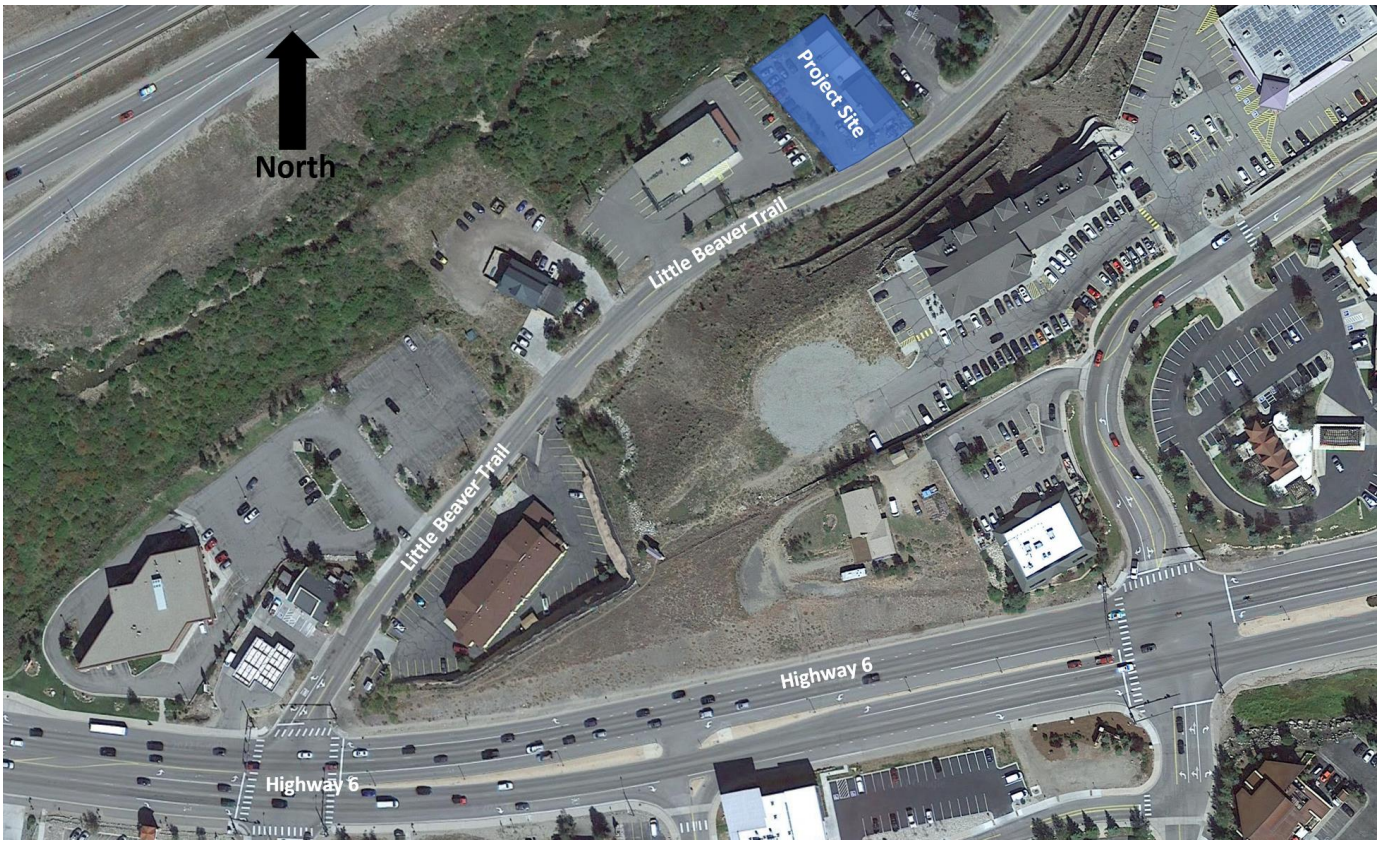
Transportation Impact Analysis
for
Summit Stage Housing
Dillon, Colorado



March 24, 2023

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Project Number: M1590

Statement of Engineering Qualifications

Kari J. McDowell Schroeder, PE, PTOE is a Transportation and Traffic Engineer for McDowell Engineering, LLC. Ms. McDowell Schroeder has over twenty-five years of extensive traffic and transportation engineering experience. She has completed numerous transportation studies and roadway design projects throughout the State of Colorado. Ms. McDowell Schroeder is a licensed Professional Engineer in the State of Colorado and has her certification as a Professional Traffic Operations Engineer from the Institute of Transportation Engineers.

Transportation Impact Analysis

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Figures and Tables

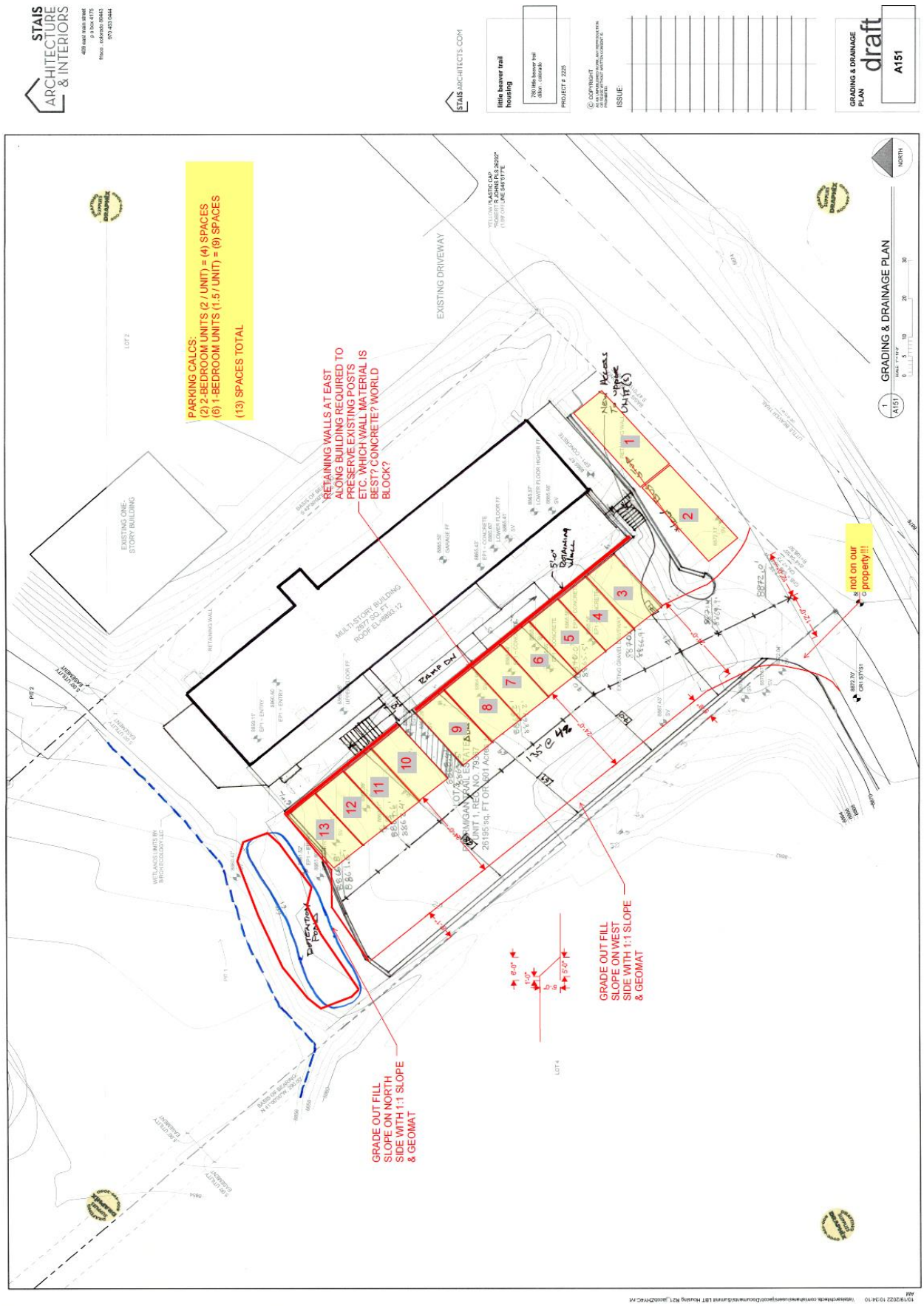
1.0 Project Description

McDowell Engineering has prepared this Level One Auxiliary Traffic Impact Study for the proposed residential development at 760 Little Beaver Trail in Dillon, Colorado. The purpose of this transportation impact analysis is to forecast and analyze the impacts of the additional traffic volumes associated with the addition of the mixed-use development on the surrounding roadway network.

The development is located approximately 850 ft northeast of the Little Beaver Trail and Highway 6 intersection in Dillon, CO. The proposed development will be constructed on a single lot. The lot is currently developed with 3 residential housing units that are used for Summit Stage employees. The Town of Dillon is proposing to renovate the interior and convert the 3 existing residential units to 8 total residential units.

The project has one access located on the south side of the parcel. The access has direct connectivity to Little Beaver Trail. The internal traffic is two-way. The proposed site plan is shown in **Figure 2**.

Figure 1: Site Plan



2.0 Existing Conditions

2.1 Road Network

Little Beaver Trail: Little beaver trail is a two-lane, north-south, paved road that runs through the northwest part of Dillon. Little Beaver Trail is owned by The Town of Dillon. The posted speed limit is 25mph within the vicinity of the site. The analysis will defer to the *State Highway Access Code*[1] (*Access Code*) for turn lane criteria such as turn lane lengths, storage requirements, et cetera.

2.2 Site Access Description

The intersection of Little Beaver trail and the existing site access is located approximately 850 ft northeast of the Little Beaver Trail and Highway 6 intersection. The site access is proposed as two-way, paved, and stop controlled in the southbound direction.

