Town of Silverthorne

2040 Transportation Master Plan

September 2020

ACKNOWLEDGEMENTS

Town Partners

Mark Leidal
Assistant Town Manager/
Community Development Director

Tom Daugherty
Director of Public Works

Lina Lesmes
Planning Manager

Susan Pearson
Town Engineer

Consultant Team

McDowell Engineering
241 Broadway, Suite 202
PO Box 4259
Eagle, CO 81631
970.623.0788

Community Planning Strategies
PO Box 2382
Silverthorne, CO 80498
970.744.0623

JVA Consulting Engineers
47 Cooper Creek Way, Suite 328
Winter Park, CO 80482
303.565.4967

Table of Contents

List of Tables

List of Figures

1. Executive Summary

Silverthorne is rich in history, culture, and livability. The community has a robust economy, internationally-recognized tourist destination, and unmatched access to recreation amenities. Transportation investments play a critical role in determining the health and character of a community, the internal interaction of people and land uses, and the economic performance of place. The Transportation Master Plan (TMP) affirms the Town's commitment to developing and maintaining its multimodal transportation system with a focus on mobility, safety, equity, and resiliency. It serves as a guidebook for the future planning and implementation of the Town's multimodal transportation system.

The TMP studied the Town of Silverthorne's transportation network as well as Summit County parcels that are tributary to the Town of Silverthorne's transportation network. Traffic data was collected from CDOT and in the field on Labor Day, Monday September 2, 2019. This is generally considered to be one of the peak travel weekends in Silverthorne. Not only is the Town busy with many visitors, the highways see more travelers heading to Steamboat Springs and Dillon/Keystone as well.

The TMP draws on the previous studies, such as the *Town Core Study*[13] and *Comprehensive Plan*[11], and incorporates the Town's updated land use projections and traffic forecasts. Silverthorne currently has 2,481 dwelling units and 1.2 million square feet of commercial uses. Forecasts anticipate a future buildout of 9,622 dwelling units and 3.3 million square feet of commercial use. Detailed descriptions of the forecasted land use by area are included in the **Appendix**.

The land use assumptions for each TAZ were modeled into a future buildout traffic forecast. The model resulted in a forecast of future buildout traffic volumes on the roadway network based upon the assumed land uses. The model was used in the development of the planned system improvement recommendations.

Implementation of the system recommendations is expected to occur over time as funding and partnership opportunities arise. The identified system recommendations have been categorized as near-term, mid-term and long-term implementations. These designations can help inform prioritization of projects. A total of 19 projects were identified and prioritized in **Table 4**. Improvements to Exit 205, a CDOT project, would most significantly improve to Silverthorne's transportation network. All are needed with or without the Exit 205 improvements.

These specific project recommendations are augmented by policy recommendations. It is necessary to have a street network that can transport people and goods safely and reliably. Silverthorne's streets have generally kept up with the amount of local growth. However, the I-70 Interchange with SH 9 and US 6 has not kept pace with the regional traffic growth, thus creating safety concerns for the Town of Silverthorne. Congestion cannot be solved solely by widening roadways. Improved operations of the highway system, improved access control on the

Town's street network, and the promotion of multimodal travel will reduce the congestion experienced during peak traffic in the Town of Silverthorne. Getting people out of their cars and onto the trail and sidewalk network will increase the vibrancy of the Town.

Silverthorne's *Comprehensive Plan*[11] identified transportation goals that align with the findings of the TMP. Several proposed modifications to the *Comprehensive Plan*[11] are included in the TMP.

The Town of Silverthorne's budget is the primary tool the Town Council utilizes to implement its polices. The budget sets spending priorities for the year, serves as an important management tool for Town operations, and establishes the direction for the community to move forward. The TMP recommends using **Table 4** to identify projects for the Town's Capital Improvement Plan (CIP). Regional funding and project partners are also identified.

2. Introduction

Transportation investments play a critical role, both positive and negative, in determining the health and character of a community, the internal interaction of people and land uses, and the economic performance of place.

The Transportation Master Plan (TMP) affirms the Town's commitment to developing and maintaining its multimodal transportation system with a focus on mobility, safety, equity, and resiliency. It serves as a guidebook for the future planning and implementation of the Town's multimodal transportation system.

This 2040 Transportation Master Plan is the blueprint to achieving the Town's commitment.

Plan Purpose

Silverthorne is rich in history, culture, and livability. The community has a robust economy, internationally-recognized tourist destination, and unmatched access to recreation amenities. Few communities in Colorado have the same opportunities to serve its full-time residents, second homeowners, Front Range weekend warriors, and visitors from around the world. Silverthorne's challenge, like other mountain communities, is to serve the high tourist demand and traffic driving through to other destinations, while maintaining the small-town character that residents and visitors love.

Local and regional land use and transportation decisions are intrinsically linked. Land use decisions affect transportation decisions and in turn, transportation investments powerfully affect land use changes. But in many situations, transportation investments lag behind land use changes. Many challenges associated with land use and transportation coordination occur because the decisions are often made by differing parties, on local, regional, and national scales, and in differing time frames. The Town has developed this Transportation Master Plan (TMP) to provide a multimodal transportation vision that will function as a transparent road map for future transportation investments.

The TMP will identify, analyze and evaluate existing problem areas, will project future growth, and will suggest an array of both short and long term objectives, concepts and alternatives. This TMP includes recommendations for automotive related transportation, pedestrians, bicycles, and general transit.

The TMP is an advisory document and is not binding on the decision making process. Though advisory, it is an important piece of the overall Town Master Planning process, along with the Comprehensive Plan and other

adopted Master Plans. The TMP should be referenced and considered by the Planning Commission, Town Council, and Town Staff when reviewing development proposals, updating Town Code, entering into Intergovernmental and/or development agreements, developing work programs, preparing annual budgets, and evaluating the Town's progress in meeting community goals. The TMP should also be used by citizens, businesses, and developers in proposing and assessing new and existing development within the Town.

The TMP should be reviewed and updated as necessary, with at least a general review every five years. This general review will provide an opportunity for all interested parties to assess the status of progress with the plan, re-examine the recommendations of the plan, and to propose changes and updates to the plan, if necessary.

About this Plan

The TMP is a strategic document designed to guide transportation decisions within the fiscal constraints of the Town's budget and limited state and federal funding opportunities. It is based on foundational community values established in Silverthorne's *2014 Comprehensive Plan Update*[11]. The TMP balances community livability and mobility by identifying multimodal transportation improvements that are consistent with the core values of the community.

The transportation planning process outlined in this document follows a repeatable three-step model which:

- Assesses the mobility needs of the community and identifies its primary mobility challenges
- Identifies and prioritizes programs and projects that address those challenges in ways that meet the transportation goals
- Conducts ongoing monitoring of the projects implemented to ensure the transportation program is successful over time and can be updated as new mobility challenges emerge

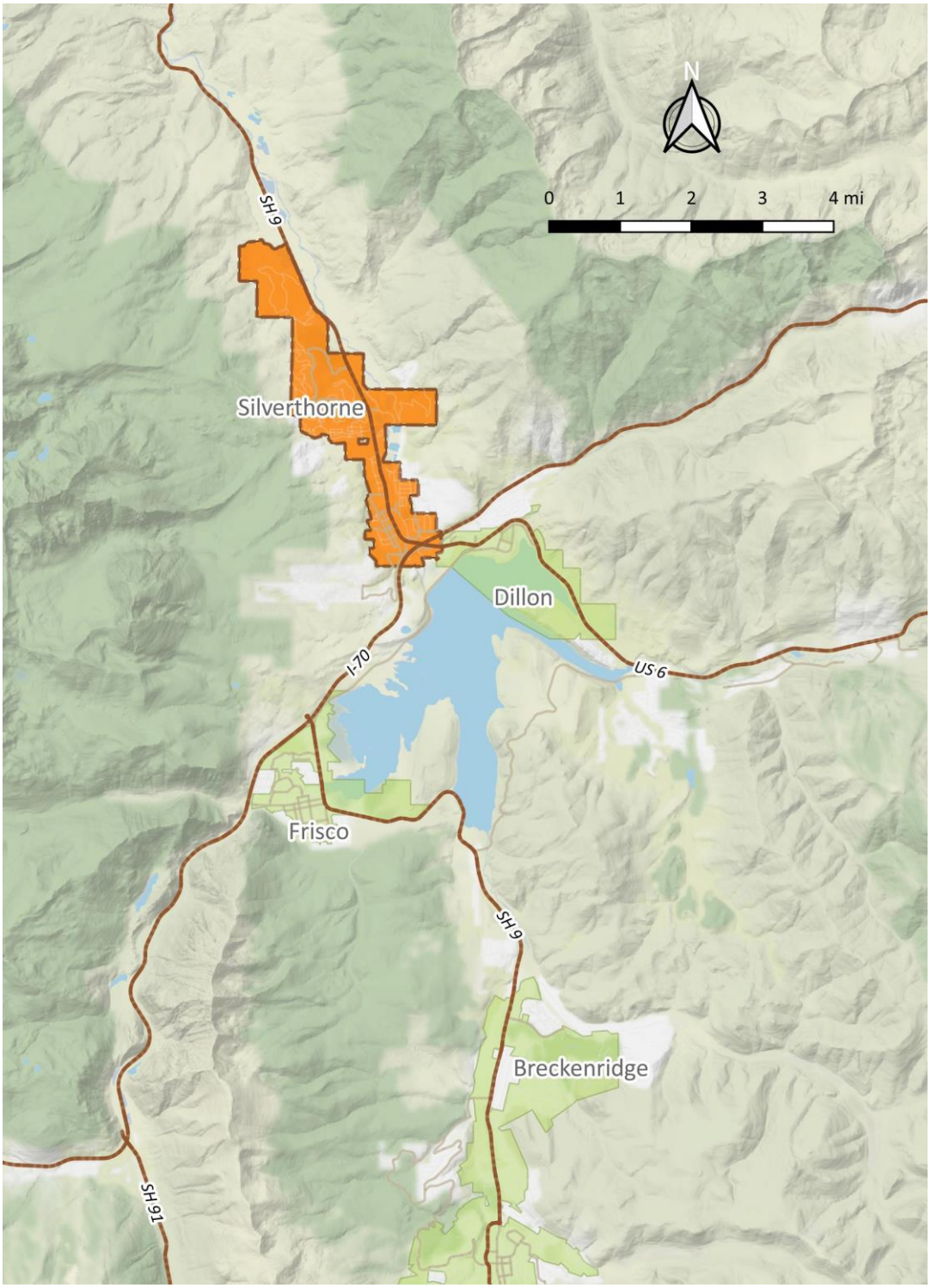
For this TMP to remain valid over time, it is recommended that a comprehensive update be conducted periodically. A TMP update includes a re-evaluation of the goals, policies, and strategies contained within this TMP. This ensures that the TMP reflects changes in population, land use, economic, physical, social, or political conditions of the town or region. The TMP could also be amended as necessary to reflect changed conditions due to specific developments, adoption of new neighborhood plans, or regional funding opportunities, to cite a few examples.

Assessment

The purpose of the TMP is to identify and confront current mobility challenges while pro-actively planning for those on the horizon. The first phase of the process is to establish an operational baseline for the town and gather the appropriate technical information necessary for an informed community conversation regarding what aspects of the transportation network are meeting the mobility demands of the people who live, work, and visit

Silverthorne. The initial mobility assessment provides the technical foundation for the TMP and offers a preliminary list of eligible projects which address the transportation challenges the Town should overcome.

Figure 1: Regional Map



Prioritization

The second phase of the transportation planning process prioritizes and implements the eligible programs and projects developed in the assessment phase. The programs and projects categorized in the different tiers are then prioritized based on their ability to realize the Town's mobility goals and their associated success measures. Success in achieving the community's mobility goals is only realized through strategically allocating Town resources and equitably implementing transportation priorities throughout the town.

Monitoring

A successful transportation program monitors the recommendations implemented to assess progress towards achieving the transportation goals. A monitoring program is valuable, so adjustments can be made along the way to ensure future transportation efforts in the town can make necessary modifications based on lessons learned.

Silverthorne's Role in the Regional Transportation Network

The Town of Silverthorne is located in the heart of the Rocky Mountains, approximately 70 miles west of Denver. Silverthorne is considered by many to be the gateway to Summit County and much of western Colorado, due to its location as the first exit west of the Eisenhower Tunnel along I-70, at the crossroads of SH 9 and US 6.

Denver International Airport is roughly 100 miles, or a two-hour drive, from Silverthorne. There are five ski areas within a half-hour drive from the town—Breckenridge Ski Resort, Copper Mountain Resort, Keystone Resort, Arapahoe Basin and Loveland Ski Area. Vail Resort and Beaver Creek Resort are less than an hour away. Several companies currently provide shuttle service between the Denver Airport and Summit County. Additionally, Colorado Department of Transportation's (CDOT's) Bustang provides bus service between Glenwood Springs and Denver Union Station, with a local stop in Frisco.

In addition to serving as a strong commercial and lodging base for many popular Summit County communities and ski areas, the Town of Silverthorne has a strong commercial base. These include regional destinations such as the Outlets at Silverthorne, Target, Lowe's and many other national chains as well as locally owned retailers, restaurants and businesses. The Town also has significant service based commercial businesses and is home to UPS, Fex Ex, several auto dealerships and a variety of other service-related commercial businesses. A variety of residential developments exist within the Town, which range from multi-family and condominium developments to medium and lower density single-family neighborhoods and communities.

The Town is surrounded and divided by both natural and man-made barriers. Located in a mountain valley, Silverthorne is geographically constrained on the west by the Gore Mountain Range and the Eagles Nest Wilderness area and on the east by the Williams Fork Mountain Range. To the south, Silverthorne is constrained by the Dillon Dam as well as the town limit border with the Town of Dillon. I-70 constrains the number of north-south access connections in Town. Primarily due to the topographic characteristics, the Town is approximately

one mile wide in most areas and is limited in its growth potential, with most growth opportunities located along SH9 to the north or redevelopment of existing uses.

Study Area

The portion of SH 9 that is within the study area of this TMP includes SH 9 between Maryland Creek Lane near the Town's northern limits, and the I-70 interchange. The portion of US 6 that is within the study area includes the I-70 interchange to Little Beaver Trail near the Town's southern limits. SH 9 was extensively studied in the *Town Core Study*[13] in 2017. Therefore, the TMP uses many of the assumptions and recommendations from the previous analysis.

This TMP studies the arterial and collector roadways within the Town of Silverthorne. The traffic analysis also includes the Summit County parcels that are tributary to the Town of Silverthorne's transportation network.

3. Silverthorne Today

Silverthorne's transportation network is tasked with providing safe travel routes for both local and regional trips. The system must accommodate all forms of travel: vehicular, pedestrian, bicycle and transit. The existing network is stressed during peak travel periods such as major holidays and peak weekend travel.

Existing Transportation Network

Town of Silverthorne lies within a relatively narrow valley with most roadways of significant length oriented in a north-south direction. SH 9 bisects the Town of Silverthorne and provides the only continuous north-south corridor throughout the entirety of the Town. Throughout most of town, SH 9 is a four-lane arterial with left turn and acceleration/deceleration lanes at at-grade intersections. Near the I-70 interchange, SH 9 widens to 6 lanes. The alignment of US6 generally runs east-west and merges into and becomes SH9 just under the I-70 overpass. Within the Town limits of Silverthorne, US6 is a four-lane arterial with an additional acceleration/deceleration lane in each direction. According to year 2020 statistics found on the Colorado Department of Transportation's (CDOT) webpage, close to 51,000 vehicles pass through the SH 9/US 6 / I-70 interchange on an average day.

Due to Silverthorne's natural geographic and topographic constraints, there are few east-west roadways of significant length.

Interstate 70 Interchange with SH 9 and US 6 (Exit 205)

The interchange of I-70 at Silverthorne is considered to be the gateway to Summit County. This interchange serves over 100 restaurants (including other Summit County communities), 15 gas stations, and 46 motels/hotels near this exit. Congestion during peak traffic times at this interchange disrupts the rest of Silverthorne's transportation network. At times, this leads to a difficulty in emergency response throughout the Town.

'In 2010, the Colorado Department of Transportation began a study on Exit 205, the Interstate 70 exit for Silverthorne, Dillon and Keystone. The study was completed in 2011, concluding that a "diverging diamond" interchange would be the most efficient and cost-effective option. This particular type of interchange allows vehicles turning left to move more freely.

After the study was completed, the project was put on hold when CDOT prioritized the widening of the Twin Tunnels near Idaho Springs. The Exit 205 project was supposed to be picked up again two years later, but nine years later, there still isn't a clear timeline for when the project would be completed.[15]

CDOT refers to this project as the "State Highway 9/U.S. Highway 6 Improvement Project at the Interstate 70 Silverthorne/Dillon Interchange". The project includes changing the interchange design, improving the

westbound I-70 on ramp, improving the State Highway 9/Wildernest intersection and construction of a continuous eastbound auxiliary lane from the Frisco interchange to the Silverthorne/Dillon interchange. The recommended improvements would be constructed in phases as funding becomes available. The new interchange design will be a "Diverging Diamond."

To move the project forward, CDOT will seek funding for the next steps in the process. These steps include compliance with the National Environmental Policy Act (NEPA), obtaining environmental permits, and demonstrating compliance with various environmental laws and regulations. These steps and a formal approval process would be followed by final design and construction.

State Highway 9 (Blue River Parkway)

SH 9 connects to I-70, with an interchange on the south end of Silverthorne (Exit 205). SH 9 also connects regional travelers to Kremmling and Steamboat Springs to the north. Nearly all commercial and residential destinations in Silverthorne are accessed by SH 9.

Within Silverthorne, SH 9 (north side of I-70)/US 6 (south side of I-70) is the primary travel corridor. CDOT reports that the annual average daily traffic (AADT) on SH 9 just north of Wildernest Road/Rainbow Drive is 21,000 vehicles (for comparison, Highway 40 through downtown Steamboat Springs also has an AADT of 28,000); just south of that location, approaching the I-70 interchange, the AADT is 27,000. Near the intersection of 6th Street, the SH 9 AADT volumes drop off to approximately 17,000.

CDOT owns and maintains the highway. CDOT categorizes SH 9 through the Town Core as an NRB highway. NRB facilities are non-rural highways that have the capacity for moderate travel speed and moderate to high traffic volumes over short to medium distances. The posted speed along this stretch of SH 9 is 35 miles per hour (MPH).

The right-of-way (ROW) along SH 9 varies but is approximately 160' between 3rd Street and 6th Street. SH 9 was previously a two-lane highway with a frontage road, which accounts for the wide ROW. Today, the cross section uses approximately 132 feet of the available ROW; two 12' travel lanes in each direction; a 30- to 35-foot center median with a turn lane; and a 11' pedestrian/bike path on the west side. On-street parking currently does not exist along SH 9. The 2017 *Town Core Study* [13] extensively reviewed alternate roadway sections for the SH 9 corridor through the Town Core. This TMP utilizes the assumptions and recommendations from that study.

US 6 (Highway 6)

US 6 is the continuation of SH 9 south of the I-70 interchange. US 6 connects regional travelers to Dillon and Keystone before crossing the Continental Divide at Loveland Pass and meeting back up with I-70 at Loveland.

Within Silverthorne, US 6 (south side of I-70) is the primary travel corridor. CDOT reports that the annual average daily traffic (AADT) on US 6 just south of the I-70 interchange is 24,000 vehicles.

CDOT owns and maintains the highway. CDOT categorizes US 6 as an NRB highway. NRB facilities are non-rural highways that have the capacity for moderate travel speed and moderate to high traffic volumes over short to medium distances. The posted speed along this stretch of US 6 is 35 miles per hour (MPH).

Adams Avenue

Adams Avenue is a north/south street connecting Wildernest Road and 6th Street and continuing north of Annie Road. Adams Avenue has one 12' travel lane in each direction. Most of Adams Avenue includes a gravel shoulder without sidewalks. No bicycle facility is included on Adams Avenue. The ROW is approximately 60'. Adams Avenue turns into Ryan Gulch Road, providing access to residential neighborhoods south of the Town Core.

Brian Avenue

Brian Avenue is a north/south street connecting Adams Avenue and Annie Road. Brian Avenue has one 12' travel lane in each direction. Most of Brian Avenue includes a gravel shoulder without sidewalks. No bicycle facility is currently provided on Brian Avenue; however, the Parks, Trails, and Open Space Department identified Brian Avenue as a possible route for an on-street bicycle facility. The ROW is approximately 60'. Brian Avenue is a designated bike route with sharrows designating that motorists must share the road.

3rd Street

An east/west street, 3rd Street connects SH 9 to properties just west of Brian Avenue and has one 12' travel lane in each direction. Most of 3rd Street includes a gravel shoulder. Sidewalks are provided on only the south side of 3rd Street from SH 9 to Adams Avenue. No bicycle facility is provided. The ROW of 3rd Street is approximately 100'. Sidewalks and on-street parking are scheduled to be placed on both sides of Third Street in Year 2020. The 4th Street Crossing development is currently under construction. The developer is constructing a landscaped median, angled parking, and a detached sidewalk on 3rd Street.

4th Street

An east/west street, 4th Street connects SH 9 to commercial and residential properties just west of Brian Avenue and has one 12' travel lane in each direction. Most of 4th Street includes a gravel shoulder. Sidewalks are provided on the south side of 4th Street from SH 9 to Adams Avenue, adjacent to the Summit Stage station. No bicycle facility is provided. The ROW of 4th Street is approximately 60'. The 4th Street Crossing development is currently under construction. The developer is constructing parallel parking and a detached sidewalk on 4th Street.

5th Street

An east/west street, 5th Street connects SH 9 to Brian Avenue and has one 12' travel lane in each direction. The south side of 5th Street includes a gravel shoulder. Sidewalks are provided on the north side of 5th Street from SH 9 to Brian Avenue. No bicycle facility is provided. The ROW of 5th Street is approximately 60'.

6th Street

An east/west street, 6th Street connects SH 9 to residential properties just beyond Brian Avenue and has one 12' travel lane in each direction. The south side of 6th Street includes a gravel shoulder from SH 9 to Adams Avenue and a sidewalk from Adams Avenue to Brian Avenue. Sidewalks are provided on the north side of 6th Street from SH 9 to Brian Avenue. No bicycle facility is provided. The ROW of 6th Street is approximately 60'.

Rainbow Drive

Rainbow Drive, a north/south street, roughly parallels SH 9 to the east and includes one 12' travel lane in each direction. On-street parking is provided on Rainbow Drive in the Town Core. Sidewalks are provided on the west side of Rainbow Drive and on the east side near the Recreation Center. No bicycle facility is provided. The ROW of Rainbow Drive is approximately 60'. Because Rainbow Drive was recently restriped to include on-street parking, this study is not evaluating additional changes.

Bicycle and Pedestrian Facilities

Silverthorne has an expanding bicycle and trail network.

Blue River Trail

The Blue River Trail, which parallels the Blue River on the east side of SH 9, is a heavily used off- street multimodal path. There are currently three trail crossings of the Blue River, allowing multimodal access on either side of the River.

Bicycle Facilities

No on-street bicycle facility exists; however, some cyclists use the lower volume streets of Adams Avenue and Brian Avenue to travel around town. Advanced bicyclists have been known to use SH 9 to access Ute Pass and other regional facilities. On-Street Bicycle Facilities are planned for Brian Avenue, 2nd Street, and Adams Avenue south of 2nd Street to Wildernest Road. Brian Avenue is a designated as a bicycle route as shown on **Figure 2**. Sharrows direct traffic to share the road.

Pedestrian Facilities

In addition to the Blue River Trail, pedestrians utilize the paved sidewalk along the west side of Blue River Parkway. Much of the Town Core is missing sidewalk facilities. These sidewalks have been identified for construction with the redevelopment of the Town Core area. The 4th Street Crossing development is currently constructing many sidewalk facilities on the streets surrounding the development.

Most major roads in Town have sidewalks: Bald Eagle Road, Willowbrook, Golden Eagle, Kestrel Lane, Maryland Creek Lane, Hamilton Creek Road, Tanglewood Lane, Rainbow Drive. Additionally, some minor roads have

sidewalks like Lagoon Lane, Center Circle, Annie Road, North Adams, Allegra Lane, North Chipmunk Lane, Blue Grouse Lane, Haymaker Street, and 10th Street.

Figure 2: Existing Bicycle and Pedestrian Network

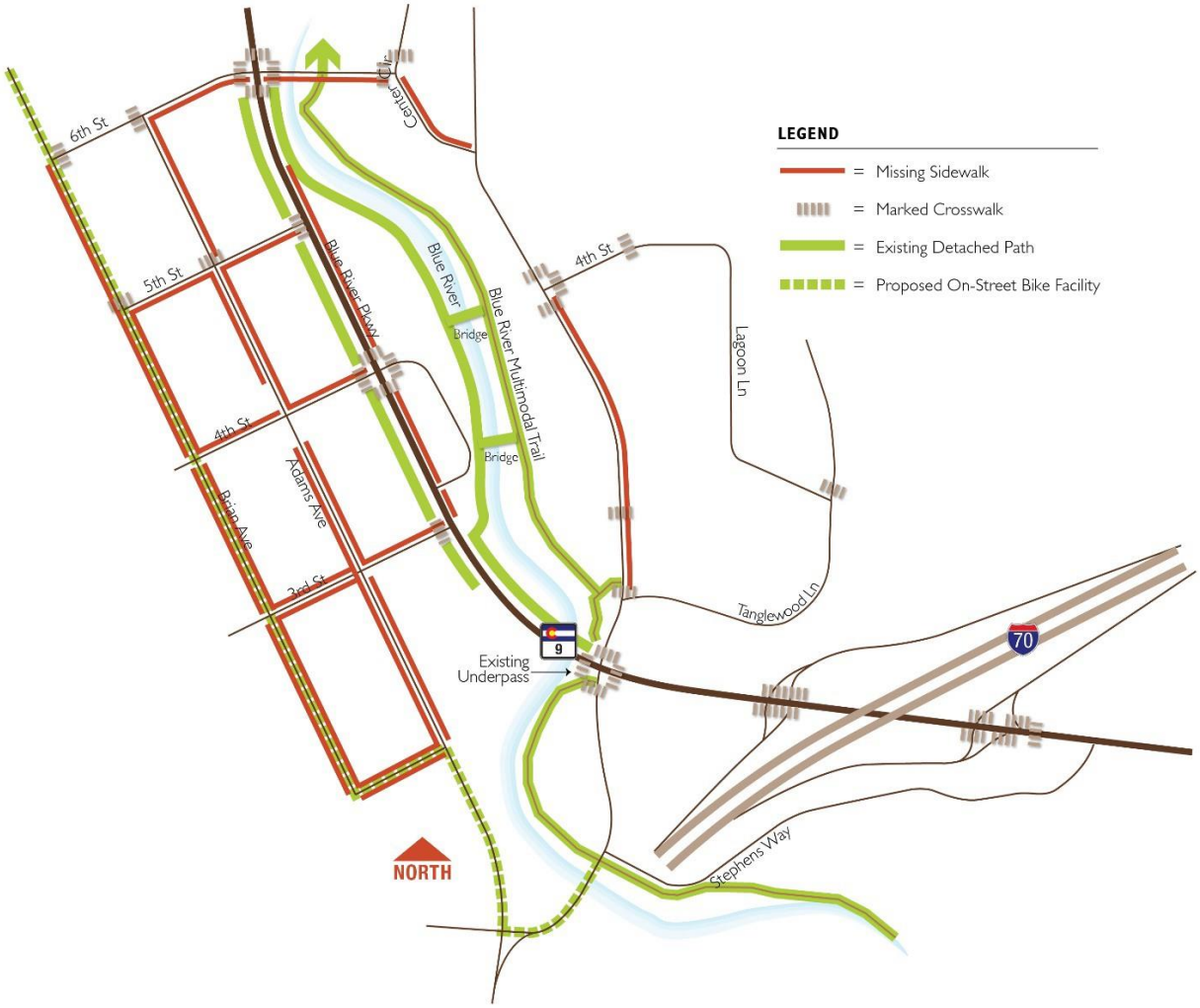


Figure Reference: *Town Core Study*[13]

Transit Service

Summit Stage, the regional transit provider in Summit County, provides service in and around Silverthorne. All routes make connections at the Silverthorne Transfer Station located at the southeast corner of Adams and 4th Street. Two regional transit routes connect to Dillon/Keystone and to Frisco.

Colorado Department of Transportation's (CDOT's) Bustang provides bus service between Glenwood Springs and Denver Union Station, with a local stop in Frisco. The Silverthorne Loop and the Wildernest Loop are routes that service the local community north of I-70.

Figure 3: Existing Transit Network

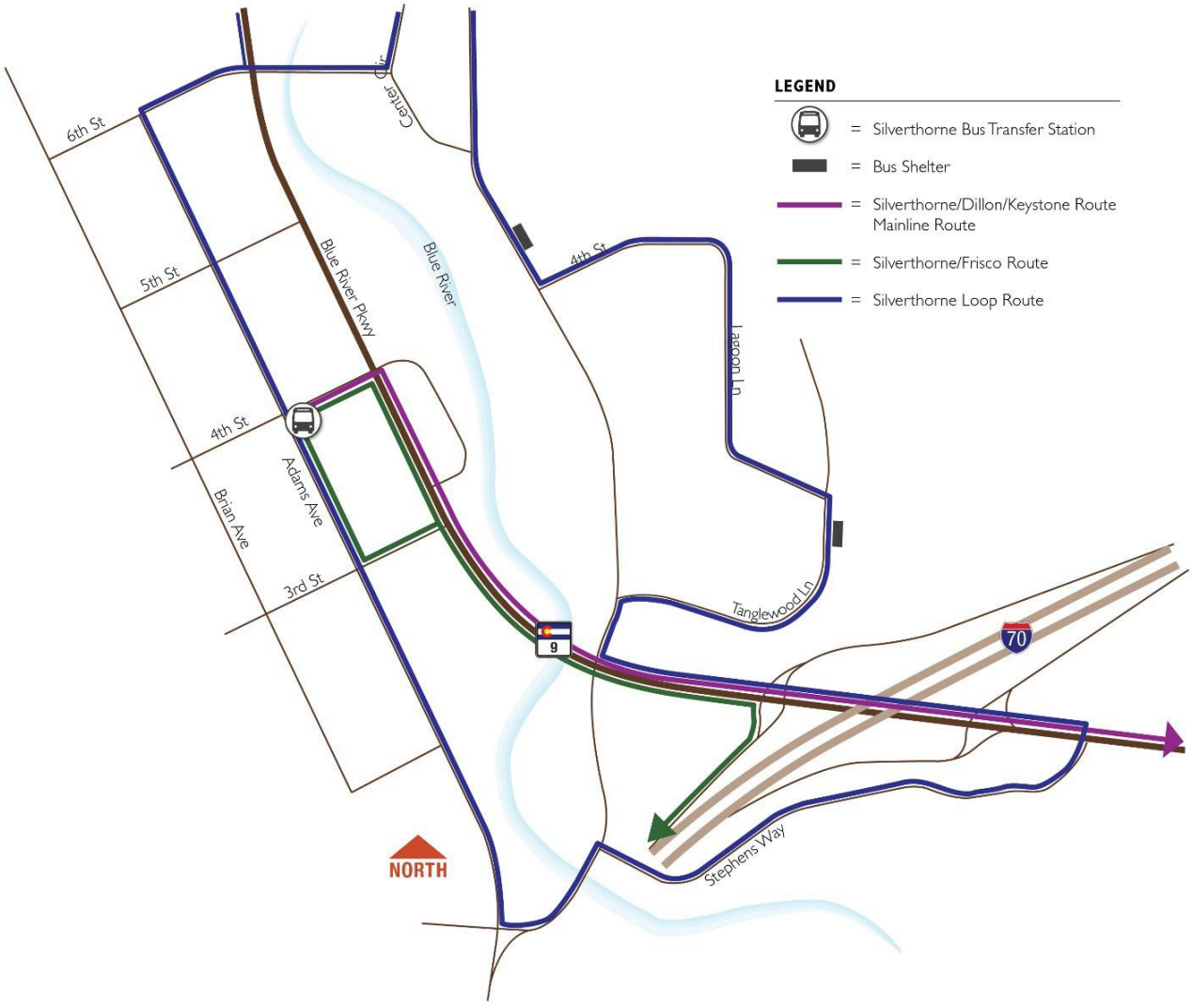


Figure Reference: *Town Core Study*[13]

Existing Transportation Operations

To develop a comprehensive understanding of the existing transportation system and operations, the team collected data and observed current travel patterns.

Data Collection

A CDOT permanent traffic count station is just north of the Town Core and was used to identify seasonal peaking and daily variation in traffic volumes along SH 9. Based on this data, a traffic (vehicle, pedestrian, and bike) count program was developed and conducted Labor Day, Monday September 2, 2019. This is generally considered to be one of the peak travel weekends in Silverthorne. Not only is the Town busy with many visitors, the highways see more travelers heading to Steamboat Springs and Dillon/Keystone as well.

In addition to traffic volumes, video recordings of southbound SH 9 were also completed to observe the queuing and delay that occurs on peak summer weekend days. It was observed that during peak hours, traffic on SH 9 was at a standstill due to the heavy traffic at the I-70 Interchange. These volumes were adjusted to reflect the demand volume at free flow speed for the purpose of traffic analysis.

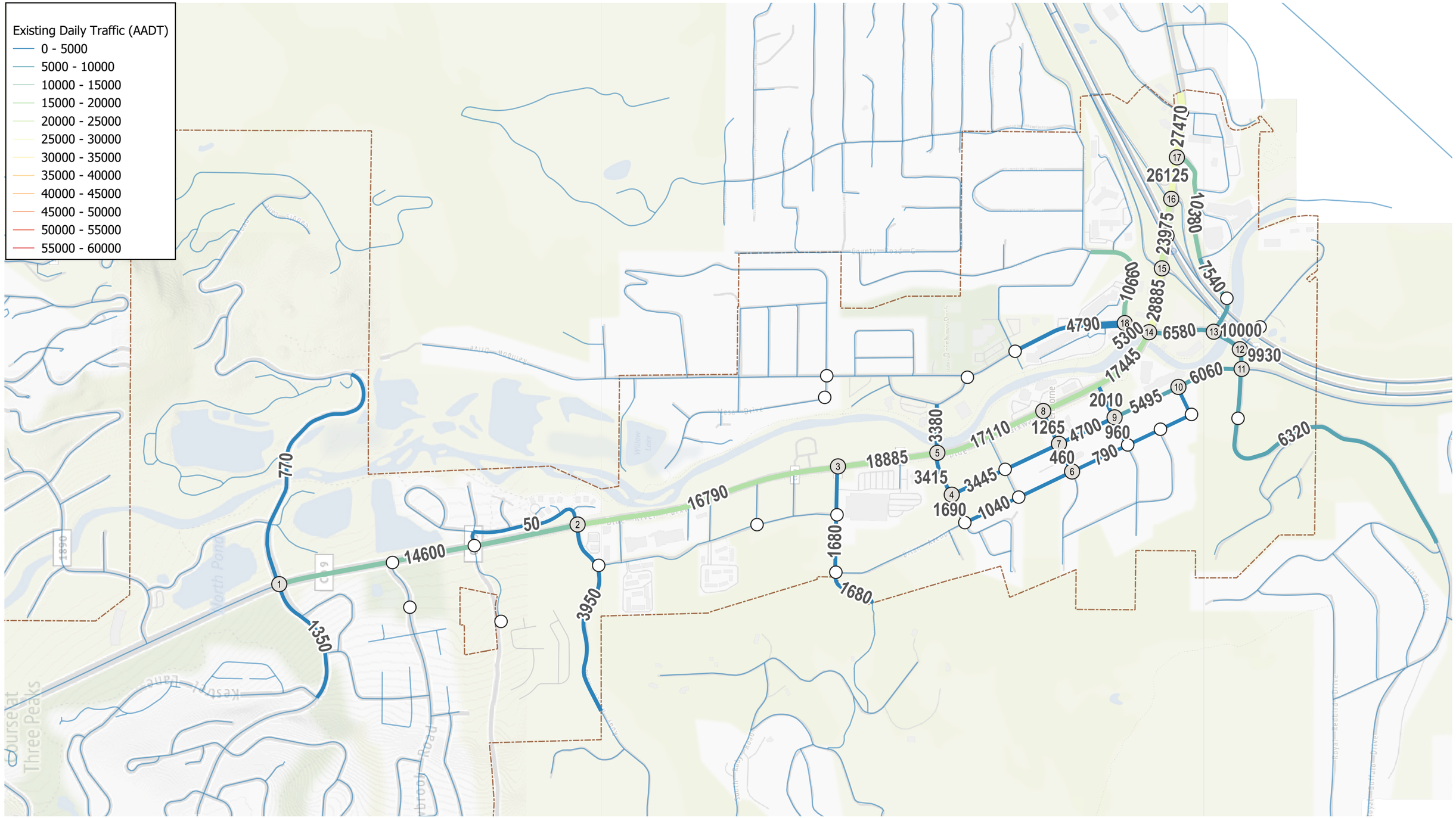


Figure 4: Existing Daily Traffic
Annual Average Two-Way Daily Traffic (AADT)

4. Future Growth

Community Design and Planning Efforts

Silverthorne's small town, mountain community character is what draws many to live and visit here. The Town has made a number of streetscape improvements to enhance the communities' character in the multimodal transportation infrastructure. The Town has also invested in several planning studies that guide the communities' goals moving forward.

- 1995 Town Wide Transportation Plan [1]
- 1996 FHU SH 9 Signal Location & Progression Analysis [2]
- 2001 FHU SH 9/Silverthorne Eagle Traffic Signal Study [3]
- 2004 PBS&J Traffic Signal Timing Coordination Study [4]
- 2005 Silverthorne Transportation Master Plan [5]
- 2006 LSC Angler Mountain Ranch Traffic Study [6]
- 2007 FHU Wilderness Stephens Traffic Study [7]
- 2007 Kimley Horn Safety Traffic Study [8]
- 2009 Kimley Horn Lowes Traffic Study [9]
- 2011 I-70 Exit 205 PEL Study by CDOT [10]
- 2015 McDowell Maryland Creek Ranch Traffic Study [12]
- 2017 FHU Town Core Study [13]
- 2018 LSC Smith Ranch [20]

The TMP draws on the previous studies and incorporate updated land use projections and traffic forecasts. The analysis and recommendations integrate these plans to the extent possible.

Historic Growth Rates

In 2018, Silverthorne had approximately 4,800 residents. The Colorado Department of Local Affairs' State Demographer has shown that Silverthorne's population increase by 2.12 percent per year from 2008 to 2018. The *Comprehensive Plan*[11] identifies that the age and demographic profile of residents also shifted over the last decade, indicating that the population is becoming older and more stable. More people are retiring in Summit County, and Silverthorne is becoming less transient with more quality jobs and affordable housing opportunities.

Silverthorne's traffic is largely generated by its visitors, as well as traffic traveling through to access Summit County and regional destinations north and south of Town.

The Colorado Department of Transportation (CDOT) has identified a historic growth rate for the three highway system roadways in Silverthorne.

Table 1: CDOT Historic Growth Rates

Highway	Segment Start	Segment End	Current Average Daily Traffic (AADT) (vpd)	CDOT 20 Year Factor	Annual Growth Rate
I-70	W of SH 9	SH 9	47,000	1.21	0.96%
I-70	SH 9	E of SH 9	36,000	1.25	1.12%
US 6	I-70	Little Beaver Tr	24,000	1.21	0.96%
US 6	Little Beaver Tr	S of Little Beaver Tr	16,000	1.17	0.79%
SH 9	I-70	Wildernest	27,000	1.11	0.52%
SH 9	Wildernest	6th Street	21,000	1.28	1.24%
SH 9	6th St	Annie Rd	17,000	1.33	1.44%
SH 9	Annie Rd	Willowbrook	11,000	1.30	1.32%

Source: CDOT OTIS [14]

Future Growth Assumptions and Traffic Analysis Zones (TAZs)

The Town of Silverthorne staff has identified anticipated growth for the Town's vacant parcels and parcels that are likely to be redeveloped. These growth assumptions were applied to traffic analysis zones (TAZs). A TAZ is the unit of geography most used in conventional transportation planning models. The size of a zone varies but is generally categorized into similar uses and transportation infrastructure access.

Through this planning process, the project team attempted to apply realistic limits to the town's theoretical buildout based on current and anticipated development and market trends, redevelopment potential on individual sites, and the application of land development and growth policies to particular sites. The outcome is referred to as potential buildout.

The following assumptions were made to calculate the potential number of residential dwelling units (DU) and potential commercial square footage (SF) for each Transportation Analysis Zone (TAZ).

Methodology & Approach:

The first step in calculating the potential buildout was to apply a general methodology and approach. The CPS team used the following approach for this project:

Identified underlying zoning district to calculate the maximum development potential for each parcel within the town limits and within the contributing areas of Summit County:

Residential development was based on allowable densities (units per acre); and

Commercial development was based on maximum lot coverage (percentage) and allowable building height to calculate the maximum square footages.

As a starting point, the following zoning standards were applied to each zone district per Article IV, Zoning Districts and Standards, of the *Silverthorne Town Code*[16]:

Table 2: Zoning Standards per District

District	Residential Density (units/acre)	Commercial Lot Coverage (%)
C1	16	60%
C2	N/A	100%
TC	16	100%
RF	25	60%
R15	15	N/A
R6	6	N/A
R2	2	N/A

For established single-family residential neighborhoods, the number of dwelling units was calculated at one (1) unit per parcel.

For properties within a designated design district, those district standards superseded the underlying zoning standards.

Amended the maximum lot coverage and building heights to be more realistic taking into account site design standards (i.e. parking, landscaping, sidewalks, snow storage, etc.) and realistic height and mix of uses based on current and projected market trends (i.e. commercial on first floor with residential above).

Areas designated as wetland areas were subtracted from the gross parcel square footage before calculating the commercial square footage.

The actual existing square footage and dwelling units of parcels which are unlikely to develop within the planning timeframe were used. Where used, the current uses and square footages are identified within the assumption section for the particular TAZ.

The potential development (residential dwelling unit and/or commercial square footage) was assigned to individual parcels. The TAZ's are the sum of the potential development within each individual TAZ.

The total potential number of dwelling units and potential commercial square footages was then used to generate traffic volumes and patterns.

General Assumptions:

Silverthorne currently has 2,481 dwelling units and 1.2 million square feet of commercial uses.

The number of dwelling units within the Summit County portions of TAZ's 1 (Wildernest), 2 (Mesa Cortina), & 7 (Dillon Valley) were provided by the Summit County Planning Department.

Residential units in TAZ's 10, 12, 19, 20, 21, 22, 26, 27, 28, 29, and 30 were calculated at one (1) unit per parcel since no redevelopment is anticipated within the planning timeframe. Furthermore, parcels which are identified as open space, whether publicly or privately owned, were assumed to have no residential or commercial development.

In TAZ 27, parcels used as golf course were assumed to be open space.

