4	5	6	7	8
1: Basic Prioritor	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

MP 1.46 - SR526 - Airport Rd

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	1.0	0.0	1.0	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

MP 1.46 - SR526 - Airport Rd

Parameters External Plan Params

Plan	Enable	PlnSel								CtrMode	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	zhangal	11/12/08 06:37:43	WagnerG	12/30/13 11:35:17

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	12/30/13 11:35:31

Active Config Table 1 Params

Phase	1: Basic Phase Configuration
Overlap	1: Basic Overlap Configuration
Preempt	1: Basic Preempt Configuration
Cabinet	1: Default Caltrans 332
Detector	1: Default Caltrans 332
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	12/30/13 11:35:38

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

MP 0.32 - SR526 - 84th Ave W - 44th St W

August 28, 2013

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	08/28/13 14:08:41

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 Schedule Parameters

Schedule Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Schedule Parameters	WagnerG	06/15/11 12:38:16	WagnerG	08/28/13 14:18:56
2	Holiday Schedule	WagnerG	08/28/13 14:09:23	WagnerG	08/28/13 14:09:23

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	2
5	X	13	0		X	X	X	X	X		sched	2
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

MP 0.32 - SR526 - 84th Ave W - 44th St W

Parameters Holiday Floating

Holiday	Enable	Month	Week	Day of Week							Schedule	Description
				Su	Mo	Tu	We	Th	Fr	Sa		
6		1	1								1: Basic Schedule Parameters	
7		1	1								1: Basic Schedule Parameters	
8		1	1								1: Basic Schedule Parameters	
9		1	1								1: Basic Schedule Parameters	
10		1	1								1: Basic Schedule Parameters	
11		1	1								1: Basic Schedule Parameters	
12		1	1								1: Basic Schedule Parameters	
13		1	1								1: Basic Schedule Parameters	
14		1	1								1: Basic Schedule Parameters	
15		1	1								1: Basic Schedule Parameters	
16		1	1								1: Basic Schedule Parameters	
17		1	1								1: Basic Schedule Parameters	
18		1	1								1: Basic Schedule Parameters	
19		1	1								1: Basic Schedule Parameters	
20		1	1								1: Basic Schedule Parameters	

Plan Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Free Plan	WagnerG	06/15/11 12:38:16	WagnerG	08/28/13 14:10:39
2	Free Plan Max 2	WagnerG	06/15/11 12:38:52	WagnerG	08/28/13 14:10:45

Plan Table 1 Params

Plan Mode	Max Mode	Splt/Ofs	Phase	Sequence
free	max1	seconds	1: Basic Phase Parameters	1: Basic Sequence Parameters

Plan Table 1 Params

Overlap	Prioritor	Config	Cycle Length	Permissive
1: Basic Overlap Parameters	1: Basic Prioritor Parameters	1: Basic Active Configuration	0	0

Plan Table 1 Params

SpcFcn								AuxFcn								Prioritor Disable									
1	2	3	4	5	6	7	8	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

MP 0.32 - SR526 - 84th Ave W - 44th St W

Phase Table 1 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	40	0	25	0	40	0	25	0	0	0	0	0	0	0
Max2	0	55	0	30	0	55	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	0.0	4.3	0.0	3.6	0.0	4.3	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	0.0	1.5	0.0	1.0	0.0	1.5	0.0	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	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 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

MP 0.32 - SR526 - 84th Ave W - 44th St W

Parameters External Plan Params

Plan	Enable	PlnSel								CtrMode	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 Parameters	WagnerG	06/15/11 12:38:16	WagnerG	08/28/13 14:12:59

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	06/15/11 12:38:16	WagnerG	08/28/13 14:13:12

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	08/28/13 14:13:25

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

NextEdit

526 - MP 0.40 - 84th St SW

Page 1

March 21, 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	12/30/13 10:36:58

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 Schedule Parameters

Schedule Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Basic Schedule Parameters	WagnerG	03/25/09 08:20:53	WagnerG	12/30/13 10:37:05
2	Holiday Schedule	WagnerG	08/28/13 14:37:27	WagnerG	12/30/13 10:37:13

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	2
5	X	20	0		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

526 - MP 0.40 - 84th St SW

Parameters Holiday Floating

Holiday	Enable	Month	Week	Day of Week							Schedule	Description
				Su	Mo	Tu	We	Th	Fr	Sa		
6		1	1								1: Basic Schedule Parameters	
7		1	1								1: Basic Schedule Parameters	
8		1	1								1: Basic Schedule Parameters	
9		1	1								1: Basic Schedule Parameters	
10		1	1								1: Basic Schedule Parameters	
11		1	1								1: Basic Schedule Parameters	
12		1	1								1: Basic Schedule Parameters	
13		1	1								1: Basic Schedule Parameters	
14		1	1								1: Basic Schedule Parameters	
15		1	1								1: Basic Schedule Parameters	
16		1	1								1: Basic Schedule Parameters	
17		1	1								1: Basic Schedule Parameters	
18		1	1								1: Basic Schedule Parameters	
19		1	1								1: Basic Schedule Parameters	
20		1	1								1: Basic Schedule Parameters	

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	12/30/13 10:37:30
2	Free Plan Max2	WagnerG	07/19/11 10:51:23	WagnerG	12/30/13 10:37:37

Plan Table 1 Params

Plan Mode	Max Mode	Splt/Ofs	Phase	Sequence
free	max1	seconds	1: Basic Phase Parameters	1: Basic Sequence Parameters

Plan Table 1 Params

Overlap	Prioritor	Config	Cycle Length	Permissive
1: Basic Overlap Parameters	1: Basic Prioritor Parameters	1: Basic Active Configuration	0	0

Plan Table 1 Params

SpcFcn								AuxFcn								Prioritor Disable									
1	2	3	4	5	6	7	8	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

Phase Table 1 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	25	45	20	35	25	45	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	4.7	4.0	4.0	3.6	4.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RedClr	1.0	1.5	1.0	1.0	1.0	1.5	1.0	1.0	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 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 0.40 - 84th St SW

Parameters External Plan Params

Plan	Enable	PlnSel								CtrMode	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 Parameters	WagnerG	03/25/09 08:20:53	WagnerG	12/30/13 10:39:42

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	12/30/13 10:39:59

Active Config Table 1 Params

Phase	1: Basic Phase Configuration
Overlap	1: Basic Overlap Config
Preempt	1: Basic Preempt Configuration
Cabinet	1: Basic Cabinet Configuration 332
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	12/30/13 10:40:08

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	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

525__MP_0651__84th_St_SW_1_29_14

January 29, 2014

Control Table Info

Description	SR 525 & 84th St. SW
Created By	LindskR
Created On	09/05/09 15:55:44
Modified By	schuerp
Modified On	03/24/10 16:44:00

NextPhase 1.7.4 Control Params

Control Mode	scheduler
Manual Plan	1: Free Plan
Free Plan	1: Free Plan
Default Schedule	1: SR 525 Coord

Schedule Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	SR 525 Coord	LindskR	09/05/09 15:55:44	SchuerP	06/25/12 09:21:34

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		6	45		X	X	X	X	X		sched	2
3		8	15		X	X	X	X	X		sched	1
4		11	0		X	X	X	X	X		sched	2
5		13	0		X	X	X	X	X		sched	1
6	X	14	0		X	X	X	X	X		sched	4
7	X	18	30		X	X	X	X	X		sched	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
34		0	0								sched	0

NextEdit

525__MP_0651__84th_St_SW_1_29_14

Parameters Holiday Floating

Holiday	Enable	Month	Week	Day of Week							Schedule	Description
				Su	Mo	Tu	We	Th	Fr	Sa		
5		1	1								1: SR 525 Coord	
6		1	1								1: SR 525 Coord	
7		1	1								1: SR 525 Coord	
8		1	1								1: SR 525 Coord	
9		1	1								1: SR 525 Coord	
10		1	1								1: SR 525 Coord	
11		1	1								1: SR 525 Coord	
12		1	1								1: SR 525 Coord	
13		1	1								1: SR 525 Coord	
14		1	1								1: SR 525 Coord	
15		1	1								1: SR 525 Coord	
16		1	1								1: SR 525 Coord	
17		1	1								1: SR 525 Coord	
18		1	1								1: SR 525 Coord	
19		1	1								1: SR 525 Coord	
20		1	1								1: SR 525 Coord	

Plan Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Free Plan	LindskR	09/05/09 15:55:44	SchuerP	06/25/12 09:23:52
2	PM Coordination	SchuerP	03/24/10 09:08:31	schuerp	02/03/12 10:26:30
4	PM Coordination 140	SchuerP	06/25/12 09:22:00	SchuerP	06/25/12 09:25:21

Plan Table 1 Params

Plan Mode	Max Mode	Splt/Ofs	Phase	Sequence	Overlap	Prioritor	Config	Cycle Length
free	max1	seconds	1: SR 525 & 84th	1: Sequence 1	1:	1:	1: 84th	0

Plan Table 1 Params

Permissive	SpcFcn								AuxFcn								Prioritor Disable									
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	9	10
0																										

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																				

Plan Table 1 Flags

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Coord																				
Hold																				

NextEdit

525__MP_0651__84th_St_SW_1_29_14

Plan Table 4 Params

Plan Mode	Max Mode	Splt/Ofs	Phase	Sequence	Overlap	Prioritor	Config	Cycle Length
coord	max2	seconds	1: SR 525 & 84th	1: Sequence 1	1:	1:	1: 84th	140

Plan Table 4 Params

Permissive	SpcFcn								AuxFcn								Prioritor Disable									
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	9	10
0																										

Plan Table 4 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 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	60	15	30	20	60	15	30	0	0	0	0	0	0	0
CordNom	38	40	20	42	25	53	20	42	0	0	0	0	0	0	0
CordMax	50	50	30	52	35	63	30	52	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

NextEdit

525__MP_0651__84th_St_SW_1_29_14

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	60	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	Sequence 1	LindskR	09/05/09 15:55:44	LindskR	09/05/09 15:56:16

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

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		LindskR	09/05/09 15:55:44	schuerp	02/04/12 10:55:23

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																				
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	4.0	4.0	4.0	4.0	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

NextEdit

525__MP_0651__84th_St_SW_1_29_14

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	5	10	5	7	3	10	5	7	0	0	0	0	0	0	0
Passage	2.5	3.0	2.5	3.0	2.5	3.0	2.5	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	60	70	30	25	20	70	25	25	0	0	0	0	0	0	0
Max2	35	80	20	25	20	80	20	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	4.0	4.0	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
RedClr	2.0	2.0	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
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0
PedClr	0	28	0	29	0	15	0	18	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

525__MP_0651__84th_St_SW_1_29_14

Active Config Table 1 Params

Phase	1: Phase configuration for 84th
Overlap	1: OLC active
Preempt	1: Standard preempt timing
Cabinet	1: Basic 170_332
Detector	1:
Coordination	1:
Peer	1:

Phase Config Table Info

Table	Description	Created By	Created On	Modified By	Modified On
1	Phase configuration for 84th	LindskR	09/05/09 15:55:44	SchuerP	03/24/10 09:05:20

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																				

Existing AM Peak-Hour
Arterial Level of Service Analysis

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	49.9	7.3	57.2	0.53	33.2	B
Center Road	II	38	28.9	7.0	35.9	0.28	28.5	B
Fairmount Elementary	II	38	26.3	4.2	30.5	0.24	28.2	B
112th Street SW	II	38	14.9	8.7	23.6	0.13	19.7	D
Airport Road	II	38	19.6	8.6	28.2	0.17	21.7	D
Total	II		139.6	35.8	175.4	1.35	27.7	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	19.6	15.9	35.5	0.17	17.3	D
Fairmount Elementary	II	40	14.9	3.2	18.1	0.13	25.7	C
Center Road	II	40	26.3	12.3	38.6	0.24	22.3	C
Gibson Road	II	40	28.9	4.0	32.9	0.28	31.0	B
SR-525	II	40	47.4	77.2	124.6	0.53	15.2	E
Total	II		137.1	112.6	249.7	1.35	19.5	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	48.3	12.2	60.5	0.40	24.0	C
Gibson Road	III	35	29.5	8.2	37.7	0.25	23.5	C
8th Avenue W	III	35	34.7	11.2	45.9	0.29	22.7	C
5th Avenue W	III	30	18.3	3.5	21.8	0.14	22.6	C
4th Avenue W	III	30	15.8	28.5	44.3	0.11	9.1	F
I-5 Southbound Ramps	III	30	21.9	255.2	277.1	0.16	2.1	F
Total	III		168.5	318.8	487.3	1.35	10.0	F

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
4th Avenue W	II	30	21.9	31.6	53.5	0.16	11.0	F
5th Avenue W	II	30	15.8	4.3	20.1	0.11	20.1	D
8th Avenue W	II	30	18.3	26.1	44.4	0.14	11.1	F
Gibson Road	II	40	29.5	8.8	38.3	0.29	27.2	C
Admiralty Way	II	45	25.6	11.7	37.3	0.25	23.7	C
SR-99	II	45	37.9	84.4	122.3	0.40	11.9	F
Total	II		149.0	166.9	315.9	1.35	15.4	E

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	17.3	56.4	0.42	26.5	D
94th Street SW	I	47	38.1	12.1	50.2	0.40	29.0	C
Kasch Park Road	I	47	32.8	11.6	44.4	0.34	27.4	C
Total	I		110.0	41.0	151.0	1.16	27.6	C

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	4.6	35.4	0.34	34.4	B
100th Street SW	I	50	34.8	8.8	43.6	0.40	33.4	C
106th Street SW	I	50	35.7	28.6	64.3	0.42	23.3	D
Total	I		101.3	42.0	143.3	1.16	29.1	C

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												
Traffic Volume (vph)	437	336	14	324	186	123	46	1259	911	235	1233	233
Future Volume (vph)	437	336	14	324	186	123	46	1259	911	235	1233	233
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			25			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			1.00		0.98	1.00		0.99
Frt		0.994			0.940				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3188	3264	0	3286	*1700	0	1711	3422	1531	3270	3371	1508
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3188	3264	0	3269	3185	0	1710	3422	1505	3266	3371	1486
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			78				355			259
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1789			2783			1344			2044	
Travel Time (s)		40.7			47.4			30.5			46.5	
Confl. Peds. (#/hr)			5	5			2		4	4		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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	486	373	16	360	207	137	51	1399	1012	261	1370	259
Shared Lane Traffic (%)												
Lane Group Flow (vph)	486	389	0	360	344	0	51	1399	1012	261	1370	259
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			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)	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	3.0		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 Effct Green (s)	25.1	36.5		21.7	30.1		10.2	64.3	64.3	18.1	74.5	74.5
Actuated g/C Ratio	0.16	0.23		0.13	0.19		0.06	0.40	0.40	0.11	0.46	0.46
v/c Ratio	0.98	0.53		0.82	0.91		0.47	1.03	1.25	0.71	0.88	0.31
Control Delay	103.2	58.4		83.9	77.2		89.0	79.2	148.4	81.0	48.3	4.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.2	58.4		83.9	77.2		89.0	79.2	148.4	81.0	48.3	4.3

Lanes, Volumes, Timings
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

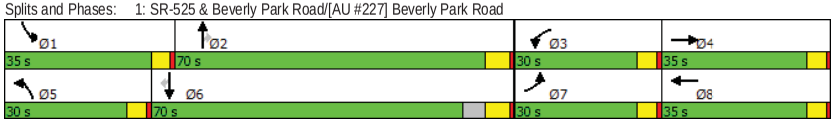
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E		F	E		F	E	F	F	D	A
Approach Delay		83.2			80.7			107.8			46.8	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	260	191		187	150		52	~770	~1059	136	676	0
Queue Length 95th (ft)	#462	264		280	226		110	#1175	#1551	205	#1031	60
Internal Link Dist (ft)		1709			2703			1264			1964	
Turn Bay Length (ft)	190			130			145		165	310		500
Base Capacity (vph)	494	738		510	380		265	1359	811	608	1553	824
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	0.98	0.53		0.71	0.91		0.19	1.03	1.25	0.43	0.88	0.31

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 161.7
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 81.5 — Intersection LOS: F
Intersection Capacity Utilization 91.1% — ICU Level of Service F
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



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	1	0	1	46	0	23	1	1196	25	14	762	2
Future Volume (vph)	1	0	1	46	0	23	1	1196	25	14	762	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		30	150		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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			1.00	0.99	1.00	1.00			1.00	
Frt		0.932				0.850		0.997				
Flt Protected		0.976			0.950		0.950			0.950		
Satd. Flow (prot)	0	1620	0	0	1703	1524	1703	3394	0	1703	3405	0
Flt Permitted		0.892			0.757		0.319			0.186		
Satd. Flow (perm)	0	1479	0	0	1355	1503	571	3394	0	333	3405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65				65		2				
Link Speed (mph)		35			35			38			40	
Link Distance (ft)		581			709			2783			1498	
Travel Time (s)		11.3			13.8			49.9			25.5	
Confl. Peds. (#/hr)	1		1	1		1	3		1	1		3
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	1	0	1	48	0	24	1	1246	26	15	794	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	48	24	1	1272	0	15	796	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			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	5.0		5.0	5.0	
Minimum Split (s)	30.5	30.5		30.5	30.5	30.5	9.5	24.0		9.5	29.0	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	19.5	55.0		19.5	55.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%	31.7%	17.9%	50.5%		17.9%	50.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.0		3.5	4.0	
All-Red Time (s)	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	-5.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	5.0		4.5	0.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max		None	None	
Act Effct Green (s)		10.0			10.0	10.0	62.9	62.7		63.0	66.7	
Actuated g/C Ratio		0.12			0.12	0.12	0.78	0.78		0.78	0.83	
v/c Ratio		0.01			0.29	0.10	0.00	0.48		0.04	0.28	
Control Delay		0.0			35.1	0.8	5.0	7.3		4.6	4.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		0.0			35.1	0.8	5.0	7.3		4.6	4.0	
LOS		A			D	A	A	A		A	A	
Approach Delay		0.0			23.7			7.3			4.1	

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
Approach LOS		A			C			A			A	
Queue Length 50th (ft)		0			24	0	0	80		1	22	
Queue Length 95th (ft)		0			51	1	2	372		10	169	
Internal Link Dist (ft)		501			629			2703			1418	
Turn Bay Length (ft)						30	150			150		
Base Capacity (vph)		597			509	606	664	2640		521	2816	
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		0.00			0.09	0.04	0.00	0.48		0.03	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 109
Actuated Cycle Length: 80.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 6.6 — Intersection LOS: A
Intersection Capacity Utilization 55.0% — ICU Level of Service B
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

Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	3	0	15	108	29	16	214	959	51	4	734	37
Future Volume (vph)	3	0	15	108	29	16	214	959	51	4	734	37
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	60		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
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
Frt		0.850			0.948			0.992			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1538	0	1702	1698	0	1728	3428	0	1719	3414	0
Flt Permitted				0.851			0.175			0.260		
Satd. Flow (perm)	1810	1538	0	1525	1698	0	318	3428	0	470	3414	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		284			17			5			5	
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		631			1366			1498			1261	
Travel Time (s)		14.3			31.0			26.9			21.5	
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 (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	3	0	16	117	32	17	233	1042	55	4	798	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	16	0	117	49	0	233	1097	0	4	838	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	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		None	Min		None	Min	
Act Effct Green (s)	6.0	5.2		9.4	8.0		40.0	39.8		28.4	28.4	
Actuated g/C Ratio	0.11	0.09		0.17	0.14		0.72	0.71		0.51	0.51	
v/c Ratio	0.02	0.04		0.41	0.19		0.44	0.45		0.01	0.48	
Control Delay	23.3	0.2		26.9	20.3		7.8	7.0		6.0	12.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.3	0.2		26.9	20.3		7.8	7.0		6.0	12.3	
LOS	C	A		C	C		A	A		A	B	
Approach Delay		3.9			24.9			7.2			12.3	
Approach LOS		A			C			A			B	

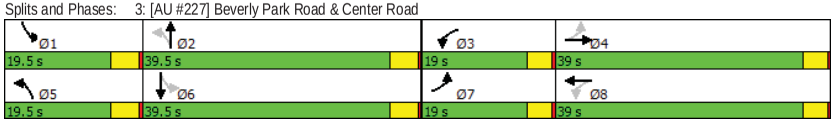
Lanes, Volumes, Timings
3: [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	0		34	9		19	60		0	92	
Queue Length 95th (ft)	7	0		87	43		88	256		4	207	
Internal Link Dist (ft)		551			1286			1418			1181	
Turn Bay Length (ft)	75			60			150			150		
Base Capacity (vph)	509	1111		503	1125		627	2503		673	2575	
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	0.01		0.23	0.04		0.37	0.44		0.01	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 55.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 10.2 — Intersection LOS: B
Intersection Capacity Utilization 56.4% — ICU Level of Service B
Analysis Period (min) 15

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						
Traffic Volume (vph)	16	26	749	16	20	757
Future Volume (vph)	16	26	749	16	20	757
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	
Frt	0.916		0.997			
Flt Protected	0.981				0.950	
Satd. Flow (prot)	1596	0	3362	0	1687	3374
Flt Permitted	0.981				0.286	
Satd. Flow (perm)	1596	0	3362	0	508	3374
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	28		2			
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1261			683
Travel Time (s)	8.9		22.6			11.6
Confl. Peds. (#/hr)				1	1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	17	28	805	17	22	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	822	0	22	814
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		0.0		0.0	3.0
Total Lost Time (s)	4.5		4.5		4.5	7.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	6.4		30.8		29.0	31.4
Actuated g/C Ratio	0.17		0.82		0.78	0.84
v/c Ratio	0.15		0.30		0.04	0.29
Control Delay	11.8		4.2		2.6	3.2
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	11.8		4.2		2.6	3.2
LOS	B		A		A	A
Approach Delay	11.8		4.2			3.2
Approach LOS	B		A			A
Queue Length 50th (ft)	3		0		1	0
Queue Length 95th (ft)	25		122		6	81

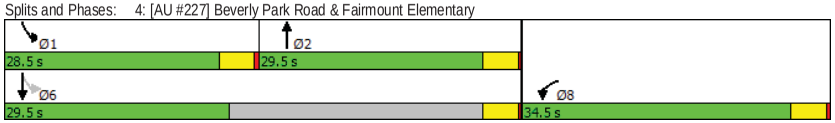
Lanes, Volumes, Timings
4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Internal Link Dist (ft)	313		1181			603
Turn Bay Length (ft)						
Base Capacity (vph)	1331		2734		1190	3374
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		0.30		0.02	0.24

Intersection Summary

Area Type: Other
Cycle Length: 92.5
Actuated Cycle Length: 37.4
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 3.9 — Intersection LOS: A
Intersection Capacity Utilization 35.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: [AU #227] Beverly Park Road & Fairmount Elementary



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	12	18	15	300	124	2	46	656	176	0	407	27
Future Volume (vph)	12	18	15	300	124	2	46	656	176	0	407	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	0		135	0		0
Storage Lanes	1		0	2		0	1		1	0		0
Taper Length (ft)	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		0.99			1.00		1.00		0.99		1.00	
Frt		0.934			0.998				0.850		0.991	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1719	3188	0	3335	1806	0	1719	3438	1538	0	3401	0
Flt Permitted	0.950			0.950			0.383					
Satd. Flow (perm)	1719	3188	0	3335	1806	0	692	3438	1518	0	3401	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			1				181		5	
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		362			852			683			899	
Travel Time (s)		8.2			19.4			12.3			15.3	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)			4			2			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 (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	12	19	15	309	128	2	47	676	181	0	420	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	34	0	309	130	0	47	676	181	0	448	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov		NA	
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	0.0	0.0		1.9	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.0		6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead		Lead		Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes		Yes		Yes	
Recall Mode	None	None		None	None		None	Min	None		Min	
Act Effct Green (s)	6.1	6.0		10.2	11.7		19.7	19.1	29.9		11.7	
Actuated g/C Ratio	0.15	0.14		0.24	0.28		0.47	0.45	0.71		0.28	
v/c Ratio	0.05	0.07		0.38	0.26		0.10	0.43	0.16		0.47	
Control Delay	25.1	18.5		18.5	17.6		7.2	8.7	0.7		15.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	25.1	18.5		18.5	17.6		7.2	8.7	0.7		15.9	
LOS	C	B		B	B		A	A	A		B	

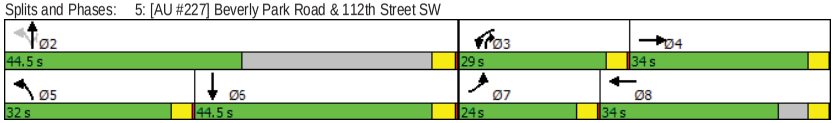
Lanes, Volumes, Timings
5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		20.2			18.3			7.0			15.9	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	2	2		29	23		4	37	0		44	
Queue Length 95th (ft)	19	16		95	95		22	111	7		107	
Internal Link Dist (ft)		282			772			603			819	
Turn Bay Length (ft)	250			250					135			
Base Capacity (vph)	963	2407		2290	1468		1275	3438	1450		2890	
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	0.01		0.13	0.09		0.04	0.20	0.12		0.16	

Intersection Summary

Area Type: Other
Cycle Length: 139.5
Actuated Cycle Length: 42
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 12.2 — Intersection LOS: B
Intersection Capacity Utilization 43.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	527	127	5	35	189	15	4	630	19	7	285	246
Future Volume (vph)	527	127	5	35	189	15	4	630	19	7	285	246
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	0		0	0		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		0.995			0.989			0.996			0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	1799	0	1719	1787	0	1653	4728	0	1670	4430	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3326	1799	0	1717	1787	0	1652	4728	0	1663	4430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			3			5			235	
Link Speed (mph)		38			30			30			30	
Link Distance (ft)		899			589			881			1264	
Travel Time (s)		16.1			13.4			20.0			28.7	
Confl. Peds. (#/hr)	3		1	1		3	1		4	4		1
Confl. Bikes (#/hr)			2			2			1			10
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%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	549	132	5	36	197	16	4	656	20	7	297	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	549	137	0	36	213	0	4	676	0	7	553	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)	24.0	19.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	19.8%	15.6%		15.6%	15.6%		15.6%	49.0%		15.6%	49.0%	
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	-5.0		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	4.5		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)	18.3	40.5		6.1	16.7		5.0	15.0		5.1	15.0	
Actuated g/C Ratio	0.28	0.63		0.09	0.26		0.08	0.23		0.08	0.23	
v/c Ratio	0.58	0.12		0.22	0.46		0.03	0.61		0.05	0.46	
Control Delay	25.6	8.6		35.2	24.5		36.0	25.4		35.6	13.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

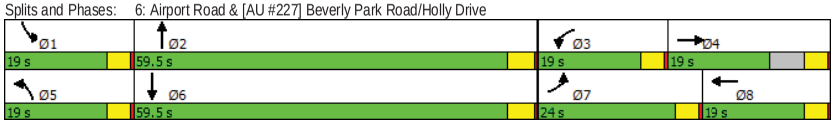
Lanes, Volumes, Timings
6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	25.6	8.6		35.2	24.5		36.0	25.4		35.6	13.7	
LOS	C	A		D	C		D	C		D	B	
Approach Delay		22.2			26.0			25.4			14.0	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	80	11		12	61		1	75		2	32	
Queue Length 95th (ft)	#241	81		52	165		13	172		19	90	
Internal Link Dist (ft)		819			509			801			1184	
Turn Bay Length (ft)	140			100								
Base Capacity (vph)	1088	1131		420	494		404	4195		408	3956	
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	0.50	0.12		0.09	0.43		0.01	0.16		0.02	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 121.5
Actuated Cycle Length: 64.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 21.5 — Intersection LOS: C
Intersection Capacity Utilization 51.0% — ICU Level of Service A
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



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	56	199	152	241	540	87	239	585	124	64	857	77
Future Volume (vph)	56	199	152	241	540	87	239	585	124	64	857	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)	0		400	0		0	0		300	0		430
Storage Lanes	1		2	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
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	1.00			0.97	1.00		1.00		0.98	1.00		0.98
Frt			0.850		0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1646	3292	2860	1703	*2050	0	1760	3292	1625	1816	3292	1473
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1639	3292	2860	1649	3213	0	1753	3292	1598	1813	3292	1437
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160		8				131			81
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2731			2127			1701			1159	
Travel Time (s)		62.1			32.2			38.7			26.3	
Confl. Peds. (#/hr)	5		19	19		5	7		2	2		7
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	59	209	160	254	568	92	252	616	131	67	902	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	209	160	254	660	0	252	616	131	67	902	81
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6		5	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 (%)	18.6%	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	3.0		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)	10.6	36.0	25.9	30.1	52.6		25.9	67.3	67.3	10.7	52.1	52.1
Actuated g/C Ratio	0.07	0.22	0.16	0.19	0.32		0.16	0.42	0.42	0.07	0.32	0.32
v/c Ratio	0.55	0.29	0.27	0.80	0.99		0.90	0.45	0.18	0.56	0.85	0.16
Control Delay	94.9	56.4	9.8	83.3	84.4		99.3	35.8	5.0	93.2	60.1	7.6
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	94.9	56.4	9.8	83.3	84.4		99.3	35.8	5.0	93.2	60.1	7.6
LOS	F	E	A	F	F		F	D	A	F	E	A

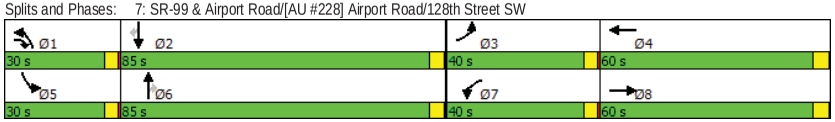
Lanes, Volumes, Timings
7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		44.3			84.1			47.8			58.2	
Approach LOS		D			F			D			E	
Queue Length 50th (ft)	62	98	0	257	362		265	244	0	70	469	0
Queue Length 95th (ft)	123	158	40	402	#598		#506	331	45	134	578	40
Internal Link Dist (ft)		2651			2047			1621			1079	
Turn Bay Length (ft)			400						300			430
Base Capacity (vph)	365	1128	592	378	670		281	1639	861	290	1639	756
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	0.16	0.19	0.27	0.67	0.99		0.90	0.38	0.15	0.23	0.55	0.11

Intersection Summary

Area Type: Other
Cycle Length: 215
Actuated Cycle Length: 162.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 60.3 — Intersection LOS: E
Intersection Capacity Utilization 82.0% — ICU Level of Service E
Analysis Period (min) 15
Description: Airport Road is east-west and SR-99 is north-south
* User Entered Value
\# 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



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	13	323	29	93	682	17	55	31	38	62	59	70
Future Volume (vph)	13	323	29	93	682	17	55	31	38	62	59	70
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)	0		0	0		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.99	1.00		1.00	0.99		1.00	0.99	
Frt		0.987			0.996			0.918			0.919	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1798	3208	0	1777	3424	0	1613	1814	0	1613	1815	0
Flt Permitted	0.381			0.505			0.950			0.950		
Satd. Flow (perm)	720	3208	0	939	3424	0	1609	1814	0	1611	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2			39			50	
Link Speed (mph)		35			45			30			30	
Link Distance (ft)		2127			1298			854			1133	
Travel Time (s)		41.4			19.7			19.4			25.8	
Confl. Peds. (#/hr)	3		5	5		3	3		1	1		3
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	13	330	30	95	696	17	56	32	39	63	60	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	360	0	95	713	0	56	71	0	63	131	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)	20.0	37.0		20.0	37.0		25.0	40.0		25.0	40.0	
Total Split (%)	16.4%	30.3%		16.4%	30.3%		20.5%	32.8%		20.5%	32.8%	
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	0.0		0.0	3.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5		4.0	7.5		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 Effct Green (s)	83.4	78.1		88.9	82.1		8.7	13.3		9.2	13.8	
Actuated g/C Ratio	0.68	0.64		0.73	0.67		0.07	0.11		0.08	0.11	
v/c Ratio	0.02	0.18		0.13	0.31		0.49	0.31		0.52	0.53	
Control Delay	9.6	12.2		7.4	11.7		68.0	26.2		68.7	36.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.6	12.2		7.4	11.7		68.0	26.2		68.7	36.3	

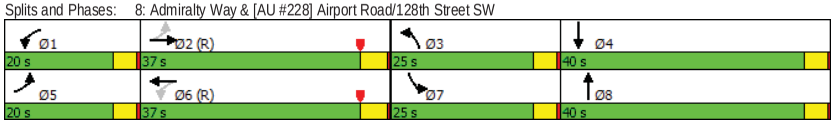
Lanes, Volumes, Timings
8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B		A	B		E	C		E	D	
Approach Delay		12.1			11.2			44.6			46.8	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	2	51		2	10		43	24		49	62	
Queue Length 95th (ft)	15	135		82	284		86	56		93	101	
Internal Link Dist (ft)		2047			1218			774			1053	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)	668	2055		797	2304		277	562		277	570	
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	0.02	0.18		0.12	0.31		0.20	0.13		0.23	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 122
Offset: 25 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 18.9 — Intersection LOS: B
Intersection Capacity Utilization 53.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	18	401	24	77	687	25	43	30	58	48	44	84
Future Volume (vph)	18	401	24	77	687	25	43	30	58	48	44	84
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)	0		0	0		0	95		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.99			1.00	0.99		1.00	0.99	
Frt		0.991			0.995			0.901			0.902	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	3177	0	1712	3294	0	1567	1526	0	1712	1556	0
Flt Permitted	0.331			0.459			0.950			0.950		
Satd. Flow (perm)	579	3177	0	822	3294	0	1562	1526	0	1711	1556	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			62			73	
Link Speed (mph)		35			40			30			30	
Link Distance (ft)		1298			1526			816			739	
Travel Time (s)		25.3			26.0			18.5			16.8	
Confl. Peds. (#/hr)			6	6			3		1	1		3
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 (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	19	427	26	82	731	27	46	32	62	51	47	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	453	0	82	758	0	46	94	0	51	136	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)	18.0	42.0		22.0	46.0		25.0	33.0		25.0	33.0	
Total Split (%)	14.8%	34.4%		18.0%	37.7%		20.5%	27.0%		20.5%	27.0%	
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	0.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5		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 Effct Green (s)	85.4	80.8		89.5	90.7		8.0	13.6		8.0	13.7	
Actuated g/C Ratio	0.70	0.66		0.73	0.74		0.07	0.11		0.07	0.11	
v/c Ratio	0.04	0.22		0.13	0.31		0.45	0.42		0.46	0.57	
Control Delay	6.4	8.2		12.5	8.8		67.6	23.5		66.7	31.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.4	8.2		12.5	8.8		67.6	23.5		66.7	31.9	

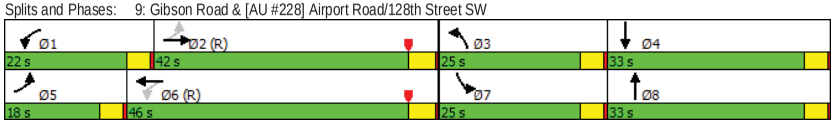
Lanes, Volumes, Timings
9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		B	A		E	C		E	C	
Approach Delay		8.1			9.2			38.0			41.4	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	1	76		6	10		36	24		39	49	
Queue Length 95th (ft)	11	73		65	176		74	62		80	91	
Internal Link Dist (ft)		1218			1446			736			659	
Turn Bay Length (ft)							95			80		
Base Capacity (vph)	551	2105		737	2448		269	422		294	437	
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	0.22		0.11	0.31		0.17	0.22		0.17	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 122
Offset: 45 (37%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 15.0 — Intersection LOS: B
Intersection Capacity Utilization 50.1% — ICU Level of Service A
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



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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	450	23	48	726	19	21	47	50	44	34	25
Future Volume (vph)	24	450	23	48	726	19	21	47	50	44	34	25
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)	0		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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	0.98		0.98	0.99	
Frt		0.993			0.996			0.923			0.936	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	4808	0	1605	3197	0	1630	1613	0	1677	1586	0
Flt Permitted	0.300			0.445			0.717			0.580		
Satd. Flow (perm)	533	4808	0	750	3197	0	1225	1613	0	1008	1586	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2			45			26	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		1526			723			855			487	
Travel Time (s)		29.7			16.4			19.4			11.1	
Confl. Peds. (#/hr)			3	3			4		16	16		4
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	25	469	24	50	756	20	22	49	52	46	35	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	493	0	50	776	0	22	101	0	46	61	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	0.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5		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 Effct Green (s)	80.4	74.3		81.5	81.6		26.9	21.5		29.5	24.3	
Actuated g/C Ratio	0.66	0.61		0.67	0.67		0.22	0.18		0.24	0.20	
v/c Ratio	0.06	0.17		0.09	0.36		0.08	0.31		0.16	0.18	
Control Delay	8.8	11.2		21.0	26.1		27.6	24.2		29.6	23.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.8	11.2		21.0	26.1		27.6	24.2		29.6	23.1	

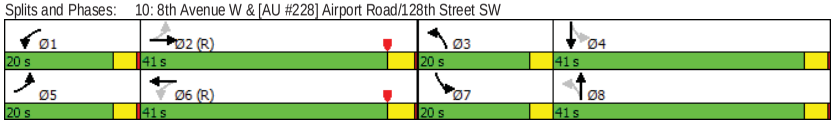
Lanes, Volumes, Timings
10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B		C	C		C	C		C	C	
Approach Delay		11.1			25.8			24.8			25.9	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	6	99		28	247		11	34		24	21	
Queue Length 95th (ft)	13	50		55	395		30	81		50	56	
Internal Link Dist (ft)		1446			643			775			407	
Turn Bay Length (ft)				100			100			100		
Base Capacity (vph)	517	2928		626	2139		385	520		362	499	
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		0.08	0.36		0.06	0.19		0.13	0.12	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 122
Offset: 60 (49%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 20.9 — Intersection LOS: C
Intersection Capacity Utilization 55.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	8	506	48	98	706	19	40	3	52	30	5	14
Future Volume (vph)	8	506	48	98	706	19	40	3	52	30	5	14
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			25			25			25		
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		0.99	1.00			1.00	0.98		0.99	
Frt		0.987			0.996				0.850		0.961	
Flt Protected	0.950			0.950				0.955			0.970	
Satd. Flow (prot)	1655	4680	0	1606	3087	0	0	1679	1494	0	1655	0
Flt Permitted	0.356			0.395				0.784			0.824	
Satd. Flow (perm)	620	4680	0	664	3087	0	0	1373	1465	0	1400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2				56		15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			592			334			339	
Travel Time (s)		16.4			13.5			7.6			7.7	
Confl. Peds. (#/hr)	4		8	8		4	4		7	7		4
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%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	9	544	52	105	759	20	43	3	56	32	5	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	596	0	105	779	0	0	46	56	0	52	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	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)	40.0	50.0		40.0	50.0		32.0	32.0	32.0	32.0	32.0	
Total Split (%)	32.8%	41.0%		32.8%	41.0%		26.2%	26.2%	26.2%	26.2%	26.2%	
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	0.0		0.0	-2.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0		4.0	2.0			3.5	3.5		3.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Min	Min	Min	Min	Min	
Act Effct Green (s)	93.3	88.6		99.0	99.2			15.5	15.5		15.5	
Actuated g/C Ratio	0.76	0.73		0.81	0.81			0.13	0.13		0.13	
v/c Ratio	0.02	0.18		0.18	0.31			0.26	0.24		0.27	
Control Delay	2.9	3.5		5.5	4.3			47.0	12.0		35.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	2.9	3.5		5.5	4.3			47.0	12.0		35.7	

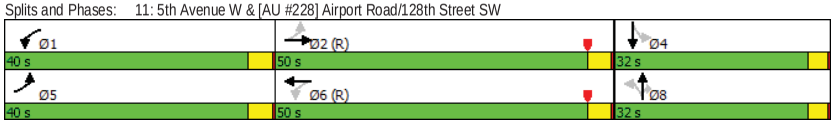
Lanes, Volumes, Timings
11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		A	A			D	B		D	
Approach Delay		3.5			4.5			27.8			35.7	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	1	21		4	12			36	0		28	
Queue Length 95th (ft)	4	38		47	128			63	35		58	
Internal Link Dist (ft)		643			512			254			259	
Turn Bay Length (ft)	125			100					50			
Base Capacity (vph)	808	3402		816	2510			320	385		338	
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	0.18		0.13	0.31			0.14	0.15		0.15	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 122
Offset: 75 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.31
Intersection Signal Delay: 6.6 — Intersection LOS: A
Intersection Capacity Utilization 54.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings
12: 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)	52	479	21	296	690	271	18	125	195	458	197	59
Future Volume (vph)	52	479	21	296	690	271	18	125	195	458	197	59
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	2		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	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00		0.97	1.00		0.98	0.99	1.00	
Frt		0.994				0.850			0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1639	4675	0	1678	3245	1652	1856	1776	1711	3164	1877	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1635	4675	0	1670	3245	1608	1848	1776	1674	3138	1877	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				285			94		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		592			861			751			745	
Travel Time (s)		13.5			19.6			17.1			16.9	
Confl. Peds. (#/hr)	3		5	5		3	5		9	9		5
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 (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	55	504	22	312	726	285	19	132	205	482	207	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	526	0	312	726	285	19	132	205	482	269	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases						6			8			
Detector Phase	5	2		1	6	6	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	55.0		8.0	42.0	42.0	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	15.0	22.0		44.0	51.0	51.0	25.0	24.0	44.0	32.0	31.0	
Total Split (%)	12.3%	18.0%		36.1%	41.8%	41.8%	20.5%	19.7%	36.1%	26.2%	25.4%	
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	0.0		0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	7.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Min	None	None	Min	
Act Effct Green (s)	8.1	38.7		27.3	56.8	59.8	5.8	15.3	42.6	22.6	37.8	
Actuated g/C Ratio	0.07	0.32		0.22	0.47	0.49	0.05	0.13	0.35	0.19	0.31	
v/c Ratio	0.50	0.35		0.83	0.48	0.31	0.22	0.59	0.31	0.82	0.46	
Control Delay	82.8	28.5		57.4	31.6	8.5	61.0	60.5	12.9	59.6	34.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	82.8	28.5		57.4	31.6	8.5	61.0	60.5	12.9	59.6	34.7	

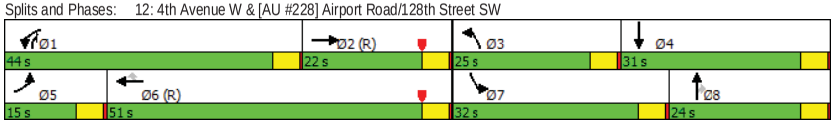
Lanes, Volumes, Timings
12: 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C		E	C	A	E	E	B	E	C	
Approach Delay		33.6			32.7			33.1			50.7	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	46	131		244	244	42	15	101	58	189	155	
Queue Length 95th (ft)	88	192		m297	m325	m71	40	161	92	239	241	
Internal Link Dist (ft)		512			781			671			665	
Turn Bay Length (ft)	90			455						245		
Base Capacity (vph)	141	1487		543	1509	933	311	290	815	713	589	
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	0.39	0.35		0.57	0.48	0.31	0.06	0.46	0.25	0.68	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 122
Offset: 85 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 37.4 — Intersection LOS: D
Intersection Capacity Utilization 81.7% — ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: 4th Avenue W & [AU #228] Airport Road/128th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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	745	520	698	971	0	0	0	0	386	0	449
Future Volume (vph)	0	745	520	698	971	0	0	0	0	386	0	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	610		0	0		0	330		330
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			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												0.98
Frt		0.977	0.850									0.850
Flt Protected				0.950						0.950	0.950	
Satd. Flow (prot)	0	*1700	1386	3303	3406	0	0	0	0	1618	1618	1524
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	3187	1386	3303	3406	0	0	0	0	1618	1618	1499
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16	401									140
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		861			711			315			681	
Travel Time (s)		19.6			13.9			7.2			15.5	
Confl. Peds. (#/hr)	10					10	4					4
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	0	776	542	727	1011	0	0	0	0	402	0	468
Shared Lane Traffic (%)			26%							50%		
Lane Group Flow (vph)	0	917	401	727	1011	0	0	0	0	201	201	468
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						8	
Permitted Phases			2							8		8
Detector Phase		2	2	1	6					8	8	8
Switch Phase												
Minimum Initial (s)		10.0	10.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		21.3	21.3	8.0	23.3					40.0	40.0	40.0
Total Split (s)		39.0	39.0	47.0	86.0					36.0	36.0	36.0
Total Split (%)		32.0%	32.0%	38.5%	70.5%					29.5%	29.5%	29.5%
Yellow Time (s)		4.3	4.3	4.0	4.3					4.0	4.0	4.0
All-Red Time (s)		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
Total Lost Time (s)		5.3	5.3	5.0	5.3					5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Min					Min	Min	Min
Act Effct Green (s)		43.9	43.9	32.4	81.3					30.4	30.4	30.4
Actuated g/C Ratio		0.36	0.36	0.27	0.67					0.25	0.25	0.25
v/c Ratio		1.47	0.53	0.83	0.45					0.50	0.50	0.98
Control Delay		255.2	16.2	50.7	10.5					44.1	44.1	68.4
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		255.2	16.2	50.7	10.5					44.1	44.1	68.4
LOS		F	B	D	B					D	D	E
Approach Delay		182.5			27.3						57.2	

Lanes, Volumes, Timings
13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

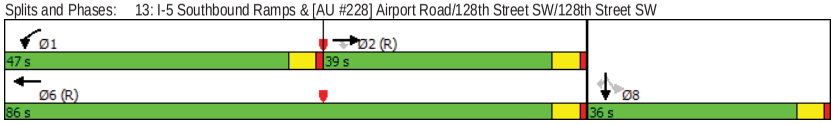
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			C						E	
Queue Length 50th (ft)		~563	125	277	185					143	143	273
Queue Length 95th (ft)		#744	285	325	228					224	224	#492
Internal Link Dist (ft)		781			631			235			601	
Turn Bay Length (ft)				610						330		330
Base Capacity (vph)		622	755	1137	2269					411	411	485
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		1.47	0.53	0.64	0.45					0.49	0.49	0.96

Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 122
Offset: 15 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.47
Intersection Signal Delay: 86.0 — Intersection LOS: F
Intersection Capacity Utilization 73.9% — ICU Level of Service D
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: 13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
14: 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)	32	0	7	11	2	8	7	1388	9	4	545	155
Future Volume (vph)	32	0	7	11	2	8	7	1388	9	4	545	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	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							1.00	1.00		1.00	1.00	
Frt		0.850			0.877			0.999			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1524	0	1703	1572	0	1703	4888	0	1703	4710	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1703	1524	0	1703	1572	0	1702	4888	0	1702	4710	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		329			9			1			103	
Link Speed (mph)		30			30			30			50	
Link Distance (ft)		1165			994			1264			2194	
Travel Time (s)		26.5			22.6			28.7			29.9	
Confl. Peds. (#/hr)							1		3	3		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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	34	0	7	12	2	9	7	1477	10	4	580	165
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	7	0	12	11	0	7	1487	0	4	745	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		None	C-Min		None	C-Min	
Act Effct Green (s)	7.1	5.9		6.0	4.9		6.0	59.2		6.0	19.5	
Actuated g/C Ratio	0.10	0.08		0.09	0.07		0.09	0.85		0.09	0.28	
v/c Ratio	0.20	0.02		0.08	0.09		0.05	0.36		0.03	0.54	
Control Delay	31.1	0.0		30.8	20.9		30.3	4.9		30.0	28.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	0.0		30.8	20.9		30.3	4.9		30.0	28.6	
LOS	C	A		C	C		C	A		C	C	
Approach Delay		25.8			26.1			5.0			28.7	

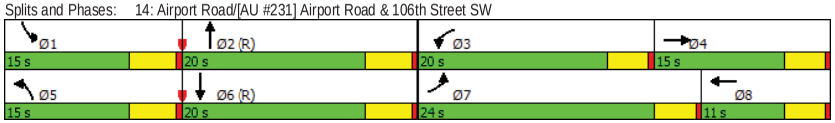
Lanes, Volumes, Timings
14: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			A			C	
Queue Length 50th (ft)	14	0		5	1		3	0		2	~210	
Queue Length 95th (ft)	38	0		20	15		14	219		10	71	
Internal Link Dist (ft)		1085			914			1184			2114	
Turn Bay Length (ft)	90			125								
Base Capacity (vph)	486	516		389	165		255	4135		255	1387	
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	0.01		0.03	0.07		0.03	0.36		0.02	0.54	