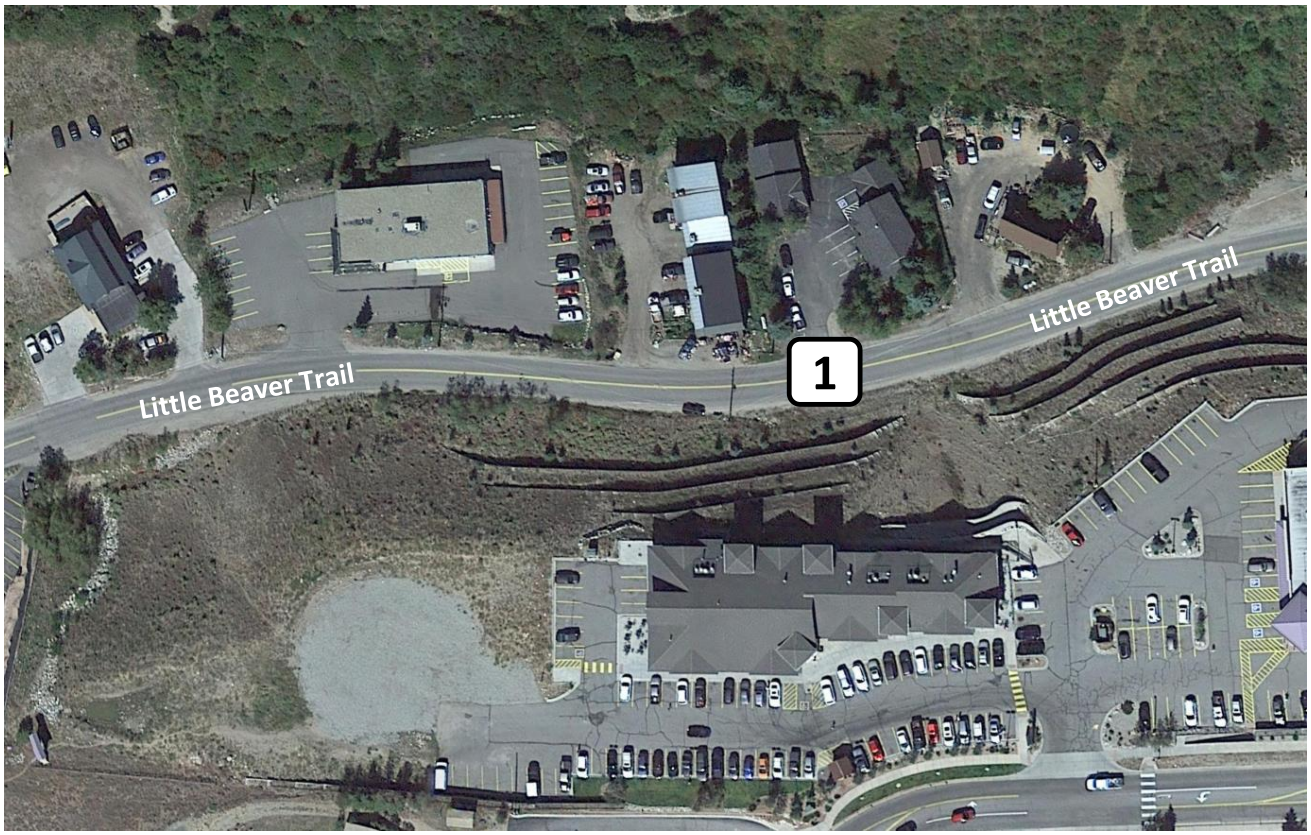
2.3 Traffic Data Collection

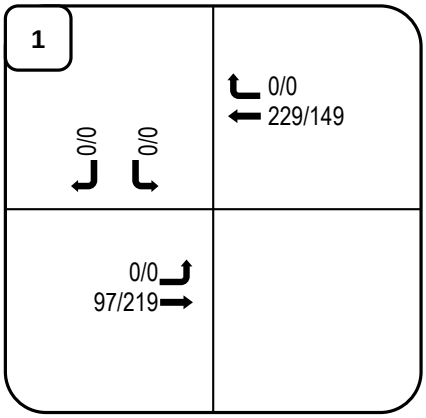
24-hour weekday traffic counts were obtained on Wednesday, September 28, 2022. The traffic counts were taken on Little Beaver Trail at the existing site access from 12:00 AM – 11 PM. The morning peak occurred between 8:00 AM and 8:59 AM. The evening peak hour occurred between 5:00 PM and 5:59 PM.

Figure 2 below shows the Year 2022 existing traffic volumes.

[1] *State Highway Access Code*. State of Colorado, 2002.

Figure 2: Year 2022 Existing Traffic





LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

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3.0 Infrastructure Assumptions

3.1 Existing & Committed Capital Improvement Projects

The Town of Dillon is currently not planning for any capital improvement projects near the project vicinity.

3.2 Planned or Existing Land Development Projects

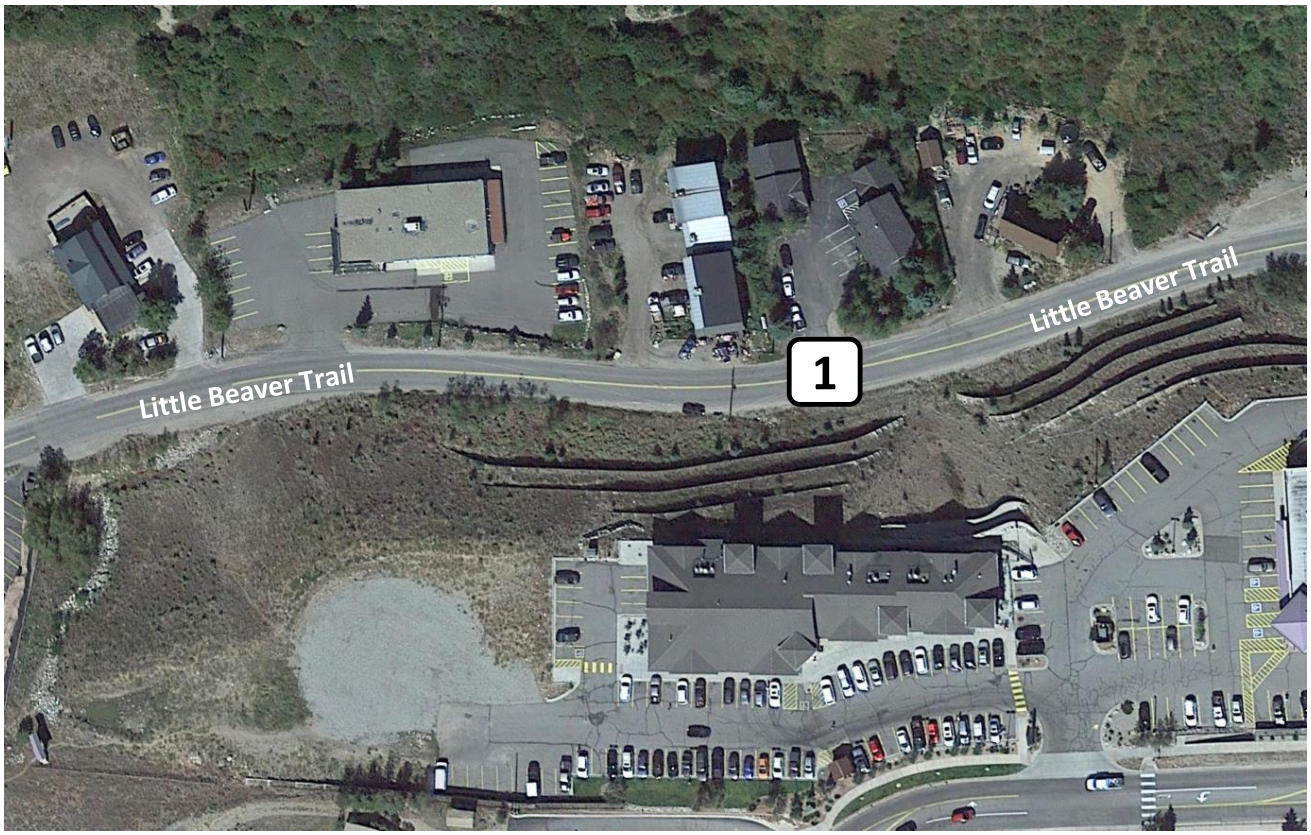
There are currently no planned or existing land development projects near the project vicinity besides the Summit Stage employee housing redevelopment.

3.3 Background Traffic Growth

A traffic growth rate of 1% was used for the expected growth on Little Beaver Trail. A standard 1% traffic growth rate was used due to many of the lots along Little Beaver Trail already being developed. Therefore, there is very little expected traffic growth on Little Beaver Trail near the project vicinity.

Projected Year 2023 and 2045 background traffic can be seen in **Figure 3 and 4.**