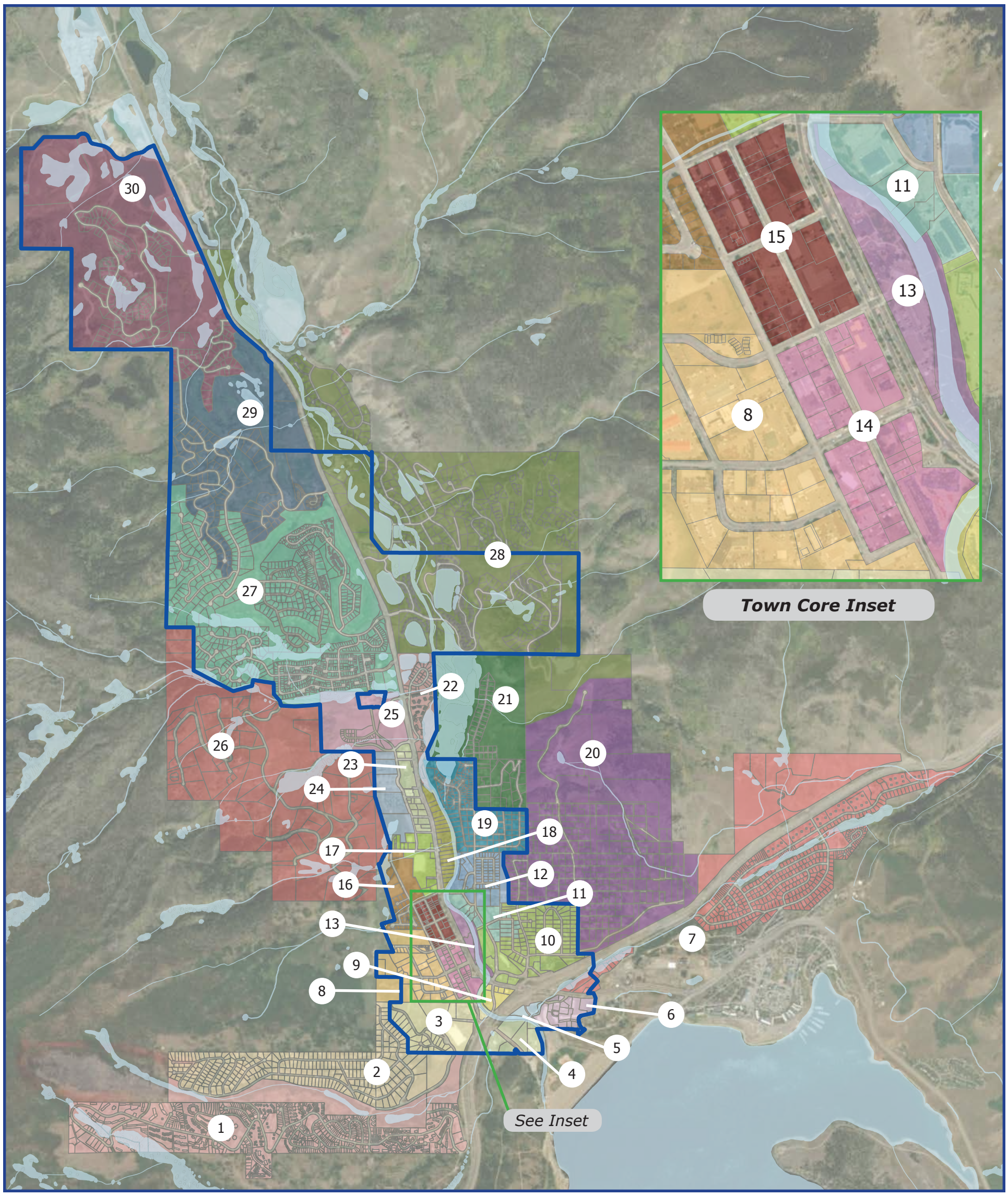
For parcels with designated wetlands, the gross area was reduced by the wetlands area. For example, if a 10,000sf parcel had 2,000sf of wetlands within the parcel boundaries, the net parcel area used to calculate residential density and commercial square footage would be 8,000sf.

Unless otherwise amended within a particular TAZ, the following standards were applied to properties within a designated design district:

Table 3: District's Lot Coverage and Height Assumptions

Route	Lot Coverage (%)	Number of Stories
Business Park	30%	1
Destination Commercial	30%	1
Gateway	30%	1
Riverfront	45%	1
TC Periphery	30%	1
Town Core	55%	1.5

Detailed descriptions of each TAZ are included in the **Appendix** for reference.



Transportation Analysis Zones (TAZ):

TAZ	DU	SF
1	2,653	
2	280	
3		256,626.3
4		174,655.0
5		47,868.2
6		286,795.1
7	1,737	61,997.1
8	99	402,157.5
9		96,815.7
10	232	209,005.7

TAZ	DU	SF
11	208	184,935.8
12	199	22,250.0
13	50	47,712.7
14	258	351,183.6
15	251	241,826.9
16	36	238,822.6
17		229,931.9
18	525	56,300.0
19	185	
20	270	

TAZ	DU	SF
21	71	
22	112	
23		161,371.5
24	228	25,000.0
25	291	187,104.7
26	89	
27	873	
28	617	
29	143	17,075.0
30	215	

Silverthorne Potential Buildout:
DU: 4,253
SF: 3,117,913.6sf

Summit County Impact Area:
DU: 5,369
SF: 181,521.7sf

Total Buildout:
DU: 9,622
SF: 3,299,435.3sf

Future Traffic Forecasts

The land use assumptions for each TAZ were modeled into a future buildout traffic forecast. Land uses were generalized into commercial and residential categories. The square footage of commercial and number of residential units within each TAZ was used to apply ITE's Trip Generation Manual[17] rates to determine the total anticipated traffic for each TAZ. Reductions were taken for trips that would occur within a TAZ and for trips between other TAZs.

The model used existing travel patterns to model future traffic. CDOT's historic growth rate was applied to the through traffic on SH 9 and US 6. It was assumed that when the capacity was reached on SH 9 and US 6 that additional traffic would divert to adjacent arterial and collector streets. The model resulted in a forecast of future buildout traffic volumes on the roadway network based upon the assumed land uses.

A macrosimulation and microsimulation model was used in the development of the planned system improvement recommendations.

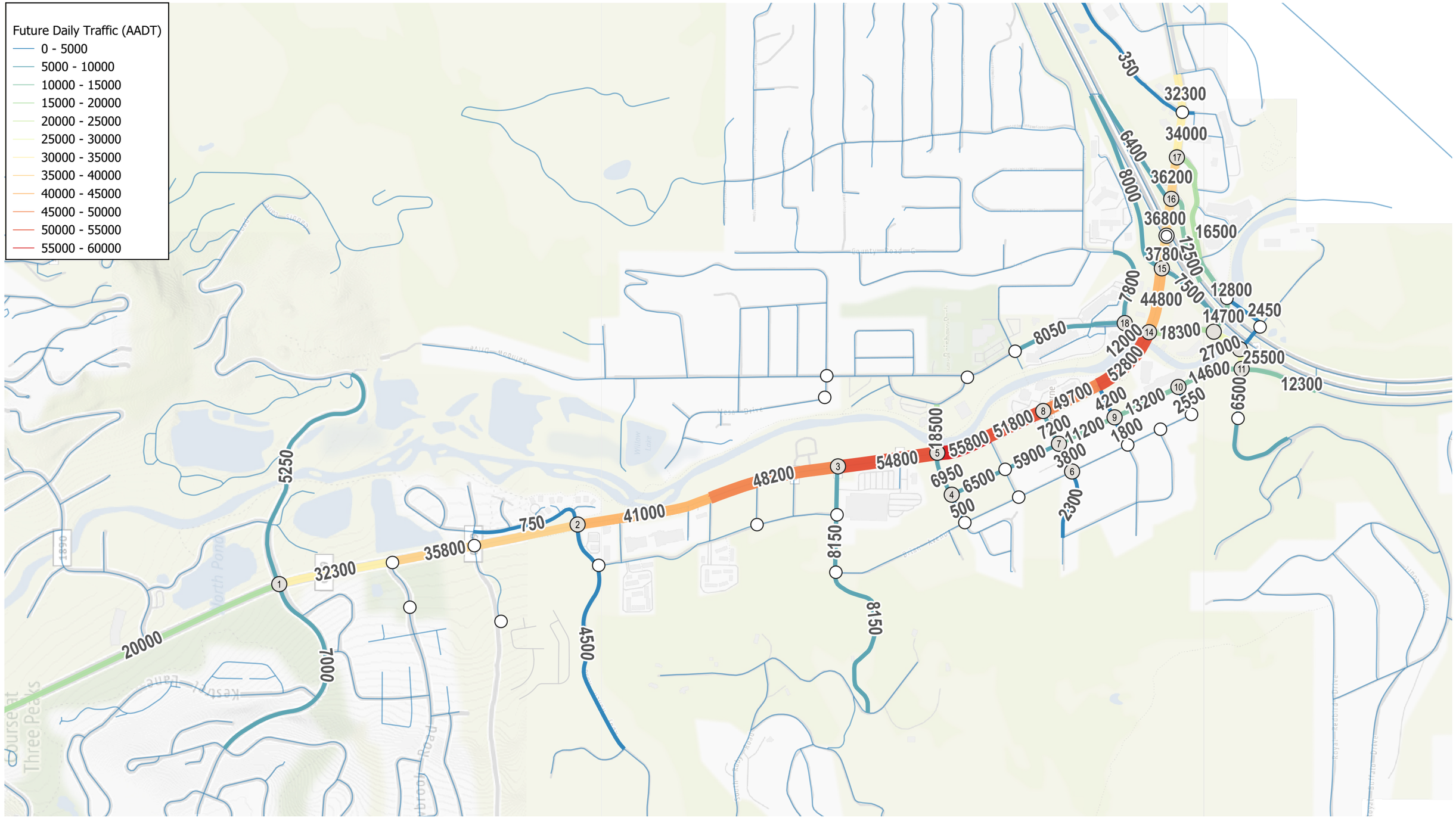


Figure 6: Future Traffic Forecasts
Annual Average Two-Way Daily Traffic (AADT)

0 0.25 0.5 mi

5. System Recommendations

Silverthorne's transportation network is made up of infrastructure for each mode of travel. These systems, the sidewalks, roadways, public transportation services, bicycle facilities, and urban trails, are supplied to ensure everyone can move around Silverthorne when and how they wish. This section presents recommended system improvements for all modes of travel. These strategies build upon the strengths that exist in Silverthorne today but also focuses on the solutions that can achieve the Town's vision over the next 20 years.

These specific project recommendations are augmented by policy recommendations in the following section.

Roadway Capacity & Operations Strategy

It is necessary to have a street network that can transport people and goods safely and reliably. Silverthorne's streets have generally kept up with the amount of local growth. However, the I-70 Interchange with SH 9 and US 6 has not kept pace with the regional traffic growth, thus creating safety concerns for the Town of Silverthorne.

Congestion cannot be solved solely by widening roadways. Improved operations of the highway system, improved access control on the Town's street network, and the promotion of multimodal travel will reduce the congestion experienced during peak traffic in the Town of Silverthorne. Getting people out of their cars and onto the trail and sidewalk network will increase the vibrancy of the Town.

Roadway Classifications

Roadways within the Town of Silverthorne can be categorized into one of three different classifications: Arterial, Collector or Local.

Arterial Roadways

Of the three classifications, arterials are the largest roads and are sized to carry the highest traffic volumes. While arterials often provide direct access to directly adjacent properties where no other access points exist, it is preferable to limit access points where feasible in order to reduce turning movements and to achieve steady traffic flows as best as possible. The State Highways, specifically I-70, SH 9 and US 6 are roadways that function as arterials within and through the Town of Silverthorne.

Collector Roadways

Collector roadways provide access and circulation within residential, commercial and industrial areas. Collector roadways often connect with both arterial and local roadways and often serve as a transition between the two. Collector roads often distribute traffic between the highway system and local streets and to and from neighboring developments. Collectors can also provide direct access to individual commercial lots. However, direct access from a local street and shared accesses are preferred. Access management strategies should be applied.

Roads which serve commercial properties typically tend to generate more traffic than in residential areas and as such are usually considered to function as collectors. However, roadways within residential areas are often considered as being collectors depending on the size of the development served and the volume of vehicles that use the road. Examples of collector roadways in Silverthorne are: Bald Eagle Road, Willowbrook, Golden Eagle, Kestrel Lane, Maryland Creek Lane, Hamilton Creek Road, Tanglewood Lane, Rainbow Drive.

Local Roadways

Local roads typically experience lower volumes of traffic than do collectors and arterials. Local roads typically branch from collectors or arterials and usually lead to specific destinations. Direct access is allowed.

Typical Roadway Sections

Previous planning efforts have identified typical roadway sections for SH 9 and several collector streets. These typical sections are shown in **Figure 8**.

Access Management

Access management is a set of techniques that State and local governments can use to control access to highways, major arterials, and other roadways. The benefits of access management include improved movement of traffic, reduced crashes, and fewer vehicle conflicts.[18]

Access management is achieved through the application of these planning, regulatory, and design strategies.

- Policies, directives, and guidelines issued by state and local agencies having permit authority on development and roadway infrastructure improvements.
- Regulations, codes, and guidelines that are enforceable.
- Acquisition of access rights by states and local jurisdictions that serve to protect transportation interests and enable sufficient infrastructure is built.
- Land development regulations by state and local jurisdictions that address property access and related issues.

- Development review and impact assessments by state and local jurisdictions.
- Good geometric design of transportation facilities
- Understanding of access implications by businesses and property owners.

As areas redevelop, all arterial and collector roadways should implement access management. Arterial access should be limited to appropriately spaced public roadways. Collector roadway access should be limited to public roadways and shared commercial accesses. Direct access should always be taken from the minor roadway. Rear access connections should be utilized to allow for circulation off the main transportation network. Specific areas for consideration are:

- Accesses within the influence area of a traffic signal or intersection.
- Accesses with conflicting left turns.
- Accesses with spacing less than AASHTO's[21] required minimum sight distance requirements.
- Commercial and Residential accesses that can be shared.

Timing of System Recommendations

Implementation of the system recommendations is expected to occur over time as funding and partnership opportunities arise. The identified system recommendations have been categorized as near-term, mid-term and long-term implementations. These designations can help inform prioritization of projects.

- Near-Term = Less than 5 years
- Mid-Term = 5-10 years
- Long-Term = More than 10 years

The projects are referenced by letter in the following descriptions, table, and figures.

Near-Term Projects

A. Variable Message Signage for Traffic Events

The current operations of the I-70 interchange with SH 9 and US 6 creates a safety concern to the Town. During peak traffic conditions, a crash on SH 9 or US 6, or the closure of I-70; traffic gridlocks on SH 9 and US 6. This creates a difficulty for emergency responders to access all locations. A variable message sign system with guidance for drivers would help route traffic to desired routes and destinations. Installation and management of the sign system should be coordinated with CDOT, Summit County, and the Town of Dillon.

B. Exit 205 Diverging Diamond and Associated I-70 Improvements (CDOT)

In 2010, the Colorado Department of Transportation began a study on Exit 205, the Interstate 70 exit for Silverthorne, Dillon and Keystone. The study was completed in 2011, concluding that a "diverging diamond" interchange would be the most efficient and cost-effective option. This particular type of interchange allows vehicles turning left to move more freely.

After the study was completed, the project was put on hold when CDOT prioritized the widening of the Twin Tunnels near Idaho Springs. The Exit 205 project was supposed to be picked up again two years later, but nine years later, there still isn't a clear timeline for when the project would be completed.[15]

The Town should continue to encourage CDOT and the Intermountain Transportation Planning Region to fund interchange improvements at Exit 205. This is a CDOT project that is not under the control of the Town.

CDOT is widening and adding auxiliary lanes to I-70. This additional capacity for the interstate system may have impacts on the Town's system if this increase traffic onto SH 9 and US 6.

Figure 7: I-70 Diverging Diamond Interchange

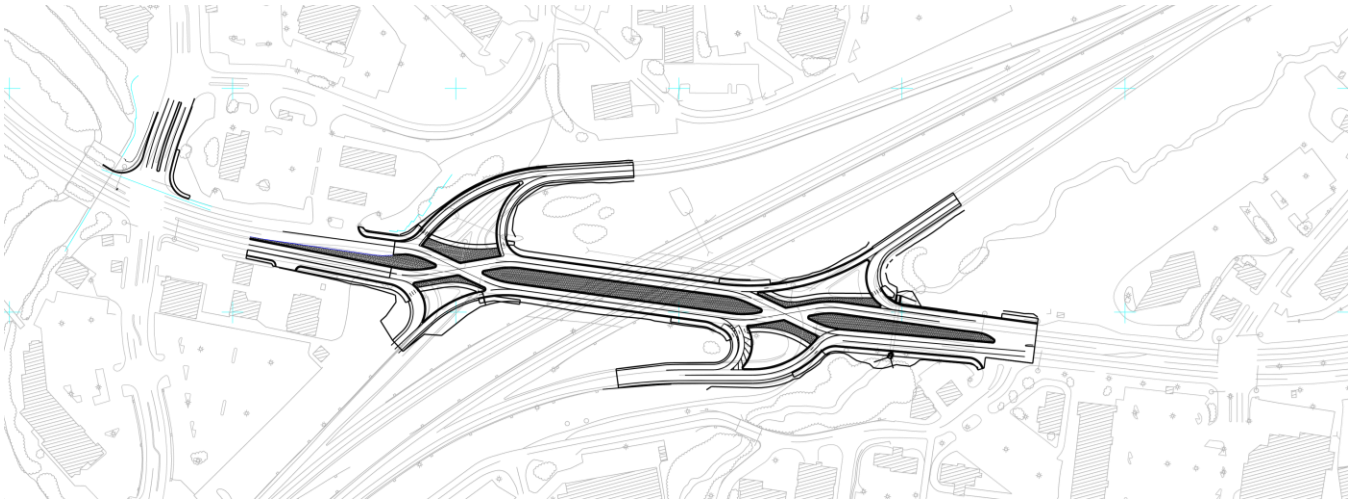


Figure Reference: *CDOT PEL Diverging Diamond Interchange Plans*[19]

C. Re-Time Signals on SH 9 Corridor (CDOT)

CDOT currently has 12 signal timing plans for the SH 9 and US 6 corridor through Silverthorne. This includes a weekday and weekend early morning, morning, mid-day, and evening plan. There are also four event plans. Recalibration of the current plans, addition of more timing plans, or the implementation of adaptive signal controls on the corridor would allow the signal to be timed to better suit the peak demands during holiday, weekend, and daily traffic conditions. Silverthorne's traffic signals are controlled by CDOT, not the Town.

D. Town Core Complete Streets

As redevelopment occurs within the Town Core, the associated roadway improvements described in the *Town Core Study*[13] should be incorporated. These improvements include narrowed lanes, on-street parallel parking, multimodal accommodation, and bike lanes on 6th Street and Brian Avenue.

These network improvements are at the cost of the developer.

Figure 8: Typical Roadway Sections in Town Core

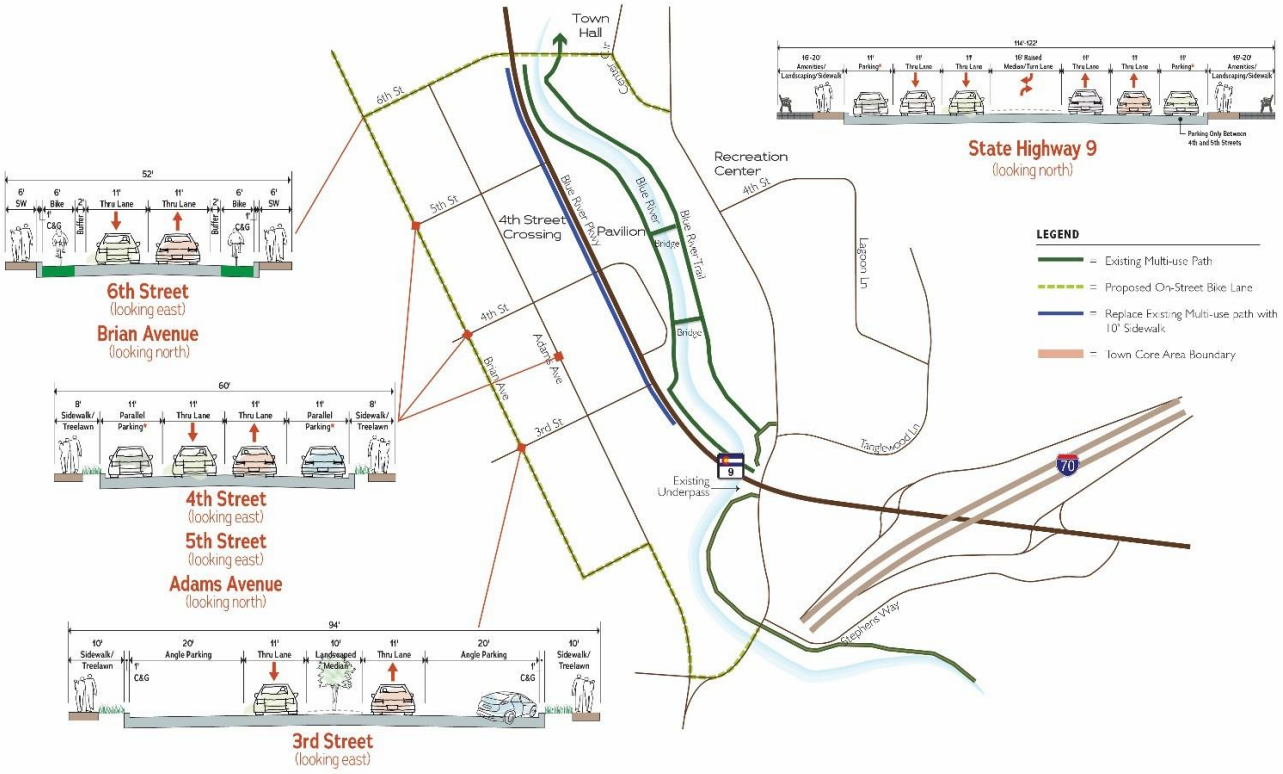


Figure Reference: *Town Core Study*[13]

E. Traffic Signal at Ruby Ranch Road and Blue River Parkway (SH 9)

The installation of a traffic signal at the intersection of SH 9 and Ruby Ranch Road would create left turn protection for the increased traffic into and out of the Smith Ranch development. It would also create a way for pedestrians and cyclists to connect to the Blue River Trail safely. MUTCD signal warrant analysis and CDOT approval will be required prior to installation.

F. Stephens Way Access Control

A raised center median in Stephens Way from US 6 to Meraly Way would reduce the number of vehicular conflicts within the existing traffic signal's influence area. This project would make a significant impact to the safety and queuing on Stephens Way. However, it is a short-term fix to a larger condition – the close access spacing of the Stephens Way traffic signal to the interchange signals. See **Table 4**, Project Q. This access restriction would impact the ingress of two restaurants and the egress of a convenience store/gas station.

G. Adams Avenue North Extension to Willowbrook Road

The extension of Adams Avenue to Willowbrook Road will create another north-south connection on the west side of SH 9. It also increases the pedestrian and cyclist connections.

H. Blue River Bridge South of I-70 connecting Adams Avenue to Stephens Way

The only secondary crossing of I-70 is Stephens Way. If the I-70 interchange with SH 9 and US 6 is blocked or congested, this is the emergency route for fire and police crews. The construction of a Blue River Bridge south of I-70 connecting Adams to Stephens would provide much needed redundancy in the transportation network. In addition, as both regional traffic and the Town of Silverthorne continue to grow, the additional capacity will serve local trips that are wanting to access between the north and south sides of I-70 without driving through the congested interchange. It is recommended that the bridge construction is also paired with the Stephens Way Improvements. Refer to **Figure 13**.

I. Dual Northbound Left Turn Lanes from SH 9 to Wildernest Road

Existing conditions on SH 9 have only a single northbound left turn lane at the Wildernest Road traffic signal. This is a heavy movement with many Summit County residents living up Buffalo Mountain Road and Ryan Gulch Road. Silverthorne's commercial traffic contributes as well. With a dual northbound left turn lane, the intersection could push twice as many vehicles through in a signal cycle, increasing the capacity of the intersection.

This improvement is included in CDOT's Exit 205 plans and study. Refer to **Figure 7** and **Figure 14.**

.

To accommodate the dual northbound left turn, Wildernest Road will need to be modified to have two westbound receiving lanes. In the near term, this will require access restriction of the 7-Eleven (201 Blue River Parkway) access.

Additional long-term access control on Wildernest Road will be required to accommodate future traffic forecasts. Refer to mid-term Project M.

J. Rainbow Drive Extension to Bald Eagle Road

The extension of Rainbow Drive to Bald Eagle Road would create a north-south connection on the east side of the Blue River. It would also increase pedestrian and cyclist connections. This would require cooperation from a neighborhood outside of the Town limits.

Mid-Term Projects

K. SH 9 (Blue River Parkway) Streetscape Improvements

The 2017 *Town Core Study* [13] extensively reviewed alternate roadway sections for the SH 9 corridor through the Town Core. The proposed design does not increase the capacity of SH 9, but scales the roadway to a more pedestrian level, promoting walkability. The proposed plan:

- Improves SH 9 pedestrian crossing visibility and delineation by implementing smart crosswalks.
- Implements a median chicane on SH 9 as an entry feature and speed reduction measure north of 6th Street.
- Identifies opportunities to reduce the size of the travel lanes between 3rd Street and 6th Street.
- Recommends conducting a speed study with CDOT after speed reduction measures have been implemented and work to reduce the posted speed along SH 9 through the Town Core to 25 MPH.
- Recommends working with CDOT to provide ATIS along SH 9 and throughout the community to improve communication with local and regional travelers.

Figure 9: SH 9 (Blue River Parkway) between 3rd and 4th Streets

Figure Reference: Town Core Study[13]

Figure 10: SH 9 (Blue River Parkway) between 4th and 5th Streets

Figure Reference: Town Core Study[13]

Figure 11: SH 9 (Blue River Parkway) between 5th and 6th Streets

Figure Reference: Town Core Study[13]

L. Stephens Way – Roundabout at Wildernest Road and Stephens Way

To accompany the proposed Blue River Bridge south of I-70, improvements to Stephens Way are recommended. This includes the construction of a roundabout at the intersection of Stephens Way and Wildernest Road. The roundabout has been modeled with future buildout traffic volumes and will accommodate future traffic without backing up to the adjacent traffic signals on Wildernest Road. The roundabout will allow for the implementation of access control on the Wildernest Road corridor, increasing the capacity of the roadway. Refer to **Figure 13**.

M. Wildernest Road Access Control

Wildernest Road is a critical arterial roadway within the Town. The direct commercial access to Wildernest creates conflict points, safety concerns, and decreased capacity. By implementing access control such as shared access locations, access movement restrictions, etc. on the corridor, the capacity and safety of Wildernest will increase. This will allow Wildernest Road to serve the Town's future growth in the future.

7-Eleven's access (201 Blue River Parkway) will be restricted by near-term Project I. Additional access restriction, such as the 191 Blue River Parkway access will also be required, as the access is located within the influence area of the SH 9 traffic signal. The proposed Wildernest Road section in **Figure 12** will require the acquisition of property from Lot 2 and Lot 3 of the Silverthorne Factory Stores on the north and south sides of Wildernest Road.

The roundabout at Wildernest Road and Stephens Way (Project L) will be needed prior to or with this project to accommodate the restricted movements from the commercial accesses. Refer to **Figure 13**.

N. Brian Avenue Extension to Buffalo Mountain Drive

A direct connection between Brian Avenue and Buffalo Mountain Drive would allow people to access the downtown street network directly, without adding to the congestion of the traffic signal at Wildernest Road/Buffalo Mountain Drive and Adams Avenue. This connection will likely require land acquisition and faces the challenges of steep grade differences.

O. Stephens Way Widening from Wildernest Road to US 6

With improvements to the intersection of Wildernest Road and Stephens Way, additional traffic is likely to use Stephens Way to access the Town on either side of I-70. The additional traffic will require a three-lane section on Stephens Way to the new Blue River Bridge connection from Adams Avenue, and widening of Stephens Way to a four lane section with auxiliary turn lanes south of the new Blue River Bridge connection. Refer to **Figure 14**.

Long-Term Projects

P. Stephens Way – Dual Southbound Left at Wildernest Road and Adams Avenue

To accommodate anticipate future traffic growth in Silverthorne, it is anticipated that eventually a dual southbound left turn lane will be required at the intersection of Adams Avenue and Wildernest Road. The timeframe for this need will depend upon the amount of development and growth that occurs over time. This improvement is anticipated to be required in 10+ years. Refer to **Figure 13**.

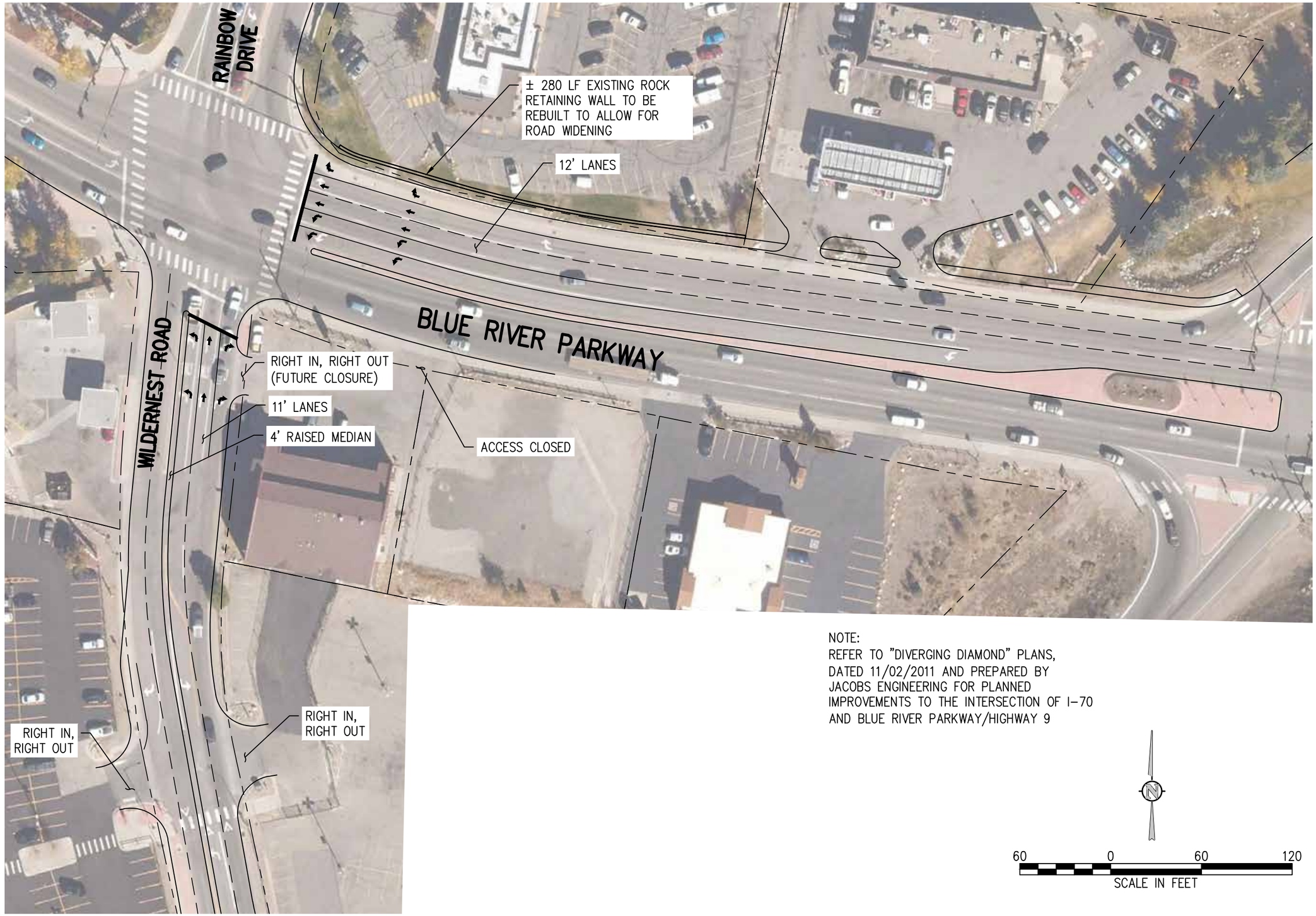
Q. Stephens Way Alignment with Little Beaver Trail

The existing traffic signal spacing on US 6, south of I-70, is not ideal. The US 6 and Stephens Way (3-legged) signal is 450 feet south of the signal for the I-70 Eastbound Ramps. The US 6 and Little Beaver Trail traffic signal is 500 feet south of the Stephens Way signal. The ideal spacing for traffic signals is one-half mile apart in an urban area. This close spacing reduces signal progression, increases delay, and increases collisions. The queue from one traffic signal backs into the other intersections and impacts the traffic flow at adjacent intersections. Without mitigation, the congestion and Level of Service between the traffic signals will continue to get worse as traffic increases.

Consolidation of the US 6 traffic signals as a result of realigning Stephens Way to align with Little Beaver Trail would allow for better signal progression, less delay, more corridor capacity, fewer conflict points, reduced queues, improved mobility on US 6, increased travel time efficiency, reduced emissions, and a safer condition on the US 6 corridor.

This realignment would require coordination with private developer(s) if the shopping center is redeveloped. Access to the realigned Stephens Way needs to be controlled to maintain the required corridor capacity and minimize conflicts with the US 6 signal.

Refer to **Figure 14**.



NOTE:
REFER TO "DIVERGING DIAMOND" PLANS, DATED 11/02/2011 AND PREPARED BY JACOBS ENGINEERING FOR PLANNED IMPROVEMENTS TO THE INTERSECTION OF I-70 AND BLUE RIVER PARKWAY/HIGHWAY 9

60 0 60 120
SCALE IN FEET

JVA, Inc.
PO Box 1860
47 Cooper Creek Way, Suite 328
Winter Park, CO 80482
970.722.7677
www.jvajva.com
Boulder • Fort Collins • Winter Park
Glenwood Springs • Denver
CONSULTING ENGINEERS

NO.	DATE	DES'D	DWN	REVISION DESCRIPTION

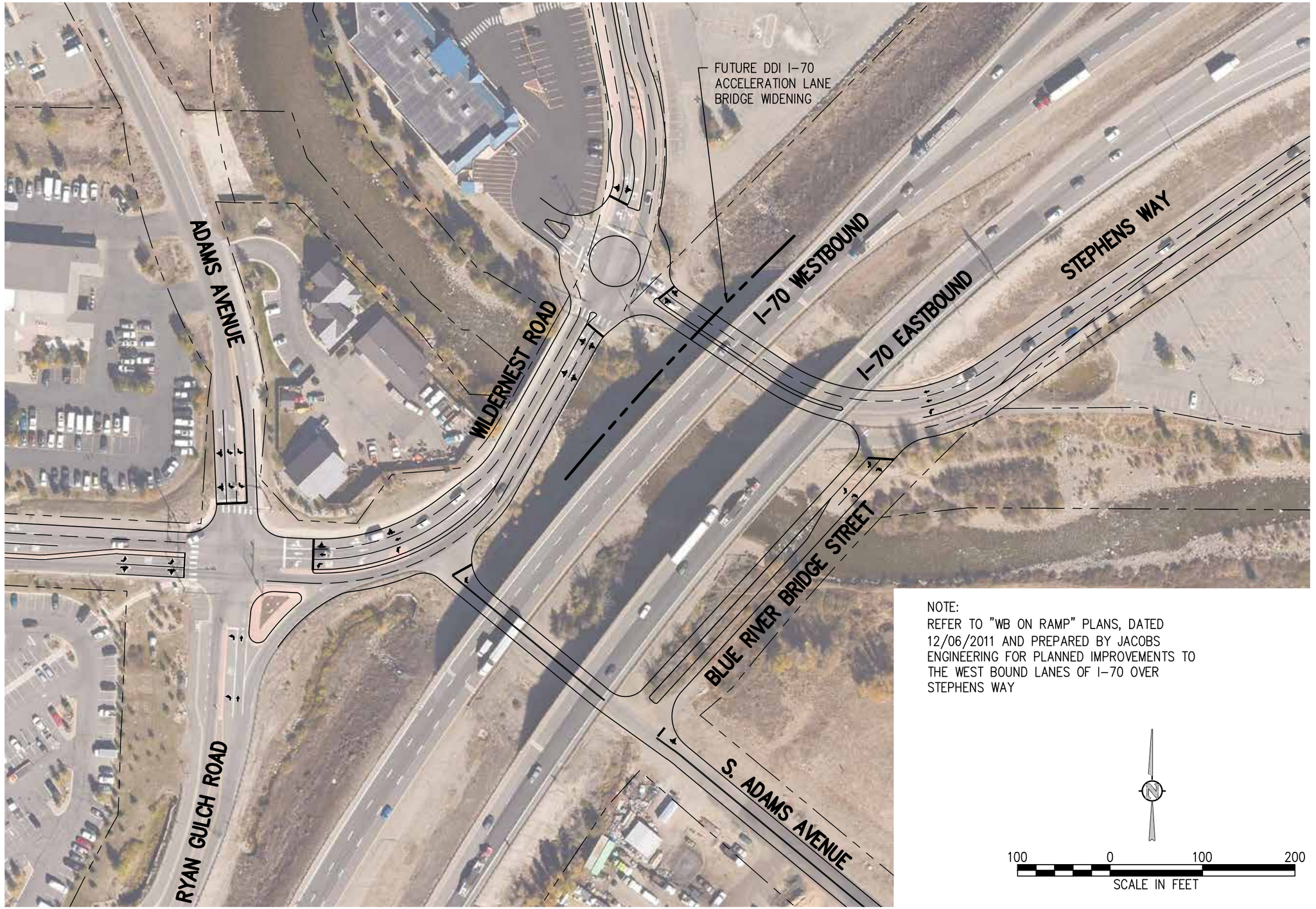
DESIGNED BY: -
DRAWN BY: RMM
CHECKED BY: CWK
JOB #: 3151c
DATE: 07/08/2020

TOWN OF SILVERTHORNE
TRANSPORTATION MASTER PLAN

BLUE RIVER PARKWAY AT
WILDERNEST ROAD

SHEET NO.
1

K:\3151c-Silverthorne Transportation MP\Drawings\Exhibits-Figures\Hwy6 at Wildernest.dwg, 7/13/2020 - 12:46 PM, rmm



NOTE:
REFER TO "WB ON RAMP" PLANS, DATED 12/06/2011 AND PREPARED BY JACOBS ENGINEERING FOR PLANNED IMPROVEMENTS TO THE WEST BOUND LANES OF I-70 OVER STEPHENS WAY

100 0 100 200
SCALE IN FEET

JVA, Inc.
PO Box 1860
47 Cooper Creek Way, Suite 328
Winter Park, CO 80482
970.722.7677
www.jvajva.com
Boulder • Fort Collins • Winter Park
Glenwood Springs • Denver
CONSULTING ENGINEERS

NO.	DATE	DES'D	DWN	REVISION DESCRIPTION

DESIGNED BY:	-
DRAWN BY:	RMM
CHECKED BY:	CWK
JOB #:	3151c
DATE:	07/08/2020

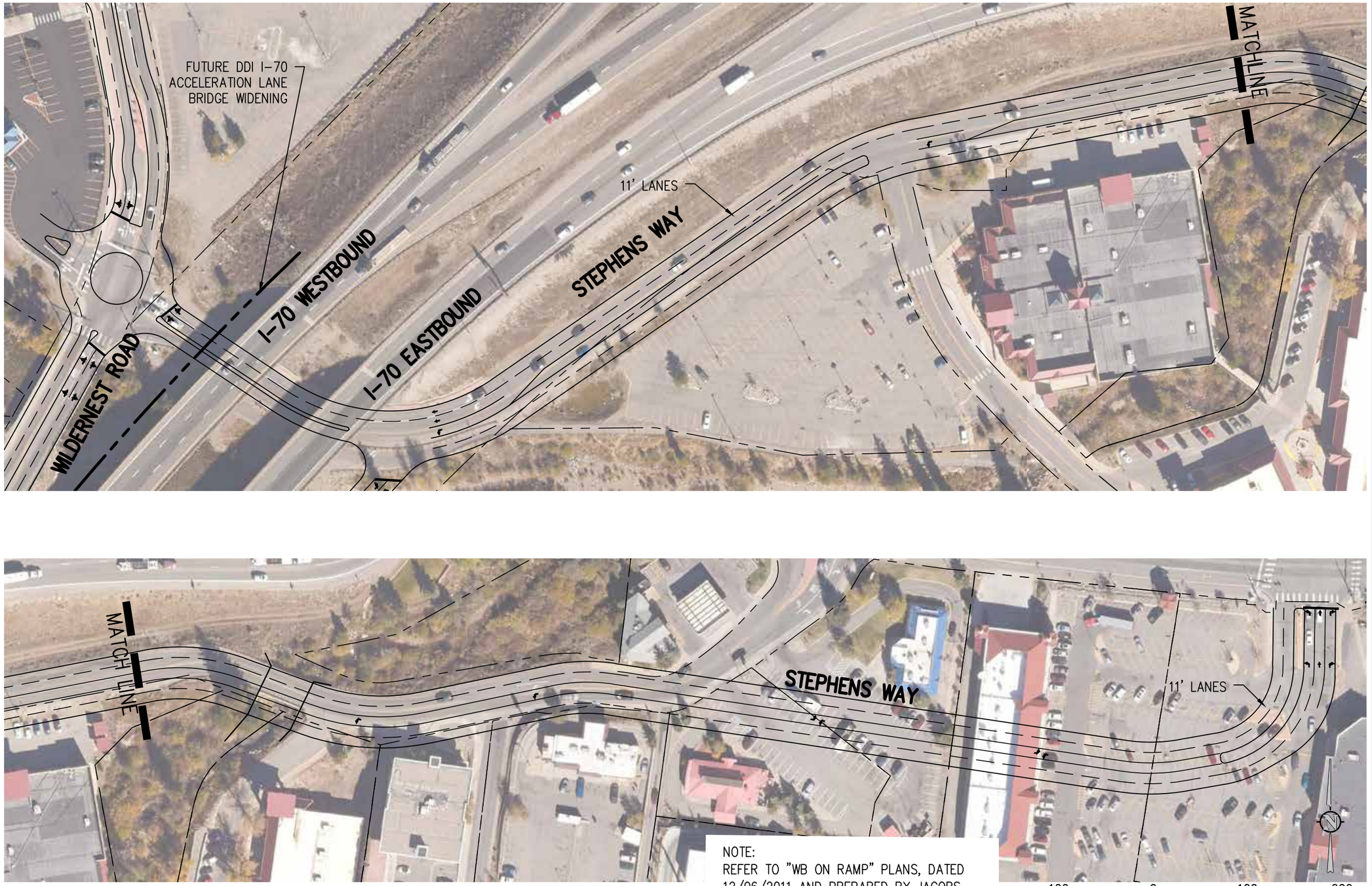
TOWN OF SILVERTHORNE
TRANSPORTATION MASTER PLAN

WILDERNEST RD - STEPHENS WAY RAB
S. ADAMS AVE & BLUE RIVER BRDG

SHEET NO.
2

K:\3151c-Silverthorne Transportation MP\Drawings\Exhibits-Figures\Wildernest - Stephens - S Adams.dwg, 7/13/2020 - 12:46 PM, rmm

Figure 13: Wildernest Road – Stephens Way Roundabout, S. Adams Avenue and Blue River Bridge



NOTE:
REFER TO "WB ON RAMP" PLANS, DATED 12/06/2011 AND PREPARED BY JACOBS ENGINEERING FOR PLANNED IMPROVEMENTS TO THE WESTBOUND LANES OF I-70 OVER STEPHENS WAY

100 0 100 200
SCALE IN FEET

JVA, Inc.
PO Box 1860
47 Cooper Creek Way, Suite 328
Winter Park, CO 80482
970.722.7677
www.jvajva.com
Boulder • Fort Collins • Winter Park
Glenwood Springs • Denver
CONSULTING ENGINEERS

NO.	DATE	DES'D	DWN	REVISION DESCRIPTION

DESIGNED BY:	-
DRAWN BY:	RMM
CHECKED BY:	CWK
JOB #:	3151c
DATE:	07/08/2020

TOWN OF SILVERTHORNE
TRANSPORTATION MASTER PLAN

STEPHENS WAY WIDENING

SHEET NO.
3

K:\3151c-Silverthorne Transportation MP\Drawings\Exhibits-Figures\Stephens.dwg, 7/13/2020 - 12:46 PM, rmm

R. West Silverthorne Interchange

Even with CDOT's proposed Diverging Diamond Interchange at Exit 205, the anticipated regional traffic growth, buildout growth within the Town of Silverthorne will tax the available capacity of a single interchange. Currently the Dam Road is the only alternate route from I-70 between Frisco and Dillon/Silverthorne. A portion of the Dam Road is often closed in the event of high winds or storms. Therefore, in winter snowstorms, it is possible for both I-70 and the Dam Road to be closed. A West Silverthorne Interchange would utilize the open sections of the Dam Road during storms and high winds.

