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LOCHNER

US 2
Route Development Plan

Traffic Forecasts

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WSDOT
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Table of Contents

1.0 INTRODUCTION 3

2.0 Base Year Traffic Data 5

3.0 Seasonal Adjustment Factors 6

4.0 Traffic Forecasting Assumptions 6

4.1 WEEKDAY FORECASTS 6

Monroe 6

East Corridor 6

West Corridor 6

4.2 WEEKEND FORECASTS 6

5.0 FORECAST YEAR TRAFFIC DATA..... 6

List of Tables

Table 2.1: US 2 Corridor RDP Key Intersections with Traffic Counts 3

Table 3.1: US 2 Corridor RDP Seasonal Adjustment Factors 5

Table 4.1: US 2 East Corridor RDP Growth Forecasting Factors. 6

Table 4.2: Weekend Forecast Intersection Post Processing. 8

Table 5.1: 2006 Weekday Seasonally Adjusted Intersection Counts 8

Table 5.2: 2006 Weekend Seasonally Adjusted Intersection Counts. 9

Table 5.3: 2030 Weekday Intersection Forecasts 9

Table 5.4: 2030 Weekend Intersection Forecasts 10

1 Introduction

The Washington State Department of Transportation (WSDOT) is preparing a Route Development Plan (RDP) for United States (US) Route 2 between the City of Snohomish and the City of Skykomish in Snohomish and King Counties, respectively. The total length of the study area encompasses approximately 40 miles of US 2. See Figure 1-1 for a map of the corridor.

WSDOT will look to traffic forecasts for the year 2030 in order to establish such things as future traffic demand and future operational performance for the US 2 Corridor. These forecasts will also help WSDOT evaluate and develop congestion and safety mitigation strategies.

WSDOT, Snohomish County, and King County staff selected key intersections in the US 2 Corridor for detailed analysis, including forecasting turning movements. Then, they collected base year traffic data along the US 2 Corridor and at these intersections, including turning movement counts. A list of these intersections is provided in Section 2.0.

WSDOT provided existing traffic data for the corridor, much of which was collected during February and March 2006. WSDOT required traffic forecasts to predict:

1. An annual average count for weekday PM peak hour traffic in the year 2030; and
2. An average high-month count for weekend PM peak hour traffic in the year 2030.

WSDOT developed some seasonal variation factors to adjust the 2006 data. Section 3.0 of this report outlines the development of those seasonal adjustment factors, as well as the technique used to apply them.