Figure 3: Year 2023 Background Traffic



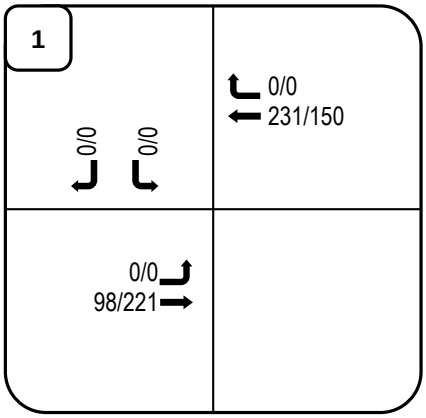


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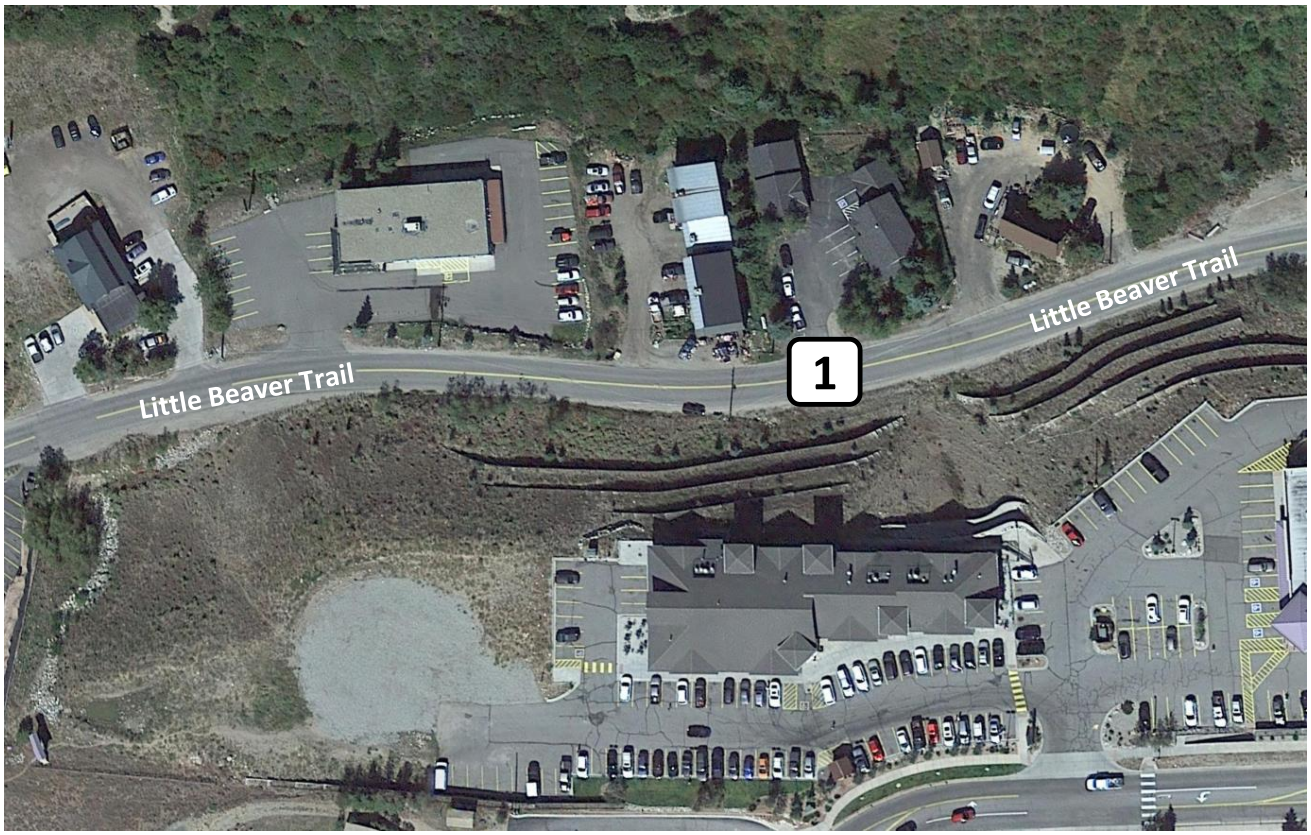
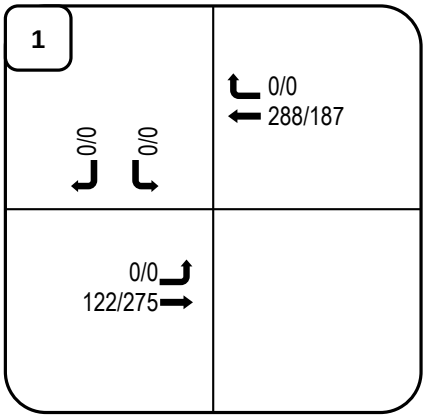
Figure 4: Year 2045 Background Traffic





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4.0 Project Traffic

4.1 Trip Generation

Existing: The existing lot currently has 3 residential dwelling units (DU) that are being used by Summit Stage employees.

Proposed Residential Development: The Town of Dillon is proposing to redevelop the three existing residential DU into 8 new residential DU for Summit Stage employees. This falls under one land use code (LUC) per the Institute of Transportation Engineers' 11th *Edition of the Trip Generation Manual*[2] *(Trip Generation Manual)*, #220 Multifamily Housing (Low-Rise).

ITE's Trip Generation Manual Handbook calls for the fitted curve equations to be used for average weekday, morning peak hour, and afternoon peak hour traffic volumes. However, there are only 8 DU being developed and the data range for this ITE LUC is 33 DU – 494 DU. The fitted curve equations provided by the Trip Generation Manual Handbook have a large coefficient. The large coefficient overestimates the number of trips generated by the 8 DU due to the number of DU being outside of the data range. Therefore, the average rates for average weekday, morning peak hour, and afternoon peak hour were used instead of the fitted curve equations.

A 5% multimodal trip reduction was used when calculating the total number of vehicular trips. This reduction was used to accommodate the projected multimodal trips to the nearby schools and businesses.

A seasonal adjustment factor was not applied due to Little Beaver Trail being a local commuter road within the vicinity of the project and not being affected by seasonal traffic growth.

Proposed New Trips: The project will generate an anticipated 54 additional trips on the average weekday from the existing land use. This includes 2 inbound and 4 outbound trips during the morning peak hour. The evening peak hour is expected to generate 4 inbound and 3 outbound trips.

Refer to **Table 1** for trip generation calculations and further breakdown of these trips.

[2] Trip Generation Manual, 11th Edition. Institute of Transportation Engineers, 2021.

Table 1: Trip Generation Table

ITE Code	Units [2]		Eq. Coef	ITE Trip Generation Equation[3] Avg. Weekday	AM Peak Hour	PM Peak Hour	Average Weekday Trips (VPD)	Morning Peak Hour Inbound % Trips	Morning Peak Hour Inbound Trips	Morning Peak Hour Outbound % Trips	Morning Peak Hour Outbound Trips	Evening Peak Hour Inbound % Trips	Evening Peak Hour Inbound Trips	Evening Peak Hour Outbound % Trips	Evening Peak Hour Outbound Trips
Existing Land Use - Existing Units															
#220 - Multifamily Housing (Low-Rise)	3	DU	Type a= b=	Rate 6.74	Rate 0.47	Rate 0.57	20	24%	1	76%	2	62%	2	38%	1
Multi-Modal Reduction		*-5%*					*-1*		*0*		*0*		*0*		*0*
Proposed Land Use - Proposed New Units															
#220 - Multifamily Housing (Low-Rise)	5	DU	Type a= b=	Rate 6.74	Rate 0.47	Rate 0.57	34	24%	1	76%	2	62%	2	38%	2
Multi-Modal Reduction		*-5%*					*-2*		*0*		*0*		*0*		*0*
Proposed New Trips							**54**		**2**		**4**		**4**		**3**

Notes:

[1] Values obtained from *Trip Generation, 11th Edition,* Institute of Transportation Engineers, September 2021.

[2] DU = Dwelling Units, kSF = 1,000 Square Feet

[3] Fitted curve equations from ITE Land Uses - Equation Type A is T = a * X + b, Equation Type B is Ln(T) = a * Ln(X) + b, Rate is T = a * X

4.2 Trip Distribution

The anticipated arrival and departure routes of project-generated traffic is influenced by several factors including the following:

- The location of the site relative to other facilities and the roadway network.
- The configuration of the existing and proposed adjacent roadway network.
- Relative location of neighboring population centers.

Directional Distribution: Based upon the proposed land use and the location of the project in relation to nearby population centers, one hundred percent (100%) of the site-generated traffic is anticipated to enter/exit the site from/to the west towards the Little Beaver Trail and Highway 6 intersection and zero percent (0%) is anticipated to enter/exit the site from/to the east.

Refer to **Figure 5** for directional distribution breakdowns. Trip Assignment

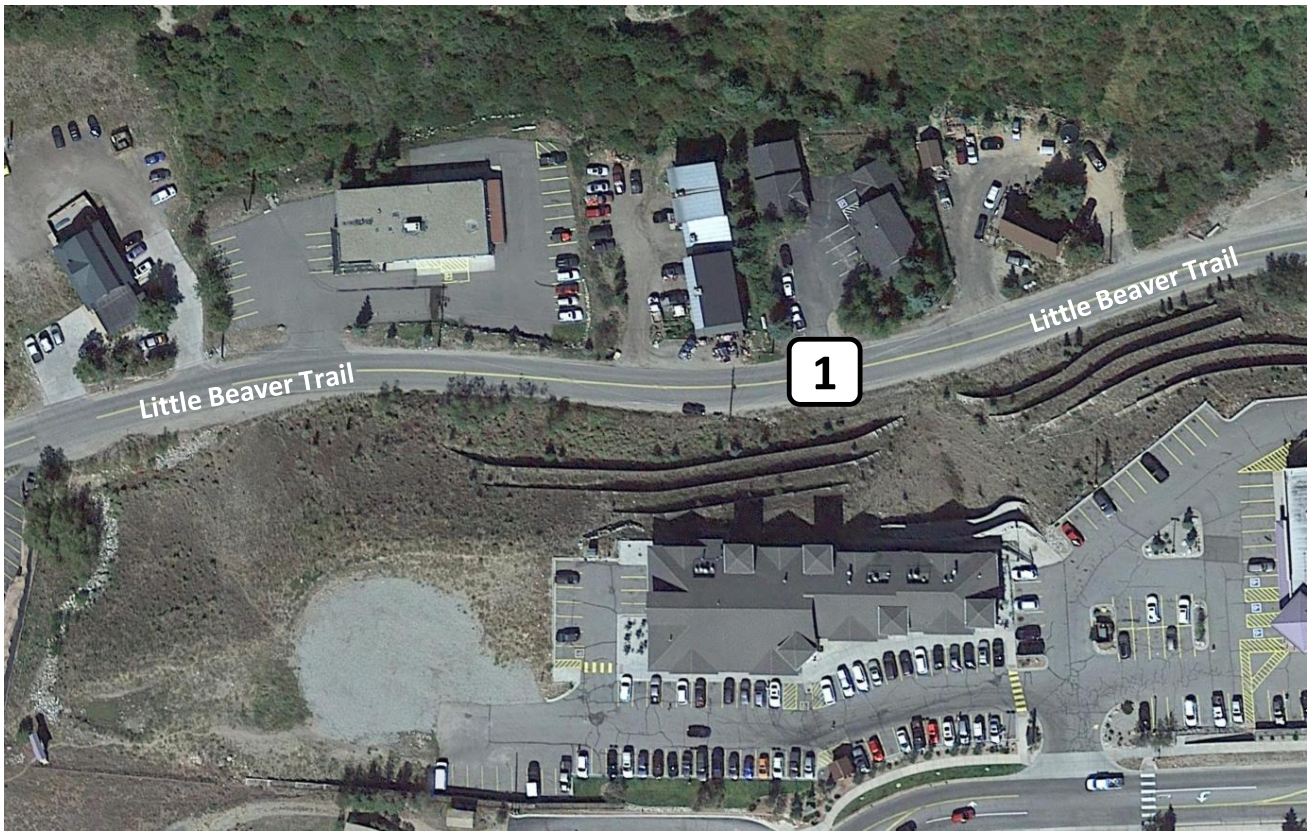
When the trip generation expected for this site (**Table 1**) is applied to the estimated trip distribution (**Figure 5**), the result is the anticipated assignment of trips on the roadway system. **Figure 6** depicts the new vehicle trips that are anticipated from the Summit Stage housing project.

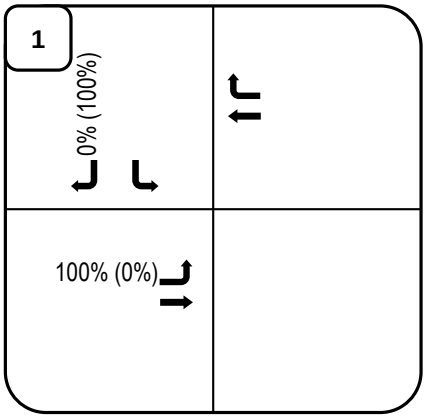
4.3 Total Traffic

The total traffic anticipated at each intersection is the sum of background traffic with the site-generated traffic.