An additional I-70 Interchange located approximately one to one and a half miles west of the Exit 205 Interchange would provide an alternate access for Silverthorne, Dillon, Frisco, and the surrounding Summit County. This alternative could theoretically remove 15,000 – 20,000 ADT from the Exit 205 Interchange. An Origin-Destination Study would be required to identify this volume more accurately. Refer to **Figure 16**.

To pursue this option, an intensive Interchange PEL study with CDOT and approval from the Federal Highways would be required. It can typically take 10 to 20 years for a new interchange to be approved and funded.

S. East Silverthorne Interchange

Even with CDOT's proposed Diverging Diamond Interchange at Exit 205, the anticipated regional traffic growth, buildout growth within the Town of Silverthorne will tax the available capacity of a single interchange. The projections in this TMP applied a historic growth rate on US 6 south of I-70 for Dillon and Summit County.

Much of the current Exit 205 interchange traffic is attributed to Dillon and Keystone traffic. With a new East Silverthorne Interchange, this traffic could access I-70 approximately one to two+ mile(s) east of Exit 205. This alternative could theoretically remove 15,000 – 20,000 ADT from the Exit 205 Interchange. An Origin-Destination Study would be required to identify this volume more accurately. Refer to **Figure 16**.

To pursue this option, an intensive Interchange PEL study with CDOT and approval from the Federal Highways would be required. It can typically take 10 to 20 years for a new interchange to be approved and funded.

If the opportunity is available, the Town and other local agencies should explore the ability to move people from I-70 to US 6 without going through the congested Exit 205 interchange.

Not Included Projects

T. Tanglewood Lane and Rainbow Drive Realignment

The 2005 *Silverthorne Transportation Master Plan*[5] identified the need for a realigned Rainbow Drive and Tanglewood Lane intersection that gave more stacking space from SH 9. Since this plan[5] was produced, the intersection has been converted to an all-way stop condition. In this condition, the traffic seems to flow well, without vehicles blocking the intersection. Therefore, the realignment is not considered a critical CIP project unless the commercial facility on the southeast corner of the intersection is redeveloped. Therefore, this project is not included in this TMP.

Prioritization of System Recommendations

Table 4 prioritizes the recommended system improvements based upon the anticipated improvement to:

- Emergency Response and Safety of Silverthorne
- Transportation Network Operations and Circulation
- Pedestrian Safety and Circulation
- Bicycle Safety and Circulation
- Transit Circulation
- Timing of the Project
- Project Cost

The system recommendations are mapped as Near-Term Transportation Infrastructure Recommendations in **Figure 15** and Mid- and Long-Term Transportation Infrastructure Recommendations in **Figure 16**. The projects are referenced by letter matching the descriptions above.

Improvements to Exit 205 would most significantly improve to Silverthorne's transportation network. All the improvements listed in **Table 4** are needed with or without the Exit 205 improvements.

Table 4: Prioritization of System Recommendations

Priority #	Project	Project Name	Description	Emergency/ Safety	Operations/ Circulation	Pedestrians	Bicycles	Transit	Near-Term	Mid-Term	Long-Term	Relative Cost	Cost ($M or $k)	Term
1	A	Variable Message Signage for Traffic Events	Signs can be changed remotely and synchronized with CDOT and Town operations	5	3	3	3	3	X			1	100k	Near
2	B	Exit 205 Diverging Diamond and Associated I-70 Improvements (CDOT)	Improves operations to enter and exit I-70, including better pedestrian and cyclist routes. Will include access management adjacent to the improvements.	5	5	3	3	3	X			5	30M	Near
3	C	Re-time Signals on SH9 Corridor (CDOT)	Add more signal programs to better suit peak demands during holiday, weekend, and daily volumes on the corridor.	4	5	2	2	4	X			1	10k	Near
4	D	Town Core Complete Streets	A street template has been completed, and amenities will be constructed as development occurs. Internal Town Roads (not SH 9)	3	4	5	5	5	X			4	3.0M	Near
5	E	Traffic Signal at Ruby Ranch Road and Blue River Parkway (SH9)	This project would create left turn protection for increased traffic into Smith Ranch development but would also create a way for pedestrians and cyclists to connect to the Blue	4	4	5	5	2	X			2	500k	Near
6	F	Stephens Way Access Control	A raised center median in Stephens Way from US 6 to Meraly Way would reduce the number of vehicular conflicts within the existing traffic signal's influence area.	4	4	2	2	2	X			1	300k	Near
7	G	Adams Ave North Extension to Willowbrook Road	Create another north/south connection on west side of SH 9. Increases pedestrian and cyclist connections	5	3	5	5	2	X			2	1.0M	Near
8	H	Blue River Bridge South of I-70 connecting Adams to Stephens	Provides redundancy to get around Exit 205 and I-70. Increases mobility on both sides of I-70.	5	5	2	3	4	X			4	5.0M	Near
9	I	Dual Northbound Left Turn Lanes from SH 9 to Wildernest Road	This could be coordinated w/ Wildernest Access Control Project	4	5	1	1	3	X			3	2.0M	Near
10	J	Rainbow Drive Extension to Bald Eagle Road.	This would require cooperation from a neighborhood outside the Town limits but it would create another north/south connection on the east side of the river.	5	4	2	2	2	X			2	500k	Near
11	K	SH 9 (Blue River Parkway) Streetscape Improvements	Streetscape improvements along the SH 9 Corridor	3	3	5	4	5		X		3	10M	Mid
12	L	Stephens Way - Roundabout at Wildernest & Stephens	Would allow for access control implementation on Wildernest	4	5	3	2	3		X		3	5.0M	Mid
13	M	Wildernest Access Control	Raised Median and Access Control along Wildernest from Adams to Blue River Parkway	4	5	1	1	3		X		2	500k	Mid
14	N	Brian Ave Extension to Buffalo Mountain Drive	Brian Ave extended to the south to Buffalo Mountain Drive. Would require private property acquisition.	5	5	1	3	4		X		3	2.0M	Mid
15	O	Stephens Way Widening from Wildernest to US6	Widen Stephens Way for capacity improvements	4	4	2	4	3		X		3	5.0M	Mid
16	P	Stephens Way - Dual SBL at Wildernest & Adams	Need is based upon development/growth in this area. Not anticipated for 10+ years	3	5	1	1	4			X	3	1.0M	Long
17	Q	Stephens Way Alignment with Little Beaver Trail	Reconfiguration and removal of US6/Stephens Way signal, increasing capacity on US6, aligns with Little Beaver Trail signal. Would require private property acquisition	5	5	1	1	3			X	4	10M	Long
18	R	West Silverthorne Interchange	This alternative route from Silverthorne to Frisco would provide an additional way to avoid I70 during closures	5	5	1	1	4			X	5	30M	Long
19	S	East Silverthorne Interchange	This would allow for travelers on I70 headed to Keystone to avoid the Exit 205 interchange when congested.	5	5	1	1	4			X	5	40M	Long

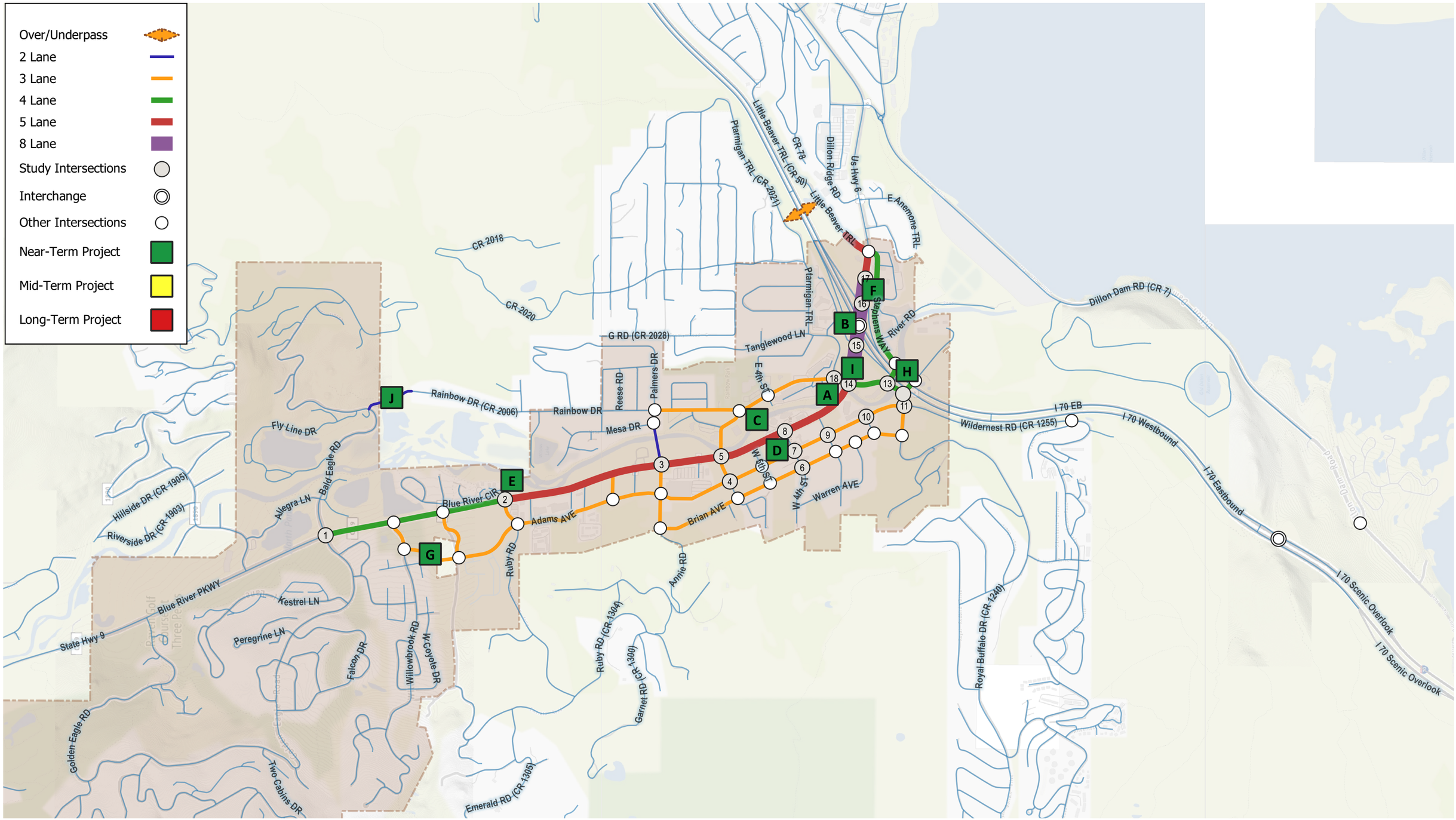


Figure 15: Near-Term Transportation Infrastructure Recommendations

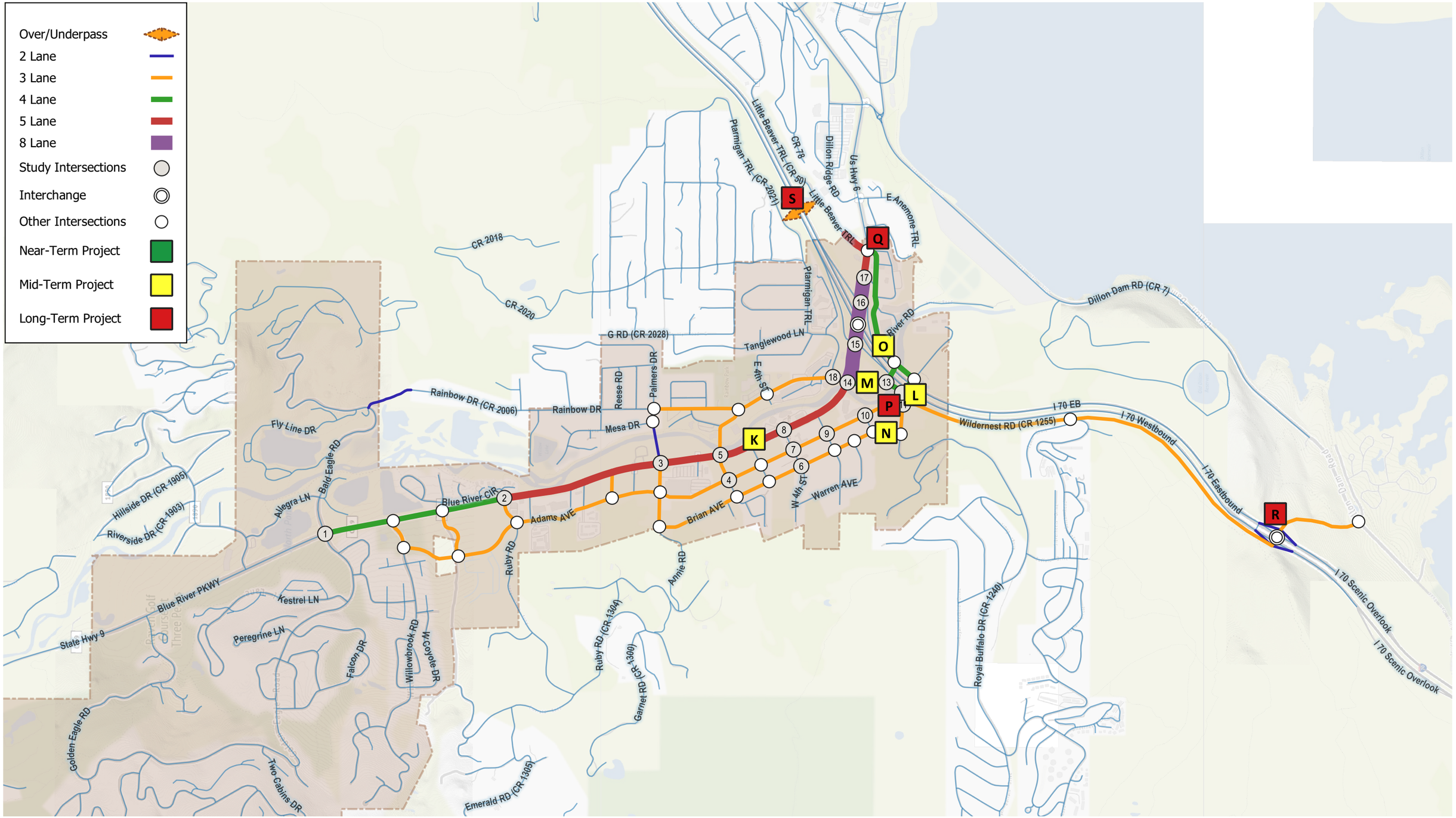


Figure 16: Mid- and Long-Term Transportation Infrastructure Recommendations

6. Goals and Policies

Silverthorne's *Comprehensive Plan*[11] identified transportation goals that align with the findings of the TMP.

This TMP took the Goals and Policies from the *Comprehensive Plan*[11] and incorporated them into the planned infrastructure projects, as shown in **Table 5**.

- Transportation Goal 1- Connectivity and Access: Provide for safe and convenient movement of people within Silverthorne and the surrounding areas.
- Transportation Goal 2 - Active Transportation: Develop a bicycle and pedestrian system that encourages active transportation amongst the major activity centers such as schools, shopping areas, parks, recreational center, and work places.
- Transportation Goal 3 – Transit: Support and help formulate a public transportation system that meets the transportation needs of the community for in-town, county-wide, and regional service.
- Transportation Goal 4 – Parking: Provide private and public parking that meets the needs of the Town.
- Transportation Goal 5 – Coordination: Build relationships with appropriate agencies to ensure a shared vision and appropriate implementation.

Table 5: Project Recommendations Compared to the *Comprehensive Plan*[11] Policies

Project	Project Name	Connectivity & Access	Active Transportation	Transit	Parking	Agency Coordination	Meets Policy?
A	Variable Message Signage for Traffic Events	3	3	3	5	5	Yes
B	Exit 205 Diverging Diamond and Associated I-70 Improvements (CDOT)	5	3	3	1	5	Yes
C	Re-time Signals on SH9 Corridor (CDOT)	5	2	4	1	5	Yes
D	Town Core Complete Streets	4	5	5	5	4	Yes
E	Traffic Signal at Ruby Ranch Road and Blue River Parkway (SH9)	4	5	2	1	4	Yes
F	Stephens Way Access Control	4	2	2	1	1	Yes
G	Adams Ave North Extension to Willowbrook Road	3	5	2	1	1	Yes
H	Blue River Bridge South of I-70 connecting Adams to Stephens	5	3	4	1	3	Yes
I	Dual Northbound Left Turn Lanes from SH 9 to Wildernest Road	5	1	3	1	5	Yes
J	Rainbow Drive Extension to Bald Eagle Road.	4	2	2	1	1	Yes
K	SH 9 (Blue River Parkway) Streetscape Improvements	3	4	5	5	5	Yes
L	Stephens Way - Roundabout at Wildernest & Stephens	5	2	3	1	3	Yes
M	Wildernest Access Control	5	1	3	1	3	Yes
N	Brian Ave Extension to Buffalo Mountain Drive	5	3	4	1	1	Yes
O	Stephens Way Widening from Wildernest to US6	4	4	3	1	3	Yes
P	Stephens Way - Dual SBL at Wildernest & Adams	5	1	4	1	1	Yes
Q	Stephens Way Alignment with Little Beaver Trail	5	1	3	1	5	Yes
R	West Silverthorne Interchange	5	1	4	1	5	Yes
S	East Silverthorne Interchange	5	1	4	1	5	Yes

In addition, several proposed modifications to the *Comprehensive Plan*[11] are included below.

Transportation Goal 1: Connectivity and Access

Provide for safe and convenient movement of people within Silverthorne and the surrounding areas.

Policies:

T 1.5 Limit vehicular access to State Highway 9 and the Town's arterial streets, with major traffic generators using secondary access points rather than direct highway or arterial access whenever possible.

T 1.10 As the Town of Silverthorne adds to or improves their transportation network, utilize complete street strategies such as narrowing the lane widths, limiting roadway access, promoting pedestrian and bicycle travel, provide appropriate landscaping, promote pedestrian-scale development.

T1.11 Formalize a Town Access Permitting and Traffic Impact Study review process for future development or redevelopment. This process should compare the proposed land uses' impacts to the current TMP and evaluate any onsite or offsite transportation mitigation that is required.

Transportation Goal 3: Transit

Support and help formulate a public transportation system that meets the transportation needs of the community for in-town, county-wide, and regional service.

Policies:

T 3.2 Improve the image of the transit system by working with Summit Stage to improve the quality and design of the bus stops and facilities within Silverthorne.

~~T 3.5 Work with Summit Stage to relocate the multi-modal transit hub to facilitate redevelopment at its current location. Potential new locations could include across Adams from its current location or further south on Adams near 3rd Street.~~

Transportation Goal 5: Coordination

Build relationships with appropriate agencies to ensure a shared vision and appropriate implementation.

Policies:

T 5.5 Coordinate future long-term transportation needs with CDOT including the need for additional interchange locations east and west of Exit 205.

T 5.6 Continued active participation in the Intermountain Transportation Planning Region and requests for regional funding of Silverthorne's regional transportation systems.

T 5.7 Create an advanced variable message signage plan to direct traffic flow within the Town of Silverthorne in the event of an I-70 closure or crash impacting SH 9 or US 6. Coordination with CDOT, Summit County, and the Town of Dillon will be required.

7. Resources

The Town of Silverthorne's budget is the primary tool the Town Council utilizes to implement its polices. The budget sets spending priorities for the year, serves as an important management tool for Town operations, and establishes the direction for the community to move forward.

The Town budget provides guidance in two basic forms: operations and capital. Operations reflect the funding necessary to operate the Town on a day-to-day basis including staffing and spending necessary to maintain Town operations.

Capital generally reflects the Town's equipment, facilities, and infrastructure. Funding ranges from buying a copy machine to constructing a recreation center, new park, or a roadway.

Capital Projects

Capital Projects funds account for financial resources that must be used for the acquisition, improvements, or construction of major capital projects. The Town's Capital Improvement Plan (CIP) lists approved and anticipated capital projects of the Town.

This plan recommends that several projects are considered for the Town's CIP list:

- Secondary Bridge over the Blue River, south of I-70
- Intersection and Roadway Improvements on Wildernest Road, Adams Street, and Stephens Way

Regional Partners

The Town of Silverthorne's transportation system operates within Summit County, the Intermountain Transportation Planning Region, and the State of Colorado. Each of the following jurisdictions and agencies are important partners in the operations of Silverthorne's transportation network.

Urban Renewal Authority

The Town's intent on establishing an urban renewal district was to encourage private investment and reinvestment in targeted areas while strengthening the tax base of the entire community.[11] Silverthorne's existing Urban Renewal Authority could be used to access special district mechanisms for funding.

Summit County

Silverthorne is a "Home-Rule" municipality in Summit County. The County maintains and operates several facilities adjacent to the Town of Silverthorne. Additionally, the County regulates the land uses in the unincorporated areas surrounding Silverthorne.

Intermountain Transportation Planning Region

The Intermountain Transportation Planning Region (TPR) is the transportation planning organization encompassing five counties in the mountains of Colorado. This is a federally mandated transportation policy-making organization, made up of representatives from local governments. The Intermountain TPR was created to ensure regional cooperation in transportation planning. The TPR does not own or maintain transportation investments. However, federal funding for transportation projects in the Intermountain Region is channeled through the TPR. Silverthorne can use the TPR funding to implement regionally- significant investments.

Colorado Department of Transportation (CDOT)

CDOT owns and operates the federal and state transportation network in Silverthorne, including I-70, US 6, and SH 9. CDOT has several funding opportunities related to system and safety improvements. Furthermore, any improvement desired on a state facility must be endorsed by CDOT.

Currently, CDOT is leading the effort to improve the Exit 205 Interchange Improvements.

Great Outdoors Colorado (GOCO)

GOCO offers competitive grant programs for outdoor recreation and land conservation projects in the state of Colorado. Their Local Park and Outdoor Recreation Grants to help build or improve community parks, outdoor recreation amenities (including trails), outdoor athletic facilities, and environmental education facilities. Funding is also available for land acquisitions.

GOCO's Planning Grants help develop strategic plans, master plans, or site plans for managing open space, wildlife habitat, parks, and trails.

8. Appendix

Reference Documents

1. *Town Wide Transportation Plan*. Town of Silverthorne, 1995.
2. *SH 9 Signal Location & Progression Analysis*. Felsburg Holt & Ullevig, 1996.
3. *SH 9/Silverthorne Eagle Traffic Signal Study*. Felsburg Holt & Ullevig, 2001.
4. *Traffic Signal Timing Coordination Study*. Post, Buckley, Schuh, and Jernigan (PBS&J), 2004.
5. *Silverthorne Transportation Master Plan*. Town of Silverthorne, 2005.
6. *Angler Mountain Ranch Traffic Study*. Leigh, Scott & Cleary, 2006.
7. *Wilderness Stephens Traffic Study*. Felsburg Holt & Ullevig, 2007.
8. *Town of Silverthorne Safety Traffic Study*. Kimley Horn, 2007.
9. *Lowes Traffic Study.* Kimley Horn, 2009.
10. *I-70 Exit 205 PEL Study*. CDOT, 2011.
11. *Blue Print Silverthorne, 2014 Comprehensive Plan Update*. Town of Silverthorne, May 2014.
12. *Maryland Creek Ranch Traffic Study*. McDowell Engineering, 2015.
13. *Town Core Study*. Felsburg Holt & Ullevig, 2017.
14. *Colorado Department of Transportation OTIS. https://dtdapps.coloradodot.info/otis*
15. *Sienkiewicz, Taylor. "Silverthorne pushes CDOT to act on Exit 205 bottleneck, looks for temporary traffic relief." Summit Daily, January 14, 2020.*
16. *Silverthorne Town Code.* Town of Silverthorne, 1995.
17. *Trip Generation Manual, 10th Edition.* Institute of Transportation Engineers, February 2020.
18. *Access Management.* FHWA, 2020.

19. *PEL Plans for I-70 and SH 9 / US 6 Diverging Diamond Interchange.* Jacobs, November 2, 2011.

20. *Smith Ranch Traffic Impact Analysis.* LSC Transportation Consultants, Inc., March 14, 2018.

21. *A Policy on Geometric Design of Highways and Streets, 2011 6th Edition.* AASHTO

Transportation Analysis Zone Summaries

Opinion of Probable Costs for Figure 12, Figure 13, and Figure 14

Traffic Counts

CDOT PEL Plans for I-70 Diverging Diamond Interchange

Transportation Analysis Zone Summaries

TRANSPORTATION ANALYSIS ZONE #1:

This TAZ includes Summit County's Wildernest subdivision. The number of dwelling units, 2,653, was provided to the project team by the Summit County Planning Department.

TRANSPORTATION ANALYSIS ZONE #2:

This TAZ includes mostly single-family home subdivisions in Summit County. The number of dwelling units was calculated as one (1) unit per parcel.

TRANSPORTATION ANALYSIS ZONE #3:

Commercial uses within this TAZ were calculated at 25% lot coverage and a building height of one (1) story.

Town owned property on hillside was classified as Open Space.

The parcel along the eastern edge of this TAZ, was classified as Open Space since it is essentially within the Blue River.

Lowes square footage was reduced to 120,000sf to reflect existing store square footage per town staff.

Ford dealership square footage was reduced 30,000sf to reflect existing store square footage per town staff.

The potential commercial square footage for the Wildernest Metro District building at the northeast corner of Adams Avenue and Wildernest Road was reduced to 8,000sf to reflect current structures. Development on this parcel may further be limited if the intersection is redesigned.

TRANSPORTATION ANALYSIS ZONE #4:

Commercial uses within this TAZ were calculated at 20% lot coverage and a building height of one (1) story.

Although the Gateway Design District allows for much greater floor area, this reduction also accounts for the potential of a new alignment of the street network to come under I-70 on the west side of the Blue River and re-connect across the river to Steven's Way.

TRANSPORTATION ANALYSIS ZONE #5:

Commercial uses within this TAZ were calculated at 30% lot coverage and a building height of one (1) story.

TRANSPORTATION ANALYSIS ZONE #6:

Commercial uses within this TAZ were calculated at 30% lot coverage and a building height of one (1) story.

TRANSPORTATION ANALYSIS ZONE #7:

Commercial uses within this TAZ were calculated at 20% lot coverage and a building height of one (1) story.

This TAZ includes parcels within the Town of Silverthorne and Summit County.

Reduced commercial square footage by wetlands impacting the property per town staff.

TRANSPORTATION ANALYSIS ZONE #8:

Commercial uses within this TAZ were calculated at 20% lot coverage and a building height of one (1) story.

This TAZ includes parcels within the Town of Silverthorne and Summit County.

TRANSPORTATION ANALYSIS ZONE #9

Commercial uses within this TAZ were calculated at 30% lot coverage and a building height of one (1) story.

TRANSPORTATION ANALYSIS ZONE #10:

Commercial uses within this TAZ were calculated at 20% lot coverage and a building height of one (1) story.

Existing residential uses to the north and east portions of this TAZ were calculated at one (1) dwelling unit per parcel since this is an established neighborhood.

Green Village redevelopment site was amended to reflect the OZ Architecture fit test. A total of 12,200sf and 83 dwelling units were used. (See Oz Architecture's conceptual site plans from May 2019.)

The Chipotle/Which Wich building site was amended to be a maximum of 10,000sf. Current building is approximately 5,000sf and doubling may be possible depending on parking policies (shared spaces on adjacent properties.)

The parcel at the north edge of the TAZ which is currently used for parking and for access to the parcel to the south was reduced to no potential commercial square footage and no potential dwelling units.

TRANSPORTATION ANALYSIS ZONE #11:

Commercial uses within this TAZ were calculated at 30% lot coverage and a building height of one (1) story.

Mixed uses within this TAZ were calculated at 45% lot coverage and a building height of one (1) story.

All existing residential uses on the east side of this TAZ were calculated at one (1) dwelling unit per parcel since this is an established neighborhood.

Reduced commercial square footage by wetlands impacting the property per town staff.

Silverthorne Recreation Center parcel was amended to reflect the existing square footage of approximately 25,000sf.

The parking lot and community garden site to the south of the recreation center was classified as Open Space, therefore, it was calculated with no commercial square footage and no dwelling units.

TRANSPORTATION ANALYSIS ZONE #12:

Town hall parcel was amended to reflect the existing square footage of approximately 15,750sf.

Silverthorne library parcel was amended to reflect the existing square footage of approximately 6,500sf.

All existing single-family residential uses on the east side of this TAZ were calculated at one (1) dwelling unit per parcel since this is an established neighborhood.

TRANSPORTATION ANALYSIS ZONE #13:

Commercial uses within this TAZ were calculated at 45% lot coverage.

Amended northern parcel to reflect current square footage of Performing Arts Center and Pavilion structures which is approximately 18,500sf.

Amended central parcel to reflect current square footage of two existing buildings totaling approximately 27,100sf.

TRANSPORTATION ANALYSIS ZONE #14:

Commercial areas designated as Town Core Design District were calculated at 45% lot coverage per town staff.

TRANSPORTATION ANALYSIS ZONE #15:

Commercial areas designated as Town Core Design District were calculated at 45% lot coverage per town staff.

TRANSPORTATION ANALYSIS ZONE #16:

Commercial uses within this TAZ were calculated at 30% lot coverage and building height of one (1) story.

Amended the Xcel parcel to reflect the current square footage of the existing buildings totaling approximately 57,000sf.

All existing single-family residential uses on the southern side of this TAZ were calculated at one (1) dwelling unit per parcel since this is an established neighborhood.

TRANSPORTATION ANALYSIS ZONE #17

Commercial uses within this TAZ were calculated at 20% lot coverage and building height of one (1) story.

Amended the Target parcel to reflect the current square footage of the existing building totaling approximately 120,000sf.

Amended the Ace Hardware parcel to reflect the current square footage of the existing building totaling approximately 10,500sf.

Amended the Auto Zone parcel to reflect the current square footage of the existing building totaling approximately 6,100sf.

Amended the Groove Auto parcel to reflect the current square footage of the existing building totaling approximately 34,000sf.

The parking lot parcel at the northwest corner of the TAZ was removed from the calculations. The two buildings on that property were calculated at 100% since those are building envelopes.

TRANSPORTATION ANALYSIS ZONE #18:

Commercial uses within this TAZ were calculated at 20% lot coverage and a building height of one (1) story.

All commercial square footage was removed from the parcels that are developed as Blue River Flats and River West Condos.

The USFS building covers three (3) parcels at the southern end of this TAZ. Two (2) of these parcels were reduced to zero commercial square footage and the current building square footage of approximately 6,300sf was applied to the third parcel.

Since the distribution of commercial square footage is unknown, but not anticipated to be a significant use in this area, 5,000sf of commercial use was applied to each of the remaining parcels to account for anticipated commercial uses totaling in 56,300sf.

Actual mix of uses at buildout is unknown. For purposes of this TMP, 256 dwelling units and 50,000 sf of commercial uses were used to generate traffic volumes for this TAZ.

TRANSPORTATION ANALYSIS ZONE #19:

Existing single-family residential uses were calculated at one (1) dwelling unit per parcel since this is an established neighborhood.

While some of these units are duplexes and townhomes, there only appears to be one (1) unit per parcel, therefore, this calculation appears to be accurate.

TRANSPORTATION ANALYSIS ZONE #20:

Existing single-family residential uses were calculated at one (1) dwelling unit per parcel since this is an established neighborhood.

TRANSPORTATION ANALYSIS ZONE #21:

Existing single-family residential uses were calculated at one (1) dwelling unit per parcel since this is an established neighborhood.

TRANSPORTATION ANALYSIS ZONE #22:

Existing single-family residential uses were calculated at one (1) dwelling unit per parcel since this is an established neighborhood.

TRANSPORTATION ANALYSIS ZONE #23:

Commercial uses within this TAZ were calculated at 20% lot coverage and building height of one (1) story.

TRANSPORTATION ANALYSIS ZONE #24:

Neils Lunceford property was reduced to 25,000sf because of anticipated development per town staff.

The parcel at the southwest corner of this TAZ is fully encompassed by wetlands, therefore, no development potential as calculated for that parcel.

Actual number of units for Sierra Madre (61), Villa Sierra Madre II (64), and Blue River Apartments (78) were used.

While zoning allows for 15 du/ac, these other units average a density of approximately

9.5 units per acre. Using this density, the northern most vacant property was calculated as a total of 25 dwelling units.

TRANSPORTATION ANALYSIS ZONE #25:

All potential development within this TAZ reflects the entitlements approved in connection with the Smith Ranch development per town staff.

TRANSPORTATION ANALYSIS ZONE #26:

Existing single-family residential uses were calculated at one (1) dwelling unit per parcel since this is an established neighborhood.

TRANSPORTATION ANALYSIS ZONE #27:

Raven Golf Course Club House parcel was amended to reflect existing square footage of approximately 7,075sf.

TRANSPORTATION ANALYSIS ZONE #28:

This TAZ includes parcels within the Town of Silverthorne and Summit County.

TRANSPORTATION ANALYSIS ZONE #29:

This TAZ includes parcels within the Town of Silverthorne and Summit County.

Potential commercial square footage is anticipated to total 10,000sf per town staff. This total was distributed with 2,500sf on the northern parcel and the remaining 7,500sf on the southern parcel.

TRANSPORTATION ANALYSIS ZONE #30:

Existing single-family residential uses were calculated at one (1) dwelling unit per parcel since this is an established neighborhood.

JVA, Incorporated
1319 Spruce Street
Boulder, CO 80302
Ph: 303.444.1951
Fax: 303.444.1957

Job Name:Silverthorne Transportation MP
Job Number: 3151c
Date: 05/12/2020
By: RMM
Phase: Concept

Conceptual Opinion of Probable Costs
for
WILDERNEST ROAD IMPROVEMENTS
SILVERTHORNE, COLORADO

	Total
General Sitework	
Mobilization	$95,000.00
General Earthwork	$35,000.00
Demo Existing Curb & Gutter	$10,000.00
Demo Existing Sidewalk	$30,000.00
Pedestrian Bridge Over Blue River	$250,000.00
Utility Allowance to Support & Relocate Exist Utilities	$20,000.00
Traffic Control	$120,000.00
General Sitework Subtotal	**$560,000.00**
Pavements	
Road Base - 12"	$205,000.00
Asphalt Paving - 6"	$342,000.00
Concrete - 4" (flatwork, fiber reinforced)sidewalks and medians	$40,000.00
Concrete - Curb & Gutter - 6" Vertical, 2' Pan	$80,000.00
Concrete - Curb & Gutter - 6" Vertical, 1' Pan (medians)	$54,000.00
Concrete - Curb Ramps (with detectable warning)	$20,000.00
Striping (4" wide)	$2,000.00
Signage (including post)	$15,000.00
Pavements Subtotal	**$758,000.00**
Utility - Storm Drainage System	
Relocate Inlet - 3' Combination	$16,000.00
Relocate Inlet - 5' Type R	$17,000.00
Relocate Inlet - 10' Type R	$11,000.00
Utility - Storm Drainage System Subtotal	**$44,000.00**
Erosion Control	
Erosion Control Subtotal	**$10,000.00**

Subtotal	**$1,372,000.00**
Contingency (25%)	$343,000.00
Contractor's OH&P (15%)	$257,250.00
Survey, Geotechnical & Design Fees (12%)	$236,670.00
PROJECT TOTAL	**$2,208,920.00**

Assumptions:
This estimate does not include easement or ROW acquisition. Prices shown are best estimates for projects completed in 2020 based on actual constructions costs and observed trends from the previous 10 years. A 7%/year increase can be reasonably expected for projects completed in the future.

JVA, Incorporated
1319 Spruce Street
Boulder, CO 80302
Ph: 303.444.1951
Fax: 303.444.1957

Job Name:Silverthorne Transportation MP
Job Number: 3151c
Date: 05/12/2020
By: RMM
Phase: Concept

Conceptual Opinion of Probable Costs
for
STEPHENS WAY IMPROVEMENTS
SILVERTHORNE, COLORADO

	Total
General Sitework	
Mobilization	$70,000.00
Earthwork	$330,000.00
ROW Acquisition	Excluded
Utility Allowance to Support & Relocate Exist Utilities	$200,000.00
Reconstruct Bus Stop Shelter	$20,000.00
Traffic Control	$10,000.00
General Sitework Subtotal	**$630,000.00**
Pavements	
Road Base - 12"	$391,000.00
Asphalt Paving - 6"	$652,000.00
Asphalt Paving 6" - Realigned Bike Path at I-70	$12,000.00
Concrete - 4" (flatwork, fiber reinforced)sidewalks and medians	$72,000.00
Concrete - Curb & Gutter - 6" Vertical, 1' Pan (medians)	$46,000.00
Concrete - Curb Ramps (with detectable warning)	$12,000.00
Pavements Subtotal	**$1,185,000.00**
Utility - Storm Drainage System	
Storm Line - 15" RCP Culvert	$2,000.00
Relocate FES - 15" Concrete	$3,000.00
Relocate 3' Combination Inlet	$8,000.00
Remove & Replace Bridge at Straight Creek	$950,000.00
Utility - Storm Drainage System Subtotal	**$963,000.00**
Erosion Control	
Erosion Control Subtotal	**$10,000.00**

Subtotal	**$2,788,000.00**
Contingency (25%)	$697,000.00
Contractor's OH&P (15%)	$522,750.00
Survey, Geotechnical & Design Fees (12%)	$480,930.00
PROJECT TOTAL	**$4,488,680.00**

Assumptions:
This estimate does not include easement or ROW acquisition. Demolition and redevelopement of existing comercial properties is also not included. Utility relocation allowance anticipates some domestic water and sanitary sewer infrastructure work along with some work for dry utilities that may exist within the existing ROW or be extended through the proposed ROW. Prices shown are best estimates for projects completed in 2020 based on actual construction costs and observed trends from the previous 10 years. A 7%/year increase can be reasonably expected for projects completed in the future.

JVA, Incorporated
1319 Spruce Street
Boulder, CO 80302
Ph: 303.444.1951
Fax: 303.444.1957

Job Name:Silverthorne Transportation MP
Job Number: 3151c
Date: 05/12/2020
By: RMM
Phase: Concept

Conceptual Opinion of Probable Costs
for
BLUE RIVER PARKWAY WIDENING
SILVERTHORNE, COLORADO

	Total
General Sitework	
Mobilization	$20,000.00
General Earthwork	$11,000.00
Demo Existing Boulder Retaining Wall	$3,000.00
Demo Existing Curb & Gutter	$5,000.00
Demo Existing Sidewalk	$21,000.00
Demo Existing Asphalt	$6,000.00
Sawcut - Asphalt	$1,000.00
Boulder Retaining Wall (rebuilt)	$6,000.00
Utility Allowance to Support & Relocate Exist Utilities	$5,000.00
Traffic Control	$5,000.00
General Sitework Subtotal	**$83,000.00**
Pavements	
Road Base - 12"	$26,000.00
Asphalt T-Patch - assume 6" thick	$28,000.00
Asphalt Paving - 6"	$42,000.00
Concrete - 4" (flatwork, fiber reinforced)sidewalks and medians	$26,000.00
Concrete - Curb & Gutter - 6" Vertical, 2' Pan	$21,000.00
Concrete - Curb Ramps (with detectable warning)	$5,000.00
Striping (4" wide)	$1,000.00
Signage (including post)	$1,000.00
Pavements Subtotal	**$150,000.00**
Utility - Storm Drainage System	
FES - 15" Concrete	$2,000.00
Inlet - 10' Type R (3' depth)	$6,000.00
Inlet - 15' Type R (3' depth)	$8,000.00
Utility - Storm Drainage System Subtotal	**$16,000.00**
Erosion Control	
Erosion Control Subtotal	**$5,000.00**

Subtotal	**$254,000.00**
Contingency (25%)	$63,500.00
Contractor's OH&P (15%)	$47,625.00
Survey, Geotechnical & Design Fees (12%)	$43,815.00
PROJECT TOTAL	**$408,940.00**

Assumptions:
This estimate does not include easement or ROW acquisition. Prices shown are best estimates for projects completed in 2020 based on actual construction costs and observed trends from the previous 10 years. A 7%/year increase can be reasonably expected for projects completed in the future.