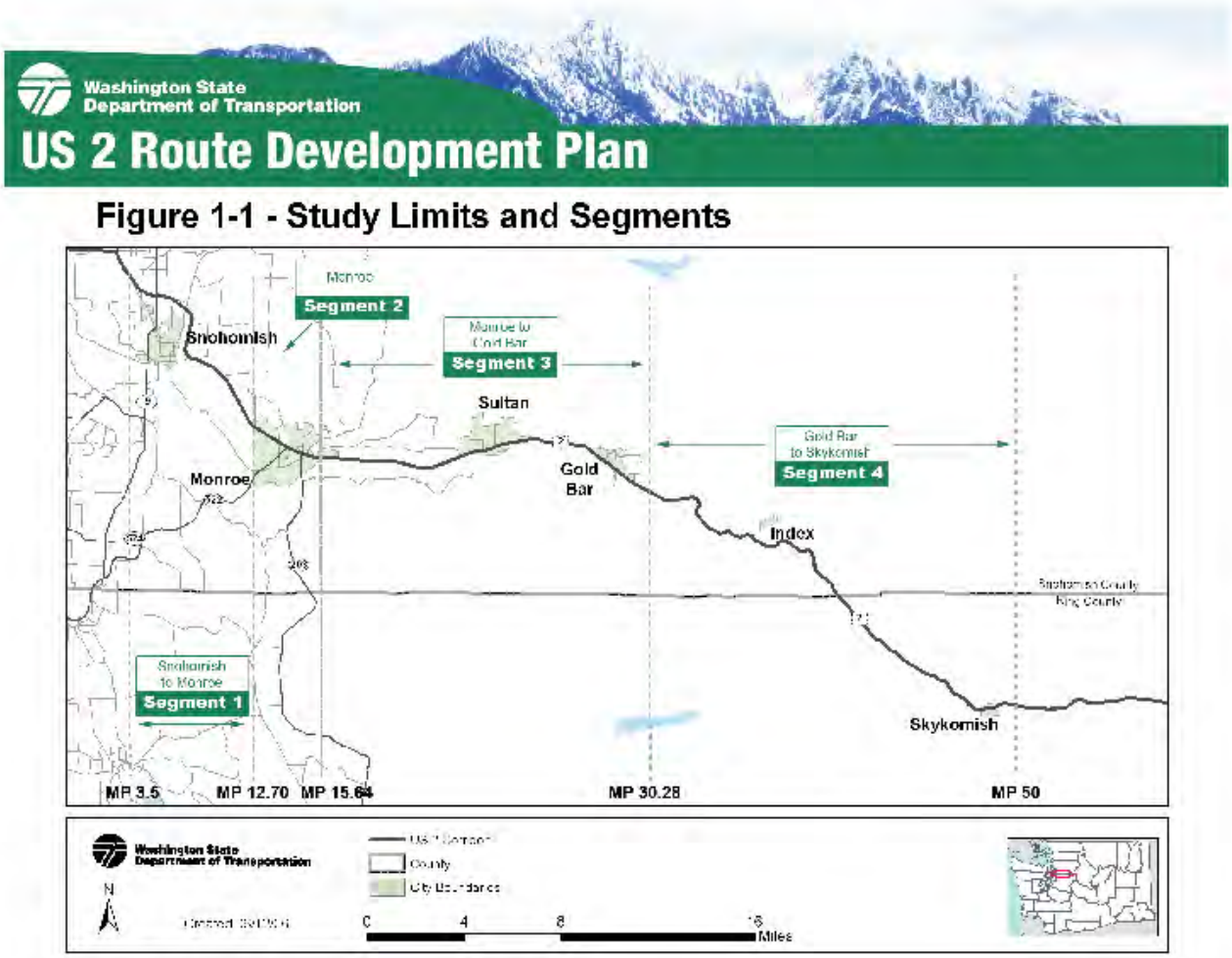
As part of this project, WSDOT evaluated three travel demand models to determine their applicability for providing 2006-2030 traffic growth rates for the US 2 Corridor:

1. The draft Snohomish County Transportation Element traffic model;
2. The most current Puget Sound Regional Council (PSRC) EMME2 travel demand model; and

3. The City of Monroe Transportation Plan Update traffic model.

In developing traffic forecasts for the US 2 Corridor, WSDOT took data from the City of Monroe Transportation Plan Update traffic model as well as the PSRC EMME2 travel demand model. Section 4 of this report discusses the traffic growth assumptions gathered from the two models as well as the post-processing techniques used to apply those assumptions.

WSDOT identified seasonally adjusted 2006 base year data, future forecast growth assumptions and post-processing techniques. Then, WSDOT subsequently developed traffic forecasts for the year 2030 on US 2 and at 23 key intersections in the corridor. That information is presented in Section 5.



2 Base Year Traffic Data

In 2006, WSDOT and Snohomish and King Counties collected traffic data for this study. The traffic data included average daily traffic (ADT) at 25 locations along the study area of the US 2 Corridor as well as numerous counts collected on intersecting roadways and highways. Intersection turning movement data was also collected for the study.

Snohomish and King county staff counted traffic at a total of 23 key intersections. In addition, there were two automatic traffic recorder (ATR) sites on US 2: R052 located at State Route Mile Post (SRMP) .26, and P038 located at SRMP 50.12. These provided supplementary traffic data and seasonal variation information for the study.

The staff collected ADT and turning movement data during weekday and weekend time periods, mainly in February and March 2006. A list of the 23 key intersections counted is provided in **Table 2.1**.