For Year 2023, the background traffic **(Figure 3)** added to the site-generated traffic **(Figure 6)** yields the total Year 2023 traffic in **Figure 7**. For Year 2045, the background traffic **(Figure 4)** added to the site-generated traffic **(Figure 6)** yields the total Year 2045 traffic in **Figure 8**.

Figure 5: Project Generated Traffic Distribution





LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

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Figure 6: Project Generated Traffic Assignment

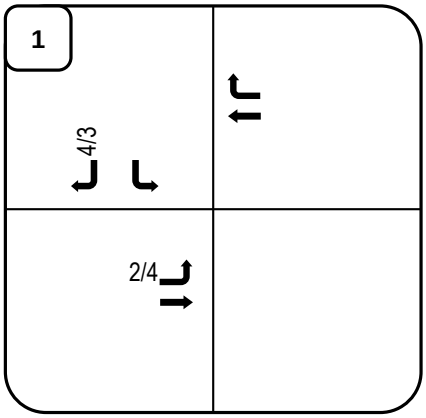

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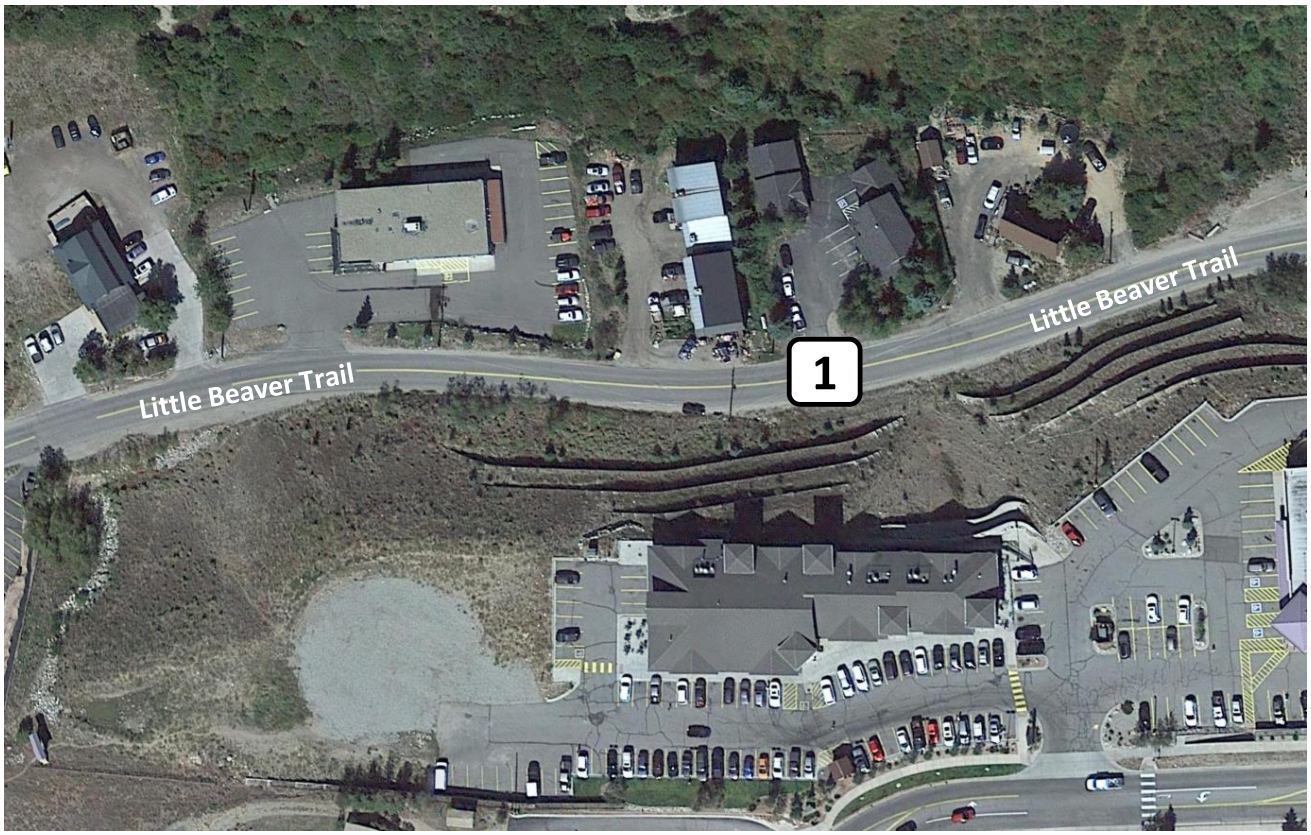
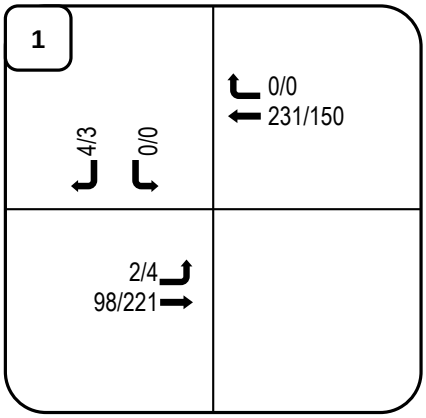
Figure 7: Year 2023 Total Traffic





LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

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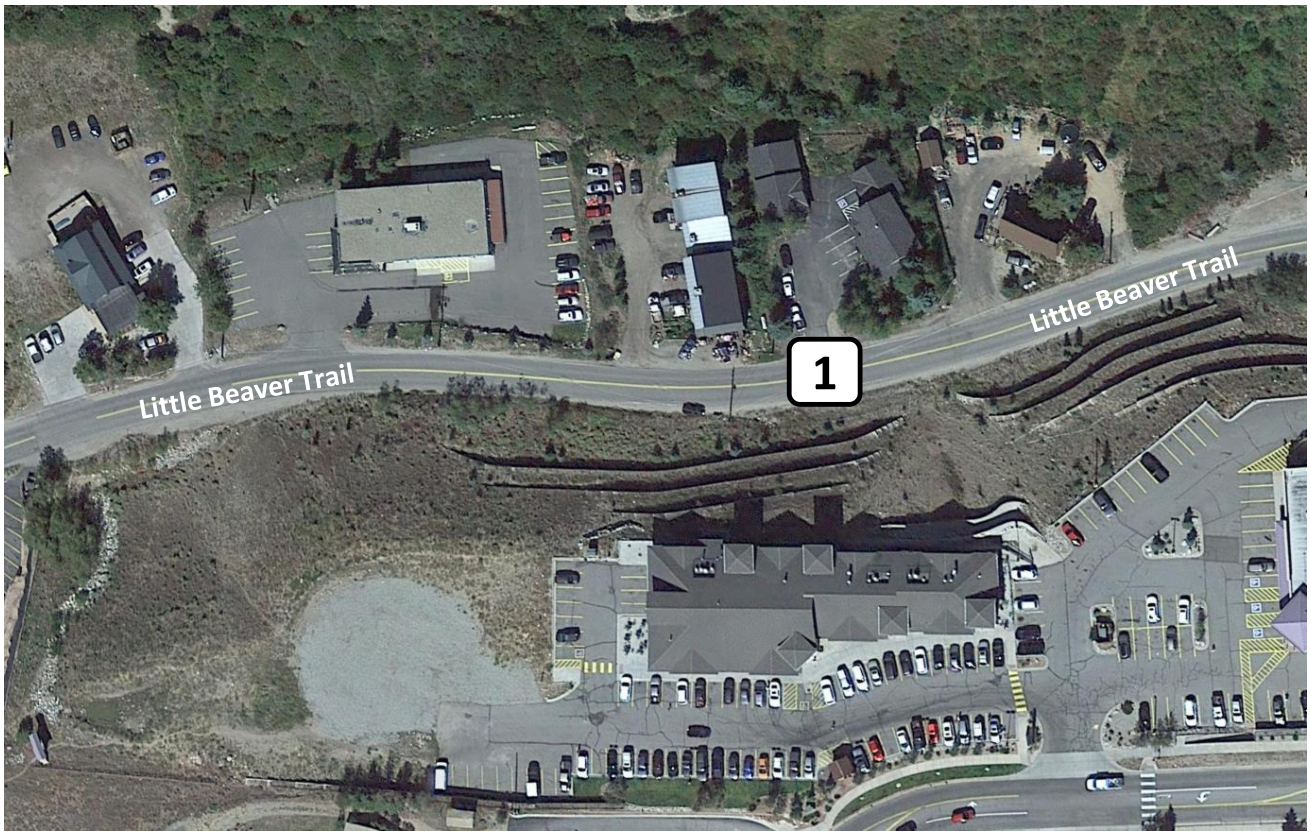
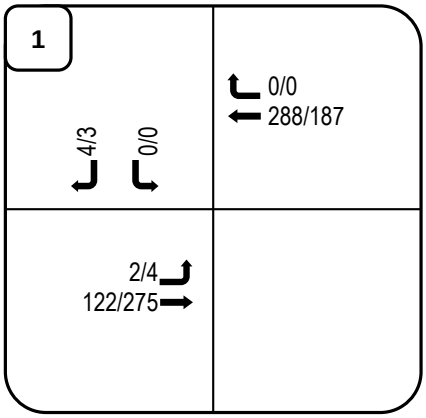
Figure 8: Year 2045 Total Traffic





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Turning Movements

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5.0 Traffic Analysis

5.1 Site Access and Circulation Evaluation

As seen in **Figure 1**, the conceptual site plan, the proposed project will have one access with direct connectivity to Little Beaver Trail. The site access is located on the south side of the lot. The existing site access is two-way, paved, and stop controlled in the southbound direction.

5.2 Site Accesses Sight Distance

Sight distance requirements are determined by **Section 3.2.2** of the *American Association of State Highway and Transportation Officials (AASHTO): A Policy on Geometric Design of Highways and Streets*[3] *(AASHTO's Greenbook)*.

Table 3-2 Stopping Sight Distance on Grades[3] was used for sight distance requirements rather than *Table 3-1 Stopping Sight Distance on Level Roads*[3] due to Google Earth showing a road grade greater than 3% on Little Beaver Trail. Google Earth showed an average upgrade of 5.7% in the northeast direction. This was rounded up to 6%. The required sight distances listed below take into consideration the road grade of Little Beaver Trail.