JVA, Incorporated
1319 Spruce Street
Boulder, CO 80302
Ph: 303.444.1951
Fax: 303.444.1957

Job Name:Silverthorne Transportation MP
Job Number: 3151c
Date: 05/08/2020
By: RMM
Phase: Concept

Conceptual Opinion of Probable Costs
for
ADAMS AVENUE WIDENING
SILVERTHORNE, COLORADO

	Total
General Sitework	
Mobilization	$15,000.00
Demo Existing Curb & Gutter	$2,000.00
Demo Existing Raised Concrete Median	$3,000.00
Sawcut - Asphalt	$1,000.00
Utility Allowance to Support & Relocate Exist Utilities	$5,000.00
Traffic Signal Relocation	$125,000.00
Traffic Control	$5,000.00
General Sitework Subtotal	**$156,000.00**
Pavements	
Road Base - 12"	$3,000.00
Asphalt T-Patch - assume 6" thick	$10,000.00
Asphalt Paving - 6"	$5,000.00
Striping (4" wide)	$1,000.00
Signage (including post)	$2,000.00
Pavements Subtotal	**$21,000.00**
Erosion Control	
Erosion Control Subtotal	**$5,000.00**

Subtotal	**$182,000.00**
Contingency (25%)	$45,500.00
Contractor's OH&P (15%)	$34,125.00
Survey, Geotechnical & Design Fees (12%)	$31,395.00
PROJECT TOTAL	**$293,020.00**

Assumptions:

This estimate does not include easement or ROW acquisition. Prices shown are best estimates for projects completed in 2020 based on actual constructions costs and observed trends from the previous 10 years. A 7%/year increase can be reasonably expected for projects completed in the future.

JVA, Incorporated
1319 Spruce Street
Boulder, CO 80302
Ph: 303.444.1951
Fax: 303.444.1957

Job Name:Silverthorne Transportation MP
Job Number: 3151c
Date: 05/12/2020
By: RMM
Phase: Concept

Conceptual Opinion of Probable Costs
for
BLUE RIVER BRIDGE STREET
SILVERTHORNE, COLORADO

	Total
General Sitework	
Mobilization	$175,000.00
Earthwork	$30,000.00
Sawcut - Asphalt	$1,000.00
Clear and Grub	$2,000.00
Utility Allowance to Support & Relocate Exist Utilities	$5,000.00
Traffic Control	$5,000.00
General Sitework Subtotal	**$218,000.00**
Pavements	
Road Base - 12"	$30,000.00
Asphalt T-Patch - assume 6" thick	$4,000.00
Asphalt Paving - 6"	$49,000.00
Concrete - 4" (flatwork, fiber reinforced)sidewalks and medians	$21,000.00
Signage (large including post)	$2,000.00
Pavements Subtotal	**$106,000.00**
Erosion Control	
Erosion Control Subtotal	**$20,000.00**
Bridge Over Blue River	
	$2,200,000.00
Bridge Subtotal	**$2,200,000.00**

Subtotal	**$2,544,000.00**
Contingency (25%)	$636,000.00
Contractor's OH&P (15%)	$477,000.00
Survey, Geotechnical, Permitting & Design Fees (15%)	$548,550.00
PROJECT TOTAL	**$4,205,550.00**

Assumptions:

This estimate does not include easement or ROW acquisition. Prices shown are best estimates for projects completed in 2020 based on actual constructions costs and observed trends from the previous 10 years. A 7%/year increase can be reasonably expected for projects completed in the future.

Vehicle Classification Report Summary

Location: ADAMS AVE S/O W 4TH ST

Count Direction: Northbound / Southbound

Date Range: 9/2/2019 to 9/2/2019

Site Code: 01

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	22	834	323	5	292	2	0	2	0	0	0	0	0	1,480
Percent	1.5%	56.4%	21.8%	0.3%	19.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	31	1,345	272	0	38	1	0	2	0	1	0	0	0	1,690
Percent	1.8%	79.6%	16.1%	0.0%	2.2%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	100%
Total	53	2,179	595	5	330	3	0	4	0	1	0	0	0	3,170
Percent	1.7%	68.7%	18.8%	0.2%	10.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

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

Location: ADAMS AVE S/O W 4TH ST
Date Range: 9/2/2019 to 9/2/2019
Site Code: 01

Monday, September 2, 2019
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	3	0	4	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	10	4	0	9	0	0	0	0	0	0	0	0	**23**
7:00 AM	0	10	7	0	14	0	0	0	0	0	0	0	0	**31**
8:00 AM	1	23	15	0	11	1	0	1	0	0	0	0	0	**52**
9:00 AM	1	40	30	1	16	0	0	0	0	0	0	0	0	**88**
10:00 AM	3	54	19	1	25	0	0	0	0	0	0	0	0	**102**
11:00 AM	3	78	29	0	28	0	0	0	0	0	0	0	0	**138**
12:00 PM	2	100	40	1	24	1	0	0	0	0	0	0	0	**168**
1:00 PM	3	99	27	0	28	0	0	0	0	0	0	0	0	**157**
2:00 PM	2	74	24	0	24	0	0	0	0	0	0	0	0	**124**
3:00 PM	3	66	23	0	25	0	0	0	0	0	0	0	0	**117**
4:00 PM	3	71	25	1	17	0	0	1	0	0	0	0	0	**118**
5:00 PM	1	70	23	0	11	0	0	0	0	0	0	0	0	**105**
6:00 PM	0	40	14	0	19	0	0	0	0	0	0	0	0	**73**
7:00 PM	0	45	19	0	12	0	0	0	0	0	0	0	0	**76**
8:00 PM	0	23	8	1	7	0	0	0	0	0	0	0	0	**39**
9:00 PM	0	13	9	0	4	0	0	0	0	0	0	0	0	**26**
10:00 PM	0	7	1	0	5	0	0	0	0	0	0	0	0	**13**
11:00 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	**8**
Total	**22**	**834**	**323**	**5**	**292**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1,480**
Percent	**1.5%**	**56.4%**	**21.8%**	**0.3%**	**19.7%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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

Location: ADAMS AVE S/O W 4TH ST
Date Range: 9/2/2019 to 9/2/2019
Site Code: 01

Monday, September 2, 2019
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
7:00 AM	0	12	8	0	1	0	0	0	0	0	0	0	0	**21**
8:00 AM	0	22	4	0	2	0	0	0	0	0	0	0	0	**28**
9:00 AM	0	36	11	0	2	0	0	0	0	0	0	0	0	**49**
10:00 AM	4	225	44	0	6	0	0	0	0	0	0	0	0	**279**
11:00 AM	6	259	47	0	8	0	0	0	0	1	0	0	0	**321**
12:00 PM	5	222	41	0	7	1	0	0	0	0	0	0	0	**276**
1:00 PM	2	190	26	0	5	0	0	1	0	0	0	0	0	**224**
2:00 PM	3	70	21	0	1	0	0	1	0	0	0	0	0	**96**
3:00 PM	5	56	11	0	1	0	0	0	0	0	0	0	0	**73**
4:00 PM	3	56	10	0	2	0	0	0	0	0	0	0	0	**71**
5:00 PM	1	65	15	0	0	0	0	0	0	0	0	0	0	**81**
6:00 PM	0	39	8	0	0	0	0	0	0	0	0	0	0	**47**
7:00 PM	2	30	7	0	0	0	0	0	0	0	0	0	0	**39**
8:00 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	**28**
9:00 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**
10:00 PM	0	6	5	0	0	0	0	0	0	0	0	0	0	**11**
11:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
Total	**31**	**1,345**	**272**	**0**	**38**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1,690**
Percent	**1.8%**	**79.6%**	**16.1%**	**0.0%**	**2.2%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

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

Location: ADAMS AVE S/O W 4TH ST
Date Range: 9/2/2019 to 9/2/2019
Site Code: 01

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	3	0	4	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	10	4	0	9	0	0	0	0	0	0	0	0	**23**
7:00 AM	0	10	7	0	14	0	0	0	0	0	0	0	0	**31**
8:00 AM	1	23	15	0	11	1	0	1	0	0	0	0	0	**52**
9:00 AM	1	40	30	1	16	0	0	0	0	0	0	0	0	**88**
10:00 AM	3	54	19	1	25	0	0	0	0	0	0	0	0	**102**
11:00 AM	3	78	29	0	28	0	0	0	0	0	0	0	0	**138**
12:00 PM	2	100	40	1	24	1	0	0	0	0	0	0	0	**168**
1:00 PM	3	99	27	0	28	0	0	0	0	0	0	0	0	**157**
2:00 PM	2	74	24	0	24	0	0	0	0	0	0	0	0	**124**
3:00 PM	3	66	23	0	25	0	0	0	0	0	0	0	0	**117**
4:00 PM	3	71	25	1	17	0	0	1	0	0	0	0	0	**118**
5:00 PM	1	70	23	0	11	0	0	0	0	0	0	0	0	**105**
6:00 PM	0	40	14	0	19	0	0	0	0	0	0	0	0	**73**
7:00 PM	0	45	19	0	12	0	0	0	0	0	0	0	0	**76**
8:00 PM	0	23	8	1	7	0	0	0	0	0	0	0	0	**39**
9:00 PM	0	13	9	0	4	0	0	0	0	0	0	0	0	**26**
10:00 PM	0	7	1	0	5	0	0	0	0	0	0	0	0	**13**
11:00 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	**8**
Total	**22**	**834**	**323**	**5**	**292**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1,480**
Percent	**1.5%**	**56.4%**	**21.8%**	**0.3%**	**19.7%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

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

Location: ADAMS AVE S/O W 4TH ST
Date Range: 9/2/2019 to 9/2/2019
Site Code: 01

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
7:00 AM	0	12	8	0	1	0	0	0	0	0	0	0	0	**21**
8:00 AM	0	22	4	0	2	0	0	0	0	0	0	0	0	**28**
9:00 AM	0	36	11	0	2	0	0	0	0	0	0	0	0	**49**
10:00 AM	4	225	44	0	6	0	0	0	0	0	0	0	0	**279**
11:00 AM	6	259	47	0	8	0	0	0	0	1	0	0	0	**321**
12:00 PM	5	222	41	0	7	1	0	0	0	0	0	0	0	**276**
1:00 PM	2	190	26	0	5	0	0	1	0	0	0	0	0	**224**
2:00 PM	3	70	21	0	1	0	0	1	0	0	0	0	0	**96**
3:00 PM	5	56	11	0	1	0	0	0	0	0	0	0	0	**73**
4:00 PM	3	56	10	0	2	0	0	0	0	0	0	0	0	**71**
5:00 PM	1	65	15	0	0	0	0	0	0	0	0	0	0	**81**
6:00 PM	0	39	8	0	0	0	0	0	0	0	0	0	0	**47**
7:00 PM	2	30	7	0	0	0	0	0	0	0	0	0	0	**39**
8:00 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	**28**
9:00 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**
10:00 PM	0	6	5	0	0	0	0	0	0	0	0	0	0	**11**
11:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
Total	**31**	**1,345**	**272**	**0**	**38**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1,690**
Percent	**1.8%**	**79.6%**	**16.1%**	**0.0%**	**2.2%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

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

Vehicle Speed Report Summary

Location: ADAMS AVE S/O W 4TH ST

Count Direction: Northbound / Southbound

Date Range: 9/2/2019 to 9/2/2019

Site Code: 01

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	8	12	77	410	661	258	54	0	0	0	0	0	0	0	0	0	0	1,480
Percent	0.5%	0.8%	5.2%	27.7%	44.7%	17.4%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	6	53	471	956	191	13	0	0	0	0	0	0	0	0	0	0	0	1,690
Percent	0.4%	3.1%	27.9%	56.6%	11.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	14	65	548	1,366	852	271	54	0	0	0	0	0	0	0	0	0	0	3,170
Percent	0.4%	2.1%	17.3%	43.1%	26.9%	8.5%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	26.6	mph	Mean (Average) Speed	26.6	mph
85th Percentile	30.9	mph	10 mph Pace	21.7 - 31.7	mph
95th Percentile	34.0	mph	Percent in Pace	76.4	%
Southbound			**Southbound**		
50th Percentile (Median)	21.6	mph	Mean (Average) Speed	21.4	mph
85th Percentile	24.7	mph	10 mph Pace	16.4 - 26.4	mph
95th Percentile	26.5	mph	Percent in Pace	88.5	%

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

Location: ADAMS AVE S/O W 4TH ST
Date Range: 9/2/2019 to 9/2/2019
Site Code: 01

Monday, September 2, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00 AM	1	0	2	7	8	5	0	0	0	0	0	0	0	0	0	0	0	**23**
7:00 AM	0	0	2	4	16	7	2	0	0	0	0	0	0	0	0	0	0	**31**
8:00 AM	0	1	4	11	24	9	3	0	0	0	0	0	0	0	0	0	0	**52**
9:00 AM	0	1	3	20	34	22	18	0	0	0	0	0	0	0	0	0	0	**98**
10:00 AM	0	0	7	24	41	29	1	0	0	0	0	0	0	0	0	0	0	**102**
11:00 AM	1	2	5	33	69	25	3	0	0	0	0	0	0	0	0	0	0	**138**
12:00 PM	0	3	11	42	72	32	8	0	0	0	0	0	0	0	0	0	0	**168**
1:00 PM	1	1	9	45	78	20	3	0	0	0	0	0	0	0	0	0	0	**157**
2:00 PM	0	2	3	32	59	25	3	0	0	0	0	0	0	0	0	0	0	**124**
3:00 PM	1	1	5	34	58	15	3	0	0	0	0	0	0	0	0	0	0	**117**
4:00 PM	4	0	6	28	51	18	11	0	0	0	0	0	0	0	0	0	0	**118**
5:00 PM	0	1	4	25	48	25	2	0	0	0	0	0	0	0	0	0	0	**105**
6:00 PM	0	0	1	27	37	6	2	0	0	0	0	0	0	0	0	0	0	**73**
7:00 PM	0	0	6	37	23	6	4	0	0	0	0	0	0	0	0	0	0	**76**
8:00 PM	0	0	1	17	15	6	0	0	0	0	0	0	0	0	0	0	0	**39**
9:00 PM	0	0	3	12	10	1	0	0	0	0	0	0	0	0	0	0	0	**26**
10:00 PM	0	0	2	5	3	3	0	0	0	0	0	0	0	0	0	0	0	**13**
11:00 PM	0	0	2	2	3	0	1	0	0	0	0	0	0	0	0	0	0	**8**
Total	**8**	**12**	**77**	**410**	**661**	**258**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,490**
Percent	**0.5%**	**0.8%**	**5.2%**	**27.5%**	**44.4%**	**17.3%**	**4.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	26.6	mph	Mean (Average) Speed	26.6	mph
85th Percentile	30.9	mph	10 mph Pace	21.7 - 31.7	mph
95th Percentile	34.0	mph	Percent in Pace	76.4	%

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

Location: ADAMS AVE S/O W 4TH ST
Date Range: 9/2/2019 to 9/2/2019
Site Code: 01

Monday, September 2, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	**9**
7:00 AM	1	0	9	8	3	0	0	0	0	0	0	0	0	0	0	0	0	**21**
8:00 AM	0	1	3	19	5	0	0	0	0	0	0	0	0	0	0	0	0	**28**
9:00 AM	0	0	13	30	6	0	0	0	0	0	0	0	0	0	0	0	0	**49**
10:00 AM	0	2	60	166	48	3	0	0	0	0	0	0	0	0	0	0	0	**279**
11:00 AM	0	12	91	184	31	3	0	0	0	0	0	0	0	0	0	0	0	**321**
12:00 PM	0	7	70	159	38	2	0	0	0	0	0	0	0	0	0	0	0	**276**
1:00 PM	2	5	61	131	23	2	0	0	0	0	0	0	0	0	0	0	0	**224**
2:00 PM	2	4	32	52	6	0	0	0	0	0	0	0	0	0	0	0	0	**96**
3:00 PM	0	7	32	30	3	1	0	0	0	0	0	0	0	0	0	0	0	**73**
4:00 PM	1	7	17	33	12	1	0	0	0	0	0	0	0	0	0	0	0	**71**
5:00 PM	0	2	20	48	11	0	0	0	0	0	0	0	0	0	0	0	0	**81**
6:00 PM	0	1	15	29	2	0	0	0	0	0	0	0	0	0	0	0	0	**47**
7:00 PM	0	2	17	19	1	0	0	0	0	0	0	0	0	0	0	0	0	**39**
8:00 PM	0	1	9	18	0	0	0	0	0	0	0	0	0	0	0	0	0	**28**
9:00 PM	0	1	7	12	1	1	0	0	0	0	0	0	0	0	0	0	0	**22**
10:00 PM	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	**11**
11:00 PM	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	**7**
Total	**6**	**53**	**471**	**956**	**191**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,690**
Percent	**0.4%**	**3.1%**	**27.9%**	**56.6%**	**11.3%**	**0.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.6	mph	Mean (Average) Speed	21.4	mph
85th Percentile	24.7	mph	10 mph Pace	16.4 - 26.4	mph
95th Percentile	26.5	mph	Percent in Pace	88.52	%

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

Location: ADAMS AVE S/O W 4TH ST
Date Range: 9/2/2019 to 9/2/2019
Site Code: 01

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00 AM	1	0	2	7	8	5	0	0	0	0	0	0	0	0	0	0	0	**23**
7:00 AM	0	0	2	4	16	7	2	0	0	0	0	0	0	0	0	0	0	**31**
8:00 AM	0	1	4	11	24	9	3	0	0	0	0	0	0	0	0	0	0	**52**
9:00 AM	0	1	3	20	34	22	18	0	0	0	0	0	0	0	0	0	0	**98**
10:00 AM	0	0	7	24	41	29	1	0	0	0	0	0	0	0	0	0	0	**102**
11:00 AM	1	2	5	33	69	25	3	0	0	0	0	0	0	0	0	0	0	**138**
12:00 PM	0	3	11	42	72	32	8	0	0	0	0	0	0	0	0	0	0	**168**
1:00 PM	1	1	9	45	78	20	3	0	0	0	0	0	0	0	0	0	0	**157**
2:00 PM	0	2	3	32	59	25	3	0	0	0	0	0	0	0	0	0	0	**124**
3:00 PM	1	1	5	34	58	15	3	0	0	0	0	0	0	0	0	0	0	**117**
4:00 PM	4	0	6	28	51	18	11	0	0	0	0	0	0	0	0	0	0	**118**
5:00 PM	0	1	4	25	48	25	2	0	0	0	0	0	0	0	0	0	0	**105**
6:00 PM	0	0	1	27	37	6	2	0	0	0	0	0	0	0	0	0	0	**73**
7:00 PM	0	0	6	37	23	6	4	0	0	0	0	0	0	0	0	0	0	**76**
8:00 PM	0	0	1	17	15	6	0	0	0	0	0	0	0	0	0	0	0	**39**
9:00 PM	0	0	3	12	10	1	0	0	0	0	0	0	0	0	0	0	0	**26**
10:00 PM	0	0	2	5	3	3	0	0	0	0	0	0	0	0	0	0	0	**13**
11:00 PM	0	0	2	2	3	0	1	0	0	0	0	0	0	0	0	0	0	**8**
Total	**8**	**12**	**77**	**410**	**661**	**258**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,490**
Percent	**0.5%**	**0.8%**	**5.2%**	**27.5%**	**44.4%**	**17.3%**	**4.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	26.6	mph	Mean (Average) Speed	26.6	mph
85th Percentile	30.9	mph	10 mph Pace	21.7 - 31.7	mph
95th Percentile	34.0	mph	Percent in Pace	76.4	%

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

Location: ADAMS AVE S/O W 4TH ST
Date Range: 9/2/2019 to 9/2/2019
Site Code: 01

idax DATA SOLUTIONS

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	**9**
7:00 AM	1	0	9	8	3	0	0	0	0	0	0	0	0	0	0	0	0	**21**
8:00 AM	0	1	3	19	5	0	0	0	0	0	0	0	0	0	0	0	0	**28**
9:00 AM	0	0	13	30	6	0	0	0	0	0	0	0	0	0	0	0	0	**49**
10:00 AM	0	2	60	166	48	3	0	0	0	0	0	0	0	0	0	0	0	**279**
11:00 AM	0	12	91	184	31	3	0	0	0	0	0	0	0	0	0	0	0	**321**
12:00 PM	0	7	70	159	38	2	0	0	0	0	0	0	0	0	0	0	0	**276**
1:00 PM	2	5	61	131	23	2	0	0	0	0	0	0	0	0	0	0	0	**224**
2:00 PM	2	4	32	52	6	0	0	0	0	0	0	0	0	0	0	0	0	**96**
3:00 PM	0	7	32	30	3	1	0	0	0	0	0	0	0	0	0	0	0	**73**
4:00 PM	1	7	17	33	12	1	0	0	0	0	0	0	0	0	0	0	0	**71**
5:00 PM	0	2	20	48	11	0	0	0	0	0	0	0	0	0	0	0	0	**81**
6:00 PM	0	1	15	29	2	0	0	0	0	0	0	0	0	0	0	0	0	**47**
7:00 PM	0	2	17	19	1	0	0	0	0	0	0	0	0	0	0	0	0	**39**
8:00 PM	0	1	9	18	0	0	0	0	0	0	0	0	0	0	0	0	0	**28**
9:00 PM	0	1	7	12	1	1	0	0	0	0	0	0	0	0	0	0	0	**22**
10:00 PM	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	**11**
11:00 PM	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	**7**
Total	**6**	**53**	**471**	**956**	**191**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,690**
Percent	**0.4%**	**3.1%**	**27.9%**	**56.6%**	**11.3%**	**0.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	21.6	mph	Mean (Average) Speed	21.4	mph
85th Percentile	24.7	mph	10 mph Pace	16.4 - 26.4	mph
95th Percentile	26.5	mph	Percent in Pace	88.5	%

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

Location: ADAMS AVE S/O W 4TH ST
Date Range: 9/2/2019 - 9/8/2019
Site Code: 01

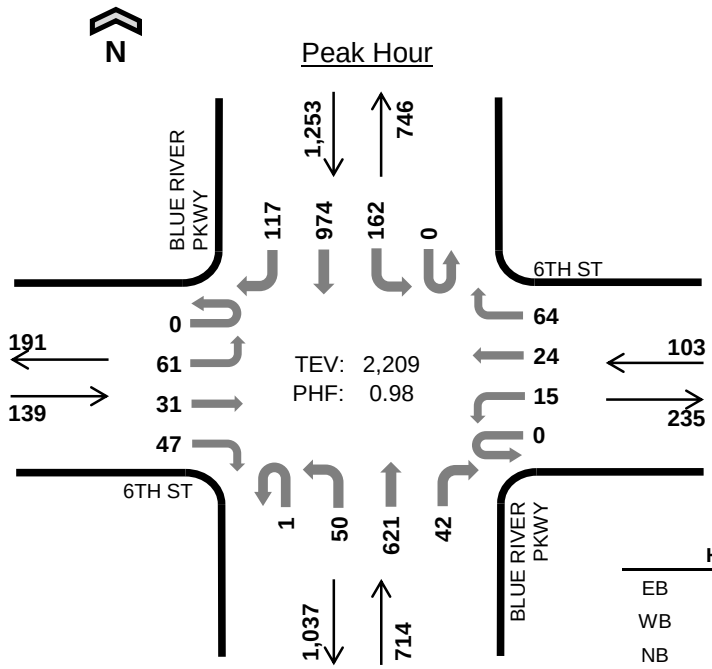
	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Mid-Week Average		
	9/2/2019			9/3/2019			9/4/2019			9/5/2019			9/6/2019			9/7/2019			9/8/2019					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	9	4	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
1:00 AM	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
3:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
4:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
5:00 AM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6:00 AM	23	9	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
7:00 AM	31	21	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
8:00 AM	52	28	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
9:00 AM	88	49	137	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
10:00 AM	102	279	381	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
11:00 AM	138	321	459	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
12:00 PM	168	276	444	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
1:00 PM	157	224	381	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
2:00 PM	124	96	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
3:00 PM	117	73	190	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
4:00 PM	118	71	189	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
5:00 PM	105	81	186	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
6:00 PM	73	47	120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
7:00 PM	76	39	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
8:00 PM	39	28	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
9:00 PM	26	22	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
10:00 PM	13	11	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
11:00 PM	8	7	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Total	**1,480**	**1,690**	**3,170**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	**47%**	**53%**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

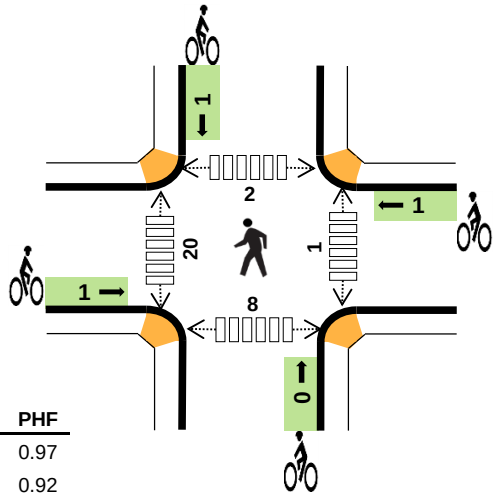
1. Mid-week average includes data between Tuesday and Thursday.

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

BLUE RIVER PKWY
6TH ST

Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 11:15 AM to 12:15 PM





	HV %:	PHF
EB	0.0%	0.97
WB	1.9%	0.92
NB	0.4%	0.95
SB	0.6%	0.98
TOTAL	0.5%	0.98

Five-Hour Count Summaries

Interval Start	6TH ST Eastbound				6TH ST Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM	0	13	12	8	0	2	7	19	0	12	152	12	0	51	214	38	540	0
11:30 AM	0	16	5	13	0	1	6	13	0	17	151	11	0	47	249	23	552	0
11:45 AM	0	19	6	11	0	5	3	19	1	10	166	11	0	30	254	27	562	0
12:00 PM	0	13	8	15	0	7	8	13	0	11	152	8	0	34	257	29	555	2,209
Peak Hour	0	61	31	47	0	15	24	64	1	50	621	42	0	162	974	117	2,209	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:15 AM	0	0	1	1	*2*	0	1	0	0	*1*	1	2	0	0	*3*
11:30 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	9	0	0	*9*
11:45 AM	0	1	1	1	*3*	0	0	0	1	*1*	0	8	2	8	*18*
12:00 PM	0	1	1	4	*6*	1	0	0	0	*1*	0	1	0	0	*1*
Peak Hour	0	2	3	7	*12*	1	1	0	1	*3*	1	20	2	8	*31*

Five-Hour Count Summaries

Interval Start	6TH ST Eastbound				6TH ST Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	10	6	12	0	1	3	5	0	12	122	8	0	14	259	8	460	0
10:15 AM	0	12	3	3	0	2	3	9	0	4	118	7	0	18	236	29	444	0
10:30 AM	0	11	5	7	0	3	6	14	0	6	125	6	0	38	218	27	466	0
10:45 AM	0	11	7	5	0	3	2	7	0	16	133	11	0	46	173	53	467	1,837
11:00 AM	0	14	12	11	0	0	6	7	1	15	120	5	0	40	191	40	462	1,839
11:15 AM	**0**	**13**	**12**	**8**	**0**	**2**	**7**	**19**	**0**	**12**	**152**	**12**	**0**	**51**	**214**	**38**	**540**	1,935
11:30 AM	**0**	**16**	**5**	**13**	**0**	**1**	**6**	**13**	**0**	**17**	**151**	**11**	**0**	**47**	**249**	**23**	**552**	2,021
11:45 AM	**0**	**19**	**6**	**11**	**0**	**5**	**3**	**19**	**1**	**10**	**166**	**11**	**0**	**30**	**254**	**27**	**562**	2,116
12:00 PM	**0**	**13**	**8**	**15**	**0**	**7**	**8**	**13**	**0**	**11**	**152**	**8**	**0**	**34**	**257**	**29**	**555**	**2,209**
12:15 PM	0	8	9	8	0	5	4	17	0	13	171	11	0	18	193	19	476	2,145
12:30 PM	0	21	8	13	0	2	3	16	0	20	125	10	0	31	250	26	525	2,118
12:45 PM	0	14	7	8	0	5	2	14	1	5	128	10	1	33	220	18	466	2,022
1:00 PM	0	8	4	8	0	3	7	20	0	10	152	12	0	18	199	22	463	1,930
1:15 PM	0	11	6	9	0	2	1	12	0	7	156	9	0	26	229	24	492	1,946
1:30 PM	0	20	4	7	0	5	1	13	0	11	156	10	0	32	213	16	488	1,909
1:45 PM	0	28	5	8	0	3	1	15	1	13	159	11	0	18	169	18	449	1,892
2:00 PM	0	16	5	5	0	8	2	18	2	12	186	9	2	18	175	21	479	1,908
2:15 PM	0	14	5	7	0	0	1	8	0	9	153	4	0	14	178	16	409	1,825
2:30 PM	0	10	3	11	0	2	3	8	0	11	152	8	0	13	197	10	428	1,765
2:45 PM	0	15	6	7	0	2	2	16	0	13	139	4	0	11	183	14	412	1,728
Count Total	0	284	126	176	0	61	71	263	6	227	2,916	177	3	550	4,257	478	9,595	0
Peak Hour	**0**	**61**	**31**	**47**	**0**	**15**	**24**	**64**	**1**	**50**	**621**	**42**	**0**	**162**	**974**	**117**	**2,209**	**0**

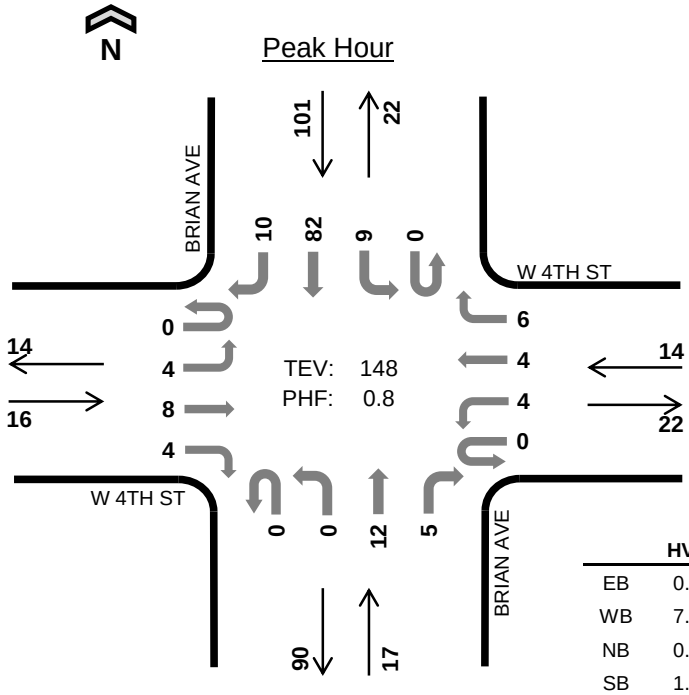
Note: Five-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

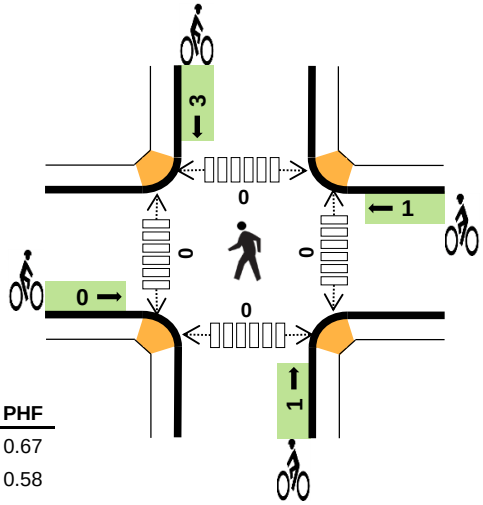
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	1	3	0	*4*
10:15 AM	0	0	2	0	*2*	0	0	0	3	*3*	0	0	4	0	*4*
10:30 AM	0	0	1	3	*4*	1	0	0	0	*1*	3	5	3	0	*11*
10:45 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	1	0	0	*1*
11:00 AM	0	0	0	2	*2*	0	0	0	0	*0*	3	2	6	0	*11*
11:15 AM	**0**	**0**	**1**	**1**	***2***	**0**	**1**	**0**	**0**	***1***	**1**	**2**	**0**	**0**	*3*
11:30 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**9**	**0**	**0**	*9*
11:45 AM	**0**	**1**	**1**	**1**	***3***	**0**	**0**	**0**	**1**	***1***	**0**	**8**	**2**	**8**	*18*
12:00 PM	**0**	**1**	**1**	**4**	***6***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	***1***
12:15 PM	0	1	0	2	*3*	0	0	0	0	*0*	0	5	3	2	*10*
12:30 PM	0	0	0	2	*2*	1	0	0	0	*1*	0	4	8	0	*12*
12:45 PM	0	0	1	1	*2*	0	1	0	0	*1*	4	3	1	4	*12*
1:00 PM	0	1	1	3	*5*	1	0	0	0	*1*	0	1	2	0	*3*
1:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	9	2	0	*11*
1:30 PM	0	1	2	0	*3*	0	0	0	0	*0*	0	3	3	0	*6*
1:45 PM	0	0	1	4	*5*	0	1	0	0	*1*	0	1	1	0	*2*
2:00 PM	0	1	1	1	*3*	0	0	0	0	*0*	0	5	2	0	*7*
2:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	5	0	*6*
2:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	3	5	0	*8*
2:45 PM	0	1	0	3	*4*	0	0	0	0	*0*	0	1	3	0	*4*
Count Total	0	8	15	30	*53*	4	3	0	4	*11*	11	65	53	14	*143*
Peak Hour	**0**	**2**	**3**	**7**	***12***	**1**	**1**	**0**	**1**	***3***	**1**	**20**	**2**	**8**	***31***

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

BRIAN AVE
W 4TH ST

Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 10:45 AM to 11:45 AM





	HV %:	PHF
EB	0.0%	0.67
WB	7.1%	0.58
NB	0.0%	0.71
SB	1.0%	0.81
TOTAL	1.4%	0.80

Five-Hour Count Summaries

Interval Start	W 4TH ST Eastbound				W 4TH ST Westbound				BRIAN AVE Northbound				BRIAN AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:45 AM	0	1	3	1	0	1	0	2	0	0	3	2	0	2	22	2	39	0
11:00 AM	0	0	4	2	0	0	1	1	0	0	6	0	0	1	20	3	38	0
11:15 AM	0	3	0	1	0	2	1	3	0	0	3	2	0	4	25	2	46	0
11:30 AM	0	0	1	0	0	1	2	0	0	0	0	1	0	2	15	3	25	148
Peak Hour	0	4	8	4	0	4	4	6	0	0	12	5	0	9	82	10	148	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:45 AM	0	0	0	0	*0*	0	0	1	1	*2*	0	0	0	0	*0*
11:00 AM	0	0	0	0	*0*	0	1	0	1	*2*	0	0	0	0	*0*
11:15 AM	0	1	0	0	*1*	0	0	0	1	*1*	0	0	0	0	*0*
11:30 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	1	0	1	*2*	0	1	1	3	*5*	0	0	0	0	*0*

Five-Hour Count Summaries

Interval Start	W 4TH ST Eastbound				W 4TH ST Westbound				BRIAN AVE Northbound				BRIAN AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	1	2	1	0	1	0	3	0	0	3	1	0	4	4	1	21	0
10:15 AM	0	0	0	2	0	1	1	1	0	0	1	0	0	2	11	0	19	0
10:30 AM	0	0	2	0	0	0	2	1	0	0	4	0	0	1	5	2	17	0
10:45 AM	**0**	**1**	**3**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**3**	**2**	**0**	**2**	**22**	**2**	**39**	96
11:00 AM	**0**	**0**	**4**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**6**	**0**	**0**	**1**	**20**	**3**	**38**	113
11:15 AM	**0**	**3**	**0**	**1**	**0**	**2**	**1**	**3**	**0**	**0**	**3**	**2**	**0**	**4**	**25**	**2**	**46**	140
11:30 AM	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**15**	**3**	**25**	**148**
11:45 AM	0	2	4	0	0	0	2	2	0	0	1	0	0	2	17	1	31	140
12:00 PM	0	2	2	1	0	0	4	2	0	0	1	1	0	2	8	4	27	129
12:15 PM	0	5	0	0	0	0	0	2	0	0	2	0	0	2	7	1	19	102
12:30 PM	0	3	3	0	0	1	1	3	0	0	1	0	0	1	11	0	24	101
12:45 PM	0	1	2	0	0	1	0	0	0	0	3	0	0	5	9	1	22	92
1:00 PM	0	4	2	0	0	1	1	1	0	0	1	1	0	2	14	2	29	94
1:15 PM	0	3	2	0	0	0	3	2	0	0	2	0	0	2	11	0	25	100
1:30 PM	0	1	1	1	0	0	0	2	0	0	3	0	0	1	9	3	21	97
1:45 PM	0	1	4	0	0	1	2	1	0	1	5	1	0	0	9	1	26	101
2:00 PM	0	2	3	0	0	0	5	3	0	1	1	0	0	4	6	0	25	97
2:15 PM	0	3	2	0	0	1	0	0	0	1	5	0	0	1	10	1	24	96
2:30 PM	0	2	2	0	0	1	1	2	0	0	3	0	0	0	9	3	23	98
2:45 PM	0	0	1	0	0	0	0	2	0	0	2	1	0	2	5	1	14	86
Count Total	0	34	40	9	0	12	26	33	0	3	50	10	0	40	227	31	515	0
Peak Hour	**0**	**4**	**8**	**4**	**0**	**4**	**4**	**6**	**0**	**0**	**12**	**5**	**0**	**9**	**82**	**10**	**148**	**0**

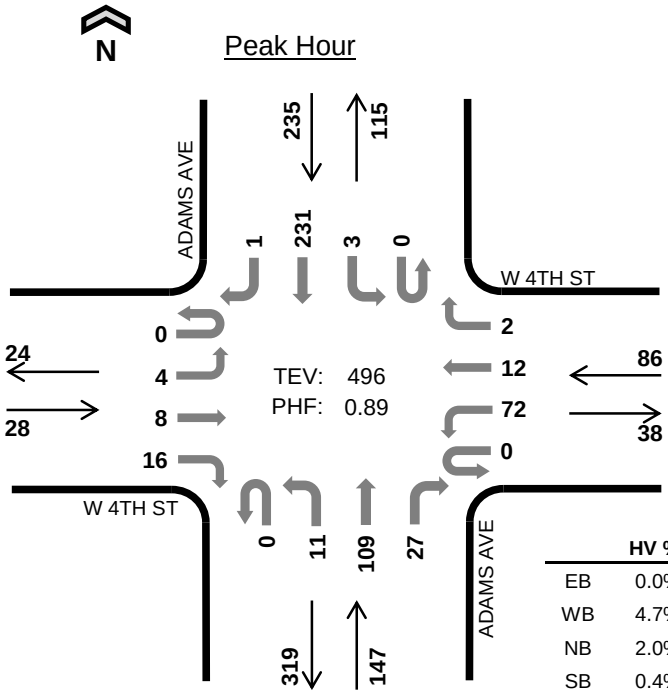
Note: Five-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

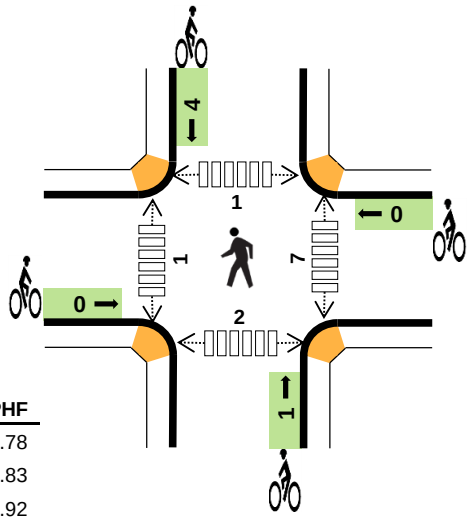
Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
10:00 AM	0	0	1	0	*1*	0	1	0	0	*1*	0	0	0	1	*1*
10:15 AM	0	0	0	0	*0*	0	0	0	1	*1*	0	0	0	1	*1*
10:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
10:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	*0*
11:00 AM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	*0*
11:15 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
11:30 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
11:45 AM	0	0	0	0	*0*	0	0	0	2	*2*	0	0	0	0	*0*
12:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	4	*6*
12:15 PM	0	0	0	0	*0*	0	2	0	0	*2*	0	0	0	0	*0*
12:30 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	0	0	0	*0*
12:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	0	0	0	1	*1*	1	0	1	0	*2*	0	0	0	0	*0*
1:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
1:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
2:00 PM	0	0	0	0	*0*	0	0	1	2	*3*	0	0	0	3	*3*
2:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	2	*3*
2:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
2:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	1	2	2	*5*	1	4	3	9	*17*	2	0	1	14	*17*
Peak Hour	**0**	**1**	**0**	**1**	***2***	**0**	**1**	**1**	**3**	***5***	**0**	**0**	**0**	**0**	***0***

ADAMS AVE
W 4TH ST

Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 11:15 AM to 12:15 PM

Peak Hour





	HV %:	PHF
EB	0.0%	0.78
WB	4.7%	0.83
NB	2.0%	0.92
SB	0.4%	0.75
TOTAL	1.6%	0.89

Five-Hour Count Summaries

Interval Start	W 4TH ST Eastbound				W 4TH ST Westbound				ADAMS AVE Northbound				ADAMS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM	0	1	2	6	0	19	3	0	0	5	21	5	0	0	78	0	140	0
11:30 AM	0	0	2	3	0	13	2	1	0	1	33	6	0	0	59	1	121	0
11:45 AM	0	3	1	5	0	20	2	0	0	3	28	5	0	2	47	0	116	0
12:00 PM	0	0	3	2	0	20	5	1	0	2	27	11	0	1	47	0	119	496
Peak Hour	0	4	8	16	0	72	12	2	0	11	109	27	0	3	231	1	496	0

Note: For all three-hour count summary, see next page.