Table 2.1
US 2 Corridor RDP Key Intersections with Traffic Counts

ID	SRMP	ARM	Intersection Cross Street
1	3.85	3.98	Bickford Avenue (83rd Ave /Old SR 2)
2	5.04	5.17	SR 9 Interchange
3	8.51	8.64	88th Street Interchange (2nd St)
4	10.08	10.16	Westwick Road (100th Street)
5	10.55	10.63	Roosevelt Road
6	12.95	13.03	Fryelands Blvd (E Roosevelt Road)
7	13.87	13.95	179th Avenue SE
8	14.37	14.45	SR 522 Interchange
9	14.57	14.65	Kelsey Street
10	14.92	15.00	SR 203 (Chain Lake Rd / Lewis St)
11	15.15	15.23	Woods Creek Road (Ann Street)
12	15.22	15.30	Old Owen Road (Main Street)
13	21.57	21.65	299th Avenue SE (Old Owen/Fern Bluff)
14	22.37	22.45	Mann Road (311th Ave/5th Avenue)
15	22.77	22.85	Main Street (Sultan)
16	23.14	23.22	Sultan Basin Road (323rd Avenue SE)
17	27.45	27.32	Nugget (Gold Bar)
18	27.92	28.00	First Avenue (399th Avenue SE)
19	28.17	28.25	5th Street (Gold Bar)
20	29.48	29.56	Picklefarm Road (Gunn Road/415 Ave)
21	30.04	30.12	Rieter Road (Gold Bar)
22	35.62	35.70	Index-Galena Road
23	48.71	48.79	5th Street N (Skykomish)

3 SEASONAL ADJUSTMENT FACTORS

The PM peak hour traffic data collected during February and March needed to be seasonally adjusted. This adjustment would allow WSDOT to use the 2006 data to forecast an annual average weekday (AAWDT), and an average weekend in a high month (August) for the year 2030. WSDOT needed two different sets of factors for seasonal adjustment –one to adjust for weekday traffic, and another for weekend traffic.

WSDOT analyzed seasonal factors, including US 2 generalized group factors used to convert 2006 average daily traffic (ADT) to annual average daily traffic (AADT). WSDOT also detailed 2005 actual seasonal variation factors derived from two automatic traffic recorders: R052 located at SRMP .26, and P038 located at SRMP 50.12.

The US 2 generalized group factors were limited in use for AWDT conversion, and shouldn't be used at all for weekend seasonal adjustments. WSDOT recommended that the US 2 group factors be combined with the ATR factors on the east and west portions of the corridor to provide the weekday seasonal adjustment factors, while the ATR's be used exclusively for the weekend factors.

Though the US 2 Corridor study separates the highway into four segments, WSDOT divided the US 2 Corridor into three (3) sections for the application of the seasonal traffic adjustment factors. The three sections represented the West, Central and East portions of the US 2 Corridor, each with distinct traffic flows and traffic generating characteristics. The sections of the US 2 Corridor are described here along with a description of the applied seasonal factors:

West Section - SRMP 3.85-15.22 from Bickford Ave. to east of Old Owen Rd.

- For weekday used a combined factor which averaged R052 annual average month adjustment factors with US 2 Generalized Group Factors
- For weekend used R052 weekend seasonal high month (August) adjustment factors

Central Section - SRMP 15.23.-30.04 from east of 299th Ave SE to east of Reiter Rd.

- For weekday used US 2 Generalized Group Factors or weekend used a combined factor which averaged

R052 and P038 weekend seasonal high month (August) adjustment factors

East Section - SRMP 30.05-50.12 from west of Index-Galena Rd. to east of 5th St. N

- For weekday used P038 weekday annual average month adjustment factors
- For weekend used P038 weekend seasonal high month (August) adjustment factors

Table 3.1 shows the US 2 weekday and weekend seasonal adjustment factors that were developed and applied to the traffic data.