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 Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 13.3 — Intersection LOS: B
Intersection Capacity Utilization 42.5% — ICU Level of Service A
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Airport Road/[AU #231] Airport Road & 106th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
15: [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)	7	2	16	64	30	137	45	1121	294	153	509	14
Future Volume (vph)	7	2	16	64	30	137	45	1121	294	153	509	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	140		65	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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	1.00					0.99		0.99		1.00		
Frt			0.850			0.850		0.969			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1776	1509	1687	1776	1509	1687	4652	0	1687	4828	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1685	1776	1509	1687	1776	1489	1687	4652	0	1681	4828	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			147		63			4	
Link Speed (mph)		30			30			47			50	
Link Distance (ft)		858			1387			2194			2138	
Travel Time (s)		19.5			31.5			31.8			29.2	
Confl. Peds. (#/hr)	1					1			9	9		
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%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	8	2	17	69	32	147	48	1205	316	165	547	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	2	17	69	32	147	48	1521	0	165	562	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
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	28.5	23.5	23.5	24.0	64.5		19.0	64.5	
Total Split (%)	19.6%	19.6%	19.6%	19.6%	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)	5.5	9.2	9.2	8.7	13.3	13.3	7.5	35.2		15.8	48.8	
Actuated g/C Ratio	0.07	0.13	0.13	0.12	0.18	0.18	0.10	0.48		0.22	0.66	
v/c Ratio	0.06	0.01	0.06	0.35	0.10	0.38	0.28	0.67		0.45	0.18	
Control Delay	46.3	35.0	0.4	42.6	27.7	8.3	43.6	17.3		37.8	8.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	46.3	35.0	0.4	42.6	27.7	8.3	43.6	17.3		37.8	8.8	
LOS	D	C	A	D	C	A	D	B		D	A	
Approach Delay		16.6			20.4			18.1			15.4	

Lanes, Volumes, Timings
15: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	3	1	0	23	10	0	16	129		49	24	
Queue Length 95th (ft)	25	8	0	103	44	50	79	412		#259	124	
Internal Link Dist (ft)		778			1307			2114			2058	
Turn Bay Length (ft)	200		200	140		65						
Base Capacity (vph)	650	700	654	650	721	692	519	4138		390	4189	
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	0.01	0.00	0.03	0.11	0.04	0.21	0.09	0.37		0.42	0.13	

Intersection Summary

Area Type: Other
Cycle Length: 145.5
Actuated Cycle Length: 73.4
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 17.6 — Intersection LOS: B
Intersection Capacity Utilization 57.6% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: [AU #231] Airport Road & 100th Street SW

Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
16: [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)	5	7	1	9	1	38	21	799	146	388	937	34
Future Volume (vph)	5	7	1	9	1	38	21	799	146	388	937	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	125		0	260		0	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	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	1.00	1.00		1.00		0.98	1.00				1.00	
Frt		0.985				0.850		0.977			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1731	0	1671	1759	1495	1671	4692	0	1671	4775	0
Flt Permitted	0.757			0.751			0.950			0.950		
Satd. Flow (perm)	1327	1731	0	1320	1759	1472	1671	4692	0	1671	4775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				69		25			12	
Link Speed (mph)		30			30			47			50	
Link Distance (ft)		429			649			2138			1785	
Travel Time (s)		9.8			14.8			31.0			24.3	
Confl. Peds. (#/hr)	4		1	1		4	1					1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	6	9	1	11	1	47	26	986	180	479	1157	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	10	0	11	1	47	26	1166	0	479	1199	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
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)	8.4	8.4		8.4	8.4	8.4	6.0	25.1		16.4	44.2	
Actuated g/C Ratio	0.16	0.16		0.16	0.16	0.16	0.11	0.47		0.31	0.84	
v/c Ratio	0.03	0.04		0.05	0.00	0.16	0.14	0.52		0.92	0.30	
Control Delay	20.4	19.5		20.8	20.0	4.7	30.1	12.1		50.8	4.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.4	19.5		20.8	20.0	4.7	30.1	12.1		50.8	4.6	
LOS	C	B		C	B	A	C	B		D	A	
Approach Delay		19.8			8.0			12.5			17.8	

Lanes, Volumes, Timings
16: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			A			B			B	
Queue Length 50th (ft)	2	2		3	0	0	7	80		134	8	
Queue Length 95th (ft)	10	13		14	4	10	35	187		#498	163	
Internal Link Dist (ft)		349			569			2058			1705	
Turn Bay Length (ft)	185			125			260			250		
Base Capacity (vph)	331	434		330	439	420	518	4348		518	4424	
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	0.02	0.02		0.03	0.00	0.11	0.05	0.27		0.92	0.27	

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 52.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 15.5 — Intersection LOS: B
Intersection Capacity Utilization 59.5% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: [AU #231] Airport Road & 94th Street SW

Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
17: [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)	50	2	59	46	3	43	125	657	47	77	1051	213
Future Volume (vph)	50	2	59	46	3	43	125	657	47	77	1051	213
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		
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			0.99		1.00	1.00		0.99	1.00	
Frt			0.850		0.859			0.990			0.975	
Flt Protected	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (prot)	1573	1583	1482	1656	1476	0	1656	4699	0	1656	4625	0
Flt Permitted	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (perm)	1568	1578	1482	1656	1476	0	1654	4699	0	1645	4625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		46			8			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)	2					2	3		5	5		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 (%)	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Adj. Flow (vph)	54	2	63	49	3	46	134	706	51	83	1130	229
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	28	28	63	49	49	0	134	757	0	83	1359	0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									
Detector Phase	4	4	4	8	8		5	2		1	6	
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		8.0	41.0		8.0	26.5	
Total Split (s)	28.5	28.5	28.5	38.5	38.5		29.0	54.5		39.0	54.5	
Total Split (%)	17.8%	17.8%	17.8%	24.0%	24.0%		18.1%	34.0%		24.3%	34.0%	
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)	7.8	7.8	7.8	9.8	9.8		12.6	41.8		9.9	29.1	
Actuated g/C Ratio	0.11	0.11	0.11	0.14	0.14		0.18	0.60		0.14	0.42	
v/c Ratio	0.16	0.16	0.26	0.21	0.20		0.45	0.27		0.36	0.70	
Control Delay	41.4	41.4	8.3	34.0	13.4		37.9	11.6		39.6	21.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	41.4	41.4	8.3	34.0	13.4		37.9	11.6		39.6	21.3	
LOS	D	D	A	C	B		D	B		D	C	
Approach Delay		23.9			23.7			15.5			22.4	

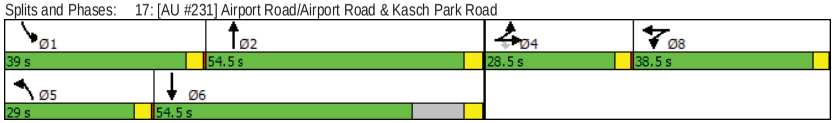
Lanes, Volumes, Timings
17: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	11	11	0	19	1		49	61		31	165	
Queue Length 95th (ft)	52	52	24	63	34		157	157		109	368	
Internal Link Dist (ft)		437			693			1705			480	
Turn Bay Length (ft)	200		200	90			225			110		
Base Capacity (vph)	674	678	685	951	868		709	3709		951	3901	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	10	
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	0.04	0.04	0.09	0.05	0.06		0.19	0.20		0.09	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 160.5
Actuated Cycle Length: 69.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 20.1 — Intersection LOS: C
Intersection Capacity Utilization 52.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 17: [AU #231] Airport Road/Airport Road & Kasch Park Road



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Existing PM Peak-Hour
Arterial Level of Service Analysis

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	49.9	8.0	57.9	0.53	32.8	B
Center Road	II	38	28.9	14.8	43.7	0.28	23.4	C
Fairmount Elementary	II	38	26.3	4.9	31.2	0.24	27.6	C
112th Street SW	II	38	14.9	18.6	33.5	0.13	13.9	E
Airport Road	II	38	19.6	29.9	49.5	0.17	12.4	F
Total	II		139.6	76.2	215.8	1.35	22.5	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	19.6	20.0	39.6	0.17	15.5	E
Fairmount Elementary	II	40	14.9	1.3	16.2	0.13	28.7	B
Center Road	II	40	26.3	11.8	38.1	0.24	22.6	C
Gibson Road	II	40	28.9	7.5	36.4	0.28	28.1	B
SR-525	II	40	47.4	127.4	174.8	0.53	10.9	F
Total	II		137.1	168.0	305.1	1.35	15.9	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	30	49.6	13.3	62.9	0.39	22.4	C
Gibson Road	III	30	31.2	20.1	51.3	0.25	17.3	D
8th Avenue W	III	35	34.7	22.2	56.9	0.29	18.3	C
5th Avenue W	III	30	18.3	4.5	22.8	0.14	21.6	C
4th Avenue W	III	30	15.8	19.7	35.5	0.11	11.4	E
I-5 Southbound Ramps	III	30	21.9	166.0	187.9	0.16	3.1	F
Total	III		171.5	245.8	417.3	1.34	11.5	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
4th Avenue W	IV	10	29.4	34.2	63.6	0.16	9.2	D
5th Avenue W	IV	10	24.7	9.7	34.4	0.11	11.7	D
8th Avenue W	IV	30	20.5	12.0	32.5	0.14	15.2	C
Gibson Road	IV	40	29.5	12.8	42.3	0.29	24.6	B
Admiralty Way	IV	45	25.6	17.6	43.2	0.25	20.5	B
SR-99	IV	45	36.7	62.8	99.5	0.39	14.1	C
Total	IV		166.4	149.1	315.5	1.34	15.3	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	50	35.7	28.0	63.7	0.42	23.5	D
94th Street SW	I	50	34.8	8.7	43.5	0.40	33.5	C
Kasch Park Road	I	50	30.8	22.4	53.2	0.34	22.9	D
Total	I		101.3	59.1	160.4	1.16	26.0	D

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	47	32.8	6.6	39.4	0.34	30.9	C
100th Street SW	I	47	38.1	18.2	56.3	0.40	25.9	D
106th Street SW	I	47	39.1	15.7	54.8	0.42	27.3	C
Total	I		110.0	40.5	150.5	1.16	27.7	C

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												
Traffic Volume (vph)	540	528	30	598	498	74	21	1336	446	426	1782	422
Future Volume (vph)	540	528	30	598	498	74	21	1336	446	426	1782	422
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			25			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	0.99	1.00		0.98	1.00		1.00		0.98	1.00		0.99
Frt		0.992			0.981				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3219	3286	0	3319	*2600	0	1728	3455	1546	3302	3404	1523
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3200	3286	0	3256	3348	0	1728	3455	1515	3296	3404	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			8				164			337
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1789			2783			1344			2044	
Travel Time (s)		40.7			47.4			30.5			46.5	
Confl. Peds. (#/hr)	7		23	23		7	1		6	6		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
Adj. Flow (vph)	557	544	31	616	513	76	22	1377	460	439	1837	435
Shared Lane Traffic (%)												
Lane Group Flow (vph)	557	575	0	616	589	0	22	1377	460	439	1837	435
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			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)	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	3.0		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 Effct Green (s)	25.1	39.4		25.1	36.4		7.8	64.3	64.3	26.8	88.0	88.0
Actuated g/C Ratio	0.14	0.22		0.14	0.21		0.04	0.36	0.36	0.15	0.50	0.50
v/c Ratio	1.22	0.78		1.31	1.09		0.29	1.10	0.70	0.88	1.08	0.47
Control Delay	176.1	72.3		207.9	127.4		94.2	106.6	38.0	93.0	89.5	9.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	176.1	72.3		207.9	127.4		94.2	106.6	38.0	93.0	89.5	9.1
LOS	F	E		F	F		F	F	D	F	F	A

Lanes, Volumes, Timings
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

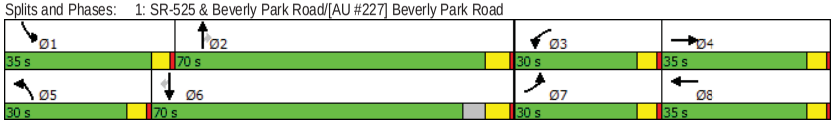
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		123.4			168.6			89.5			77.2	
Approach LOS		F			F			F			E	
Queue Length 50th (ft)	~438	338		~506	374		26	~1027	329	270	~1380	69
Queue Length 95th (ft)	#575	412		#647	#504		61	#1190	489	#343	#1570	177
Internal Link Dist (ft)		1709			2703			1264			1964	
Turn Bay Length (ft)	190			130			145		165	310		500
Base Capacity (vph)	457	735		471	542		245	1257	655	563	1695	917
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	1.22	0.78		1.31	1.09		0.09	1.10	0.70	0.78	1.08	0.47

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 176.7
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 104.0 — Intersection LOS: F
Intersection Capacity Utilization 116.2% — ICU Level of Service H
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



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	17	3	17	51	2	28	41	1056	64	25	1261	20
Future Volume (vph)	17	3	17	51	2	28	41	1056	64	25	1261	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		30	150		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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			1.00	0.98		1.00			1.00	
Frt		0.938				0.850		0.991			0.998	
Flt Protected		0.977			0.954		0.950			0.950		
Satd. Flow (prot)	0	1696	0	0	1777	1583	1770	3502	0	1770	3530	0
Flt Permitted		0.844			0.705		0.142			0.203		
Satd. Flow (perm)	0	1459	0	0	1310	1551	265	3502	0	378	3530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				65		7			2	
Link Speed (mph)		35			35			38			40	
Link Distance (ft)		581			709			2783			1498	
Travel Time (s)		11.3			13.8			49.9			25.5	
Confl. Peds. (#/hr)	7		2	2		7	6		2	2		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
Adj. Flow (vph)	18	3	18	55	2	30	44	1135	69	27	1356	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	57	30	44	1204	0	27	1378	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			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	5.0		5.0	5.0	
Minimum Split (s)	30.5	30.5		30.5	30.5	30.5	9.5	24.0		9.5	29.0	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	19.5	55.0		19.5	55.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%	31.7%	17.9%	50.5%		17.9%	50.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.0		3.5	4.0	
All-Red Time (s)	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	-5.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	5.0		4.5	0.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max		None	None	
Act Effct Green (s)		10.1			10.1	10.1	59.7	58.3		58.4	59.8	
Actuated g/C Ratio		0.13			0.13	0.13	0.76	0.74		0.74	0.76	
v/c Ratio		0.19			0.34	0.12	0.14	0.46		0.07	0.51	
Control Delay		20.6			35.5	2.2	5.1	8.0		4.6	7.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		20.6			35.5	2.2	5.1	8.0		4.6	7.5	
LOS		C			D	A	A	A		A	A	
Approach Delay		20.6			24.0			7.9			7.4	
Approach LOS		C			C			A			A	

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)		8			22	0	3	73		2	128	
Queue Length 95th (ft)		35			59	5	21	336		15	367	
Internal Link Dist (ft)		501			629			2703			1418	
Turn Bay Length (ft)						30	150			150		
Base Capacity (vph)		578			509	642	499	2605		565	2798	
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		0.07			0.11	0.05	0.09	0.46		0.05	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 109
Actuated Cycle Length: 78.4
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 8.4 — Intersection LOS: A
Intersection Capacity Utilization 56.0% — ICU Level of Service B
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

Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	30	15	197	50	0	51	24	1319	54	12	1266	4
Future Volume (vph)	30	15	197	50	0	51	24	1319	54	12	1266	4
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	60		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
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		1.00				1.00				
Frt		0.860			0.850			0.994				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1582	0	1752	1567	0	1778	3532	0	1770	3539	0
Flt Permitted	0.721			0.367			0.100			0.103		
Satd. Flow (perm)	1343	1582	0	676	1567	0	187	3532	0	192	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		214			476			4				
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		631			1366			1498			1261	
Travel Time (s)		14.3			31.0			26.9			21.5	
Confl. Peds. (#/hr)			1	1					1	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
Adj. Flow (vph)	33	16	214	54	0	55	26	1434	59	13	1376	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	230	0	54	55	0	26	1493	0	13	1380	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	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		None	Min		None	Min	
Act Effct Green (s)	11.7	8.5		13.4	10.9		40.9	40.0		39.9	43.4	
Actuated g/C Ratio	0.18	0.13		0.21	0.17		0.63	0.62		0.62	0.67	
v/c Ratio	0.12	0.59		0.22	0.08		0.10	0.68		0.05	0.58	
Control Delay	19.1	12.0		20.6	0.3		8.8	14.8		8.8	11.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.1	12.0		20.6	0.3		8.8	14.8		8.8	11.8	
LOS	B	B		C	A		A	B		A	B	
Approach Delay		12.9			10.3			14.7			11.8	

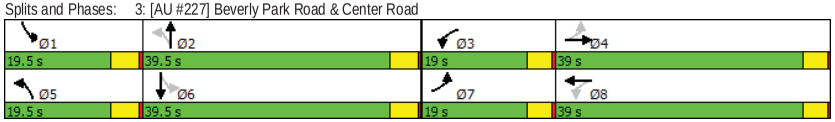
Lanes, Volumes, Timings
3: [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	9	5		15	0		3	164		2	103	
Queue Length 95th (ft)	29	62		42	0		20	#636		13	#473	
Internal Link Dist (ft)		551			1286			1418			1181	
Turn Bay Length (ft)	75			60			150			150		
Base Capacity (vph)	504	990		463	1094		506	2187		506	2375	
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	0.23		0.12	0.05		0.05	0.68		0.03	0.58	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 64.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 13.2 — Intersection LOS: B
Intersection Capacity Utilization 66.1% — ICU Level of Service C
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



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	20	1182	0	3	1026
Future Volume (vph)	22	20	1182	0	3	1026
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						
Frt	0.935					
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1698	0	3539	0	1770	3539
Flt Permitted	0.975				0.150	
Satd. Flow (perm)	1698	0	3539	0	279	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23					
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1261			683
Travel Time (s)	8.9		22.6			11.6
Confl. Peds. (#/hr)				4	4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	25	23	1343	0	3	1166
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	1343	0	3	1166
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		0.0		0.0	-5.0
Total Lost Time (s)	4.5		4.5		4.5	-0.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	6.4		40.5		39.4	44.1
Actuated g/C Ratio	0.13		0.84		0.82	0.91
v/c Ratio	0.20		0.45		0.01	0.36
Control Delay	15.3		4.9		2.3	1.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	15.3		4.9		2.3	1.3
LOS	B		A		A	A
Approach Delay	15.3		4.9			1.3
Approach LOS	B		A			A
Queue Length 50th (ft)	6		0		0	0
Queue Length 95th (ft)	29		223		2	52
Internal Link Dist (ft)	313		1181			603

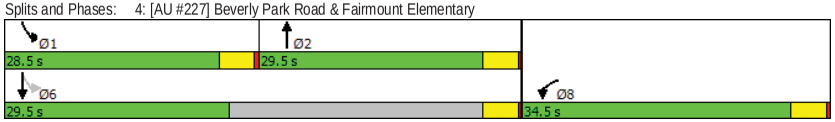
Lanes, Volumes, Timings
4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	1076		2974		977	3539
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	0.04		0.45		0.00	0.33

Intersection Summary

Area Type: Other
Cycle Length: 92.5
Actuated Cycle Length: 48.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 3.5 — Intersection LOS: A
Intersection Capacity Utilization 44.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: [AU #227] Beverly Park Road & Fairmount Elementary



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	46	220	42	282	26	3	5	626	491	0	669	5
Future Volume (vph)	46	220	42	282	26	3	5	626	491	0	669	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	0		135	0		0
Storage Lanes	1		0	2		0	1		1	0		0
Taper Length (ft)	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				0.98		1.00	
Frt		0.976			0.985				0.850		0.999	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1736	3378	0	3367	1797	0	1736	3471	1553	0	3467	0
Flt Permitted	0.950			0.950			0.183					
Satd. Flow (perm)	1731	3378	0	3364	1797	0	334	3471	1526	0	3467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			3				269		1	
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		362			852			683			899	
Travel Time (s)		8.2			19.4			12.3			15.3	
Confl. Peds. (#/hr)	2		1	1		2	1		3	3		1
Confl. Bikes (#/hr)			4			2			4			4
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 (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	48	229	44	294	27	3	5	652	511	0	697	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	273	0	294	30	0	5	652	511	0	702	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov		NA	
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	0.0	0.0		-1.4	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.0		3.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead		Lead		Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes		Yes		Yes	
Recall Mode	None	None		None	None		None	Min	None		Min	
Act Effct Green (s)	11.3	12.4		11.8	20.2		19.4	18.9	31.2		19.4	
Actuated g/C Ratio	0.20	0.22		0.21	0.35		0.34	0.33	0.55		0.34	
v/c Ratio	0.14	0.37		0.42	0.05		0.02	0.57	0.53		0.60	
Control Delay	28.2	20.6		25.3	16.5		15.6	18.6	5.4		20.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.1		0.0	
Total Delay	28.2	20.6		25.3	16.5		15.6	18.6	5.5		20.0	
LOS	C	C		C	B		B	B	A		C	

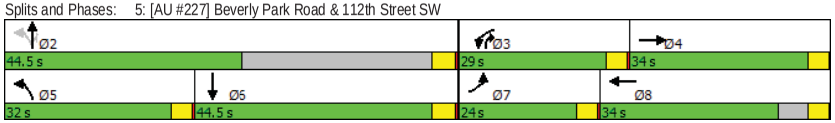
Lanes, Volumes, Timings
5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		21.7			24.5			12.8			20.0	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	6	34		36	7		1	79	23		82	
Queue Length 95th (ft)	66	99		132	30		9	216	141		269	
Internal Link Dist (ft)		282			772			603			819	
Turn Bay Length (ft)	250			250					135			
Base Capacity (vph)	718	2019		1661	1257		967	3268	1309		2757	
Starvation Cap Reductn	0	0		0	0		0	0	178		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	0.14		0.18	0.02		0.01	0.20	0.45		0.25	

Intersection Summary

Area Type: Other
Cycle Length: 139.5
Actuated Cycle Length: 57.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 17.5 — Intersection LOS: B
Intersection Capacity Utilization 45.5% — ICU Level of Service A
Analysis Period (min) 15

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)	356	312	23	34	116	19	11	384	62	29	978	537
Future Volume (vph)	356	312	23	34	116	19	11	384	62	29	978	537
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	0		0	0		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		0.990			0.979			0.979			0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	1807	0	1736	1784	0	1669	4678	0	1686	4561	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3364	1807	0	1736	1784	0	1669	4678	0	1679	4561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			6			33			149	
Link Speed (mph)		38			30			30			30	
Link Distance (ft)		899			589			881			1264	
Travel Time (s)		16.1			13.4			20.0			28.7	
Confl. Peds. (#/hr)	1					1			3	3		
Confl. Bikes (#/hr)			2			2			1			10
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%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	387	339	25	37	126	21	12	417	67	32	1063	584
Shared Lane Traffic (%)												
Lane Group Flow (vph)	387	364	0	37	147	0	12	484	0	32	1647	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)	24.0	19.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	19.8%	15.6%		15.6%	15.6%		15.6%	49.0%		15.6%	49.0%	
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	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	4.5		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)	14.4	25.8		6.8	13.1		5.7	28.4		6.7	33.1	
Actuated g/C Ratio	0.19	0.34		0.09	0.17		0.08	0.37		0.09	0.44	
v/c Ratio	0.61	0.59		0.24	0.47		0.10	0.27		0.22	0.79	
Control Delay	36.7	29.9		45.2	35.8		46.7	17.7		45.4	21.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

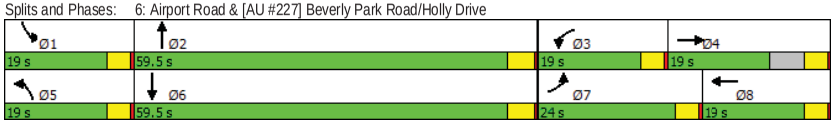
Lanes, Volumes, Timings
6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	36.7	29.9		45.2	35.8		46.7	17.7		45.4	21.2	
LOS	D	C		D	D		D	B		D	C	
Approach Delay		33.4			37.7			18.4			21.7	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	74	134		14	53		5	52		13	182	
Queue Length 95th (ft)	217	371		66	163		31	117		60	465	
Internal Link Dist (ft)		819			509			801			1184	
Turn Bay Length (ft)	140			100								
Base Capacity (vph)	993	628		384	440		369	3655		373	3589	
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	0.39	0.58		0.10	0.33		0.03	0.13		0.09	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 121.5
Actuated Cycle Length: 75.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 24.9 — Intersection LOS: C
Intersection Capacity Utilization 62.5% — ICU Level of Service B
Analysis Period (min) 15
Description: Airport Road is north-south and Beverly Park Road is east-west

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	231	399	380	213	261	200	119	1062	159	165	863	94
Future Volume (vph)	231	399	380	213	261	200	119	1062	159	165	863	94
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)	0		400	0		0	0		300	0		430
Storage Lanes	1		2	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
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	0.98			0.97	0.97		0.99		0.97	1.00		0.96
Frt			0.850		0.935				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3388	2944	1752	3084	0	1811	3388	1672	1869	3388	1516
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3388	2944	1704	3084	0	1799	3388	1621	1862	3388	1462
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			418		55				99			100
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2795			2062			1701			1159	
Travel Time (s)		63.5			31.2			38.7			26.3	
Confl. Peds. (#/hr)	24		23	23		24	13		8	8		13
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	254	438	418	234	287	220	131	1167	175	181	948	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	438	418	234	507	0	131	1167	175	181	948	103
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6		5	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 (%)	18.6%	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	-5.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	-0.3		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)	31.9	37.2	17.8	28.7	39.2		17.8	69.4	69.4	21.7	73.4	73.4
Actuated g/C Ratio	0.18	0.21	0.10	0.16	0.22		0.10	0.40	0.40	0.12	0.42	0.42
v/c Ratio	0.83	0.61	0.62	0.82	0.69		0.72	0.87	0.25	0.78	0.67	0.15
Control Delay	93.3	69.0	10.4	95.8	62.8		101.7	58.2	17.4	100.8	45.4	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.3	69.0	10.4	95.8	62.8		101.7	58.2	17.4	100.8	45.4	6.9
LOS	F	E	B	F	E		F	E	B	F	D	A

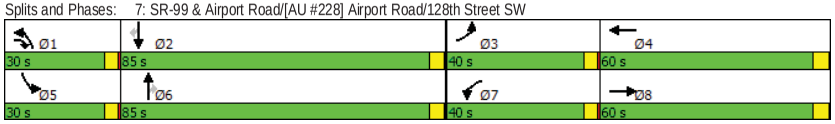
Lanes, Volumes, Timings
7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		52.5			73.2			57.2			50.3	
Approach LOS		D			E			E			D	
Queue Length 50th (ft)	299	256	0	280	275		159	691	59	218	484	2
Queue Length 95th (ft)	#497	348	59	417	364		252	864	129	#357	647	47
Internal Link Dist (ft)		2715			1982			1621			1079	
Turn Bay Length (ft)			400						300			430
Base Capacity (vph)	356	1101	801	368	1128		274	1599	817	283	1615	749
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	0.71	0.40	0.52	0.64	0.45		0.48	0.73	0.21	0.64	0.59	0.14

Intersection Summary

Area Type: Other
Cycle Length: 215
Actuated Cycle Length: 175.4
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 56.8 — Intersection LOS: E
Intersection Capacity Utilization 86.3% — ICU Level of Service E
Analysis Period (min) 15
Description: Airport Road is east-west and SR-99 is north-south
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



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	70	635	90	65	556	57	99	132	55	36	64	33
Future Volume (vph)	70	635	90	65	556	57	99	132	55	36	64	33
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)	0		0	0		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		1.00	1.00	
Frt		0.981			0.986			0.956			0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1815	3217	0	1794	3416	0	1629	1914	0	1629	1898	0
Flt Permitted	0.371			0.294			0.950			0.950		
Satd. Flow (perm)	708	3217	0	555	3416	0	1625	1914	0	1627	1898	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			9			14			16	
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2062			1298			854			1133	
Travel Time (s)		46.9			19.7			19.4			25.8	
Confl. Peds. (#/hr)	2		3	3		2	2		1	1		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%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	76	690	98	71	604	62	108	143	60	39	70	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	788	0	71	666	0	108	203	0	39	106	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)	20.0	51.0		25.0	56.0		35.0	35.0		25.0	25.0	
Total Split (%)	14.7%	37.5%		18.4%	41.2%		25.7%	25.7%		18.4%	18.4%	
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	3.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	7.5		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 Effct Green (s)	92.1	91.0		92.0	82.9		13.4	22.7		7.8	15.3	
Actuated g/C Ratio	0.68	0.67		0.68	0.61		0.10	0.17		0.06	0.11	
v/c Ratio	0.14	0.37		0.16	0.32		0.68	0.61		0.42	0.47	
Control Delay	10.1	13.3		11.4	17.6		78.6	55.6		74.4	51.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.1	13.3		11.4	17.6		78.6	55.6		74.4	51.8	

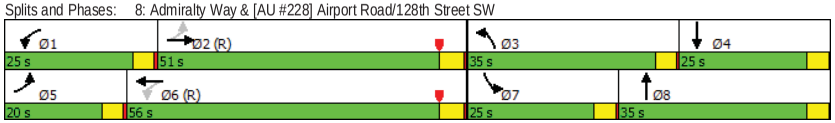
Lanes, Volumes, Timings
8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B		B	B		E	E		E	D	
Approach Delay		13.0			17.0			63.6			57.9	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	17	138		22	114		94	164		34	77	
Queue Length 95th (ft)	60	317		99	374		152	199		72	115	
Internal Link Dist (ft)		1982			1218			774			1053	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)	625	2157		579	2086		371	478		251	342	
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	0.37		0.12	0.32		0.29	0.42		0.16	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 136
Offset: 75 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 25.3 — Intersection LOS: C
Intersection Capacity Utilization 54.3% — ICU Level of Service A
Analysis Period (min) 15

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)	51	622	57	82	632	46	55	90	94	32	25	40
Future Volume (vph)	51	622	57	82	632	46	55	90	94	32	25	40
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)	0		0	0		0	95		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		1.00	0.99	
Frt		0.987			0.990			0.923			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1726	3283	0	1779	3391	0	1627	1626	0	1779	1630	0
Flt Permitted	0.324			0.333			0.950			0.950		
Satd. Flow (perm)	589	3283	0	621	3391	0	1626	1626	0	1775	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			7			39			43	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1298			1526			816			739	
Travel Time (s)		29.5			26.0			18.5			16.8	
Confl. Peds. (#/hr)	12		6	6		12	1		2	2		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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	55	676	62	89	687	50	60	98	102	35	27	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	738	0	89	737	0	60	200	0	35	70	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)	20.0	56.0		20.0	56.0		30.0	45.0		15.0	30.0	
Total Split (%)	14.7%	41.2%		14.7%	41.2%		22.1%	33.1%		11.0%	22.1%	
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	3.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.5		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 Effct Green (s)	92.6	83.1		95.1	93.7		9.4	21.1		7.2	18.9	
Actuated g/C Ratio	0.68	0.61		0.70	0.69		0.07	0.16		0.05	0.14	
v/c Ratio	0.12	0.37		0.18	0.32		0.54	0.70		0.38	0.27	
Control Delay	9.0	20.1		7.7	12.8		77.2	55.4		72.8	24.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.0	20.1		7.7	12.8		77.2	55.4		72.8	24.1	

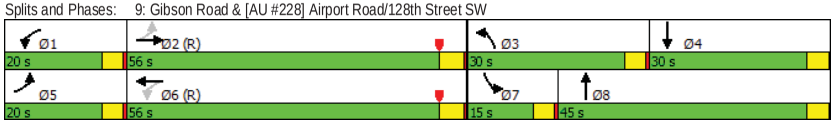
Lanes, Volumes, Timings
9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	C		A	B		E	E		E	C	
Approach Delay		19.3			12.2			60.5			40.4	
Approach LOS		B			B			E			D	
Queue Length 50th (ft)	11	167		16	162		52	139		30	22	
Queue Length 95th (ft)	42	378		81	249		98	194		67	60	
Internal Link Dist (ft)		1218			1446			736			659	
Turn Bay Length (ft)							95			80		
Base Capacity (vph)	555	2009		581	2338		311	517		143	362	
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	0.37		0.15	0.32		0.19	0.39		0.24	0.19	

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 136
Offset: 5 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 22.9 — Intersection LOS: C
Intersection Capacity Utilization 55.0% — ICU Level of Service B
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)	59	524	39	88	635	72	51	106	68	55	60	34
Future Volume (vph)	59	524	39	88	635	72	51	106	68	55	60	34
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)	0		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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	0.99	1.00		0.99	0.99		0.99	0.99		0.98	0.99	
Frt		0.990			0.985			0.942			0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1753	4976	0	1668	3267	0	1694	1715	0	1743	1662	0
Flt Permitted	0.326			0.377			0.633			0.429		
Satd. Flow (perm)	596	4976	0	658	3267	0	1118	1715	0	775	1662	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			11			23			20	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		1526			723			855			487	
Travel Time (s)		29.7			16.4			19.4			11.1	
Confl. Peds. (#/hr)	12		7	7		12	9		17	17		9
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
Adj. Flow (vph)	60	535	40	90	648	73	52	108	69	56	61	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	575	0	90	721	0	52	177	0	56	96	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	54.0		26.0	60.0		17.0	39.0		17.0	39.0	
Total Split (%)	14.7%	39.7%		19.1%	44.1%		12.5%	28.7%		12.5%	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		0.0	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 Effct Green (s)	89.4	86.7		91.7	89.6		31.5	24.5		31.7	24.6	
Actuated g/C Ratio	0.66	0.64		0.67	0.66		0.23	0.18		0.23	0.18	
v/c Ratio	0.13	0.18		0.18	0.33		0.18	0.54		0.24	0.30	
Control Delay	16.6	22.2		10.1	12.0		35.0	48.1		36.4	37.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.6	22.2		10.1	12.0		35.0	48.1		36.4	37.5	
LOS	B	C		B	B		C	D		D	D	

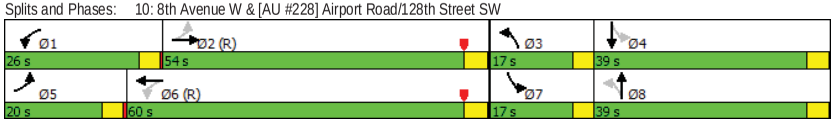
Lanes, Volumes, Timings
10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		21.7			11.8			45.1			37.1	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	32	115		12	147		32	115		34	54	
Queue Length 95th (ft)	64	197		39	266		62	188		66	104	
Internal Link Dist (ft)		1446			643			775			407	
Turn Bay Length (ft)				100			100			100		
Base Capacity (vph)	548	3174		618	2155		345	458		295	442	
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	0.11	0.18		0.15	0.33		0.15	0.39		0.19	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 136
Offset: 80 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 21.5 — Intersection LOS: C
Intersection Capacity Utilization 64.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	23	619	101	64	726	15	81	15	73	37	11	19
Future Volume (vph)	23	619	101	64	726	15	81	15	73	37	11	19
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			25			25			25		
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		0.99		0.99	1.00			0.98	0.98		0.99	
Frt		0.979			0.997				0.850		0.962	
Flt Protected	0.950			0.950				0.959			0.973	
Satd. Flow (prot)	1719	4804	0	1669	3208	0	0	1751	1552	0	1719	0
Flt Permitted	0.317			0.336				0.707			0.812	
Satd. Flow (perm)	574	4804	0	585	3208	0	0	1271	1522	0	1430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			2				78		14	
Link Speed (mph)		30			10			30			30	
Link Distance (ft)		723			592			334			339	
Travel Time (s)		16.4			40.4			7.6			7.7	
Confl. Peds. (#/hr)	15		14	14		15	16		6	6		16
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	25	666	109	69	781	16	87	16	78	40	12	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	775	0	69	797	0	0	103	78	0	72	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	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)	26.0	68.0		26.0	68.0		42.0	42.0	42.0	42.0	42.0	
Total Split (%)	19.1%	50.0%		19.1%	50.0%		30.9%	30.9%	30.9%	30.9%	30.9%	
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	3.0		0.0	-5.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	7.0		4.0	-1.0			3.5	3.5		3.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Min	Min	Min	Min	Min	
Act Effct Green (s)	101.1	94.0		103.7	104.6			23.2	23.2		23.2	
Actuated g/C Ratio	0.74	0.69		0.76	0.77			0.17	0.17		0.17	
v/c Ratio	0.05	0.23		0.14	0.32			0.47	0.24		0.28	
Control Delay	3.3	4.5		10.4	9.7			55.4	10.4		38.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	3.3	4.5		10.4	9.7			55.4	10.4		38.6	

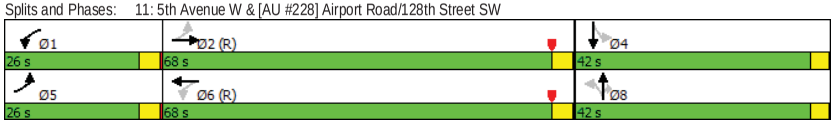
Lanes, Volumes, Timings
11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		B	A			E	B		D	
Approach Delay		4.4			9.8			36.0			38.6	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	3	57		14	110			76	0		41	
Queue Length 95th (ft)	7	59		m65	233			134	43		86	
Internal Link Dist (ft)		643			512			254			259	
Turn Bay Length (ft)	125			100					50			
Base Capacity (vph)	629	3328		628	2468			359	486		414	
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	0.04	0.23		0.11	0.32			0.29	0.16		0.17	

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 136
Offset: 65 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 11.1 — Intersection LOS: B
Intersection Capacity Utilization 61.9% — ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



Lanes, Volumes, Timings
12: 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)	82	419	19	233	732	470	51	338	427	344	283	84
Future Volume (vph)	82	419	19	233	732	470	51	338	427	344	283	84
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	2		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	1.00	0.97	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.96	0.98		0.97	0.99	0.99	
Frt		0.993				0.850			0.850		0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1702	4849	0	1744	3371	1716	1928	1845	1777	3286	1942	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1692	4849	0	1723	3371	1653	1895	1845	1724	3250	1942	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				485			84		11	
Link Speed (mph)		30			10			30			30	
Link Distance (ft)		592			861			751			745	
Travel Time (s)		13.5			58.7			17.1			16.9	
Confl. Peds. (#/hr)	7		10	10		7	21		15	15		21
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	85	436	20	243	763	490	53	352	445	358	295	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	456	0	243	763	490	53	352	445	358	383	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases						6			8			
Detector Phase	5	2		1	6	6	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	55.0		8.0	42.0	42.0	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	29.0	36.0		34.0	41.0	41.0	25.0	33.0	34.0	33.0	41.0	
Total Split (%)	21.3%	26.5%		25.0%	30.1%	30.1%	18.4%	24.3%	25.0%	24.3%	30.1%	
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	-5.0		0.0	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	-0.5		4.5	3.9	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Min	None	None	Min	
Act Effct Green (s)	11.2	49.2		23.3	56.9	56.3	8.1	31.4	54.6	19.2	44.3	
Actuated g/C Ratio	0.08	0.36		0.17	0.42	0.41	0.06	0.23	0.40	0.14	0.33	
v/c Ratio	0.61	0.26		0.82	0.54	0.51	0.46	0.83	0.59	0.77	0.60	
Control Delay	78.2	19.7		74.6	34.2	9.8	73.9	66.3	25.3	67.7	41.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	78.2	19.7		74.6	34.2	9.8	73.9	66.3	25.3	67.7	41.6	

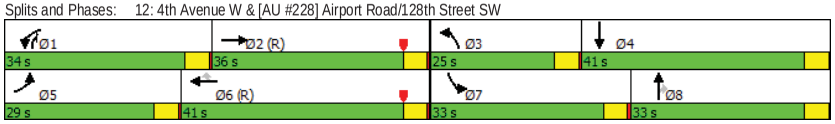
Lanes, Volumes, Timings
12: 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	B		E	C	A	E	E	C	E	D	
Approach Delay		28.9			32.8			45.3			54.2	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	64	71		210	265	85	46	290	221	159	272	
Queue Length 95th (ft)	107	94		m300	356	133	90	#437	302	205	380	
Internal Link Dist (ft)		512			781			671			665	
Turn Bay Length (ft)	90			455						245		
Base Capacity (vph)	306	1756		378	1409	968	290	436	829	688	640	
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	0.28	0.26		0.64	0.54	0.51	0.18	0.81	0.54	0.52	0.60	

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 136
Offset: 55 (40%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 39.5 — Intersection LOS: D
Intersection Capacity Utilization 84.2% — ICU Level of Service E
Analysis Period (min) 15
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 #228] Airport Road/128th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	0	965	548	437	1116	0	0	0	0	576	0	382
Future Volume (vph)	0	965	548	437	1116	0	0	0	0	576	0	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	610		0	0		0	330		330
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			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		1.00	0.99	1.00								0.99
Frt		0.987	0.850									0.850
Flt Protected				0.950						0.950	0.950	
Satd. Flow (prot)	0	*1700	1427	3400	3505	0	0	0	0	1665	1665	1568
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	3310	1408	3394	3505	0	0	0	0	1665	1665	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9	455									103
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		861			711			315			681	
Travel Time (s)		19.6			13.9			7.2			15.5	
Confl. Peds. (#/hr)	4		2	2		4						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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	965	548	437	1116	0	0	0	0	576	0	382
Shared Lane Traffic (%)			17%							50%		
Lane Group Flow (vph)	0	1058	455	437	1116	0	0	0	0	288	288	382
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						8	
Permitted Phases			2							8		8
Detector Phase		2	2	1	6					8	8	8
Switch Phase												
Minimum Initial (s)		10.0	10.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		21.3	21.3	8.0	23.3					40.0	40.0	40.0
Total Split (s)		66.0	66.0	25.0	91.0					45.0	45.0	45.0
Total Split (%)		48.5%	48.5%	18.4%	66.9%					33.1%	33.1%	33.1%
Yellow Time (s)		4.3	4.3	4.0	4.3					4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		2.2	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		7.5	5.3	5.0	5.3					5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Min					Min	Min	Min
Act Effct Green (s)		66.3	68.5	20.8	94.3					31.4	31.4	31.4
Actuated g/C Ratio		0.49	0.50	0.15	0.69					0.23	0.23	0.23
v/c Ratio		1.27	0.49	0.84	0.46					0.75	0.75	0.88
Control Delay		166.0	10.3	80.1	8.9					60.3	60.3	57.1
Queue Delay		0.0	0.0	0.0	0.2					0.0	0.0	0.0
Total Delay		166.0	10.3	80.1	9.1					60.3	60.3	57.1
LOS		F	B	F	A					E	E	E
Approach Delay		119.2			29.0						59.0	

Lanes, Volumes, Timings
13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

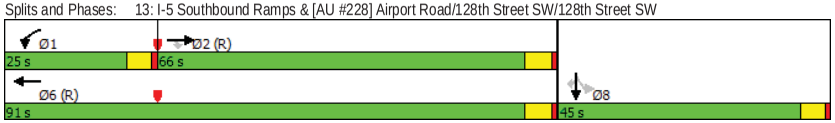
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			C						E	
Queue Length 50th (ft)		~659	74	212	158					247	247	245
Queue Length 95th (ft)		#835	134	m#274	195					333	333	350
Internal Link Dist (ft)		781			631			235			601	
Turn Bay Length (ft)				610						330		330
Base Capacity (vph)		833	935	532	2431					489	489	527
Starvation Cap Reductn		0	0	0	461					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		1.27	0.49	0.82	0.57					0.59	0.59	0.72

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 136
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 70.1 — Intersection LOS: E
Intersection Capacity Utilization 76.0% — ICU Level of Service D
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



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
14: 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)	155	0	37	22	0	14	40	587	18	4	1604	34
Future Volume (vph)	155	0	37	22	0	14	40	587	18	4	1604	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	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	1.00	0.98		0.99	0.98							
Frt		0.850			0.850			0.995			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1523	0	1736	1528	0	1736	4963	0	1736	4973	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1728	1523	0	1724	1528	0	1736	4963	0	1736	4973	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		312			483			3			2	
Link Speed (mph)		30			30			30			47	
Link Distance (ft)		1165			994			1264			2194	
Travel Time (s)		26.5			22.6			28.7			31.8	
Confl. Peds. (#/hr)	3		5	5		3						
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%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	168	0	40	24	0	15	43	638	20	4	1743	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	40	0	24	15	0	43	658	0	4	1780	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)	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	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		None	Min		None	Min	
Act Effct Green (s)	13.8	16.4		6.7	8.2		7.3	50.9		6.3	50.8	
Actuated g/C Ratio	0.17	0.20		0.08	0.10		0.09	0.63		0.08	0.62	
v/c Ratio	0.57	0.07		0.17	0.03		0.28	0.21		0.03	0.57	
Control Delay	41.7	0.2		45.5	0.1		45.4	10.9		46.0	15.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	41.7	0.2		45.5	0.1		45.4	10.9		46.0	15.7	
LOS	D	A		D	A		D	B		D	B	
Approach Delay		33.8			28.0			13.0			15.8	

Lanes, Volumes, Timings
14: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	69	0		10	0		18	30		2	152	
Queue Length 95th (ft)	191	0		46	0		70	167		15	#594	
Internal Link Dist (ft)		1085			914			1184			2114	
Turn Bay Length (ft)	90			125								
Base Capacity (vph)	789	675		789	771		676	3104		676	3104	
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	0.21	0.06		0.03	0.02		0.06	0.21		0.01	0.57	

Intersection Summary

Area Type: Other
Cycle Length: 142
Actuated Cycle Length: 81.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 16.6 — Intersection LOS: B
Intersection Capacity Utilization 57.1% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Airport Road/[AU #231] Airport Road & 106th Street SW

Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
15: [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)	52	47	108	216	8	177	34	768	79	165	1676	18
Future Volume (vph)	52	47	108	216	8	177	34	768	79	165	1676	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	140		65	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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							1.00				1.00	
Frt			0.850			0.850		0.986			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1792	1524	1703	1792	1524	1703	4825	0	1703	4882	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1703	1792	1524	1703	1792	1524	1702	4825	0	1703	4882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			188		15			1	
Link Speed (mph)		30			30			50			47	
Link Distance (ft)		858			1387			2194			2138	
Travel Time (s)		19.5			31.5			29.9			31.0	
Confl. Peds. (#/hr)							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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	55	50	115	230	9	188	36	817	84	176	1783	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	50	115	230	9	188	36	901	0	176	1802	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
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	28.5	23.5	23.5	24.0	64.5		19.0	64.5	
Total Split (%)	19.6%	19.6%	19.6%	19.6%	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	3.0		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	-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)	8.0	8.6	8.6	18.8	21.7	21.7	6.9	26.1		15.8	48.4	
Actuated g/C Ratio	0.09	0.10	0.10	0.21	0.24	0.24	0.08	0.29		0.18	0.54	
v/c Ratio	0.36	0.29	0.46	0.64	0.02	0.37	0.27	0.63		0.58	0.68	
Control Delay	50.8	48.1	15.6	43.7	33.5	7.8	50.9	28.0		48.2	18.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	50.8	48.1	15.6	43.7	33.5	7.8	50.9	28.0		48.2	18.2	
LOS	D	D	B	D	C	A	D	C		D	B	
Approach Delay		31.8			27.6			28.8			20.9	

Lanes, Volumes, Timings
15: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	31	27	0	121	4	0	20	154		96	287	
Queue Length 95th (ft)	82	76	56	246	19	60	61	218		#247	428	
Internal Link Dist (ft)		778			1307			2114			2058	
Turn Bay Length (ft)	200		200	140		65						
Base Capacity (vph)	505	532	533	505	532	584	404	3554		303	3719	
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	0.11	0.09	0.22	0.46	0.02	0.32	0.09	0.25		0.58	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 145.5
Actuated Cycle Length: 88.9
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 24.5 — Intersection LOS: C
Intersection Capacity Utilization 64.8% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: [AU #231] Airport Road & 100th Street SW

Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
16: [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)	20	8	17	148	5	257	6	1055	31	46	1035	13
Future Volume (vph)	20	8	17	148	5	257	6	1055	31	46	1035	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	125		0	260		0	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	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		1.00			1.00	1.00		1.00	1.00	
Frt		0.900				0.850		0.996			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1584	0	1687	1776	1509	1687	4825	0	1687	4836	0
Flt Permitted	0.754			0.740			0.950			0.950		
Satd. Flow (perm)	1339	1584	0	1313	1776	1509	1681	4825	0	1684	4836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				273		10			4	
Link Speed (mph)		30			30			50			47	
Link Distance (ft)		429			649			2138			1785	
Travel Time (s)		9.8			14.8			29.2			25.9	
Confl. Peds. (#/hr)			1	1			7		4	4		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 (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	21	9	18	157	5	273	6	1122	33	49	1101	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	27	0	157	5	273	6	1155	0	49	1115	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
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)	13.3	13.3		13.3	13.3	13.3	5.6	24.8		6.3	27.2	
Actuated g/C Ratio	0.30	0.30		0.30	0.30	0.30	0.12	0.55		0.14	0.60	
v/c Ratio	0.05	0.06		0.40	0.01	0.43	0.03	0.43		0.21	0.38	
Control Delay	14.7	9.6		18.3	14.4	4.9	26.5	8.7		24.9	6.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	14.7	9.6		18.3	14.4	4.9	26.5	8.7		24.9	6.6	
LOS	B	A		B	B	A	C	A		C	A	
Approach Delay		11.8			9.8			8.8			7.3	