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

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

Five-Hour Count Summaries

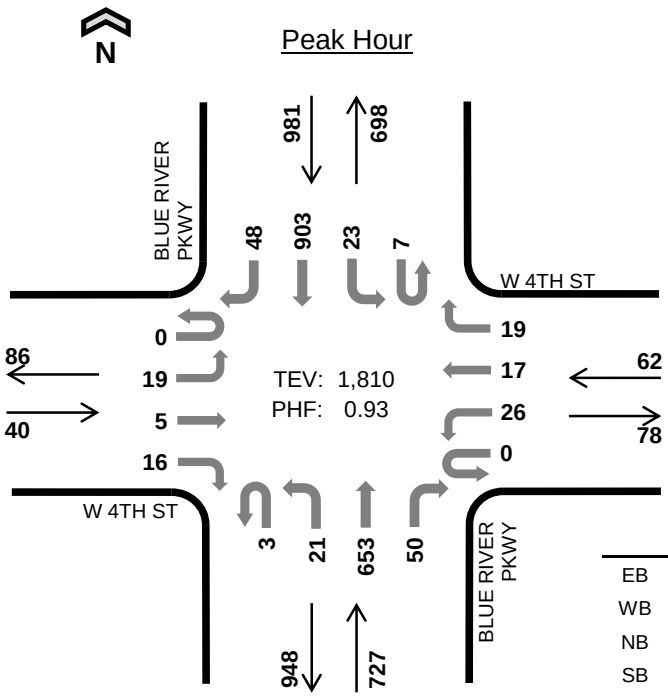
Interval Start	W 4TH ST Eastbound				W 4TH ST Westbound				ADAMS AVE Northbound				ADAMS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	4	4	0	14	1	2	0	2	17	5	0	3	17	0	69	0
10:15 AM	0	0	2	1	0	19	4	1	0	0	16	5	0	1	50	0	99	0
10:30 AM	0	0	4	3	0	20	3	0	0	0	23	5	0	2	50	0	110	0
10:45 AM	0	2	3	3	0	19	1	0	0	3	21	2	0	0	76	0	130	408
11:00 AM	0	0	5	2	0	17	4	0	0	0	18	4	0	5	44	0	99	438
11:15 AM	**0**	**1**	**2**	**6**	**0**	**19**	**3**	**0**	**0**	**5**	**21**	**5**	**0**	**0**	**78**	**0**	**140**	479
11:30 AM	**0**	**0**	**2**	**3**	**0**	**13**	**2**	**1**	**0**	**1**	**33**	**6**	**0**	**0**	**59**	**1**	**121**	490
11:45 AM	**0**	**3**	**1**	**5**	**0**	**20**	**2**	**0**	**0**	**3**	**28**	**5**	**0**	**2**	**47**	**0**	**116**	476
12:00 PM	**0**	**0**	**3**	**2**	**0**	**20**	**5**	**1**	**0**	**2**	**27**	**11**	**0**	**1**	**47**	**0**	**119**	**496**
12:15 PM	0	0	2	0	0	23	1	1	0	1	26	11	0	1	37	0	103	459
12:30 PM	0	1	1	4	0	14	3	1	0	4	30	9	0	2	60	0	129	467
12:45 PM	0	2	0	6	0	21	1	1	0	0	36	4	0	0	48	1	120	471
1:00 PM	0	0	2	3	0	26	2	1	0	1	22	7	0	2	33	0	99	451
1:15 PM	0	0	2	2	0	22	6	5	0	2	28	8	0	2	49	0	126	474
1:30 PM	0	1	2	0	0	14	1	1	0	0	34	12	0	3	42	1	111	456
1:45 PM	0	1	3	1	0	8	3	3	0	1	34	2	0	1	20	1	78	414
2:00 PM	0	0	5	2	0	5	4	1	0	3	21	1	0	0	22	3	67	382
2:15 PM	0	0	3	2	0	1	1	3	0	3	30	3	0	3	18	0	67	323
2:30 PM	0	2	1	1	0	5	3	0	0	3	22	6	0	2	18	0	63	275
2:45 PM	0	1	4	2	0	2	4	3	0	1	24	1	0	2	16	0	60	257
Count Total	0	14	51	52	0	302	54	25	0	35	511	112	0	32	831	7	2,026	0
Peak Hour	**0**	**4**	**8**	**16**	**0**	**72**	**12**	**2**	**0**	**11**	**109**	**27**	**0**	**3**	**231**	**1**	**496**	**0**

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

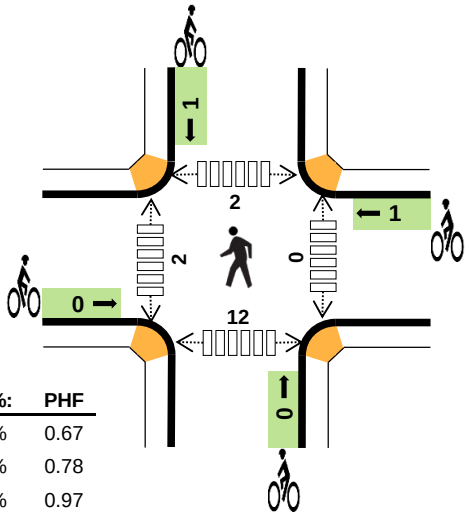
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	0	2	*2*	0	0	3	0	*3*	0	0	1	0	*1*
10:15 AM	0	0	0	0	*0*	0	0	0	3	*3*	0	0	0	0	*0*
10:30 AM	0	0	2	2	*4*	0	0	1	0	*1*	2	0	0	1	*3*
10:45 AM	0	2	0	0	*2*	1	0	0	0	*1*	0	0	0	0	*0*
11:00 AM	0	0	0	1	*1*	0	0	2	0	*2*	1	0	0	0	*1*
11:15 AM	**0**	**3**	**1**	**0**	***4***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	*1*
11:30 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**3**	***3***	**3**	**0**	**1**	**1**	*5*
11:45 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	*2*
12:00 PM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**1**	**0**	***1***	**2**	**0**	**0**	**1**	***3***
12:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	2	*3*
12:30 PM	0	0	1	1	*2*	0	0	2	0	*2*	0	0	0	0	*0*
12:45 PM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	0	0	0	1	*1*	0	0	1	0	*1*	0	2	2	0	*4*
1:15 PM	0	2	1	0	*3*	0	2	2	0	*4*	0	0	1	0	*1*
1:30 PM	0	0	1	0	*1*	0	0	0	2	*2*	0	0	0	0	*0*
1:45 PM	0	0	0	1	*1*	0	0	3	0	*3*	1	1	0	1	*3*
2:00 PM	0	0	0	0	*0*	0	0	1	2	*3*	0	5	0	2	*7*
2:15 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	1	0	1	*2*
2:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	3	1	0	2	*6*
2:45 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	0	*0*
Count Total	0	11	9	10	*30*	1	3	16	11	*31*	15	11	5	11	*42*
Peak Hour	**0**	**4**	**3**	**1**	***8***	**0**	**0**	**1**	**4**	***5***	**7**	**1**	**1**	**2**	***11***

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

BLUE RIVER PKWY
W 4TH ST



Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 11:15 AM to 12:15 PM



	HV %:	PHF
EB	7.5%	0.67
WB	0.0%	0.78
NB	0.7%	0.97
SB	0.6%	0.88
TOTAL	0.8%	0.93

Five-Hour Count Summaries

Interval Start	W 4TH ST Eastbound				W 4TH ST Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM	0	3	1	4	0	7	6	7	1	6	159	19	0	5	208	8	434	0
11:30 AM	0	5	1	2	0	6	3	5	0	2	171	15	2	4	233	12	461	0
11:45 AM	0	4	0	5	0	10	6	3	0	6	154	10	3	5	213	8	427	0
12:00 PM	0	7	3	5	0	3	2	4	2	7	169	6	2	9	249	20	488	1,810
Peak Hour	0	19	5	16	0	26	17	19	3	21	653	50	7	23	903	48	1,810	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:15 AM	1	0	2	0	*3*	0	0	0	0	*0*	0	1	1	0	*2*
11:30 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	1	2	*3*
11:45 AM	2	0	1	1	*4*	0	0	0	1	*1*	0	1	0	5	*6*
12:00 PM	0	0	2	3	*5*	0	1	0	0	*1*	0	0	0	5	*5*
Peak Hour	3	0	5	6	*14*	0	1	0	1	*2*	0	2	2	12	*16*

Five-Hour Count Summaries

Interval Start	W 4TH ST Eastbound				W 4TH ST Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	4	1	6	0	10	1	8	4	3	134	14	1	8	208	14	416	0
10:15 AM	0	3	2	4	0	6	1	9	2	6	108	19	2	6	189	13	370	0
10:30 AM	0	2	4	4	0	8	1	5	3	4	132	8	1	3	169	13	357	0
10:45 AM	0	3	2	2	0	10	4	7	0	7	147	16	1	4	158	10	371	1,514
11:00 AM	0	4	5	7	0	11	4	12	0	10	117	13	0	2	174	8	367	1,465
11:15 AM	**0**	**3**	**1**	**4**	**0**	**7**	**6**	**7**	**1**	**6**	**159**	**19**	**0**	**5**	**208**	**8**	**434**	1,529
11:30 AM	**0**	**5**	**1**	**2**	**0**	**6**	**3**	**5**	**0**	**2**	**171**	**15**	**2**	**4**	**233**	**12**	**461**	1,633
11:45 AM	**0**	**4**	**0**	**5**	**0**	**10**	**6**	**3**	**0**	**6**	**154**	**10**	**3**	**5**	**213**	**8**	**427**	1,689
12:00 PM	**0**	**7**	**3**	**5**	**0**	**3**	**2**	**4**	**2**	**7**	**169**	**6**	**2**	**9**	**249**	**20**	**488**	**1,810**
12:15 PM	0	9	0	6	0	11	6	8	1	3	179	11	1	8	173	14	430	1,806
12:30 PM	0	10	0	1	0	10	2	0	2	5	149	5	3	3	209	13	412	1,757
12:45 PM	0	1	4	0	0	7	5	9	1	3	137	16	3	9	204	12	411	1,741
1:00 PM	0	4	1	1	0	6	2	7	0	5	154	8	3	14	178	17	400	1,653
1:15 PM	0	7	0	7	0	10	4	4	2	13	166	11	4	3	193	12	436	1,659
1:30 PM	0	7	4	5	0	10	4	7	2	4	160	18	0	6	215	15	457	1,704
1:45 PM	0	2	2	5	0	10	1	11	1	7	151	11	0	3	166	3	373	1,666
2:00 PM	0	2	0	6	0	4	2	3	2	6	216	5	0	0	201	3	450	1,716
2:15 PM	0	1	2	9	0	12	1	6	2	6	157	9	0	3	181	0	389	1,669
2:30 PM	0	3	2	5	0	12	4	5	1	5	158	12	0	6	200	5	418	1,630
2:45 PM	0	1	1	6	0	8	1	1	1	7	149	6	0	3	177	0	361	1,618
Count Total	0	82	35	90	0	171	60	121	27	115	3,067	232	26	104	3,898	200	8,228	0
Peak Hour	**0**	**19**	**5**	**16**	**0**	**26**	**17**	**19**	**3**	**21**	**653**	**50**	**7**	**23**	**903**	**48**	**1,810**	**0**

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

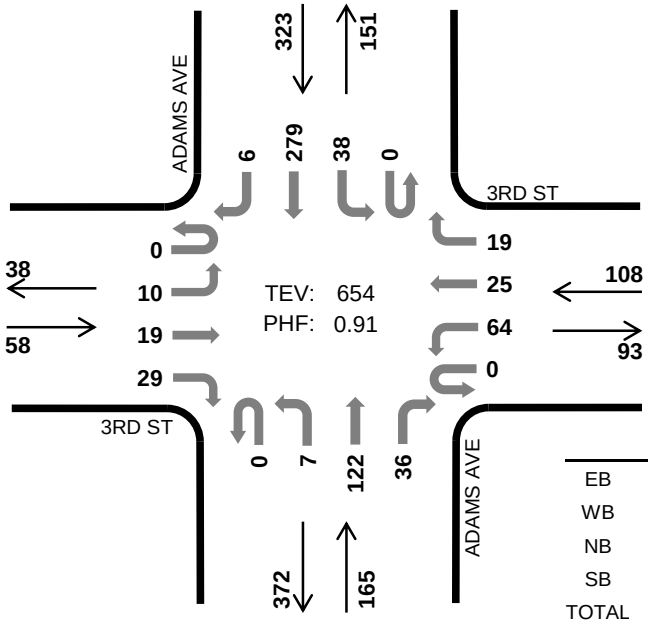
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	2	2	*4*
10:15 AM	2	0	2	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
10:30 AM	1	0	1	1	*3*	0	0	0	0	*0*	0	3	0	5	*8*
10:45 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	1	0	0	*1*
11:00 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	4	*4*
11:15 AM	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	*2*
11:30 AM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	*3*
11:45 AM	**2**	**0**	**1**	**1**	***4***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**5**	*6*
12:00 PM	**0**	**0**	**2**	**3**	***5***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**5**	***5***
12:15 PM	2	0	1	0	*3*	0	0	0	0	*0*	0	0	0	3	*3*
12:30 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	2	0	5	*7*
12:45 PM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	3	5	*8*
1:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	1	4	*5*
1:15 PM	1	0	2	1	*4*	0	0	0	0	*0*	0	0	0	6	*6*
1:30 PM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	7	*7*
1:45 PM	3	0	1	1	*5*	0	0	0	1	*1*	0	1	3	4	*8*
2:00 PM	0	0	1	2	*3*	0	1	0	0	*1*	0	0	0	6	*6*
2:15 PM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
2:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	2	0	6	*8*
2:45 PM	2	0	0	3	*5*	0	3	0	0	*3*	1	0	1	1	*3*
Count Total	16	0	20	25	*61*	0	5	0	2	*7*	1	11	12	70	*94*
Peak Hour	**3**	**0**	**5**	**6**	***14***	**0**	**1**	**0**	**1**	***2***	**0**	**2**	**2**	**12**	***16***

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

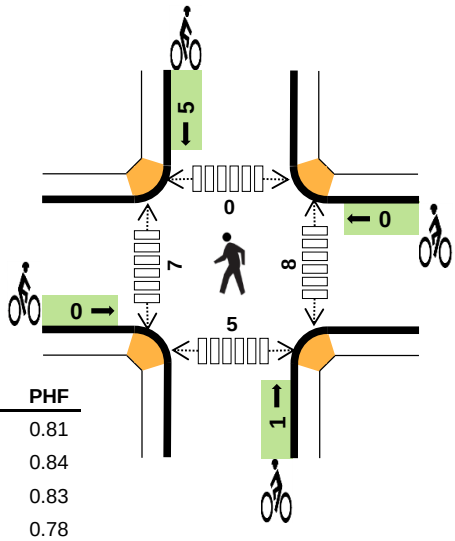
ADAMS AVE
3RD ST

Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 11:15 AM to 12:15 PM

Peak Hour



	HV %:	PHF
EB	1.7%	0.81
WB	5.6%	0.84
NB	1.8%	0.83
SB	1.9%	0.78
TOTAL	2.4%	0.91



Five-Hour Count Summaries

Interval Start	3RD ST Eastbound				3RD ST Westbound				ADAMS AVE Northbound				ADAMS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM	0	3	7	7	0	10	4	4	0	2	28	10	0	12	90	2	179	0
11:30 AM	0	2	2	7	0	18	4	6	0	2	34	3	0	11	61	2	152	0
11:45 AM	0	1	5	6	0	15	10	5	0	0	26	10	0	5	68	1	152	0
12:00 PM	0	4	5	9	0	21	7	4	0	3	34	13	0	10	60	1	171	654
Peak Hour	0	10	19	29	0	64	25	19	0	7	122	36	0	38	279	6	654	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:15 AM	1	2	0	4	*7*	0	0	0	2	*2*	1	0	0	0	*1*
11:30 AM	0	2	1	1	*4*	0	0	0	2	*2*	2	0	0	0	*2*
11:45 AM	0	1	1	1	*3*	0	0	0	1	*1*	3	0	0	0	*3*
12:00 PM	0	1	1	0	*2*	0	0	1	0	*1*	2	7	0	5	*14*
Peak Hour	1	6	3	6	*16*	0	0	1	5	*6*	8	7	0	5	*20*

Five-Hour Count Summaries

Interval Start	3RD ST Eastbound				3RD ST Westbound				ADAMS AVE Northbound				ADAMS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	1	6	3	0	15	10	5	0	3	21	17	0	2	29	3	115	0
10:15 AM	0	1	5	6	0	7	2	5	0	3	18	11	0	5	65	3	131	0
10:30 AM	0	0	2	7	0	15	5	5	0	2	23	9	0	6	68	3	145	0
10:45 AM	0	1	8	5	0	17	3	3	0	3	18	14	0	4	81	4	161	552
11:00 AM	0	0	10	4	0	8	6	5	0	3	24	7	0	5	63	1	136	573
11:15 AM	**0**	**3**	**7**	**7**	**0**	**10**	**4**	**4**	**0**	**2**	**28**	**10**	**0**	**12**	**90**	**2**	**179**	621
11:30 AM	**0**	**2**	**2**	**7**	**0**	**18**	**4**	**6**	**0**	**2**	**34**	**3**	**0**	**11**	**61**	**2**	**152**	628
11:45 AM	**0**	**1**	**5**	**6**	**0**	**15**	**10**	**5**	**0**	**0**	**26**	**10**	**0**	**5**	**68**	**1**	**152**	619
12:00 PM	**0**	**4**	**5**	**9**	**0**	**21**	**7**	**4**	**0**	**3**	**34**	**13**	**0**	**10**	**60**	**1**	**171**	**654**
12:15 PM	0	1	5	5	0	17	8	8	0	2	31	13	0	5	52	0	147	622
12:30 PM	0	0	5	7	0	11	11	7	0	2	36	5	0	5	73	2	164	634
12:45 PM	0	0	7	4	0	13	7	5	0	2	36	8	0	8	61	0	151	633
1:00 PM	0	0	5	5	0	13	4	7	0	0	31	13	0	2	62	2	144	606
1:15 PM	0	3	1	7	0	11	5	6	0	0	25	8	0	9	66	2	143	602
1:30 PM	0	3	3	2	0	18	6	4	0	4	41	6	0	2	49	2	140	578
1:45 PM	0	2	4	2	1	10	11	5	0	2	28	9	0	4	22	0	100	527
2:00 PM	0	0	1	2	0	6	6	5	0	2	23	7	0	2	28	0	82	465
2:15 PM	0	1	7	1	0	7	6	9	0	1	30	11	0	2	21	0	96	418
2:30 PM	0	4	8	2	0	9	6	3	0	1	24	8	0	0	19	1	85	363
2:45 PM	0	2	5	0	0	3	8	2	0	0	24	8	0	0	18	2	72	335
Count Total	0	29	101	91	1	244	129	103	0	37	555	190	0	99	1,056	31	2,666	0
Peak Hour	**0**	**10**	**19**	**29**	**0**	**64**	**25**	**19**	**0**	**7**	**122**	**36**	**0**	**38**	**279**	**6**	**654**	**0**

Note: Five-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
10:00 AM	1	2	0	2	*5*	0	0	3	0	*3*	4	0	0	2	*6*
10:15 AM	0	1	0	0	*1*	0	0	0	3	*3*	0	0	0	0	*0*
10:30 AM	0	1	2	4	*7*	0	0	1	0	*1*	2	3	1	0	*6*
10:45 AM	0	1	0	0	*1*	0	0	1	1	*2*	0	0	0	1	*1*
11:00 AM	0	2	0	0	*2*	0	0	2	0	*2*	5	0	0	1	*6*
11:15 AM	**1**	**2**	**0**	**4**	***7***	**0**	**0**	**0**	**2**	***2***	**1**	**0**	**0**	**0**	*1*
11:30 AM	**0**	**2**	**1**	**1**	***4***	**0**	**0**	**0**	**2**	***2***	**2**	**0**	**0**	**0**	*2*
11:45 AM	**0**	**1**	**1**	**1**	***3***	**0**	**0**	**0**	**1**	***1***	**3**	**0**	**0**	**0**	*3*
12:00 PM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**1**	**0**	***1***	**2**	**7**	**0**	**5**	***14***
12:15 PM	0	1	0	1	*2*	0	0	0	0	*0*	4	0	0	0	*4*
12:30 PM	0	3	2	0	*5*	0	0	3	0	*3*	2	0	0	2	*4*
12:45 PM	0	0	0	4	*4*	0	0	0	0	*0*	1	1	0	4	*6*
1:00 PM	1	2	1	1	*5*	0	0	3	0	*3*	4	0	0	3	*7*
1:15 PM	0	1	0	2	*3*	0	0	0	0	*0*	1	0	0	1	*2*
1:30 PM	0	2	1	0	*3*	0	0	0	2	*2*	1	1	0	1	*3*
1:45 PM	0	2	0	1	*3*	0	1	2	0	*3*	10	0	4	0	*14*
2:00 PM	0	1	0	0	*1*	0	0	1	1	*2*	1	0	0	0	*1*
2:15 PM	0	1	0	1	*2*	0	0	0	0	*0*	4	0	0	0	*4*
2:30 PM	3	1	1	0	*5*	0	0	0	1	*1*	5	2	0	0	*7*
2:45 PM	0	1	0	1	*2*	0	1	0	0	*1*	1	0	1	0	*2*
Count Total	6	28	10	23	*67*	0	2	17	13	*32*	53	14	6	20	*93*
Peak Hour	**1**	**6**	**3**	**6**	***16***	**0**	**0**	**1**	**5**	***6***	**8**	**7**	**0**	**5**	***20***

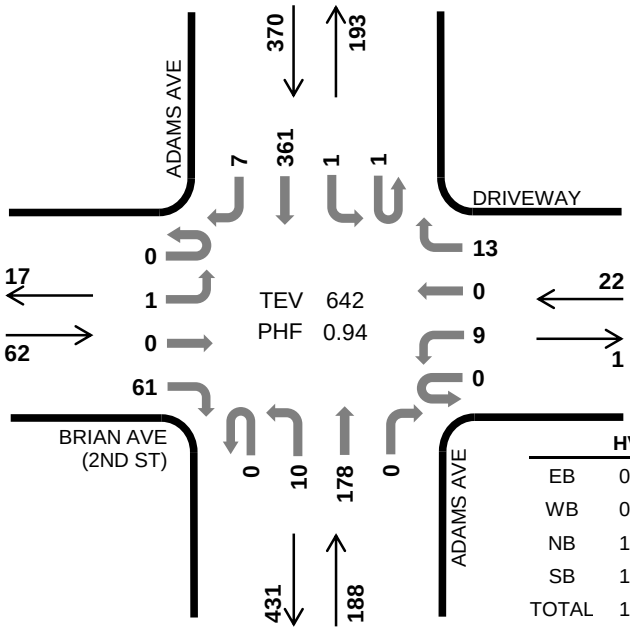
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

ADAMS AVE
BRIAN AVE (2ND ST)

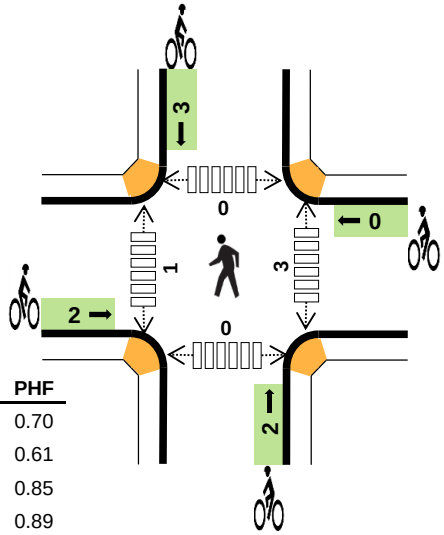
Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 11:15 AM to 12:15 PM

N

Peak Hour



	HV %:	PHF
EB	0.0%	0.70
WB	0.0%	0.61
NB	1.1%	0.85
SB	1.4%	0.89
TOTAL	1.1%	0.94



Five-Hour Count Summaries

Interval Start	BRIAN AVE (2ND ST) Eastbound				DRIVEWAY Westbound				ADAMS AVE Northbound				ADAMS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM	0	0	0	22	0	0	0	4	0	1	38	0	0	0	103	1	169	0
11:30 AM	0	0	0	11	0	2	0	1	0	3	41	0	1	1	78	1	139	0
11:45 AM	0	1	0	18	0	2	0	4	0	1	49	0	0	0	88	0	163	0
12:00 PM	0	0	0	10	0	5	0	4	0	5	50	0	0	0	92	5	171	642
Peak Hour	0	1	0	61	0	9	0	13	0	10	178	0	1	1	361	7	642	0

Note: For all three-hour count summary, see next page.

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

Five-Hour Count Summaries

Interval Start	BRIAN AVE (2ND ST)				DRIVEWAY				ADAMS AVE				ADAMS AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	0	6	0	0	0	0	0	2	40	0	0	1	46	0	95	0
10:15 AM	0	0	0	9	0	0	0	1	0	2	31	0	0	0	68	0	111	0
10:30 AM	0	1	0	12	0	0	0	0	0	2	32	1	0	0	90	2	140	0
10:45 AM	0	4	0	13	0	0	0	0	0	5	33	0	0	0	116	2	173	519
11:00 AM	0	2	0	22	0	0	0	0	0	5	42	0	0	0	77	0	148	572
11:15 AM	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**4**	**0**	**1**	**38**	**0**	**0**	**0**	**103**	**1**	**169**	630
11:30 AM	**0**	**0**	**0**	**11**	**0**	**2**	**0**	**1**	**0**	**3**	**41**	**0**	**1**	**1**	**78**	**1**	**139**	629
11:45 AM	**0**	**1**	**0**	**18**	**0**	**2**	**0**	**4**	**0**	**1**	**49**	**0**	**0**	**0**	**88**	**0**	**163**	619
12:00 PM	**0**	**0**	**0**	**10**	**0**	**5**	**0**	**4**	**0**	**5**	**50**	**0**	**0**	**0**	**92**	**5**	**171**	**642**
12:15 PM	0	0	0	9	0	1	0	1	1	1	35	0	0	0	81	3	132	605
12:30 PM	0	2	0	10	0	1	0	4	0	1	40	0	0	0	94	0	152	618
12:45 PM	0	0	0	12	0	4	0	3	0	4	47	0	0	0	77	2	149	604
1:00 PM	0	1	0	15	0	8	0	5	0	1	38	0	1	0	89	1	159	592
1:15 PM	0	0	0	9	0	1	0	5	0	4	37	0	0	2	90	2	150	610
1:30 PM	0	0	0	14	0	2	0	8	0	1	44	0	0	0	81	0	150	608
1:45 PM	0	1	0	13	0	2	0	4	0	1	43	0	0	0	39	1	104	563
2:00 PM	0	0	0	6	0	1	0	5	0	3	46	0	0	0	45	1	107	511
2:15 PM	0	0	0	7	0	3	0	1	0	3	35	0	0	0	35	0	84	445
2:30 PM	0	2	0	8	0	5	0	2	0	1	35	0	0	0	39	1	93	388
2:45 PM	0	0	0	6	0	0	0	0	0	0	25	0	0	0	29	0	60	344
Count Total	0	14	0	232	0	37	0	52	1	46	781	1	2	4	1,457	22	2,649	0
Peak Hour	**0**	**1**	**0**	**61**	**0**	**9**	**0**	**13**	**0**	**10**	**178**	**0**	**1**	**1**	**361**	**7**	**642**	**0**

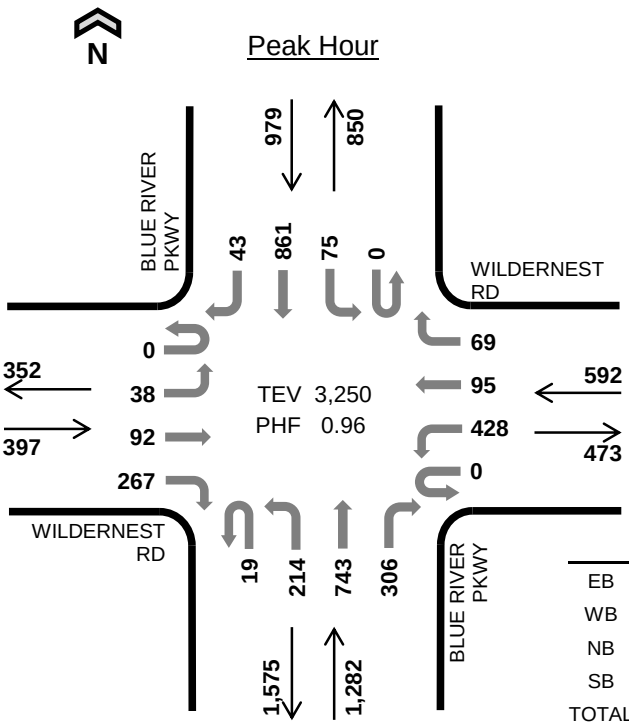
Note: Five-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

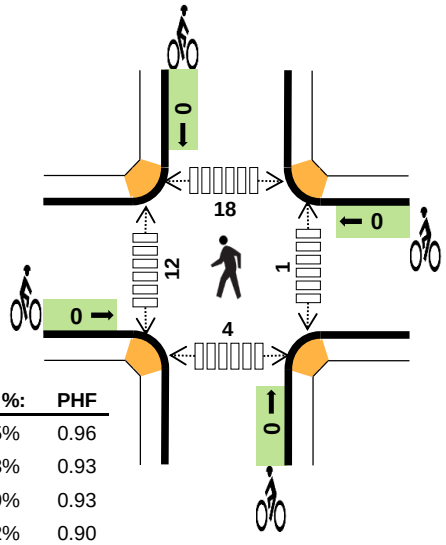
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	0	1	*1*	0	0	3	0	*3*	0	0	0	0	*0*
10:15 AM	0	0	0	1	*1*	0	0	2	3	*5*	0	1	0	0	*1*
10:30 AM	0	0	3	0	*3*	1	0	1	0	*2*	0	0	0	0	*0*
10:45 AM	1	0	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
11:00 AM	0	0	0	0	*0*	0	0	3	0	*3*	0	0	0	0	*0*
11:15 AM	**0**	**0**	**0**	**3**	***3***	**2**	**0**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	*0*
11:30 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
11:45 AM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
12:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**1**	***3***	**2**	**1**	**0**	**0**	***3***
12:15 PM	0	0	1	1	*2*	0	0	0	0	*0*	6	0	0	0	*6*
12:30 PM	1	0	1	0	*2*	1	1	5	0	*7*	1	1	1	1	*4*
12:45 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	0	0	0	0	*0*	0	0	3	0	*3*	0	0	0	0	*0*
1:15 PM	0	1	1	3	*5*	0	0	0	0	*0*	1	1	3	1	*6*
1:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	1	0	1	*2*
1:45 PM	0	0	0	1	*1*	0	0	2	0	*2*	2	0	0	0	*2*
2:00 PM	0	0	0	0	*0*	0	0	1	1	*2*	0	0	0	0	*0*
2:15 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
2:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	1	0	0	*2*
2:45 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	1	10	19	*32*	4	1	22	7	*34*	14	6	4	3	*27*
Peak Hour	**0**	**0**	**2**	**5**	***7***	**2**	**0**	**2**	**3**	***7***	**3**	**1**	**0**	**0**	***4***

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

BLUE RIVER PKWY
WILDERNEST RD

Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 11:30 AM to 12:30 PM





	HV %:	PHF
EB	0.5%	0.96
WB	0.3%	0.93
NB	0.9%	0.93
SB	1.2%	0.90
TOTAL	0.8%	0.96

Five-Hour Count Summaries

Interval Start	WILDERNEST RD Eastbound				WILDERNEST RD Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM	0	10	24	68	0	121	19	20	2	60	185	83	0	13	232	5	842	0
11:45 AM	0	8	25	58	0	105	24	10	3	56	193	92	0	23	207	12	816	0
12:00 PM	0	9	21	73	0	98	19	18	5	53	173	64	0	24	236	11	804	0
12:15 PM	0	11	22	68	0	104	33	21	9	45	192	67	0	15	186	15	788	3,250
Peak Hour	0	38	92	267	0	428	95	69	19	214	743	306	0	75	861	43	3,250	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	1	1	2	2	*6*	0	0	0	0	*0*	0	4	4	0	*8*
11:45 AM	1	0	3	4	*8*	0	0	0	0	*0*	1	7	5	4	*17*
12:00 PM	0	1	4	4	*9*	0	0	0	0	*0*	0	1	4	0	*5*
12:15 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	5	0	*5*
Peak Hour	2	2	11	12	*27*	0	0	0	0	*0*	1	12	18	4	*35*

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

Five-Hour Count Summaries

Interval Start	WILDERNEST RD Eastbound				WILDERNEST RD Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	12	12	59	0	72	15	12	4	32	159	54	0	11	220	8	670	0
10:15 AM	0	9	9	60	0	90	18	8	3	45	144	53	0	10	177	6	632	0
10:30 AM	0	11	13	63	0	98	12	12	6	56	137	48	0	6	176	6	644	0
10:45 AM	1	5	16	76	0	102	25	13	4	57	169	69	0	5	166	5	713	2,659
11:00 AM	0	10	20	60	0	99	23	13	5	39	143	77	0	16	217	11	733	2,722
11:15 AM	0	8	18	63	0	112	24	20	7	57	183	66	0	12	196	9	775	2,865
11:30 AM	**0**	**10**	**24**	**68**	**0**	**121**	**19**	**20**	**2**	**60**	**185**	**83**	**0**	**13**	**232**	**5**	**842**	3,063
11:45 AM	**0**	**8**	**25**	**58**	**0**	**105**	**24**	**10**	**3**	**56**	**193**	**92**	**0**	**23**	**207**	**12**	**816**	3,166
12:00 PM	**0**	**9**	**21**	**73**	**0**	**98**	**19**	**18**	**5**	**53**	**173**	**64**	**0**	**24**	**236**	**11**	**804**	3,237
12:15 PM	**0**	**11**	**22**	**68**	**0**	**104**	**33**	**21**	**9**	**45**	**192**	**67**	**0**	**15**	**186**	**15**	**788**	**3,250**
12:30 PM	0	10	19	66	0	106	19	22	4	32	154	83	0	25	211	11	762	3,170
12:45 PM	1	14	26	53	0	110	33	17	6	46	161	85	0	12	192	9	765	3,119
1:00 PM	0	11	25	76	0	103	20	15	2	53	163	74	0	13	174	4	733	3,048
1:15 PM	1	10	18	52	0	86	24	13	6	57	201	84	0	22	185	11	770	3,030
1:30 PM	0	11	13	69	0	86	19	19	6	49	175	62	0	34	193	8	744	3,012
1:45 PM	0	19	30	57	0	96	30	22	8	50	184	61	2	19	199	15	792	3,039
2:00 PM	0	12	33	56	0	80	30	17	7	56	180	76	0	16	202	17	782	3,088
2:15 PM	0	15	20	60	0	79	16	21	4	40	161	58	0	23	182	11	690	3,008
2:30 PM	0	15	26	68	0	92	15	30	2	53	161	52	1	17	213	12	757	3,021
2:45 PM	0	8	15	59	0	81	18	18	3	48	164	69	2	19	184	17	705	2,934
Count Total	3	218	405	1,264	0	1,920	436	341	96	984	3,382	1,377	5	335	3,948	203	14,917	0
Peak Hour	**0**	**38**	**92**	**267**	**0**	**428**	**95**	**69**	**19**	**214**	**743**	**306**	**0**	**75**	**861**	**43**	**3,250**	**0**

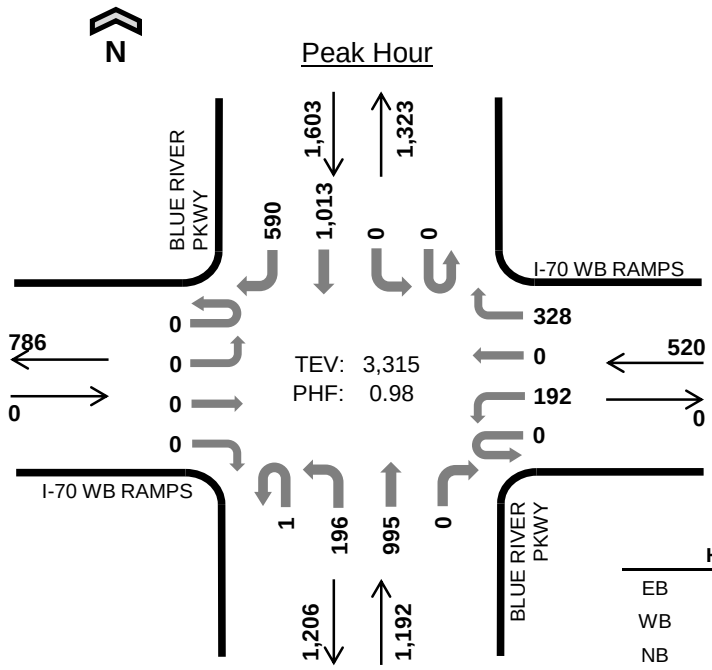
Note: Five-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

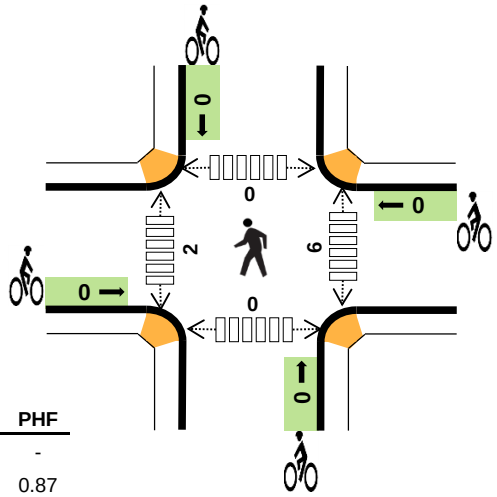
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	4	2	*6*	0	0	0	0	*0*	1	0	0	0	*1*
10:15 AM	0	0	4	5	*9*	0	0	0	0	*0*	0	3	2	2	*7*
10:30 AM	1	0	2	2	*5*	0	0	0	0	*0*	1	0	3	0	*4*
10:45 AM	0	0	3	3	*6*	0	0	0	0	*0*	0	5	1	0	*6*
11:00 AM	0	0	2	1	*3*	0	0	0	0	*0*	2	0	6	5	*13*
11:15 AM	1	0	4	2	*7*	0	0	0	0	*0*	1	0	2	3	*6*
11:30 AM	**1**	**1**	**2**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**4**	**0**	*8*
11:45 AM	**1**	**0**	**3**	**4**	***8***	**0**	**0**	**0**	**0**	***0***	**1**	**7**	**5**	**4**	*17*
12:00 PM	**0**	**1**	**4**	**4**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**4**	**0**	*5*
12:15 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**5**	**0**	***5***
12:30 PM	0	0	4	5	*9*	1	0	0	0	*1*	0	0	1	0	*1*
12:45 PM	2	1	4	1	*8*	0	0	0	0	*0*	0	3	0	2	*5*
1:00 PM	2	1	2	1	*6*	0	0	0	0	*0*	0	2	3	3	*8*
1:15 PM	0	0	3	2	*5*	0	0	0	0	*0*	0	2	2	2	*6*
1:30 PM	1	0	4	1	*6*	0	0	0	0	*0*	2	9	4	3	*18*
1:45 PM	2	2	6	4	*14*	0	0	0	0	*0*	0	0	0	0	*0*
2:00 PM	0	0	3	2	*5*	0	0	0	0	*0*	0	0	5	0	*5*
2:15 PM	0	0	1	2	*3*	0	1	0	0	*1*	0	0	2	2	*4*
2:30 PM	1	1	1	2	*5*	0	0	0	0	*0*	0	6	3	4	*13*
2:45 PM	0	1	2	5	*8*	0	0	0	0	*0*	0	6	8	6	*20*
Count Total	12	8	60	52	*132*	1	1	0	0	*2*	8	48	60	36	*152*
Peak Hour	**2**	**2**	**11**	**12**	***27***	**0**	**0**	**0**	**0**	***0***	**1**	**12**	**18**	**4**	***35***

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

BLUE RIVER PKWY
I-70 WB RAMPS

Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 11:15 AM to 12:15 PM





	HV %:	PHF
EB	-	-
WB	0.2%	0.87
NB	1.3%	0.95
SB	1.0%	0.92
TOTAL	1.0%	0.98

Five-Hour Count Summaries

Interval Start	I-70 WB RAMPS Eastbound				I-70 WB RAMPS Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM	0	0	0	0	0	60	0	90	0	52	247	0	0	0	235	147	831	0
11:30 AM	0	0	0	0	0	43	0	83	0	43	245	0	0	0	287	148	849	0
11:45 AM	0	0	0	0	0	46	0	83	1	51	261	0	0	0	239	140	821	0
12:00 PM	0	0	0	0	0	43	0	72	0	50	242	0	0	0	252	155	814	3,315
Peak Hour	0	0	0	0	0	192	0	328	1	196	995	0	0	0	1,013	590	3,315	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
11:15 AM	0	0	5	5	***10***	0	0	0	0	***0***	0	0	0	0	***0***
11:30 AM	0	0	3	3	***6***	0	0	0	0	***0***	2	1	0	0	***3***
11:45 AM	0	0	4	4	***8***	0	0	0	0	***0***	0	1	0	0	***1***
12:00 PM	0	1	4	4	***9***	0	0	0	0	***0***	4	0	0	0	***4***
Peak Hour	0	1	16	16	***33***	0	0	0	0	***0***	6	2	0	0	***8***

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

Five-Hour Count Summaries

Interval Start	I-70 WB RAMPS Eastbound				I-70 WB RAMPS Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	0	0	0	24	0	79	0	51	192	0	0	0	269	102	717	0
10:15 AM	0	0	0	0	0	28	0	59	0	58	194	0	0	0	230	113	682	0
10:30 AM	0	0	0	0	0	34	0	62	0	50	188	0	0	0	234	109	677	0
10:45 AM	0	0	0	0	0	49	0	84	0	65	233	0	0	0	211	132	774	2,850
11:00 AM	0	0	0	0	0	36	0	68	0	39	223	0	1	0	256	139	762	2,895
11:15 AM	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**90**	**0**	**52**	**247**	**0**	**0**	**0**	**235**	**147**	**831**	3,044
11:30 AM	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**83**	**0**	**43**	**245**	**0**	**0**	**0**	**287**	**148**	**849**	3,216
11:45 AM	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**83**	**1**	**51**	**261**	**0**	**0**	**0**	**239**	**140**	**821**	3,263
12:00 PM	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**72**	**0**	**50**	**242**	**0**	**0**	**0**	**252**	**155**	**814**	**3,315**
12:15 PM	0	0	0	0	0	42	0	66	0	39	250	0	0	0	221	160	778	3,262
12:30 PM	0	0	0	0	0	43	0	62	0	55	218	0	0	0	242	151	771	3,184
12:45 PM	0	0	0	0	0	30	0	57	0	42	256	0	0	0	240	137	762	3,125
1:00 PM	0	0	0	0	0	53	0	94	0	60	202	0	0	0	204	158	771	3,082
1:15 PM	0	0	0	0	0	48	0	71	0	55	274	0	0	0	201	126	775	3,079
1:30 PM	0	0	0	0	0	28	0	79	0	60	223	0	0	0	213	161	764	3,072
1:45 PM	0	0	0	0	0	45	1	71	0	55	238	0	0	0	232	140	782	3,092
2:00 PM	0	0	0	0	0	39	0	61	0	48	266	0	0	0	234	117	765	3,086
2:15 PM	0	0	0	0	0	46	1	72	1	42	224	0	0	0	201	131	718	3,029
2:30 PM	0	0	0	0	0	25	0	69	0	53	224	0	0	0	237	142	750	3,015
2:45 PM	0	0	0	0	0	36	2	69	0	44	211	0	0	0	199	138	699	2,932
Count Total	0	0	0	0	0	798	4	1,451	2	1,012	4,611	0	1	0	4,637	2,746	15,262	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**192**	**0**	**328**	**1**	**196**	**995**	**0**	**0**	**0**	**1,013**	**590**	**3,315**	**0**