Table 3.1
US 2 Corridor RDP Seasonal Adjustment Factors

US 2 Intersection	State Route Mile Post	Seasonal Adjustment Factors for Weekday	Seasonal Adjustment Factors for Weekend
	SRMP	2006	2006
Bickford Avenue (83rd Ave /Old SR 2)	3.85	1.04	1.05
SR 9 Interchange	5.04	1.04	1.05
88th Street Interchange (2nd St)	8.51	1.04	1.05
Westwick Road (100th Street)	10.08	1.04	1.05
Roosevelt Road	10.55	1.04	1.05
Fryelands Blvd (E Roosevelt Road)	12.95	1.04	1.05
179th Avenue SE	13.87	1.04	1.05
SR 522 Interchange	14.37	1.04	1.05
Kelsey Street	14.57	1.04	1.05
SR 203 (Chain Lake Rd / Lewis St)	14.92	1.04	1.05
Woods Creek Road (Ann Street)	15.15	1.04	1.05
Old Owen Road (Main Street)	15.22	1.04	1.05
299th Avenue SE (Old Owen/Fern Bluff)	21.57	1.04	1.60
Mann Road (311th Ave/5th Avenue)	22.37	1.04	1.60
Main Street (Sultan)	22.77	1.04	1.60
Sultan Basin Road (323rd Avenue SE)	23.14	1.04	1.60
Nugget (Gold Bar)	27.45	1.04	1.60
First Avenue (399th Avenue SE)	27.92	1.04	1.60
5th Street (Gold Bar)	28.17	1.04	1.60
Picklefarm Road (Gunn Road/415 Ave)	29.48	1.04	1.60
Rieter Road (Gold Bar)	30.04	1.04	1.60
Index-Galena Road	35.62	1.58	2.04
5th Street N (Skykomish)	48.71	1.34	1.62

4.0 TRAFFIC FORECASTING ASSUMPTIONS

In developing the 2030 weekday and weekend traffic forecasts, WSDOT again divided the US 2 Corridor into the three sections described in Section 3 above. These three sections represent the West, Central and East sections of the corridor.

4.1 WEEKDAY FORECASTS

The traffic forecasting assumptions used to develop the US 2 Corridor 2030 annual average weekday traffic (AAWDT) PM peak hour forecasts were based on two travel forecasting models, each specific to the three corridor sections.

Monroe

The City of Monroe Transportation Plan Update provided traffic model and post-processed traffic forecasts. Specifically, the plan provided 2030 turning movement data for the US 2 intersections of 179th Ave SE, SR 522 and Kelsey Street. The plan provided year 2025 traffic volume and turning movement forecasts for Fryelands Blvd., SR 203, Woods Creek Rd, and Old Owen Rd., along with a 1% annual growth factor which was applied to extend them to 2030.

East Corridor

East of Monroe, from 299th Ave. SE to 5th St. N in Skykomish, WSDOT used the current PSRC travel forecasting model to develop the 2030 traffic forecasts. Since the PSRC model had a limited network in this area which only included US 2 and no intersecting arterials, the corridor was divided into four sections each reflecting (determined by) the PSRC model's specific forecast of 2006-2030 directional growth rates. WSDOT then applied these section-specific growth rates to the seasonally adjusted 2006 PM peak hour traffic counts and intersection approach volumes.

To calculate approach volume forecasts on the intersecting arterials and local roadways not coded in the PSRC's model, the US 2 Corridor directional growth rates were simply averaged and applied to the through movements, while left and right turns were forecasted by applying the appropriate US 2 directional growth rate. Table 4.1 provides the growth rates applied to the east corridor intersections.

Table 4.1
US 2 East Corridor RDP Growth Forecasting Factors

US 2 Intersection	SRMP	2006-2030 Weekday Forecast Growth Factors		
		US 2 EB	US 2 WB	Intersecting Arterials through movements
299th Avenue SE (Old Owen/Fern Bluff)	21.57	1.93	1.66	1.8
Mann Road (311th Ave/5th Avenue)	22.37	1.93	1.66	1.8
Main Street (Sultan)	22.77	1.93	1.66	1.8
Sultan Basin Road (323rd Avenue SE)	23.14	1.93	1.66	1.8
Nugget (Gold Bar)	27.45	1.85	1.64	1.75
First Avenue (399th Avenue SE)	27.92	1.85	1.64	1.75
5th Street (Gold Bar)	28.17	1.85	1.64	1.75
Picklefarm Road (Gunn Road/415 Ave)	29.48	1.85	1.64	1.75
Rieter Road (Gold Bar)	30.04	1.88	1.72	1.80
Index-Galena Road	35.62	1.17	1.35	1.26
5th Street N (Skykomish)	48.71	1.17	1.35	1.26