Lanes, Volumes, Timings
16: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			A			A			A	
Queue Length 50th (ft)	3	1		24	1	0	1	27		8	26	
Queue Length 95th (ft)	20	18		100	8	45	14	190		53	167	
Internal Link Dist (ft)		349			569			2058			1705	
Turn Bay Length (ft)	185			125			260			250		
Base Capacity (vph)	396	481		388	525	638	624	4544		624	4554	
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	0.06		0.40	0.01	0.43	0.01	0.25		0.08	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 45
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 8.4 — Intersection LOS: A
Intersection Capacity Utilization 51.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 16: [AU #231] Airport Road & 94th Street SW

Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
17: [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)	170	10	118	56	15	121	29	1115	57	90	749	27
Future Volume (vph)	170	10	118	56	15	121	29	1115	57	90	749	27
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		
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	0.99	1.00	0.99		1.00				1.00	
Frt			0.850		0.867			0.993			0.995	
Flt Protected	0.950	0.957		0.950			0.950			0.950		
Satd. Flow (prot)	1588	1599	1495	1671	1508	0	1671	4769	0	1671	4777	0
Flt Permitted	0.950	0.957		0.950			0.950			0.950		
Satd. Flow (perm)	1586	1598	1474	1668	1508	0	1671	4769	0	1671	4777	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		134			7			6	
Link Speed (mph)		30			30			50			30	
Link Distance (ft)		517			773			1785			560	
Travel Time (s)		11.8			17.6			24.3			12.7	
Confl. Peds. (#/hr)	1		2	2		1	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 (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	189	11	131	62	17	134	32	1239	63	100	832	30
Shared Lane Traffic (%)	47%											
Lane Group Flow (vph)	100	100	131	62	151	0	32	1302	0	100	862	0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									
Detector Phase	4	4	4	8	8		5	2		1	6	
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		8.0	41.0		8.0	26.5	
Total Split (s)	30.0	30.0	30.0	15.0	15.0		15.0	20.0		25.0	30.0	
Total Split (%)	33.3%	33.3%	33.3%	16.7%	16.7%		16.7%	22.2%		27.8%	33.3%	
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	3.0		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 Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	10.2	10.2	10.2	10.2	10.2		6.3	43.2		9.8	51.4	
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.11		0.07	0.48		0.11	0.57	
v/c Ratio	0.56	0.56	0.43	0.33	0.52		0.28	0.57		0.55	0.32	
Control Delay	49.0	48.7	8.2	38.5	14.6		45.0	22.4		51.2	10.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.0	48.7	8.2	38.5	14.6		45.0	22.4		51.2	10.8	
LOS	D	D	A	D	B		D	C		D	B	
Approach Delay		32.8			21.5			22.9			15.0	

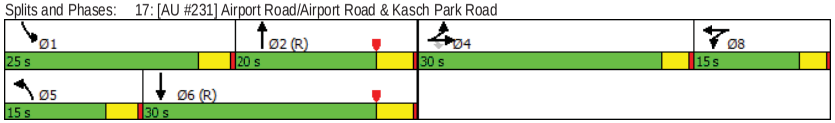
Lanes, Volumes, Timings
17: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	57	57	0	34	9		18	181		56	71	
Queue Length 95th (ft)	105	105	34	60	54		45	#438		107	119	
Internal Link Dist (ft)		437			693			1705			480	
Turn Bay Length (ft)	200		200	90			225			110		
Base Capacity (vph)	467	470	545	257	345		204	2294		389	2728	
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	0.21	0.21	0.24	0.24	0.44		0.16	0.57		0.26	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 21.3 — Intersection LOS: C
Intersection Capacity Utilization 57.9% — ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: [AU #231] Airport Road/Airport Road & Kasch Park Road



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

2022 Baseline AM Peak-Hour Arterial Level of Service Analysis

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	49.9	7.9	57.8	0.53	32.8	B
Center Road	II	38	28.9	10.0	38.9	0.28	26.3	C
Fairmount Elementary	II	38	26.3	14.1	40.4	0.24	21.3	D
112th Street SW	II	38	14.9	11.2	26.1	0.13	17.8	D
Airport Road	II	38	19.6	8.6	28.2	0.17	21.7	D
Total	II		139.6	51.8	191.4	1.35	25.4	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	19.6	19.2	38.8	0.17	15.8	E
Fairmount Elementary	II	40	14.9	6.3	21.2	0.13	22.0	D
Center Road	II	40	26.3	17.5	43.8	0.24	19.6	D
Gibson Road	II	40	28.9	4.2	33.1	0.28	30.9	B
SR-525	II	40	47.4	98.3	145.7	0.53	13.0	E
Total	II		137.1	145.5	282.6	1.35	17.2	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	III	35	48.3	11.3	59.6	0.40	24.3	B
Gibson Road	III	35	29.5	9.7	39.2	0.25	22.6	C
8th Avenue W	III	35	34.7	13.4	48.1	0.29	21.6	C
5th Avenue W	III	30	18.3	2.6	20.9	0.14	23.6	C
4th Avenue W	III	30	15.8	29.2	45.0	0.11	9.0	F
I-5 Southbound Ramps	III	30	21.9	128.1	150.0	0.16	3.9	F
Total	III		168.5	194.3	362.8	1.35	13.4	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
4th Avenue W	II	30	21.9	19.0	40.9	0.16	14.4	E
5th Avenue W	II	30	15.8	2.4	18.2	0.11	22.2	C
8th Avenue W	II	30	18.3	4.1	22.4	0.14	22.0	C
Gibson Road	II	40	29.5	2.2	31.7	0.29	32.8	B
Admiralty Way	II	45	25.6	5.8	31.4	0.25	28.2	B
SR-99	II	45	37.9	120.6	158.5	0.40	9.1	F
Total	II		149.0	154.1	303.1	1.35	16.0	E

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	18.5	57.6	0.42	26.0	D
94th Street SW	I	47	38.1	12.2	50.3	0.40	29.0	C
Kasch Park Road	I	47	32.8	11.4	44.2	0.34	27.5	C
Total	I		110.0	42.1	152.1	1.16	27.4	C

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	4.6	35.4	0.34	34.4	B
100th Street SW	I	50	34.8	9.5	44.3	0.40	32.9	C
106th Street SW	I	50	35.7	32.0	67.7	0.42	22.1	D
Total	I		101.3	46.1	147.4	1.16	28.3	C

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												
Traffic Volume (vph)	449	363	21	370	206	141	56	1287	970	262	1258	237
Future Volume (vph)	449	363	21	370	206	141	56	1287	970	262	1258	237
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			25			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			1.00		0.98	1.00		0.99
Frt		0.992			0.939				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3188	3257	0	3286	*1700	0	1711	3422	1531	3270	3371	1508
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3188	3257	0	3270	3181	0	1710	3422	1505	3266	3371	1486
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			86				370			263
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1789			2783			1344			2044	
Travel Time (s)		40.7			47.4			30.5			46.5	
Confl. Peds. (#/hr)			5	5			2		4	4		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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	499	403	23	411	229	157	62	1430	1078	291	1398	263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	499	426	0	411	386	0	62	1430	1078	291	1398	263
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			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)	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	3.0		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 Effct Green (s)	25.1	34.8		23.5	30.1		11.3	64.2	64.2	19.7	75.2	75.2
Actuated g/C Ratio	0.15	0.21		0.14	0.18		0.07	0.39	0.39	0.12	0.46	0.46
v/c Ratio	1.02	0.61		0.87	1.01		0.53	1.06	1.32	0.74	0.90	0.32
Control Delay	111.9	62.5		87.6	98.3		90.7	89.6	179.3	81.3	50.4	4.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.9	62.5		87.6	98.3		90.7	89.6	179.3	81.3	50.4	4.3

Lanes, Volumes, Timings
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

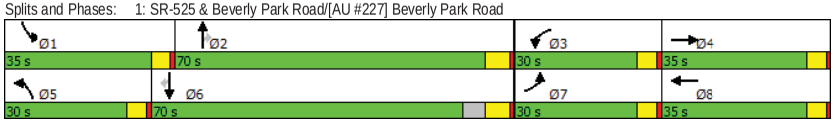
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E		F	F		F	F	F	F	D	A
Approach Delay		89.1			92.8			127.3			48.8	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	272	219		215	~193		64	~844	~1198	153	708	0
Queue Length 95th (ft)	#488	293		#360	#267		128	#1239	#1713	228	#1083	61
Internal Link Dist (ft)		1709			2703			1264			1964	
Turn Bay Length (ft)	190			130			145		165	310		500
Base Capacity (vph)	489	695		504	383		263	1346	816	603	1553	826
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	1.02	0.61		0.82	1.01		0.24	1.06	1.32	0.48	0.90	0.32

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 163.3
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.32
Intersection Signal Delay: 92.7 — Intersection LOS: F
Intersection Capacity Utilization 96.4% — ICU Level of Service F
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	1	0	1	50	0	28	1	1301	27	18	816	2
Future Volume (vph)	1	0	1	50	0	28	1	1301	27	18	816	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		30	150		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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			1.00	0.99	1.00	1.00			1.00	
Frt		0.932				0.850		0.997				
Flt Protected		0.976			0.950		0.950			0.950		
Satd. Flow (prot)	0	1620	0	0	1703	1524	1703	3394	0	1703	3405	0
Flt Permitted		0.893			0.757		0.299			0.159		
Satd. Flow (perm)	0	1481	0	0	1355	1503	535	3394	0	285	3405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65				65		2				
Link Speed (mph)		35			35			38			40	
Link Distance (ft)		581			709			2783			1498	
Travel Time (s)		11.3			13.8			49.9			25.5	
Confl. Peds. (#/hr)	1		1	1		1	3		1	1		3
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	1	0	1	52	0	29	1	1355	28	19	850	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	52	29	1	1383	0	19	852	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			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	5.0		5.0	5.0	
Minimum Split (s)	30.5	30.5		30.5	30.5	30.5	9.5	24.0		9.5	29.0	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	19.5	55.0		19.5	55.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%	31.7%	17.9%	50.5%		17.9%	50.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.0		3.5	4.0	
All-Red Time (s)	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	-5.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	5.0		4.5	0.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max		None	None	
Act Effct Green (s)		10.1			10.1	10.1	62.4	62.2		62.6	66.2	
Actuated g/C Ratio		0.13			0.13	0.13	0.78	0.77		0.78	0.82	
v/c Ratio		0.01			0.31	0.12	0.00	0.53		0.06	0.30	
Control Delay		0.0			35.2	1.9	5.0	7.9		4.6	4.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		0.0			35.2	1.9	5.0	7.9		4.6	4.2	
LOS		A			D	A	A	A		A	A	
Approach Delay		0.0			23.3			7.9			4.2	

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
Approach LOS		A			C			A			A	
Queue Length 50th (ft)		0			26	0	0	93		1	25	
Queue Length 95th (ft)		0			54	4	2	427		12	183	
Internal Link Dist (ft)		501			629			2703			1418	
Turn Bay Length (ft)						30	150			150		
Base Capacity (vph)		599			512	608	642	2630		492	2808	
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		0.00			0.10	0.05	0.00	0.53		0.04	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 109
Actuated Cycle Length: 80.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 7.0 — Intersection LOS: A
Intersection Capacity Utilization 58.0% — ICU Level of Service B
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

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	4	6	34	123	49	23	282	999	56	7	762	41
Future Volume (vph)	4	6	34	123	49	23	282	999	56	7	762	41
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	60		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
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
Frt		0.874			0.952			0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1582	0	1702	1705	0	1728	3428	0	1719	3411	0
Flt Permitted	0.870			0.465			0.127			0.248		
Satd. Flow (perm)	1574	1582	0	833	1705	0	231	3428	0	449	3411	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			21			5			5	
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		631			1366			1498			1261	
Travel Time (s)		14.3			31.0			26.9			21.5	
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 (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	4	7	37	134	53	25	307	1086	61	8	828	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	44	0	134	78	0	307	1147	0	8	873	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	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		None	Min		None	Min	
Act Effct Green (s)	8.4	5.7		14.2	12.8		43.2	41.7		28.1	28.1	
Actuated g/C Ratio	0.13	0.09		0.21	0.19		0.65	0.63		0.42	0.42	
v/c Ratio	0.02	0.26		0.45	0.23		0.61	0.53		0.03	0.60	
Control Delay	21.8	19.1		27.5	21.0		19.6	10.0		7.6	17.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.8	19.1		27.5	21.0		19.6	10.0		7.6	17.5	
LOS	C	B		C	C		B	B		A	B	
Approach Delay		19.3			25.1			12.1			17.4	
Approach LOS		B			C			B			B	

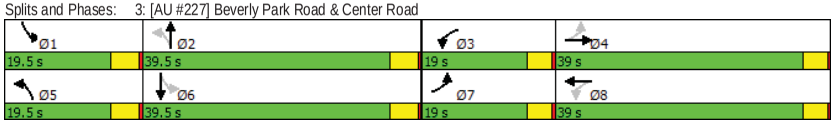
Lanes, Volumes, Timings
3: [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	3		46	19		70	127		1	148	
Queue Length 95th (ft)	9	35		101	64		#216	301		7	236	
Internal Link Dist (ft)		551			1286			1418			1181	
Turn Bay Length (ft)	75			60			150			150		
Base Capacity (vph)	468	887		438	948		503	2159		560	2148	
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	0.05		0.31	0.08		0.61	0.53		0.01	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 66.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 15.1 — Intersection LOS: B
Intersection Capacity Utilization 61.9% — ICU Level of Service B
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	155	768	44	184	799
Future Volume (vph)	38	155	768	44	184	799
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			
Frt	0.892		0.992			
Flt Protected	0.990				0.950	
Satd. Flow (prot)	1568	0	3343	0	1687	3374
Flt Permitted	0.990				0.200	
Satd. Flow (perm)	1568	0	3343	0	355	3374
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	167		6			
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1261			683
Travel Time (s)	8.9		22.6			11.6
Confl. Peds. (#/hr)				1	1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	41	167	826	47	198	859
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	873	0	198	859
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		0.0		0.0	3.0
Total Lost Time (s)	4.5		4.5		4.5	7.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	7.7		20.8		32.6	29.5
Actuated g/C Ratio	0.16		0.42		0.66	0.60
v/c Ratio	0.54		0.62		0.46	0.43
Control Delay	12.4		14.1		7.2	6.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	12.4		14.1		7.2	6.3
LOS	B		B		A	A
Approach Delay	12.4		14.1			6.5
Approach LOS	B		B			A
Queue Length 50th (ft)	10		90		16	54
Queue Length 95th (ft)	63		191		45	110

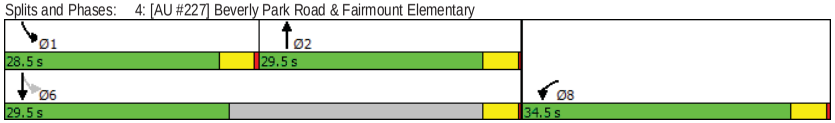
Lanes, Volumes, Timings
4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Internal Link Dist (ft)	313		1181			603
Turn Bay Length (ft)						
Base Capacity (vph)	1035		1730		894	3209
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	0.20		0.50		0.22	0.27

Intersection Summary

Area Type: Other
Cycle Length: 92.5
Actuated Cycle Length: 49.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 10.2 — Intersection LOS: B
Intersection Capacity Utilization 55.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: [AU #227] Beverly Park Road & Fairmount Elementary



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	14	26	15	394	154	2	47	753	226	0	519	34
Future Volume (vph)	14	26	15	394	154	2	47	753	226	0	519	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	0		135	0		0
Storage Lanes	1		0	2		0	1		1	0		0
Taper Length (ft)	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		0.99			1.00		1.00		0.99		1.00	
Frt		0.946			0.998				0.850		0.991	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1719	3234	0	3335	1806	0	1719	3438	1538	0	3401	0
Flt Permitted	0.950			0.950			0.327					
Satd. Flow (perm)	1719	3234	0	3335	1806	0	591	3438	1518	0	3401	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15							233		5	
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		362			852			683			899	
Travel Time (s)		8.2			19.4			12.3			15.3	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)			4			2			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 (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	14	27	15	406	159	2	48	776	233	0	535	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	42	0	406	161	0	48	776	233	0	570	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov		NA	
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	0.0	0.0		1.9	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.0		6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead		Lead		Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes		Yes		Yes	
Recall Mode	None	None		None	None		None	Min	None		Min	
Act Effct Green (s)	6.0	6.0		12.9	16.1		22.8	22.2	35.7		14.8	
Actuated g/C Ratio	0.12	0.12		0.26	0.33		0.46	0.45	0.72		0.30	
v/c Ratio	0.07	0.10		0.47	0.27		0.11	0.50	0.20		0.56	
Control Delay	28.8	21.6		20.7	17.5		9.1	11.2	0.7		19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	28.8	21.6		20.7	17.5		9.1	11.2	0.7		19.2	
LOS	C	C		C	B		A	B	A		B	

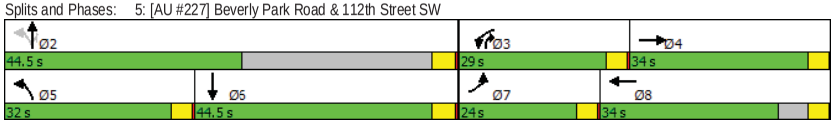
Lanes, Volumes, Timings
5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		23.4			19.8			8.8			19.2	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	4	4		60	34		8	86	0		88	
Queue Length 95th (ft)	22	20		125	115		25	151	9		154	
Internal Link Dist (ft)		282			772			603			819	
Turn Bay Length (ft)	250			250					135			
Base Capacity (vph)	802	2176		1946	1337		1117	3422	1403		2621	
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	0.02	0.02		0.21	0.12		0.04	0.23	0.17		0.22	

Intersection Summary

Area Type: Other
Cycle Length: 139.5
Actuated Cycle Length: 49.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 14.6 — Intersection LOS: B
Intersection Capacity Utilization 49.7% — ICU Level of Service A
Analysis Period (min) 15

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)	589	159	5	37	227	15	4	657	21	7	296	324
Future Volume (vph)	589	159	5	37	227	15	4	657	21	7	296	324
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	0		0	0		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		0.996			0.990			0.995			0.922	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	1801	0	1719	1789	0	1653	4723	0	1670	4382	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3326	1801	0	1717	1789	0	1652	4723	0	1663	4382	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			5			300	
Link Speed (mph)		38			30			30			30	
Link Distance (ft)		899			589			881			1264	
Travel Time (s)		16.1			13.4			20.0			28.7	
Confl. Peds. (#/hr)	3		1	1		3	1		4	4		1
Confl. Bikes (#/hr)			2			2			1			10
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%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	614	166	5	39	236	16	4	684	22	7	308	338
Shared Lane Traffic (%)												
Lane Group Flow (vph)	614	171	0	39	252	0	4	706	0	7	646	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)	24.0	19.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	19.8%	15.6%		15.6%	15.6%		15.6%	49.0%		15.6%	49.0%	
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	-5.0		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	4.5		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)	20.7	43.5		6.2	17.6		4.9	15.5		5.0	15.6	
Actuated g/C Ratio	0.30	0.64		0.09	0.26		0.07	0.23		0.07	0.23	
v/c Ratio	0.61	0.15		0.25	0.54		0.03	0.65		0.06	0.52	
Control Delay	26.4	8.6		36.8	27.5		36.8	27.4		36.7	13.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

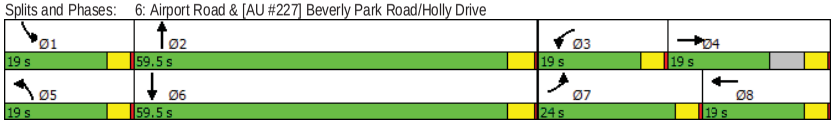
Lanes, Volumes, Timings
6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	26.4	8.6		36.8	27.5		36.8	27.4		36.7	13.9	
LOS	C	A		D	C		D	C		D	B	
Approach Delay		22.5			28.8			27.5			14.2	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	97	16		14	83		1	86		3	39	
Queue Length 95th (ft)	#288	100		55	197		13	180		19	100	
Internal Link Dist (ft)		819			509			801			1184	
Turn Bay Length (ft)	140			100								
Base Capacity (vph)	1013	1150		391	464		376	3946		380	3709	
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	0.61	0.15		0.10	0.54		0.01	0.18		0.02	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 121.5
Actuated Cycle Length: 68.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 22.5 — Intersection LOS: C
Intersection Capacity Utilization 55.1% — ICU Level of Service B
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	60	226	173	255	589	93	280	656	136	79	923	78
Future Volume (vph)	60	226	173	255	589	93	280	656	136	79	923	78
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)	0		400	0		0	0		300	0		430
Storage Lanes	1		2	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
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	1.00			0.97	1.00		1.00		0.98	1.00		0.98
Frt			0.850		0.980				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1646	3292	2860	1703	*2050	0	1760	3292	1625	1816	3292	1473
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1640	3292	2860	1651	3217	0	1754	3292	1598	1813	3292	1437
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		8				136			78
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2731			2127			1701			1159	
Travel Time (s)		62.1			32.2			38.7			26.3	
Confl. Peds. (#/hr)	5		19	19		5	7		2	2		7
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	63	238	182	268	620	98	295	691	143	83	972	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	238	182	268	718	0	295	691	143	83	972	82
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6		5	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 (%)	18.6%	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	3.0		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)	11.2	34.0	26.0	32.8	52.6		26.0	70.9	70.9	12.4	57.4	57.4
Actuated g/C Ratio	0.07	0.20	0.15	0.20	0.31		0.15	0.42	0.42	0.07	0.34	0.34
v/c Ratio	0.58	0.36	0.31	0.81	1.11		1.09	0.50	0.19	0.62	0.86	0.15
Control Delay	99.1	61.6	9.7	84.1	120.6		143.0	37.5	5.8	97.2	60.6	8.4
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	99.1	61.6	9.7	84.1	120.6		143.0	37.5	5.8	97.2	60.6	8.4
LOS	F	E	A	F	F		F	D	A	F	E	A

Lanes, Volumes, Timings
7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

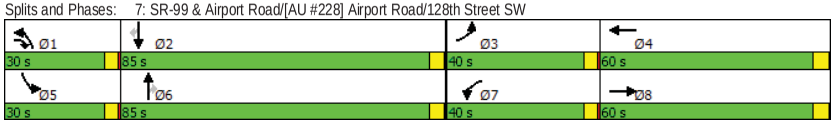
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		47.0			110.7			61.0			59.5	
Approach LOS		D			F			E			E	
Queue Length 50th (ft)	68	122	0	276	~466		~359	289	4	90	524	3
Queue Length 95th (ft)	133	185	43	#474	#717		#657	390	52	165	641	43
Internal Link Dist (ft)		2651			2047			1621			1079	
Turn Bay Length (ft)			400						300			430
Base Capacity (vph)	352	1089	595	364	647		271	1582	838	280	1582	731
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	0.18	0.22	0.31	0.74	1.11		1.09	0.44	0.17	0.30	0.61	0.11

Intersection Summary

Area Type: Other
Cycle Length: 215
Actuated Cycle Length: 168.1
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 71.9 — Intersection LOS: E
Intersection Capacity Utilization 86.5% — ICU Level of Service E
Analysis Period (min) 15
Description: Airport Road is east-west and SR-99 is north-south

* 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: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	26	370	29	94	706	17	58	54	41	62	64	85
Future Volume (vph)	26	370	29	94	706	17	58	54	41	62	64	85
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)	0		0	0		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.99	1.00		1.00	0.99		1.00	0.99	
Frt		0.989			0.997			0.935			0.914	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1798	3215	0	1777	3427	0	1613	1851	0	1613	1803	0
Flt Permitted	0.363			0.485			0.950			0.950		
Satd. Flow (perm)	685	3215	0	901	3427	0	1608	1851	0	1611	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2			24			43	
Link Speed (mph)		35			45			30			30	
Link Distance (ft)		2127			1298			854			1133	
Travel Time (s)		41.4			19.7			19.4			25.8	
Confl. Peds. (#/hr)	3		5	5		3	3		1	1		3
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	27	378	30	96	720	17	59	55	42	63	65	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	408	0	96	737	0	59	97	0	63	152	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)	10.0	77.0		11.0	78.0		19.0	41.0		21.0	43.0	
Total Split (%)	6.7%	51.3%		7.3%	52.0%		12.7%	27.3%		14.0%	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	0.0		0.0	3.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5		4.0	7.5		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 Effct Green (s)	107.8	102.1		112.6	104.3		9.9	16.2		10.2	16.5	
Actuated g/C Ratio	0.72	0.68		0.75	0.70		0.07	0.11		0.07	0.11	
v/c Ratio	0.05	0.19		0.13	0.31		0.56	0.44		0.57	0.64	
Control Delay	8.4	11.3		4.0	5.8		86.6	50.5		87.0	56.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.4	11.3		4.0	5.8		86.6	50.5		87.0	56.3	

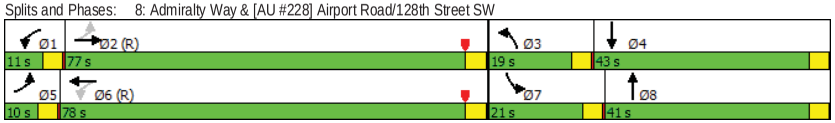
Lanes, Volumes, Timings
8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B		A	A		F	D		F	E	
Approach Delay		11.1			5.6			64.1			65.3	
Approach LOS		B			A			E			E	
Queue Length 50th (ft)	6	67		13	88		57	69		61	106	
Queue Length 95th (ft)	24	152		25	74		105	111		110	158	
Internal Link Dist (ft)		2047			1218			774			1053	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)	541	2191		722	2382		161	474		182	500	
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	0.19		0.13	0.31		0.37	0.20		0.35	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 134 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 20.4 — Intersection LOS: C
Intersection Capacity Utilization 54.6% — ICU Level of Service A
Analysis Period (min) 15

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)	18	423	24	78	723	26	45	44	67	51	60	84
Future Volume (vph)	18	423	24	78	723	26	45	44	67	51	60	84
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)	0		0	0		0	95		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.99			1.00	0.99		1.00	0.99	
Frt		0.992			0.995			0.910			0.913	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	3180	0	1712	3294	0	1567	1542	0	1712	1576	0
Flt Permitted	0.319			0.448			0.950			0.950		
Satd. Flow (perm)	558	3180	0	802	3294	0	1561	1542	0	1710	1576	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			50			46	
Link Speed (mph)		35			40			30			30	
Link Distance (ft)		1298			1526			816			739	
Travel Time (s)		25.3			26.0			18.5			16.8	
Confl. Peds. (#/hr)			6	6			3		1	1		3
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 (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	19	450	26	83	769	28	48	47	71	54	64	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	476	0	83	797	0	48	118	0	54	153	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)	11.0	69.0		15.0	73.0		20.0	46.0		20.0	46.0	
Total Split (%)	7.3%	46.0%		10.0%	48.7%		13.3%	30.7%		13.3%	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	0.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5		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 Effct Green (s)	107.9	102.4		112.5	112.4		9.0	17.2		9.1	17.2	
Actuated g/C Ratio	0.72	0.68		0.75	0.75		0.06	0.11		0.06	0.11	
v/c Ratio	0.04	0.22		0.13	0.32		0.51	0.54		0.52	0.69	
Control Delay	7.1	9.7		2.2	2.2		86.1	42.3		85.0	58.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.1	9.7		2.2	2.2		86.1	42.3		85.0	58.6	

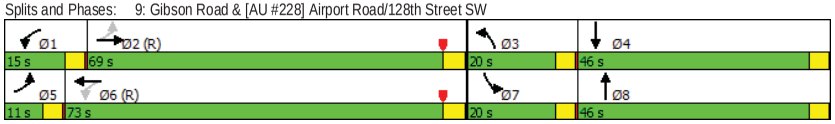
Lanes, Volumes, Timings
9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		A	A		F	D		F	E	
Approach Delay		9.6			2.2			55.0			65.5	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	3	78		2	8		46	64		52	104	
Queue Length 95th (ft)	17	135		20	94		91	115		99	160	
Internal Link Dist (ft)		1218			1446			736			659	
Turn Bay Length (ft)							95			80		
Base Capacity (vph)	460	2171		673	2469		167	467		182	474	
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	0.22		0.12	0.32		0.29	0.25		0.30	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 78 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 16.8 — Intersection LOS: B
Intersection Capacity Utilization 51.1% — ICU Level of Service A
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	29	512	23	48	768	19	21	47	50	44	34	25
Future Volume (vph)	29	512	23	48	768	19	21	47	50	44	34	25
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)	0		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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	0.98		0.98	0.99	
Frt		0.994			0.996			0.923			0.936	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	4814	0	1605	3197	0	1630	1609	0	1677	1586	0
Flt Permitted	0.298			0.418			0.717			0.524		
Satd. Flow (perm)	529	4814	0	704	3197	0	1224	1609	0	908	1586	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3			34			24	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		1526			723			855			487	
Travel Time (s)		29.7			16.4			19.4			11.1	
Confl. Peds. (#/hr)			3	3			4		16	16		4
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	30	533	24	50	800	20	22	49	52	46	35	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	557	0	50	820	0	22	101	0	46	61	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	81.0		15.0	83.0		11.0	41.0		13.0	43.0	
Total Split (%)	8.7%	54.0%		10.0%	55.3%		7.3%	27.3%		8.7%	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		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5		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 Effct Green (s)	107.5	101.4		108.6	108.7		27.4	21.9		30.7	25.1	
Actuated g/C Ratio	0.72	0.68		0.72	0.72		0.18	0.15		0.20	0.17	
v/c Ratio	0.07	0.17		0.09	0.35		0.09	0.38		0.21	0.21	
Control Delay	11.2	13.4		4.4	4.1		40.3	38.9		43.5	32.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.2	13.4		4.4	4.1		40.3	38.9		43.5	32.6	

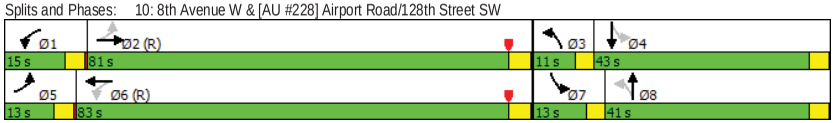
Lanes, Volumes, Timings
10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B		A	A		D	D		D	C	
Approach Delay		13.3			4.2			39.1			37.3	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	7	59		7	86		16	54		33	29	
Queue Length 95th (ft)	34	153		16	82		38	111		66	71	
Internal Link Dist (ft)		1446			643			775			407	
Turn Bay Length (ft)				100			100			100		
Base Capacity (vph)	454	3255		586	2318		254	422		242	430	
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	0.17		0.09	0.35		0.09	0.24		0.19	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 38 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 12.0 — Intersection LOS: B
Intersection Capacity Utilization 55.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	8	561	55	98	746	19	42	3	52	30	5	14
Future Volume (vph)	8	561	55	98	746	19	42	3	52	30	5	14
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			25			25			25		
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	0.98		0.99	
Frt		0.987			0.996				0.850		0.961	
Flt Protected	0.950			0.950				0.955			0.970	
Satd. Flow (prot)	1655	4679	0	1606	3087	0	0	1679	1494	0	1655	0
Flt Permitted	0.334			0.371				0.745			0.817	
Satd. Flow (perm)	579	4679	0	623	3087	0	0	1303	1462	0	1386	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			3				65		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			592			334			339	
Travel Time (s)		16.4			13.5			7.6			7.7	
Confl. Peds. (#/hr)	4		8	8		4	4		7	7		4
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%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	9	603	59	105	802	20	45	3	56	32	5	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	662	0	105	822	0	0	48	56	0	52	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	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)	11.0	88.0		21.0	98.0		41.0	41.0	41.0	41.0	41.0	
Total Split (%)	7.3%	58.7%		14.0%	65.3%		27.3%	27.3%	27.3%	27.3%	27.3%	
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	0.0		0.0	-2.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0		4.0	2.0			3.5	3.5		3.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Min	Min	Min	Min	Min	
Act Effct Green (s)	119.3	114.6		125.0	123.6			17.3	17.3		17.3	
Actuated g/C Ratio	0.80	0.76		0.83	0.82			0.12	0.12		0.12	
v/c Ratio	0.02	0.19		0.19	0.32			0.32	0.25		0.30	
Control Delay	2.2	2.6		1.4	2.4			61.5	10.7		46.7	
Queue Delay	0.0	0.0		0.0	0.2			0.0	0.0		0.0	
Total Delay	2.2	2.6		1.4	2.6			61.5	10.7		46.7	

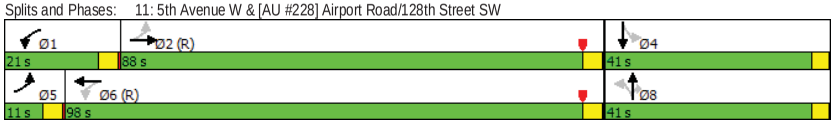
Lanes, Volumes, Timings
11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		A	A			E	B		D	
Approach Delay		2.6			2.4			34.2			46.7	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	1	16		2	4			46	0		37	
Queue Length 95th (ft)	3	31		8	153			79	31		72	
Internal Link Dist (ft)		643			512			254			259	
Turn Bay Length (ft)	125			100					50			
Base Capacity (vph)	519	3578		631	2543			325	414		356	
Starvation Cap Reductn	0	0		0	787			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	0.19		0.17	0.47			0.15	0.14		0.15	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 64 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 5.7 — Intersection LOS: A
Intersection Capacity Utilization 54.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
12: 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	526	23	332	717	284	25	161	236	480	217	70
Future Volume (vph)	61	526	23	332	717	284	25	161	236	480	217	70
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	2		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	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99		0.97	1.00		0.98	0.99	1.00	
Frt		0.994				0.850			0.850		0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1639	4675	0	1678	3245	1652	1856	1776	1711	3164	1872	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1634	4675	0	1669	3245	1606	1846	1776	1670	3134	1872	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				299			99		12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		592			861			751			745	
Travel Time (s)		13.5			19.6			17.1			16.9	
Confl. Peds. (#/hr)	3		5	5		3	5		9	9		5
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 (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	64	554	24	349	755	299	26	169	248	505	228	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	578	0	349	755	299	26	169	248	505	302	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases						6			8			
Detector Phase	5	2		1	6	6	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	55.0		8.0	42.0	42.0	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	10.0	56.5		30.0	76.5	76.5	10.0	38.5	30.0	25.0	53.5	
Total Split (%)	6.7%	37.7%		20.0%	51.0%	51.0%	6.7%	25.7%	20.0%	16.7%	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	
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	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	7.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Min	None	None	Min	
Act Effct Green (s)	9.5	52.0		36.1	75.6	78.6	5.3	23.4	59.5	20.5	42.4	
Actuated g/C Ratio	0.06	0.35		0.24	0.50	0.52	0.04	0.16	0.40	0.14	0.28	
v/c Ratio	0.62	0.36		0.87	0.46	0.30	0.40	0.61	0.34	1.17	0.56	
Control Delay	89.9	29.2		77.8	19.0	0.9	88.3	66.9	18.1	152.8	47.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	89.9	29.2		77.8	19.0	0.9	88.3	66.9	18.1	152.8	47.8	

Lanes, Volumes, Timings
12: 4th Avenue W & [AU #228] Airport Road/128th Street SW

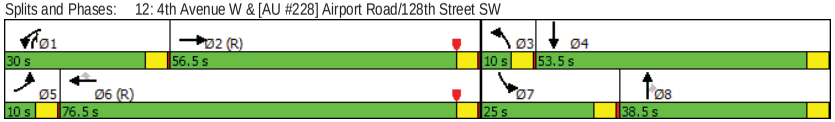
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C		E	B	A	F	E	B	F	D	
Approach Delay		35.2			29.8			40.8			113.5	
Approach LOS		D			C			D			F	
Queue Length 50th (ft)	62	131		328	167	0	25	161	92	~302	262	
Queue Length 95th (ft)	#173	92		m#544	m216	m0	60	219	160	#419	323	
Internal Link Dist (ft)		512			781			671			665	
Turn Bay Length (ft)	90			455						245		
Base Capacity (vph)	103	1623		403	1635	983	68	402	732	432	619	
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	0.62	0.36		0.87	0.46	0.30	0.38	0.42	0.34	1.17	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 16 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 52.8 — Intersection LOS: D
Intersection Capacity Utilization 85.7% — 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: 4th Avenue W & [AU #228] Airport Road/128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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	793	569	796	1032	0	0	0	0	397	0	474
Future Volume (vph)	0	793	569	796	1032	0	0	0	0	397	0	474
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	610		0	0		0	330		330
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			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												0.98
Frt		0.976	0.850									0.850
Flt Protected				0.950						0.950	0.950	
Satd. Flow (prot)	0	*1700	1386	3303	3406	0	0	0	0	1618	1618	1524
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	3184	1386	3303	3406	0	0	0	0	1618	1618	1498
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19	433									138
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		861			711			315			681	
Travel Time (s)		19.6			13.9			7.2			15.5	
Confl. Peds. (#/hr)	10					10	4					4
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	0	826	593	829	1075	0	0	0	0	414	0	494
Shared Lane Traffic (%)			27%							50%		
Lane Group Flow (vph)	0	986	433	829	1075	0	0	0	0	207	207	494
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						8	
Permitted Phases			2							8		8
Detector Phase		2	2	1	6					8	8	8
Switch Phase												
Minimum Initial (s)		10.0	10.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		21.3	21.3	8.0	23.3					40.0	40.0	40.0
Total Split (s)		76.0	76.0	34.0	110.0					40.0	40.0	40.0
Total Split (%)		50.7%	50.7%	22.7%	73.3%					26.7%	26.7%	26.7%
Yellow Time (s)		4.3	4.3	4.0	4.3					4.0	4.0	4.0
All-Red Time (s)		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
Total Lost Time (s)		5.3	5.3	5.0	5.3					5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Min					Min	Min	Min
Act Effct Green (s)		70.7	70.7	29.0	104.7					35.0	35.0	35.0
Actuated g/C Ratio		0.47	0.47	0.19	0.70					0.23	0.23	0.23
v/c Ratio		1.22	0.49	1.30	0.45					0.55	0.55	1.09
Control Delay		128.1	4.3	192.5	10.7					56.9	56.9	105.2
Queue Delay		0.0	0.0	0.0	0.5					0.0	0.0	0.0
Total Delay		128.1	4.3	192.5	11.2					56.9	56.9	105.2
LOS		F	A	F	B					E	E	F
Approach Delay		90.3			90.1						83.2	

Lanes, Volumes, Timings
13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

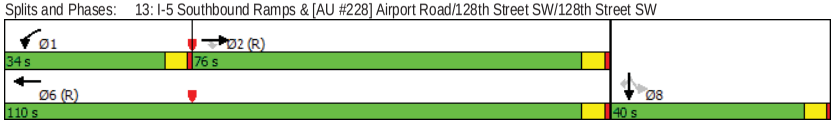
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			F						F	
Queue Length 50th (ft)		~640	80	~532	225					189	189	~431
Queue Length 95th (ft)		m#682	m35	#664	268					283	283	#661
Internal Link Dist (ft)		781			631			235			601	
Turn Bay Length (ft)				610						330		330
Base Capacity (vph)		811	882	638	2377					377	377	455
Starvation Cap Reductn		0	0	0	783					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		1.22	0.49	1.30	0.67					0.55	0.55	1.09

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 Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 88.7 — Intersection LOS: F
Intersection Capacity Utilization 76.7% — ICU Level of Service D
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
14: 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)	32	0	7	11	2	8	7	1473	9	4	672	155
Future Volume (vph)	32	0	7	11	2	8	7	1473	9	4	672	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	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							1.00	1.00		1.00	1.00	
Frt		0.850			0.877			0.999			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1524	0	1703	1572	0	1703	4888	0	1703	4737	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1703	1524	0	1703	1572	0	1702	4888	0	1702	4737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		302			9			1			76	
Link Speed (mph)		30			30			30			50	
Link Distance (ft)		1165			994			1264			2194	
Travel Time (s)		26.5			22.6			28.7			29.9	
Confl. Peds. (#/hr)							1		3	3		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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	34	0	7	12	2	9	7	1567	10	4	715	165
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	7	0	12	11	0	7	1577	0	4	880	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		None	C-Min		None	C-Min	
Act Effct Green (s)	7.1	5.9		6.0	4.9		6.0	59.2		6.0	19.5	
Actuated g/C Ratio	0.10	0.08		0.09	0.07		0.09	0.85		0.09	0.28	
v/c Ratio	0.20	0.02		0.08	0.09		0.05	0.38		0.03	0.64	
Control Delay	31.1	0.1		30.8	20.9		30.3	5.0		30.0	32.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	0.1		30.8	20.9		30.3	5.0		30.0	32.0	
LOS	C	A		C	C		C	A		C	C	
Approach Delay		25.8			26.1			5.2			32.0	

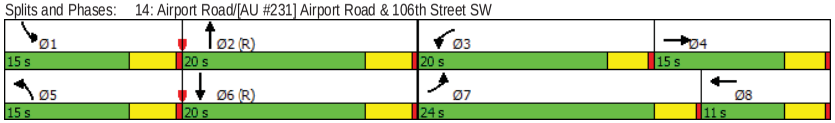
Lanes, Volumes, Timings
14: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			A			C	
Queue Length 50th (ft)	14	0		5	1		3	0		2	~265	
Queue Length 95th (ft)	38	0		20	15		14	238		10	89	
Internal Link Dist (ft)		1085			914			1184			2114	
Turn Bay Length (ft)	90			125								
Base Capacity (vph)	486	494		389	165		255	4135		255	1375	
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	0.01		0.03	0.07		0.03	0.38		0.02	0.64	

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 Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 15.1 — Intersection LOS: B
Intersection Capacity Utilization 44.2% — ICU Level of Service A
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Airport Road/[AU #231] Airport Road & 106th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
15: [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)	7	2	16	95	30	137	45	1184	316	153	605	14
Future Volume (vph)	7	2	16	95	30	137	45	1184	316	153	605	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	140		65	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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	1.00					0.99		0.99		1.00		
Frt			0.850			0.850		0.968			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1776	1509	1687	1776	1509	1687	4646	0	1687	4833	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1685	1776	1509	1687	1776	1489	1687	4646	0	1682	4833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			147		64			3	
Link Speed (mph)		30			30			47			50	
Link Distance (ft)		858			1387			2194			2138	
Travel Time (s)		19.5			31.5			31.8			29.2	
Confl. Peds. (#/hr)	1					1			9	9		
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%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	8	2	17	102	32	147	48	1273	340	165	651	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	2	17	102	32	147	48	1613	0	165	666	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
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	28.5	23.5	23.5	24.0	64.5		19.0	64.5	
Total Split (%)	19.6%	19.6%	19.6%	19.6%	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)	5.6	9.2	9.2	10.9	15.4	15.4	7.7	39.2		16.1	53.0	
Actuated g/C Ratio	0.07	0.12	0.12	0.14	0.19	0.19	0.10	0.49		0.20	0.66	
v/c Ratio	0.07	0.01	0.07	0.45	0.09	0.36	0.29	0.70		0.49	0.21	
Control Delay	50.4	39.0	0.5	45.5	29.2	8.2	47.8	18.5		41.8	9.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	50.4	39.0	0.5	45.5	29.2	8.2	47.8	18.5		41.8	9.5	
LOS	D	D	A	D	C	A	D	B		D	A	
Approach Delay		18.1			24.1			19.4			15.9	

Lanes, Volumes, Timings
15: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	3	1	0	37	11	0	18	153		55	34	
Queue Length 95th (ft)	26	9	0	148	47	51	85	471		#290	157	
Internal Link Dist (ft)		778			1307			2114			2058	
Turn Bay Length (ft)	200		200	140		65						
Base Capacity (vph)	599	646	611	599	675	657	480	4027		359	4108	
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	0.01	0.00	0.03	0.17	0.05	0.22	0.10	0.40		0.46	0.16	

Intersection Summary

Area Type: Other
Cycle Length: 145.5
Actuated Cycle Length: 79.8
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 18.8 — Intersection LOS: B
Intersection Capacity Utilization 60.5% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: [AU #231] Airport Road & 100th Street SW

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
16: [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)	5	7	1	9	1	38	21	862	146	388	1033	34
Future Volume (vph)	5	7	1	9	1	38	21	862	146	388	1033	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	125		0	260		0	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	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	1.00	1.00		1.00		0.98	1.00				1.00	
Frt		0.985				0.850		0.978			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1731	0	1671	1759	1495	1671	4697	0	1671	4775	0
Flt Permitted	0.757			0.751			0.950			0.950		
Satd. Flow (perm)	1327	1731	0	1320	1759	1472	1671	4697	0	1671	4775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				69		25			11	
Link Speed (mph)		30			30			47			50	
Link Distance (ft)		429			649			2138			1785	
Travel Time (s)		9.8			14.8			31.0			24.3	
Confl. Peds. (#/hr)	4		1	1		4	1					1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	6	9	1	11	1	47	26	1064	180	479	1275	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	10	0	11	1	47	26	1244	0	479	1317	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
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)	8.4	8.4		8.4	8.4	8.4	6.0	26.0		16.5	45.2	
Actuated g/C Ratio	0.16	0.16		0.16	0.16	0.16	0.11	0.48		0.31	0.84	
v/c Ratio	0.03	0.04		0.05	0.00	0.16	0.14	0.55		0.94	0.33	
Control Delay	21.4	20.5		21.8	21.0	4.9	31.0	12.2		53.5	4.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.4	20.5		21.8	21.0	4.9	31.0	12.2		53.5	4.6	
LOS	C	C		C	C	A	C	B		D	A	
Approach Delay		20.8			8.3			12.6			17.6	

Lanes, Volumes, Timings
16: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			A			B			B	
Queue Length 50th (ft)	2	2		3	0	0	7	88		134	9	
Queue Length 95th (ft)	10	13		14	4	11	35	202		#520	182	
Internal Link Dist (ft)		349			569			2058			1705	
Turn Bay Length (ft)	185			125			260			250		
Base Capacity (vph)	326	426		324	432	414	511	4331		511	4402	
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	0.02	0.02		0.03	0.00	0.11	0.05	0.29		0.94	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 53.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 15.4 — Intersection LOS: B
Intersection Capacity Utilization 60.7% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: [AU #231] Airport Road & 94th Street SW

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
17: [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)	50	2	59	46	3	43	125	720	47	77	1147	213
Future Volume (vph)	50	2	59	46	3	43	125	720	47	77	1147	213
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		
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			0.99		1.00	1.00		0.99	1.00	
Frt			0.850		0.859			0.991			0.977	
Flt Protected	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (prot)	1573	1583	1482	1656	1476	0	1656	4705	0	1656	4636	0
Flt Permitted	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (perm)	1568	1578	1482	1656	1476	0	1655	4705	0	1646	4636	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		46			7			27	
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)	2					2	3		5	5		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 (%)	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Adj. Flow (vph)	54	2	63	49	3	46	134	774	51	83	1233	229
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	28	28	63	49	49	0	134	825	0	83	1462	0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									
Detector Phase	4	4	4	8	8		5	2		1	6	
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		8.0	41.0		8.0	26.5	
Total Split (s)	28.5	28.5	28.5	38.5	38.5		29.0	54.5		39.0	54.5	
Total Split (%)	17.8%	17.8%	17.8%	24.0%	24.0%		18.1%	34.0%		24.3%	34.0%	
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)	7.8	7.8	7.8	9.9	9.9		12.7	44.0		10.0	31.1	
Actuated g/C Ratio	0.11	0.11	0.11	0.14	0.14		0.18	0.61		0.14	0.43	
v/c Ratio	0.16	0.16	0.26	0.22	0.20		0.46	0.29		0.36	0.73	
Control Delay	43.2	43.2	8.4	35.7	14.0		39.7	11.4		41.4	21.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.2	43.2	8.4	35.7	14.0		39.7	11.4		41.4	21.6	
LOS	D	D	A	D	B		D	B		D	C	
Approach Delay		24.8			24.9			15.4			22.7	

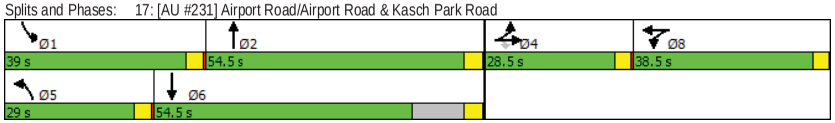
Lanes, Volumes, Timings
17: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	11	11	0	19	1		52	68		33	184	
Queue Length 95th (ft)	54	54	25	66	35		163	172		114	405	
Internal Link Dist (ft)		437			693			1705			480	
Turn Bay Length (ft)	200		200	90			225			110		
Base Capacity (vph)	654	658	668	933	852		689	3667		933	3823	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	45	
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	0.04	0.04	0.09	0.05	0.06		0.19	0.22		0.09	0.39	

Intersection Summary

Area Type: Other
Cycle Length: 160.5
Actuated Cycle Length: 72.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 20.3 — Intersection LOS: C
Intersection Capacity Utilization 54.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 17: [AU #231] Airport Road/Airport Road & Kasch Park Road