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

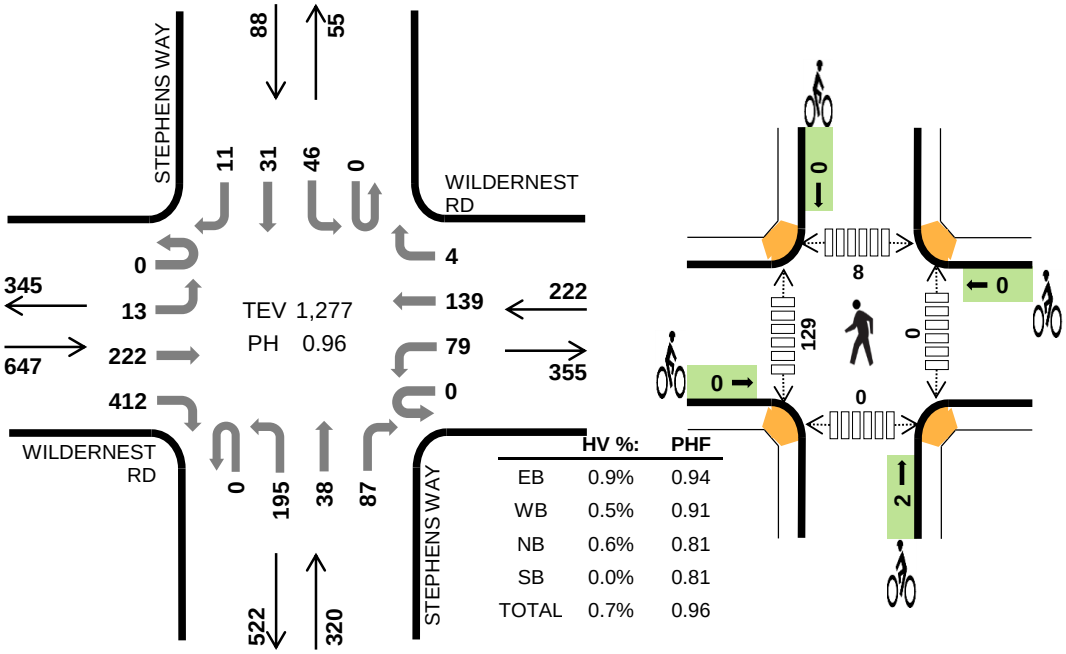
Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
10:00 AM	0	0	4	2	*6*	0	0	0	0	*0*	4	0	0	0	*4*
10:15 AM	0	0	4	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
10:30 AM	0	1	4	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
10:45 AM	0	4	2	4	*10*	0	0	0	0	*0*	0	0	0	0	*0*
11:00 AM	0	0	2	2	*4*	0	0	0	0	*0*	2	0	0	0	*2*
11:15 AM	**0**	**0**	**5**	**5**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
11:30 AM	**0**	**0**	**3**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**0**	*3*
11:45 AM	**0**	**0**	**4**	**4**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
12:00 PM	**0**	**1**	**4**	**4**	***9***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**0**	***4***
12:15 PM	0	0	3	2	*5*	0	0	0	0	*0*	1	0	0	0	*1*
12:30 PM	0	0	6	4	*10*	0	0	0	0	*0*	0	1	0	0	*1*
12:45 PM	0	0	4	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	0	0	3	4	*7*	0	0	0	0	*0*	0	0	0	0	*0*
1:15 PM	0	2	4	3	*9*	0	0	0	0	*0*	2	0	0	0	*2*
1:30 PM	0	3	2	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	0	0	6	6	*12*	0	0	0	0	*0*	2	0	0	0	*2*
2:00 PM	0	1	4	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
2:15 PM	0	0	3	3	*6*	0	0	0	0	*0*	2	0	0	0	*2*
2:30 PM	0	1	3	1	*5*	0	0	0	0	*0*	1	0	0	0	*1*
2:45 PM	0	0	2	7	*9*	0	0	0	0	*0*	2	0	0	0	*2*
Count Total	0	13	72	68	*153*	0	0	0	0	*0*	22	3	0	0	*25*
Peak Hour	**0**	**1**	**16**	**16**	***33***	**0**	**0**	**0**	**0**	***0***	**6**	**2**	**0**	**0**	***8***

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

STEPHENS WAY
WILDERNEST RD

Peak Hour

Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 12:15 PM to 1:15 PM



Five-Hour Count Summaries

Interval Start	WILDERNEST RD Eastbound				WILDERNEST RD Westbound				STEPHENS WAY Northbound				STEPHENS WAY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:15 PM	0	2	65	105	0	24	37	0	0	36	7	18	0	14	7	3	318	0
12:30 PM	0	2	50	106	0	15	28	4	0	46	10	18	0	9	4	2	294	0
12:45 PM	0	2	44	101	0	22	39	0	0	58	10	31	0	13	11	3	334	0
1:00 PM	0	7	63	100	0	18	35	0	0	55	11	20	0	10	9	3	331	1,277
Peak Hour	**0**	**13**	**222**	**412**	**0**	**79**	**139**	**4**	**0**	**195**	**38**	**87**	**0**	**46**	**31**	**11**	**1,277**	**0**

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:15 PM	1	0	1	0	*2*	0	0	0	0	*0*	0	38	8	0	*46*
12:30 PM	0	1	0	0	*1*	0	0	2	0	*2*	0	33	0	0	*33*
12:45 PM	3	0	1	0	*4*	0	0	0	0	*0*	0	30	0	0	*30*
1:00 PM	2	0	0	0	*2*	0	0	0	0	*0*	0	28	0	0	*28*
Peak Hour	**6**	**1**	**2**	**0**	*9*	**0**	**0**	**2**	**0**	*2*	**0**	**129**	**8**	**0**	*137*

Five-Hour Count Summaries

Interval Start	WILDERNEST RD Eastbound				WILDERNEST RD Westbound				STEPHENS WAY Northbound				STEPHENS WAY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	4	80	66	0	7	28	0	0	29	2	2	0	0	3	0	221	0
10:15 AM	0	1	67	98	0	10	26	3	0	25	3	8	0	1	1	1	244	0
10:30 AM	0	8	71	107	0	13	31	2	0	36	6	8	0	3	3	1	289	0
10:45 AM	0	6	61	129	0	14	33	2	0	44	6	8	0	7	9	3	322	1,076
11:00 AM	0	1	59	93	0	18	31	1	0	36	0	7	0	6	7	2	261	1,116
11:15 AM	0	1	68	101	0	15	43	0	0	37	5	14	0	0	8	4	296	1,168
11:30 AM	0	8	61	98	0	10	37	6	0	44	9	11	0	13	8	1	306	1,185
11:45 AM	0	6	59	92	0	28	36	2	0	51	9	18	0	11	12	2	326	1,189
12:00 PM	0	6	62	91	0	18	35	1	0	50	7	12	0	5	6	5	298	1,226
12:15 PM	**0**	**2**	**65**	**105**	**0**	**24**	**37**	**0**	**0**	**36**	**7**	**18**	**0**	**14**	**7**	**3**	**318**	1,248
12:30 PM	**0**	**2**	**50**	**106**	**0**	**15**	**28**	**4**	**0**	**46**	**10**	**18**	**0**	**9**	**4**	**2**	**294**	1,236
12:45 PM	**0**	**2**	**44**	**101**	**0**	**22**	**39**	**0**	**0**	**58**	**10**	**31**	**0**	**13**	**11**	**3**	**334**	1,244
1:00 PM	**0**	**7**	**63**	**100**	**0**	**18**	**35**	**0**	**0**	**55**	**11**	**20**	**0**	**10**	**9**	**3**	**331**	**1,277**
1:15 PM	0	4	51	81	0	20	44	2	0	45	12	16	0	6	11	4	296	1,255
1:30 PM	0	4	58	101	0	20	30	1	0	50	11	17	0	8	6	6	312	1,273
1:45 PM	0	2	53	60	0	17	48	3	0	46	8	22	0	8	6	4	277	1,216
2:00 PM	0	4	47	35	0	9	54	1	0	46	9	24	0	17	15	5	266	1,151
2:15 PM	0	4	42	51	0	8	41	0	0	52	8	17	0	9	4	12	248	1,103
2:30 PM	0	2	60	65	0	9	41	2	0	50	7	21	0	6	4	3	270	1,061
2:45 PM	0	1	41	38	0	12	39	2	0	46	7	19	0	6	10	4	225	1,009
Count Total	0	75	1,162	1,718	0	307	736	32	0	882	147	311	0	152	144	68	5,734	0
Peak Hour	**0**	**13**	**222**	**412**	**0**	**79**	**139**	**4**	**0**	**195**	**38**	**87**	**0**	**46**	**31**	**11**	**1,277**	**0**

Note: Five-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
10:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	15	0	0	*15*
10:15 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	8	0	0	*8*
10:30 AM	1	1	2	0	*4*	0	0	0	0	*0*	0	14	0	0	*14*
10:45 AM	5	1	0	0	*6*	0	0	0	0	*0*	0	17	2	0	*19*
11:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	21	2	0	*23*
11:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	14	3	0	*17*
11:30 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	27	0	0	*27*
11:45 AM	2	0	0	0	*2*	0	0	0	1	*1*	0	33	5	0	*38*
12:00 PM	1	2	1	0	*4*	0	0	0	0	*0*	0	22	6	0	*28*
12:15 PM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**38**	**8**	**0**	*46*
12:30 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**2**	**0**	***2***	**0**	**33**	**0**	**0**	*33*
12:45 PM	**3**	**0**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**30**	**0**	**0**	*30*
1:00 PM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**28**	**0**	**0**	***28***
1:15 PM	2	0	1	0	*3*	0	0	0	0	*0*	0	26	5	0	*31*
1:30 PM	2	0	0	1	*3*	0	0	0	0	*0*	0	29	5	0	*34*
1:45 PM	1	0	0	0	*1*	0	0	1	0	*1*	0	32	0	0	*32*
2:00 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	25	0	0	*25*
2:15 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	28	0	0	*28*
2:30 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	22	2	0	*24*
2:45 PM	1	0	1	0	*2*	0	0	0	0	*0*	1	38	11	1	*51*
Count Total	24	7	8	1	*40*	1	1	3	1	*6*	1	500	49	1	*551*
Peak Hour	**6**	**1**	**2**	**0**	***9***	**0**	**0**	**2**	**0**	***2***	**0**	**129**	**8**	**0**	***137***

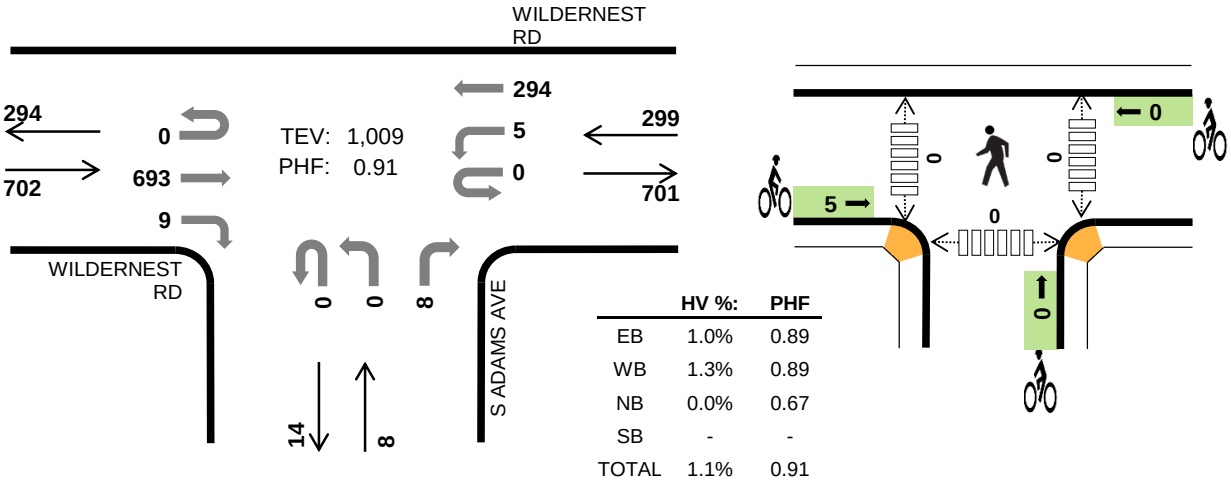
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

S ADAMS AVE
WILDERNEST RD

N

Peak Hour

Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 10:30 AM to 11:30 AM



	HV %:	PHF
EB	1.0%	0.89
WB	1.3%	0.89
NB	0.0%	0.67
SB	-	-
TOTAL	1.1%	0.91

Five-Hour Count Summaries

Interval Start	WILDERNEST RD Eastbound				WILDERNEST RD Westbound				S ADAMS AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:30 AM	0	0	182	1	0	2	65	0	0	0	0	2	0	0	0	0	252	0
10:45 AM	0	0	193	5	0	0	76	0	0	0	0	3	0	0	0	0	277	0
11:00 AM	0	0	150	2	0	2	70	0	0	0	0	1	0	0	0	0	225	0
11:15 AM	0	0	168	1	0	1	83	0	0	0	0	2	0	0	0	0	255	1,009
Peak Hour	0	0	693	9	0	5	294	0	0	0	0	8	0	0	0	0	1,009	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:30 AM	1	3	0	0	*4*	3	0	0	0	*3*	0	0	3	0	*3*
10:45 AM	5	1	0	0	*6*	0	0	0	0	*0*	0	0	1	0	*1*
11:00 AM	0	0	0	0	*0*	2	0	0	0	*2*	0	0	4	0	*4*
11:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hour	7	4	0	0	*11*	5	0	0	0	*5*	0	0	9	0	*9*

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

Five-Hour Count Summaries

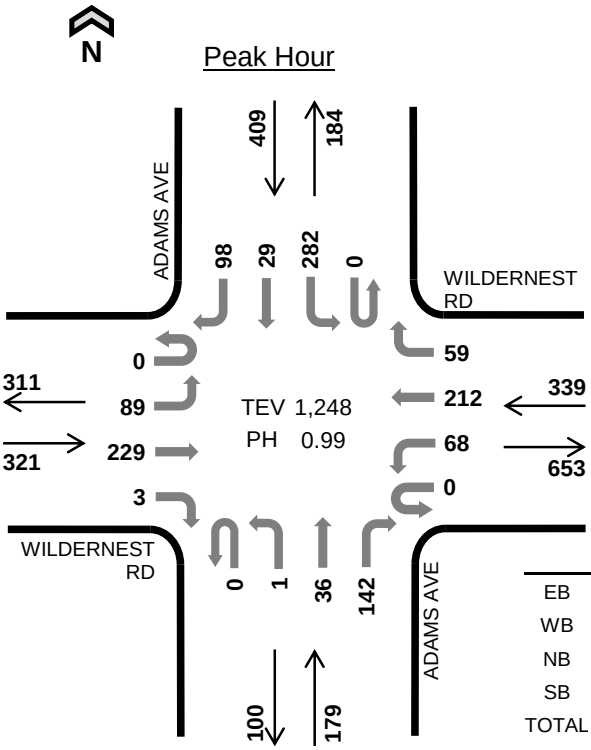
Interval Start	WILDERNEST RD Eastbound				WILDERNEST RD Westbound				S ADAMS AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	146	3	0	1	58	0	0	2	0	4	0	0	0	0	214	0
10:15 AM	0	0	169	3	0	1	54	0	0	0	0	1	0	0	0	0	228	0
10:30 AM	**0**	**0**	**182**	**1**	**0**	**2**	**65**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**252**	0
10:45 AM	**0**	**0**	**193**	**5**	**0**	**0**	**76**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**277**	971
11:00 AM	**0**	**0**	**150**	**2**	**0**	**2**	**70**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**225**	982
11:15 AM	**0**	**0**	**168**	**1**	**0**	**1**	**83**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**255**	**1,009**
11:30 AM	0	0	163	3	0	0	78	0	0	2	0	2	0	0	0	0	248	1,005
11:45 AM	0	0	154	0	0	2	90	0	0	0	0	4	0	0	0	0	250	978
12:00 PM	0	0	162	0	0	0	90	0	0	0	0	3	0	0	0	0	255	1,008
12:15 PM	0	0	164	1	0	1	76	0	0	0	0	1	0	0	0	0	243	996
12:30 PM	0	0	157	4	0	1	75	0	0	1	0	4	0	0	0	0	242	990
12:45 PM	0	0	147	3	0	1	97	0	0	2	0	3	0	0	0	0	253	993
1:00 PM	0	0	159	3	0	2	92	0	0	0	0	2	0	0	0	0	258	996
1:15 PM	0	0	138	2	0	1	89	0	0	2	0	2	0	0	0	0	234	987
1:30 PM	0	0	159	0	0	1	86	0	0	3	0	0	0	0	0	0	249	994
1:45 PM	0	0	113	1	0	0	97	0	0	1	0	2	0	0	0	0	214	955
2:00 PM	0	0	84	2	0	2	105	0	0	2	0	3	0	0	0	0	198	895
2:15 PM	0	0	103	2	0	2	103	0	0	0	0	1	0	0	0	0	211	872
2:30 PM	0	0	118	2	0	1	93	0	0	0	0	5	0	0	0	0	219	842
2:45 PM	0	0	76	0	0	0	92	0	0	0	0	0	0	0	0	0	168	796
Count Total	0	0	2,905	38	0	21	1,669	0	0	15	0	45	0	0	0	0	4,693	0
Peak Hour	**0**	**0**	**693**	**9**	**0**	**5**	**294**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**1,009**	**0**

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

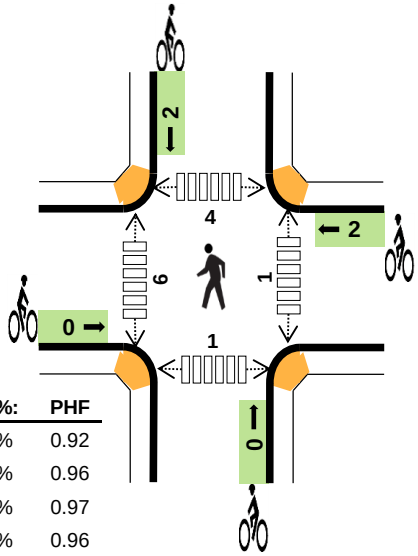
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	1	0	*1*
10:15 AM	0	1	0	0	*1*	4	3	2	0	*9*	0	0	0	0	*0*
10:30 AM	**1**	**3**	**0**	**0**	***4***	**3**	**0**	**0**	**0**	***3***	**0**	**0**	**3**	**0**	*3*
10:45 AM	**5**	**1**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
11:00 AM	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**4**	**0**	*4*
11:15 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
11:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	2	0	0	0	*2*	0	1	0	0	*1*	1	0	2	0	*3*
12:00 PM	1	2	0	0	*3*	0	1	0	0	*1*	0	0	1	0	*1*
12:15 PM	1	1	0	0	*2*	2	0	1	0	*3*	0	0	2	0	*2*
12:30 PM	0	1	0	0	*1*	0	5	0	0	*5*	0	0	1	0	*1*
12:45 PM	3	1	0	0	*4*	1	0	0	0	*1*	0	0	0	0	*0*
1:00 PM	2	0	0	0	*2*	0	1	0	0	*1*	0	0	5	0	*5*
1:15 PM	2	1	0	0	*3*	2	0	0	0	*2*	0	0	0	0	*0*
1:30 PM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	6	0	*6*
1:45 PM	1	0	0	0	*1*	0	1	0	0	*1*	0	0	0	0	*0*
2:00 PM	1	1	0	0	*2*	1	1	0	0	*2*	0	0	2	0	*2*
2:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
2:30 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	1	0	*1*
2:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	2	0	*2*
Count Total	24	14	0	0	*38*	16	13	3	0	*32*	1	0	32	0	*33*
Peak Hr	**7**	**4**	**0**	**0**	***11***	**5**	**0**	**0**	**0**	***5***	**0**	**0**	**9**	**0**	***9***

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

ADAMS AVE
WILDERNEST RD



Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 11:15 AM to 12:15 PM



	HV %:	PHF
EB	0.0%	0.92
WB	0.6%	0.96
NB	1.1%	0.97
SB	1.2%	0.96
TOTAL	0.7%	0.99

Five-Hour Count Summaries

Interval Start	WILDERNEST RD Eastbound				WILDERNEST RD Westbound				ADAMS AVE Northbound				ADAMS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM	0	22	54	0	0	13	60	9	0	0	8	38	0	80	10	16	310	0
11:30 AM	0	22	53	2	0	18	53	14	0	0	10	36	0	72	2	29	311	0
11:45 AM	0	24	63	0	0	18	51	15	0	1	9	35	0	64	6	25	311	0
12:00 PM	0	21	59	1	0	19	48	21	0	0	9	33	0	66	11	28	316	1,248
Peak Hour	0	89	229	3	0	68	212	59	0	1	36	142	0	282	29	98	1,248	0

Note: For all three-hour count summary, see next page.

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

Five-Hour Count Summaries

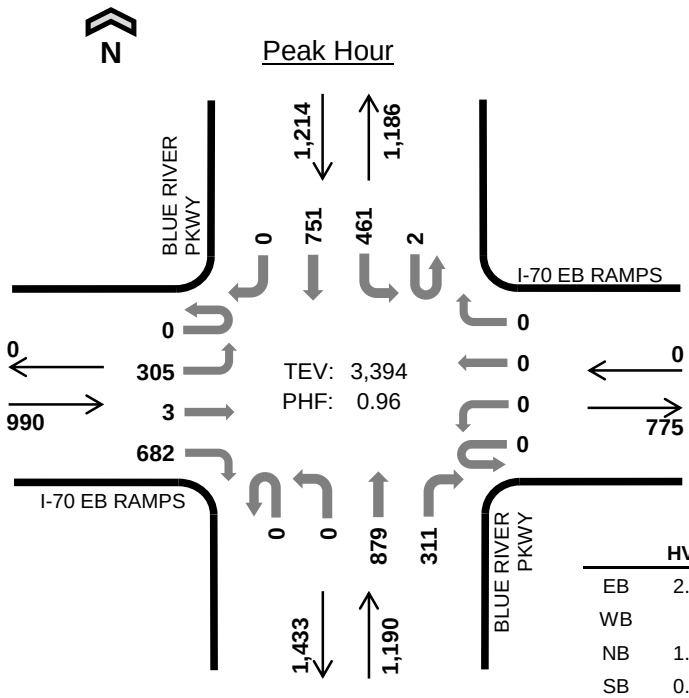
Interval Start	WILDERNEST RD Eastbound				WILDERNEST RD Westbound				ADAMS AVE Northbound				ADAMS AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	23	65	3	0	12	36	10	0	1	10	49	0	35	2	14	260	0
10:15 AM	0	21	73	0	0	10	36	9	0	0	6	47	0	55	5	16	278	0
10:30 AM	0	11	77	0	0	15	40	11	0	0	9	37	0	72	8	23	303	0
10:45 AM	0	18	63	1	0	19	47	11	0	0	9	43	0	95	11	21	338	1,179
11:00 AM	0	27	40	1	0	10	47	9	0	0	9	31	0	76	6	17	273	1,192
11:15 AM	**0**	**22**	**54**	**0**	**0**	**13**	**60**	**9**	**0**	**0**	**8**	**38**	**0**	**80**	**10**	**16**	**310**	1,224
11:30 AM	**0**	**22**	**53**	**2**	**0**	**18**	**53**	**14**	**0**	**0**	**10**	**36**	**0**	**72**	**2**	**29**	**311**	1,232
11:45 AM	**0**	**24**	**63**	**0**	**0**	**18**	**51**	**15**	**0**	**1**	**9**	**35**	**0**	**64**	**6**	**25**	**311**	1,205
12:00 PM	**0**	**21**	**59**	**1**	**0**	**19**	**48**	**21**	**0**	**0**	**9**	**33**	**0**	**66**	**11**	**28**	**316**	**1,248**
12:15 PM	0	17	54	0	0	18	47	10	0	1	12	38	0	65	10	24	296	1,234
12:30 PM	0	21	56	2	0	20	45	15	0	1	6	28	0	78	6	21	299	1,222
12:45 PM	0	25	49	0	0	25	61	14	0	2	5	42	0	63	5	23	314	1,225
1:00 PM	0	22	44	0	0	21	60	11	0	0	10	35	0	78	5	27	313	1,222
1:15 PM	0	14	50	2	0	18	60	13	0	0	7	22	0	68	6	20	280	1,206
1:30 PM	0	16	58	1	0	20	47	22	0	0	10	44	0	57	12	29	316	1,223
1:45 PM	0	21	42	2	0	19	56	19	0	0	7	34	0	37	2	15	254	1,163
2:00 PM	0	16	40	1	0	28	62	20	0	0	10	24	0	22	5	28	256	1,106
2:15 PM	0	18	60	2	0	17	68	19	0	0	3	30	0	16	7	21	261	1,087
2:30 PM	0	20	59	0	0	25	61	5	0	1	7	33	0	26	4	20	261	1,032
2:45 PM	0	9	41	1	0	20	60	11	0	0	5	20	0	15	5	14	201	979
Count Total	0	388	1,100	19	0	365	1,045	268	0	7	161	699	0	1,140	128	431	5,751	0
Peak Hour	**0**	**89**	**229**	**3**	**0**	**68**	**212**	**59**	**0**	**1**	**36**	**142**	**0**	**282**	**29**	**98**	**1,248**	**0**

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

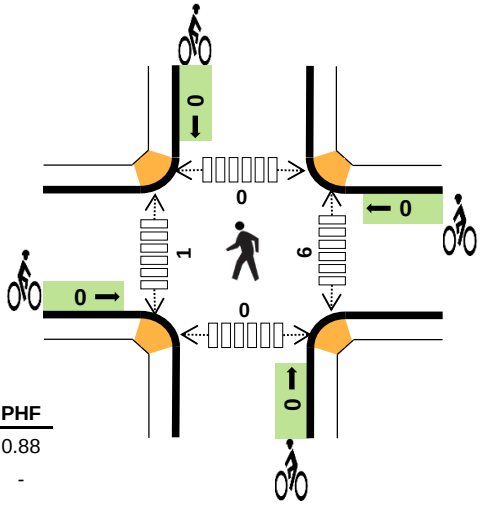
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	0	1	*1*	0	0	2	0	*2*	0	0	0	0	*0*
10:15 AM	0	1	0	1	*2*	0	3	1	3	*7*	0	2	2	0	*4*
10:30 AM	1	3	1	1	*6*	2	0	1	1	*4*	0	2	2	0	*4*
10:45 AM	2	1	0	3	*6*	0	0	0	0	*0*	0	1	1	0	*2*
11:00 AM	0	0	0	0	*0*	1	0	1	0	*2*	0	2	2	0	*4*
11:15 AM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**1**	**0**	*3*
11:30 AM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
11:45 AM	**0**	**0**	**1**	**1**	***2***	**0**	**1**	**0**	**1**	***2***	**0**	**1**	**1**	**0**	*2*
12:00 PM	**0**	**1**	**0**	**1**	***2***	**0**	**1**	**0**	**1**	***2***	**1**	**3**	**2**	**1**	***7***
12:15 PM	0	2	0	2	*4*	0	0	2	0	*2*	0	2	2	0	*4*
12:30 PM	0	1	1	0	*2*	0	5	0	0	*5*	0	5	5	0	*10*
12:45 PM	2	1	0	3	*6*	0	0	1	0	*1*	0	0	0	0	*0*
1:00 PM	2	0	1	0	*3*	0	1	0	0	*1*	0	3	3	0	*6*
1:15 PM	0	1	0	3	*4*	2	0	0	0	*2*	0	1	0	0	*1*
1:30 PM	1	0	1	1	*3*	0	0	0	0	*0*	0	0	2	0	*2*
1:45 PM	0	0	0	1	*1*	0	1	0	0	*1*	0	2	2	0	*4*
2:00 PM	1	1	0	0	*2*	1	1	1	0	*3*	0	3	2	0	*5*
2:15 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
2:30 PM	0	0	1	0	*1*	0	0	1	0	*1*	0	0	0	0	*0*
2:45 PM	0	1	0	1	*2*	0	0	0	0	*0*	0	3	1	0	*4*
Count Total	9	14	7	23	*53*	6	13	10	6	*35*	1	32	28	1	*62*
Peak Hour	**0**	**2**	**2**	**5**	***9***	**0**	**2**	**0**	**2**	***4***	**1**	**6**	**4**	**1**	***12***

BLUE RIVER PKWY
I-70 EB RAMPS

Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 11:15 AM to 12:15 PM



	HV %:	PHF
EB	2.0%	0.88
WB	-	-
NB	1.0%	0.97
SB	0.6%	0.92
TOTAL	1.1%	0.96



Five-Hour Count Summaries

Interval Start	I-70 EB RAMPS Eastbound				I-70 EB RAMPS Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM	0	74	2	139	0	0	0	0	0	0	224	68	0	105	191	0	803	0
11:30 AM	0	69	0	187	0	0	0	0	0	0	217	83	0	129	202	0	887	0
11:45 AM	0	86	0	194	0	0	0	0	0	0	225	67	1	111	181	0	865	0
12:00 PM	0	76	1	162	0	0	0	0	0	0	213	93	1	116	177	0	839	3,394
Peak Hour	0	305	3	682	0	0	0	0	0	0	879	311	2	461	751	0	3,394	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:15 AM	3	0	4	2	*9*	0	0	0	0	*0*	2	0	0	0	*2*
11:30 AM	10	0	1	2	*13*	0	0	0	0	*0*	0	1	0	0	*1*
11:45 AM	3	0	3	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	4	0	4	2	*10*	0	0	0	0	*0*	4	0	0	0	*4*
Peak Hour	20	0	12	7	*39*	0	0	0	0	*0*	6	1	0	0	*7*

Five-Hour Count Summaries

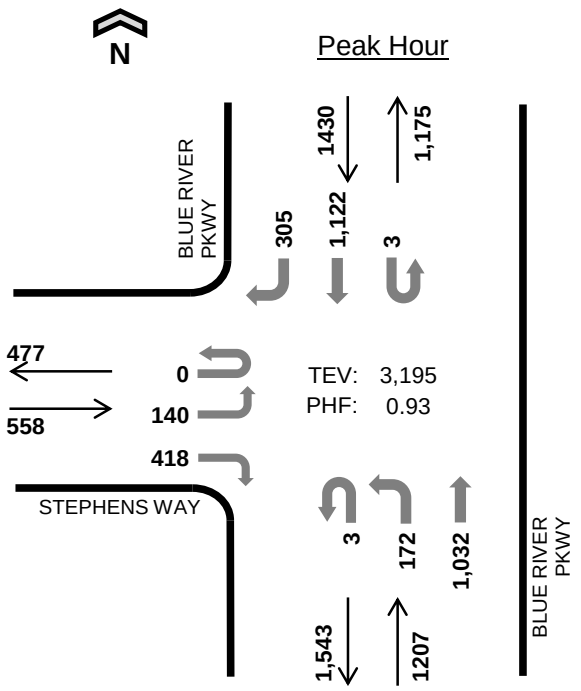
Interval Start	I-70 EB RAMPS				I-70 EB RAMPS				BLUE RIVER PKWY				BLUE RIVER PKWY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	67	1	65	0	0	0	0	0	0	179	143	1	137	152	0	745	0
10:15 AM	0	66	0	65	0	0	0	0	0	0	181	158	0	126	133	0	729	0
10:30 AM	0	57	0	85	0	0	0	0	0	0	179	172	0	130	145	0	768	0
10:45 AM	0	66	0	78	0	0	0	0	0	0	231	148	0	119	152	0	794	3,036
11:00 AM	0	71	1	83	0	0	0	0	0	0	191	125	0	140	150	0	761	3,052
11:15 AM	**0**	**74**	**2**	**139**	**0**	**0**	**0**	**0**	**0**	**0**	**224**	**68**	**0**	**105**	**191**	**0**	**803**	3,126
11:30 AM	**0**	**69**	**0**	**187**	**0**	**0**	**0**	**0**	**0**	**0**	**217**	**83**	**0**	**129**	**202**	**0**	**887**	3,245
11:45 AM	**0**	**86**	**0**	**194**	**0**	**0**	**0**	**0**	**0**	**0**	**225**	**67**	**1**	**111**	**181**	**0**	**865**	3,316
12:00 PM	**0**	**76**	**1**	**162**	**0**	**0**	**0**	**0**	**0**	**0**	**213**	**93**	**1**	**116**	**177**	**0**	**839**	**3,394**
12:15 PM	0	74	0	111	0	0	0	0	0	0	218	96	0	119	142	0	760	3,351
12:30 PM	0	47	5	128	0	0	0	0	0	0	224	94	0	118	161	0	777	3,241
12:45 PM	0	83	0	131	0	0	0	0	0	0	212	121	0	108	142	0	797	3,173
1:00 PM	0	37	2	83	0	0	0	0	0	0	220	104	0	72	198	0	716	3,050
1:15 PM	0	87	1	157	0	0	0	0	0	0	235	88	0	88	153	0	809	3,099
1:30 PM	0	56	1	145	0	0	0	0	0	0	221	82	0	83	166	0	754	3,076
1:45 PM	0	69	1	170	0	0	0	0	0	0	216	59	2	101	186	0	804	3,083
2:00 PM	0	99	1	171	0	0	0	0	0	0	219	67	3	83	187	0	830	3,197
2:15 PM	0	72	0	147	0	0	0	0	0	0	187	80	0	64	187	0	737	3,125
2:30 PM	0	74	1	116	0	0	0	0	0	0	203	62	0	89	179	0	724	3,095
2:45 PM	0	81	0	123	0	0	0	0	0	0	178	66	0	69	163	0	680	2,971
Count Total	0	1,411	17	2,540	0	0	0	0	0	0	4,173	1,976	8	2,107	3,347	0	15,579	0
Peak Hour	**0**	**305**	**3**	**682**	**0**	**0**	**0**	**0**	**0**	**0**	**879**	**311**	**2**	**461**	**751**	**0**	**3,394**	**0**

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

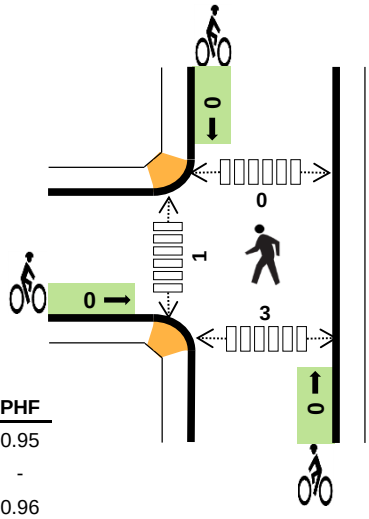
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	4	0	2	2	*8*	0	0	0	0	*0*	4	0	0	0	*4*
10:15 AM	1	0	4	1	*6*	0	0	0	0	*0*	0	0	0	3	*3*
10:30 AM	3	0	3	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
10:45 AM	2	0	3	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
11:00 AM	1	0	3	1	*5*	0	0	0	0	*0*	2	0	0	0	*2*
11:15 AM	**3**	**0**	**4**	**2**	***9***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
11:30 AM	**10**	**0**	**1**	**2**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
11:45 AM	**3**	**0**	**3**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
12:00 PM	**4**	**0**	**4**	**2**	***10***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**0**	***4***
12:15 PM	7	0	2	1	*10*	0	0	0	0	*0*	1	0	0	0	*1*
12:30 PM	5	0	6	3	*14*	0	0	0	0	*0*	0	1	0	0	*1*
12:45 PM	5	0	7	2	*14*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	2	0	2	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
1:15 PM	3	0	2	4	*9*	0	0	0	0	*0*	2	0	0	0	*2*
1:30 PM	4	0	2	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	2	0	4	3	*9*	0	0	0	0	*0*	2	0	0	0	*2*
2:00 PM	5	0	4	3	*12*	0	0	0	0	*0*	0	0	0	0	*0*
2:15 PM	4	0	2	1	*7*	0	0	0	0	*0*	3	0	0	0	*3*
2:30 PM	4	0	2	3	*9*	0	0	0	0	*0*	3	0	0	0	*3*
2:45 PM	5	0	2	5	*12*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	77	0	62	44	*183*	0	0	0	0	*0*	23	2	0	3	*28*
Peak Hour	**20**	**0**	**12**	**7**	***39***	**0**	**0**	**0**	**0**	***0***	**6**	**1**	**0**	**0**	***7***

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

BLUE RIVER PKWY
STEPHENS WAY



Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 11:15 AM to 12:15 PM



	HV %:	PHF
EB	0.5%	0.95
WB	-	-
NB	0.8%	0.96
SB	1.4%	0.91
TOTAL	1.0%	0.93

Five-Hour Count Summaries

Interval Start	STEPHENS WAY				0				BLUE RIVER PKWY				BLUE RIVER PKWY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM	0	32	0	114	0	0	0	0	2	41	247	0	0	0	247	71	754	0
11:30 AM	0	35	0	112	0	0	0	0	0	42	272	0	1	0	311	83	856	0
11:45 AM	0	25	0	111	0	0	0	0	0	49	255	0	1	0	301	75	817	0
12:00 PM	0	48	0	81	0	0	0	0	1	40	258	0	1	0	263	76	768	3,195
Peak Hour	0	140	0	418	0	0	0	0	3	172	1,032	0	3	0	1,122	305	3,195	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:15 AM	0	0	4	4	*8*	0	0	0	0	*0*	2	0	0	0	*2*
11:30 AM	0	0	1	11	*12*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	1	0	2	1	*4*	0	0	0	0	*0*	0	1	0	1	*2*
12:00 PM	2	0	3	4	*9*	0	0	0	0	*0*	2	0	0	2	*4*
Peak Hour	3	0	10	20	*33*	0	0	0	0	*0*	4	1	0	3	*8*

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

Five-Hour Count Summaries

Interval Start	STEPHENS WAY				0				BLUE RIVER PKWY				BLUE RIVER PKWY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	49	0	52	0	0	0	0	0	28	279	0	2	0	163	48	621	0
10:15 AM	0	54	0	73	0	0	0	0	0	26	295	0	0	0	155	48	651	0
10:30 AM	0	57	0	81	0	0	0	0	0	45	297	0	1	0	178	53	712	0
10:45 AM	0	72	0	87	0	0	0	0	0	42	293	0	2	0	155	63	714	2,698
11:00 AM	0	52	0	85	0	0	0	0	0	38	255	0	2	0	185	50	667	2,744
11:15 AM	**0**	**32**	**0**	**114**	**0**	**0**	**0**	**0**	**2**	**41**	**247**	**0**	**0**	**0**	**247**	**71**	**754**	2,847
11:30 AM	**0**	**35**	**0**	**112**	**0**	**0**	**0**	**0**	**0**	**42**	**272**	**0**	**1**	**0**	**311**	**83**	**856**	2,991
11:45 AM	**0**	**25**	**0**	**111**	**0**	**0**	**0**	**0**	**0**	**49**	**255**	**0**	**1**	**0**	**301**	**75**	**817**	3,094
12:00 PM	**0**	**48**	**0**	**81**	**0**	**0**	**0**	**0**	**1**	**40**	**258**	**0**	**1**	**0**	**263**	**76**	**768**	**3,195**
12:15 PM	0	44	0	96	0	0	0	0	0	47	281	0	0	0	188	67	723	3,164
12:30 PM	0	45	0	96	0	0	0	0	0	38	274	0	1	0	234	61	749	3,057
12:45 PM	0	55	0	86	0	0	0	0	1	48	280	0	1	0	217	66	754	2,994
1:00 PM	0	44	0	100	0	0	0	0	0	45	294	0	0	0	224	50	757	2,983
1:15 PM	0	43	0	105	0	0	0	0	0	45	277	0	0	0	250	75	795	3,055
1:30 PM	0	44	0	106	0	0	0	0	0	48	266	0	0	0	233	59	756	3,062
1:45 PM	0	28	0	82	0	0	0	0	0	50	238	0	0	0	267	89	754	3,062
2:00 PM	0	32	0	66	0	0	0	0	0	38	243	0	0	0	262	102	743	3,048
2:15 PM	0	42	0	87	0	0	0	0	0	40	238	0	0	0	261	65	733	2,986
2:30 PM	0	36	0	64	0	0	0	0	1	49	221	0	0	0	221	71	663	2,893
2:45 PM	0	29	0	57	0	0	0	0	0	35	210	0	0	0	208	75	614	2,753
Count Total	0	866	0	1,741	0	0	0	0	5	834	5,273	0	12	0	4,523	1,347	14,601	0
Peak Hour	**0**	**140**	**0**	**418**	**0**	**0**	**0**	**0**	**3**	**172**	**1,032**	**0**	**3**	**0**	**1,122**	**305**	**3,195**	**0**

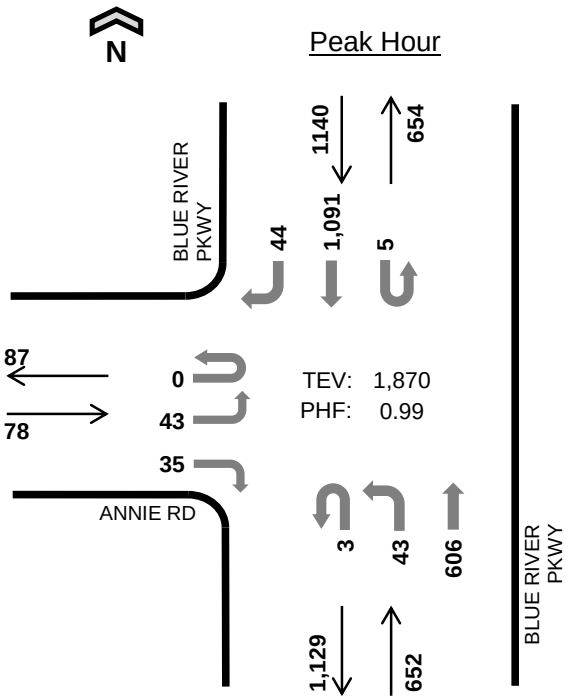
Note: Five-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

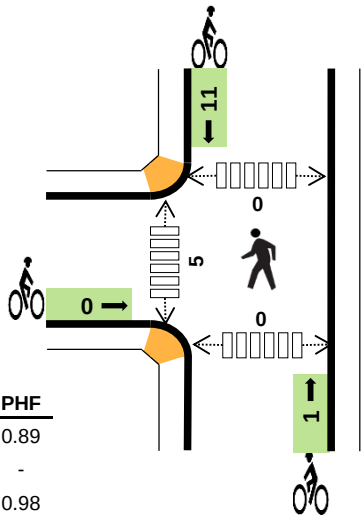
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	2	1	*3*	0	0	0	0	*0*	1	0	0	0	*1*
10:15 AM	0	0	4	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
10:30 AM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	1	*1*
10:45 AM	3	0	3	3	*9*	0	0	0	0	*0*	0	0	0	1	*1*
11:00 AM	0	0	2	1	*3*	0	0	0	0	*0*	2	0	0	0	*2*
11:15 AM	**0**	**0**	**4**	**4**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
11:30 AM	**0**	**0**	**1**	**11**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
11:45 AM	**1**	**0**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	*2*
12:00 PM	**2**	**0**	**3**	**4**	***9***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**2**	***4***
12:15 PM	0	0	3	11	*14*	0	0	0	0	*0*	0	0	0	1	*1*
12:30 PM	2	0	3	1	*6*	0	0	0	0	*0*	0	1	0	1	*2*
12:45 PM	1	0	6	3	*10*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	1	0	1	*2*
1:15 PM	2	0	1	4	*7*	0	0	0	0	*0*	2	0	0	4	*6*
1:30 PM	1	0	1	4	*6*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	1	0	4	4	*9*	0	0	0	0	*0*	2	0	0	7	*9*
2:00 PM	1	0	4	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
2:15 PM	0	0	3	4	*7*	0	0	0	0	*0*	2	0	0	2	*4*
2:30 PM	0	0	2	4	*6*	0	0	0	0	*0*	1	1	0	0	*2*
2:45 PM	1	0	1	9	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	15	0	53	79	*147*	0	0	0	0	*0*	14	4	0	21	*39*
Peak Hr	**3**	**0**	**10**	**20**	***33***	**0**	**0**	**0**	**0**	***0***	**4**	**1**	**0**	**3**	***8***

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

BLUE RIVER PKWY
ANNIE RD

Date: Mon, Sep 02, 2019
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 11:15 AM to 12:15 PM





	HV %:	PHF
EB	1.3%	0.89
WB	-	-
NB	0.8%	0.98
SB	0.4%	0.99
TOTAL	0.5%	0.99

Five-Hour Count Summaries

Interval Start	ANNIE RD Eastbound				0 Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM	0	11	0	8	0	0	0	0	0	11	153	0	2	0	268	18	471	0
11:30 AM	0	12	0	6	0	0	0	0	1	10	155	0	2	0	270	15	471	0
11:45 AM	0	12	0	10	0	0	0	0	1	10	154	0	1	0	281	4	473	0
12:00 PM	0	8	0	11	0	0	0	0	1	12	144	0	0	0	272	7	455	1,870
Peak Hour	0	43	0	35	0	0	0	0	3	43	606	0	5	0	1,091	44	1,870	0

Note: For all three-hour count summary, see next page.