West Corridor

West of Monroe, from Roosevelt Rd. to Bickford Rd., WSDOT also used the current PSRC travel forecasting model to develop the 2030 traffic forecasts. The model network included most of the intersecting arterials and local roadways required for the production of the required intersection turning movement forecasts, with the exception of 88th Ave east of US 2 and Roosevelt Ave north of US 2.

WSDOT used the PSRC model to forecast 2006-2030 traffic growth on US 2 and the arterial intersection approaches. WSDOT then added the traffic growth to the seasonally adjusted 2006 PM peak hour data to develop the 2030 volume forecasts. To provide intersection turning movement forecasts, the forecasts use the Furness, or bi-proportional balancing method, to post process and balance flows through the corridor.

Since 88th St. SE and Roosevelt Rd. east of US 2 were not coded in the PSRC model network while traffic projections on Westwick Rd east of US 2 were high compared to actual counts, WSDOT used a slightly different procedure to develop 2030 traffic forecasts on this area.

An examination of the TAZ boundaries in the area showed that all three roadways are currently serving land uses accounted for in PSRC TAZ 631. A comparison of the combined 2006 PM peak hour traffic volumes (seasonally adjusted) on all three roadways to the model's estimate of 2006 PM peak hour traffic originating/destined to TAZ 631 was within 10%.

Therefore, WSDOT assumed that the 2006-2030 traffic growth originating/destined to TAZ 631 could be redistributed and added to the three roadways based on the traffic distribution observed in the 2006 traffic counts. Using the Furness method, these forecasts were then post-processed to provide intersection turning movements and corridor balancing along with the rest of the corridor forecasts for the year 2030.

4.2 WEEKEND FORECASTS

None of the three travel forecasting models provided weekend traffic predictions. WSDOT developed forecasts for the US 2 and its intersecting roadways, calculating the average weekend PM peak hour traffic in a peak month (August) in the year 2030. This was done without weekend forecasts from the models. WSDOT developed the traffic forecast by first calculating the ratio of the 2006 adjusted weekday PM peak hour traffic counts to the 2006 adjusted weekend PM peak hour traffic counts, then applying that ratio to the post processed 2030 average weekday PM peak hour forecasts:

2030 Weekend High Month Average PM Pk Hr Forecast =
2030 Annual Average Weekday PM Pk Hr x
(2006 High Month Average Weekend PM Pk /
2006 Annual Average Weekday PM Pk)

It is standard practice to build off of a future weekday traffic forecast based on the observed ratio of weekday to weekend traffic count data. WSDOT applied this same formula consistently across the US 2 Corridor to calculate volumes and intersection turning movement forecasts for the year 2030.

However, two exceptions to this method were made – first on US 2 east of Bickford Ave, and also on SR 522 north of US 2. At these two locations, high traffic growth increases projected by both the PSRC and the City of Monroe forecasting models caused an unrealistic reversal in the peak directional weekend traffic flows. Here, the volumes were reduced to better reflect a more balanced directional traffic forecast. See Table 4.2 for a comparison of the initial and revised volumes at these locations.

Table 4.2
Weekend Forecast Intersection Post Processing

Location	Dir	2006 Weekend PM Pk Hr (Seasonally Adjusted)	Initial 2030 Weekend PM Pk Hr Forecasts	% increase	Revised 2030 Weekend PM Pk Hr Forecasts	% increase
US 2 w/o Bickford Ave.	EB	832	1763	112%	1455	75%
	WB	994	1322	33%	1322	33%
SR 522 n/o US 2	SB	509	1128	122%	624	23%
	NB	817	1000	22%	1000	22%

5.0 FORECAST YEAR TRAFFIC DATA

The following four tables provide the seasonally adjusted 2006 and forecasted 2030 weekday and weekend turning movement forecasts for the 23 key intersections.