Table 3-2 Stopping Sight Distance on Grades[3] bases their sight distance requirements on design speed rather than posted speed limit. *Table 3-6 Average Running Speeds*[3] was used to obtain the design speed. The observed 85th percentile speed (average running speed) was 35mph. With an average running speed of 35mph, the design speed is 40mph based on *AASHTO's Greenbook*[3].

Table 2 below shows the sight distance requirements on a 6% upgrade and downgrade for the Summit Stage employee housing site.

Table 2: Sight Distance Requirements

	Design Speed: 40 mph	
	Required Sight Distance	Existing Sight Distance
Sight Distance Along Highway Eastbound (Upgrade)	278 ft	380 ft
Entering Sight Distance Eastbound (Upgrade)	333 ft	300 ft
Sight Distance Along Highway Westbound (Downgrade)	333 ft	300 ft
Entering Sight Distance Westbound (Downgrade)	278 ft	380 ft

* Google Earth showed an average upgrade of 5.7% headed northeast. This was rounded up to 6% per AASHTO. Required sight distances listed take into consideration the road grade of Little Beaver Trail.

[3] AASHTO's A policy on Geometric Design of Highways and Streets

As can be seen from **Table 2**, the existing sight distance along the highway eastbound and the existing entering sight distance westbound are greater than the required sight distance. However, the existing entering sight distance eastbound and the existing sight distance along the highway westbound are less than the required sight distances. The existing sight distances can be improved by trimming some of the trees northeast of the site access (on the north side of Little Beaver Trail). There are currently several trees that restrict the available sight distance and prohibit a greater sight distance. Some of the trees restricting the sight distance are on other properties.

5.3 Auxiliary Turn Lane Analysis

The *Access Code*[1] establishes the need for auxiliary turn lanes on Colorado's highway network. Several criteria apply when determining the traffic volume thresholds such as highway classification, posted speed limit, turning traffic volumes, and safety/operations. Little Beaver Trail is a local roadway. The analysis defers to the *Access Code* for turn lane criteria such as turn lane lengths, storage requirements, et cetera. Little Beaver Trail has an equivalent classification as an NR-C, Non-Rural Arterial.

Based upon the categorization of Little Beaver Trail as an NR-C, non-rural arterial and posted speed limit of 25mph, Section 3.12(4) of the *Access Code*[1] requires auxiliary turn lanes for certain turning movement volumes. Auxiliary turn lanes are required on Little Beaver Trail for more than 50vph making a right turn movement and 25vph making a left turn movement. Acceleration lanes are only required for specifically identified and documented safety and operations reasons.

Table 3 summarizes the Auxiliary Turn Lane Requirements for the site access according to the *Access Code*.

Table 3: Auxiliary Turn Lane Requirements

#	Int.	Mvmt	Accel or Decel	Posted Speed Limit (MPH)	Road Classification	SHAC Trigger Volume (VPH)	Year 2021 Existing			Year 2021 BG			Year 2041 BG			Year 2021 Total			Year 2041 Total			Existing Turn Lane	*Access Code* Required Turn Lane	Trigger Year & Condition
							AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT			
1	Little Beaver Drive & Site Access	EBL	Decel	25	NR-C	> 25	0	0	0	0	0	0	0	0	0	2	4	0	2	4	0	None	Not Warranted	Turn Lane Not Warranted
		WBR	Decel	25	NR-C	> 50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Turn Lane Not Warranted
		SBL	Decel	25	NR-C	> 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Warranted	Turn Lane Not Warranted
		SBR	Decel	25	NR-C	> 50	0	0	0	0	0	0	0	0	0	4	3	0	4	3	0	None	Not Warranted	Turn Lane Not Warranted

[1]Based upon *State Highway Access Code* requirements for an R-A roadway with posted speed of 45mph.

Triggered by State Highway Access Code Volumes

Triggered by State Highway Access Code Safety and Operations

As seen from **Table 3**, the Summit Stage employee housing development does not trigger any acceleration or deceleration lanes with current and future forecasted traffic volumes.

5.4 Multimodal Improvements

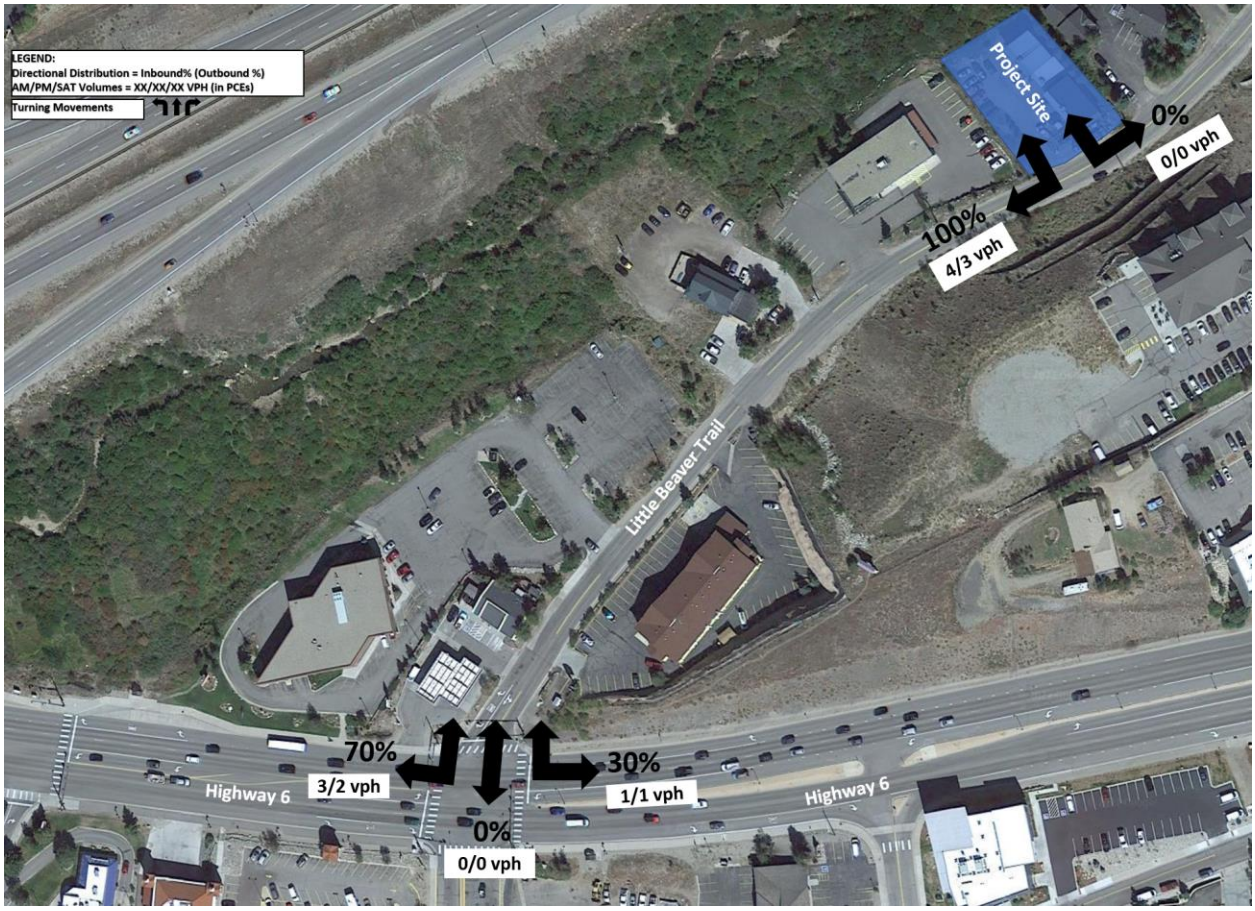
Google Earth's Street view shows there are no sidewalks on either side along Little Beaver Trail. Pedestrians will be discouraged to attempt to walk or bike anywhere without a sidewalk offering a physical separation between the traveling vehicles and the pedestrian. It is recommended that the Summit Stage employee housing development build a sidewalk along the frontage of the property and Little Beaver Trail since the development is near several local businesses, restaurants, etc. This would provide the residents with a safe route along Little Beaver Trail.

5.5 Traffic Flow Map

The Town of Dillon requires a traffic flow map showing where the project generated traffic will originate from and go to. For the Summit Stage employee housing development, it was assumed that 100% of the site generated traffic will travel southwest towards the Little Beaver Trail and Highway 6 intersection. Once at the intersection, it was assumed that 70% would head west towards Silverthorne and 30% would travel east towards Dillon.

Summit Stage employees living on site have two routes to get to and from work: Interstate 70 or Dillon Dam Road. Google Maps shows Interstate 70 being the preferred route due to a shorter travel time. However, some Summit Stage employees will prefer taking Dillon Dam Road over Interstate 70. Therefore 70% of the site generated traffic was assumed to head west and 30% east. Besides preferred work route, several amenities such as restaurants and grocery stores are located east of the Little Beaver Trail and Highway 6 interstate.

Figure 9: Traffic Flow Map



5.6 State Highway Access Permit

A new State Highway Access Permit is not required for the Little Beaver Trail and Highway 6 intersection. No access permit is needed due to the traffic volume from the Summit Stage housing contributing less than 20% to the traffic at the Little beaver Trail and Highway 6 intersection.

6.0 Summary and Recommendations

The proposed Summit Stage employee housing development will be constructed on 1 lot. The lot currently has 3 residential DU that are occupied by Summit Stage employees. The project is proposing on redeveloping the 3 existing DU into 8 DU for Summit Stage employees. The property is accessed directly by Little Beaver Road on the south side of the lot.

Trip Generation: The multifamily residential project is anticipated to generate 54 vehicle trips per day (vpd) on the average weekday. Peak hour traffic on a weekday at project buildout is anticipated to be 6 vehicles per hour (vph) during the morning peak hour (2 inbound + 4 outbound) and 7 vph during the evening peak hour (4 inbound + 3 outbound).

Site Access Sight Distance: The existing sight distance along the highway eastbound and the existing entering sight distance westbound are greater than the required sight distance. However, the existing entering sight distance eastbound and the existing sight distance along the highway westbound are less that the required sight distances. The existing sight distances can be improved by trimming some of the trees northeast of the site access (trees on the north side of Little Beaver Trail). There are currently several trees that restrict the available sight distance.

Turn Lane Analysis: The traffic volumes generated by the site do not trigger any deceleration or acceleration turn lanes. See **Table 3** above for turn lane requirements.

Multimodal Improvements: There are no sidewalks along the frontage of the property or along Little Beaver Trail. Pedestrians are discouraged to attempt to walk or bike anywhere without a sidewalk offering a physical separation between them and the traveling vehicles. It is recommended that the Summit Stage employee housing development build a sidewalk along the frontage of the property and Little Beaver Trail since the development is near several local businesses, restaurants, etc. This would provide the residents with a safe route along Little Beaver Trail.