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

Five-Hour Count Summaries

Interval Start	ANNIE RD				0				BLUE RIVER PKWY				BLUE RIVER PKWY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	4	0	4	0	0	0	0	1	6	123	0	0	0	269	11	418	0
10:15 AM	0	2	0	3	0	0	0	0	1	5	117	0	1	0	263	3	395	0
10:30 AM	0	4	0	7	0	0	0	0	1	5	128	0	0	0	262	6	413	0
10:45 AM	0	10	0	8	0	0	0	0	1	17	123	0	0	0	274	14	447	1,673
11:00 AM	0	12	0	4	0	0	0	0	2	12	112	0	1	0	264	18	425	1,680
11:15 AM	**0**	**11**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**11**	**153**	**0**	**2**	**0**	**268**	**18**	**471**	1,756
11:30 AM	**0**	**12**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**10**	**155**	**0**	**2**	**0**	**270**	**15**	**471**	1,814
11:45 AM	**0**	**12**	**0**	**10**	**0**	**0**	**0**	**0**	**1**	**10**	**154**	**0**	**1**	**0**	**281**	**4**	**473**	1,840
12:00 PM	**0**	**8**	**0**	**11**	**0**	**0**	**0**	**0**	**1**	**12**	**144**	**0**	**0**	**0**	**272**	**7**	**455**	**1,870**
12:15 PM	0	11	0	16	0	0	0	0	1	7	157	0	1	0	204	8	405	1,804
12:30 PM	0	9	0	6	0	0	0	0	1	4	133	0	1	0	270	11	435	1,768
12:45 PM	0	6	0	6	0	0	0	0	3	6	137	0	6	0	234	9	407	1,702
1:00 PM	0	6	0	6	0	0	0	0	0	11	146	0	1	0	194	12	376	1,623
1:15 PM	0	8	0	11	0	0	0	0	1	9	148	0	0	0	270	4	451	1,669
1:30 PM	0	9	0	5	0	0	0	0	1	9	151	0	0	0	223	13	411	1,645
1:45 PM	0	11	0	4	0	0	0	0	0	4	167	0	0	0	175	6	367	1,605
2:00 PM	0	7	0	4	0	0	0	0	1	7	180	0	1	0	184	6	390	1,619
2:15 PM	0	4	0	6	0	0	0	0	0	6	150	0	0	0	156	6	328	1,496
2:30 PM	0	10	0	11	0	0	0	0	0	4	149	0	1	0	194	3	372	1,457
2:45 PM	0	8	0	5	0	0	0	0	2	7	134	0	0	0	172	8	336	1,426
Count Total	0	164	0	141	0	0	0	0	19	162	2,861	0	18	0	4,699	182	8,246	0
Peak Hour	**0**	**43**	**0**	**35**	**0**	**0**	**0**	**0**	**3**	**43**	**606**	**0**	**5**	**0**	**1,091**	**44**	**1,870**	**0**

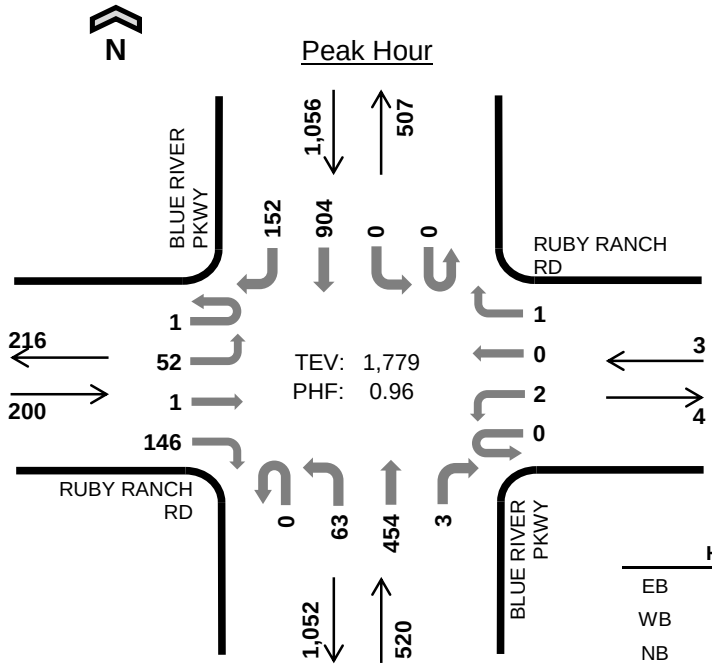
Note: Five-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

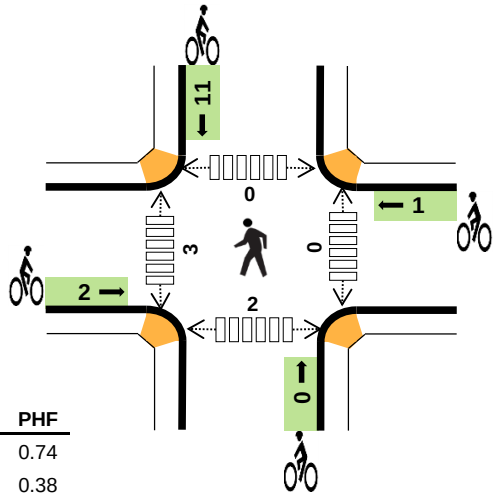
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	1	3	*4*	0	0	0	0	*0*	2	3	0	2	*7*
10:15 AM	0	0	3	1	*4*	0	0	0	3	*3*	0	4	0	0	*4*
10:30 AM	0	0	1	2	*3*	0	0	1	0	*1*	3	3	0	0	*6*
10:45 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	1	0	0	*1*
11:00 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	5	0	0	*5*
11:15 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
11:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	*1*
11:45 AM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**10**	***10***	**0**	**1**	**0**	**0**	*1*
12:00 PM	**1**	**0**	**2**	**3**	***6***	**0**	**0**	**1**	**0**	***1***	**0**	**2**	**0**	**0**	***2***
12:15 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	1	0	0	*1*
12:30 PM	0	0	0	1	*1*	0	0	0	3	*3*	0	1	0	0	*1*
12:45 PM	0	0	1	0	*1*	0	0	1	0	*1*	1	1	0	1	*3*
1:00 PM	0	0	2	3	*5*	0	0	1	0	*1*	2	1	0	1	*4*
1:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
1:30 PM	0	0	3	0	*3*	0	0	0	0	*0*	0	4	0	0	*4*
1:45 PM	1	0	1	3	*5*	0	0	0	0	*0*	0	1	0	0	*1*
2:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	2	0	1	*3*
2:15 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
2:30 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
2:45 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	0	23	27	*52*	0	0	4	17	*21*	8	32	0	5	*45*
Peak Hr	**1**	**0**	**5**	**4**	***10***	**0**	**0**	**1**	**11**	***12***	**0**	**5**	**0**	**0**	***5***

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

BLUE RIVER PKWY
RUBY RANCH RD

Date: Mon, Sep 02, 2019
Count Period: 8:00 AM to 2:00 PM
Peak Hour: 11:00 AM to 12:00 PM





	HV %:	PHF
EB	0.0%	0.74
WB	0.0%	0.38
NB	0.4%	0.90
SB	0.4%	0.89
TOTAL	0.3%	0.96

Six-Hour Count Summaries

Interval Start	RUBY RANCH RD Eastbound				RUBY RANCH RD Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	15	0	29	0	1	0	1	0	25	90	1	0	0	248	48	458	0
11:15 AM	1	19	0	48	0	1	0	0	0	15	106	1	0	0	183	29	403	0
11:30 AM	0	10	0	33	0	0	0	0	0	13	131	1	0	0	240	36	464	0
11:45 AM	0	8	1	36	0	0	0	0	0	10	127	0	0	0	233	39	454	1,779
Peak Hour	1	52	1	146	0	2	0	1	0	63	454	3	0	0	904	152	1,779	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	2	*2*	1	0	0	1	*2*	0	0	0	1	*1*
11:15 AM	0	0	0	1	*1*	0	1	0	0	*1*	0	0	0	0	*0*
11:30 AM	0	0	0	0	*0*	0	0	0	1	*1*	0	2	0	1	*3*
11:45 AM	0	0	2	1	*3*	1	0	0	9	*10*	0	1	0	0	*1*
Peak Hour	0	0	2	4	*6*	2	1	0	11	*14*	0	3	0	2	*5*

Six-Hour Count Summaries

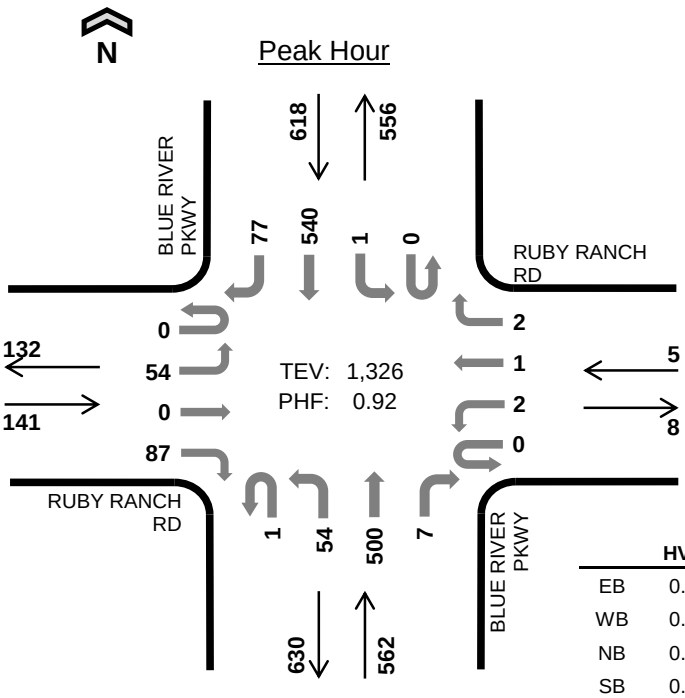
Interval Start	RUBY RANCH RD Eastbound				RUBY RANCH RD Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM	0	8	0	17	0	0	0	0	0	14	65	0	0	0	108	17	229	0
8:15 AM	0	8	0	24	0	2	0	0	0	6	62	0	0	0	82	18	202	0
8:30 AM	0	3	0	21	0	1	0	0	1	14	53	0	0	0	131	23	247	0
8:45 AM	0	16	0	24	0	1	0	0	0	10	70	0	0	0	109	20	250	928
9:00 AM	0	6	0	20	0	1	0	0	0	8	86	0	1	0	181	23	326	1,025
9:15 AM	0	8	0	30	0	1	0	0	0	5	68	0	0	0	139	34	285	1,108
9:30 AM	0	8	0	33	0	0	0	0	0	8	56	0	0	0	205	33	343	1,204
9:45 AM	0	8	0	31	0	1	0	0	0	10	94	0	0	0	154	27	325	1,279
10:00 AM	0	9	0	43	0	0	0	0	0	11	95	1	0	0	208	43	410	1,363
10:15 AM	0	9	0	42	0	0	2	0	0	10	80	1	0	0	204	34	382	1,460
10:30 AM	0	8	0	26	0	0	0	0	0	12	98	0	0	0	217	31	392	1,509
10:45 AM	0	10	0	44	0	0	0	0	0	15	86	0	0	0	223	36	414	1,598
11:00 AM	**0**	**15**	**0**	**29**	**0**	**1**	**0**	**1**	**0**	**25**	**90**	**1**	**0**	**0**	**248**	**48**	**458**	1,646
11:15 AM	**1**	**19**	**0**	**48**	**0**	**1**	**0**	**0**	**0**	**15**	**106**	**1**	**0**	**0**	**183**	**29**	**403**	1,667
11:30 AM	**0**	**10**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**13**	**131**	**1**	**0**	**0**	**240**	**36**	**464**	1,739
11:45 AM	**0**	**8**	**1**	**36**	**0**	**0**	**0**	**0**	**0**	**10**	**127**	**0**	**0**	**0**	**233**	**39**	**454**	**1,779**
12:00 PM	0	7	0	44	0	0	0	0	0	8	129	1	0	0	209	39	437	1,758
12:15 PM	0	8	0	31	0	0	0	0	1	13	126	1	0	1	143	27	351	1,706
12:30 PM	0	7	0	40	0	0	0	0	0	13	109	1	0	0	240	46	456	1,698
12:45 PM	0	9	0	48	0	0	0	1	1	15	97	0	0	0	166	32	369	1,613
1:00 PM	0	11	0	29	0	0	0	0	0	16	120	1	0	0	142	28	347	1,523
1:15 PM	0	16	0	29	0	0	0	0	0	10	114	1	0	0	213	33	416	1,588
1:30 PM	0	9	0	27	0	1	0	0	0	16	117	3	0	0	168	28	369	1,501
1:45 PM	0	16	0	32	0	0	0	0	0	19	118	2	0	0	114	18	319	1,451
Count Total	1	236	1	781	0	10	2	2	3	296	2,297	15	1	1	4,260	742	8,648	0
Peak Hour	**1**	**52**	**1**	**146**	**0**	**2**	**0**	**1**	**0**	**63**	**454**	**3**	**0**	**0**	**904**	**152**	**1,779**	**0**

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

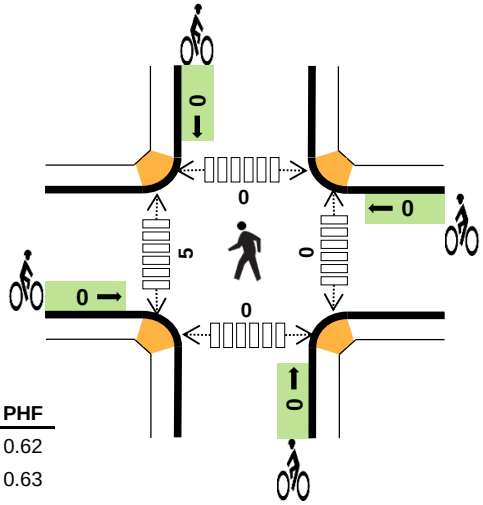
Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
8:00 AM	0	0	2	5	*7*	0	0	0	0	*0*	0	2	0	1	*3*
8:15 AM	0	0	1	1	*2*	0	0	0	2	*2*	0	0	0	0	*0*
8:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	4	*5*
8:45 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
9:00 AM	1	0	1	2	*4*	1	0	0	1	*2*	0	0	0	0	*0*
9:15 AM	0	0	0	1	*1*	0	1	0	0	*1*	0	0	0	0	*0*
9:30 AM	0	0	0	1	*1*	0	0	1	0	*1*	0	1	0	0	*1*
9:45 AM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
10:00 AM	2	0	1	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
10:15 AM	0	0	1	1	*2*	0	0	0	4	*4*	0	1	0	2	*3*
10:30 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	2	*2*
10:45 AM	0	0	1	0	*1*	0	0	1	0	*1*	0	0	0	0	*0*
11:00 AM	**0**	**0**	**0**	**2**	***2***	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**0**	**1**	*1*
11:15 AM	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
11:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**0**	**2**	**0**	**1**	*3*
11:45 AM	**0**	**0**	**2**	**1**	***3***	**1**	**0**	**0**	**9**	***10***	**0**	**1**	**0**	**0**	***1***
12:00 PM	0	0	0	3	*3*	0	2	1	0	*3*	0	0	0	5	*5*
12:15 PM	0	0	1	3	*4*	0	4	0	0	*4*	0	0	0	1	*1*
12:30 PM	0	0	1	1	*2*	0	2	0	0	*2*	0	1	0	0	*1*
12:45 PM	0	0	1	0	*1*	0	0	1	0	*1*	0	0	0	1	*1*
1:00 PM	0	0	1	3	*4*	0	0	1	0	*1*	0	1	0	0	*1*
1:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
1:30 PM	0	0	3	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	3	0	22	34	*59*	3	10	5	18	*36*	0	10	0	18	*28*
Peak Hour	**0**	**0**	**2**	**4**	***6***	**2**	**1**	**0**	**11**	***14***	**0**	**3**	**0**	**2**	***5***

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

BLUE RIVER PKWY
RUBY RANCH RD



Date: Mon, Sep 02, 2019
Count Period: 2:00 PM to 8:00 PM
Peak Hour: 2:00 PM to 3:00 PM



	HV %:	PHF
EB	0.0%	0.62
WB	0.0%	0.63
NB	0.7%	0.82
SB	0.5%	0.94
TOTAL	0.5%	0.92

Six-Hour Count Summaries

Interval Start	RUBY RANCH RD Eastbound				RUBY RANCH RD Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	12	0	16	0	1	0	0	0	13	157	2	0	1	143	15	360	0
2:15 PM	0	12	0	17	0	0	1	1	0	13	113	3	0	0	118	20	298	0
2:30 PM	0	19	0	38	0	0	0	1	1	17	116	1	0	0	136	21	350	0
2:45 PM	0	11	0	16	0	1	0	0	0	11	114	1	0	0	143	21	318	1,326
Peak Hour	**0**	**54**	**0**	**87**	**0**	**2**	**1**	**2**	**1**	**54**	**500**	**7**	**0**	**1**	**540**	**77**	**1,326**	**0**

Note: For all three-hour count summary, see next page.

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	0	1	1	*2*	0	0	0	0	*0*	0	2	0	0	*2*
2:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
2:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	3	0	0	*3*
2:45 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**0**	**4**	**3**	*7*	**0**	**0**	**0**	**0**	*0*	**0**	**5**	**0**	**0**	*5*

Six-Hour Count Summaries

Interval Start	RUBY RANCH RD Eastbound				RUBY RANCH RD Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	**0**	**12**	**0**	**16**	**0**	**1**	**0**	**0**	**0**	**13**	**157**	**2**	**0**	**1**	**143**	**15**	**360**	0
2:15 PM	**0**	**12**	**0**	**17**	**0**	**0**	**1**	**1**	**0**	**13**	**113**	**3**	**0**	**0**	**118**	**20**	**298**	0
2:30 PM	**0**	**19**	**0**	**38**	**0**	**0**	**0**	**1**	**1**	**17**	**116**	**1**	**0**	**0**	**136**	**21**	**350**	0
2:45 PM	**0**	**11**	**0**	**16**	**0**	**1**	**0**	**0**	**0**	**11**	**114**	**1**	**0**	**0**	**143**	**21**	**318**	**1,326**
3:00 PM	0	9	0	33	0	0	0	0	0	14	107	1	0	0	121	18	303	1,269
3:15 PM	0	14	0	22	0	1	0	0	0	16	112	2	0	0	119	19	305	1,276
3:30 PM	0	6	0	22	0	0	0	0	0	14	125	3	0	0	137	18	325	1,251
3:45 PM	0	10	0	20	0	2	0	0	0	10	88	2	0	0	102	18	252	1,185
4:00 PM	0	14	0	17	0	0	0	0	0	19	105	3	0	0	131	16	305	1,187
4:15 PM	0	20	0	21	0	0	0	0	1	17	119	1	0	0	120	18	317	1,199
4:30 PM	0	6	0	29	0	2	0	0	0	9	102	1	0	0	115	17	281	1,155
4:45 PM	0	5	0	17	0	1	0	0	0	10	91	1	0	0	111	15	251	1,154
5:00 PM	0	14	0	13	0	0	1	0	0	15	107	2	0	0	145	19	316	1,165
5:15 PM	0	6	0	14	0	0	0	0	0	16	93	2	0	0	142	10	283	1,131
5:30 PM	0	13	0	21	0	0	0	0	0	11	106	2	0	0	143	19	315	1,165
5:45 PM	0	11	0	13	0	1	0	0	0	15	109	2	0	0	109	15	275	1,189
6:00 PM	0	9	0	12	0	1	0	0	0	11	76	0	0	0	130	12	251	1,124
6:15 PM	0	5	0	20	0	0	0	0	0	8	77	1	0	0	120	17	248	1,089
6:30 PM	0	10	0	15	0	1	0	0	0	6	85	2	0	0	82	11	212	986
6:45 PM	0	4	0	12	0	2	0	0	0	11	73	0	0	0	109	7	218	929
7:00 PM	0	11	0	21	0	0	0	0	1	14	60	2	0	0	104	19	232	910
7:15 PM	0	7	0	10	0	1	0	0	1	6	82	1	0	1	75	7	191	853
7:30 PM	0	4	0	18	0	1	0	0	0	8	66	1	0	0	96	10	204	845
7:45 PM	0	5	0	11	0	0	0	0	0	7	70	1	0	0	81	10	185	812
Count Total	0	237	0	448	0	15	2	2	4	291	2,353	37	0	2	2,832	372	6,595	0
Peak Hour	**0**	**54**	**0**	**87**	**0**	**2**	**1**	**2**	**1**	**54**	**500**	**7**	**0**	**1**	**540**	**77**	**1,326**	**0**

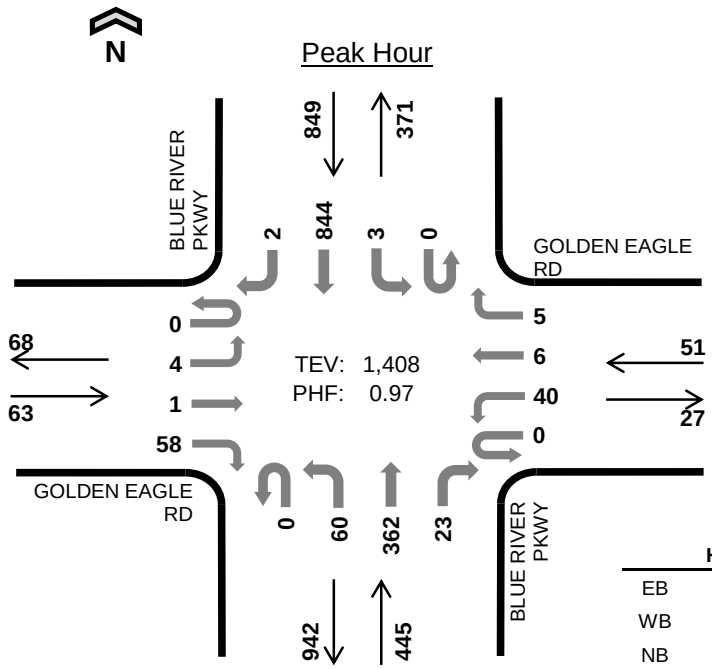
Note: Six-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

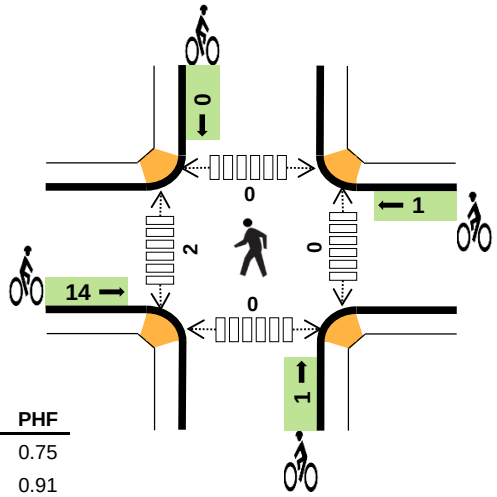
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
2:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
2:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**0**	**0**	*3*
2:45 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
3:00 PM	2	0	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	0	0	0	1	*1*	0	0	1	0	*1*	0	0	0	0	*0*
3:30 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	0	1	*1*	0	0	0	2	*2*	0	0	1	0	*1*
5:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	1	0	*1*
5:30 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	0	2	0	*3*	0	1	0	0	*1*	0	0	0	0	*0*
6:00 PM	0	0	3	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	4	0	0	*4*
6:45 PM	0	0	1	0	*1*	0	1	0	0	*1*	0	0	0	1	*1*
7:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	4	*4*
7:15 PM	0	0	4	2	*6*	0	0	0	0	*0*	0	2	1	0	*3*
7:30 PM	0	0	1	0	*1*	0	1	1	0	*2*	0	2	1	0	*3*
7:45 PM	0	0	2	0	*2*	1	0	0	0	*1*	0	1	0	0	*1*
Count Total	3	0	24	16	*43*	1	3	2	2	*8*	0	14	4	5	*23*
Peak Hour	**0**	**0**	**4**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**0**	**0**	***5***

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

BLUE RIVER PKWY
GOLDEN EAGLE RD

Date: Mon, Sep 02, 2019
Count Period: 8:00 AM to 2:00 PM
Peak Hour: 11:00 AM to 12:00 PM





	HV %:	PHF
EB	0.0%	0.75
WB	0.0%	0.91
NB	0.4%	0.87
SB	0.2%	0.86
TOTAL	0.3%	0.97

Six-Hour Count Summaries

Interval Start	GOLDEN EAGLE RD Eastbound				GOLDEN EAGLE RD Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	2	1	10	0	10	2	1	0	12	72	5	0	1	247	0	363	0
11:15 AM	0	2	0	19	0	9	1	4	0	12	93	5	0	1	185	0	331	0
11:30 AM	0	0	0	13	0	12	1	0	0	22	96	10	0	0	203	0	357	0
11:45 AM	0	0	0	16	0	9	2	0	0	14	101	3	0	1	209	2	357	1,408
Peak Hour	0	4	1	58	0	40	6	5	0	60	362	23	0	3	844	2	1,408	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	1	*1*	2	0	0	0	*2*	0	0	0	0	*0*
11:15 AM	0	0	0	0	*0*	1	0	1	0	*2*	0	1	0	0	*1*
11:30 AM	0	0	0	0	*0*	3	0	0	0	*3*	0	0	0	0	*0*
11:45 AM	0	0	2	1	*3*	8	1	0	0	*9*	0	1	0	0	*1*
Peak Hour	0	0	2	2	*4*	14	1	1	0	*16*	0	2	0	0	*2*

Six-Hour Count Summaries

Interval Start	GOLDEN EAGLE RD Eastbound				GOLDEN EAGLE RD Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM	0	2	1	24	0	2	0	0	0	4	54	2	0	1	86	0	176	0
8:15 AM	0	0	0	9	0	7	1	0	0	8	49	1	0	0	78	0	153	0
8:30 AM	1	1	0	22	0	10	0	1	0	4	42	2	0	0	101	0	184	0
8:45 AM	0	2	1	16	0	3	1	2	0	13	53	3	0	0	79	0	173	686
9:00 AM	0	3	0	20	0	9	0	1	0	10	58	5	0	2	145	1	254	764
9:15 AM	0	0	0	21	0	7	0	0	0	10	55	8	0	0	114	1	216	827
9:30 AM	0	1	0	17	0	7	0	0	0	7	48	2	0	1	186	0	269	912
9:45 AM	0	0	0	15	0	11	0	2	0	15	68	9	0	1	163	1	285	1,024
10:00 AM	0	1	0	21	0	9	0	3	0	6	70	2	0	0	181	2	295	1,065
10:15 AM	0	0	0	14	0	8	0	1	0	10	71	5	0	0	192	1	302	1,151
10:30 AM	0	1	1	24	0	12	0	0	0	8	82	2	0	0	201	2	333	1,215
10:45 AM	0	1	0	16	0	7	0	0	1	9	77	4	0	1	204	0	320	1,250
11:00 AM	**0**	**2**	**1**	**10**	**0**	**10**	**2**	**1**	**0**	**12**	**72**	**5**	**0**	**1**	**247**	**0**	**363**	1,318
11:15 AM	**0**	**2**	**0**	**19**	**0**	**9**	**1**	**4**	**0**	**12**	**93**	**5**	**0**	**1**	**185**	**0**	**331**	1,347
11:30 AM	**0**	**0**	**0**	**13**	**0**	**12**	**1**	**0**	**0**	**22**	**96**	**10**	**0**	**0**	**203**	**0**	**357**	1,371
11:45 AM	**0**	**0**	**0**	**16**	**0**	**9**	**2**	**0**	**0**	**14**	**101**	**3**	**0**	**1**	**209**	**2**	**357**	**1,408**
12:00 PM	0	2	0	15	0	13	0	0	0	13	88	6	0	0	209	1	347	1,392
12:15 PM	0	3	0	12	0	5	1	0	0	14	100	9	0	0	156	3	303	1,364
12:30 PM	0	0	0	17	0	5	0	1	1	10	76	5	0	0	208	1	324	1,331
12:45 PM	0	0	0	15	0	6	0	0	0	20	67	8	0	1	154	2	273	1,247
1:00 PM	0	1	0	9	0	6	0	0	0	8	93	5	0	0	157	2	281	1,181
1:15 PM	0	3	0	10	0	8	0	0	0	9	95	9	0	0	194	1	329	1,207
1:30 PM	0	2	0	20	0	8	0	0	0	10	94	7	0	0	167	0	308	1,191
1:45 PM	0	1	2	11	0	2	0	0	0	17	100	6	0	1	105	1	246	1,164
Count Total	1	28	6	386	0	185	9	16	2	265	1,802	123	0	11	3,924	21	6,779	0
Peak Hour	**0**	**4**	**1**	**58**	**0**	**40**	**6**	**5**	**0**	**60**	**362**	**23**	**0**	**3**	**844**	**2**	**1,408**	**0**

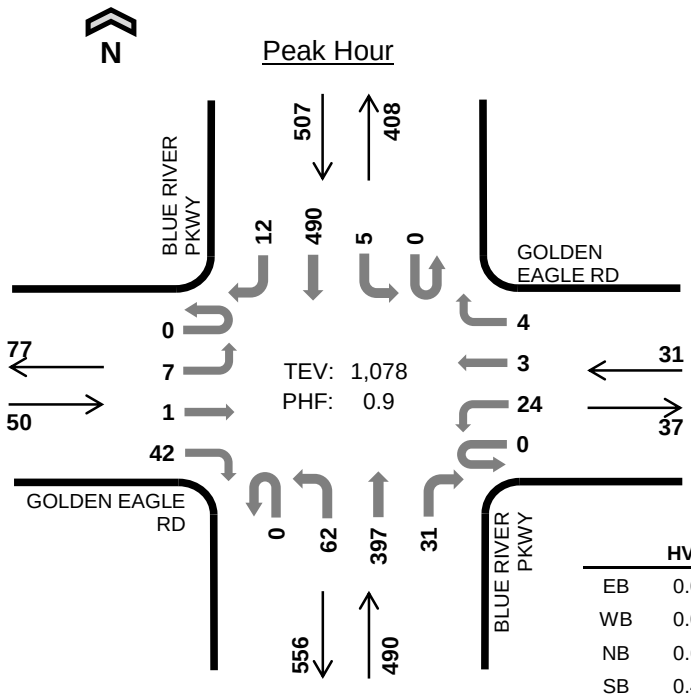
Note: Six-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	0	0	2	4	*6*	0	1	0	0	*1*	0	0	0	1	*1*
8:15 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	1	0	0	*1*
8:30 AM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	0	*0*
8:45 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	2	0	0	*2*
9:00 AM	0	0	1	2	*3*	2	0	1	0	*3*	0	1	0	1	*2*
9:15 AM	0	0	0	1	*1*	1	0	2	0	*3*	0	0	0	0	*0*
9:30 AM	0	0	0	1	*1*	0	1	1	0	*2*	0	0	0	0	*0*
9:45 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
10:00 AM	0	0	2	1	*3*	3	0	0	0	*3*	0	1	0	2	*3*
10:15 AM	0	0	1	1	*2*	1	1	0	0	*2*	0	1	0	1	*2*
10:30 AM	0	0	1	2	*3*	0	1	0	1	*2*	0	1	0	2	*3*
10:45 AM	0	0	1	1	*2*	3	2	1	0	*6*	0	2	0	0	*2*
11:00 AM	**0**	**0**	**0**	**1**	***1***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	*0*
11:15 AM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	***2***	**0**	**1**	**0**	**0**	*1*
11:30 AM	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	*0*
11:45 AM	**0**	**0**	**2**	**1**	***3***	**8**	**1**	**0**	**0**	***9***	**0**	**1**	**0**	**0**	***1***
12:00 PM	0	0	0	3	*3*	2	0	1	0	*3*	0	0	0	0	*0*
12:15 PM	0	0	1	5	*6*	0	0	0	0	*0*	0	1	0	0	*1*
12:30 PM	0	0	1	0	*1*	1	0	0	0	*1*	0	1	0	0	*1*
12:45 PM	0	0	1	0	*1*	0	1	0	0	*1*	0	1	0	0	*1*
1:00 PM	0	0	1	3	*4*	0	1	2	0	*3*	0	1	0	0	*1*
1:15 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	3	0	1	*4*
1:30 PM	0	0	3	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	0	0	0	2	*2*	1	0	0	0	*1*	0	0	0	1	*1*
Count Total	1	0	20	32	*53*	29	9	9	1	*48*	0	18	0	9	*27*
Peak Hour	**0**	**0**	**2**	**2**	***4***	**14**	**1**	**1**	**0**	***16***	**0**	**2**	**0**	**0**	***2***

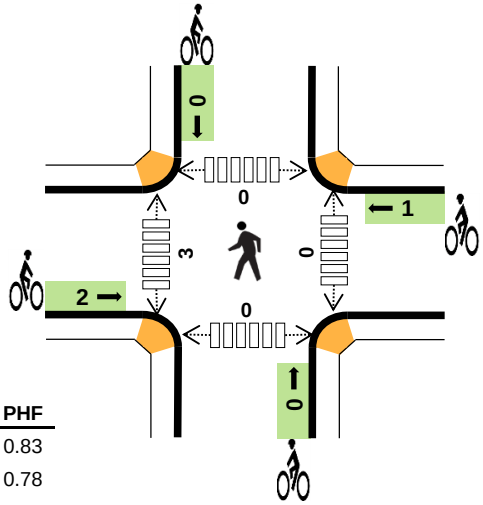
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

BLUE RIVER PKWY
GOLDEN EAGLE RD

Date: Mon, Sep 02, 2019
Count Period: 2:00 PM to 8:00 PM
Peak Hour: 2:00 PM to 3:00 PM



	HV %:	PHF
EB	0.0%	0.83
WB	0.0%	0.78
NB	0.6%	0.82
SB	0.4%	0.93
TOTAL	0.5%	0.90



Six-Hour Count Summaries

Interval Start	GOLDEN EAGLE RD Eastbound				GOLDEN EAGLE RD Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	2	0	13	0	7	0	1	0	19	119	12	0	0	127	0	300	0
2:15 PM	0	3	0	9	0	7	1	2	0	13	92	7	0	0	104	2	240	0
2:30 PM	0	0	1	11	0	6	2	1	0	16	98	5	0	5	130	2	277	0
2:45 PM	0	2	0	9	0	4	0	0	0	14	88	7	0	0	129	8	261	1,078
Peak Hour	0	7	1	42	0	24	3	4	0	62	397	31	0	5	490	12	1,078	0

Note: For all three-hour count summary, see next page.

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	0	1	1	*2*	0	1	0	0	*1*	0	1	0	0	*1*
2:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
2:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	1	0	0	*1*
2:45 PM	0	0	1	1	*2*	2	0	0	0	*2*	0	0	0	0	*0*
Peak Hour	0	0	3	2	*5*	2	1	0	0	*3*	0	3	0	0	*3*

Six-Hour Count Summaries

Interval Start	GOLDEN EAGLE RD Eastbound				GOLDEN EAGLE RD Westbound				BLUE RIVER PKWY Northbound				BLUE RIVER PKWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	**0**	**2**	**0**	**13**	**0**	**7**	**0**	**1**	**0**	**19**	**119**	**12**	**0**	**0**	**127**	**0**	**300**	0
2:15 PM	**0**	**3**	**0**	**9**	**0**	**7**	**1**	**2**	**0**	**13**	**92**	**7**	**0**	**0**	**104**	**2**	**240**	0
2:30 PM	**0**	**0**	**1**	**11**	**0**	**6**	**2**	**1**	**0**	**16**	**98**	**5**	**0**	**5**	**130**	**2**	**277**	0
2:45 PM	**0**	**2**	**0**	**9**	**0**	**4**	**0**	**0**	**0**	**14**	**88**	**7**	**0**	**0**	**129**	**8**	**261**	**1,078**
3:00 PM	0	1	2	12	0	11	0	0	1	8	82	9	0	1	110	6	243	1,021
3:15 PM	0	4	1	12	0	6	0	3	0	16	91	8	0	0	106	1	248	1,029
3:30 PM	0	2	0	17	0	7	1	1	0	14	87	7	0	1	114	1	252	1,004
3:45 PM	0	0	0	7	0	5	0	0	0	8	71	4	0	0	95	2	192	935
4:00 PM	0	0	0	13	0	9	0	1	0	15	75	13	0	0	111	0	237	929
4:15 PM	0	0	0	14	0	12	1	1	1	13	95	10	0	1	101	2	251	932
4:30 PM	1	2	0	15	0	7	1	1	0	10	69	6	0	0	97	0	209	889
4:45 PM	0	0	1	6	0	3	1	1	0	5	64	4	0	0	105	0	190	887
5:00 PM	1	2	0	14	0	4	0	0	0	16	69	12	0	0	127	1	246	896
5:15 PM	0	0	0	16	0	4	0	0	1	16	66	7	0	1	111	1	223	868
5:30 PM	0	1	0	15	0	4	0	0	0	15	59	12	0	1	117	0	224	883
5:45 PM	0	1	0	11	0	8	0	0	0	14	75	9	0	0	104	2	224	917
6:00 PM	0	0	0	13	0	5	0	0	0	10	58	4	0	0	90	0	180	851
6:15 PM	0	0	0	8	0	3	0	0	0	11	54	4	0	1	125	2	208	836
6:30 PM	0	0	0	4	0	7	0	1	0	14	49	5	0	0	68	0	148	760
6:45 PM	1	1	0	13	0	4	0	0	0	13	47	8	0	1	82	0	170	706
7:00 PM	0	0	0	8	0	3	1	0	0	7	43	6	0	0	95	0	163	689
7:15 PM	0	1	0	5	0	8	0	0	0	9	54	3	0	0	57	1	138	619
7:30 PM	0	0	0	10	0	8	0	0	0	12	38	4	0	1	87	1	161	632
7:45 PM	0	1	0	6	0	3	1	0	0	7	42	5	0	2	58	2	127	589
Count Total	3	23	5	261	0	145	9	13	3	295	1,685	171	0	15	2,450	34	5,112	0
Peak Hour	**0**	**7**	**1**	**42**	**0**	**24**	**3**	**4**	**0**	**62**	**397**	**31**	**0**	**5**	**490**	**12**	**1,078**	**0**

Note: Six-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**	**0**	**1**	**1**	***2***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	*1*
2:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
2:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
2:45 PM	**0**	**0**	**1**	**1**	***2***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***
3:00 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	0	0	0	1	*1*	0	0	1	1	*2*	0	0	0	0	*0*
3:30 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	0	0	3	*3*	0	0	0	1	*1*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
4:30 PM	0	0	1	0	*1*	0	2	0	0	*2*	0	0	0	0	*0*
4:45 PM	0	0	1	1	*2*	0	2	0	2	*4*	0	0	0	0	*0*
5:00 PM	0	0	0	0	*0*	0	0	0	2	*2*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	2	0	0	0	*2*	0	0	0	0	*0*
5:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	2	1	*3*	0	0	0	0	*0*	0	3	0	2	*5*
6:00 PM	0	0	4	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	4	0	0	*4*
6:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 PM	0	0	4	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 PM	0	0	1	0	*1*	0	0	1	1	*2*	0	0	0	0	*0*
7:45 PM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	22	15	*37*	4	6	2	7	*19*	0	11	0	2	*13*
Peak Hour	**0**	**0**	**3**	**2**	***5***	**2**	**1**	**0**	**0**	***3***	**0**	**3**	**0**	**0**	***3***

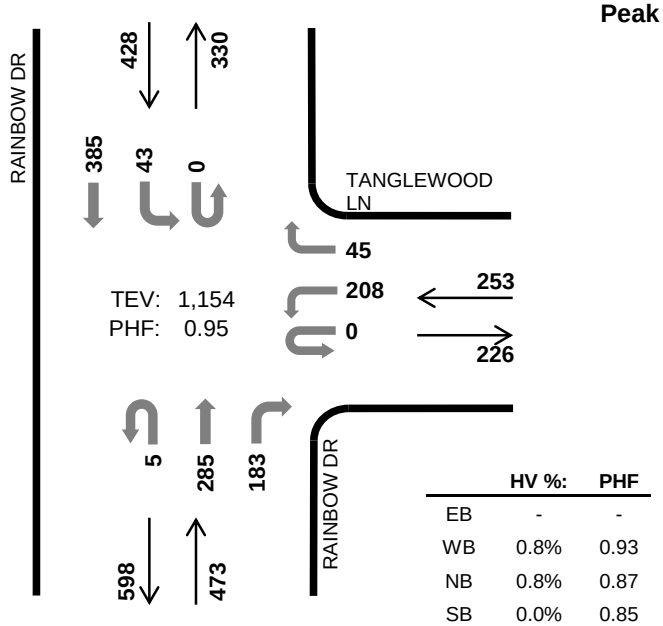
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

RAINBOW DR
TANGLEWOOD LN

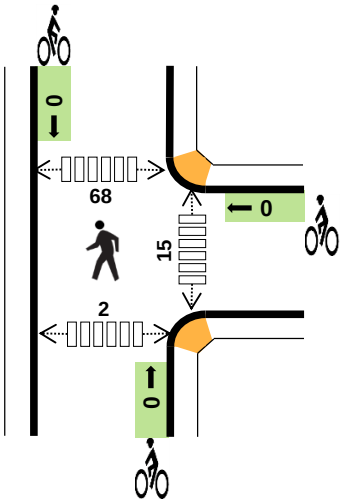
Date: Mon, Sep 02, 2019
Count Period: 8:00 AM to 2:00 PM
Peak Hour: 11:15 AM to 12:15 PM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	0.8%	0.93
NB	0.8%	0.87
SB	0.0%	0.85
TOTAL	0.5%	0.95