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

2022 Baseline PM Peak-Hour Arterial Level of Service Analysis

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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	49.9	8.4	58.3	0.53	32.5	B
Center Road	II	38	28.9	19.5	48.4	0.28	21.1	D
Fairmount Elementary	II	38	26.3	9.3	35.6	0.24	24.2	C
112th Street SW	II	38	14.9	19.3	34.2	0.13	13.6	E
Airport Road	II	38	19.6	33.6	53.2	0.17	11.5	F
Total	II		139.6	90.1	229.7	1.35	21.1	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	19.6	20.8	40.4	0.17	15.2	E
Fairmount Elementary	II	40	14.9	2.2	17.1	0.13	27.2	C
Center Road	II	40	26.3	15.7	42.0	0.24	20.5	D
Gibson Road	II	40	28.9	8.0	36.9	0.28	27.7	C
SR-525	II	40	47.4	147.5	194.9	0.53	9.7	F
Total	II		137.1	194.2	331.3	1.35	14.7	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	30	49.6	13.9	63.5	0.39	22.1	C
Gibson Road	III	30	31.2	11.7	42.9	0.25	20.6	C
8th Avenue W	III	35	34.7	12.5	47.2	0.29	22.0	C
5th Avenue W	III	30	18.3	5.2	23.5	0.14	21.0	C
4th Avenue W	III	30	15.8	22.5	38.3	0.11	10.5	E
I-5 Southbound Ramps	III	30	21.9	134.0	155.9	0.16	3.8	F
Total	III		171.5	199.8	371.3	1.34	13.0	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
4th Avenue W	IV	10	29.4	32.9	62.3	0.16	9.4	D
5th Avenue W	IV	10	24.7	1.6	26.3	0.11	15.3	C
8th Avenue W	IV	30	20.5	5.5	26.0	0.14	19.0	C
Gibson Road	IV	40	29.5	5.1	34.6	0.29	30.1	A
Admiralty Way	IV	45	25.6	9.7	35.3	0.25	25.1	A
SR-99	IV	45	36.7	68.9	105.6	0.39	13.3	C
Total	IV		166.4	123.7	290.1	1.34	16.6	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	50	35.7	28.4	64.1	0.42	23.3	D
94th Street SW	I	50	34.8	8.7	43.5	0.40	33.5	C
Kasch Park Road	I	50	30.8	22.8	53.6	0.34	22.7	D
Total	I		101.3	59.9	161.2	1.16	25.9	D

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	47	32.8	6.5	39.3	0.34	31.0	C
100th Street SW	I	47	38.1	18.5	56.6	0.40	25.8	D
106th Street SW	I	47	39.1	16.0	55.1	0.42	27.1	C
Total	I		110.0	41.0	151.0	1.16	27.6	C

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												
Traffic Volume (vph)	553	555	44	655	521	83	33	1364	476	458	1829	430
Future Volume (vph)	553	555	44	655	521	83	33	1364	476	458	1829	430
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			25			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	0.99	1.00		0.98	1.00		1.00		0.98	1.00		0.99
Frt		0.989			0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3219	3273	0	3319	*2600	0	1728	3455	1546	3302	3404	1523
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3201	3273	0	3260	3340	0	1728	3455	1515	3296	3404	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			9				171			334
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1789			2783			1344			2044	
Travel Time (s)		40.7			47.4			30.5			46.5	
Confl. Peds. (#/hr)	7		23	23		7	1		6	6		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
Adj. Flow (vph)	570	572	45	675	537	86	34	1406	491	472	1886	443
Shared Lane Traffic (%)												
Lane Group Flow (vph)	570	617	0	675	623	0	34	1406	491	472	1886	443
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			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)	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	3.0		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 Effct Green (s)	25.1	39.5		25.1	36.4		8.9	64.3	64.3	27.7	85.3	85.3
Actuated g/C Ratio	0.14	0.22		0.14	0.20		0.05	0.36	0.36	0.16	0.48	0.48
v/c Ratio	1.25	0.85		1.44	1.15		0.40	1.12	0.75	0.92	1.15	0.49
Control Delay	188.9	77.2		259.4	147.5		97.0	117.2	40.8	97.6	117.6	10.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	188.9	77.2		259.4	147.5		97.0	117.2	40.8	97.6	117.6	10.2
LOS	F	E		F	F		F	F	D	F	F	B

Lanes, Volumes, Timings
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

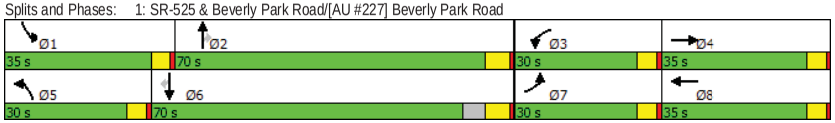
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		130.8			205.7			97.4			97.2	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~456	370		~584	~424		41	~1070	368	293	~1461	81
Queue Length 95th (ft)	#593	446		#727	#550		83	#1227	538	#394	#1657	196
Internal Link Dist (ft)		1709			2703			1264			1964	
Turn Bay Length (ft)	190			130			145		165	310		500
Base Capacity (vph)	455	730		469	540		244	1250	656	559	1635	895
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	1.25	0.85		1.44	1.15		0.14	1.12	0.75	0.84	1.15	0.49

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 177.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay: 122.3 — Intersection LOS: F
Intersection Capacity Utilization 119.7% — ICU Level of Service H
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	17	3	17	55	2	30	41	1116	69	27	1349	20
Future Volume (vph)	17	3	17	55	2	30	41	1116	69	27	1349	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		30	150		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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			1.00	0.98		1.00			1.00	
Frt		0.938				0.850		0.991			0.998	
Flt Protected		0.977			0.954		0.950			0.950		
Satd. Flow (prot)	0	1696	0	0	1777	1583	1770	3502	0	1770	3530	0
Flt Permitted		0.844			0.704		0.123			0.184		
Satd. Flow (perm)	0	1459	0	0	1308	1551	229	3502	0	343	3530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				65		8			2	
Link Speed (mph)		35			35			38			40	
Link Distance (ft)		581			709			2783			1498	
Travel Time (s)		11.3			13.8			49.9			25.5	
Confl. Peds. (#/hr)	7		2	2		7	6		2	2		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
Adj. Flow (vph)	18	3	18	59	2	32	44	1200	74	29	1451	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	61	32	44	1274	0	29	1473	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			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	5.0		5.0	5.0	
Minimum Split (s)	30.5	30.5		30.5	30.5	30.5	9.5	24.0		9.5	29.0	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	19.5	55.0		19.5	55.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%	31.7%	17.9%	50.5%		17.9%	50.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.0		3.5	4.0	
All-Red Time (s)	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	-5.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	5.0		4.5	0.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max		None	None	
Act Effct Green (s)		10.3			10.3	10.3	59.5	58.0		58.2	59.6	
Actuated g/C Ratio		0.13			0.13	0.13	0.76	0.74		0.74	0.76	
v/c Ratio		0.19			0.36	0.12	0.16	0.49		0.08	0.55	
Control Delay		20.6			35.8	2.6	5.3	8.4		4.7	8.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		20.6			35.8	2.6	5.3	8.4		4.7	8.0	
LOS		C			D	A	A	A		A	A	
Approach Delay		20.6			24.4			8.3			7.9	
Approach LOS		C			C			A			A	

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)		8			24	0	3	82		2	146	
Queue Length 95th (ft)		35			62	7	21	367		16	411	
Internal Link Dist (ft)		501			629			2703			1418	
Turn Bay Length (ft)						30	150			150		
Base Capacity (vph)		578			509	643	478	2597		544	2791	
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		0.07			0.12	0.05	0.09	0.49		0.05	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 109
Actuated Cycle Length: 78.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 8.8 — Intersection LOS: A
Intersection Capacity Utilization 57.8% — ICU Level of Service B
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

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	34	31	253	63	10	56	55	1335	72	19	1289	7
Future Volume (vph)	34	31	253	63	10	56	55	1335	72	19	1289	7
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	60		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
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		1.00				1.00				
Frt		0.867			0.873			0.992			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1596	0	1752	1610	0	1778	3524	0	1770	3536	0
Flt Permitted	0.710			0.320			0.102			0.106		
Satd. Flow (perm)	1323	1596	0	590	1610	0	191	3524	0	197	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		254			61			5			1	
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		631			1366			1498			1261	
Travel Time (s)		14.3			31.0			26.9			21.5	
Confl. Peds. (#/hr)			1	1					1	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
Adj. Flow (vph)	37	34	275	68	11	61	60	1451	78	21	1401	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	309	0	68	72	0	60	1529	0	21	1409	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	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		None	Min		None	Min	
Act Effct Green (s)	14.0	9.5		16.4	12.5		41.5	39.3		39.6	42.1	
Actuated g/C Ratio	0.20	0.14		0.24	0.18		0.60	0.57		0.57	0.61	
v/c Ratio	0.12	0.71		0.27	0.21		0.24	0.77		0.09	0.66	
Control Delay	19.8	16.8		21.9	11.4		10.5	19.5		9.5	15.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.8	16.8		21.9	11.4		10.5	19.5		9.5	15.7	
LOS	B	B		C	B		B	B		A	B	
Approach Delay		17.1			16.5			19.1			15.6	

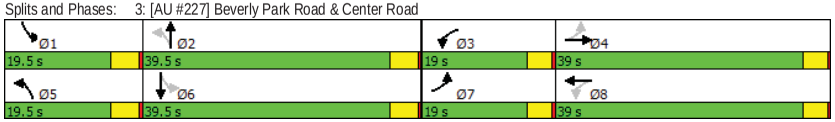
Lanes, Volumes, Timings
3: [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	13	23		24	4		9	201		3	220	
Queue Length 95th (ft)	32	97		52	37		37	#673		17	#552	
Internal Link Dist (ft)		551			1286			1418			1181	
Turn Bay Length (ft)	75			60			150			150		
Base Capacity (vph)	498	965		441	882		477	1995		478	2143	
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	0.32		0.15	0.08		0.13	0.77		0.04	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 69.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 17.4 — Intersection LOS: B
Intersection Capacity Utilization 77.7% — 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: 3: [AU #227] Beverly Park Road & Center Road



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	28	58	1205	5	34	1055
Future Volume (vph)	28	58	1205	5	34	1055
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			
Frt	0.909		0.999			
Flt Protected	0.984				0.950	
Satd. Flow (prot)	1666	0	3535	0	1770	3539
Flt Permitted	0.984				0.122	
Satd. Flow (perm)	1666	0	3535	0	227	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	66					
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1261			683
Travel Time (s)	8.9		22.6			11.6
Confl. Peds. (#/hr)				4	4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	32	66	1369	6	39	1199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	0	1375	0	39	1199
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		0.0		0.0	-5.0
Total Lost Time (s)	4.5		4.5		4.5	-0.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	6.8		33.7		36.4	41.4
Actuated g/C Ratio	0.14		0.67		0.73	0.83
v/c Ratio	0.35		0.58		0.12	0.41
Control Delay	13.0		9.3		3.7	2.2
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	13.0		9.3		3.7	2.2
LOS	B		A		A	A
Approach Delay	13.0		9.3			2.2
Approach LOS	B		A			A
Queue Length 50th (ft)	8		77		3	29
Queue Length 95th (ft)	40		250		10	64
Internal Link Dist (ft)	313		1181			603

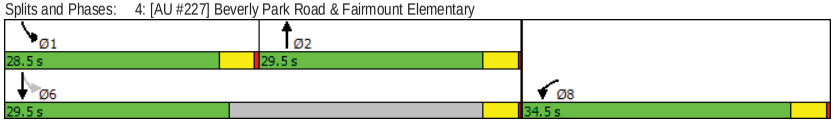
Lanes, Volumes, Timings
4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	1030		2383		910	3539
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		0.58		0.04	0.34

Intersection Summary

Area Type: Other
Cycle Length: 92.5
Actuated Cycle Length: 50
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 6.2 — Intersection LOS: A
Intersection Capacity Utilization 46.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: [AU #227] Beverly Park Road & Fairmount Elementary



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	52	244	43	306	39	3	5	662	516	0	704	8
Future Volume (vph)	52	244	43	306	39	3	5	662	516	0	704	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	0		135	0		0
Storage Lanes	1		0	2		0	1		1	0		0
Taper Length (ft)	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				0.98		1.00	
Frt		0.977			0.990				0.850		0.998	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1736	3382	0	3367	1807	0	1736	3471	1553	0	3463	0
Flt Permitted	0.950			0.950			0.172					
Satd. Flow (perm)	1731	3382	0	3364	1807	0	314	3471	1526	0	3463	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			3				230		1	
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		362			852			683			899	
Travel Time (s)		8.2			19.4			12.3			15.3	
Confl. Peds. (#/hr)	2		1	1		2	1		3	3		1
Confl. Bikes (#/hr)			4			2			4			4
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 (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	54	254	45	319	41	3	5	690	538	0	733	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	299	0	319	44	0	5	690	538	0	741	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov		NA	
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	0.0	0.0		-1.4	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.0		3.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead		Lead		Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes		Yes		Yes	
Recall Mode	None	None		None	None		None	Min	None		Min	
Act Effct Green (s)	7.5	13.1		12.5	23.5		20.9	20.3	33.4		20.8	
Actuated g/C Ratio	0.12	0.22		0.21	0.39		0.35	0.34	0.56		0.35	
v/c Ratio	0.25	0.40		0.45	0.06		0.02	0.59	0.56		0.62	
Control Delay	33.7	22.1		26.4	16.1		16.0	19.3	6.4		20.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.3		0.0	
Total Delay	33.7	22.1		26.4	16.1		16.0	19.3	6.7		20.8	
LOS	C	C		C	B		B	B	A		C	

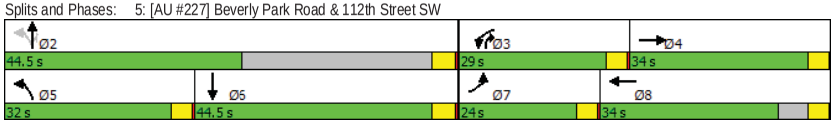
Lanes, Volumes, Timings
5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		23.8			25.2			13.8			20.8	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	15	40		42	9		1	90	33		94	
Queue Length 95th (ft)	74	113		146	41		10	235	175		291	
Internal Link Dist (ft)		282			772			603			819	
Turn Bay Length (ft)	250			250					135			
Base Capacity (vph)	649	1918		1576	1237		918	3251	1285		2641	
Starvation Cap Reductn	0	0		0	0		0	0	270		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	0.08	0.16		0.20	0.04		0.01	0.21	0.53		0.28	

Intersection Summary

Area Type: Other
Cycle Length: 139.5
Actuated Cycle Length: 60
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 18.6 — Intersection LOS: B
Intersection Capacity Utilization 47.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	376	331	23	36	134	21	14	399	65	31	1006	555
Future Volume (vph)	376	331	23	36	134	21	14	399	65	31	1006	555
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	0		0	0		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		0.990			0.980			0.979			0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	1807	0	1736	1786	0	1669	4677	0	1686	4561	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3364	1807	0	1736	1786	0	1669	4677	0	1679	4561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			34			150	
Link Speed (mph)		38			30			30			30	
Link Distance (ft)		899			589			881			1264	
Travel Time (s)		16.1			13.4			20.0			28.7	
Confl. Peds. (#/hr)	1					1			3	3		
Confl. Bikes (#/hr)			2			2			1			10
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%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	409	360	25	39	146	23	15	434	71	34	1093	603
Shared Lane Traffic (%)												
Lane Group Flow (vph)	409	385	0	39	169	0	15	505	0	34	1696	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)	24.0	19.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	19.8%	15.6%		15.6%	15.6%		15.6%	49.0%		15.6%	49.0%	
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	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	4.5		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)	15.4	28.2		7.0	14.6		5.9	33.0		6.8	35.9	
Actuated g/C Ratio	0.19	0.34		0.08	0.18		0.07	0.40		0.08	0.43	
v/c Ratio	0.66	0.63		0.27	0.53		0.13	0.27		0.25	0.82	
Control Delay	41.0	33.6		49.9	40.7		51.4	17.7		50.1	24.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

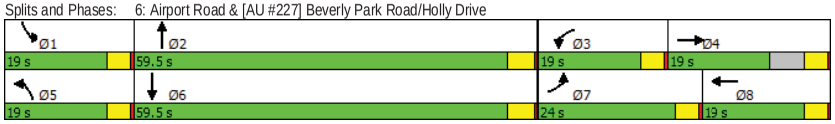
Lanes, Volumes, Timings
6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	41.0	33.6		49.9	40.7		51.4	17.7		50.1	24.2	
LOS	D	C		D	D		D	B		D	C	
Approach Delay		37.4			42.5			18.7			24.8	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	86	153		17	67		6	58		15	209	
Queue Length 95th (ft)	#234	400		69	188		36	123		63	492	
Internal Link Dist (ft)		819			509			801			1184	
Turn Bay Length (ft)	140			100								
Base Capacity (vph)	904	615		349	405		336	3389		339	3337	
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	0.63		0.11	0.42		0.04	0.15		0.10	0.51	

Intersection Summary

Area Type: Other
Cycle Length: 121.5
Actuated Cycle Length: 83
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 28.0 — Intersection LOS: C
Intersection Capacity Utilization 64.4% — ICU Level of Service C
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	242	435	401	233	291	206	177	1114	171	175	940	96
Future Volume (vph)	242	435	401	233	291	206	177	1114	171	175	940	96
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)	0		400	0		0	0		300	0		430
Storage Lanes	1		2	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
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	0.98			0.97	0.97		0.99		0.97	1.00		0.96
Frt			0.850		0.938				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3388	2944	1752	3098	0	1811	3388	1672	1869	3388	1516
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1654	3388	2944	1706	3098	0	1801	3388	1621	1863	3388	1462
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			441		49				101			94
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2795			2062			1701			1159	
Travel Time (s)		63.5			31.2			38.7			26.3	
Confl. Peds. (#/hr)	24		23	23		24	13		8	8		13
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	266	478	441	256	320	226	195	1224	188	192	1033	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	266	478	441	256	546	0	195	1224	188	192	1033	105
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6		5	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 (%)	18.6%	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	-5.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	-0.3		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)	33.9	39.7	23.9	31.8	42.6		23.9	75.6	75.6	23.2	74.9	74.9
Actuated g/C Ratio	0.18	0.21	0.13	0.17	0.23		0.13	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.87	0.67	0.58	0.87	0.74		0.85	0.90	0.26	0.83	0.77	0.16
Control Delay	103.5	74.7	9.2	104.5	68.9		112.3	63.4	18.9	110.7	54.6	9.0
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	103.5	74.7	9.2	104.5	68.9		112.3	63.4	18.9	110.7	54.6	9.0
LOS	F	E	A	F	E		F	E	B	F	D	A

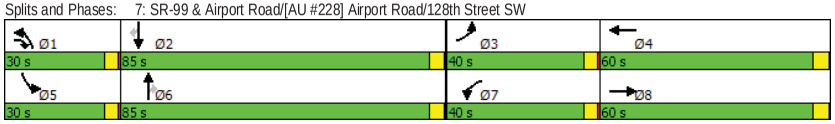
Lanes, Volumes, Timings
7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		56.8			80.3			64.2			59.1	
Approach LOS		E			F			E			E	
Queue Length 50th (ft)	342	310	0	327	326		252	780	71	247	605	9
Queue Length 95th (ft)	#549	381	61	#503	399		#423	#965	148	#401	750	56
Internal Link Dist (ft)		2715			1982			1621			1079	
Turn Bay Length (ft)			400						300			430
Base Capacity (vph)	326	1009	788	338	1038		251	1465	758	259	1465	685
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	0.82	0.47	0.56	0.76	0.53		0.78	0.84	0.25	0.74	0.71	0.15

Intersection Summary

Area Type: Other
Cycle Length: 215
Actuated Cycle Length: 188.3
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 63.7 — Intersection LOS: E
Intersection Capacity Utilization 89.4% — ICU Level of Service E
Analysis Period (min) 15
Description: Airport Road is east-west and SR-99 is north-south
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	76	666	94	68	605	57	100	146	57	41	87	33
Future Volume (vph)	76	666	94	68	605	57	100	146	57	41	87	33
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)	0		0	0		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		1.00	1.00	
Frt		0.981			0.987			0.958			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1815	3216	0	1794	3420	0	1629	1918	0	1629	1920	0
Flt Permitted	0.344			0.281			0.950			0.950		
Satd. Flow (perm)	656	3216	0	531	3420	0	1625	1918	0	1627	1920	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			8			13			12	
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2062			1298			854			1133	
Travel Time (s)		46.9			19.7			19.4			25.8	
Confl. Peds. (#/hr)	2		3	3		2	2		1	1		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%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	83	724	102	74	658	62	109	159	62	45	95	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	826	0	74	720	0	109	221	0	45	131	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)	12.0	72.0		12.0	72.0		26.0	50.0		16.0	40.0	
Total Split (%)	8.0%	48.0%		8.0%	48.0%		17.3%	33.3%		10.7%	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	3.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	7.5		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 Effct Green (s)	102.3	100.0		101.9	91.8		14.4	25.1		8.6	17.5	
Actuated g/C Ratio	0.68	0.67		0.68	0.61		0.10	0.17		0.06	0.12	
v/c Ratio	0.17	0.38		0.18	0.34		0.70	0.67		0.48	0.56	
Control Delay	10.1	13.9		6.9	9.7		87.7	64.1		84.7	64.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.1	13.9		6.9	9.7		87.7	64.1		84.7	64.0	

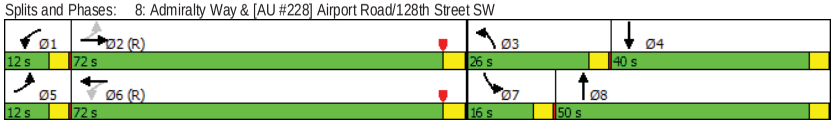
Lanes, Volumes, Timings
8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B		A	A		F	E		F	E	
Approach Delay		13.5			9.5			71.9			69.3	
Approach LOS		B			A			E			E	
Queue Length 50th (ft)	21	164		13	111		105	200		44	114	
Queue Length 95th (ft)	64	337		27	101		167	247		86	161	
Internal Link Dist (ft)		1982			1218			774			1053	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)	519	2147		436	2095		238	597		131	469	
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	0.16	0.38		0.17	0.34		0.46	0.37		0.34	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 110 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 25.2 — Intersection LOS: C
Intersection Capacity Utilization 55.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	52	676	59	91	695	49	57	94	97	34	28	41
Future Volume (vph)	52	676	59	91	695	49	57	94	97	34	28	41
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)	0		0	0		0	95		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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	0.99	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Frt		0.988			0.990			0.924			0.910	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1726	3287	0	1779	3391	0	1627	1627	0	1779	1634	0
Flt Permitted	0.300			0.308			0.950			0.950		
Satd. Flow (perm)	541	3287	0	575	3391	0	1625	1627	0	1775	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			7			34			45	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1298			1526			816			739	
Travel Time (s)		29.5			26.0			18.5			16.8	
Confl. Peds. (#/hr)	12		6	6		12	1		2	2		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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	57	735	64	99	755	53	62	102	105	37	30	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	799	0	99	808	0	62	207	0	37	75	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	74.0		16.0	78.0		20.0	45.0		15.0	40.0	
Total Split (%)	8.0%	49.3%		10.7%	52.0%		13.3%	30.0%		10.0%	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	3.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.5		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 Effct Green (s)	104.0	94.4		106.9	105.2		10.1	23.0		7.6	20.7	
Actuated g/C Ratio	0.69	0.63		0.71	0.70		0.07	0.15		0.05	0.14	
v/c Ratio	0.13	0.39		0.21	0.34		0.57	0.74		0.42	0.28	
Control Delay	7.8	11.7		4.3	5.1		86.6	65.4		82.0	27.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.8	11.7		4.3	5.1		86.6	65.4		82.0	27.2	

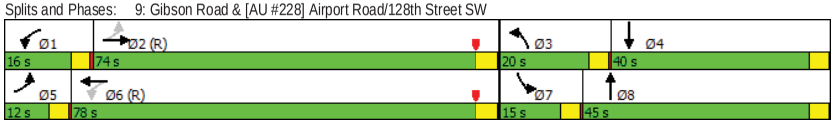
Lanes, Volumes, Timings
9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B		A	A		F	E		F	C	
Approach Delay		11.4			5.0			70.3			45.3	
Approach LOS		B			A			E			D	
Queue Length 50th (ft)	11	106		7	22		60	167		36	27	
Queue Length 95th (ft)	32	182		42	167		109	231		75	70	
Internal Link Dist (ft)		1218			1446			736			659	
Turn Bay Length (ft)							95			80		
Base Capacity (vph)	445	2071		514	2379		173	469		130	426	
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	0.39		0.19	0.34		0.36	0.44		0.28	0.18	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 84 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 17.9 — Intersection LOS: B
Intersection Capacity Utilization 57.4% — ICU Level of Service B
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	61	581	39	88	708	72	52	106	68	55	60	35
Future Volume (vph)	61	581	39	88	708	72	52	106	68	55	60	35
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)	0		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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	0.99	1.00		0.99	0.99		0.99	0.99		0.98	0.99	
Frt		0.991			0.986			0.942			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1753	4981	0	1668	3271	0	1694	1713	0	1743	1659	0
Flt Permitted	0.304			0.359			0.623			0.381		
Satd. Flow (perm)	557	4981	0	626	3271	0	1099	1713	0	688	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			11			21			20	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		1526			723			855			487	
Travel Time (s)		29.7			16.4			19.4			11.1	
Confl. Peds. (#/hr)	12		7	7		12	9		17	17		9
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
Adj. Flow (vph)	62	593	40	90	722	73	53	108	69	56	61	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	633	0	90	795	0	53	177	0	56	97	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)	15.0	78.0		15.0	78.0		11.0	45.0		12.0	46.0	
Total Split (%)	10.0%	52.0%		10.0%	52.0%		7.3%	30.0%		8.0%	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		0.0	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 Effct Green (s)	103.6	100.9		105.7	103.7		30.9	24.5		32.0	25.1	
Actuated g/C Ratio	0.69	0.67		0.70	0.69		0.21	0.16		0.21	0.17	
v/c Ratio	0.14	0.19		0.18	0.35		0.21	0.60		0.28	0.33	
Control Delay	12.3	12.5		4.6	5.5		43.2	57.8		45.0	43.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.3	12.5		4.6	5.5		43.2	57.8		45.0	43.8	
LOS	B	B		A	A		D	E		D	D	

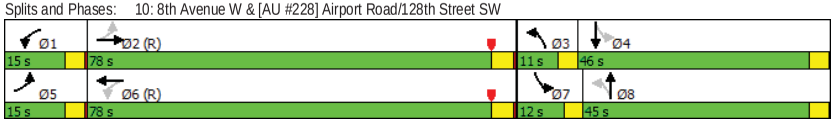
Lanes, Volumes, Timings
10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.5			5.4			54.5			44.2	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	16	69		15	101		38	134		40	62	
Queue Length 95th (ft)	60	192		22	111		74	214		76	117	
Internal Link Dist (ft)		1446			643			775			407	
Turn Bay Length (ft)				100			100			100		
Base Capacity (vph)	486	3352		527	2265		256	483		208	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	0.13	0.19		0.17	0.35		0.21	0.37		0.27	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 42 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 16.7 — Intersection LOS: B
Intersection Capacity Utilization 64.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	23	671	105	64	792	21	87	15	74	37	11	19
Future Volume (vph)	23	671	105	64	792	21	87	15	74	37	11	19
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			25			25			25		
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	0.99	0.99		0.99	1.00			0.98	0.98		0.99	
Frt		0.980			0.996				0.850		0.962	
Flt Protected	0.950			0.950				0.959			0.973	
Satd. Flow (prot)	1719	4809	0	1669	3202	0	0	1751	1552	0	1718	0
Flt Permitted	0.295			0.311				0.692			0.775	
Satd. Flow (perm)	529	4809	0	542	3202	0	0	1242	1521	0	1363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			3				74		13	
Link Speed (mph)		30			10			30			30	
Link Distance (ft)		723			592			334			339	
Travel Time (s)		16.4			40.4			7.6			7.7	
Confl. Peds. (#/hr)	15		14	14		15	16		6	6		16
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	25	722	113	69	852	23	94	16	80	40	12	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	835	0	69	875	0	0	110	80	0	72	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	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)	11.0	87.0		15.0	91.0		48.0	48.0	48.0	48.0	48.0	
Total Split (%)	7.3%	58.0%		10.0%	60.7%		32.0%	32.0%	32.0%	32.0%	32.0%	
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	3.0		0.0	-5.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	7.0		4.0	-1.0			3.5	3.5		3.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Min	Min	Min	Min	Min	
Act Effct Green (s)	113.7	105.6		117.1	118.0			23.9	23.9		23.9	
Actuated g/C Ratio	0.76	0.70		0.78	0.79			0.16	0.16		0.16	
v/c Ratio	0.06	0.25		0.15	0.35			0.56	0.26		0.32	
Control Delay	3.3	5.2		2.1	1.6			66.9	13.7		46.0	
Queue Delay	0.0	0.0		0.0	0.1			0.0	0.0		0.0	
Total Delay	3.3	5.2		2.1	1.7			66.9	13.7		46.0	

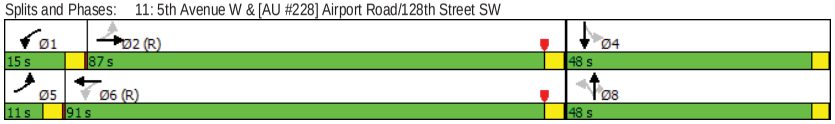
Lanes, Volumes, Timings
11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		A	A			E	B		D	
Approach Delay		5.1			1.7			44.5			46.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	3	50		4	18			94	5		48	
Queue Length 95th (ft)	9	64		m8	28			159	51		96	
Internal Link Dist (ft)		643			512			254			259	
Turn Bay Length (ft)	125			100					50			
Base Capacity (vph)	463	3394		511	2520			368	503		413	
Starvation Cap Reductn	0	0		0	609			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	0.25		0.14	0.46			0.30	0.16		0.17	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 68 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 8.6 — Intersection LOS: A
Intersection Capacity Utilization 61.9% — ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
12: 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)	91	461	28	268	793	491	57	351	453	357	299	90
Future Volume (vph)	91	461	28	268	793	491	57	351	453	357	299	90
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	2		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	1.00	0.97	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.96	0.98		0.97	0.99	0.99	
Frt		0.991				0.850			0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1702	4836	0	1744	3371	1716	1928	1845	1777	3286	1939	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1692	4836	0	1722	3371	1650	1893	1845	1721	3247	1939	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				340			156		10	
Link Speed (mph)		30			10			30			30	
Link Distance (ft)		592			861			751			745	
Travel Time (s)		13.5			58.7			17.1			16.9	
Confl. Peds. (#/hr)	7		10	10		7	21		15	15		21
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	95	480	29	279	826	511	59	366	472	372	311	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	509	0	279	826	511	59	366	472	372	405	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases						6			8			
Detector Phase	5	2		1	6	6	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	55.0		8.0	42.0	42.0	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	13.0	56.5		33.0	76.5	76.5	11.0	38.5	33.0	22.0	49.5	
Total Split (%)	8.7%	37.7%		22.0%	51.0%	51.0%	7.3%	25.7%	22.0%	14.7%	33.0%	
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	-5.0		0.0	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	-0.5		4.5	3.9	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Min	None	None	Min	
Act Effct Green (s)	9.6	60.6		26.6	73.2	72.6	6.4	32.3	58.9	17.5	43.4	
Actuated g/C Ratio	0.06	0.40		0.18	0.49	0.48	0.04	0.22	0.39	0.12	0.29	
v/c Ratio	0.88	0.26		0.91	0.50	0.53	0.73	0.92	0.61	0.97	0.71	
Control Delay	122.4	22.5		81.0	32.9	15.0	113.8	86.4	24.3	104.4	54.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	122.4	22.5		81.0	32.9	15.0	113.8	86.4	24.3	104.4	54.1	

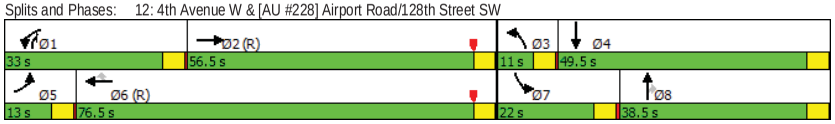
Lanes, Volumes, Timings
12: 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C		F	C	B	F	F	C	F	D	
Approach Delay		38.2			35.5			55.6			78.2	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	91	110		272	336	180	58	349	221	190	343	
Queue Length 95th (ft)	#219	84		m#380	m394	m278	#136	#525	329	#295	466	
Internal Link Dist (ft)		512			781			671			665	
Turn Bay Length (ft)	90			455						245		
Base Capacity (vph)	108	1959		331	1645	973	83	418	800	383	588	
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	0.88	0.26		0.84	0.50	0.53	0.71	0.88	0.59	0.97	0.69	

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: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 49.1 — Intersection LOS: D
Intersection Capacity Utilization 87.0% — ICU Level of Service E
Analysis Period (min) 15
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 #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	1023	573	483	1189	0	0	0	0	612	0	423
Future Volume (vph)	0	1023	573	483	1189	0	0	0	0	612	0	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	610		0	0		0	330		330
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			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		1.00	0.99	1.00								0.99
Frt		0.988	0.850									0.850
Flt Protected				0.950						0.950	0.950	
Satd. Flow (prot)	0	*1700	1427	3400	3505	0	0	0	0	1665	1665	1568
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	3313	1408	3393	3505	0	0	0	0	1665	1665	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9	481									113
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		861			711			315			681	
Travel Time (s)		19.6			13.9			7.2			15.5	
Confl. Peds. (#/hr)	4		2	2		4						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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	1023	573	483	1189	0	0	0	0	612	0	423
Shared Lane Traffic (%)			16%							50%		
Lane Group Flow (vph)	0	1115	481	483	1189	0	0	0	0	306	306	423
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						8	
Permitted Phases			2							8		8
Detector Phase		2	2	1	6					8	8	8
Switch Phase												
Minimum Initial (s)		10.0	10.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		21.3	21.3	8.0	23.3					40.0	40.0	40.0
Total Split (s)		88.0	88.0	22.0	110.0					40.0	40.0	40.0
Total Split (%)		58.7%	58.7%	14.7%	73.3%					26.7%	26.7%	26.7%
Yellow Time (s)		4.3	4.3	4.0	4.3					4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		2.2	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		7.5	5.3	5.0	5.3					5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Min					Min	Min	Min
Act Effct Green (s)		80.5	82.7	18.1	105.8					33.9	33.9	33.9
Actuated g/C Ratio		0.54	0.55	0.12	0.71					0.23	0.23	0.23
v/c Ratio		1.22	0.48	1.18	0.48					0.81	0.81	0.97
Control Delay		134.0	3.6	156.8	10.8					72.7	72.7	77.5
Queue Delay		0.0	0.0	0.0	0.6					0.0	0.0	0.0
Total Delay		134.0	3.6	156.8	11.4					72.7	72.7	77.5
LOS		F	A	F	B					E	E	E
Approach Delay		94.7			53.4						74.6	

Lanes, Volumes, Timings
13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

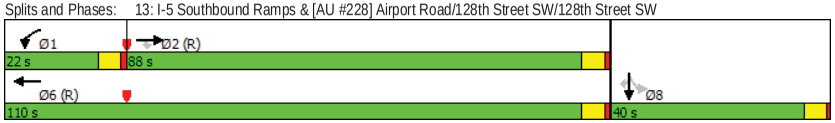
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			D						E	
Queue Length 50th (ft)		~742	68	~303	258					298	298	317
Queue Length 95th (ft)		m#854	m28	#419	304					#443	#443	#533
Internal Link Dist (ft)		781			631			235			601	
Turn Bay Length (ft)				610						330		330
Base Capacity (vph)		916	992	410	2472					388	388	447
Starvation Cap Reductn		0	0	0	797					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		1.22	0.48	1.18	0.71					0.79	0.79	0.95

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: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 73.8 — Intersection LOS: E
Intersection Capacity Utilization 81.1% — ICU Level of Service D
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
14: 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)	155	0	37	22	0	14	40	654	18	4	1654	34
Future Volume (vph)	155	0	37	22	0	14	40	654	18	4	1654	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	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	1.00	0.98		0.99	0.98							
Frt		0.850			0.850			0.996			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1523	0	1736	1528	0	1736	4968	0	1736	4973	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1728	1523	0	1724	1528	0	1736	4968	0	1736	4973	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		312			476			3			2	
Link Speed (mph)		30			30			30			47	
Link Distance (ft)		1165			994			1264			2194	
Travel Time (s)		26.5			22.6			28.7			31.8	
Confl. Peds. (#/hr)	3		5	5		3						
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%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	168	0	40	24	0	15	43	711	20	4	1798	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	40	0	24	15	0	43	731	0	4	1835	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)	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	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		None	Min		None	Min	
Act Effct Green (s)	13.8	16.4		6.7	8.2		7.3	50.9		6.3	50.8	
Actuated g/C Ratio	0.17	0.20		0.08	0.10		0.09	0.63		0.08	0.62	
v/c Ratio	0.57	0.07		0.17	0.03		0.28	0.24		0.03	0.59	
Control Delay	41.7	0.2		45.5	0.1		45.4	11.0		46.0	16.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	41.7	0.2		45.5	0.1		45.4	11.0		46.0	16.0	
LOS	D	A		D	A		D	B		D	B	
Approach Delay		33.8			28.0			12.9			16.0	

Lanes, Volumes, Timings
14: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	69	0		10	0		18	34		2	159	
Queue Length 95th (ft)	191	0		46	0		70	187		15	#627	
Internal Link Dist (ft)		1085			914			1184			2114	
Turn Bay Length (ft)	90			125								
Base Capacity (vph)	789	675		789	766		676	3107		676	3104	
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	0.21	0.06		0.03	0.02		0.06	0.24		0.01	0.59	

Intersection Summary

Area Type: Other
Cycle Length: 142
Actuated Cycle Length: 81.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 16.6 — Intersection LOS: B
Intersection Capacity Utilization 57.1% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Airport Road/[AU #231] Airport Road & 106th Street SW

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
15: [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)	52	47	108	221	8	177	34	828	86	165	1721	18
Future Volume (vph)	52	47	108	221	8	177	34	828	86	165	1721	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	140		65	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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							1.00				1.00	
Frt			0.850			0.850		0.986			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1792	1524	1703	1792	1524	1703	4825	0	1703	4882	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1703	1792	1524	1703	1792	1524	1702	4825	0	1703	4882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			188		15			1	
Link Speed (mph)		30			30			50			47	
Link Distance (ft)		858			1387			2194			2138	
Travel Time (s)		19.5			31.5			29.9			31.0	
Confl. Peds. (#/hr)							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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	55	50	115	235	9	188	36	881	91	176	1831	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	50	115	235	9	188	36	972	0	176	1850	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
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	28.5	23.5	23.5	24.0	64.5		19.0	64.5	
Total Split (%)	19.6%	19.6%	19.6%	19.6%	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	3.0		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	-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)	8.0	8.6	8.6	19.4	22.4	22.4	6.9	27.8		15.8	50.0	
Actuated g/C Ratio	0.09	0.09	0.09	0.21	0.25	0.25	0.08	0.31		0.17	0.55	
v/c Ratio	0.37	0.30	0.46	0.65	0.02	0.37	0.28	0.66		0.60	0.69	
Control Delay	52.3	49.5	16.0	44.9	34.4	7.8	52.2	28.4		50.1	18.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	52.3	49.5	16.0	44.9	34.4	7.8	52.2	28.4		50.1	18.5	
LOS	D	D	B	D	C	A	D	C		D	B	
Approach Delay		32.7			28.5			29.3			21.3	

Lanes, Volumes, Timings
15: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	32	28	0	128	4	0	21	172		100	306	
Queue Length 95th (ft)	83	77	56	256	20	60	61	237		#253	445	
Internal Link Dist (ft)		778			1307			2114			2058	
Turn Bay Length (ft)	200		200	140		65						
Base Capacity (vph)	492	518	522	492	519	574	394	3466		295	3647	
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	0.11	0.10	0.22	0.48	0.02	0.33	0.09	0.28		0.60	0.51	

Intersection Summary

Area Type: Other
Cycle Length: 145.5
Actuated Cycle Length: 91.1
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 25.0 — Intersection LOS: C
Intersection Capacity Utilization 65.9% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: [AU #231] Airport Road & 100th Street SW

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
16: [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)	20	8	17	148	5	257	6	1115	31	46	1080	13
Future Volume (vph)	20	8	17	148	5	257	6	1115	31	46	1080	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	125		0	260		0	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	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		1.00			1.00	1.00		1.00	1.00	
Frt		0.900				0.850		0.996			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1584	0	1687	1776	1509	1687	4825	0	1687	4836	0
Flt Permitted	0.754			0.740			0.950			0.950		
Satd. Flow (perm)	1339	1584	0	1313	1776	1509	1682	4825	0	1685	4836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				273		9			4	
Link Speed (mph)		30			30			50			47	
Link Distance (ft)		429			649			2138			1785	
Travel Time (s)		9.8			14.8			29.2			25.9	
Confl. Peds. (#/hr)			1	1			7		4	4		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 (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	21	9	18	157	5	273	6	1186	33	49	1149	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	27	0	157	5	273	6	1219	0	49	1163	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
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)	13.4	13.4		13.4	13.4	13.4	5.7	25.6		6.4	28.1	
Actuated g/C Ratio	0.29	0.29		0.29	0.29	0.29	0.12	0.56		0.14	0.61	
v/c Ratio	0.05	0.06		0.41	0.01	0.43	0.03	0.45		0.21	0.39	
Control Delay	15.4	10.1		19.2	15.2	5.1	27.5	8.7		25.7	6.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	15.4	10.1		19.2	15.2	5.1	27.5	8.7		25.7	6.5	
LOS	B	B		B	B	A	C	A		C	A	
Approach Delay		12.5			10.3			8.8			7.3	

Lanes, Volumes, Timings
16: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	3	1		25	1	0	1	28		8	27	
Queue Length 95th (ft)	21	19		105	9	48	15	202		55	175	
Internal Link Dist (ft)		349			569			2058			1705	
Turn Bay Length (ft)	185			125			260			250		
Base Capacity (vph)	389	474		382	517	633	617	4521		617	4531	
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	0.06		0.41	0.01	0.43	0.01	0.27		0.08	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 45.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 8.4 — Intersection LOS: A
Intersection Capacity Utilization 52.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 16: [AU #231] Airport Road & 94th Street SW

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
17: [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)	170	10	118	56	15	121	29	1175	57	90	794	27
Future Volume (vph)	170	10	118	56	15	121	29	1175	57	90	794	27
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		
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	0.99	1.00	0.99		1.00				1.00	
Frt			0.850		0.867			0.993			0.995	
Flt Protected	0.950	0.957		0.950			0.950			0.950		
Satd. Flow (prot)	1588	1599	1495	1671	1508	0	1671	4769	0	1671	4777	0
Flt Permitted	0.950	0.957		0.950			0.950			0.950		
Satd. Flow (perm)	1586	1598	1474	1668	1508	0	1671	4769	0	1671	4777	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		134			7			6	
Link Speed (mph)		30			30			50			30	
Link Distance (ft)		517			773			1785			560	
Travel Time (s)		11.8			17.6			24.3			12.7	
Confl. Peds. (#/hr)	1		2	2		1	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 (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	189	11	131	62	17	134	32	1306	63	100	882	30
Shared Lane Traffic (%)	47%											
Lane Group Flow (vph)	100	100	131	62	151	0	32	1369	0	100	912	0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									
Detector Phase	4	4	4	8	8		5	2		1	6	
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		8.0	41.0		8.0	26.5	
Total Split (s)	30.0	30.0	30.0	15.0	15.0		15.0	20.0		25.0	30.0	
Total Split (%)	33.3%	33.3%	33.3%	16.7%	16.7%		16.7%	22.2%		27.8%	33.3%	
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	3.0		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 Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	10.2	10.2	10.2	10.2	10.2		6.3	43.2		9.8	51.4	
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.11		0.07	0.48		0.11	0.57	
v/c Ratio	0.56	0.56	0.43	0.33	0.52		0.28	0.60		0.55	0.33	
Control Delay	49.0	48.7	8.2	38.5	14.6		45.0	22.8		51.0	11.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.0	48.7	8.2	38.5	14.6		45.0	22.8		51.0	11.0	
LOS	D	D	A	D	B		D	C		D	B	
Approach Delay		32.8			21.5			23.3			15.0	

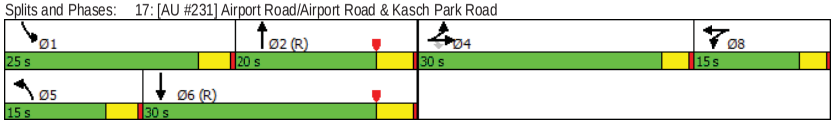
Lanes, Volumes, Timings
17: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	57	57	0	34	9		18	194		56	77	
Queue Length 95th (ft)	105	105	34	60	54		45	#469		107	128	
Internal Link Dist (ft)		437			693			1705			480	
Turn Bay Length (ft)	200		200	90			225			110		
Base Capacity (vph)	467	470	545	257	345		204	2294		389	2728	
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	0.21	0.21	0.24	0.24	0.44		0.16	0.60		0.26	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 21.4 — Intersection LOS: C
Intersection Capacity Utilization 59.0% — ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: [AU #231] Airport Road/Airport Road & Kasch Park Road



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

2022 Future with Project AM Peak-Hour Arterial Level of Service Analysis

N

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	49.9	8.0	57.9	0.53	32.8	B
Center Road	II	38	28.9	10.1	39.0	0.28	26.2	C
Fairmount Elementary	II	38	26.3	13.9	40.2	0.24	21.4	D
112th Street SW	II	38	14.9	11.3	26.2	0.13	17.8	D
Airport Road	II	38	19.6	8.8	28.4	0.17	21.6	D
Total	II		139.6	52.1	191.7	1.35	25.3	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	19.6	19.3	38.9	0.17	15.8	E
Fairmount Elementary	II	40	14.9	6.3	21.2	0.13	22.0	D
Center Road	II	40	26.3	17.6	43.9	0.24	19.6	D
Gibson Road	II	40	28.9	4.2	33.1	0.28	30.9	B
SR-525	II	40	47.4	103.5	150.9	0.53	12.6	F
Total	II		137.1	150.9	288.0	1.35	16.9	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	48.3	11.4	59.7	0.40	24.3	B
Gibson Road	III	35	29.5	9.7	39.2	0.25	22.6	C
8th Avenue W	III	35	34.7	13.9	48.6	0.29	21.4	C
5th Avenue W	III	30	18.3	2.5	20.8	0.14	23.7	C
4th Avenue W	III	30	15.8	29.2	45.0	0.11	9.0	F
I-5 Southbound Ramps	III	30	21.9	136.4	158.3	0.16	3.7	F
Total	III		168.5	203.1	371.6	1.35	13.1	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
4th Avenue W	II	30	21.9	19.4	41.3	0.16	14.2	E
5th Avenue W	II	30	15.8	2.4	18.2	0.11	22.2	C
8th Avenue W	II	30	18.3	4.1	22.4	0.14	22.0	C
Gibson Road	II	40	29.5	2.2	31.7	0.29	32.8	B
Admiralty Way	II	45	25.6	5.7	31.3	0.25	28.3	B
SR-99	II	45	37.9	135.1	173.0	0.40	8.4	F
Total	II		149.0	168.9	317.9	1.35	15.3	E

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	20.7	59.8	0.42	25.0	D
94th Street SW	I	47	38.1	12.2	50.3	0.40	29.0	C
Kasch Park Road	I	47	32.8	11.5	44.3	0.34	27.5	C
Total	I		110.0	44.4	154.4	1.16	27.0	C

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	4.6	35.4	0.34	34.4	B
100th Street SW	I	50	34.8	13.9	48.7	0.40	29.9	C
106th Street SW	I	50	35.7	33.3	69.0	0.42	21.7	D
Total	I		101.3	51.8	153.1	1.16	27.2	C

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												
Traffic Volume (vph)	449	367	21	379	210	142	56	1287	979	263	1258	237
Future Volume (vph)	449	367	21	379	210	142	56	1287	979	263	1258	237
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			25			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		1.00			1.00		0.98	1.00		0.99
Frt		0.992			0.939				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3188	3257	0	3286	*1700	0	1711	3422	1531	3270	3371	1508
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3188	3257	0	3270	3181	0	1710	3422	1505	3266	3371	1486
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			83				373			263
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1789			2783			1344			2044	
Travel Time (s)		40.7			47.4			30.5			46.5	
Confl. Peds. (#/hr)			5	5			2		4	4		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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	499	408	23	421	233	158	62	1430	1088	292	1398	263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	499	431	0	421	391	0	62	1430	1088	292	1398	263
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			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)	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	3.0		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 Effct Green (s)	25.1	34.5		23.7	30.1		11.3	64.3	64.3	19.8	75.3	75.3
Actuated g/C Ratio	0.15	0.21		0.15	0.18		0.07	0.39	0.39	0.12	0.46	0.46
v/c Ratio	1.02	0.62		0.88	1.03		0.53	1.06	1.33	0.74	0.90	0.32
Control Delay	111.9	63.0		88.7	103.5		90.7	89.7	183.4	81.4	50.4	4.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.9	63.0		88.7	103.5		90.7	89.7	183.4	81.4	50.4	4.3