Table 5-1
2006 Weekday Seasonally Adjusted
Annual Average PM Peak Hour Turn Movement Estimate

ID	SHRP	AM	Intersection Cross Street	EB			WB			NB			SB		
				L	T	R	L	T	R	L	T	R	L	T	R
1	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]		[illegible]		[illegible]		[illegible]			
2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]				[illegible]		[illegible]
5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]				[illegible]		[illegible]
6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]				[illegible]		[illegible]
9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]			[illegible]			[illegible]
12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
13	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
14	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
15	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]						[illegible]
16	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
17	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]						[illegible]
18	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]						[illegible]
19	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]						[illegible]
20	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
21	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]				[illegible]		[illegible]
22	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]				[illegible]		[illegible]
23	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]			

Table 5-2

2006 Weekend Seasonally Adjusted High Month Average PM Peak Hour Turn Movement Estimate

ID	SRMP	ARM	Intersection Cross Street	EB			WB			NB			SB		
				L	T	R	L	T	R	L	T	R	L	T	R
1	3.05	3.10	Bickford Avenue (Bickford Ave / Old SR 2)		690	242		705		230		5			
2	5.04	5.11	SR 9 Interchange	53	420	67	65	652	174	192	494	20	111	274	9
3	8.61	8.64	84th Street (Main Range / Hill St)	78	558	38	277	780	35	60	197	288	17	134	34
4	10.09	10.15	Westwick Road (100th Street)	55	276			1,037	12				5		61
5	10.55	10.63	Roosevelt Road	28	18			898	7				4		35
6	12.55	12.59	Frystonks Blvd (E Roosevelt Road)	27	699	52	66	653	43	120	46	46	75	7	57
7	13.07	13.35	176th Avenue SE	35	738	57	70	801	50	50	28	104	120	28	80
8	14.32	14.36	SR 522 Interchange	94	498		8	891	148				168		41
9	14.47	14.55	Kelsey Street	336	479	98	74	1,355	153	63	235	105	343	179	301
10	14.82	15.00	SR 203 (Chain Lake Rd / Lewis St)	125	548	172	30	1,324	41	239	107	100	80	82	40
11	15.16	15.28	Woodin Creek Road (Main Street)	20	592	46	8	1,2[illegible]	69	3	0	6	3	0	286
12	15.22	15.30	Old Owen Road (Main Street)	173	48	13	18	973	39	139	135	98	68	162	172
13	21.57	21.35	268th Avenue SE (Old Owen/Fern St)	52	27	6	6	1,378	173	3	3	3	157	5	36
14	22.37	22.45	Main Road (211th Avenue)	11	188	52	96	1,188	8	64	5	46	6	22	64
15	23.77	23.85	Main Street (Sultan)	13	585			1,7[illegible]	141				64		18
16	23.94	23.92	Sultan Basin Road (93rd Avenue SE)	113	648	52	7	1,575	6	35	7	7	3	3	135
17	27.45	27.32	Nugget (Gold Bar)	5	622			1,488	0				3		0
18	27.82	28.00	First Avenue (268th Avenue SE)	63	628			1,[illegible]	21				28		63
19	28.17	28.25	5th Street (Gold Bar)	11	533			1,45[illegible]	5				2		9
20	28.48	28.30	Pickleform Road (Gunn Road/410 Ave)	112	408	9	7	1,341	11	7	3	3	5	0	73
21	28.84	28.92	Reiter Road (Gold Bar)	55	344			1,288	6				2		137
22	29.62	28.70	Indian Creek Road	43	288			1,8[illegible]	28				10		43
23	48.7[illegible]	48.79	5th Street N (Snohomish)		199	5	36	1,238	0	8		8			