Six-Hour Count Summaries

Interval Start	0				TANGLEWOOD LN				RAINBOW DR				RAINBOW DR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:15 AM	0	0	0	0	0	51	0	14	2	0	62	39	0	17	100	0	285	0
11:30 AM	0	0	0	0	0	47	0	13	1	0	76	42	0	8	118	0	305	0
11:45 AM	0	0	0	0	0	51	0	9	2	0	83	51	0	6	86	0	288	0
12:00 PM	0	0	0	0	0	59	0	9	0	0	64	51	0	12	81	0	276	1,154
Peak Hour	0	0	0	0	0	208	0	45	5	0	285	183	0	43	385	0	1,154	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	6	2	*10*
11:30 AM	0	1	1	0	*2*	0	0	0	0	*0*	7	0	20	0	*27*
11:45 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	21	0	*21*
12:00 PM	0	1	1	0	*2*	0	0	0	0	*0*	6	0	21	0	*27*
Peak Hour	0	2	4	0	*6*	0	0	0	0	*0*	15	0	68	2	*85*

Six-Hour Count Summaries

Interval Start	0				TANGLEWOOD LN				RAINBOW DR				RAINBOW DR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM	0	0	0	0	0	39	0	3	0	0	29	14	0	3	35	0	123	0
8:15 AM	0	0	0	0	0	27	0	2	1	0	37	7	0	2	41	0	117	0
8:30 AM	0	0	0	0	0	43	0	5	0	0	28	23	0	2	41	0	142	0
8:45 AM	0	0	0	0	0	45	0	4	1	0	21	22	0	4	45	0	142	524
9:00 AM	0	0	0	0	0	39	0	5	1	0	36	24	0	2	43	0	150	551
9:15 AM	0	0	0	0	0	53	0	10	0	0	46	25	0	5	41	0	180	614
9:30 AM	0	0	0	0	0	39	0	11	1	0	40	22	0	8	42	0	163	635
9:45 AM	0	0	0	0	0	55	0	9	1	0	57	21	0	3	57	0	203	696
10:00 AM	0	0	0	0	0	55	0	9	2	0	53	25	1	3	47	0	195	741
10:15 AM	0	0	0	0	0	50	0	6	0	0	55	19	0	7	66	0	203	764
10:30 AM	0	0	0	0	0	46	0	5	1	0	46	19	0	4	72	0	193	794
10:45 AM	0	0	0	0	1	45	0	8	0	0	52	35	0	7	96	0	244	835
11:00 AM	0	0	0	0	0	39	0	10	0	0	73	36	0	9	95	0	262	902
11:15 AM	**0**	**0**	**0**	**0**	**0**	**51**	**0**	**14**	**2**	**0**	**62**	**39**	**0**	**17**	**100**	**0**	**285**	984
11:30 AM	**0**	**0**	**0**	**0**	**0**	**47**	**0**	**13**	**1**	**0**	**76**	**42**	**0**	**8**	**118**	**0**	**305**	1,096
11:45 AM	**0**	**0**	**0**	**0**	**0**	**51**	**0**	**9**	**2**	**0**	**83**	**51**	**0**	**6**	**86**	**0**	**288**	1,140
12:00 PM	**0**	**0**	**0**	**0**	**0**	**59**	**0**	**9**	**0**	**0**	**64**	**51**	**0**	**12**	**81**	**0**	**276**	**1,154**
12:15 PM	0	0	0	0	0	60	0	9	0	0	63	39	1	6	107	0	285	1,154
12:30 PM	0	0	0	0	0	50	0	13	3	0	66	54	1	7	89	0	283	1,132
12:45 PM	0	0	0	0	0	55	0	7	1	0	73	52	1	3	106	0	298	1,142
1:00 PM	0	0	0	0	0	44	0	14	4	0	65	46	0	2	88	0	263	1,129
1:15 PM	0	0	0	0	0	48	0	11	2	0	75	49	0	6	72	0	263	1,107
1:30 PM	0	0	0	0	0	37	0	16	0	0	67	38	0	12	87	0	257	1,081
1:45 PM	0	0	0	0	0	46	0	5	0	0	66	44	1	12	100	0	274	1,057
Count Total	0	0	0	0	1	1,123	0	207	23	0	1,333	797	5	150	1,755	0	5,394	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**208**	**0**	**45**	**5**	**0**	**285**	**183**	**0**	**43**	**385**	**0**	**1,154**	**0**

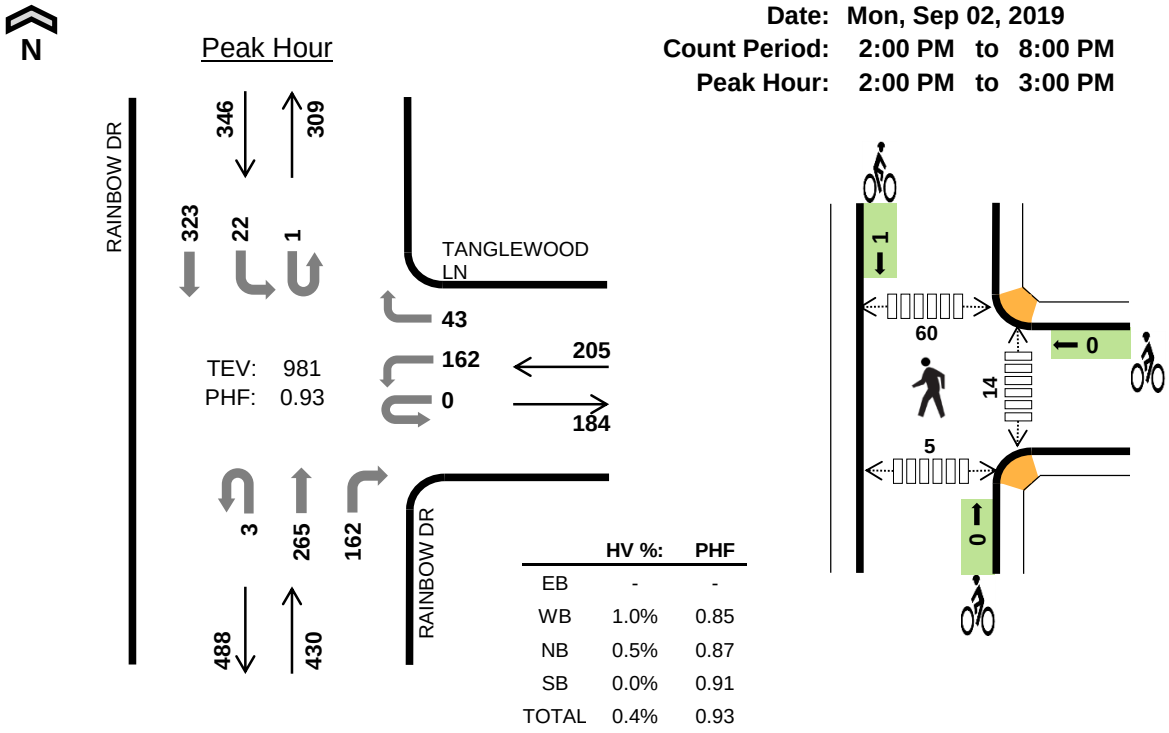
Note: Six-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	1	0	*1*
8:15 AM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	2	0	*3*
8:30 AM	0	1	1	1	*3*	0	0	0	0	*0*	0	1	2	0	*3*
8:45 AM	0	1	2	0	*3*	0	1	0	0	*1*	0	0	4	0	*4*
9:00 AM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	3	0	*3*
9:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	2	0	*2*
9:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	5	0	*5*
9:45 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	2	0	*2*
10:00 AM	0	0	1	0	*1*	0	1	0	0	*1*	13	0	7	0	*20*
10:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	2	0	*3*
10:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	6	0	*7*
10:45 AM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	6	0	*7*
11:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	13	0	*15*
11:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**6**	**2**	*10*
11:30 AM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**7**	**0**	**20**	**0**	*27*
11:45 AM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**21**	**0**	*21*
12:00 PM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**6**	**0**	**21**	**0**	***27***
12:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	38	0	*38*
12:30 PM	0	0	0	0	*0*	0	0	1	0	*1*	2	0	7	1	*10*
12:45 PM	0	0	3	1	*4*	0	0	0	0	*0*	7	0	15	0	*22*
1:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	4	0	31	2	*37*
1:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	3	0	14	0	*17*
1:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	5	0	27	1	*33*
1:45 PM	0	0	3	2	*5*	0	1	0	0	*1*	6	0	32	0	*38*
Count Total	0	7	19	5	*31*	0	3	1	0	*4*	61	1	287	6	*355*
Peak Hr	**0**	**2**	**4**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**15**	**0**	**68**	**2**	***85***

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

RAINBOW DR
TANGLEWOOD LN

Date: Mon, Sep 02, 2019
Count Period: 2:00 PM to 8:00 PM
Peak Hour: 2:00 PM to 3:00 PM



	HV %:	PHF
EB	-	-
WB	1.0%	0.85
NB	0.5%	0.87
SB	0.0%	0.91
TOTAL	0.4%	0.93

Six-Hour Count Summaries

Interval Start	0				TANGLEWOOD LN				RAINBOW DR				RAINBOW DR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	49	0	10	0	0	80	43	0	4	77	0	263	0
2:15 PM	0	0	0	0	0	35	0	10	1	0	59	43	0	5	76	0	229	0
2:30 PM	0	0	0	0	0	47	0	13	2	0	57	37	0	5	90	0	251	0
2:45 PM	0	0	0	0	0	31	0	10	0	0	69	39	1	8	80	0	238	981
Peak Hour	0	0	0	0	0	162	0	43	3	0	265	162	1	22	323	0	981	0

Note: For all three-hour count summary, see next page.

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	0	0	0	*0*	0	0	0	0	*0*	0	4	18	0	*22*
2:15 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	0	17	0	*17*
2:30 PM	0	1	1	0	*2*	0	0	0	0	*0*	4	4	11	4	*23*
2:45 PM	0	1	1	0	*2*	0	0	0	0	*0*	10	0	14	1	*25*
Peak Hour	0	2	2	0	*4*	0	0	0	1	*1*	14	8	60	5	*87*

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

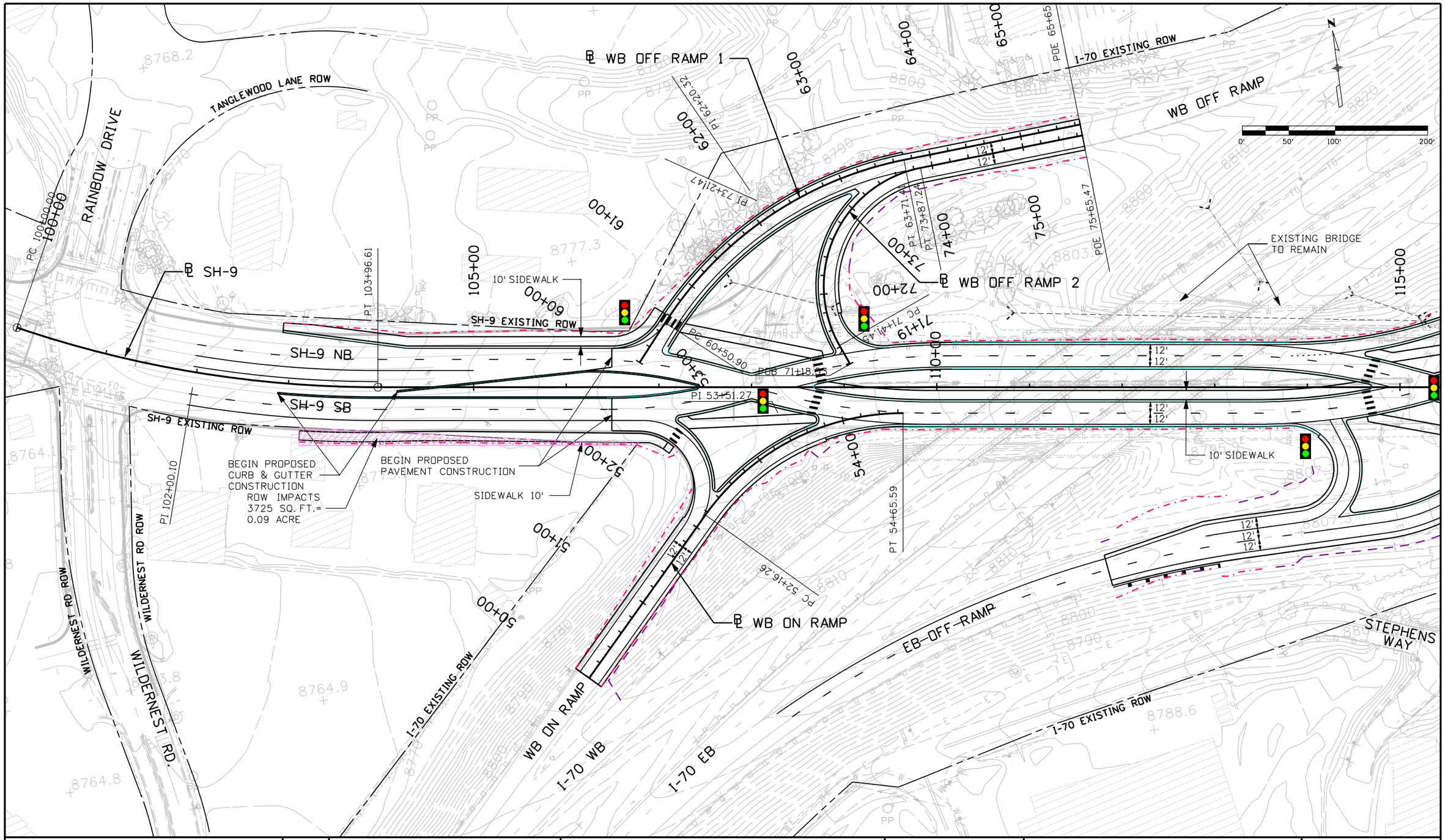
Six-Hour Count Summaries

Interval Start	0				TANGLEWOOD LN				RAINBOW DR				RAINBOW DR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**10**	**0**	**0**	**80**	**43**	**0**	**4**	**77**	**0**	**263**	0
2:15 PM	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**10**	**1**	**0**	**59**	**43**	**0**	**5**	**76**	**0**	**229**	0
2:30 PM	**0**	**0**	**0**	**0**	**0**	**47**	**0**	**13**	**2**	**0**	**57**	**37**	**0**	**5**	**90**	**0**	**251**	0
2:45 PM	**0**	**0**	**0**	**0**	**0**	**31**	**0**	**10**	**0**	**0**	**69**	**39**	**1**	**8**	**80**	**0**	**238**	**981**
3:00 PM	0	0	0	0	0	50	0	5	2	0	59	37	0	5	70	0	228	946
3:15 PM	0	0	0	0	0	36	0	5	0	0	75	35	0	8	64	0	223	940
3:30 PM	0	0	0	0	0	46	0	11	0	0	54	37	0	5	63	0	216	905
3:45 PM	0	0	0	0	0	39	0	9	1	0	73	37	0	8	74	0	241	908
4:00 PM	0	0	0	0	0	47	0	6	0	0	66	37	0	7	74	0	237	917
4:15 PM	0	0	0	0	0	48	0	5	0	0	70	33	0	5	74	0	235	929
4:30 PM	0	0	0	0	0	37	0	10	0	0	49	27	2	8	57	0	190	903
4:45 PM	0	0	0	0	0	37	0	5	0	0	62	37	0	5	60	0	206	868
5:00 PM	0	0	0	0	0	35	0	5	1	0	66	30	0	5	52	0	194	825
5:15 PM	0	0	0	0	0	38	0	10	1	0	61	47	0	3	59	0	219	809
5:30 PM	0	0	0	0	0	39	0	5	1	0	61	36	0	8	68	0	218	837
5:45 PM	0	0	0	0	0	38	0	16	0	0	60	46	0	8	67	0	235	866
6:00 PM	0	0	0	0	0	49	0	7	0	0	62	32	0	4	63	0	217	889
6:15 PM	0	0	0	0	0	39	0	2	0	0	80	28	1	3	63	0	216	886
6:30 PM	0	0	0	0	0	36	0	4	0	0	48	37	1	4	55	0	185	853
6:45 PM	0	0	0	0	0	31	0	4	0	0	34	43	0	5	52	0	169	787
7:00 PM	0	0	0	0	0	30	0	6	0	0	35	47	0	5	55	0	178	748
7:15 PM	0	0	0	0	0	41	0	6	0	0	45	42	0	4	48	0	186	718
7:30 PM	0	0	0	0	1	35	0	2	0	0	36	35	0	6	48	0	163	696
7:45 PM	0	0	0	0	0	21	0	5	0	0	37	25	0	0	49	0	137	664
Count Total	0	0	0	0	1	934	0	171	9	0	1,398	890	5	128	1,538	0	5,074	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**162**	**0**	**43**	**3**	**0**	**265**	**162**	**1**	**22**	**323**	**0**	**981**	**0**

Note: Six-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**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**18**	**0**	*22*
2:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**17**	**0**	*17*
2:30 PM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**4**	**4**	**11**	**4**	*23*
2:45 PM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**10**	**0**	**14**	**1**	***25***
3:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	20	0	*22*
3:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	9	2	*11*
3:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	37	0	*38*
3:45 PM	0	1	2	1	*4*	0	0	0	0	*0*	0	0	7	0	*7*
4:00 PM	0	1	0	0	*1*	0	0	3	0	*3*	0	0	8	0	*8*
4:15 PM	0	0	0	0	*0*	0	0	2	0	*2*	1	0	14	0	*15*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	13	0	*13*
4:45 PM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	13	1	*14*
5:00 PM	0	0	0	0	*0*	0	3	0	1	*4*	0	0	10	1	*11*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	10	0	*10*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	7	0	*8*
5:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	7	1	*8*
6:00 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	9	2	*11*
6:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	4	0	*4*
6:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	6	0	*8*
6:45 PM	0	0	2	0	*2*	0	0	1	0	*1*	0	0	10	1	*11*
7:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	5	0	*5*
7:15 PM	0	1	1	0	*2*	0	0	0	0	*0*	0	7	7	0	*14*
7:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	5	0	*6*
7:45 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	6	1	*7*
Count Total	0	6	13	1	*20*	0	4	6	2	*12*	21	16	267	14	*318*
Peak Hr	**0**	**2**	**2**	**0**	***4***	**0**	**0**	**0**	**1**	***1***	**14**	**8**	**60**	**5**	***87***

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

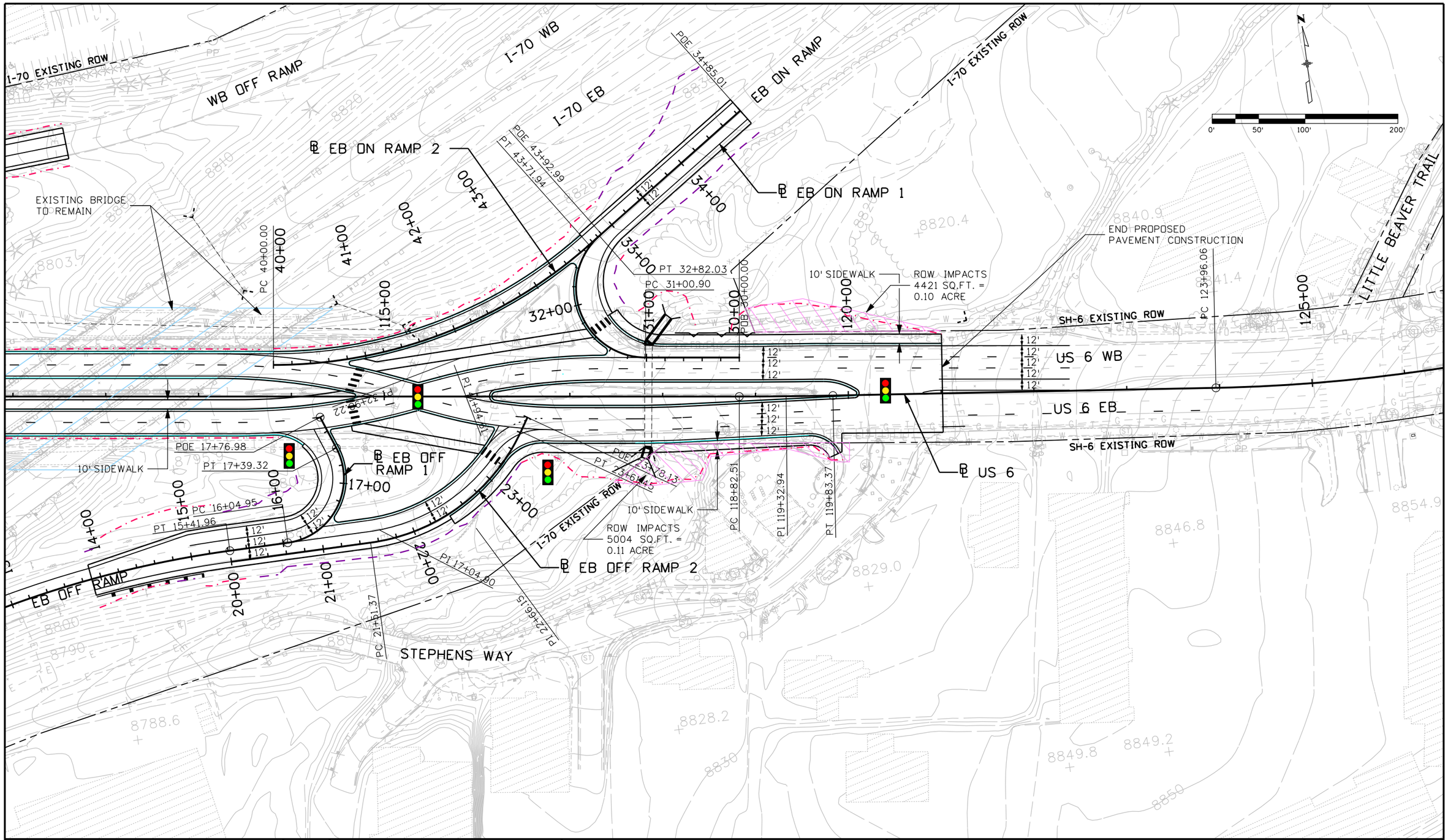


Print Date: 11/2/2011	R-X	Sheet Revisions			As Constructed
File Name: 6300RDY_Plan_DDI_01.dgn		Date:	Comments	Init.	No Revisions:
Horiz. Scale: 1:100 Vert. Scale: As Noted					Revised:
Unit Information Unit Leader Initials					Void:
JACOBS					

DIVERGING DIAMOND PLAN SHEET			
Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Project No./Code
Detailer: XXXXXXXX		X-XX-XX	Project Number
Sheet Subset: XXXXXXX	Subset Sheets:	1 of 2	Code
			Sheet Number XXX

marquepm 10:09:02 AM J:_Transportation\WVXW6300.Silverthorne_Interchange_Project 6300\Design\Drawings\6300RDY_Plan_DDI_01.dgn

6300RDY_Plan_DDI_01.dgn 11/2/2011 10:09:02 AM

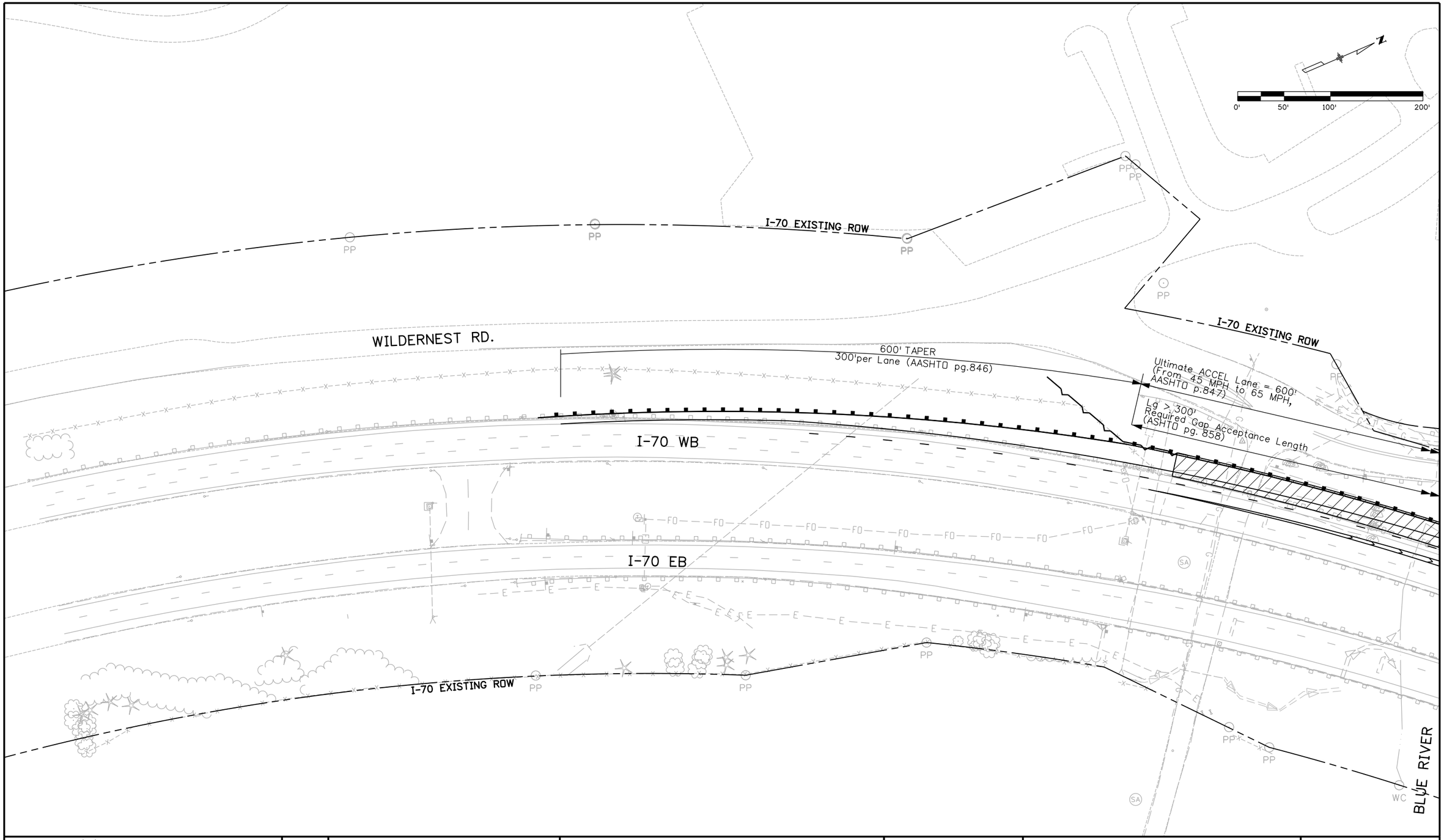


Print Date: 11/2/2011	R-X 0000	Sheet Revisions			As Constructed
File Name: 6300RDY_Plan_DDI_02.dgn		Date:	Comments	Init.	No Revisions:
Horiz. Scale: 1:100 Vert. Scale: As Noted					Revised:
Unit Information Unit Leader Initials					Void:
JACOBS					

DIVERGING DIAMOND PLAN SHEET			
Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Project No./Code
Detailer: XXXXXXXX		X-XX-XX	Project Number
Sheet Subset: XXXXXXX	Subset Sheets: 2 of 2		Code
			Sheet Number XXX

marquepm 10:12:45 AM J:_Transportation\WVW6300.Silverthorne_Interchange_Project 6300\Design\Drawings\6300RDY_Plan_DDI_02.dgn

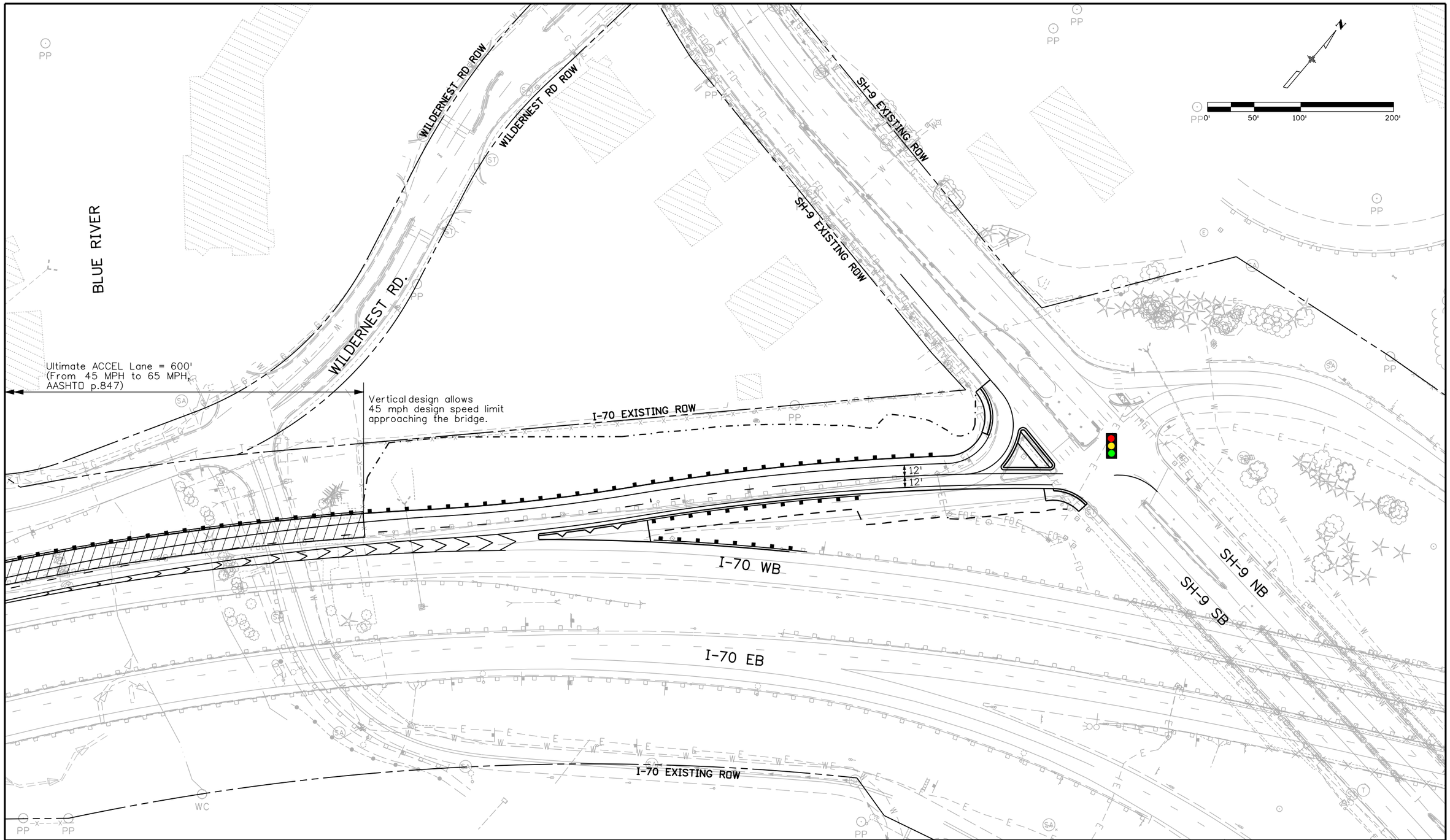
6300RDY_Plan_DDI_02.dgn 11/2/2011 10:12:45 AM



naszkowskcar 3:40:46 PM J:_Transportation\WVXW6300.Silverthorne_Interchange_Project 6300\Design\Drawings\6300RDY_Plan_WB_ON_A_2 Lanes 02.dgn

Print Date: 12/6/2011		Sheet Revisions			
File Name: 6300RDY_Plan_WB_ON_A_2 Lanes 02.dgn		Date:	Comments	Init.	
Horiz. Scale: 1:100 Vert. Scale: As Noted					
Unit Information Unit Leader Initials					
JACOBS™					

As Constructed	WB ON RAMP PLAN SHEET OPTION C - 2 LANES			Project No./Code
No Revisions:				Project Number
Revised:	Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Code
Void:	Detailer: XXXXXXXX		X-XX-XX	
	Sheet Subset: XXXXXXX	Subset Sheets: 1 of 2		Sheet Number XXX



naszkowskcar 3:10:33 PM J:_Transportation\WVX\6300.Silverthorne_Interchange_Project 6300\Design\Drawings\6300RDY_Plan_WB_ON_A_2 Lanes 01.dgn

Print Date: 12/6/2011			
File Name: 6300RDY_Plan_WB_ON_A_2 Lanes 01.dgn			
Horiz. Scale: 1:100	Vert. Scale: As Noted		
Unit Information	Unit Leader Initials		

JACOBS

R-X

Sheet Revisions

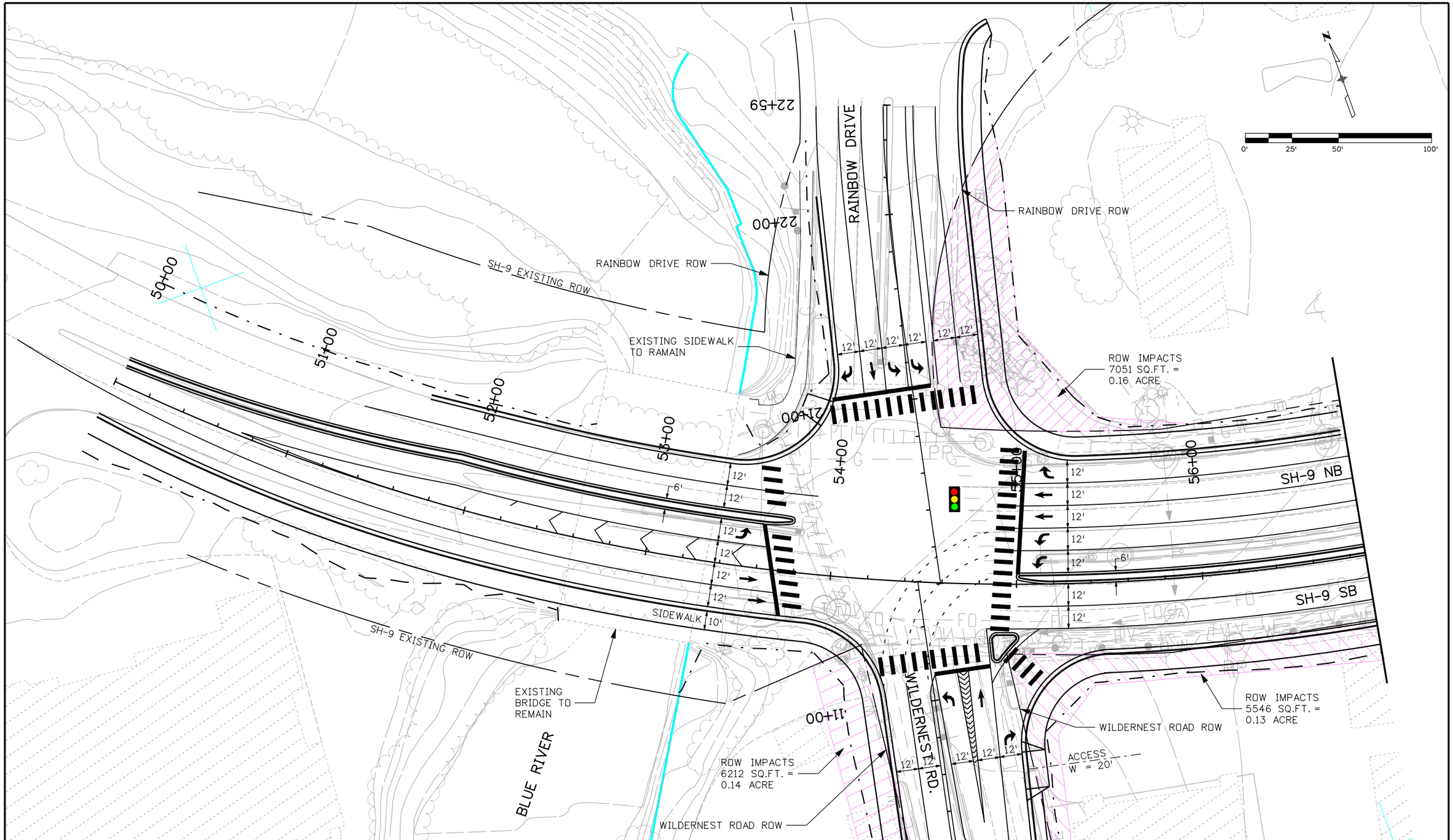
Date:	Comments	Init.

As Constructed	
No Revisions:	
Revised:	
Void:	

WB ON RAMP PLAN SHEET OPTION C - 2 LANES

Designer:	XXXXXXXX	Structure Numbers	X-XX-XX
Detailer:	XXXXXXXX		X-XX-XX
Sheet Subset:	XXXXXXX	Subset Sheets:	2 of 2

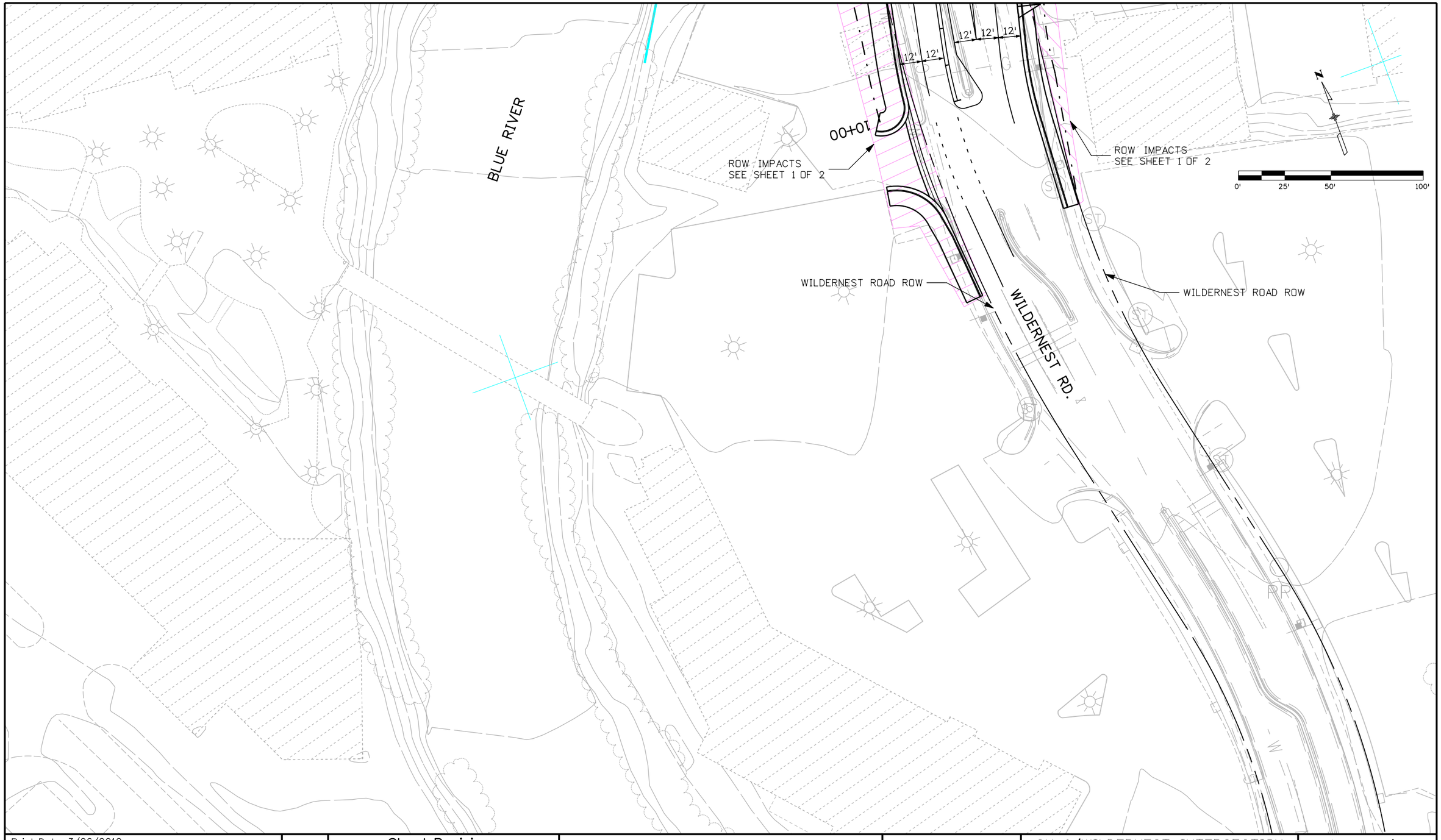
Project No./Code	
Project Number	
Code	
Sheet Number	XXX



Print Date: 3/26/2012		Sheet Revisions		
File Name: 6300RDY_DETAIL_SH9_WILDERNEST_INTERSEC_Ultimate_A_01.dgn		Date:	Comments	Init.
Horiz. Scale: 1:50 Vert. Scale: As Noted	R-X			
Unit Information Unit Leader Initials				
JACOBS				

As Constructed	SH 9/WILDERNEST INTERSECTION OPTION A-CONVENTIONAL ULTIMATE PLAN SHEET			Project No./Code
No Revisions:	Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Project Number
Revised:	Detailer: XXXXXXXX		X-XX-XX	Code
Void:	Sheet Subset: XXXXXXX	Subset Sheets:	1 of 2	Sheet Number XXX

naszkowskaer 4:13:00 PM J:_Transportation\WVXW6300.Silverthorne_Interchange_Project 6300\Design\Drawings\6300RDY_DETAIL_SH9_WILDERNEST_INTERSEC_Ultimate_A_01.dgn



Print Date: 3/26/2012	R-X	Sheet Revisions	As Constructed
File Name: 6300RDY_DETAIL_SH9_WILDERNEST_INTERSEC_Ultimate_A_02.dgn		Date: Comments Init.	No Revisions:
Horiz. Scale: 1:50 Vert. Scale: As Noted			Revised:
Unit Information Unit Leader Initials			Void:
JACOBS™			

SH 9/WILDERNEST INTERSECTION OPTION A-CONVENTIONAL ULTIMATE PLAN SHEET			
Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Project No./Code
Detailer: XXXXXXXX		X-XX-XX	Project Number
Sheet Subset: XXXXXXX	Subset Sheets: 2 of 2		Code
			Sheet Number XXX

naszkowskaer 4:02:27 PM J:_Transportation\WVXW6300.Silverthorne_Interchange_Project 6300\Design\Drawings\6300RDY_DETAIL_SH9_WILDERNEST_INTERSEC_Ultimate_A_02.dgn