State Highway Access Permit: A new state highway access permit is not required for the Little Beaver Trail and Highway 6 intersection. No access permit is needed due to the traffic volume from the Summit Stage housing contributing less than 20% to the traffic at the Little beaver Trail and Highway 6 intersection.

Based upon the analysis presented in this report, the proposed Summit Stage employee housing project is anticipated to be successfully incorporated into the existing roadway network.

7.0 Appendix

7.1 Reference Documents

1. *State Highway Access Code*. State of Colorado, 2002.

2. *Trip Generation Manual*, *11th Edition*. Institute of Transportation Engineers, 2021.

3. American Association of State Highway and Transportation Officials: A policy on Geometric Design of Highways and Streets 7th Edition, 2018.

7.2 Included Documents

1. McDowell Engineering Scoping Form

2. IDAX Traffic Counts

McDOWELL ENGINEERING LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Contact Information		
Consultant	Name:	Kari McDowell
	Tele:	(970) 623 - 0788
	E-mail:	kari@mcdowelleng.com
Developer/Owner Name:		Summit County

Project Information (*Attach proposed site plan.*)								
Project Name:		Dillon Summit Stage Housing						
Project Location:		780 Little Beaver Trail						
Project Description: Application type (rezoning, subdivision), acreage, new or re-development, etc.		Summit County purchased propoerty for Summit Stage Employee Housing which currently contains three multi bedroom units. Summit County is looking to renovate the building to increase the number of units avaialble.						
Existing / Proposed Land Uses	ITE Code	#units or Size	Existing / Proposed Land Uses	ITE Code	#units or Size	Existing / Proposed Land Uses	ITE Code	#units or Size
Multi-family Housing (Mid Rise)	#220	3 DU						
Multi-family Housing (Mid Rise)	#220	? DU						
Please attach Trip Generation Summary table for large or mixed use projects.								

Assumptions					
Study Horizons	Current Year: 2022		Buildout Year: 2023		Long Term Year: 2045
Study Area Boundaries *(Attach map if needed.)*	North:		South: Little Beaver Drive		
	East: Little Beaver Drive		West:		
Intersections to be Evaluated *(Attach map if needed.)*	1. All site entrances		6.		
	2. Little Beaver Trail & Site Access		7.		
	3.		8.		
	4.		9.		
	5.		10.		
Trip Distribution	*See attached sketch.*				
Trip Reductions*	Internal Capture	Use: None 0%	Pass By	Use: None 0%	
		Use: None 0%		Use: None 0%	
**Include in Trip Generation table if provided. Submit calculations based upon ITE's* Trip Generation Handbook.					

Assumptions (continued)			
Anticipated Future Traffic Growth Rates *(Describe methodology.)*	A standard 1% traffic growth rate will be applied. A growth rate larger than 1% would oversestimate the growth rate on Little Beaver Drive due to most of the surrounidng land being nearly fully built out. However, there is still room for growth hence the 1% growth rate.	Study Time Periods *(Check all that apply.)*	☒ AM (7-9) ☒ PM (4-6) ☐ SAT (noon) ☐ Other:
Other Factors (Proposed/assumed transportation improvements, other studies, nearby proposed developments, etc.)	No internal capture reduction will be used because the site is too small. No pass-by reduction will be used because the existing and proposed land use is multi-family housing (low rise). This land use is always the origin or final detination of trips and not where people stop by. Finally, no multi-modal trip reduction will be applied because the site generated trips are small. Note: a traffic circulation map will be inlcuded.		
Analysis Methods & Issues *(Check all that apply.)*	☐ Synchro ☐ HCS ☐ aaSidra or Rodel ☐ Intersections ☐ Roadway Sections ☐ Signal Warrants ☐ Safety/Sight Distance ☐ Queuing & Storage ☐ CDOT (Access Permit, etc.) ☐ Identify Bicycle, Pedestrian & Transit Accomodations ☐ TDM ☐ Neighborhood Impacts ☐ Other:		

Attachments, Notes, & Other Assumptions:

Signed: (Applicant or Consultant) Print Name: (Applicant or Consultant) Date:	Review Agency: Department: Signed: Print Name: Date:


Estimated Project Generated Traffic Distribution
Little Beaver Trail
Project Site
0%
100%
Little Beaver Trail

Vehicle Classification Report Summary

Location: 01_Little Beaver Tail Btwn Driveways

Count Direction: Eastbound / Westbound

Date Range: 9/28/2022 to 9/28/2022

Site Code: 01

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	9	1,207	444	1	240	1	0	0	0	0	0	0	0	1,902
Percent	0.5%	63.5%	23.3%	0.1%	12.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	15	708	827	1	472	5	0	0	0	0	0	0	0	2,028
Percent	0.7%	34.9%	40.8%	0.0%	23.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	24	1,915	1,271	2	712	6	0	0	0	0	0	0	0	3,930
Percent	0.6%	48.7%	32.3%	0.1%	18.1%	0.2%	0.0%	0.0%	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
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Location: 01_Little Beaver Tail Btwn Driveways
Date Range: 9/28/2022 to 9/28/2022
Site Code: 01

Wednesday, September 28, 2022
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	5	0	2	0	0	0	0	0	0	0	0	**14**
1:00 AM	0	3	1	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	12	7	0	3	0	0	0	0	0	0	0	0	**22**
7:00 AM	0	44	15	0	13	0	0	0	0	0	0	0	0	**72**
8:00 AM	0	63	27	0	7	0	0	0	0	0	0	0	0	**97**
9:00 AM	0	41	16	0	10	0	0	0	0	0	0	0	0	**67**
10:00 AM	0	38	18	0	15	0	0	0	0	0	0	0	0	**71**
11:00 AM	2	50	15	0	10	0	0	0	0	0	0	0	0	**77**
12:00 PM	1	54	24	0	12	0	0	0	0	0	0	0	0	**91**
1:00 PM	1	48	29	0	10	0	0	0	0	0	0	0	0	**88**
2:00 PM	2	80	29	0	14	0	0	0	0	0	0	0	0	**125**
3:00 PM	0	90	32	0	21	0	0	0	0	0	0	0	0	**143**
4:00 PM	0	113	40	0	26	1	0	0	0	0	0	0	0	**180**
5:00 PM	1	138	49	0	31	0	0	0	0	0	0	0	0	**219**
6:00 PM	1	122	38	1	20	0	0	0	0	0	0	0	0	**182**
7:00 PM	0	129	31	0	23	0	0	0	0	0	0	0	0	**183**
8:00 PM	1	77	29	0	13	0	0	0	0	0	0	0	0	**120**
9:00 PM	0	51	18	0	4	0	0	0	0	0	0	0	0	**73**
10:00 PM	0	32	13	0	5	0	0	0	0	0	0	0	0	**50**
11:00 PM	0	10	6	0	1	0	0	0	0	0	0	0	0	**17**
Total	**9**	**1,207**	**444**	**1**	**240**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,902**
Percent	**0.5%**	**63.5%**	**23.3%**	**0.1%**	**12.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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Location: 01_Little Beaver Tail Btwn Driveways
Date Range: 9/28/2022 to 9/28/2022
Site Code: 01

Wednesday, September 28, 2022
Westbound

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	1	1	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	4	1	0	2	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	6	4	0	2	0	0	0	0	0	0	0	0	**12**
5:00 AM	1	11	16	0	15	0	0	0	0	0	0	0	0	**43**
6:00 AM	0	44	51	1	34	0	0	0	0	0	0	0	0	**130**
7:00 AM	1	71	82	0	57	0	0	0	0	0	0	0	0	**211**
8:00 AM	1	61	107	0	59	1	0	0	0	0	0	0	0	**229**
9:00 AM	4	36	54	0	18	0	0	0	0	0	0	0	0	**112**
10:00 AM	0	24	35	0	28	0	0	0	0	0	0	0	0	**87**
11:00 AM	1	31	35	0	31	1	0	0	0	0	0	0	0	**99**
12:00 PM	3	28	45	0	21	0	0	0	0	0	0	0	0	**97**
1:00 PM	1	30	40	0	28	0	0	0	0	0	0	0	0	**99**
2:00 PM	0	45	33	0	21	0	0	0	0	0	0	0	0	**99**
3:00 PM	1	54	56	0	31	0	0	0	0	0	0	0	0	**142**
4:00 PM	1	53	59	0	28	3	0	0	0	0	0	0	0	**144**
5:00 PM	1	50	69	0	29	0	0	0	0	0	0	0	0	**149**
6:00 PM	0	59	44	0	18	0	0	0	0	0	0	0	0	**121**
7:00 PM	0	51	43	0	18	0	0	0	0	0	0	0	0	**112**
8:00 PM	0	19	21	0	10	0	0	0	0	0	0	0	0	**50**
9:00 PM	0	14	15	0	7	0	0	0	0	0	0	0	0	**36**
10:00 PM	0	10	13	0	9	0	0	0	0	0	0	0	0	**32**
11:00 PM	0	4	2	0	5	0	0	0	0	0	0	0	0	**11**
Total	**15**	**708**	**827**	**1**	**472**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,028**
Percent	**0.7%**	**34.9%**	**40.8%**	**0.0%**	**23.3%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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Location: 01_Little Beaver Tail Btwn Driveways
Date Range: 9/28/2022 to 9/28/2022
Site Code: 01

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	5	0	2	0	0	0	0	0	0	0	0	**14**
1:00 AM	0	3	1	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	12	7	0	3	0	0	0	0	0	0	0	0	**22**
7:00 AM	0	44	15	0	13	0	0	0	0	0	0	0	0	**72**
8:00 AM	0	63	27	0	7	0	0	0	0	0	0	0	0	**97**
9:00 AM	0	41	16	0	10	0	0	0	0	0	0	0	0	**67**
10:00 AM	0	38	18	0	15	0	0	0	0	0	0	0	0	**71**
11:00 AM	2	50	15	0	10	0	0	0	0	0	0	0	0	**77**
12:00 PM	1	54	24	0	12	0	0	0	0	0	0	0	0	**91**
1:00 PM	1	48	29	0	10	0	0	0	0	0	0	0	0	**88**
2:00 PM	2	80	29	0	14	0	0	0	0	0	0	0	0	**125**
3:00 PM	0	90	32	0	21	0	0	0	0	0	0	0	0	**143**
4:00 PM	0	113	40	0	26	1	0	0	0	0	0	0	0	**180**
5:00 PM	1	138	49	0	31	0	0	0	0	0	0	0	0	**219**
6:00 PM	1	122	38	1	20	0	0	0	0	0	0	0	0	**182**
7:00 PM	0	129	31	0	23	0	0	0	0	0	0	0	0	**183**
8:00 PM	1	77	29	0	13	0	0	0	0	0	0	0	0	**120**
9:00 PM	0	51	18	0	4	0	0	0	0	0	0	0	0	**73**
10:00 PM	0	32	13	0	5	0	0	0	0	0	0	0	0	**50**
11:00 PM	0	10	6	0	1	0	0	0	0	0	0	0	0	**17**
Total	**9**	**1,207**	**444**	**1**	**240**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,902**
Percent	**0.5%**	**63.5%**	**23.3%**	**0.1%**	**12.6%**	**0.1%**	**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.