Lanes, Volumes, Timings
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

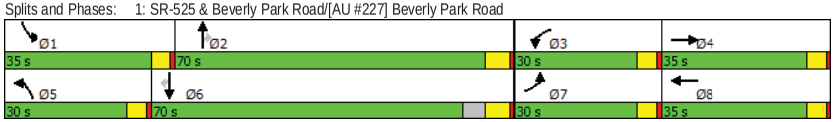
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E		F	F		F	F	F	F	D	A
Approach Delay		89.3			95.8			129.2			48.8	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	272	222		222	~202		64	~844	~1216	153	708	0
Queue Length 95th (ft)	#488	297		#374	#283		128	#1239	#1733	228	#1083	61
Internal Link Dist (ft)		1709			2703			1264			1964	
Turn Bay Length (ft)	190			130			145		165	310		500
Base Capacity (vph)	489	690		504	381		262	1345	818	602	1553	826
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	1.02	0.62		0.84	1.03		0.24	1.06	1.33	0.49	0.90	0.32

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 163.4
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.33
Intersection Signal Delay: 94.0 — Intersection LOS: F
Intersection Capacity Utilization 97.1% — ICU Level of Service F
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	1	0	1	50	0	28	1	1315	27	18	830	2
Future Volume (vph)	1	0	1	50	0	28	1	1315	27	18	830	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		30	150		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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			1.00	0.99	1.00	1.00			1.00	
Frt		0.932				0.850		0.997				
Flt Protected		0.976			0.950		0.950			0.950		
Satd. Flow (prot)	0	1620	0	0	1703	1524	1703	3394	0	1703	3405	0
Flt Permitted		0.893			0.757		0.293			0.156		
Satd. Flow (perm)	0	1481	0	0	1355	1503	525	3394	0	280	3405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65				65		2				
Link Speed (mph)		35			35			38			40	
Link Distance (ft)		581			709			2783			1498	
Travel Time (s)		11.3			13.8			49.9			25.5	
Confl. Peds. (#/hr)	1		1	1		1	3		1	1		3
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	1	0	1	52	0	29	1	1370	28	19	865	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	52	29	1	1398	0	19	867	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			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	5.0		5.0	5.0	
Minimum Split (s)	30.5	30.5		30.5	30.5	30.5	9.5	24.0		9.5	29.0	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	19.5	55.0		19.5	55.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%	31.7%	17.9%	50.5%		17.9%	50.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.0		3.5	4.0	
All-Red Time (s)	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	-5.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	5.0		4.5	0.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max		None	None	
Act Effct Green (s)		10.1			10.1	10.1	62.4	62.2		62.6	66.2	
Actuated g/C Ratio		0.13			0.13	0.13	0.78	0.77		0.78	0.82	
v/c Ratio		0.01			0.31	0.12	0.00	0.53		0.06	0.31	
Control Delay		0.0			35.2	1.9	5.0	8.0		4.6	4.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		0.0			35.2	1.9	5.0	8.0		4.6	4.2	
LOS		A			D	A	A	A		A	A	
Approach Delay		0.0			23.3			8.0			4.2	

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
Approach LOS		A			C			A			A	
Queue Length 50th (ft)		0			26	0	0	95		1	25	
Queue Length 95th (ft)		0			54	4	2	435		12	188	
Internal Link Dist (ft)		501			629			2703			1418	
Turn Bay Length (ft)						30	150			150		
Base Capacity (vph)		599			512	608	636	2630		489	2808	
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		0.00			0.10	0.05	0.00	0.53		0.04	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 109
Actuated Cycle Length: 80.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 7.1 — Intersection LOS: A
Intersection Capacity Utilization 58.4% — ICU Level of Service B
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

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	4	6	34	123	49	23	282	1013	56	7	776	41
Future Volume (vph)	4	6	34	123	49	23	282	1013	56	7	776	41
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	60		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
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
Frt		0.874			0.952			0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1582	0	1702	1705	0	1728	3428	0	1719	3411	0
Flt Permitted	0.851			0.460			0.126			0.244		
Satd. Flow (perm)	1540	1582	0	824	1705	0	229	3428	0	442	3411	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			21			5			5	
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		631			1366			1498			1261	
Travel Time (s)		14.3			31.0			26.9			21.5	
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 (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	4	7	37	134	53	25	307	1101	61	8	843	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	44	0	134	78	0	307	1162	0	8	888	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	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		None	Min		None	Min	
Act Effct Green (s)	8.4	5.8		14.3	12.9		43.7	42.2		28.6	28.6	
Actuated g/C Ratio	0.13	0.09		0.21	0.19		0.65	0.63		0.43	0.43	
v/c Ratio	0.02	0.26		0.46	0.23		0.61	0.54		0.03	0.61	
Control Delay	22.0	19.3		27.9	21.2		20.0	10.1		7.6	17.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.0	19.3		27.9	21.2		20.0	10.1		7.6	17.6	
LOS	C	B		C	C		C	B		A	B	
Approach Delay		19.5			25.4			12.2			17.5	
Approach LOS		B			C			B			B	

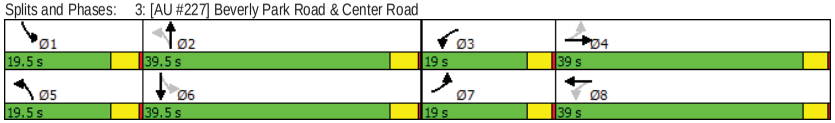
Lanes, Volumes, Timings
3: [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	3		47	19		72	131		1	152	
Queue Length 95th (ft)	9	35		102	65		#218	306		7	242	
Internal Link Dist (ft)		551			1286			1418			1181	
Turn Bay Length (ft)	75			60			150			150		
Base Capacity (vph)	464	881		436	941		500	2166		556	2132	
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	0.05		0.31	0.08		0.61	0.54		0.01	0.42	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 66.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 15.2 — Intersection LOS: B
Intersection Capacity Utilization 62.3% — ICU Level of Service B
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						
Traffic Volume (vph)	38	155	782	44	184	813
Future Volume (vph)	38	155	782	44	184	813
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			
Frt	0.892		0.992			
Flt Protected	0.990				0.950	
Satd. Flow (prot)	1568	0	3343	0	1687	3374
Flt Permitted	0.990				0.199	
Satd. Flow (perm)	1568	0	3343	0	353	3374
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	167		6			
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1261			683
Travel Time (s)	8.9		22.6			11.6
Confl. Peds. (#/hr)				1	1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	41	167	841	47	198	874
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	888	0	198	874
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		0.0		0.0	3.0
Total Lost Time (s)	4.5		4.5		4.5	7.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	7.7		21.7		33.5	30.5
Actuated g/C Ratio	0.15		0.43		0.66	0.61
v/c Ratio	0.55		0.61		0.47	0.43
Control Delay	12.5		13.9		7.3	6.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	12.5		13.9		7.3	6.3
LOS	B		B		A	A
Approach Delay	12.5		13.9			6.5
Approach LOS	B		B			A
Queue Length 50th (ft)	11		92		16	56
Queue Length 95th (ft)	63		195		45	113

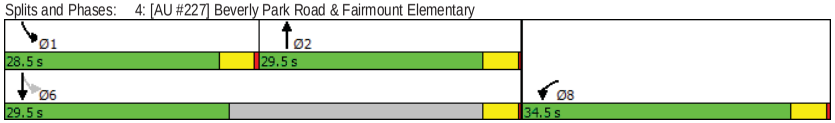
Lanes, Volumes, Timings
4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Internal Link Dist (ft)	313		1181			603
Turn Bay Length (ft)						
Base Capacity (vph)	1018		1695		883	3203
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	0.20		0.52		0.22	0.27

Intersection Summary

Area Type: Other
Cycle Length: 92.5
Actuated Cycle Length: 50.4
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 10.1 — Intersection LOS: B
Intersection Capacity Utilization 56.1% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: [AU #227] Beverly Park Road & Fairmount Elementary



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	14	26	15	394	154	2	47	767	226	0	533	34
Future Volume (vph)	14	26	15	394	154	2	47	767	226	0	533	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	0		135	0		0
Storage Lanes	1		0	2		0	1		1	0		0
Taper Length (ft)	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		0.99			1.00		1.00		0.99		1.00	
Frt		0.946			0.998				0.850		0.991	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1719	3234	0	3335	1806	0	1719	3438	1538	0	3401	0
Flt Permitted	0.950			0.950			0.318					
Satd. Flow (perm)	1719	3234	0	3335	1806	0	575	3438	1518	0	3401	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15							233		5	
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		362			852			683			899	
Travel Time (s)		8.2			19.4			12.3			15.3	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)			4			2			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 (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	14	27	15	406	159	2	48	791	233	0	549	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	42	0	406	161	0	48	791	233	0	584	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov		NA	
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	0.0	0.0		1.9	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.0		6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead		Lead		Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes		Yes		Yes	
Recall Mode	None	None		None	None		None	Min	None		Min	
Act Effct Green (s)	6.1	6.1		13.0	16.2		23.0	22.4	35.9		15.0	
Actuated g/C Ratio	0.12	0.12		0.26	0.33		0.46	0.45	0.72		0.30	
v/c Ratio	0.07	0.10		0.47	0.27		0.11	0.51	0.20		0.57	
Control Delay	28.9	21.7		20.8	17.6		9.1	11.3	0.7		19.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	28.9	21.7		20.8	17.6		9.1	11.3	0.7		19.3	
LOS	C	C		C	B		A	B	A		B	

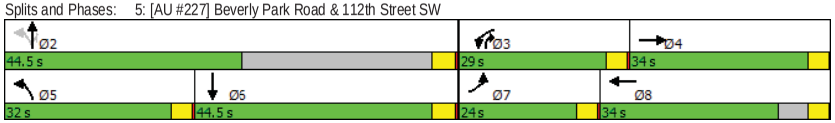
Lanes, Volumes, Timings
5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		23.5			19.9			8.9			19.3	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	4	4		60	34		8	89	0		91	
Queue Length 95th (ft)	22	20		125	115		25	155	9		160	
Internal Link Dist (ft)		282			772			603			819	
Turn Bay Length (ft)	250			250					135			
Base Capacity (vph)	798	2166		1935	1333		1112	3419	1401		2613	
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	0.02	0.02		0.21	0.12		0.04	0.23	0.17		0.22	

Intersection Summary

Area Type: Other
Cycle Length: 139.5
Actuated Cycle Length: 49.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 14.7 — Intersection LOS: B
Intersection Capacity Utilization 50.1% — ICU Level of Service A
Analysis Period (min) 15

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)	603	159	5	37	227	15	4	696	21	7	335	338
Future Volume (vph)	603	159	5	37	227	15	4	696	21	7	335	338
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	0		0	0		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		0.996			0.990			0.996			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	1801	0	1719	1789	0	1653	4728	0	1670	4398	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3326	1801	0	1717	1789	0	1653	4728	0	1664	4398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			5			276	
Link Speed (mph)		38			30			30			30	
Link Distance (ft)		899			589			881			1264	
Travel Time (s)		16.1			13.4			20.0			28.7	
Confl. Peds. (#/hr)	3		1	1		3	1		4	4		1
Confl. Bikes (#/hr)			2			2			1			10
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%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	628	166	5	39	236	16	4	725	22	7	349	352
Shared Lane Traffic (%)												
Lane Group Flow (vph)	628	171	0	39	252	0	4	747	0	7	701	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)	24.0	19.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	19.8%	15.6%		15.6%	15.6%		15.6%	49.0%		15.6%	49.0%	
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	-5.0		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	4.5		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)	20.7	43.5		6.2	17.6		4.9	16.0		5.0	16.1	
Actuated g/C Ratio	0.30	0.63		0.09	0.26		0.07	0.23		0.07	0.23	
v/c Ratio	0.63	0.15		0.25	0.55		0.03	0.67		0.06	0.56	
Control Delay	26.9	8.8		37.1	27.9		37.0	27.8		37.0	16.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

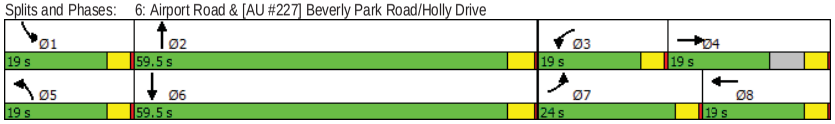
Lanes, Volumes, Timings
6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	26.9	8.8		37.1	27.9		37.0	27.8		37.0	16.0	
LOS	C	A		D	C		D	C		D	B	
Approach Delay		23.0			29.1			27.8			16.2	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	102	17		14	84		1	93		3	49	
Queue Length 95th (ft)	#297	100		55	197		13	191		19	119	
Internal Link Dist (ft)		819			509			801			1184	
Turn Bay Length (ft)	140			100								
Base Capacity (vph)	1004	1141		388	460		373	3915		377	3689	
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	0.63	0.15		0.10	0.55		0.01	0.19		0.02	0.19	

Intersection Summary

Area Type: Other
Cycle Length: 121.5
Actuated Cycle Length: 68.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 23.2 — Intersection LOS: C
Intersection Capacity Utilization 56.1% — ICU Level of Service B
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	60	252	184	255	615	93	291	656	136	79	923	78
Future Volume (vph)	60	252	184	255	615	93	291	656	136	79	923	78
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)	0		400	0		0	0		300	0		430
Storage Lanes	1		2	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
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	1.00			0.97	1.00		1.00		0.98	1.00		0.98
Frt			0.850		0.980				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1646	3292	2860	1703	*2050	0	1760	3292	1625	1816	3292	1473
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1640	3292	2860	1653	3217	0	1754	3292	1598	1813	3292	1437
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			194		7				136			78
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2731			2127			1701			1159	
Travel Time (s)		62.1			32.2			38.7			26.3	
Confl. Peds. (#/hr)	5		19	19		5	7		2	2		7
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	63	265	194	268	647	98	306	691	143	83	972	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	265	194	268	745	0	306	691	143	83	972	82
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6		5	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 (%)	18.6%	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	3.0		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)	11.2	34.0	26.0	32.8	52.6		26.0	70.9	70.9	12.4	57.4	57.4
Actuated g/C Ratio	0.07	0.20	0.15	0.20	0.31		0.15	0.42	0.42	0.07	0.34	0.34
v/c Ratio	0.58	0.40	0.32	0.81	1.15		1.13	0.50	0.19	0.62	0.86	0.15
Control Delay	99.1	62.4	9.5	84.1	135.1		154.2	37.5	5.8	97.2	60.6	8.4
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	99.1	62.4	9.5	84.1	135.1		154.2	37.5	5.8	97.2	60.6	8.4
LOS	F	E	A	F	F		F	D	A	F	E	A

Lanes, Volumes, Timings
7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

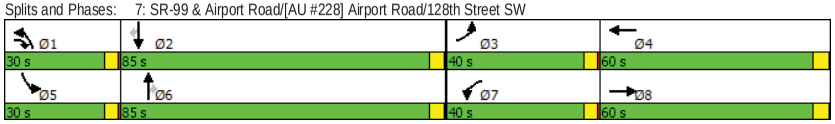
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		47.2			121.6			64.8			59.5	
Approach LOS		D			F			E			E	
Queue Length 50th (ft)	68	137	0	276	~500		~384	289	4	90	524	3
Queue Length 95th (ft)	133	205	44	#474	#755		#688	390	52	165	641	43
Internal Link Dist (ft)		2651			2047			1621			1079	
Turn Bay Length (ft)			400						300			430
Base Capacity (vph)	352	1089	605	364	646		271	1582	838	280	1582	731
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	0.18	0.24	0.32	0.74	1.15		1.13	0.44	0.17	0.30	0.61	0.11

Intersection Summary

Area Type: Other
Cycle Length: 215
Actuated Cycle Length: 168.1
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 75.9 — Intersection LOS: E
Intersection Capacity Utilization 87.1% — ICU Level of Service E
Analysis Period (min) 15
Description: Airport Road is east-west and SR-99 is north-south

* 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: 7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	26	396	29	94	732	17	58	54	41	62	64	85
Future Volume (vph)	26	396	29	94	732	17	58	54	41	62	64	85
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)	0		0	0		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.99	1.00		1.00	0.99		1.00	0.99	
Frt		0.990			0.997			0.935			0.914	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1798	3219	0	1777	3427	0	1613	1851	0	1613	1803	0
Flt Permitted	0.352			0.471			0.950			0.950		
Satd. Flow (perm)	665	3219	0	875	3427	0	1608	1851	0	1611	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2			24			43	
Link Speed (mph)		35			45			30			30	
Link Distance (ft)		2127			1298			854			1133	
Travel Time (s)		41.4			19.7			19.4			25.8	
Confl. Peds. (#/hr)	3		5	5		3	3		1	1		3
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	27	404	30	96	747	17	59	55	42	63	65	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	434	0	96	764	0	59	97	0	63	152	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)	10.0	77.0		11.0	78.0		19.0	41.0		21.0	43.0	
Total Split (%)	6.7%	51.3%		7.3%	52.0%		12.7%	27.3%		14.0%	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	0.0		0.0	3.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5		4.0	7.5		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 Effct Green (s)	107.8	102.1		112.6	104.3		9.9	16.2		10.2	16.5	
Actuated g/C Ratio	0.72	0.68		0.75	0.70		0.07	0.11		0.07	0.11	
v/c Ratio	0.05	0.20		0.14	0.32		0.56	0.44		0.57	0.64	
Control Delay	8.4	11.4		4.0	5.7		86.6	50.5		87.0	56.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.4	11.4		4.0	5.7		86.6	50.5		87.0	56.3	

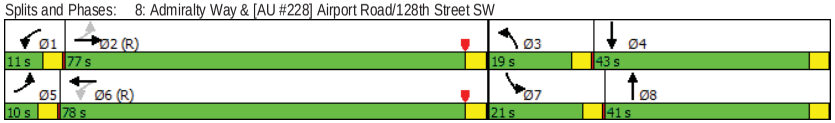
Lanes, Volumes, Timings
8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B		A	A		F	D		F	E	
Approach Delay		11.3			5.5			64.1			65.3	
Approach LOS		B			A			E			E	
Queue Length 50th (ft)	6	73		13	89		57	69		61	106	
Queue Length 95th (ft)	24	162		24	73		105	111		110	158	
Internal Link Dist (ft)		2047			1218			774			1053	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)	528	2193		704	2382		161	474		182	500	
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	0.20		0.14	0.32		0.37	0.20		0.35	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 134 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 20.1 — Intersection LOS: C
Intersection Capacity Utilization 55.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	18	449	24	78	749	26	45	44	67	51	60	84
Future Volume (vph)	18	449	24	78	749	26	45	44	67	51	60	84
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)	0		0	0		0	95		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.99			1.00	0.99		1.00	0.99	
Frt		0.992			0.995			0.910			0.913	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	3180	0	1712	3294	0	1567	1542	0	1712	1576	0
Flt Permitted	0.308			0.434			0.950			0.950		
Satd. Flow (perm)	539	3180	0	777	3294	0	1561	1542	0	1710	1576	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			50			46	
Link Speed (mph)		35			40			30			30	
Link Distance (ft)		1298			1526			816			739	
Travel Time (s)		25.3			26.0			18.5			16.8	
Confl. Peds. (#/hr)			6	6			3		1	1		3
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 (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	19	478	26	83	797	28	48	47	71	54	64	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	504	0	83	825	0	48	118	0	54	153	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)	11.0	69.0		15.0	73.0		20.0	46.0		20.0	46.0	
Total Split (%)	7.3%	46.0%		10.0%	48.7%		13.3%	30.7%		13.3%	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	0.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5		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 Effct Green (s)	107.9	102.4		112.5	112.4		9.0	17.2		9.1	17.2	
Actuated g/C Ratio	0.72	0.68		0.75	0.75		0.06	0.11		0.06	0.11	
v/c Ratio	0.04	0.23		0.13	0.33		0.51	0.54		0.52	0.69	
Control Delay	7.1	9.7		2.2	2.2		86.1	42.3		85.0	58.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.1	9.7		2.2	2.2		86.1	42.3		85.0	58.6	

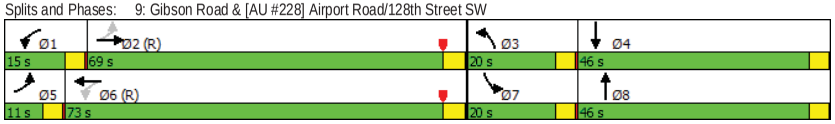
Lanes, Volumes, Timings
9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		A	A		F	D		F	E	
Approach Delay		9.6			2.2			55.0			65.5	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	3	81		2	8		46	64		52	104	
Queue Length 95th (ft)	17	142		20	94		91	115		99	160	
Internal Link Dist (ft)		1218			1446			736			659	
Turn Bay Length (ft)							95			80		
Base Capacity (vph)	447	2171		656	2469		167	467		182	474	
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	0.23		0.13	0.33		0.29	0.25		0.30	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 78 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 16.5 — Intersection LOS: B
Intersection Capacity Utilization 51.8% — ICU Level of Service A
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	29	538	23	48	794	19	21	47	50	44	34	25
Future Volume (vph)	29	538	23	48	794	19	21	47	50	44	34	25
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)	0		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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	0.98		0.98	0.99	
Frt		0.994			0.996			0.923			0.936	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	4814	0	1605	3197	0	1630	1609	0	1677	1586	0
Flt Permitted	0.288			0.405			0.717			0.524		
Satd. Flow (perm)	511	4814	0	682	3197	0	1224	1609	0	908	1586	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			3			34			24	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		1526			723			855			487	
Travel Time (s)		29.7			16.4			19.4			11.1	
Confl. Peds. (#/hr)			3	3			4		16	16		4
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	30	560	24	50	827	20	22	49	52	46	35	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	584	0	50	847	0	22	101	0	46	61	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	81.0		15.0	83.0		11.0	41.0		13.0	43.0	
Total Split (%)	8.7%	54.0%		10.0%	55.3%		7.3%	27.3%		8.7%	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		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5		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 Effct Green (s)	107.5	101.4		108.6	108.7		27.4	21.9		30.7	25.1	
Actuated g/C Ratio	0.72	0.68		0.72	0.72		0.18	0.15		0.20	0.17	
v/c Ratio	0.07	0.18		0.09	0.37		0.09	0.38		0.21	0.21	
Control Delay	11.3	13.9		4.5	4.1		40.3	38.9		43.5	32.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.3	13.9		4.5	4.1		40.3	38.9		43.5	32.6	

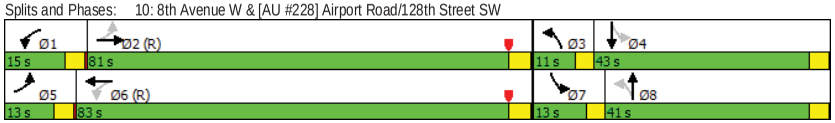
Lanes, Volumes, Timings
10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B		A	A		D	D		D	C	
Approach Delay		13.7			4.1			39.1			37.3	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	7	67		7	87		16	54		33	29	
Queue Length 95th (ft)	32	165		16	82		38	111		66	71	
Internal Link Dist (ft)		1446			643			775			407	
Turn Bay Length (ft)				100			100			100		
Base Capacity (vph)	442	3255		571	2318		254	422		242	430	
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	0.18		0.09	0.37		0.09	0.24		0.19	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 38 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 12.0 — Intersection LOS: B
Intersection Capacity Utilization 55.2% — ICU Level of Service B
Analysis Period (min) 15

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)	8	587	55	98	772	19	42	3	52	30	5	14
Future Volume (vph)	8	587	55	98	772	19	42	3	52	30	5	14
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			25			25			25		
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	0.98		0.99	
Frt		0.987			0.996				0.850		0.961	
Flt Protected	0.950			0.950				0.955			0.970	
Satd. Flow (prot)	1655	4679	0	1606	3087	0	0	1679	1494	0	1655	0
Flt Permitted	0.324			0.359				0.745			0.817	
Satd. Flow (perm)	562	4679	0	603	3087	0	0	1303	1462	0	1386	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			3				65		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		723			592			334			339	
Travel Time (s)		16.4			13.5			7.6			7.7	
Confl. Peds. (#/hr)	4		8	8		4	4		7	7		4
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%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	9	631	59	105	830	20	45	3	56	32	5	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	690	0	105	850	0	0	48	56	0	52	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	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)	11.0	88.0		21.0	98.0		41.0	41.0	41.0	41.0	41.0	
Total Split (%)	7.3%	58.7%		14.0%	65.3%		27.3%	27.3%	27.3%	27.3%	27.3%	
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	0.0		0.0	-2.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0		4.0	2.0			3.5	3.5		3.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Min	Min	Min	Min	Min	
Act Effct Green (s)	119.3	114.6		125.0	123.6			17.3	17.3		17.3	
Actuated g/C Ratio	0.80	0.76		0.83	0.82			0.12	0.12		0.12	
v/c Ratio	0.02	0.19		0.19	0.33			0.32	0.25		0.30	
Control Delay	2.1	2.5		1.4	2.4			61.5	10.7		46.7	
Queue Delay	0.0	0.0		0.0	0.2			0.0	0.0		0.0	
Total Delay	2.1	2.5		1.4	2.6			61.5	10.7		46.7	

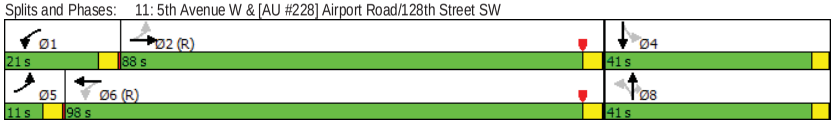
Lanes, Volumes, Timings
11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		A	A			E	B		D	
Approach Delay		2.5			2.5			34.2			46.7	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	1	17		2	4			46	0		37	
Queue Length 95th (ft)	3	31		8	160			79	31		72	
Internal Link Dist (ft)		643			512			254			259	
Turn Bay Length (ft)	125			100					50			
Base Capacity (vph)	506	3578		616	2543			325	414		356	
Starvation Cap Reductn	0	0		0	763			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	0.19		0.17	0.48			0.15	0.14		0.15	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 64 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 5.6 — Intersection LOS: A
Intersection Capacity Utilization 54.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
12: 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	552	23	332	743	284	25	161	236	480	217	70
Future Volume (vph)	61	552	23	332	743	284	25	161	236	480	217	70
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	2		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	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99		0.97	1.00		0.98	0.99	1.00	
Frt		0.994				0.850			0.850		0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1639	4675	0	1678	3245	1652	1856	1776	1711	3164	1872	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1634	4675	0	1669	3245	1606	1846	1776	1670	3134	1872	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				299			89		12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		592			861			751			745	
Travel Time (s)		13.5			19.6			17.1			16.9	
Confl. Peds. (#/hr)	3		5	5		3	5		9	9		5
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 (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	64	581	24	349	782	299	26	169	248	505	228	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	605	0	349	782	299	26	169	248	505	302	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases						6			8			
Detector Phase	5	2		1	6	6	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	55.0		8.0	42.0	42.0	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	10.0	56.5		30.0	76.5	76.5	10.0	38.5	30.0	25.0	53.5	
Total Split (%)	6.7%	37.7%		20.0%	51.0%	51.0%	6.7%	25.7%	20.0%	16.7%	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	
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	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	7.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Min	None	None	Min	
Act Effct Green (s)	9.5	52.0		36.1	75.6	78.6	5.3	23.4	59.5	20.5	42.4	
Actuated g/C Ratio	0.06	0.35		0.24	0.50	0.52	0.04	0.16	0.40	0.14	0.28	
v/c Ratio	0.62	0.37		0.87	0.48	0.30	0.40	0.61	0.34	1.17	0.56	
Control Delay	90.0	29.2		77.7	19.4	0.9	88.3	66.9	19.3	152.8	47.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	90.0	29.2		77.7	19.4	0.9	88.3	66.9	19.3	152.8	47.8	

Lanes, Volumes, Timings
12: 4th Avenue W & [AU #228] Airport Road/128th Street SW

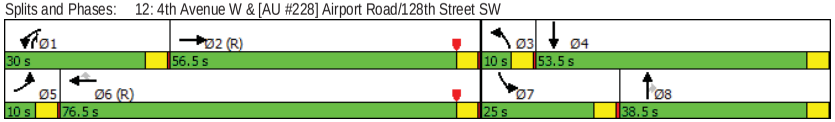
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C		E	B	A	F	E	B	F	D	
Approach Delay		35.1			29.7			41.5			113.5	
Approach LOS		D			C			D			F	
Queue Length 50th (ft)	63	134		328	174	0	25	161	99	~302	262	
Queue Length 95th (ft)	#176	93		m#545	m228	m0	60	219	168	#419	323	
Internal Link Dist (ft)		512			781			671			665	
Turn Bay Length (ft)	90			455						245		
Base Capacity (vph)	103	1623		403	1635	983	68	402	726	432	619	
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	0.62	0.37		0.87	0.48	0.30	0.38	0.42	0.34	1.17	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 16 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 52.5 — Intersection LOS: D
Intersection Capacity Utilization 85.7% — 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: 4th Avenue W & [AU #228] Airport Road/128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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	798	590	796	1058	0	0	0	0	397	0	474
Future Volume (vph)	0	798	590	796	1058	0	0	0	0	397	0	474
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	610		0	0		0	330		330
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			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												0.98
Frt		0.974	0.850									0.850
Flt Protected				0.950						0.950	0.950	
Satd. Flow (prot)	0	*1700	1386	3303	3406	0	0	0	0	1618	1618	1524
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	3177	1386	3303	3406	0	0	0	0	1618	1618	1498
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21	443									131
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		861			711			315			681	
Travel Time (s)		19.6			13.9			7.2			15.5	
Confl. Peds. (#/hr)	10					10	4					4
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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	0	831	615	829	1102	0	0	0	0	414	0	494
Shared Lane Traffic (%)			28%							50%		
Lane Group Flow (vph)	0	1003	443	829	1102	0	0	0	0	207	207	494
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						8	
Permitted Phases			2							8		8
Detector Phase		2	2	1	6					8	8	8
Switch Phase												
Minimum Initial (s)		10.0	10.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		21.3	21.3	8.0	23.3					40.0	40.0	40.0
Total Split (s)		76.0	76.0	34.0	110.0					40.0	40.0	40.0
Total Split (%)		50.7%	50.7%	22.7%	73.3%					26.7%	26.7%	26.7%
Yellow Time (s)		4.3	4.3	4.0	4.3					4.0	4.0	4.0
All-Red Time (s)		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
Total Lost Time (s)		5.3	5.3	5.0	5.3					5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Min					Min	Min	Min
Act Effct Green (s)		70.7	70.7	29.0	104.7					35.0	35.0	35.0
Actuated g/C Ratio		0.47	0.47	0.19	0.70					0.23	0.23	0.23
v/c Ratio		1.24	0.50	1.30	0.46					0.55	0.55	1.10
Control Delay		136.4	4.4	192.5	10.9					56.9	56.9	110.7
Queue Delay		0.0	0.0	0.0	0.5					0.0	0.0	0.0
Total Delay		136.4	4.4	192.5	11.4					56.9	56.9	110.7
LOS		F	A	F	B					E	E	F
Approach Delay		95.9			89.1						86.2	

Lanes, Volumes, Timings
13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

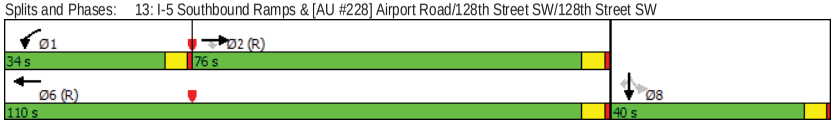
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			F						F	
Queue Length 50th (ft)		~659	83	~532	234					189	189	~442
Queue Length 95th (ft)		m#702	m35	#664	277					283	283	#673
Internal Link Dist (ft)		781			631			235			601	
Turn Bay Length (ft)				610						330		330
Base Capacity (vph)		812	887	638	2377					377	377	449
Starvation Cap Reductn		0	0	0	773					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		1.24	0.50	1.30	0.69					0.55	0.55	1.10

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 Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 90.8 — Intersection LOS: F
Intersection Capacity Utilization 77.1% — ICU Level of Service D
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
14: 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)	32	0	7	11	2	8	7	1526	9	4	725	155
Future Volume (vph)	32	0	7	11	2	8	7	1526	9	4	725	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	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							1.00	1.00		1.00	1.00	
Frt		0.850			0.877			0.999			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1524	0	1703	1572	0	1703	4888	0	1703	4748	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1703	1524	0	1703	1572	0	1702	4888	0	1702	4748	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		295			9			1			67	
Link Speed (mph)		30			30			30			50	
Link Distance (ft)		1165			994			1264			2194	
Travel Time (s)		26.5			22.6			28.7			29.9	
Confl. Peds. (#/hr)							1		3	3		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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	34	0	7	12	2	9	7	1623	10	4	771	165
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	7	0	12	11	0	7	1633	0	4	936	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		None	C-Min		None	C-Min	
Act Effct Green (s)	7.1	5.9		6.0	4.9		6.0	59.2		6.0	19.5	
Actuated g/C Ratio	0.10	0.08		0.09	0.07		0.09	0.85		0.09	0.28	
v/c Ratio	0.20	0.02		0.08	0.09		0.05	0.39		0.03	0.68	
Control Delay	31.1	0.1		30.8	20.9		30.3	5.2		30.0	33.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	0.1		30.8	20.9		30.3	5.2		30.0	33.3	
LOS	C	A		C	C		C	A		C	C	
Approach Delay		25.8			26.1			5.3			33.3	

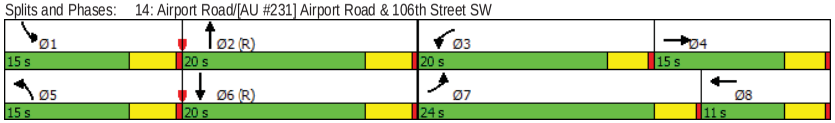
Lanes, Volumes, Timings
14: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			A			C	
Queue Length 50th (ft)	14	0		5	1		3	0		2	~287	
Queue Length 95th (ft)	38	0		20	15		14	250		10	97	
Internal Link Dist (ft)		1085			914			1184			2114	
Turn Bay Length (ft)	90			125								
Base Capacity (vph)	486	488		389	165		255	4135		255	1372	
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	0.01		0.03	0.07		0.03	0.39		0.02	0.68	

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 Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 15.7 — Intersection LOS: B
Intersection Capacity Utilization 45.2% — ICU Level of Service A
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Airport Road/[AU #231] Airport Road & 106th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
15: [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)	50	12	69	95	40	137	98	1184	316	153	605	57
Future Volume (vph)	50	12	69	95	40	137	98	1184	316	153	605	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	140		65	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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	1.00					0.99		0.99		1.00		
Frt			0.850			0.850		0.968			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1776	1509	1687	1776	1509	1687	4646	0	1687	4785	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1685	1776	1509	1687	1776	1489	1687	4646	0	1682	4785	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			147		64			14	
Link Speed (mph)		30			30			47			50	
Link Distance (ft)		858			1387			2194			2138	
Travel Time (s)		19.5			31.5			31.8			29.2	
Confl. Peds. (#/hr)	1					1			9	9		
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%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	54	13	74	102	43	147	105	1273	340	165	651	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	13	74	102	43	147	105	1613	0	165	712	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
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	28.5	23.5	23.5	24.0	64.5		19.0	64.5	
Total Split (%)	19.6%	19.6%	19.6%	19.6%	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)	8.1	9.7	9.7	11.0	12.3	12.3	11.1	41.0		15.7	45.7	
Actuated g/C Ratio	0.09	0.11	0.11	0.13	0.14	0.14	0.13	0.48		0.18	0.53	
v/c Ratio	0.34	0.07	0.29	0.48	0.17	0.43	0.49	0.72		0.54	0.28	
Control Delay	50.9	40.2	7.5	49.4	37.5	10.8	49.6	20.7		46.4	13.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	50.9	40.2	7.5	49.4	37.5	10.8	49.6	20.7		46.4	13.9	
LOS	D	D	A	D	D	B	D	C		D	B	
Approach Delay		27.1			28.2			22.4			20.0	

Lanes, Volumes, Timings
15: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	26	6	0	48	20	0	49	216		75	65	
Queue Length 95th (ft)	93	28	25	148	62	54	153	471		#290	183	
Internal Link Dist (ft)		778			1307			2114			2058	
Turn Bay Length (ft)	200		200	140		65						
Base Capacity (vph)	545	589	565	545	603	602	436	3853		327	3746	
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	0.10	0.02	0.13	0.19	0.07	0.24	0.24	0.42		0.50	0.19	

Intersection Summary

Area Type: Other
Cycle Length: 145.5
Actuated Cycle Length: 86
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 22.5 — Intersection LOS: C
Intersection Capacity Utilization 60.5% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: [AU #231] Airport Road & 100th Street SW

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
16: [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)	5	7	1	9	1	38	21	905	146	388	1076	34
Future Volume (vph)	5	7	1	9	1	38	21	905	146	388	1076	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	125		0	260		0	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	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	1.00	1.00		1.00		0.98	1.00				1.00	
Frt		0.985				0.850		0.979			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1731	0	1671	1759	1495	1671	4702	0	1671	4776	0
Flt Permitted	0.757			0.751			0.950			0.950		
Satd. Flow (perm)	1327	1731	0	1320	1759	1472	1671	4702	0	1671	4776	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				69		25			10	
Link Speed (mph)		30			30			47			50	
Link Distance (ft)		429			649			2138			1785	
Travel Time (s)		9.8			14.8			31.0			24.3	
Confl. Peds. (#/hr)	4		1	1		4	1					1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	6	9	1	11	1	47	26	1117	180	479	1328	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	10	0	11	1	47	26	1297	0	479	1370	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
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)	8.4	8.4		8.4	8.4	8.4	6.0	26.7		16.6	46.0	
Actuated g/C Ratio	0.15	0.15		0.15	0.15	0.15	0.11	0.49		0.30	0.84	
v/c Ratio	0.03	0.04		0.05	0.00	0.16	0.14	0.56		0.95	0.34	
Control Delay	22.0	21.0		22.3	21.0	5.0	31.7	12.2		55.7	4.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.0	21.0		22.3	21.0	5.0	31.7	12.2		55.7	4.6	
LOS	C	C		C	C	A	C	B		E	A	
Approach Delay		21.4			8.5			12.6			17.8	

Lanes, Volumes, Timings
16: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			A			B			B	
Queue Length 50th (ft)	2	2		3	0	0	7	93		137	9	
Queue Length 95th (ft)	10	14		15	4	11	36	212		#531	191	
Internal Link Dist (ft)		349			569			2058			1705	
Turn Bay Length (ft)	185			125			260			250		
Base Capacity (vph)	322	422		321	428	410	506	4326		506	4393	
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	0.02	0.02		0.03	0.00	0.11	0.05	0.30		0.95	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 54.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 15.5 — Intersection LOS: B
Intersection Capacity Utilization 61.5% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: [AU #231] Airport Road & 94th Street SW

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

Lanes, Volumes, Timings
17: [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)	50	2	59	46	3	43	125	763	47	77	1190	213
Future Volume (vph)	50	2	59	46	3	43	125	763	47	77	1190	213
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		
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			0.99		1.00	1.00		0.99	1.00	
Frt			0.850		0.859			0.991			0.977	
Flt Protected	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (prot)	1573	1583	1482	1656	1476	0	1656	4705	0	1656	4636	0
Flt Permitted	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (perm)	1568	1578	1482	1656	1476	0	1655	4705	0	1647	4636	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		46			6			25	
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)	2					2	3		5	5		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 (%)	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
Adj. Flow (vph)	54	2	63	49	3	46	134	820	51	83	1280	229
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	28	28	63	49	49	0	134	871	0	83	1509	0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									
Detector Phase	4	4	4	8	8		5	2		1	6	
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		8.0	41.0		8.0	26.5	
Total Split (s)	28.5	28.5	28.5	38.5	38.5		29.0	54.5		39.0	54.5	
Total Split (%)	17.8%	17.8%	17.8%	24.0%	24.0%		18.1%	34.0%		24.3%	34.0%	
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)	7.8	7.8	7.8	9.9	9.9		12.7	44.7		10.0	31.9	
Actuated g/C Ratio	0.11	0.11	0.11	0.14	0.14		0.17	0.61		0.14	0.44	
v/c Ratio	0.17	0.17	0.27	0.22	0.21		0.46	0.30		0.37	0.74	
Control Delay	43.6	43.5	8.4	36.2	14.1		40.3	11.5		41.9	21.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.6	43.5	8.4	36.2	14.1		40.3	11.5		41.9	21.9	
LOS	D	D	A	D	B		D	B		D	C	
Approach Delay		25.0			25.1			15.3			22.9	

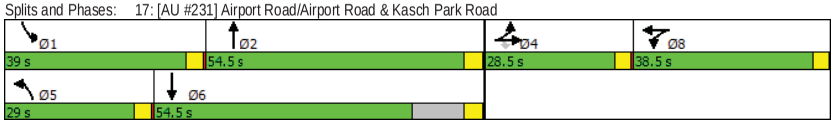
Lanes, Volumes, Timings
17: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	11	11	0	20	1		53	72		33	193	
Queue Length 95th (ft)	54	54	25	66	35		163	182		114	424	
Internal Link Dist (ft)		437			693			1705			480	
Turn Bay Length (ft)	200		200	90			225			110		
Base Capacity (vph)	646	650	660	925	845		680	3631		925	3784	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	45	
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	0.04	0.04	0.10	0.05	0.06		0.20	0.24		0.09	0.40	

Intersection Summary

Area Type: Other
Cycle Length: 160.5
Actuated Cycle Length: 72.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 20.4 — Intersection LOS: C
Intersection Capacity Utilization 55.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 17: [AU #231] Airport Road/Airport Road & Kasch Park Road



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
AM Peak-Hour

2022 Future with Project PM Peak-Hour Arterial Level of Service Analysis

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	49.9	8.5	58.4	0.53	32.5	B
Center Road	II	38	28.9	19.7	48.6	0.28	21.0	D
Fairmount Elementary	II	38	26.3	9.4	35.7	0.24	24.1	C
112th Street SW	II	38	14.9	19.3	34.2	0.13	13.6	E
Airport Road	II	38	19.6	34.3	53.9	0.17	11.4	F
Total	II		139.6	91.2	230.8	1.35	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	19.6	20.9	40.5	0.17	15.1	E
Fairmount Elementary	II	40	14.9	2.2	17.1	0.13	27.2	C
Center Road	II	40	26.3	15.8	42.1	0.24	20.4	D
Gibson Road	II	40	28.9	8.1	37.0	0.28	27.6	C
SR-525	II	40	47.4	150.5	197.9	0.53	9.6	F
Total	II		137.1	197.5	334.6	1.35	14.5	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	30	49.6	14.1	63.7	0.39	22.1	C
Gibson Road	III	30	31.2	12.8	44.0	0.25	20.1	C
8th Avenue W	III	35	34.7	13.2	47.9	0.29	21.7	C
5th Avenue W	III	30	18.3	5.0	23.3	0.14	21.2	C
4th Avenue W	III	30	15.8	22.9	38.7	0.11	10.4	E
I-5 Southbound Ramps	III	30	21.9	142.7	164.6	0.16	3.6	F
Total	III		171.5	210.7	382.2	1.34	12.6	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
4th Avenue W	IV	10	29.4	33.1	62.5	0.16	9.4	D
5th Avenue W	IV	10	24.7	1.6	26.3	0.11	15.3	C
8th Avenue W	IV	30	20.5	5.5	26.0	0.14	19.0	C
Gibson Road	IV	40	29.5	5.1	34.6	0.29	30.1	A
Admiralty Way	IV	45	25.6	9.7	35.3	0.25	25.1	A
SR-99	IV	45	36.7	69.5	106.2	0.39	13.2	C
Total	IV		166.4	124.5	290.9	1.34	16.6	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	50	35.7	25.6	61.3	0.42	24.4	D
94th Street SW	I	50	34.8	8.8	43.6	0.40	33.4	C
Kasch Park Road	I	50	30.8	23.2	54.0	0.34	22.5	D
Total	I		101.3	57.6	158.9	1.16	26.2	D

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	47	32.8	6.5	39.3	0.34	31.0	C
100th Street SW	I	47	38.1	24.5	62.6	0.40	23.3	D
106th Street SW	I	47	39.1	16.2	55.3	0.42	27.1	C
Total	I		110.0	47.2	157.2	1.16	26.5	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												
Traffic Volume (vph)	553	559	44	664	525	84	33	1364	485	459	1829	430
Future Volume (vph)	553	559	44	664	525	84	33	1364	485	459	1829	430
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			25			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	0.99	1.00		0.98	1.00		1.00		0.98	1.00		0.99
Frt		0.989			0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3219	3273	0	3319	*2600	0	1728	3455	1546	3302	3404	1523
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3201	3273	0	3260	3340	0	1728	3455	1515	3296	3404	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			9				174			334
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1789			2783			1344			2044	
Travel Time (s)		40.7			47.4			30.5			46.5	
Confl. Peds. (#/hr)	7		23	23		7	1		6	6		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
Adj. Flow (vph)	570	576	45	685	541	87	34	1406	500	473	1886	443
Shared Lane Traffic (%)												
Lane Group Flow (vph)	570	621	0	685	628	0	34	1406	500	473	1886	443
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			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)	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	3.0		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 Effct Green (s)	25.1	39.5		25.1	36.4		8.9	64.3	64.3	27.7	85.3	85.3
Actuated g/C Ratio	0.14	0.22		0.14	0.20		0.05	0.36	0.36	0.16	0.48	0.48
v/c Ratio	1.25	0.85		1.46	1.16		0.40	1.12	0.76	0.92	1.15	0.49
Control Delay	188.9	77.7		267.8	150.5		97.0	117.2	41.5	97.9	117.6	10.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	188.9	77.7		267.8	150.5		97.0	117.2	41.5	97.9	117.6	10.2
LOS	F	E		F	F		F	F	D	F	F	B

Lanes, Volumes, Timings
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

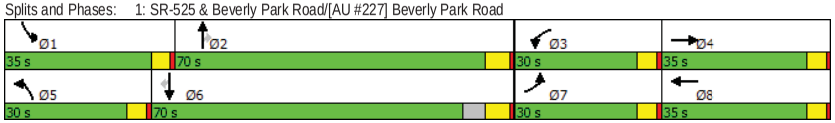
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		130.9			211.7			97.3			97.3	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~456	372		~597	~431		41	~1070	378	294	~1461	81
Queue Length 95th (ft)	#593	450		#740	#557		83	#1227	551	#395	#1657	196
Internal Link Dist (ft)		1709			2703			1264			1964	
Turn Bay Length (ft)	190			130			145		165	310		500
Base Capacity (vph)	455	730		469	540		244	1250	658	559	1635	895
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	1.25	0.85		1.46	1.16		0.14	1.12	0.76	0.85	1.15	0.49

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 177.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.46
Intersection Signal Delay: 123.6 — Intersection LOS: F
Intersection Capacity Utilization 120.0% — ICU Level of Service H
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



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	17	3	17	55	2	30	41	1130	69	27	1363	20
Future Volume (vph)	17	3	17	55	2	30	41	1130	69	27	1363	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		30	150		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
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			1.00	0.98		1.00			1.00	
Frt		0.938				0.850		0.991			0.998	
Flt Protected		0.977			0.954		0.950			0.950		
Satd. Flow (prot)	0	1696	0	0	1777	1583	1770	3502	0	1770	3530	0
Flt Permitted		0.844			0.704		0.120			0.180		
Satd. Flow (perm)	0	1459	0	0	1308	1551	224	3502	0	335	3530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				65		7			2	
Link Speed (mph)		35			35			38			40	
Link Distance (ft)		581			709			2783			1498	
Travel Time (s)		11.3			13.8			49.9			25.5	
Confl. Peds. (#/hr)	7		2	2		7	6		2	2		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
Adj. Flow (vph)	18	3	18	59	2	32	44	1215	74	29	1466	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	61	32	44	1289	0	29	1488	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			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	5.0		5.0	5.0	
Minimum Split (s)	30.5	30.5		30.5	30.5	30.5	9.5	24.0		9.5	29.0	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	19.5	55.0		19.5	55.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%	31.7%	17.9%	50.5%		17.9%	50.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.0		3.5	4.0	
All-Red Time (s)	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	-5.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	5.0		4.5	0.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max		None	None	
Act Effct Green (s)		10.3			10.3	10.3	59.5	58.0		58.2	59.6	
Actuated g/C Ratio		0.13			0.13	0.13	0.76	0.74		0.74	0.76	
v/c Ratio		0.19			0.36	0.12	0.16	0.50		0.08	0.55	
Control Delay		20.6			35.8	2.6	5.4	8.5		4.7	8.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		20.6			35.8	2.6	5.4	8.5		4.7	8.1	
LOS		C			D	A	A	A		A	A	
Approach Delay		20.6			24.4			8.4			8.0	
Approach LOS		C			C			A			A	

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)		8			24	0	3	83		2	148	
Queue Length 95th (ft)		35			62	7	21	374		16	418	
Internal Link Dist (ft)		501			629			2703			1418	
Turn Bay Length (ft)						30	150			150		
Base Capacity (vph)		578			509	643	475	2596		540	2791	
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		0.07			0.12	0.05	0.09	0.50		0.05	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 109
Actuated Cycle Length: 78.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 8.9 — Intersection LOS: A
Intersection Capacity Utilization 58.2% — ICU Level of Service B
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

2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	34	31	253	63	10	56	55	1349	72	19	1303	7
Future Volume (vph)	34	31	253	63	10	56	55	1349	72	19	1303	7
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	60		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
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		1.00				1.00				
Frt		0.867			0.873			0.992			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1596	0	1752	1610	0	1778	3524	0	1770	3536	0
Flt Permitted	0.710			0.320			0.102			0.106		
Satd. Flow (perm)	1323	1596	0	590	1610	0	191	3524	0	197	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		254			61			5			1	
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		631			1366			1498			1261	
Travel Time (s)		14.3			31.0			26.9			21.5	
Confl. Peds. (#/hr)			1	1					1	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
Adj. Flow (vph)	37	34	275	68	11	61	60	1466	78	21	1416	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	309	0	68	72	0	60	1544	0	21	1424	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	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		None	Min		None	Min	
Act Effct Green (s)	14.0	9.5		16.4	12.5		41.5	39.3		39.6	42.1	
Actuated g/C Ratio	0.20	0.14		0.24	0.18		0.60	0.57		0.57	0.61	
v/c Ratio	0.12	0.71		0.27	0.21		0.24	0.77		0.09	0.66	
Control Delay	19.8	16.8		21.9	11.4		10.5	19.7		9.5	15.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.8	16.8		21.9	11.4		10.5	19.7		9.5	15.8	
LOS	B	B		C	B		B	B		A	B	
Approach Delay		17.1			16.5			19.4			15.7	

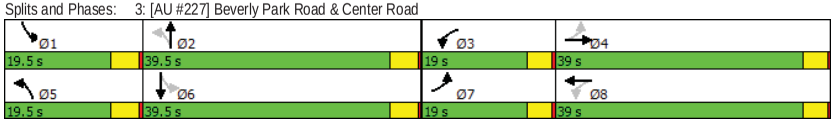
Lanes, Volumes, Timings
3: [AU #227] Beverly Park Road & Center Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	13	23		24	4		9	204		3	224	
Queue Length 95th (ft)	32	97		52	37		37	#683		17	#562	
Internal Link Dist (ft)		551			1286			1418			1181	
Turn Bay Length (ft)	75			60			150			150		
Base Capacity (vph)	498	965		441	882		477	1995		478	2143	
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	0.32		0.15	0.08		0.13	0.77		0.04	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 117
Actuated Cycle Length: 69.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 17.5 — Intersection LOS: B
Intersection Capacity Utilization 77.7% — 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: 3: [AU #227] Beverly Park Road & Center Road



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	28	58	1219	5	34	1069
Future Volume (vph)	28	58	1219	5	34	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			
Frt	0.909		0.999			
Flt Protected	0.984				0.950	
Satd. Flow (prot)	1666	0	3535	0	1770	3539
Flt Permitted	0.984				0.119	
Satd. Flow (perm)	1666	0	3535	0	222	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	66					
Link Speed (mph)	30		38			40
Link Distance (ft)	393		1261			683
Travel Time (s)	8.9		22.6			11.6
Confl. Peds. (#/hr)				4	4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	32	66	1385	6	39	1215
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	0	1391	0	39	1215
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		0.0		0.0	-5.0
Total Lost Time (s)	4.5		4.5		4.5	-0.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None		None	Min
Act Effct Green (s)	6.8		33.7		36.4	41.4
Actuated g/C Ratio	0.14		0.67		0.73	0.83
v/c Ratio	0.35		0.58		0.12	0.42
Control Delay	13.0		9.4		3.7	2.2
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	13.0		9.4		3.7	2.2
LOS	B		A		A	A
Approach Delay	13.0		9.4			2.3
Approach LOS	B		A			A
Queue Length 50th (ft)	8		78		3	30
Queue Length 95th (ft)	40		#255		10	65
Internal Link Dist (ft)	313		1181			603

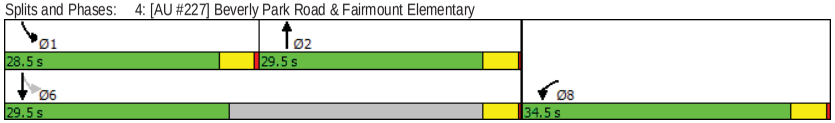
Lanes, Volumes, Timings
4: [AU #227] Beverly Park Road & Fairmount Elementary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	1030		2383		908	3539
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		0.58		0.04	0.34

Intersection Summary

Area Type: Other
Cycle Length: 92.5
Actuated Cycle Length: 50
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 6.3 — Intersection LOS: A
Intersection Capacity Utilization 46.5% — ICU Level of Service A
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



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	52	244	43	306	39	3	5	676	516	0	718	8
Future Volume (vph)	52	244	43	306	39	3	5	676	516	0	718	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	0		135	0		0
Storage Lanes	1		0	2		0	1		1	0		0
Taper Length (ft)	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				0.98		1.00	
Frt		0.977			0.990				0.850		0.998	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1736	3382	0	3367	1807	0	1736	3471	1553	0	3463	0
Flt Permitted	0.950			0.950			0.169					
Satd. Flow (perm)	1731	3382	0	3364	1807	0	309	3471	1526	0	3463	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			3				230		1	
Link Speed (mph)		30			30			38			40	
Link Distance (ft)		362			852			683			899	
Travel Time (s)		8.2			19.4			12.3			15.3	
Confl. Peds. (#/hr)	2		1	1		2	1		3	3		1
Confl. Bikes (#/hr)			4			2			4			4
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 (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	54	254	45	319	41	3	5	704	538	0	748	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	299	0	319	44	0	5	704	538	0	756	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov		NA	
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	0.0	0.0		-1.4	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.0		3.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead		Lead		Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes		Yes		Yes	
Recall Mode	None	None		None	None		None	Min	None		Min	
Act Effct Green (s)	7.5	13.2		12.6	23.6		21.2	20.7	33.9		21.2	
Actuated g/C Ratio	0.12	0.22		0.21	0.39		0.35	0.34	0.56		0.35	
v/c Ratio	0.25	0.40		0.45	0.06		0.02	0.59	0.56		0.62	
Control Delay	34.0	22.3		26.7	16.3		15.8	19.3	6.3		20.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.3		0.0	
Total Delay	34.0	22.3		26.7	16.3		15.8	19.3	6.6		20.9	
LOS	C	C		C	B		B	B	A		C	

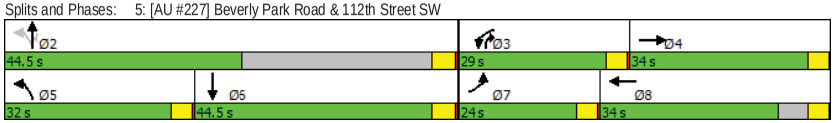
Lanes, Volumes, Timings
5: [AU #227] Beverly Park Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		24.1			25.4			13.8			20.9	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	15	41		43	9		1	93	33		96	
Queue Length 95th (ft)	74	114		147	42		9	239	174		297	
Internal Link Dist (ft)		282			772			603			819	
Turn Bay Length (ft)	250			250					135			
Base Capacity (vph)	644	1900		1561	1189		910	3248	1285		2624	
Starvation Cap Reductn	0	0		0	0		0	0	284		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	0.08	0.16		0.20	0.04		0.01	0.22	0.54		0.29	

Intersection Summary

Area Type: Other
Cycle Length: 139.5
Actuated Cycle Length: 60.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 18.7 — Intersection LOS: B
Intersection Capacity Utilization 47.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: [AU #227] Beverly Park Road & 112th Street SW



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	390	331	23	36	134	21	14	438	65	31	1045	569
Future Volume (vph)	390	331	23	36	134	21	14	438	65	31	1045	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	0		0	0		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		0.990			0.980			0.981			0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	1807	0	1736	1786	0	1669	4688	0	1686	4561	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3364	1807	0	1736	1786	0	1669	4688	0	1680	4561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			30			147	
Link Speed (mph)		38			30			30			30	
Link Distance (ft)		899			589			881			1264	
Travel Time (s)		16.1			13.4			20.0			28.7	
Confl. Peds. (#/hr)	1					1			3	3		
Confl. Bikes (#/hr)			2			2			1			10
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%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	424	360	25	39	146	23	15	476	71	34	1136	618
Shared Lane Traffic (%)												
Lane Group Flow (vph)	424	385	0	39	169	0	15	547	0	34	1754	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)	24.0	19.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	19.8%	15.6%		15.6%	15.6%		15.6%	49.0%		15.6%	49.0%	
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	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	4.5		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)	16.0	29.0		7.0	14.8		5.9	34.7		6.9	37.6	
Actuated g/C Ratio	0.19	0.34		0.08	0.17		0.07	0.41		0.08	0.44	
v/c Ratio	0.67	0.63		0.27	0.54		0.13	0.28		0.25	0.84	
Control Delay	42.0	34.3		51.1	42.1		52.4	18.1		51.4	25.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

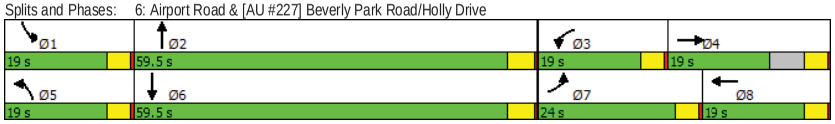
Lanes, Volumes, Timings
6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	42.0	34.3		51.1	42.1		52.4	18.1		51.4	25.2	
LOS	D	C		D	D		D	B		D	C	
Approach Delay		38.4			43.8			19.1			25.7	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	95	163		18	72		7	67		16	232	
Queue Length 95th (ft)	#253	400		69	188		36	134		63	520	
Internal Link Dist (ft)		819			509			801			1184	
Turn Bay Length (ft)	140			100								
Base Capacity (vph)	871	614		337	392		323	3305		327	3251	
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	0.49	0.63		0.12	0.43		0.05	0.17		0.10	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 121.5
Actuated Cycle Length: 85.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 28.8 — Intersection LOS: C
Intersection Capacity Utilization 65.5% — ICU Level of Service C
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



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	242	461	412	233	317	206	188	1114	171	175	940	96
Future Volume (vph)	242	461	412	233	317	206	188	1114	171	175	940	96
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)	0		400	0		0	0		300	0		430
Storage Lanes	1		2	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
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	0.98			0.97	0.98		0.99		0.97	1.00		0.96
Frt			0.850		0.941				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3388	2944	1752	3112	0	1811	3388	1672	1869	3388	1516
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1656	3388	2944	1708	3112	0	1801	3388	1621	1863	3388	1462
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			453		49				101			94
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2795			2062			1701			1159	
Travel Time (s)		63.5			31.2			38.7			26.3	
Confl. Peds. (#/hr)	24		23	23		24	13		8	8		13
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	266	507	453	256	348	226	207	1224	188	192	1033	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	266	507	453	256	574	0	207	1224	188	192	1033	105
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6		5	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 (%)	18.6%	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	-5.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	-0.3		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)	34.0	41.5	25.0	31.9	44.5		25.0	76.0	76.0	23.2	74.2	74.2
Actuated g/C Ratio	0.18	0.22	0.13	0.17	0.23		0.13	0.40	0.40	0.12	0.39	0.39
v/c Ratio	0.88	0.69	0.58	0.87	0.75		0.87	0.91	0.27	0.85	0.78	0.17
Control Delay	106.0	75.2	9.1	106.8	69.5		114.6	65.3	19.4	113.2	57.0	9.2
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	106.0	75.2	9.1	106.8	69.5		114.6	65.3	19.4	113.2	57.0	9.2
LOS	F	E	A	F	E		F	E	B	F	E	A

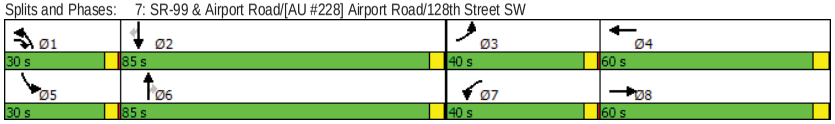
Lanes, Volumes, Timings
7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		57.4			81.0			66.2			61.4	
Approach LOS		E			F			E			E	
Queue Length 50th (ft)	346	333	0	330	348		273	794	73	250	615	9
Queue Length 95th (ft)	#556	404	61	#514	422		#468	#1005	150	#407	763	57
Internal Link Dist (ft)		2715			1982			1621			1079	
Turn Bay Length (ft)			400						300			430
Base Capacity (vph)	322	995	794	333	1030		248	1445	749	256	1445	677
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	0.83	0.51	0.57	0.77	0.56		0.83	0.85	0.25	0.75	0.71	0.16

Intersection Summary

Area Type: Other
Cycle Length: 215
Actuated Cycle Length: 190.7
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 65.2 — Intersection LOS: E
Intersection Capacity Utilization 89.7% — ICU Level of Service E
Analysis Period (min) 15
Description: Airport Road is east-west and SR-99 is north-south
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



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	76	692	94	68	631	57	100	146	57	41	87	33
Future Volume (vph)	76	692	94	68	631	57	100	146	57	41	87	33
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)	0		0	0		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		1.00	1.00	
Frt		0.982			0.988			0.958			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1815	3220	0	1794	3423	0	1629	1918	0	1629	1920	0
Flt Permitted	0.332			0.270			0.950			0.950		
Satd. Flow (perm)	633	3220	0	510	3423	0	1625	1918	0	1627	1920	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			8			13			12	
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2062			1298			854			1133	
Travel Time (s)		46.9			19.7			19.4			25.8	
Confl. Peds. (#/hr)	2		3	3		2	2		1	1		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%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	83	752	102	74	686	62	109	159	62	45	95	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	854	0	74	748	0	109	221	0	45	131	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)	12.0	72.0		12.0	72.0		26.0	50.0		16.0	40.0	
Total Split (%)	8.0%	48.0%		8.0%	48.0%		17.3%	33.3%		10.7%	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	3.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	-0.5		4.0	7.5		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 Effct Green (s)	102.3	100.0		101.9	91.8		14.4	25.1		8.6	17.5	
Actuated g/C Ratio	0.68	0.67		0.68	0.61		0.10	0.17		0.06	0.12	
v/c Ratio	0.17	0.40		0.18	0.36		0.70	0.67		0.48	0.56	
Control Delay	10.2	14.1		6.8	9.7		87.7	64.1		84.7	64.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.2	14.1		6.8	9.7		87.7	64.1		84.7	64.0	

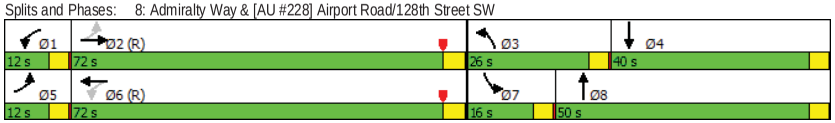
Lanes, Volumes, Timings
8: Admiralty Way & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B		A	A		F	E		F	E	
Approach Delay		13.7			9.4			71.9			69.3	
Approach LOS		B			A			E			E	
Queue Length 50th (ft)	21	172		13	113		105	200		44	114	
Queue Length 95th (ft)	64	353		26	96		167	247		86	161	
Internal Link Dist (ft)		1982			1218			774			1053	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)	504	2150		423	2096		238	597		131	469	
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	0.16	0.40		0.17	0.36		0.46	0.37		0.34	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 110 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 24.9 — Intersection LOS: C
Intersection Capacity Utilization 55.6% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Admiralty Way & [AU #228] Airport Road/128th Street SW



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	52	702	59	91	721	49	57	94	97	34	28	41
Future Volume (vph)	52	702	59	91	721	49	57	94	97	34	28	41
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)	0		0	0		0	95		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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	0.99	1.00			1.00		1.00	0.99		1.00	0.99	
Frt		0.988			0.991			0.924			0.910	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1726	3287	0	1779	3395	0	1627	1627	0	1779	1634	0
Flt Permitted	0.290			0.297			0.950			0.950		
Satd. Flow (perm)	523	3287	0	556	3395	0	1625	1627	0	1775	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			7			34			45	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1298			1526			816			739	
Travel Time (s)		29.5			26.0			18.5			16.8	
Confl. Peds. (#/hr)	12		6	6		12	1		2	2		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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	57	763	64	99	784	53	62	102	105	37	30	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	827	0	99	837	0	62	207	0	37	75	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	74.0		16.0	78.0		20.0	45.0		15.0	40.0	
Total Split (%)	8.0%	49.3%		10.7%	52.0%		13.3%	30.0%		10.0%	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	3.0		0.0	-5.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.5		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 Effct Green (s)	104.0	94.4		106.9	105.2		10.1	23.0		7.6	20.7	
Actuated g/C Ratio	0.69	0.63		0.71	0.70		0.07	0.15		0.05	0.14	
v/c Ratio	0.14	0.40		0.22	0.35		0.57	0.74		0.42	0.28	
Control Delay	7.9	12.8		4.3	5.1		86.6	65.4		82.0	27.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.9	12.8		4.3	5.1		86.6	65.4		82.0	27.2	

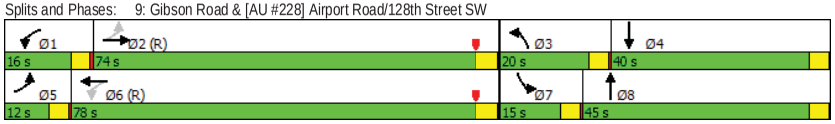
Lanes, Volumes, Timings
9: Gibson Road & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B		A	A		F	E		F	C	
Approach Delay		12.5			5.0			70.3			45.3	
Approach LOS		B			A			E			D	
Queue Length 50th (ft)	11	113		7	23		60	167		36	27	
Queue Length 95th (ft)	31	217		41	174		109	231		75	70	
Internal Link Dist (ft)		1218			1446			736			659	
Turn Bay Length (ft)							95			80		
Base Capacity (vph)	434	2070		501	2382		173	469		130	426	
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	0.40		0.20	0.35		0.36	0.44		0.28	0.18	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 84 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 18.0 — Intersection LOS: B
Intersection Capacity Utilization 58.1% — ICU Level of Service B
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



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	61	607	39	88	734	72	52	106	68	55	60	35
Future Volume (vph)	61	607	39	88	734	72	52	106	68	55	60	35
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)	0		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.99	0.99		0.99	0.99		0.98	0.99	
Frt		0.991			0.987			0.942			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1753	4982	0	1668	3275	0	1694	1713	0	1743	1659	0
Flt Permitted	0.293			0.349			0.623			0.381		
Satd. Flow (perm)	541	4982	0	609	3275	0	1099	1713	0	688	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			10			21			20	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		1526			723			855			487	
Travel Time (s)		29.7			16.4			19.4			11.1	
Confl. Peds. (#/hr)	12		7	7		12	9		17	17		9
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
Adj. Flow (vph)	62	619	40	90	749	73	53	108	69	56	61	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	659	0	90	822	0	53	177	0	56	97	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)	15.0	78.0		15.0	78.0		11.0	45.0		12.0	46.0	
Total Split (%)	10.0%	52.0%		10.0%	52.0%		7.3%	30.0%		8.0%	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		0.0	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 Effct Green (s)	103.6	100.9		105.7	103.7		30.9	24.5		32.0	25.1	
Actuated g/C Ratio	0.69	0.67		0.70	0.69		0.21	0.16		0.21	0.17	
v/c Ratio	0.14	0.20		0.19	0.36		0.21	0.60		0.28	0.33	
Control Delay	13.3	13.2		4.6	5.5		43.2	57.8		45.0	43.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.3	13.2		4.6	5.5		43.2	57.8		45.0	43.8	
LOS	B	B		A	A		D	E		D	D	

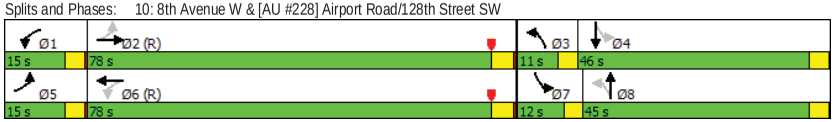
Lanes, Volumes, Timings
10: 8th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		13.2			5.4			54.5			44.2	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	18	73		15	102		38	134		40	62	
Queue Length 95th (ft)	60	202		22	112		74	214		76	117	
Internal Link Dist (ft)		1446			643			775			407	
Turn Bay Length (ft)				100			100			100		
Base Capacity (vph)	475	3353		516	2267		256	483		208	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	0.13	0.20		0.17	0.36		0.21	0.37		0.27	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 42 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 16.7 — Intersection LOS: B
Intersection Capacity Utilization 64.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 10: 8th Avenue W & [AU #228] Airport Road/128th Street SW



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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
Lane Configurations												
Traffic Volume (vph)	23	697	105	64	818	21	87	15	74	37	11	19
Future Volume (vph)	23	697	105	64	818	21	87	15	74	37	11	19
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			25			25			25		
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	0.99	0.99		0.99	1.00			0.98	0.98		0.99	
Frt		0.980			0.996				0.850		0.962	
Flt Protected	0.950			0.950				0.959			0.973	
Satd. Flow (prot)	1719	4810	0	1669	3203	0	0	1751	1552	0	1718	0
Flt Permitted	0.286			0.302				0.692			0.775	
Satd. Flow (perm)	513	4810	0	526	3203	0	0	1242	1521	0	1363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			3				74		13	
Link Speed (mph)		30			10			30			30	
Link Distance (ft)		723			592			334			339	
Travel Time (s)		16.4			40.4			7.6			7.7	
Confl. Peds. (#/hr)	15		14	14		15	16		6	6		16
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	25	749	113	69	880	23	94	16	80	40	12	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	862	0	69	903	0	0	110	80	0	72	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	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)	11.0	87.0		15.0	91.0		48.0	48.0	48.0	48.0	48.0	
Total Split (%)	7.3%	58.0%		10.0%	60.7%		32.0%	32.0%	32.0%	32.0%	32.0%	
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	3.0		0.0	-5.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	7.0		4.0	-1.0			3.5	3.5		3.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Min	Min	Min	Min	Min	
Act Effct Green (s)	113.7	105.6		117.1	118.0			23.9	23.9		23.9	
Actuated g/C Ratio	0.76	0.70		0.78	0.79			0.16	0.16		0.16	
v/c Ratio	0.06	0.25		0.15	0.36			0.56	0.26		0.32	
Control Delay	3.2	5.0		2.0	1.6			66.9	13.7		46.0	
Queue Delay	0.0	0.0		0.0	0.1			0.0	0.0		0.0	
Total Delay	3.2	5.0		2.0	1.7			66.9	13.7		46.0	

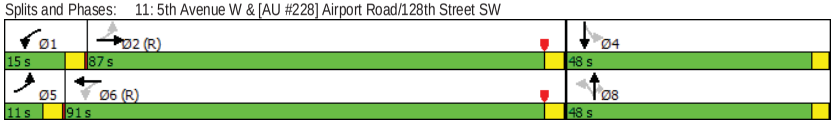
Lanes, Volumes, Timings
11: 5th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		A	A			E	B		D	
Approach Delay		5.0			1.7			44.5			46.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	3	50		4	18			94	5		48	
Queue Length 95th (ft)	9	64		m8	28			159	51		96	
Internal Link Dist (ft)		643			512			254			259	
Turn Bay Length (ft)	125			100					50			
Base Capacity (vph)	451	3395		499	2520			368	503		413	
Starvation Cap Reductn	0	0		0	607			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	0.25		0.14	0.47			0.30	0.16		0.17	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 68 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 8.4 — Intersection LOS: A
Intersection Capacity Utilization 61.9% — ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: 5th Avenue W & [AU #228] Airport Road/128th Street SW



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
12: 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)	91	487	28	268	819	491	57	351	453	357	299	90
Future Volume (vph)	91	487	28	268	819	491	57	351	453	357	299	90
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	2		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	1.00	0.97	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99		0.96	0.98		0.97	0.99	0.99	
Frt		0.992				0.850			0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1702	4842	0	1744	3371	1716	1928	1845	1777	3286	1939	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1693	4842	0	1723	3371	1650	1893	1845	1721	3247	1939	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				340			142		10	
Link Speed (mph)		30			10			30			30	
Link Distance (ft)		592			861			751			745	
Travel Time (s)		13.5			58.7			17.1			16.9	
Confl. Peds. (#/hr)	7		10	10		7	21		15	15		21
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	95	507	29	279	853	511	59	366	472	372	311	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	536	0	279	853	511	59	366	472	372	405	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases						6			8			
Detector Phase	5	2		1	6	6	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	55.0		8.0	42.0	42.0	8.0	38.5	8.0	9.5	34.5	
Total Split (s)	13.0	56.5		33.0	76.5	76.5	11.0	38.5	33.0	22.0	49.5	
Total Split (%)	8.7%	37.7%		22.0%	51.0%	51.0%	7.3%	25.7%	22.0%	14.7%	33.0%	
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	-5.0		0.0	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	-0.5		4.5	3.9	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Min	None	None	Min	
Act Effct Green (s)	9.6	60.6		26.6	73.2	72.6	6.4	32.3	58.9	17.5	43.4	
Actuated g/C Ratio	0.06	0.40		0.18	0.49	0.48	0.04	0.22	0.39	0.12	0.29	
v/c Ratio	0.88	0.27		0.91	0.52	0.53	0.73	0.92	0.61	0.97	0.71	
Control Delay	122.6	22.9		80.7	33.1	14.9	113.8	86.4	25.6	104.4	54.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	122.6	22.9		80.7	33.1	14.9	113.8	86.4	25.6	104.4	54.1	

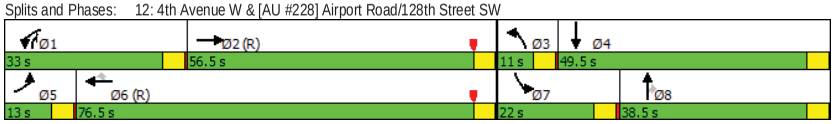
Lanes, Volumes, Timings
12: 4th Avenue W & [AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C		F	C	B	F	F	C	F	D	
Approach Delay		37.9			35.5			56.2			78.2	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	91	117		272	351	182	58	349	232	190	343	
Queue Length 95th (ft)	#217	92		m#380	m408	m274	#136	#525	341	#295	466	
Internal Link Dist (ft)		512			781			671			665	
Turn Bay Length (ft)	90			455						245		
Base Capacity (vph)	108	1961		331	1645	973	83	418	792	383	588	
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	0.88	0.27		0.84	0.52	0.53	0.71	0.88	0.60	0.97	0.69	

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: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 49.0 — Intersection LOS: D
Intersection Capacity Utilization 87.0% — ICU Level of Service E
Analysis Period (min) 15
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 #228] Airport Road/128th Street SW



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	0	1028	594	483	1215	0	0	0	0	612	0	423
Future Volume (vph)	0	1028	594	483	1215	0	0	0	0	612	0	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	610		0	0		0	330		330
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			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		1.00	0.99	1.00								0.99
Frt		0.986	0.850									0.850
Flt Protected				0.950						0.950	0.950	
Satd. Flow (prot)	0	*1700	1427	3400	3505	0	0	0	0	1665	1665	1568
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	3306	1408	3394	3505	0	0	0	0	1665	1665	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11	487									107
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		861			711			315			681	
Travel Time (s)		19.6			13.9			7.2			15.5	
Confl. Peds. (#/hr)	4		2	2		4						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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	1028	594	483	1215	0	0	0	0	612	0	423
Shared Lane Traffic (%)			18%							50%		
Lane Group Flow (vph)	0	1135	487	483	1215	0	0	0	0	306	306	423
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						8	
Permitted Phases			2							8		8
Detector Phase		2	2	1	6					8	8	8
Switch Phase												
Minimum Initial (s)		10.0	10.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		21.3	21.3	8.0	23.3					40.0	40.0	40.0
Total Split (s)		88.0	88.0	22.0	110.0					40.0	40.0	40.0
Total Split (%)		58.7%	58.7%	14.7%	73.3%					26.7%	26.7%	26.7%
Yellow Time (s)		4.3	4.3	4.0	4.3					4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		2.2	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		7.5	5.3	5.0	5.3					5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Min					Min	Min	Min
Act Effct Green (s)		80.5	82.7	17.9	105.6					34.1	34.1	34.1
Actuated g/C Ratio		0.54	0.55	0.12	0.70					0.23	0.23	0.23
v/c Ratio		1.24	0.49	1.19	0.49					0.81	0.81	0.97
Control Delay		142.7	3.7	162.5	11.0					72.0	72.0	79.4
Queue Delay		0.0	0.0	0.0	0.6					0.0	0.0	0.0
Total Delay		142.7	3.7	162.5	11.6					72.0	72.0	79.4
LOS		F	A	F	B					E	E	E
Approach Delay		101.0			54.6						75.0	

Lanes, Volumes, Timings
13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

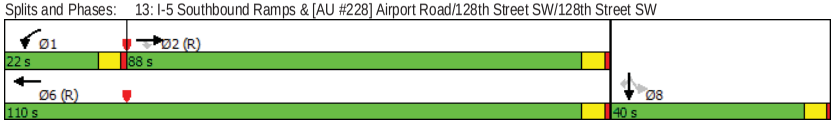
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			D						E	
Queue Length 50th (ft)		~765	71	~303	267					298	298	323
Queue Length 95th (ft)		m#877	m40	#419	314					#443	#443	#543
Internal Link Dist (ft)		781			631			235			601	
Turn Bay Length (ft)				610						330		330
Base Capacity (vph)		917	994	405	2467					388	388	443
Starvation Cap Reductn		0	0	0	788					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		1.24	0.49	1.19	0.72					0.79	0.79	0.95

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: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 76.7 — Intersection LOS: E
Intersection Capacity Utilization 81.2% — ICU Level of Service D
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



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
14: 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)	155	0	37	22	0	14	40	707	18	4	1707	34
Future Volume (vph)	155	0	37	22	0	14	40	707	18	4	1707	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	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	1.00	0.98		0.99	0.98							
Frt		0.850			0.850			0.996			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1523	0	1736	1528	0	1736	4968	0	1736	4973	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1728	1523	0	1724	1528	0	1736	4968	0	1736	4973	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		312			473			3			2	
Link Speed (mph)		30			30			30			47	
Link Distance (ft)		1165			994			1264			2194	
Travel Time (s)		26.5			22.6			28.7			31.8	
Confl. Peds. (#/hr)	3		5	5		3						
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%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	168	0	40	24	0	15	43	768	20	4	1855	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	40	0	24	15	0	43	788	0	4	1892	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)	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	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		None	Min		None	Min	
Act Effct Green (s)	13.8	16.4		6.7	8.2		7.3	50.9		6.3	50.8	
Actuated g/C Ratio	0.17	0.20		0.08	0.10		0.09	0.63		0.08	0.62	
v/c Ratio	0.57	0.07		0.17	0.03		0.28	0.25		0.03	0.61	
Control Delay	41.7	0.2		45.5	0.1		45.4	11.1		46.0	16.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	41.7	0.2		45.5	0.1		45.4	11.1		46.0	16.2	
LOS	D	A		D	A		D	B		D	B	
Approach Delay		33.8			28.0			12.9			16.3	

Lanes, Volumes, Timings
14: Airport Road/[AU #231] Airport Road & 106th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	69	0		10	0		18	36		2	167	
Queue Length 95th (ft)	191	0		46	0		70	202		15	#661	
Internal Link Dist (ft)		1085			914			1184			2114	
Turn Bay Length (ft)	90			125								
Base Capacity (vph)	789	675		789	764		676	3107		676	3104	
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	0.21	0.06		0.03	0.02		0.06	0.25		0.01	0.61	

Intersection Summary

Area Type: Other
Cycle Length: 142
Actuated Cycle Length: 81.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 16.7 — Intersection LOS: B
Intersection Capacity Utilization 57.2% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Airport Road/[AU #231] Airport Road & 106th Street SW

2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
15: [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)	95	57	161	221	18	177	87	828	86	165	1721	61
Future Volume (vph)	95	57	161	221	18	177	87	828	86	165	1721	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	140		65	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	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							1.00				1.00	
Frt			0.850			0.850		0.986			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1792	1524	1703	1792	1524	1703	4825	0	1703	4865	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1703	1792	1524	1703	1792	1524	1702	4825	0	1703	4865	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			171			188		15			5	
Link Speed (mph)		30			30			50			47	
Link Distance (ft)		858			1387			2194			2138	
Travel Time (s)		19.5			31.5			29.9			31.0	
Confl. Peds. (#/hr)							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 (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	101	61	171	235	19	188	93	881	91	176	1831	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	61	171	235	19	188	93	972	0	176	1896	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
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	28.5	23.5	23.5	24.0	64.5		19.0	64.5	
Total Split (%)	19.6%	19.6%	19.6%	19.6%	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	3.0		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	-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)	11.3	9.4	9.4	20.1	18.3	18.3	10.8	37.9		15.7	51.3	
Actuated g/C Ratio	0.11	0.09	0.09	0.20	0.18	0.18	0.11	0.37		0.15	0.50	
v/c Ratio	0.54	0.37	0.58	0.70	0.06	0.44	0.52	0.54		0.67	0.78	
Control Delay	59.1	56.4	16.4	53.8	42.1	10.1	59.4	25.6		60.4	24.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	59.1	56.4	16.4	53.8	42.1	10.1	59.4	25.6		60.4	24.5	
LOS	E	E	B	D	D	B	E	C		E	C	
Approach Delay		36.7			34.7			28.6			27.6	

Lanes, Volumes, Timings
15: [AU #231] Airport Road & 100th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	65	39	0	147	11	0	60	177		114	365	
Queue Length 95th (ft)	140	95	70	#286	37	67	131	240		#286	527	
Internal Link Dist (ft)		778			1307			2114			2058	
Turn Bay Length (ft)	200		200	140		65						
Base Capacity (vph)	435	457	516	435	457	529	348	3063		261	3233	
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	0.23	0.13	0.33	0.54	0.04	0.36	0.27	0.32		0.67	0.59	

Intersection Summary

Area Type: Other
Cycle Length: 145.5
Actuated Cycle Length: 102.6
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 29.4 — Intersection LOS: C
Intersection Capacity Utilization 68.3% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: [AU #231] Airport Road & 100th Street SW

2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
16: [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)	20	8	17	148	5	257	6	1158	31	46	1123	13
Future Volume (vph)	20	8	17	148	5	257	6	1158	31	46	1123	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	125		0	260		0	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	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		1.00			1.00	1.00		1.00	1.00	
Frt		0.900				0.850		0.996			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1584	0	1687	1776	1509	1687	4825	0	1687	4836	0
Flt Permitted	0.754			0.740			0.950			0.950		
Satd. Flow (perm)	1339	1584	0	1313	1776	1509	1682	4825	0	1685	4836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				273		9			4	
Link Speed (mph)		30			30			50			47	
Link Distance (ft)		429			649			2138			1785	
Travel Time (s)		9.8			14.8			29.2			25.9	
Confl. Peds. (#/hr)			1	1			7		4	4		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 (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	21	9	18	157	5	273	6	1232	33	49	1195	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	27	0	157	5	273	6	1265	0	49	1209	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
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)	13.4	13.4		13.4	13.4	13.4	5.7	25.7		6.4	28.1	
Actuated g/C Ratio	0.29	0.29		0.29	0.29	0.29	0.12	0.56		0.14	0.61	
v/c Ratio	0.05	0.06		0.41	0.01	0.43	0.03	0.47		0.21	0.41	
Control Delay	15.6	10.2		19.3	15.4	5.1	27.7	8.8		25.8	6.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	15.6	10.2		19.3	15.4	5.1	27.7	8.8		25.8	6.5	
LOS	B	B		B	B	A	C	A		C	A	
Approach Delay		12.6			10.4			8.9			7.3	

Lanes, Volumes, Timings
16: [AU #231] Airport Road & 94th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	3	1		24	1	0	1	30		8	28	
Queue Length 95th (ft)	22	20		108	9	48	15	212		56	183	
Internal Link Dist (ft)		349			569			2058			1705	
Turn Bay Length (ft)	185			125			260			250		
Base Capacity (vph)	389	473		382	517	632	618	4510		618	4520	
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	0.06		0.41	0.01	0.43	0.01	0.28		0.08	0.27	

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 46
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 8.5 — Intersection LOS: A
Intersection Capacity Utilization 53.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 16: [AU #231] Airport Road & 94th Street SW

2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
17: [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)	170	10	118	56	15	121	29	1218	57	90	837	27
Future Volume (vph)	170	10	118	56	15	121	29	1218	57	90	837	27
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		
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	0.99	1.00	0.99		1.00				1.00	
Frt			0.850		0.867			0.993			0.995	
Flt Protected	0.950	0.957		0.950			0.950			0.950		
Satd. Flow (prot)	1588	1599	1495	1671	1508	0	1671	4769	0	1671	4777	0
Flt Permitted	0.950	0.957		0.950			0.950			0.950		
Satd. Flow (perm)	1586	1598	1474	1668	1508	0	1671	4769	0	1671	4777	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		134			6			5	
Link Speed (mph)		30			30			50			30	
Link Distance (ft)		517			773			1785			560	
Travel Time (s)		11.8			17.6			24.3			12.7	
Confl. Peds. (#/hr)	1		2	2		1	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 (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	189	11	131	62	17	134	32	1353	63	100	930	30
Shared Lane Traffic (%)	47%											
Lane Group Flow (vph)	100	100	131	62	151	0	32	1416	0	100	960	0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									
Detector Phase	4	4	4	8	8		5	2		1	6	
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		8.0	41.0		8.0	26.5	
Total Split (s)	30.0	30.0	30.0	15.0	15.0		15.0	20.0		25.0	30.0	
Total Split (%)	33.3%	33.3%	33.3%	16.7%	16.7%		16.7%	22.2%		27.8%	33.3%	
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	3.0		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 Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	10.2	10.2	10.2	10.2	10.2		6.3	43.2		9.8	51.4	
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.11		0.07	0.48		0.11	0.57	
v/c Ratio	0.56	0.56	0.43	0.33	0.52		0.28	0.62		0.55	0.35	
Control Delay	49.0	48.7	8.2	38.5	14.6		45.0	23.2		51.0	11.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.0	48.7	8.2	38.5	14.6		45.0	23.2		51.0	11.2	
LOS	D	D	A	D	B		D	C		D	B	
Approach Delay		32.8			21.5			23.7			15.0	

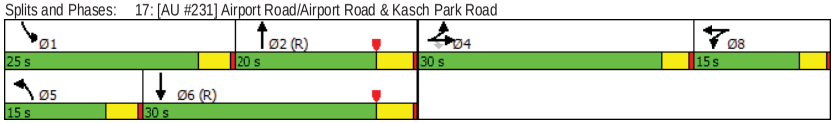
Lanes, Volumes, Timings
17: [AU #231] Airport Road/Airport Road & Kasch Park Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	57	57	0	34	9		18	204		56	83	
Queue Length 95th (ft)	105	105	34	60	54		45	#490		107	137	
Internal Link Dist (ft)		437			693			1705			480	
Turn Bay Length (ft)	200		200	90			225			110		
Base Capacity (vph)	467	470	545	257	345		204	2294		389	2728	
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	0.21	0.21	0.24	0.24	0.44		0.16	0.62		0.26	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 21.5 — Intersection LOS: C
Intersection Capacity Utilization 59.9% — ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: [AU #231] Airport Road/Airport Road & Kasch Park Road



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Existing PM Peak-Hour Interlocal and SEPA 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												
Traffic Volume (vph)	540	528	30	598	498	74	21	1336	446	426	1782	422
Future Volume (vph)	540	528	30	598	498	74	21	1336	446	426	1782	422
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			25			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	0.99	1.00		0.98	1.00		1.00		0.98	1.00		0.99
Frt		0.992			0.981				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3219	3286	0	3319	*2600	0	1728	3455	1546	3302	3404	1523
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3200	3286	0	3256	3348	0	1728	3455	1515	3296	3404	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			8				164			337
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1789			2783			1344			2044	
Travel Time (s)		40.7			47.4			30.5			46.5	
Confl. Peds. (#/hr)	7		23	23		7	1		6	6		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
Adj. Flow (vph)	557	544	31	616	513	76	22	1377	460	439	1837	435
Shared Lane Traffic (%)												
Lane Group Flow (vph)	557	575	0	616	589	0	22	1377	460	439	1837	435
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			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)	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	3.0		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 Effct Green (s)	25.1	39.4		25.1	36.4		7.8	64.3	64.3	26.8	88.0	88.0
Actuated g/C Ratio	0.14	0.22		0.14	0.21		0.04	0.36	0.36	0.15	0.50	0.50
v/c Ratio	1.22	0.78		1.31	1.09		0.29	1.10	0.70	0.88	1.08	0.47
Control Delay	176.1	72.3		207.9	127.4		94.2	106.6	38.0	93.0	89.5	9.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	176.1	72.3		207.9	127.4		94.2	106.6	38.0	93.0	89.5	9.1
LOS	F	E		F	F		F	F	D	F	F	A

Lanes, Volumes, Timings
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

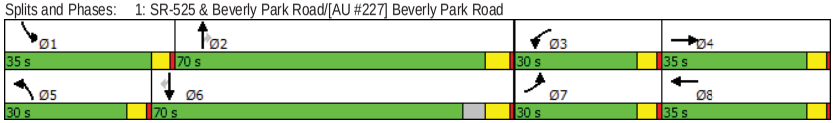
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		123.4			168.6			89.5			77.2	
Approach LOS		F			F			F			E	
Queue Length 50th (ft)	~438	338		~506	374		26	~1027	329	270	~1380	69
Queue Length 95th (ft)	#575	412		#647	#504		61	#1190	489	#343	#1570	177
Internal Link Dist (ft)		1709			2703			1264			1964	
Turn Bay Length (ft)	190			130			145		165	310		500
Base Capacity (vph)	457	735		471	542		245	1257	655	563	1695	917
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	1.22	0.78		1.31	1.09		0.09	1.10	0.70	0.78	1.08	0.47

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 176.7
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 104.0 — Intersection LOS: F
Intersection Capacity Utilization 116.2% — ICU Level of Service H
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



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	356	312	23	34	116	19	11	384	62	29	978	537
Future Volume (vph)	356	312	23	34	116	19	11	384	62	29	978	537
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	0		0	0		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		0.990			0.979			0.979			0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	1807	0	1736	1784	0	1669	4678	0	1686	4561	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3364	1807	0	1736	1784	0	1669	4678	0	1679	4561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			6			33			149	
Link Speed (mph)		38			30			30			30	
Link Distance (ft)		899			589			881			1264	
Travel Time (s)		16.1			13.4			20.0			28.7	
Confl. Peds. (#/hr)	1					1			3	3		
Confl. Bikes (#/hr)			2			2			1			10
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%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	387	339	25	37	126	21	12	417	67	32	1063	584
Shared Lane Traffic (%)												
Lane Group Flow (vph)	387	364	0	37	147	0	12	484	0	32	1647	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)	24.0	19.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	19.8%	15.6%		15.6%	15.6%		15.6%	49.0%		15.6%	49.0%	
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	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	4.5		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)	14.4	25.8		6.8	13.1		5.7	28.4		6.7	33.1	
Actuated g/C Ratio	0.19	0.34		0.09	0.17		0.08	0.37		0.09	0.44	
v/c Ratio	0.61	0.59		0.24	0.47		0.10	0.27		0.22	0.79	
Control Delay	36.7	29.9		45.2	35.8		46.7	17.7		45.4	21.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

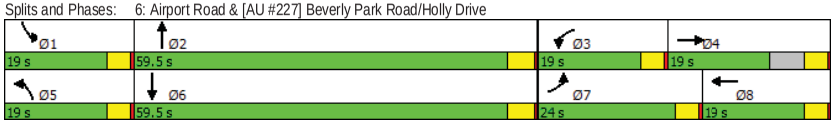
Lanes, Volumes, Timings
6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	36.7	29.9		45.2	35.8		46.7	17.7		45.4	21.2	
LOS	D	C		D	D		D	B		D	C	
Approach Delay		33.4			37.7			18.4			21.7	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	74	134		14	53		5	52		13	182	
Queue Length 95th (ft)	217	371		66	163		31	117		60	465	
Internal Link Dist (ft)		819			509			801			1184	
Turn Bay Length (ft)	140			100								
Base Capacity (vph)	993	628		384	440		369	3655		373	3589	
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	0.39	0.58		0.10	0.33		0.03	0.13		0.09	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 121.5
Actuated Cycle Length: 75.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 24.9 — Intersection LOS: C
Intersection Capacity Utilization 62.5% — ICU Level of Service B
Analysis Period (min) 15
Description: Airport Road is north-south and Beverly Park Road is east-west

Splits and Phases: 6: Airport Road & [AU #227] Beverly Park Road/Holly Drive



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	231	399	380	213	261	200	119	1062	159	165	863	94
Future Volume (vph)	231	399	380	213	261	200	119	1062	159	165	863	94
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)	0		400	0		0	0		300	0		430
Storage Lanes	1		2	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
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	0.98			0.97	0.97		0.99		0.97	1.00		0.96
Frt			0.850		0.935				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3388	2944	1752	3084	0	1811	3388	1672	1869	3388	1516
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3388	2944	1704	3084	0	1799	3388	1621	1862	3388	1462
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			418		55				99			100
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2795			2062			1701			1159	
Travel Time (s)		63.5			31.2			38.7			26.3	
Confl. Peds. (#/hr)	24		23	23		24	13		8	8		13
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	254	438	418	234	287	220	131	1167	175	181	948	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	438	418	234	507	0	131	1167	175	181	948	103
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6		5	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 (%)	18.6%	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	-5.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	-0.3		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)	31.9	37.2	17.8	28.7	39.2		17.8	69.4	69.4	21.7	73.4	73.4
Actuated g/C Ratio	0.18	0.21	0.10	0.16	0.22		0.10	0.40	0.40	0.12	0.42	0.42
v/c Ratio	0.83	0.61	0.62	0.82	0.69		0.72	0.87	0.25	0.78	0.67	0.15
Control Delay	93.3	69.0	10.4	95.8	62.8		101.7	58.2	17.4	100.8	45.4	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.3	69.0	10.4	95.8	62.8		101.7	58.2	17.4	100.8	45.4	6.9
LOS	F	E	B	F	E		F	E	B	F	D	A

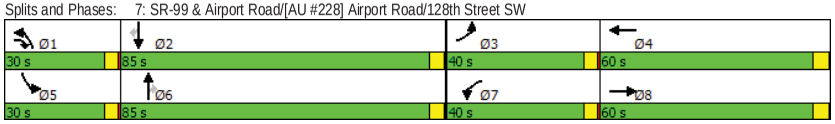
Lanes, Volumes, Timings
7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		52.5			73.2			57.2			50.3	
Approach LOS		D			E			E			D	
Queue Length 50th (ft)	299	256	0	280	275		159	691	59	218	484	2
Queue Length 95th (ft)	#497	348	59	417	364		252	864	129	#357	647	47
Internal Link Dist (ft)		2715			1982			1621			1079	
Turn Bay Length (ft)			400						300			430
Base Capacity (vph)	356	1101	801	368	1128		274	1599	817	283	1615	749
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	0.71	0.40	0.52	0.64	0.45		0.48	0.73	0.21	0.64	0.59	0.14

Intersection Summary

Area Type: Other
Cycle Length: 215
Actuated Cycle Length: 175.4
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 56.8 — Intersection LOS: E
Intersection Capacity Utilization 86.3% — ICU Level of Service E
Analysis Period (min) 15
Description: Airport Road is east-west and SR-99 is north-south
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



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	0	965	548	437	1116	0	0	0	0	576	0	382
Future Volume (vph)	0	965	548	437	1116	0	0	0	0	576	0	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	610		0	0		0	330		330
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			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		1.00	0.99	1.00								0.99
Frt		0.987	0.850									0.850
Flt Protected				0.950						0.950	0.950	
Satd. Flow (prot)	0	*1700	1427	3400	3505	0	0	0	0	1665	1665	1568
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	3310	1408	3394	3505	0	0	0	0	1665	1665	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9	455									103
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		861			711			315			681	
Travel Time (s)		19.6			13.9			7.2			15.5	
Confl. Peds. (#/hr)	4		2	2		4						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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	965	548	437	1116	0	0	0	0	576	0	382
Shared Lane Traffic (%)			17%							50%		
Lane Group Flow (vph)	0	1058	455	437	1116	0	0	0	0	288	288	382
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						8	
Permitted Phases			2							8		8
Detector Phase		2	2	1	6					8	8	8
Switch Phase												
Minimum Initial (s)		10.0	10.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		21.3	21.3	8.0	23.3					40.0	40.0	40.0
Total Split (s)		66.0	66.0	25.0	91.0					45.0	45.0	45.0
Total Split (%)		48.5%	48.5%	18.4%	66.9%					33.1%	33.1%	33.1%
Yellow Time (s)		4.3	4.3	4.0	4.3					4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		2.2	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		7.5	5.3	5.0	5.3					5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Min					Min	Min	Min
Act Effct Green (s)		66.3	68.5	20.8	94.3					31.4	31.4	31.4
Actuated g/C Ratio		0.49	0.50	0.15	0.69					0.23	0.23	0.23
v/c Ratio		1.27	0.49	0.84	0.46					0.75	0.75	0.88
Control Delay		166.0	10.3	80.1	8.9					60.3	60.3	57.1
Queue Delay		0.0	0.0	0.0	0.2					0.0	0.0	0.0
Total Delay		166.0	10.3	80.1	9.1					60.3	60.3	57.1
LOS		F	B	F	A					E	E	E
Approach Delay		119.2			29.0						59.0	