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Location: 01_Little Beaver Tail Btwn Driveways
Date Range: 9/28/2022 to 9/28/2022
Site Code: 01

Total Study Average
Westbound

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	1	1	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	4	1	0	2	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	6	4	0	2	0	0	0	0	0	0	0	0	**12**
5:00 AM	1	11	16	0	15	0	0	0	0	0	0	0	0	**43**
6:00 AM	0	44	51	1	34	0	0	0	0	0	0	0	0	**130**
7:00 AM	1	71	82	0	57	0	0	0	0	0	0	0	0	**211**
8:00 AM	1	61	107	0	59	1	0	0	0	0	0	0	0	**229**
9:00 AM	4	36	54	0	18	0	0	0	0	0	0	0	0	**112**
10:00 AM	0	24	35	0	28	0	0	0	0	0	0	0	0	**87**
11:00 AM	1	31	35	0	31	1	0	0	0	0	0	0	0	**99**
12:00 PM	3	28	45	0	21	0	0	0	0	0	0	0	0	**97**
1:00 PM	1	30	40	0	28	0	0	0	0	0	0	0	0	**99**
2:00 PM	0	45	33	0	21	0	0	0	0	0	0	0	0	**99**
3:00 PM	1	54	56	0	31	0	0	0	0	0	0	0	0	**142**
4:00 PM	1	53	59	0	28	3	0	0	0	0	0	0	0	**144**
5:00 PM	1	50	69	0	29	0	0	0	0	0	0	0	0	**149**
6:00 PM	0	59	44	0	18	0	0	0	0	0	0	0	0	**121**
7:00 PM	0	51	43	0	18	0	0	0	0	0	0	0	0	**112**
8:00 PM	0	19	21	0	10	0	0	0	0	0	0	0	0	**50**
9:00 PM	0	14	15	0	7	0	0	0	0	0	0	0	0	**36**
10:00 PM	0	10	13	0	9	0	0	0	0	0	0	0	0	**32**
11:00 PM	0	4	2	0	5	0	0	0	0	0	0	0	0	**11**
Total	**15**	**708**	**827**	**1**	**472**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,028**
Percent	**0.7%**	**34.9%**	**40.8%**	**0.0%**	**23.3%**	**0.2%**	**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.

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Location: 01_Little Beaver Tail Btwn Driveways
Date Range: 9/28/2022 to 9/28/2022
Site Code: 01

3-Day (Tuesday - Thursday) Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	5	0	2	0	0	0	0	0	0	0	0	**14**
1:00 AM	0	3	1	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	12	7	0	3	0	0	0	0	0	0	0	0	**22**
7:00 AM	0	44	15	0	13	0	0	0	0	0	0	0	0	**72**
8:00 AM	0	63	27	0	7	0	0	0	0	0	0	0	0	**97**
9:00 AM	0	41	16	0	10	0	0	0	0	0	0	0	0	**67**
10:00 AM	0	38	18	0	15	0	0	0	0	0	0	0	0	**71**
11:00 AM	2	50	15	0	10	0	0	0	0	0	0	0	0	**77**
12:00 PM	1	54	24	0	12	0	0	0	0	0	0	0	0	**91**
1:00 PM	1	48	29	0	10	0	0	0	0	0	0	0	0	**88**
2:00 PM	2	80	29	0	14	0	0	0	0	0	0	0	0	**125**
3:00 PM	0	90	32	0	21	0	0	0	0	0	0	0	0	**143**
4:00 PM	0	113	40	0	26	1	0	0	0	0	0	0	0	**180**
5:00 PM	1	138	49	0	31	0	0	0	0	0	0	0	0	**219**
6:00 PM	1	122	38	1	20	0	0	0	0	0	0	0	0	**182**
7:00 PM	0	129	31	0	23	0	0	0	0	0	0	0	0	**183**
8:00 PM	1	77	29	0	13	0	0	0	0	0	0	0	0	**120**
9:00 PM	0	51	18	0	4	0	0	0	0	0	0	0	0	**73**
10:00 PM	0	32	13	0	5	0	0	0	0	0	0	0	0	**50**
11:00 PM	0	10	6	0	1	0	0	0	0	0	0	0	0	**17**
Total	**9**	**1,207**	**444**	**1**	**240**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,902**
Percent	**0.5%**	**63.5%**	**23.3%**	**0.1%**	**12.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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Location: 01_Little Beaver Tail Btwn Driveways
Date Range: 9/28/2022 to 9/28/2022
Site Code: 01

3-Day (Tuesday - Thursday) Average
Westbound

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	1	1	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	4	1	0	2	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	6	4	0	2	0	0	0	0	0	0	0	0	**12**
5:00 AM	1	11	16	0	15	0	0	0	0	0	0	0	0	**43**
6:00 AM	0	44	51	1	34	0	0	0	0	0	0	0	0	**130**
7:00 AM	1	71	82	0	57	0	0	0	0	0	0	0	0	**211**
8:00 AM	1	61	107	0	59	1	0	0	0	0	0	0	0	**229**
9:00 AM	4	36	54	0	18	0	0	0	0	0	0	0	0	**112**
10:00 AM	0	24	35	0	28	0	0	0	0	0	0	0	0	**87**
11:00 AM	1	31	35	0	31	1	0	0	0	0	0	0	0	**99**
12:00 PM	3	28	45	0	21	0	0	0	0	0	0	0	0	**97**
1:00 PM	1	30	40	0	28	0	0	0	0	0	0	0	0	**99**
2:00 PM	0	45	33	0	21	0	0	0	0	0	0	0	0	**99**
3:00 PM	1	54	56	0	31	0	0	0	0	0	0	0	0	**142**
4:00 PM	1	53	59	0	28	3	0	0	0	0	0	0	0	**144**
5:00 PM	1	50	69	0	29	0	0	0	0	0	0	0	0	**149**
6:00 PM	0	59	44	0	18	0	0	0	0	0	0	0	0	**121**
7:00 PM	0	51	43	0	18	0	0	0	0	0	0	0	0	**112**
8:00 PM	0	19	21	0	10	0	0	0	0	0	0	0	0	**50**
9:00 PM	0	14	15	0	7	0	0	0	0	0	0	0	0	**36**
10:00 PM	0	10	13	0	9	0	0	0	0	0	0	0	0	**32**
11:00 PM	0	4	2	0	5	0	0	0	0	0	0	0	0	**11**
Total	**15**	**708**	**827**	**1**	**472**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,028**
Percent	**0.7%**	**34.9%**	**40.8%**	**0.0%**	**23.3%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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Location: 01_Little Beaver Tail Btwn Driveways
Date Range: 9/28/2022 - 10/4/2022
Site Code: 01

	Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Mid-Week Average		
	9/28/2022			9/29/2022			9/30/2022			10/1/2022			10/2/2022			10/3/2022			10/4/2022					
Time	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	14	4	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	4	18
1:00 AM	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	6
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	2	7	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	7	9
4:00 AM	1	12	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	12	13
5:00 AM	3	43	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	43	46
6:00 AM	22	130	152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	130	152
7:00 AM	72	211	283	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	211	283
8:00 AM	97	229	326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	97	229	326
9:00 AM	67	112	179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	112	179
10:00 AM	71	87	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	87	158
11:00 AM	77	99	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	99	176
12:00 PM	91	97	188	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	97	188
1:00 PM	88	99	187	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88	99	187
2:00 PM	125	99	224	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	99	224
3:00 PM	143	142	285	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	143	142	285
4:00 PM	180	144	324	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	144	324
5:00 PM	219	149	368	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	219	149	368
6:00 PM	182	121	303	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	182	121	303
7:00 PM	183	112	295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	183	112	295
8:00 PM	120	50	170	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	50	170
9:00 PM	73	36	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	36	109
10:00 PM	50	32	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	32	82
11:00 PM	17	11	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	11	28
Total	**1,902**	**2,028**	**3,930**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,902**	**2,028**	**3,930**
Percent	**48%**	**52%**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**48%**	**52%**	-

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

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

Vehicle Speed Report Summary

Location: 01_Little Beaver Tail Btwn Driveways

Count Direction: Eastbound / Westbound

Date Range: 9/28/2022 to 9/28/2022

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																		
Eastbound	0	1	24	316	905	561	89	6	0	0	0	0	0	0	0	0	0	1,902
Percent	0.0%	0.1%	1.3%	16.6%	47.6%	29.5%	4.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	0	0	19	108	570	940	335	50	5	1	0	0	0	0	0	0	0	2,028
Percent	0.0%	0.0%	0.9%	5.3%	28.1%	46.4%	16.5%	2.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	0	1	43	424	1,475	1,501	424	56	5	1	0	0	0	0	0	0	0	3,930
Percent	0.0%	0.0%	1.1%	10.8%	37.5%	38.2%	10.8%	1.4%	0.1%	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		
Eastbound			**Eastbound**		
50th Percentile (Median)	28.5	mph	Mean (Average) Speed	28.6	mph
85th Percentile	32.4	mph	10 mph Pace	22.8 - 32.8	mph
95th Percentile	35.0	mph	Percent in Pace	81.0	%
Westbound			**Westbound**		
50th Percentile (Median)	31.5	mph	Mean (Average) Speed	31.5	mph
85th Percentile	35.9	mph	10 mph Pace	27.0 - 37.0	mph
95th Percentile	38.6	mph	Percent in Pace	77.1	%

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

Location: 01_Little Beaver Tail Btwn Driveways
Date Range: 9/28/2022 to 9/28/2022
Site Code: 01

Wednesday, September 28, 2022
Eastbound

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	1	5	7	1	0	0	0	0	0	0	0	0	0	0	**14**
1:00 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	0	1	4	10	6	0	1	0	0	0	0	0	0	0	0	0	**22**
7:00 AM	0	0	0	7	28	30	6	1	0	0	0	0	0	0	0	0	0	**72**
8:00 AM	0	0	2	10	39	34	12	0	0	0	0	0	0	0	0	0	0	**97**
9:00 AM	0	0	0	12	36	17	1	1	0	0	0	0	0	0	0	0	0	**67**
10:00 AM	0	0	3	16	32	18	2	0	0	0	0	0	0	0	0	0	0	**71**
11:00 AM	0	0	1	22	33	18	3	0	0	0	0	0	0	0	0	0	0	**77**
12:00 PM	0	0	1	12	40	30	8	0	0	0	0	0	0	0	0	0	0	**91**
1:00 PM	0	0	1	19	38	27	3	0	0	0	0	0	0	0	0	0	0	**88**
2:00 PM	0	0	0	14	50	52	9	0	0	0	0	0	0	0	0	0	0	**125**
3:00 PM	0	0	2	13	58	60	9	1	0	0	0	0	0	0	0	0	0	**143**
4:00 PM	0	0	1	22	89	64	3	1	0	0	0	0	0	0	0	0	0	**180**
5:00 PM	0	1	4	31	112	61	10	0	0	0	0	0	0	0	0	0	0	**219**
6:00 PM	0	0	1	33	95	44	9	0	0	0	0	0	0	0	0	0	0	**182**
7:00 PM	0	0	3	39	101	38	2	0	0	0	0	0	0	0	0	0	0	**183**
8:00 PM	0	0	0	29	57	27	6	1	0	0	0	0	0	0	0	0	0	**120**
9:00 PM	0	0	2	17	36	15	3	0	0	0	0	0	0	0	0	0	0	**73**
10:00 PM	0	0	0	10	30	10	0	0	0	0	0	0	0	0	0	0	0	**50**
11:00 PM	0	0	0	4	10	2	1	0	0	0	0	0	0	0	0	0	0	**17**
Total	**0**	**1**	**24**	**316**	**905**	**561**	**89**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,902**
Percent	**0.0%**	**0.1%**	**1.3%**	**16.6%**	**47.6%**	**29.5%**	**4.7%**	**0.3%**	**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)	28.5	mph	Mean (Average) Speed	28.6	mph
85th Percentile	32.4	mph	10 mph Pace	22.8 - 32.8	mph
95th Percentile	35.0	mph	Percent in Pace	81.0	%

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

Location: 01_Little Beaver Tail Btwn Driveways
Date Range: 9/28/2022 to 9/28/2022
Site Code: 01

Wednesday, September 28, 2022
Westbound

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	0	1	1	0	2	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	0	1	0	1	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	3	2	2	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	0	1	0	2	6	3	0	0	0	0	0	0	0	0	0	0	**12**
5:00 AM	0	0	0	2	3	23	13	2	0	0	0	0	0	0	0	0	0	**43**
6:00 AM	0	0	0	1	37	68	19	5	0	0	0	0	0	0	0	0	0	**130**
7:00 AM	0	0	1	6	58	103	36	6	1	0	0	0	0	0	0	0	0	**211**
8:00 AM	0	0	2	7	55	124	36	3	1	1	0	0	0	0	0	0	0	**229**
9:00 AM	0	0	2	3	25	43	37	1	1	0	0	0	0	0	0	0	0	**112**
10:00 AM	0	0	1	10	31	35	10	0	0	0	0	0	0	0	0	0	0	**87**
11:00 AM	0	0	0	2	39	44	12	2	0	0	0	0	0	0	0	0	0	**99**
12:00 PM	0	0	4	4	26	39	20	4	0	0	0	0	0	0	0	0	0	**97**
1:00 PM	0	0	0	7	23	50	17	2	0	0	0	0	0	0	0	0	0	**99**
2:00 PM	0	0	0	5	32	46	14	2	0	0	0	0	0	0	0	0	0	**99**
3:00 PM	0	0	3	4	34	65	30	6	0	0	0	0	0	0	0	0	0	**142**
4:00 PM	0	0	0	12	33	66	26	7	0	0	0	0	0	0	0	0	0	**144**
5:00 PM	0	0	2	6	33	74	30	3	1	0	0	0	0	0	0	0	0	**149**
6:00 PM	0	0	0	14	41	50	15	1	0	0	0	0	0	0	0	0	0	**121**
7:00 PM	0	0	3	14	50	40	5	0	0	0	0	0	0	0	0	0	0	**112**
8:00 PM	0	0	0	3	21	20	6	0	0	0	0	0	0	0	0	0	0	**50**
9:00 PM	0	0	0	4	13	17	2	0	0	0	0	0	0	0	0	0	0	**36**
10:00 PM	0	0	0	1	13	14	2	1	1	0	0	0	0	0	0	0	0	**32**
11:00 PM	0	0	0	2	0	8	0	1	0	0	0	0	0	0	0	0	0	**11**
Total	**0**	**0**	**19**	**108**	**570**	**940**	**335**	**50**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,028**
Percent	**0.0%**	**0.0%**	**0.9%**	**5.3%**	**28.1%**	**46.4%**	**16.5%**	**2.5%**	**0.2%**	**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)	31.5	mph	Mean (Average) Speed	31.5	mph
85th Percentile	35.9	mph	10 mph Pace	27.0 - 37.0	mph
95th Percentile	38.6	mph	Percent in Pace	77.07	%

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

Location: 01_Little Beaver Tail Btwn Driveways
Date Range: 9/28/2022 to 9/28/2022
Site Code: 01

Total Study Average
Eastbound

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	1	5	7	1	0	0	0	0	0	0	0	0	0	0	**14**
1:00 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	0	1	4	10	6	0	1	0	0	0	0	0	0	0	0	0	**22**
7:00 AM	0	0	0	7	28	30	6	1	0	0	0	0	0	0	0	0	0	**72**
8:00 AM	0	0	2	10	39	34	12	0	0	0	0	0	0	0	0	0	0	**97**
9:00 AM	0	0	0	12	36	17	1	1	0	0	0	0	0	0	0	0	0	**67**
10:00 AM	0	0	3	16	32	18	2	0	0	0	0	0	0	0	0	0	0	**71**
11:00 AM	0	0	1	22	33	18	3	0	0	0	0	0	0	0	0	0	0	**77**
12:00 PM	0	0	1	12	40	30	8	0	0	0	0	0	0	0	0	0	0	**91**
1:00 PM	0	0	1	19	38	27	3	0	0	0	0	0	0	0	0	0	0	**88**
2:00 PM	0	0	0	14	50	52	9	0	0	0	0	0	0	0	0	0	0	**125**
3:00 PM	0	0	2	13	58	60	9	1	0	0	0	0	0	0	0	0	0	**143**
4:00 PM	0	0	1	22	89	64	3	1	0	0	0	0	0	0	0	0	0	**180**
5:00 PM	0	1	4	31	112	61	10	0	0	0	0	0	0	0	0	0	0	**219**
6:00 PM	0	0	1	33	95	44	9	0	0	0	0	0	0	0	0	0	0	**182**
7:00 PM	0	0	3	39	101	38	2	0	0	0	0	0	0	0	0	0	0	**183**
8:00 PM	0	0	0	29	57	27	6	1	0	0	0	0	0	0	0	0	0	**120**
9:00 PM	0	0	2	17	36	15	3	0	0	0	0	0	0	0	0	0	0	**73**
10:00 PM	0	0	0	10	30	10	0	0	0	0	0	0	0	0	0	0	0	**50**
11:00 PM	0	0	0	4	10	2	1	0	0	0	0	0	0	0	0	0	0	**17**
Total	**0**	**1**	**24**	**316**	**905**	**561**	**89**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,902**
Percent	**0.0%**	**0.1%**	**1.3%**	**16.6%**	**47.6%**	**29.5%**	**4.7%**	**0.3%**	**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)	28.5	mph	Mean (Average) Speed	28.6	mph
85th Percentile	32.4	mph	10 mph Pace	22.8 - 32.8	mph
95th Percentile	35.0	mph	Percent in Pace	81.0	%

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Location: 01_Little Beaver Tail Btwn Driveways
Date Range: 9/28/2022 to 9/28/2022
Site Code: 01

Total Study Average
Westbound

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	0	1	1	0	2	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	0	1	0	1	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	3	2	2	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	0	1	0	2	6	3	0	0	0	0	0	0	0	0	0	0	**12**
5:00 AM	0	0	0	2	3	23	13	2	0	0	0	0	0	0	0	0	0	**43**
6:00 AM	0	0	0	1	37	68	19	5	0	0	0	0	0	0	0	0	0	**130**
7:00 AM	0	0	1	6	58	103	36	6	1	0	0	0	0	0	0	0	0	**211**
8:00 AM	0	0	2	7	55	124	36	3	1	1	0	0	0	0	0	0	0	**229**
9:00 AM	0	0	2	3	25	43	37	1	1	0	0	0	0	0	0	0	0	**112**
10:00 AM	0	0	1	10	31	35	10	0	0	0	0	0	0	0	0	0	0	**87**
11:00 AM	0	0	0	2	39	44	12	2	0	0	0	0	0	0	0	0	0	**99**
12:00 PM	0	0	4	4	26	39	20	4	0	0	0	0	0	0	0	0	0	**97**
1:00 PM	0	0	0	7	23	50	17	2	0	0	0	0	0	0	0	0	0	**99**
2:00 PM	0	0	0	5	32	46	14	2	0	0	0	0	0	0	0	0	0	**99**
3:00 PM	0	0	3	4	34	65	30	6	0	0	0	0	0	0	0	0	0	**142**
4:00 PM	0	0	0	12	33	66	26	7	0	0	0	0	0	0	0	0	0	**144**
5:00 PM	0	0	2	6	33	74	30	3	1	0	0	0	0	0	0	0	0	**149**
6:00 PM	0	0	0	14	41	50	15	1	0	0	0	0	0	0	0	0	0	**121**
7:00 PM	0	0	3	14	50	40	5	0	0	0	0	0	0	0	0	0	0	**112**
8:00 PM	0	0	0	3	21	20	6	0	0	0	0	0	0	0	0	0	0	**50**
9:00 PM	0	0	0	4	13	17	2	0	0	0	0	0	0	0	0	0	0	**36**
10:00 PM	0	0	0	1	13	14	2	1	1	0	0	0	0	0	0	0	0	**32**
11:00 PM	0	0	0	2	0	8	0	1	0	0	0	0	0	0	0	0	0	**11**
Total	**0**	**0**	**19**	**108**	**570**	**940**	**335**	**50**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,028**
Percent	**0.0%**	**0.0%**	**0.9%**	**5.3%**	**28.1%**	**46.4%**	**16.5%**	**2.5%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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50th Percentile (Median)	31.5	mph	Mean (Average) Speed	31.5	mph
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