Lanes, Volumes, Timings
13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

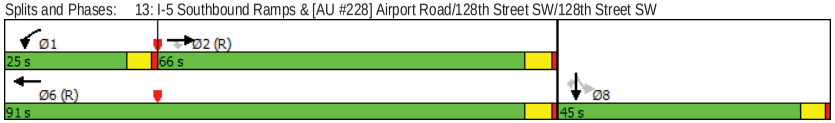
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			C						E	
Queue Length 50th (ft)		~659	74	212	158					247	247	245
Queue Length 95th (ft)		#835	134	m#274	195					333	333	350
Internal Link Dist (ft)		781			631			235			601	
Turn Bay Length (ft)				610						330		330
Base Capacity (vph)		833	935	532	2431					489	489	527
Starvation Cap Reductn		0	0	0	461					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		1.27	0.49	0.82	0.57					0.59	0.59	0.72

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 136
Offset: 10 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 70.1 — Intersection LOS: E
Intersection Capacity Utilization 76.0% — ICU Level of Service D
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



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
18: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	1105	0	0	1085	342	585	1	888	0	0	0
Future Volume (vph)	166	1105	0	0	1085	342	585	1	888	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		0
Storage Lanes	2		0	0		1	1		1	0		0
Taper Length (ft)	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	1.00					0.98	1.00	1.00				
Frt						0.850		0.872	0.850			
Flt Protected	0.950						0.950	0.993				
Satd. Flow (prot)	3467	3575	0	0	3504	1567	1664	1453	1489	0	0	0
Flt Permitted	0.950						0.950	0.993				
Satd. Flow (perm)	3453	3575	0	0	3504	1531	1663	1453	1489	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						218		51	55			
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		711			469			513			474	
Travel Time (s)		13.9			10.7			11.7			10.8	
Confl. Peds. (#/hr)	5					5	1					
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
Adj. Flow (vph)	169	1128	0	0	1107	349	597	1	906	0	0	0
Shared Lane Traffic (%)							12%		46%			
Lane Group Flow (vph)	169	1128	0	0	1107	349	525	490	489	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases						6	4		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)	8.0	30.3			30.3	30.3	21.0	21.0	21.0			
Total Split (s)	20.0	71.0			51.0	51.0	65.0	65.0	65.0			
Total Split (%)	14.7%	52.2%			37.5%	37.5%	47.8%	47.8%	47.8%			
Yellow Time (s)	3.6	4.3			4.3	4.3	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	-0.6	-1.3			-1.3	-1.3	-1.0	-1.0	-1.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
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)	11.6	67.0			51.4	51.4	61.0	61.0	61.0			
Actuated g/C Ratio	0.09	0.49			0.38	0.38	0.45	0.45	0.45			
v/c Ratio	0.57	0.64			0.84	0.49	0.70	0.72	0.70			
Control Delay	50.6	33.7			45.6	14.3	36.5	34.4	33.0			
Queue Delay	0.0	0.7			0.0	0.0	0.0	0.0	0.0			
Total Delay	50.6	34.3			45.6	14.3	36.5	34.4	33.0			
LOS	D	C			D	B	D	C	C			
Approach Delay		36.5			38.1			34.7				

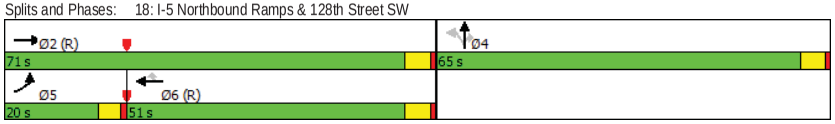
Lanes, Volumes, Timings
18: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			D			C				
Queue Length 50th (ft)	80	408			465	81	387	345	322			
Queue Length 95th (ft)	m79	m387			#590	180	534	502	467			
Internal Link Dist (ft)		631			389			433			394	
Turn Bay Length (ft)	150					200	225		225			
Base Capacity (vph)	407	1761			1324	714	745	679	698			
Starvation Cap Reductn	0	299			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	0.42	0.77			0.84	0.49	0.70	0.72	0.70			

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 136
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 36.4 — Intersection LOS: D
Intersection Capacity Utilization 76.0% — 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: I-5 Northbound Ramps & 128th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
19: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	543	127	46	243	96	95	322	69	224	826	7
Future Volume (vph)	6	543	127	46	243	96	95	322	69	224	826	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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	
Frt		0.972			0.958			0.973			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3398	0	1752	3345	0	1752	4900	0	1752	5030	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1751	3398	0	1752	3345	0	1750	4900	0	1752	5030	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			67			69			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		852			2399			2795			881	
Travel Time (s)		19.4			54.5			63.5			20.0	
Confl. Peds. (#/hr)	2		2	2		2	4					4
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	6	572	134	48	256	101	100	339	73	236	869	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	706	0	48	357	0	100	412	0	236	876	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)	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	Min		None	Min	
Act Effct Green (s)	5.6	18.5		6.4	22.7		8.1	16.3		9.8	20.8	
Actuated g/C Ratio	0.09	0.29		0.10	0.36		0.13	0.26		0.15	0.33	
v/c Ratio	0.04	0.69		0.27	0.29		0.45	0.31		0.87	0.53	
Control Delay	36.8	24.6		37.8	13.4		37.5	16.8		64.8	21.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.8	24.6		37.8	13.4		37.5	16.8		64.8	21.7	
LOS	D	C		D	B		D	B		E	C	
Approach Delay		24.7			16.3			20.9			30.8	

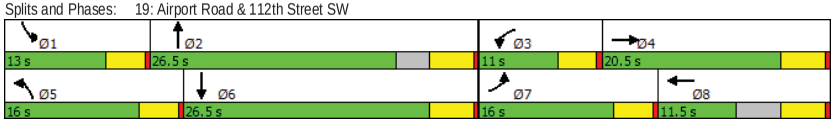
Lanes, Volumes, Timings
19: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	2	127		18	36		37	39		93	109	
Queue Length 95th (ft)	17	237		65	101		109	80		#345	208	
Internal Link Dist (ft)		772			2319			2715			801	
Turn Bay Length (ft)	135			120								
Base Capacity (vph)	363	1105		211	1244		363	2256		272	2017	
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	0.02	0.64		0.23	0.29		0.28	0.18		0.87	0.43	

Intersection Summary

Area Type: Other
Cycle Length: 74
Actuated Cycle Length: 63.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 25.2 — Intersection LOS: C
Intersection Capacity Utilization 59.4% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: Airport Road & 112th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
20: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	159	61	92	263	844	231	189	821	0	0
Future Volume (vph)	159	61	92	263	844	231	189	821	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80	0			0		0		0	0
Storage Lanes	1	1			1		1		0	0
Taper Length (ft)	25						25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.88	0.95	1.00	0.91	1.00	1.00
Frt		0.850			0.850					
Flt Protected	0.950						0.950			
Satd. Flow (prot)	1736	1553	0	3471	2733	0	1736	4988	0	0
Flt Permitted	0.950						0.950			
Satd. Flow (perm)	1736	1553	0	3471	2733	0	1736	4988	0	0
Right Turn on Red			Yes			Yes				Yes
Satd. Flow (RTOR)		75			73					
Link Speed (mph)	30			30				30	30	
Link Distance (ft)	1773			560				681	720	
Travel Time (s)	40.3			12.7				15.5	16.4	
Peak Hour Factor	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%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	173	66	100	286	917	251	205	892	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	173	166	0	286	1168	0	205	892	0	0
Turn Type	Prot	pm+ov		NA	Perm		Prot	NA		
Protected Phases	4	1		2			1	6		
Permitted Phases		4			2					
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)	25.0	20.0		45.0	45.0		20.0	65.0		
Total Split (%)	27.8%	22.2%		50.0%	50.0%		22.2%	72.2%		
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		Lag	Lag		Lead			
Lead-Lag Optimize?		Yes		Yes	Yes		Yes			
Recall Mode	None	None		C-Min	C-Min		None	C-Max		
Act Effct Green (s)	12.9	31.9		50.1	50.1		15.0	69.1		
Actuated g/C Ratio	0.14	0.35		0.56	0.56		0.17	0.77		
v/c Ratio	0.70	0.28		0.15	0.75		0.71	0.23		
Control Delay	50.9	11.0		9.4	22.4		48.9	3.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay	50.9	11.0		9.4	22.4		48.9	3.5		
LOS	D	B		A	C		D	A		
Approach Delay	31.3			19.8				12.0		
Approach LOS	C			B				B		
Queue Length 50th (ft)	95	35		61	340		111	41		

Lanes, Volumes, Timings
20: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Queue Length 95th (ft)	152	67		46	#493		178	72		
Internal Link Dist (ft)	1693			480				601	640	
Turn Bay Length (ft)	80									
Base Capacity (vph)	405	630		1933	1554		325	3829		
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	0.43	0.26		0.15	0.75		0.63	0.23		

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 18.2 — Intersection LOS: B
Intersection Capacity Utilization 54.7% — ICU Level of Service A
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.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: Airport Road & Casino Road

Lanes, Volumes, Timings
21: Airport Road & SR-526

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	653	5	390	0
Future Volume (vph)	0	0	653	5	390	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
Frt						
Flt Protected			0.950	0.953	0.950	
Satd. Flow (prot)	0	0	1588	1593	3242	0
Flt Permitted			0.950	0.953	0.950	
Satd. Flow (perm)	0	0	1588	1593	3242	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	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	0	0	787	6	470	0
Shared Lane Traffic (%)			50%			
Lane Group Flow (vph)	0	0	393	400	470	0
Turn Type			Perm	NA	Prot	
Protected Phases				8	2	
Permitted Phases			8			
Detector Phase			8	8	2	
Switch Phase						
Minimum Initial (s)			3.0	3.0	3.0	
Minimum Split (s)			21.0	21.0	21.0	
Total Split (s)			45.0	45.0	45.0	
Total Split (%)			50.0%	50.0%	50.0%	
Yellow Time (s)			4.0	4.0	4.0	
All-Red Time (s)			1.0	1.0	1.0	
Lost Time Adjust (s)			-1.0	-1.0	-1.0	
Total Lost Time (s)			4.0	4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode			Max	Max	None	
Act Effct Green (s)			41.1	41.1	16.3	
Actuated g/C Ratio			0.63	0.63	0.25	
v/c Ratio			0.39	0.40	0.58	
Control Delay			8.1	8.1	24.6	
Queue Delay			0.0	0.0	0.0	
Total Delay			8.1	8.1	24.6	
LOS			A	A	C	
Approach Delay				8.1	24.6	
Approach LOS				A	C	
Queue Length 50th (ft)			68	70	84	
Queue Length 95th (ft)			130	132	113	
Internal Link Dist (ft)	3811			162	601	
Turn Bay Length (ft)						

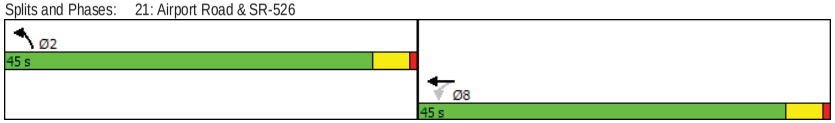
Lanes, Volumes, Timings
21: Airport Road & SR-526

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)			998	1001	2037	
Starvation Cap Reductn			0	0	0	
Spillback Cap Reductn			0	0	0	
Storage Cap Reductn			0	0	0	
Reduced v/c Ratio			0.39	0.40	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 65.4
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 14.2 — Intersection LOS: B
Intersection Capacity Utilization 36.0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Airport Road & SR-526



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
22: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	405	9	84	22	5	46	110	809	17	27	980	525
Future Volume (vph)	405	9	84	22	5	46	110	809	17	27	980	525
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		150
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	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
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (prot)	1649	1656	1553	1736	1827	1553	3367	3471	1553	1736	3471	1553
Flt Permitted	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (perm)	1649	1656	1553	1736	1827	1553	3366	3471	1553	1736	3471	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			87			87			79			247
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		402			651			2149			1549	
Travel Time (s)		9.1			14.8			48.8			35.2	
Confl. Peds. (#/hr)							1					1
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 (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	426	9	88	23	5	48	116	852	18	28	1032	553
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	217	218	88	23	5	48	116	852	18	28	1032	553
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4			3			2			6
Detector Phase	4	4	4	3	3	3	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	44.0	44.0	44.0	42.0	42.0	42.0	12.0	38.2	38.2	9.6	39.2	39.2
Total 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	4.7	4.7	3.6	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5	1.5
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)	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	Lag	Lag	Lag	Lead	Lead	Lead	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	Max	Max	None	Max	Max
Act Effct Green (s)	20.9	20.9	20.9	7.6	7.6	7.6	9.5	63.5	63.5	7.0	56.8	56.8
Actuated g/C Ratio	0.19	0.19	0.19	0.07	0.07	0.07	0.09	0.59	0.59	0.06	0.52	0.52
v/c Ratio	0.68	0.68	0.24	0.19	0.04	0.25	0.40	0.42	0.02	0.25	0.57	0.60
Control Delay	53.0	53.0	9.8	55.2	52.0	5.2	53.3	16.2	0.1	57.5	21.2	14.3
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	53.0	53.0	9.8	55.2	52.0	5.2	53.3	16.2	0.1	57.5	21.2	14.3
LOS	D	D	A	E	D	A	D	B	A	E	C	B
Approach Delay		45.7			23.4			20.2			19.5	

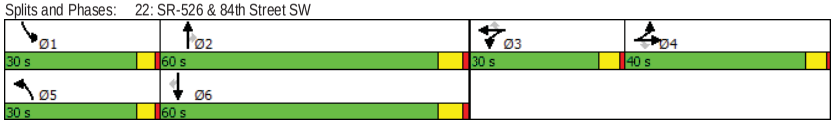
Lanes, Volumes, Timings
22: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	151	151	1	16	3	0	40	185	0	19	255	142
Queue Length 95th (ft)	248	249	43	46	18	8	76	304	0	54	408	325
Internal Link Dist (ft)		322			571			2069			1469	
Turn Bay Length (ft)			150	60		150	225		60	150		150
Base Capacity (vph)	554	557	580	421	443	443	818	2032	942	421	1816	919
Starvation Cap Reductn	13	14	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	0.40	0.40	0.15	0.05	0.01	0.11	0.14	0.42	0.02	0.07	0.57	0.60

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 108.5
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 24.1 — Intersection LOS: C
Intersection Capacity Utilization 59.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 22: SR-526 & 84th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
23: 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)	16	267	0	105	412	167	0	13	65	220	12	22
Future Volume (vph)	16	267	0	105	412	167	0	13	65	220	12	22
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	1.00			1.00	0.99			0.98		0.99	0.99	
Frt					0.957			0.875			0.903	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1770	3539	0	1770	3358	0	1863	1605	0	1770	1659	0
Flt Permitted	0.406			0.574						0.702		
Satd. Flow (perm)	753	3539	0	1066	3358	0	1863	1605	0	1300	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					126			71			24	
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		2	2		5	1		7	7		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
Adj. Flow (vph)	17	290	0	114	448	182	0	14	71	239	13	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	290	0	114	630	0	0	85	0	239	37	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	27.8	27.8		27.8	27.8		31.6	31.6		32.6	32.6	
Total Split (s)	55.0	55.0		55.0	55.0		30.0	30.0		30.0	30.0	
Total Split (%)	64.7%	64.7%		64.7%	64.7%		35.3%	35.3%		35.3%	35.3%	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-0.6	-0.6		-0.6	-0.6	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.0	4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	16.0	16.0		16.0	16.0			13.8		13.8	13.8	
Actuated g/C Ratio	0.41	0.41		0.41	0.41			0.35		0.35	0.35	
v/c Ratio	0.06	0.20		0.26	0.44			0.14		0.53	0.06	
Control Delay	9.9	9.0		11.4	8.5			4.3		15.2	5.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	9.9	9.0		11.4	8.5			4.3		15.2	5.8	
LOS	A	A		B	A			A		B	A	
Approach Delay		9.0			8.9			4.3			13.9	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)	2	16		13	32			2		37	2	
Queue Length 95th (ft)	15	60		61	107			22		104	15	
Internal Link Dist (ft)		1552			322			817			968	

Lanes, Volumes, Timings
23: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)	725	3410		1027	3240			1184		943	1211	
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	0.09		0.11	0.19			0.07		0.25	0.03	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 39.3
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 9.6 — Intersection LOS: A
Intersection Capacity Utilization 53.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: 44th Avenue W & 84th Street SW

Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
24: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	33	23	105	67	283	46	717	59	219	517	16
Future Volume (vph)	32	33	23	105	67	283	46	717	59	219	517	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		250	120		350	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
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	0.99	0.99		0.99		0.97	0.99		0.99	1.00	1.00	
Frt		0.939				0.850			0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1731	0	1770	1863	1583	1770	1863	1583	1770	1853	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	1731	0	1760	1863	1543	1752	1863	1561	1768	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				308			164		1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1270			1632			996			1235	
Travel Time (s)		28.9			37.1			22.6			28.1	
Confl. Peds. (#/hr)	4		3	3		2	7		2	2		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
Adj. Flow (vph)	35	36	25	114	73	308	50	779	64	238	562	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	61	0	114	73	308	50	779	64	238	579	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	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	40.0	40.0	38.0	53.0	
Total Split (%)	14.3%	30.0%		14.3%	30.0%	30.0%	17.9%	28.6%	28.6%	27.1%	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	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	8.3	14.7		13.0	19.0	19.0	9.4	69.9	69.9	24.2	86.9	
Actuated g/C Ratio	0.06	0.10		0.09	0.14	0.14	0.07	0.50	0.50	0.17	0.62	
v/c Ratio	0.33	0.30		0.70	0.29	0.65	0.42	0.84	0.07	0.78	0.50	
Control Delay	70.9	37.8		83.3	54.0	11.3	72.5	41.8	0.2	72.2	21.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	70.9	37.8		83.3	54.0	11.3	72.5	41.8	0.2	72.2	21.8	
LOS	E	D		F	D	B	E	D	A	E	C	
Approach Delay		49.9			34.2			40.5			36.5	
Approach LOS		D			C			D			D	

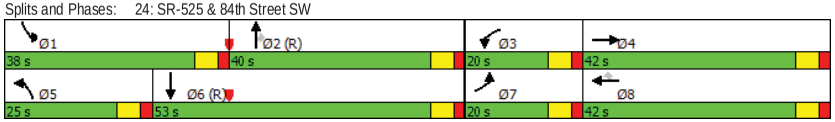
Lanes, Volumes, Timings
24: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	31	33		101	63	0	45	585	0	209	280	
Queue Length 95th (ft)	68	63		169	91	72	87	#1273	0	288	623	
Internal Link Dist (ft)		1190			1552			916			1155	
Turn Bay Length (ft)	50			125		250	120		350	125		
Base Capacity (vph)	184	475		184	501	640	247	930	861	412	1151	
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	0.19	0.13		0.62	0.15	0.48	0.20	0.84	0.07	0.58	0.50	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 60 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 38.1 — Intersection LOS: D
Intersection Capacity Utilization 75.7% — 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: 24: SR-525 & 84th Street SW



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
25: 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	651	2	667	62	1600	0	0	1292	164
Future Volume (vph)	0	0	0	651	2	667	62	1600	0	0	1292	164
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						
Frt						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	2747	1770	5085	0	0	7416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						57					39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		991			772			1065			940	
Travel Time (s)		22.5			17.5			24.2			21.4	
Confl. Peds. (#/hr)						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
Adj. Flow (vph)	0	0	0	708	2	725	67	1739	0	0	1404	178
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	354	356	725	67	1739	0	0	1582	0
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		5	2			6	
Permitted Phases				4		4						
Detector Phase				4	4	4	5	2			6	
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Minimum Split (s)				20.0	20.0	20.0	8.0	20.0			20.0	
Total Split (s)				36.0	36.0	36.0	19.0	84.0			65.0	
Total Split (%)				30.0%	30.0%	30.0%	15.8%	70.0%			54.2%	
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	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							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode				None	None	None	None	Min			Min	
Act Effct Green (s)				30.2	30.2	30.2	8.8	47.2			37.0	
Actuated g/C Ratio				0.35	0.35	0.35	0.10	0.55			0.43	
v/c Ratio				0.60	0.60	0.72	0.37	0.62			0.49	
Control Delay				29.9	29.9	28.6	45.4	14.1			18.6	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				29.9	29.9	28.6	45.4	14.1			18.6	
LOS				C	C	C	D	B			B	
Approach Delay					29.3			15.3			18.6	
Approach LOS					C			B			B	
Queue Length 50th (ft)				161	162	173	35	228			156	
Queue Length 95th (ft)				324	326	315	84	268			196	
Internal Link Dist (ft)		911			692			985			860	

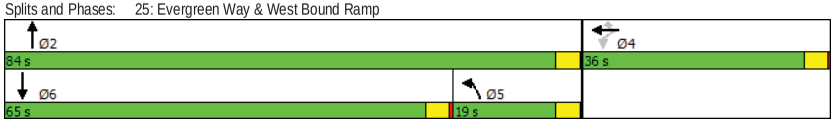
Lanes, Volumes, Timings
25: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)				645	646	1088	318	4613			5434	
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				0.55	0.55	0.67	0.21	0.38			0.29	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 85.7
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 20.5 — Intersection LOS: C
Intersection Capacity Utilization 61.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 25: Evergreen Way & West Bound Ramp



Existing Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

2022 Baseline PM Peak-Hour Interlocal and SEPA Level of Service Analysis

Q

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												
Traffic Volume (vph)	553	555	44	655	521	83	33	1364	476	458	1829	430
Future Volume (vph)	553	555	44	655	521	83	33	1364	476	458	1829	430
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			25			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	0.99	1.00		0.98	1.00		1.00		0.98	1.00		0.99
Frt		0.989			0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3219	3273	0	3319	*2600	0	1728	3455	1546	3302	3404	1523
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3201	3273	0	3260	3340	0	1728	3455	1515	3296	3404	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			9				171			334
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1789			2783			1344			2044	
Travel Time (s)		40.7			47.4			30.5			46.5	
Confl. Peds. (#/hr)	7		23	23		7	1		6	6		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
Adj. Flow (vph)	570	572	45	675	537	86	34	1406	491	472	1886	443
Shared Lane Traffic (%)												
Lane Group Flow (vph)	570	617	0	675	623	0	34	1406	491	472	1886	443
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			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)	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	3.0		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 Effct Green (s)	25.1	39.5		25.1	36.4		8.9	64.3	64.3	27.7	85.3	85.3
Actuated g/C Ratio	0.14	0.22		0.14	0.20		0.05	0.36	0.36	0.16	0.48	0.48
v/c Ratio	1.25	0.85		1.44	1.15		0.40	1.12	0.75	0.92	1.15	0.49
Control Delay	188.9	77.2		259.4	147.5		97.0	117.2	40.8	97.6	117.6	10.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	188.9	77.2		259.4	147.5		97.0	117.2	40.8	97.6	117.6	10.2
LOS	F	E		F	F		F	F	D	F	F	B

Lanes, Volumes, Timings
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

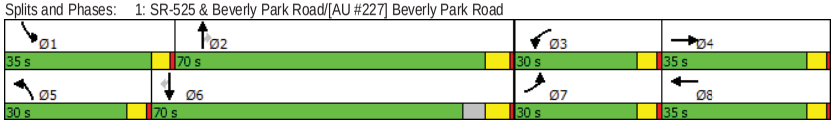
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		130.8			205.7			97.4			97.2	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~456	370		~584	~424		41	~1070	368	293	~1461	81
Queue Length 95th (ft)	#593	446		#727	#550		83	#1227	538	#394	#1657	196
Internal Link Dist (ft)		1709			2703			1264			1964	
Turn Bay Length (ft)	190			130			145		165	310		500
Base Capacity (vph)	455	730		469	540		244	1250	656	559	1635	895
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	1.25	0.85		1.44	1.15		0.14	1.12	0.75	0.84	1.15	0.49

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 177.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay: 122.3 — Intersection LOS: F
Intersection Capacity Utilization 119.7% — ICU Level of Service H
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	376	331	23	36	134	21	14	399	65	31	1006	555
Future Volume (vph)	376	331	23	36	134	21	14	399	65	31	1006	555
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	0		0	0		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		0.990			0.980			0.979			0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	1807	0	1736	1786	0	1669	4677	0	1686	4561	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3364	1807	0	1736	1786	0	1669	4677	0	1679	4561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			34			150	
Link Speed (mph)		38			30			30			30	
Link Distance (ft)		899			589			881			1264	
Travel Time (s)		16.1			13.4			20.0			28.7	
Confl. Peds. (#/hr)	1					1			3	3		
Confl. Bikes (#/hr)			2			2			1			10
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%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	409	360	25	39	146	23	15	434	71	34	1093	603
Shared Lane Traffic (%)												
Lane Group Flow (vph)	409	385	0	39	169	0	15	505	0	34	1696	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)	24.0	19.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	19.8%	15.6%		15.6%	15.6%		15.6%	49.0%		15.6%	49.0%	
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	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	4.5		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)	15.4	28.2		7.0	14.6		5.9	33.0		6.8	35.9	
Actuated g/C Ratio	0.19	0.34		0.08	0.18		0.07	0.40		0.08	0.43	
v/c Ratio	0.66	0.63		0.27	0.53		0.13	0.27		0.25	0.82	
Control Delay	41.0	33.6		49.9	40.7		51.4	17.7		50.1	24.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

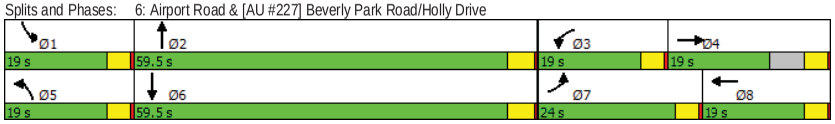
Lanes, Volumes, Timings
6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	41.0	33.6		49.9	40.7		51.4	17.7		50.1	24.2	
LOS	D	C		D	D		D	B		D	C	
Approach Delay		37.4			42.5			18.7			24.8	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	86	153		17	67		6	58		15	209	
Queue Length 95th (ft)	#234	400		69	188		36	123		63	492	
Internal Link Dist (ft)		819			509			801			1184	
Turn Bay Length (ft)	140			100								
Base Capacity (vph)	904	615		349	405		336	3389		339	3337	
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	0.63		0.11	0.42		0.04	0.15		0.10	0.51	

Intersection Summary

Area Type: Other
Cycle Length: 121.5
Actuated Cycle Length: 83
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 28.0 — Intersection LOS: C
Intersection Capacity Utilization 64.4% — ICU Level of Service C
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	242	435	401	233	291	206	177	1114	171	175	940	96
Future Volume (vph)	242	435	401	233	291	206	177	1114	171	175	940	96
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)	0		400	0		0	0		300	0		430
Storage Lanes	1		2	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
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	0.98			0.97	0.97		0.99		0.97	1.00		0.96
Frt			0.850		0.938				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3388	2944	1752	3098	0	1811	3388	1672	1869	3388	1516
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1654	3388	2944	1706	3098	0	1801	3388	1621	1863	3388	1462
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			441		49				101			94
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2795			2062			1701			1159	
Travel Time (s)		63.5			31.2			38.7			26.3	
Confl. Peds. (#/hr)	24		23	23		24	13		8	8		13
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	266	478	441	256	320	226	195	1224	188	192	1033	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	266	478	441	256	546	0	195	1224	188	192	1033	105
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6		5	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 (%)	18.6%	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	-5.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	-0.3		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)	33.9	39.7	23.9	31.8	42.6		23.9	75.6	75.6	23.2	74.9	74.9
Actuated g/C Ratio	0.18	0.21	0.13	0.17	0.23		0.13	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.87	0.67	0.58	0.87	0.74		0.85	0.90	0.26	0.83	0.77	0.16
Control Delay	103.5	74.7	9.2	104.5	68.9		112.3	63.4	18.9	110.7	54.6	9.0
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	103.5	74.7	9.2	104.5	68.9		112.3	63.4	18.9	110.7	54.6	9.0
LOS	F	E	A	F	E		F	E	B	F	D	A

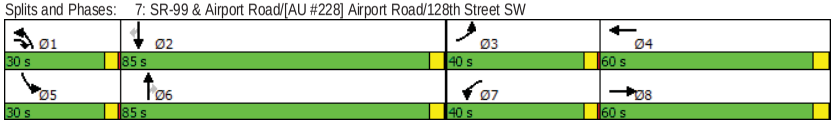
Lanes, Volumes, Timings
7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		56.8			80.3			64.2			59.1	
Approach LOS		E			F			E			E	
Queue Length 50th (ft)	342	310	0	327	326		252	780	71	247	605	9
Queue Length 95th (ft)	#549	381	61	#503	399		#423	#965	148	#401	750	56
Internal Link Dist (ft)		2715			1982			1621			1079	
Turn Bay Length (ft)			400						300			430
Base Capacity (vph)	326	1009	788	338	1038		251	1465	758	259	1465	685
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	0.82	0.47	0.56	0.76	0.53		0.78	0.84	0.25	0.74	0.71	0.15

Intersection Summary

Area Type: Other
Cycle Length: 215
Actuated Cycle Length: 188.3
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 63.7 — Intersection LOS: E
Intersection Capacity Utilization 89.4% — ICU Level of Service E
Analysis Period (min) 15
Description: Airport Road is east-west and SR-99 is north-south
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	0	1023	573	483	1189	0	0	0	0	612	0	423
Future Volume (vph)	0	1023	573	483	1189	0	0	0	0	612	0	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	610		0	0		0	330		330
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			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		1.00	0.99	1.00								0.99
Frt		0.988	0.850									0.850
Flt Protected				0.950						0.950	0.950	
Satd. Flow (prot)	0	*1700	1427	3400	3505	0	0	0	0	1665	1665	1568
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	3313	1408	3393	3505	0	0	0	0	1665	1665	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9	481									113
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		861			711			315			681	
Travel Time (s)		19.6			13.9			7.2			15.5	
Confl. Peds. (#/hr)	4		2	2		4						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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	1023	573	483	1189	0	0	0	0	612	0	423
Shared Lane Traffic (%)			16%							50%		
Lane Group Flow (vph)	0	1115	481	483	1189	0	0	0	0	306	306	423
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						8	
Permitted Phases			2							8		8
Detector Phase		2	2	1	6					8	8	8
Switch Phase												
Minimum Initial (s)		10.0	10.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		21.3	21.3	8.0	23.3					40.0	40.0	40.0
Total Split (s)		88.0	88.0	22.0	110.0					40.0	40.0	40.0
Total Split (%)		58.7%	58.7%	14.7%	73.3%					26.7%	26.7%	26.7%
Yellow Time (s)		4.3	4.3	4.0	4.3					4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		2.2	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		7.5	5.3	5.0	5.3					5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Min					Min	Min	Min
Act Effct Green (s)		80.5	82.7	18.1	105.8					33.9	33.9	33.9
Actuated g/C Ratio		0.54	0.55	0.12	0.71					0.23	0.23	0.23
v/c Ratio		1.22	0.48	1.18	0.48					0.81	0.81	0.97
Control Delay		134.0	3.6	156.8	10.8					72.7	72.7	77.5
Queue Delay		0.0	0.0	0.0	0.6					0.0	0.0	0.0
Total Delay		134.0	3.6	156.8	11.4					72.7	72.7	77.5
LOS		F	A	F	B					E	E	E
Approach Delay		94.7			53.4						74.6	

Lanes, Volumes, Timings
13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

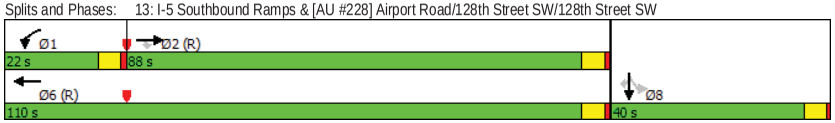
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			D						E	
Queue Length 50th (ft)		~742	68	~303	258					298	298	317
Queue Length 95th (ft)		m#854	m28	#419	304					#443	#443	#533
Internal Link Dist (ft)		781			631			235			601	
Turn Bay Length (ft)				610						330		330
Base Capacity (vph)		916	992	410	2472					388	388	447
Starvation Cap Reductn		0	0	0	797					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		1.22	0.48	1.18	0.71					0.79	0.79	0.95

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: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 73.8 — Intersection LOS: E
Intersection Capacity Utilization 81.1% — ICU Level of Service D
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



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
18: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	1178	0	0	1171	368	604	1	1014	0	0	0
Future Volume (vph)	178	1178	0	0	1171	368	604	1	1014	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		0
Storage Lanes	2		0	0		1	1		1	0		0
Taper Length (ft)	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	1.00					0.98	1.00	1.00				
Frt						0.850		0.867	0.850			
Flt Protected	0.950						0.950	0.994				
Satd. Flow (prot)	3467	3575	0	0	3504	1567	1664	1446	1489	0	0	0
Flt Permitted	0.950						0.950	0.994				
Satd. Flow (perm)	3455	3575	0	0	3504	1531	1663	1446	1489	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						218		41	55			
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		711			469			513			474	
Travel Time (s)		13.9			10.7			11.7			10.8	
Confl. Peds. (#/hr)	5					5	1					
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
Adj. Flow (vph)	182	1202	0	0	1195	376	616	1	1035	0	0	0
Shared Lane Traffic (%)							10%		47%			
Lane Group Flow (vph)	182	1202	0	0	1195	376	554	549	549	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases						6	4		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)	8.0	30.3			30.3	30.3	21.0	21.0	21.0			
Total Split (s)	20.0	71.0			51.0	51.0	65.0	65.0	65.0			
Total Split (%)	14.7%	52.2%			37.5%	37.5%	47.8%	47.8%	47.8%			
Yellow Time (s)	3.6	4.3			4.3	4.3	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	-0.6	-1.3			-1.3	-1.3	-1.0	-1.0	-1.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
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)	12.1	67.0			50.9	50.9	61.0	61.0	61.0			
Actuated g/C Ratio	0.09	0.49			0.37	0.37	0.45	0.45	0.45			
v/c Ratio	0.59	0.68			0.91	0.53	0.74	0.82	0.79			
Control Delay	67.3	28.9			52.0	16.6	38.5	41.7	38.1			
Queue Delay	0.0	0.9			0.0	0.0	0.0	0.0	0.0			
Total Delay	67.3	29.8			52.0	16.6	38.5	41.7	38.1			
LOS	E	C			D	B	D	D	D			
Approach Delay		34.7			43.5			39.4				

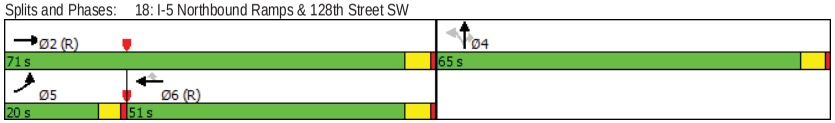
Lanes, Volumes, Timings
18: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			D			D				
Queue Length 50th (ft)	80	417			524	103	418	428	391			
Queue Length 95th (ft)	118	497			#702	211	577	#618	563			
Internal Link Dist (ft)		631			389			433			394	
Turn Bay Length (ft)	150					200	225		225			
Base Capacity (vph)	407	1761			1311	709	745	671	698			
Starvation Cap Reductn	0	281			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	0.81			0.91	0.53	0.74	0.82	0.79			

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 136
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 39.4 — Intersection LOS: D
Intersection Capacity Utilization 81.1% — 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: 18: I-5 Northbound Ramps & 128th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
19: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	580	141	46	268	96	106	340	69	224	848	7
Future Volume (vph)	6	580	141	46	268	96	106	340	69	224	848	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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	
Frt		0.971			0.960			0.975			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3394	0	1752	3353	0	1752	4910	0	1752	5030	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1751	3394	0	1752	3353	0	1750	4910	0	1752	5030	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			58			64			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		852			2399			2795			881	
Travel Time (s)		19.4			54.5			63.5			20.0	
Confl. Peds. (#/hr)	2		2	2		2	4					4
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	6	611	148	48	282	101	112	358	73	236	893	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	759	0	48	383	0	112	431	0	236	900	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)	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	Min		None	Min	
Act Effct Green (s)	5.5	19.5		6.3	23.7		8.4	16.9		9.7	20.8	
Actuated g/C Ratio	0.09	0.30		0.10	0.37		0.13	0.26		0.15	0.32	
v/c Ratio	0.04	0.72		0.28	0.30		0.49	0.32		0.90	0.55	
Control Delay	37.2	25.8		38.4	14.2		38.8	17.3		70.1	22.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.2	25.8		38.4	14.2		38.8	17.3		70.1	22.2	
LOS	D	C		D	B		D	B		E	C	
Approach Delay		25.8			16.9			21.7			32.2	

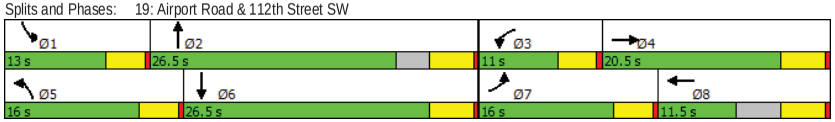
Lanes, Volumes, Timings
19: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	2	144		18	42		42	42		95	114	
Queue Length 95th (ft)	17	258		65	112		120	85		#345	215	
Internal Link Dist (ft)		772			2319			2715			801	
Turn Bay Length (ft)	135			120								
Base Capacity (vph)	351	1075		205	1267		351	2191		263	1956	
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	0.02	0.71		0.23	0.30		0.32	0.20		0.90	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 74
Actuated Cycle Length: 64.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 26.2 — Intersection LOS: C
Intersection Capacity Utilization 61.7% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: Airport Road & 112th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
20: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	159	61	92	283	844	231	189	866	0	0
Future Volume (vph)	159	61	92	283	844	231	189	866	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80	0			0		0		0	0
Storage Lanes	1	1			1		1		0	0
Taper Length (ft)	25						25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.88	0.95	1.00	0.91	1.00	1.00
Frt		0.850			0.850					
Flt Protected	0.950						0.950			
Satd. Flow (prot)	1736	1553	0	3471	2733	0	1736	4988	0	0
Flt Permitted	0.950						0.950			
Satd. Flow (perm)	1736	1553	0	3471	2733	0	1736	4988	0	0
Right Turn on Red			Yes			Yes				Yes
Satd. Flow (RTOR)		75			73					
Link Speed (mph)	30			30				30	30	
Link Distance (ft)	1773			560				681	720	
Travel Time (s)	40.3			12.7				15.5	16.4	
Peak Hour Factor	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%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	173	66	100	308	917	251	205	941	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	173	166	0	308	1168	0	205	941	0	0
Turn Type	Prot	pm+ov		NA	Perm		Prot	NA		
Protected Phases	4	1		2			1	6		
Permitted Phases		4			2					
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)	25.0	20.0		45.0	45.0		20.0	65.0		
Total Split (%)	27.8%	22.2%		50.0%	50.0%		22.2%	72.2%		
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		Lag	Lag		Lead			
Lead-Lag Optimize?		Yes		Yes	Yes		Yes			
Recall Mode	None	None		C-Min	C-Min		None	C-Max		
Act Effct Green (s)	12.9	31.9		50.1	50.1		15.0	69.1		
Actuated g/C Ratio	0.14	0.35		0.56	0.56		0.17	0.77		
v/c Ratio	0.70	0.28		0.16	0.75		0.71	0.25		
Control Delay	50.9	11.0		9.5	22.4		48.9	3.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay	50.9	11.0		9.5	22.4		48.9	3.5		
LOS	D	B		A	C		D	A		
Approach Delay	31.3			19.7				11.6		
Approach LOS	C			B				B		
Queue Length 50th (ft)	95	35		67	344		111	43		

Lanes, Volumes, Timings
20: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Queue Length 95th (ft)	152	67		52	#494		178	76		
Internal Link Dist (ft)	1693			480				601	640	
Turn Bay Length (ft)	80									
Base Capacity (vph)	405	630		1933	1554		325	3829		
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	0.43	0.26		0.16	0.75		0.63	0.25		

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 17.9 — Intersection LOS: B
Intersection Capacity Utilization 54.7% — ICU Level of Service A
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.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: Airport Road & Casino Road

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
21: Airport Road & SR-526

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	700	5	418	0
Future Volume (vph)	0	0	700	5	418	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
Frt						
Flt Protected			0.950	0.953	0.950	
Satd. Flow (prot)	0	0	1588	1593	3242	0
Flt Permitted			0.950	0.953	0.950	
Satd. Flow (perm)	0	0	1588	1593	3242	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	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	0	0	843	6	504	0
Shared Lane Traffic (%)			50%			
Lane Group Flow (vph)	0	0	421	428	504	0
Turn Type			Perm	NA	Prot	
Protected Phases				8	2	
Permitted Phases			8			
Detector Phase			8	8	2	
Switch Phase						
Minimum Initial (s)			3.0	3.0	3.0	
Minimum Split (s)			21.0	21.0	21.0	
Total Split (s)			45.0	45.0	45.0	
Total Split (%)			50.0%	50.0%	50.0%	
Yellow Time (s)			4.0	4.0	4.0	
All-Red Time (s)			1.0	1.0	1.0	
Lost Time Adjust (s)			-1.0	-1.0	-1.0	
Total Lost Time (s)			4.0	4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode			Max	Max	None	
Act Effct Green (s)			41.1	41.1	17.0	
Actuated g/C Ratio			0.62	0.62	0.26	
v/c Ratio			0.43	0.43	0.60	
Control Delay			8.8	8.9	24.8	
Queue Delay			0.0	0.0	0.0	
Total Delay			8.8	8.9	24.8	
LOS			A	A	C	
Approach Delay				8.8	24.8	
Approach LOS				A	C	
Queue Length 50th (ft)			77	80	91	
Queue Length 95th (ft)			147	149	122	
Internal Link Dist (ft)	3811			162	601	
Turn Bay Length (ft)						

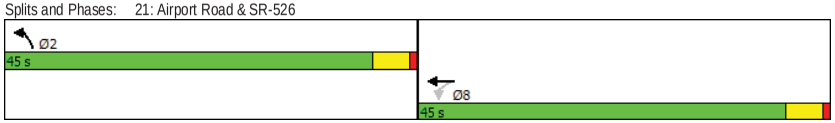
Lanes, Volumes, Timings
21: Airport Road & SR-526

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)			986	989	2014	
Starvation Cap Reductn			0	0	0	
Spillback Cap Reductn			0	0	0	
Storage Cap Reductn			0	0	0	
Reduced v/c Ratio			0.43	0.43	0.25	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.1
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 14.8 — Intersection LOS: B
Intersection Capacity Utilization 38.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Airport Road & SR-526



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
22: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	448	10	96	24	5	49	121	867	18	29	1051	569
Future Volume (vph)	448	10	96	24	5	49	121	867	18	29	1051	569
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		150
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	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
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (prot)	1649	1656	1553	1736	1827	1553	3367	3471	1553	1736	3471	1553
Flt Permitted	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (perm)	1649	1656	1553	1736	1827	1553	3366	3471	1553	1736	3471	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			87			87			79			249
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		402			651			2149			1549	
Travel Time (s)		9.1			14.8			48.8			35.2	
Confl. Peds. (#/hr)							1					1
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 (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	472	11	101	25	5	52	127	913	19	31	1106	599
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	241	242	101	25	5	52	127	913	19	31	1106	599
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4			3			2			6
Detector Phase	4	4	4	3	3	3	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	44.0	44.0	44.0	42.0	42.0	42.0	12.0	38.2	38.2	9.6	39.2	39.2
Total 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	4.7	4.7	3.6	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5	1.5
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)	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	Lag	Lag	Lag	Lead	Lead	Lead	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	Max	Max	None	Max	Max
Act Effct Green (s)	23.0	23.0	23.0	7.8	7.8	7.8	9.9	63.9	63.9	7.2	56.9	56.9
Actuated g/C Ratio	0.21	0.21	0.21	0.07	0.07	0.07	0.09	0.57	0.57	0.06	0.51	0.51
v/c Ratio	0.71	0.71	0.26	0.21	0.04	0.28	0.42	0.46	0.02	0.28	0.62	0.66
Control Delay	53.7	53.6	12.1	57.2	54.0	6.6	54.9	18.0	0.1	59.8	24.0	17.5
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	53.8	53.7	12.1	57.2	54.0	6.6	54.9	18.0	0.1	59.8	24.0	17.5
LOS	D	D	B	E	D	A	D	B	A	E	C	B
Approach Delay		46.6			24.9			22.1			22.4	

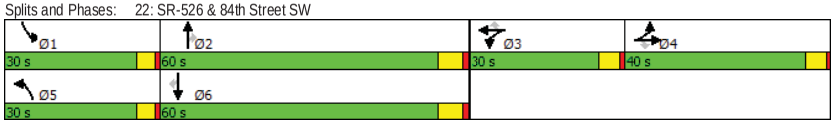
Lanes, Volumes, Timings
22: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	172	172	8	17	3	0	45	214	0	22	297	183
Queue Length 95th (ft)	277	277	54	50	18	14	85	355	0	58	483	411
Internal Link Dist (ft)		322			571			2069			1469	
Turn Bay Length (ft)			150	60		150	225		60	150		150
Base Capacity (vph)	541	543	568	411	433	434	798	1994	925	411	1773	904
Starvation Cap Reductn	26	26	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	0.47	0.18	0.06	0.01	0.12	0.16	0.46	0.02	0.08	0.62	0.66

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 111.3
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 26.4 — Intersection LOS: C
Intersection Capacity Utilization 61.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 22: SR-526 & 84th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
23: 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)	18	286	0	113	442	188	0	15	70	256	15	26
Future Volume (vph)	18	286	0	113	442	188	0	15	70	256	15	26
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	1.00			1.00	0.99			0.98		0.99	0.99	
Frt					0.955			0.876			0.905	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1770	3539	0	1770	3350	0	1863	1607	0	1770	1663	0
Flt Permitted	0.363			0.563						0.697		
Satd. Flow (perm)	674	3539	0	1046	3350	0	1863	1607	0	1291	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					135			76			28	
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		2	2		5	1		7	7		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
Adj. Flow (vph)	20	311	0	123	480	204	0	16	76	278	16	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	311	0	123	684	0	0	92	0	278	44	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	27.8	27.8		27.8	27.8		31.6	31.6		32.6	32.6	
Total Split (s)	55.0	55.0		55.0	55.0		30.0	30.0		30.0	30.0	
Total Split (%)	64.7%	64.7%		64.7%	64.7%		35.3%	35.3%		35.3%	35.3%	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-0.6	-0.6		-0.6	-0.6	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.0	4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	17.9	17.9		17.9	17.9			15.7		15.7	15.7	
Actuated g/C Ratio	0.42	0.42		0.42	0.42			0.37		0.37	0.37	
v/c Ratio	0.07	0.21		0.28	0.46			0.15		0.59	0.07	
Control Delay	10.4	9.4		12.0	9.0			4.4		17.4	6.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	10.4	9.4		12.0	9.0			4.4		17.4	6.0	
LOS	B	A		B	A			A		B	A	
Approach Delay		9.4			9.5			4.4			15.9	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)	2	21		17	41			2		51	2	
Queue Length 95th (ft)	16	63		66	117			24		129	18	
Internal Link Dist (ft)		1552			322			817			968	

Lanes, Volumes, Timings
23: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)	647	3398		1004	3222			1078		845	1098	
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	0.03	0.09		0.12	0.21			0.09		0.33	0.04	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 43
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 10.5 — Intersection LOS: B
Intersection Capacity Utilization 56.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 23: 44th Avenue W & 84th Street SW

2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
24: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	35	25	115	72	303	49	769	64	235	554	17
Future Volume (vph)	34	35	25	115	72	303	49	769	64	235	554	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		250	120		350	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
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	0.99	0.99		0.99		0.97	0.99		0.99	1.00	1.00	
Frt		0.938				0.850			0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1729	0	1770	1863	1583	1770	1863	1583	1770	1853	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	1729	0	1760	1863	1543	1753	1863	1561	1768	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				329			164		1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1270			1632			996			1235	
Travel Time (s)		28.9			37.1			22.6			28.1	
Confl. Peds. (#/hr)	4		3	3		2	7		2	2		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
Adj. Flow (vph)	37	38	27	125	78	329	53	836	70	255	602	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	65	0	125	78	329	53	836	70	255	620	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	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	40.0	40.0	38.0	53.0	
Total Split (%)	14.3%	30.0%		14.3%	30.0%	30.0%	17.9%	28.6%	28.6%	27.1%	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	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	8.5	14.8		13.4	19.3	19.3	9.7	68.3	68.3	25.3	86.2	
Actuated g/C Ratio	0.06	0.11		0.10	0.14	0.14	0.07	0.49	0.49	0.18	0.62	
v/c Ratio	0.35	0.32		0.74	0.30	0.66	0.43	0.92	0.08	0.80	0.54	
Control Delay	71.1	38.2		86.7	54.3	11.3	72.7	50.9	0.2	72.6	23.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	71.1	38.2		86.7	54.3	11.3	72.7	50.9	0.2	72.6	23.0	
LOS	E	D		F	D	B	E	D	A	E	C	
Approach Delay		50.1			35.3			48.4			37.4	
Approach LOS		D			D			D			D	

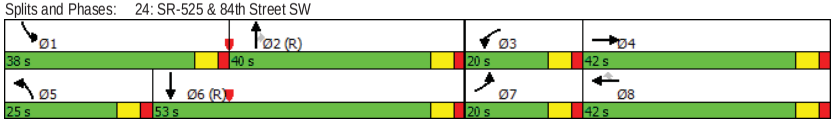
Lanes, Volumes, Timings
24: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	33	35		112	67	0	47	682	0	224	315	
Queue Length 95th (ft)	70	67		#196	96	74	92	#1391	0	306	#728	
Internal Link Dist (ft)		1190			1552			916			1155	
Turn Bay Length (ft)	50			125		250	120		350	125		
Base Capacity (vph)	184	475		184	500	654	247	908	845	412	1141	
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	0.20	0.14		0.68	0.16	0.50	0.21	0.92	0.08	0.62	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 60 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 41.8 — Intersection LOS: D
Intersection Capacity Utilization 79.9% — 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: 24: SR-525 & 84th Street SW



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
25: 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	698	2	715	66	1715	0	0	1385	176
Future Volume (vph)	0	0	0	698	2	715	66	1715	0	0	1385	176
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						
Frt						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	2747	1770	5085	0	0	7416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						45					39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		991			772			1065			940	
Travel Time (s)		22.5			17.5			24.2			21.4	
Confl. Peds. (#/hr)						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
Adj. Flow (vph)	0	0	0	759	2	777	72	1864	0	0	1505	191
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	379	382	777	72	1864	0	0	1696	0
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		5	2			6	
Permitted Phases				4		4						
Detector Phase				4	4	4	5	2			6	
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Minimum Split (s)				20.0	20.0	20.0	8.0	20.0			20.0	
Total Split (s)				36.0	36.0	36.0	19.0	84.0			65.0	
Total Split (%)				30.0%	30.0%	30.0%	15.8%	70.0%			54.2%	
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	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							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode				None	None	None	None	Min			Min	
Act Effct Green (s)				32.5	32.5	32.5	9.6	52.8			41.5	
Actuated g/C Ratio				0.35	0.35	0.35	0.10	0.56			0.44	
v/c Ratio				0.65	0.65	0.79	0.40	0.65			0.51	
Control Delay				34.9	35.0	35.0	48.3	14.7			19.1	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				34.9	35.0	35.0	48.3	14.7			19.1	
LOS				C	D	C	D	B			B	
Approach Delay					35.0			15.9			19.1	
Approach LOS					C			B			B	
Queue Length 50th (ft)				193	194	215	40	254			173	
Queue Length 95th (ft)				#424	#427	#440	94	294			220	
Internal Link Dist (ft)		911			692			985			860	

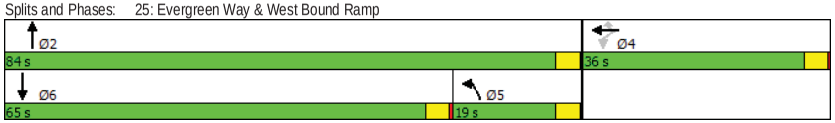
Lanes, Volumes, Timings
25: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)				584	586	985	288	4388			4932	
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				0.65	0.65	0.79	0.25	0.42			0.34	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 93.5
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 22.6 — Intersection LOS: C
Intersection Capacity Utilization 64.9% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: Evergreen Way & West Bound Ramp



2022 Baseline Conditions
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

2022 Future with Project PM Peak-Hour Interlocal and SEPA Level of Service Analysis

R

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												
Traffic Volume (vph)	553	559	44	664	525	84	33	1364	485	459	1829	430
Future Volume (vph)	553	559	44	664	525	84	33	1364	485	459	1829	430
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			25			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	0.99	1.00		0.98	1.00		1.00		0.98	1.00		0.99
Frt		0.989			0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3219	3273	0	3319	*2600	0	1728	3455	1546	3302	3404	1523
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3201	3273	0	3260	3340	0	1728	3455	1515	3296	3404	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			9				174			334
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1789			2783			1344			2044	
Travel Time (s)		40.7			47.4			30.5			46.5	
Confl. Peds. (#/hr)	7		23	23		7	1		6	6		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
Adj. Flow (vph)	570	576	45	685	541	87	34	1406	500	473	1886	443
Shared Lane Traffic (%)												
Lane Group Flow (vph)	570	621	0	685	628	0	34	1406	500	473	1886	443
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			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)	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	3.0		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 Effct Green (s)	25.1	39.5		25.1	36.4		8.9	64.3	64.3	27.7	85.3	85.3
Actuated g/C Ratio	0.14	0.22		0.14	0.20		0.05	0.36	0.36	0.16	0.48	0.48
v/c Ratio	1.25	0.85		1.46	1.16		0.40	1.12	0.76	0.92	1.15	0.49
Control Delay	188.9	77.7		267.8	150.5		97.0	117.2	41.5	97.9	117.6	10.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	188.9	77.7		267.8	150.5		97.0	117.2	41.5	97.9	117.6	10.2
LOS	F	E		F	F		F	F	D	F	F	B

Lanes, Volumes, Timings
1: SR-525 & Beverly Park Road/[AU #227] Beverly Park Road

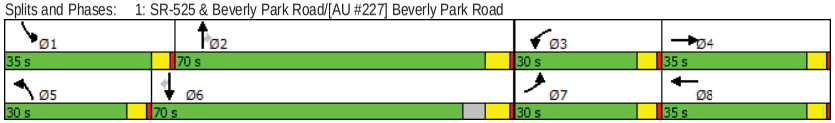
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		130.9			211.7			97.3			97.3	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~456	372		~597	~431		41	~1070	378	294	~1461	81
Queue Length 95th (ft)	#593	450		#740	#557		83	#1227	551	#395	#1657	196
Internal Link Dist (ft)		1709			2703			1264			1964	
Turn Bay Length (ft)	190			130			145		165	310		500
Base Capacity (vph)	455	730		469	540		244	1250	658	559	1635	895
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	1.25	0.85		1.46	1.16		0.14	1.12	0.76	0.85	1.15	0.49

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 177.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.46
Intersection Signal Delay: 123.6 — Intersection LOS: F
Intersection Capacity Utilization 120.0% — ICU Level of Service H
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



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	390	331	23	36	134	21	14	438	65	31	1045	569
Future Volume (vph)	390	331	23	36	134	21	14	438	65	31	1045	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	0		0	0		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		0.990			0.980			0.981			0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	1807	0	1736	1786	0	1669	4688	0	1686	4561	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3364	1807	0	1736	1786	0	1669	4688	0	1680	4561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			30			147	
Link Speed (mph)		38			30			30			30	
Link Distance (ft)		899			589			881			1264	
Travel Time (s)		16.1			13.4			20.0			28.7	
Confl. Peds. (#/hr)	1					1			3	3		
Confl. Bikes (#/hr)			2			2			1			10
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%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	424	360	25	39	146	23	15	476	71	34	1136	618
Shared Lane Traffic (%)												
Lane Group Flow (vph)	424	385	0	39	169	0	15	547	0	34	1754	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)	24.0	19.0		19.0	19.0		19.0	59.5		19.0	59.5	
Total Split (%)	19.8%	15.6%		15.6%	15.6%		15.6%	49.0%		15.6%	49.0%	
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	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	4.5		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)	16.0	29.0		7.0	14.8		5.9	34.7		6.9	37.6	
Actuated g/C Ratio	0.19	0.34		0.08	0.17		0.07	0.41		0.08	0.44	
v/c Ratio	0.67	0.63		0.27	0.54		0.13	0.28		0.25	0.84	
Control Delay	42.0	34.3		51.1	42.1		52.4	18.1		51.4	25.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

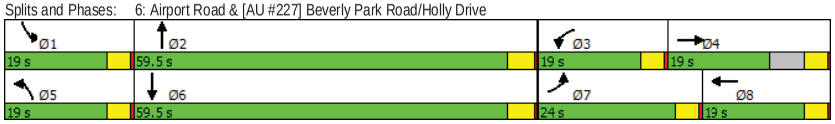
Lanes, Volumes, Timings
6: Airport Road & [AU #227] Beverly Park Road/Holly Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	42.0	34.3		51.1	42.1		52.4	18.1		51.4	25.2	
LOS	D	C		D	D		D	B		D	C	
Approach Delay		38.4			43.8			19.1			25.7	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	95	163		18	72		7	67		16	232	
Queue Length 95th (ft)	#253	400		69	188		36	134		63	520	
Internal Link Dist (ft)		819			509			801			1184	
Turn Bay Length (ft)	140			100								
Base Capacity (vph)	871	614		337	392		323	3305		327	3251	
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	0.49	0.63		0.12	0.43		0.05	0.17		0.10	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 121.5
Actuated Cycle Length: 85.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 28.8 — Intersection LOS: C
Intersection Capacity Utilization 65.5% — ICU Level of Service C
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



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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)	242	461	412	233	317	206	188	1114	171	175	940	96
Future Volume (vph)	242	461	412	233	317	206	188	1114	171	175	940	96
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)	0		400	0		0	0		300	0		430
Storage Lanes	1		2	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
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	0.98			0.97	0.98		0.99		0.97	1.00		0.96
Frt			0.850		0.941				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3388	2944	1752	3112	0	1811	3388	1672	1869	3388	1516
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1656	3388	2944	1708	3112	0	1801	3388	1621	1863	3388	1462
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			453		49				101			94
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		2795			2062			1701			1159	
Travel Time (s)		63.5			31.2			38.7			26.3	
Confl. Peds. (#/hr)	24		23	23		24	13		8	8		13
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	266	507	453	256	348	226	207	1224	188	192	1033	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	266	507	453	256	574	0	207	1224	188	192	1033	105
Turn Type	Prot	NA	Over	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1	7	4		1	6		5	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 (%)	18.6%	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	-5.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.7	4.2	4.2	-0.3		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)	34.0	41.5	25.0	31.9	44.5		25.0	76.0	76.0	23.2	74.2	74.2
Actuated g/C Ratio	0.18	0.22	0.13	0.17	0.23		0.13	0.40	0.40	0.12	0.39	0.39
v/c Ratio	0.88	0.69	0.58	0.87	0.75		0.87	0.91	0.27	0.85	0.78	0.17
Control Delay	106.0	75.2	9.1	106.8	69.5		114.6	65.3	19.4	113.2	57.0	9.2
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	106.0	75.2	9.1	106.8	69.5		114.6	65.3	19.4	113.2	57.0	9.2
LOS	F	E	A	F	E		F	E	B	F	E	A

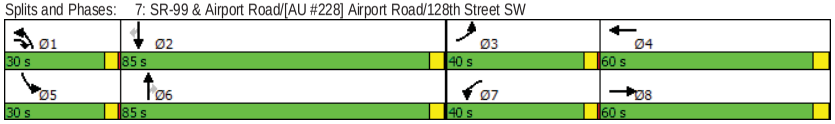
Lanes, Volumes, Timings
7: SR-99 & Airport Road/[AU #228] Airport Road/128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		57.4			81.0			66.2			61.4	
Approach LOS		E			F			E			E	
Queue Length 50th (ft)	346	333	0	330	348		273	794	73	250	615	9
Queue Length 95th (ft)	#556	404	61	#514	422		#468	#1005	150	#407	763	57
Internal Link Dist (ft)		2715			1982			1621			1079	
Turn Bay Length (ft)			400						300			430
Base Capacity (vph)	322	995	794	333	1030		248	1445	749	256	1445	677
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	0.83	0.51	0.57	0.77	0.56		0.83	0.85	0.25	0.75	0.71	0.16

Intersection Summary

Area Type: Other
Cycle Length: 215
Actuated Cycle Length: 190.7
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 65.2 — Intersection LOS: E
Intersection Capacity Utilization 89.7% — ICU Level of Service E
Analysis Period (min) 15
Description: Airport Road is east-west and SR-99 is north-south
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



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
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												
Traffic Volume (vph)	0	1028	594	483	1215	0	0	0	0	612	0	423
Future Volume (vph)	0	1028	594	483	1215	0	0	0	0	612	0	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	610		0	0		0	330		330
Storage Lanes	0		1	2		0	0		0	1		1
Taper Length (ft)	25			25			25			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		1.00	0.99	1.00								0.99
Frt		0.986	0.850									0.850
Flt Protected				0.950						0.950	0.950	
Satd. Flow (prot)	0	*1700	1427	3400	3505	0	0	0	0	1665	1665	1568
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	3306	1408	3394	3505	0	0	0	0	1665	1665	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11	487									107
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		861			711			315			681	
Travel Time (s)		19.6			13.9			7.2			15.5	
Confl. Peds. (#/hr)	4		2	2		4						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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	1028	594	483	1215	0	0	0	0	612	0	423
Shared Lane Traffic (%)			18%							50%		
Lane Group Flow (vph)	0	1135	487	483	1215	0	0	0	0	306	306	423
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						8	
Permitted Phases			2							8		8
Detector Phase		2	2	1	6					8	8	8
Switch Phase												
Minimum Initial (s)		10.0	10.0	3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		21.3	21.3	8.0	23.3					40.0	40.0	40.0
Total Split (s)		88.0	88.0	22.0	110.0					40.0	40.0	40.0
Total Split (%)		58.7%	58.7%	14.7%	73.3%					26.7%	26.7%	26.7%
Yellow Time (s)		4.3	4.3	4.0	4.3					4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		2.2	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		7.5	5.3	5.0	5.3					5.0	5.0	5.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Max	C-Max	None	C-Min					Min	Min	Min
Act Effct Green (s)		80.5	82.7	17.9	105.6					34.1	34.1	34.1
Actuated g/C Ratio		0.54	0.55	0.12	0.70					0.23	0.23	0.23
v/c Ratio		1.24	0.49	1.19	0.49					0.81	0.81	0.97
Control Delay		142.7	3.7	162.5	11.0					72.0	72.0	79.4
Queue Delay		0.0	0.0	0.0	0.6					0.0	0.0	0.0
Total Delay		142.7	3.7	162.5	11.6					72.0	72.0	79.4
LOS		F	A	F	B					E	E	E
Approach Delay		101.0			54.6						75.0	

Lanes, Volumes, Timings
13: I-5 Southbound Ramps & [AU #228] Airport Road/128th Street SW/128th Street SW

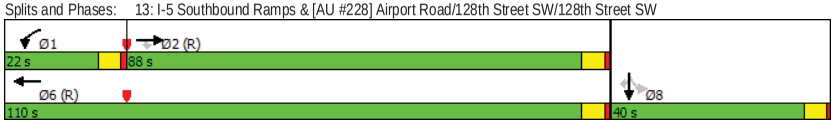
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			D						E	
Queue Length 50th (ft)		~765	71	~303	267					298	298	323
Queue Length 95th (ft)		m#877	m40	#419	314					#443	#443	#543
Internal Link Dist (ft)		781			631			235			601	
Turn Bay Length (ft)				610						330		330
Base Capacity (vph)		917	994	405	2467					388	388	443
Starvation Cap Reductn		0	0	0	788					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		1.24	0.49	1.19	0.72					0.79	0.79	0.95

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: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 76.7 — Intersection LOS: E
Intersection Capacity Utilization 81.2% — ICU Level of Service D
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



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
18: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	1183	0	0	1176	368	625	1	1014	0	0	0
Future Volume (vph)	178	1183	0	0	1176	368	625	1	1014	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		0
Storage Lanes	2		0	0		1	1		1	0		0
Taper Length (ft)	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	1.00					0.98	1.00	1.00				
Frt						0.850		0.868	0.850			
Flt Protected	0.950						0.950	0.994				
Satd. Flow (prot)	3467	3575	0	0	3504	1567	1664	1448	1489	0	0	0
Flt Permitted	0.950						0.950	0.994				
Satd. Flow (perm)	3455	3575	0	0	3504	1531	1663	1448	1489	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						217		40	55			
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		711			469			513			474	
Travel Time (s)		13.9			10.7			11.7			10.8	
Confl. Peds. (#/hr)	5					5	1					
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
Adj. Flow (vph)	182	1207	0	0	1200	376	638	1	1035	0	0	0
Shared Lane Traffic (%)							10%		47%			
Lane Group Flow (vph)	182	1207	0	0	1200	376	574	551	549	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases						6	4		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)	8.0	30.3			30.3	30.3	21.0	21.0	21.0			
Total Split (s)	20.0	71.0			51.0	51.0	65.0	65.0	65.0			
Total Split (%)	14.7%	52.2%			37.5%	37.5%	47.8%	47.8%	47.8%			
Yellow Time (s)	3.6	4.3			4.3	4.3	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	-0.6	-1.3			-1.3	-1.3	-1.0	-1.0	-1.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
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)	12.1	67.0			50.9	50.9	61.0	61.0	61.0			
Actuated g/C Ratio	0.09	0.49			0.37	0.37	0.45	0.45	0.45			
v/c Ratio	0.59	0.69			0.92	0.53	0.77	0.82	0.79			
Control Delay	67.3	28.9			52.4	16.7	40.0	42.0	38.1			
Queue Delay	0.0	0.9			0.0	0.0	0.0	0.0	0.0			
Total Delay	67.3	29.9			52.4	16.7	40.0	42.0	38.1			
LOS	E	C			D	B	D	D	D			
Approach Delay		34.8			43.9			40.1				

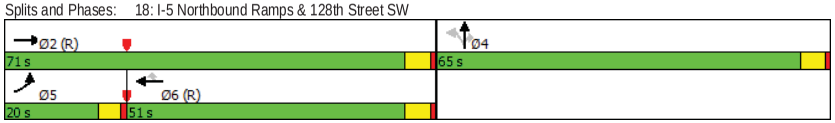
Lanes, Volumes, Timings
18: I-5 Northbound Ramps & 128th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			D			D				
Queue Length 50th (ft)	80	420			527	104	442	431	391			
Queue Length 95th (ft)	118	500			#706	212	608	#630	563			
Internal Link Dist (ft)		631			389			433			394	
Turn Bay Length (ft)	150					200	225		225			
Base Capacity (vph)	407	1761			1311	708	745	671	698			
Starvation Cap Reductn	0	280			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	0.81			0.92	0.53	0.77	0.82	0.79			

Intersection Summary

Area Type: Other
Cycle Length: 136
Actuated Cycle Length: 136
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 39.8 — Intersection LOS: D
Intersection Capacity Utilization 81.2% — 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: 18: I-5 Northbound Ramps & 128th Street SW



Lanes, Volumes, Timings
19: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	580	141	46	268	98	106	377	69	226	885	7
Future Volume (vph)	6	580	141	46	268	98	106	377	69	226	885	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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	
Frt		0.971			0.960			0.977			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3394	0	1752	3353	0	1752	4920	0	1752	5030	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1751	3394	0	1752	3353	0	1750	4920	0	1752	5030	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			59			55			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		852			2399			2795			881	
Travel Time (s)		19.4			54.5			63.5			20.0	
Confl. Peds. (#/hr)	2		2	2		2	4					4
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	6	611	148	48	282	103	112	397	73	238	932	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	759	0	48	385	0	112	470	0	238	939	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)	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	Min		None	Min	
Act Effct Green (s)	5.5	19.5		6.3	23.7		8.4	17.3		9.7	21.3	
Actuated g/C Ratio	0.08	0.30		0.10	0.36		0.13	0.27		0.15	0.33	
v/c Ratio	0.04	0.73		0.28	0.31		0.50	0.35		0.91	0.57	
Control Delay	37.3	26.2		38.7	14.4		39.1	18.0		73.2	22.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.3	26.2		38.7	14.4		39.1	18.0		73.2	22.4	
LOS	D	C		D	B		D	B		E	C	
Approach Delay		26.2			17.1			22.0			32.7	

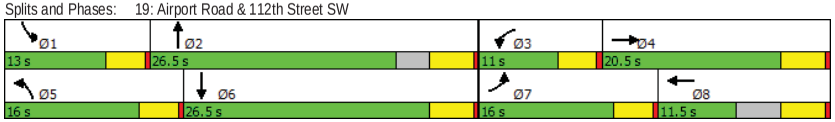
Lanes, Volumes, Timings
19: Airport Road & 112th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	2	146		18	43		43	47		97	120	
Queue Length 95th (ft)	17	258		65	112		120	95		#348	226	
Internal Link Dist (ft)		772			2319			2715			801	
Turn Bay Length (ft)	135			120								
Base Capacity (vph)	348	1066		203	1259		348	2171		261	1938	
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	0.02	0.71		0.24	0.31		0.32	0.22		0.91	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 74
Actuated Cycle Length: 65
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 26.6 — Intersection LOS: C
Intersection Capacity Utilization 62.4% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: Airport Road & 112th Street SW



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
20: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	161	61	92	296	912	233	189	907	0	0
Future Volume (vph)	161	61	92	296	912	233	189	907	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80	0			0		0		0	0
Storage Lanes	1	1			1		1		0	0
Taper Length (ft)	25						25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.88	0.95	1.00	0.91	1.00	1.00
Frt		0.850			0.850					
Flt Protected	0.950						0.950			
Satd. Flow (prot)	1736	1553	0	3471	2733	0	1736	4988	0	0
Flt Permitted	0.950						0.950			
Satd. Flow (perm)	1736	1553	0	3471	2733	0	1736	4988	0	0
Right Turn on Red			Yes			Yes				Yes
Satd. Flow (RTOR)		59			73					
Link Speed (mph)	30			30				30	30	
Link Distance (ft)	1773			560				681	720	
Travel Time (s)	40.3			12.7				15.5	16.4	
Peak Hour Factor	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%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	175	66	100	322	991	253	205	986	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	175	166	0	322	1244	0	205	986	0	0
Turn Type	Prot	pm+ov		NA	Perm		Prot	NA		
Protected Phases	4	1		2			1	6		
Permitted Phases		4			2					
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)	25.0	20.0		45.0	45.0		20.0	65.0		
Total Split (%)	27.8%	22.2%		50.0%	50.0%		22.2%	72.2%		
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		Lag	Lag		Lead			
Lead-Lag Optimize?		Yes		Yes	Yes		Yes			
Recall Mode	None	None		C-Min	C-Min		None	C-Max		
Act Effct Green (s)	13.0	31.9		50.1	50.1		14.9	69.0		
Actuated g/C Ratio	0.14	0.35		0.56	0.56		0.17	0.77		
v/c Ratio	0.70	0.28		0.17	0.80		0.71	0.26		
Control Delay	50.9	12.6		9.7	24.7		49.1	3.6		
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay	50.9	12.6		9.7	24.7		49.1	3.6		
LOS	D	B		A	C		D	A		
Approach Delay	32.3			21.6				11.4		
Approach LOS	C			C				B		
Queue Length 50th (ft)	96	41		71	419		111	46		

Lanes, Volumes, Timings
20: Airport Road & Casino Road

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL	SWR
Queue Length 95th (ft)	153	73		56	#550		178	80		
Internal Link Dist (ft)	1693			480				601	640	
Turn Bay Length (ft)	80									
Base Capacity (vph)	405	621		1930	1552		325	3824		
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	0.43	0.27		0.17	0.80		0.63	0.26		

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 18.9 — Intersection LOS: B
Intersection Capacity Utilization 57.2% — ICU Level of Service B
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.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: Airport Road & Casino Road

Lanes, Volumes, Timings
21: Airport Road & SR-526

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	728	5	431	0
Future Volume (vph)	0	0	728	5	431	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
Frt						
Flt Protected			0.950	0.953	0.950	
Satd. Flow (prot)	0	0	1588	1593	3242	0
Flt Permitted			0.950	0.953	0.950	
Satd. Flow (perm)	0	0	1588	1593	3242	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	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	0	0	877	6	519	0
Shared Lane Traffic (%)			50%			
Lane Group Flow (vph)	0	0	438	445	519	0
Turn Type			Perm	NA	Prot	
Protected Phases				8	2	
Permitted Phases			8			
Detector Phase			8	8	2	
Switch Phase						
Minimum Initial (s)			3.0	3.0	3.0	
Minimum Split (s)			21.0	21.0	21.0	
Total Split (s)			45.0	45.0	45.0	
Total Split (%)			50.0%	50.0%	50.0%	
Yellow Time (s)			4.0	4.0	4.0	
All-Red Time (s)			1.0	1.0	1.0	
Lost Time Adjust (s)			-1.0	-1.0	-1.0	
Total Lost Time (s)			4.0	4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode			Max	Max	None	
Act Effct Green (s)			41.1	41.1	17.4	
Actuated g/C Ratio			0.62	0.62	0.26	
v/c Ratio			0.45	0.45	0.61	
Control Delay			9.2	9.3	24.8	
Queue Delay			0.0	0.0	0.0	
Total Delay			9.2	9.3	24.8	
LOS			A	A	C	
Approach Delay				9.2	24.8	
Approach LOS				A	C	
Queue Length 50th (ft)			84	85	95	
Queue Length 95th (ft)			157	161	125	
Internal Link Dist (ft)	3811			162	601	
Turn Bay Length (ft)						

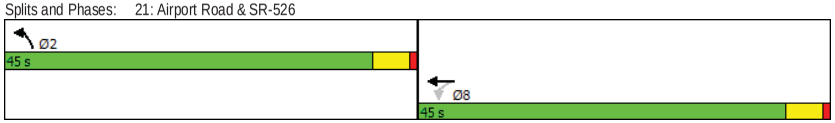
Lanes, Volumes, Timings
21: Airport Road & SR-526

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)			981	984	2003	
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	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.5
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 15.0 — Intersection LOS: B
Intersection Capacity Utilization 39.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Airport Road & SR-526



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
22: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	459	10	96	24	5	49	121	869	18	29	1053	580
Future Volume (vph)	459	10	96	24	5	49	121	869	18	29	1053	580
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		150
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	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
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (prot)	1649	1656	1553	1736	1827	1553	3367	3471	1553	1736	3471	1553
Flt Permitted	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (perm)	1649	1656	1553	1736	1827	1553	3366	3471	1553	1736	3471	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			87			87			79			254
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		402			651			2149			1549	
Travel Time (s)		9.1			14.8			48.8			35.2	
Confl. Peds. (#/hr)							1					1
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 (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	483	11	101	25	5	52	127	915	19	31	1108	611
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	246	248	101	25	5	52	127	915	19	31	1108	611
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4			3			2			6
Detector Phase	4	4	4	3	3	3	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	44.0	44.0	44.0	42.0	42.0	42.0	12.0	38.2	38.2	9.6	39.2	39.2
Total 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	4.7	4.7	3.6	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.0	1.5	1.5
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)	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	Lag	Lag	Lag	Lead	Lead	Lead	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	Max	Max	None	Max	Max
Act Effct Green (s)	23.5	23.5	23.5	7.8	7.8	7.8	9.9	64.0	64.0	7.2	56.9	56.9
Actuated g/C Ratio	0.21	0.21	0.21	0.07	0.07	0.07	0.09	0.57	0.57	0.06	0.51	0.51
v/c Ratio	0.71	0.71	0.26	0.21	0.04	0.28	0.42	0.46	0.02	0.28	0.63	0.68
Control Delay	53.6	53.7	12.0	57.6	54.2	6.7	55.2	18.2	0.1	60.2	24.3	18.0
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	53.7	53.9	12.0	57.6	54.2	6.7	55.2	18.2	0.1	60.2	24.3	18.0
LOS	D	D	B	E	D	A	E	B	A	E	C	B
Approach Delay		46.7			25.1			22.3			22.7	

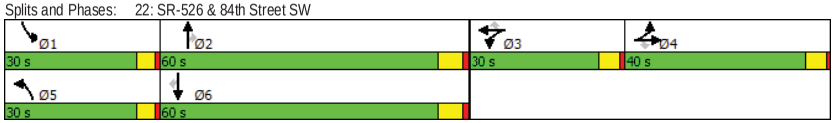
Lanes, Volumes, Timings
22: SR-526 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	176	177	8	17	4	0	45	217	0	22	301	192
Queue Length 95th (ft)	283	285	54	50	18	13	85	360	0	59	487	427
Internal Link Dist (ft)		322			571			2069			1469	
Turn Bay Length (ft)			150	60		150	225		60	150		150
Base Capacity (vph)	539	541	566	409	431	433	795	1986	922	409	1765	904
Starvation Cap Reductn	28	28	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	0.48	0.18	0.06	0.01	0.12	0.16	0.46	0.02	0.08	0.63	0.68

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 111.8
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 26.8 — Intersection LOS: C
Intersection Capacity Utilization 62.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 22: SR-526 & 84th Street SW



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
23: 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)	18	295	0	113	451	190	0	15	70	258	15	26
Future Volume (vph)	18	295	0	113	451	190	0	15	70	258	15	26
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	1.00			1.00	0.99			0.98		0.99	0.99	
Frt					0.955			0.876			0.905	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1770	3539	0	1770	3350	0	1863	1607	0	1770	1663	0
Flt Permitted	0.355			0.557						0.697		
Satd. Flow (perm)	659	3539	0	1035	3350	0	1863	1607	0	1291	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					134			76			28	
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		2	2		5	1		7	7		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
Adj. Flow (vph)	20	321	0	123	490	207	0	16	76	280	16	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	321	0	123	697	0	0	92	0	280	44	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	27.8	27.8		27.8	27.8		31.6	31.6		32.6	32.6	
Total Split (s)	55.0	55.0		55.0	55.0		30.0	30.0		30.0	30.0	
Total Split (%)	64.7%	64.7%		64.7%	64.7%		35.3%	35.3%		35.3%	35.3%	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-0.6	-0.6		-0.6	-0.6	
Total Lost Time (s)	4.8	4.8		4.8	4.8		4.0	4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	18.2	18.2		18.2	18.2			15.8		15.8	15.8	
Actuated g/C Ratio	0.42	0.42		0.42	0.42			0.36		0.36	0.36	
v/c Ratio	0.07	0.22		0.28	0.47			0.15		0.60	0.07	
Control Delay	10.4	9.4		12.0	9.1			4.5		17.6	6.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	10.4	9.4		12.0	9.1			4.5		17.6	6.0	
LOS	B	A		B	A			A		B	A	
Approach Delay		9.5			9.6			4.5			16.1	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)	2	22		17	43			2		52	2	
Queue Length 95th (ft)	17	65		66	121			24		131	18	
Internal Link Dist (ft)		1552			322			817			968	

Lanes, Volumes, Timings
23: 44th Avenue W & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)	632	3395		993	3219			1069		837	1088	
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	0.03	0.09		0.12	0.22			0.09		0.33	0.04	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 43.4
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 10.6 — Intersection LOS: B
Intersection Capacity Utilization 56.9% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 23: 44th Avenue W & 84th Street SW

2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
24: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	35	25	115	72	312	49	769	64	244	554	17
Future Volume (vph)	34	35	25	115	72	312	49	769	64	244	554	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		250	120		350	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
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	0.99	0.99		0.99		0.97	0.99		0.99	1.00	1.00	
Frt		0.938				0.850			0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1729	0	1770	1863	1583	1770	1863	1583	1770	1853	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	1729	0	1760	1863	1543	1753	1863	1561	1768	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				339			164		1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1270			1632			996			1235	
Travel Time (s)		28.9			37.1			22.6			28.1	
Confl. Peds. (#/hr)	4		3	3		2	7		2	2		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
Adj. Flow (vph)	37	38	27	125	78	339	53	836	70	265	602	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	65	0	125	78	339	53	836	70	265	620	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	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	40.0	40.0	38.0	53.0	
Total Split (%)	14.3%	30.0%		14.3%	30.0%	30.0%	17.9%	28.6%	28.6%	27.1%	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	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	8.5	14.8		13.4	19.3	19.3	9.7	67.7	67.7	25.9	86.2	
Actuated g/C Ratio	0.06	0.11		0.10	0.14	0.14	0.07	0.48	0.48	0.18	0.62	
v/c Ratio	0.35	0.32		0.74	0.30	0.67	0.43	0.93	0.08	0.81	0.54	
Control Delay	71.1	38.2		86.7	54.3	11.4	72.7	52.4	0.2	73.3	23.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	71.1	38.2		86.7	54.3	11.4	72.7	52.4	0.2	73.3	23.0	
LOS	E	D		F	D	B	E	D	A	E	C	
Approach Delay		50.1			34.9			49.7			38.0	
Approach LOS		D			C			D			D	

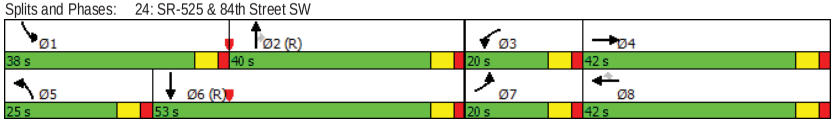
Lanes, Volumes, Timings
24: SR-525 & 84th Street SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	33	35		112	67	0	47	689	0	233	315	
Queue Length 95th (ft)	70	67		#196	96	76	92	#1391	0	320	#728	
Internal Link Dist (ft)		1190			1552			916			1155	
Turn Bay Length (ft)	50			125		250	120		350	125		
Base Capacity (vph)	184	475		184	500	662	247	900	839	412	1141	
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	0.20	0.14		0.68	0.16	0.51	0.21	0.93	0.08	0.64	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 60 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 42.4 — Intersection LOS: D
Intersection Capacity Utilization 80.4% — 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: 24: SR-525 & 84th Street SW



2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Lanes, Volumes, Timings
25: 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	698	2	715	66	1720	0	0	1388	178
Future Volume (vph)	0	0	0	698	2	715	66	1720	0	0	1388	178
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						
Frt						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	2747	1770	5085	0	0	7416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						45					39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		991			772			1065			940	
Travel Time (s)		22.5			17.5			24.2			21.4	
Confl. Peds. (#/hr)						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
Adj. Flow (vph)	0	0	0	759	2	777	72	1870	0	0	1509	193
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	379	382	777	72	1870	0	0	1702	0
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		5	2			6	
Permitted Phases				4		4						
Detector Phase				4	4	4	5	2			6	
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Minimum Split (s)				20.0	20.0	20.0	8.0	20.0			20.0	
Total Split (s)				36.0	36.0	36.0	19.0	84.0			65.0	
Total Split (%)				30.0%	30.0%	30.0%	15.8%	70.0%			54.2%	
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	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							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode				None	None	None	None	Min			Min	
Act Effct Green (s)				32.5	32.5	32.5	9.5	53.0			41.9	
Actuated g/C Ratio				0.35	0.35	0.35	0.10	0.57			0.45	
v/c Ratio				0.65	0.65	0.79	0.40	0.65			0.51	
Control Delay				35.1	35.1	35.1	48.9	14.7			19.0	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				35.1	35.1	35.1	48.9	14.7			19.0	
LOS				D	D	D	D	B			B	
Approach Delay					35.1			15.9			19.0	
Approach LOS					D			B			B	
Queue Length 50th (ft)				193	195	217	40	255			174	
Queue Length 95th (ft)				#425	#429	#442	95	295			221	
Internal Link Dist (ft)		911			692			985			860	

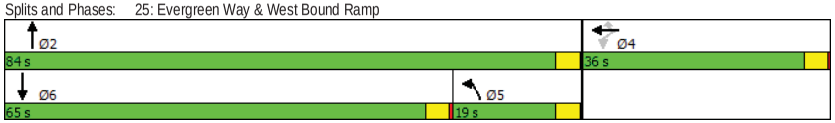
Lanes, Volumes, Timings
25: Evergreen Way & West Bound Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)				583	585	983	288	4382			4923	
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				0.65	0.65	0.79	0.25	0.43			0.35	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 93.7
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 22.6 — Intersection LOS: C
Intersection Capacity Utilization 65.0% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

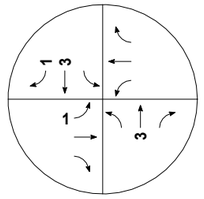
Splits and Phases: 25: Evergreen Way & West Bound Ramp



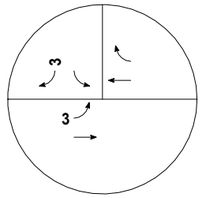
2022 Future Conditions Commercial Service
Gibson Traffic Consultants, Inc. [BJL 15-081]
Paine Field Passenger Terminal
PM Peak-Hour

Snohomish County Key Intersection Volumes

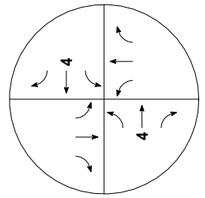
#248 52 AVE W @ 148 ST SW



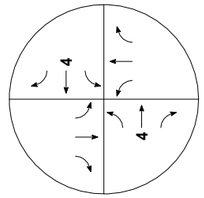
#249 52ND AVE W @ 168TH ST SW



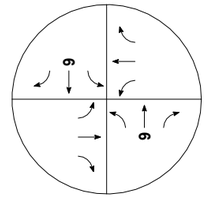
#250 BEVERLY PARK RD @ SHELBY/PICNIC PT RD



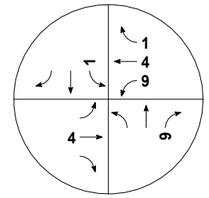
#251 BEVERLY PARK RD @ LINCOLN WY



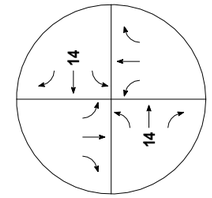
#252 SR 99 @ 148 ST SW



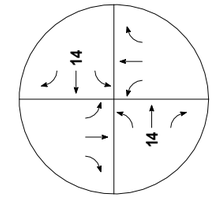
#260 SR 525 @ BEVERLY PARK RD



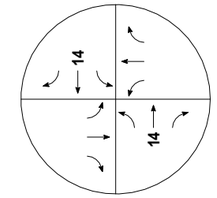
#261 BEVERLY PARK RD @ 121ST ST SW



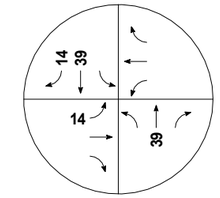
#262 BEVERLY PARK RD @ GIBSON RD



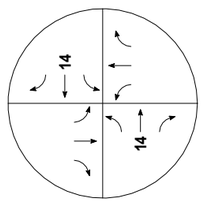
#263 BEVERLY PARK RD @ 112TH ST SW



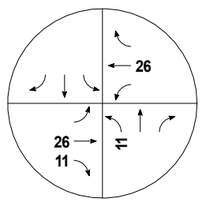
#264 AIRPORT RD @ HOLLY RD/BEVERLY PARK RD



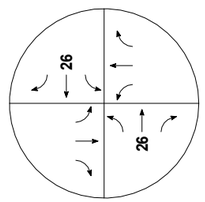
#265 BEVERLY PARK RD @ CENTER RD



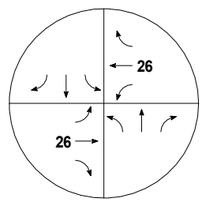
#266 SR 99 @ AIRPORT RD



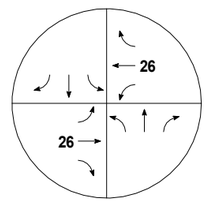
#267 AIRPORT RD @ ADMIRALTY WY



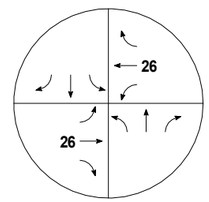
#268 GIBSON RD @ 128TH ST SW



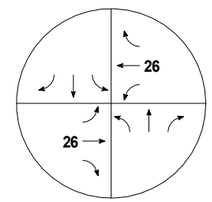
#269 4TH AVE W @ 128TH ST SW



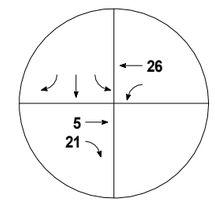
#270 5 PL W @ 128TH ST SW



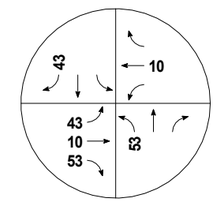
#271 8TH AVE W @ 128TH ST SW



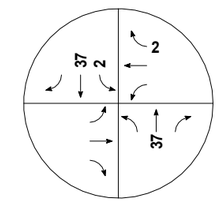
#272 I-5 SB ON/OFF RAMPS @ 128TH ST SW



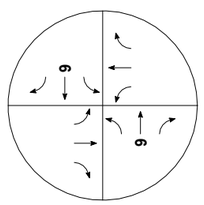
#279 AIRPORT RD @ 100TH ST SW



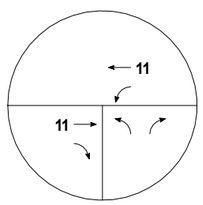
#282 AIRPORT RD @ 112TH ST SW



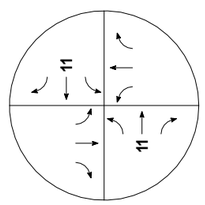
#335 SR 99 @ SHELBY RD



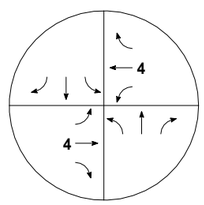
#340 MANOR WAY @ SR 99



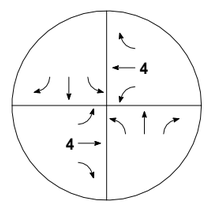
#344 SR 99 @ GIBSON RD



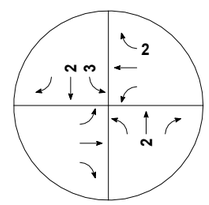
#351 3RD AVE SE @ SR 96



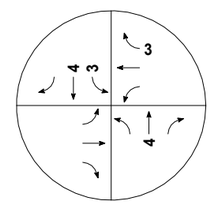
#352 ELGIN WY @ SR 96



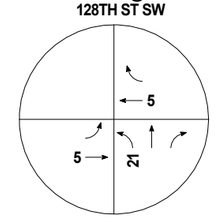
#378 4TH AVE W @ 108TH ST SW



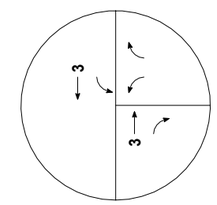
#379 4TH AVE W @ EVERETT MALL WAY



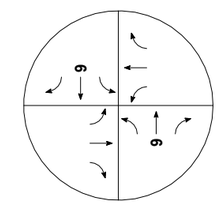
#428 I-5 NB ON/OFF RAMPS @ 128TH ST SW



#442 52ND AVE W @ 162ND ST SW



#505 SR 525 @ LINCOLN WY



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #15-081

PAINE FIELD PASSENGER TERMINAL

SNOHOMISH COUNTY

FIGURE 1

AM & PM PEAK-HOUR
PROJECT
KEY INTERSECTION VOLUMES

PAINE FIELD PASSENGER TERMINAL KEY INTERSECTION VOLUMES

Art Unit #	Key Int #	North-South Leg	East-West Leg	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
222	248	52 AVE W	148 ST SW	1	0	0	0	0	0	0	3	0	0	3	1
	249	52 AVE W	168 ST SW	3	0	0	0	0	0	0	0	0	0	0	3
	442	52 AVE W	160 ST SW	0	0	0	0	0	0	0	3	0	0	3	0
223	250	BEVERLY PARK	PICNIC PT RD	0	0	0	0	0	0	0	4	0	0	4	0
	251	BEVERLY PARK	LINCOLN WY	0	0	0	0	0	0	0	4	0	0	4	0
224	252	SR 99	148 ST SW	0	0	0	0	0	0	0	9	0	0	9	0
227	260	SR 525	BEVERLY PARK RD	0	4	0	9	4	1	0	0	9	1	0	0
	261	BEVERLY PARK RD	121 ST SW	0	0	0	0	0	0	0	14	0	0	14	0
	262	BEVERLY PARK RD	GIBSON RD	0	0	0	0	0	0	0	14	0	0	14	0
	263	BEVERLY PARK RD	112 ST SW	0	0	0	0	0	0	0	14	0	0	14	0
	264	AIRPORT RD	BEVERLY PARK RD	14	0	0	0	0	0	0	39	0	0	39	14
	265	BEVERLY PARK RD	CENTER RD	0	0	0	0	0	0	0	14	0	0	14	0
228	266	SR 99	AIRPORT RD	0	26	11	0	26	0	11	0	0	0	0	0
	267	AIRPORT RD	ADMIRALTY WY	0	0	0	0	0	0	0	26	0	0	26	0
	268	GIBSON RD	128 ST SW	0	26	0	0	26	0	0	0	0	0	0	0
	269	4 AVE W	128 ST SW	0	26	0	0	26	0	0	0	0	0	0	0
	270	5 AVE W	128 ST SW	0	26	0	0	26	0	0	0	0	0	0	0
	271	8 AVE W	128 ST SW	0	26	0	0	26	0	0	0	0	0	0	0
	272	I-5 SB RAMPS	128 ST SW	0	5	21	0	26	0	0	0	0	0	0	0
	428	I-5 NB RAMPS	128 ST SW	0	5	0	0	5	0	21	0	0	0	0	0
231	279	AIRPORT RD	100 ST SW	43	10	53	0	10	0	53	0	0	0	0	43
234	282	AIRPORT RD	112 ST SW	0	0	0	0	0	2	0	37	0	2	37	0
286	335	SR 99	SHELBY RD	0	0	0	0	0	0	0	9	0	0	9	0
290	340	MANOR WY	SR 99	0	11	0	0	11	0	0	0	0	0	0	0
292	344	SR 99	GIBSON RD	0	0	0	0	0	0	0	11	0	0	11	0
298	351	3 AVE SE	SR 96	0	4	0	0	4	0	0	0	0	0	0	0
299	352	ELGIN WY	SR 96	0	4	0	0	4	0	0	0	0	0	0	0
352	378	4 AVE W	108 ST SW	0	0	0	0	0	1	0	2	0	3	2	0
	379	4 AVE W	SR 99	0	0	0	0	0	3	0	4	0	3	4	0
453	505	SR 525	LINCOLN WY	0	0	0	0	0	0	0	9	0	0	9	0

Scoping Documents

Critical Arterial Units and Traffic Study Scoping Sheet for Large Developments

CRITICAL ARTERIAL UNITS				Last Revised	1/22/2016				
				Print Date	4/18/2016				
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
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
D	*218	U	164 ST SW/SE	I-5 NB ON/OFF RAMPS	MILL CR C/L	UC	UC	UC	UC
D	*219	U	164 ST SW	LYNN C/L (Spruce Way)	I-5 SB ON/OFF RAMPS	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
D	227	U	BEVERLY PARK RD	SR 525	AIRPORT RD (EVT)		X		X
D	228	U	AIRPORT/128 ST SW	SR 99	I-5 SB ON/OFF RAMPS		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
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
D	288	U	ASH WAY	164 ST SW	LYNNWOOD C/L	X		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
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	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
D	415	U	36/35 AVE W	164 ST SW	148 ST SW	X			X
D	453	U	LINCOLN WAY	BEVERLY PARK RD	143 ft. W of LAKE RD	X			
D	457	U	178 ST SW/MAPLE RD	LYNN C/L (69' neo Ash Wy)	LARCH WAY	X		X	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	
E	*211	U	SNOH-WOODINVILLE RD	KING CO LINE	SR 522 (EB RAMPS)	UC	UC	UC	UC
E	420	U	YORK RD/35 AVE SE	SR 524	188 ST SE	X	X	X	X
F	214	U	212 ST SW/LARCH WAY	MTLK TERR C/L	CYPRESS WY (N LEG)		X	X	
F	215	U	204 ST SW	LYNN C/L	28 AVE W			X	X
F	217	U	NORTH RD	SR 524	176 PL SW		X		X
F	276	U	LOGAN RD/LARCH WAY	CYPRESS WY (N)	DAMSON RD			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	
F	337	U	YORK RD/35 AVE SE	SR 524	188 ST SE	X	X	X	X
F	458	U	178 ST SW/MAPLE RD	TSA D/F BDRY	LARCH WAY	X		X	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.						
				"X" means future LOS analysis needed. "AUIA" means in arrears.** = Urban or Rural Designation. "UC" means at Ultimate Capacity.					

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 Paine Field Passenger Terminal PFN# TSA

Basic Percentage Trip Distribution was / was not reviewed, 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 4/18/16

Planning and Development Services Sign and Date in This Space

Date 4-18-16 Valid Until 7-17-16

PLEASE NOTE: Attach this signed document to the traffic study with the submittal.