Table 5-3

2006 Weekend Seasonally Adjusted High Month Average PM Peak Hour Turn Movement Estimate

ID	SRMP	ARM	Intersection Cross Street	EB			WB			NB			SB		
				L	T	R	L	T	R	L	T	R	L	T	R
1	3.05	3.10	Bickford Avenue (First Ave / Old SR 2)		1,66[illegible]	964		1,715		61[illegible]		74			
2	5.04	5.11	SR 9 Interchange	481	1,097	214	199	1,075	165	180	1,607	41	34[illegible]	160	19
3	8.61	8.64	84th Street Interchange (2nd St)	104	1,187	29	525	1,758	52[illegible]	85	285	445	65	164	79
4	10.09	10.15	Westwick Road (100th Street)	186	1,508			2,289	15				2		129
5	10.55	10.63	Roosevelt Road	118	1,398			2,224	40				2		68
6	12.55	12.63	Frystonks Blvd (E Roosevelt Road)	66	1,076	235	49	1,434	115	222	285	75	45	91	117
7	13.07	13.35	176th Avenue SE	110	1,238	110	170	1,613	150	320	640	410	576	60	94
8	14.57	14.42	SR 522 Interchange	60	1,018			1,233	330				1,200		220
9	14.97	14.85	Kelsey Street	600	1,815	210	190	1,212	70	220	320	110	210	240	510
10	14.93	15.00	SR 203 (Chain Lake Rd / Lewis St)	312	1,480	226	263	975	50	470	250	184	434	350	114
11	15.15	15.27	Woods Creek Road (Main Street)	876	1,184	92		1,172	115			37			605
12	15.22	15.30	Old Owen Road (Main Street)	290	1,136	15	104	441	43	367	174	474	155	150	275
13	21.57	21.85	268th Avenue Ste (Old Owen/Fern St)	102	1,889	0	0	848	274	2	5	12	282	2	54
14	22.37	22.45	Main Road (211th Avenue)	89	1,596	44	32	899	35	82	22	44	185	20	43
15	23.77	23.85	Main Street (Sultan)	19	1,441			938	138				371		19
16	23.14	23.22	Sultan Basin Road (93rd Avenue SE)	291	1,192	64	2	344	13	16	4	2	2	2	108
17	27.45	27.32	Nugget (Gold Bar)	19	947			937	0				0		3
18	27.92	28.00	First Avenue (268th Avenue SE)	150	784			930	32				23		56
19	28.17	28.25	5th Street (Gold Bar)	17	758			935	24				31		37
20	28.48	28.68	Pickleform Road (Gunn Road/410 Ave)	233	577	2	0	388	7	2	6	0	21	0	65
21	28.84	28.92	Reiter Road (Gold Bar)	65	324			483	5				8		38
22	29.62	29.70	Indian Creek Road	67	157			422	17				2		49
23	48.71	48.79	5th Street N (Snohomish)		135	19	0	372		27		6			

Table 5-4

2006 Weekend Seasonally Adjusted High Month Average PM Peak Hour Turn Movement Estimate

ID	KMP	ARM	Intersection Cross Street	EB			WB			NB			SB		
				L	T	R	L	T	R	L	T	R	L	T	R
1	[illegible]	[illegible]	Walters Avenue (Old Alt US 2)		1,052	403		1,141		281		14			
2	8.34	8.17	SR 5 Interchange	116	814	123	133	377	730	149	106	17	320	374	19
3	8.51	8.64	88th Street Interchange (2nd St)	66	880	51	443	1,531	81	50	136	373	40	210	83
4	10.08	10.18	Westwick Road (109th Street)	127	1,130			1,043	40				15		150
5	10.55	10.38	Roosevelt Road	50	1,103			1,350	30				10		42
6	12.65	12.35	Frederick Rd (F Roosevelt Road)	44	877	152	77	1,645	73	226	154	57	75	116	83
7	13.67	13.36	179th Avenue NE	153	1,091	43	117	1,659	636	193	81	145	343	34	87
8	14.31	14.45	SR 522 Interchange	61	1,293			1,555	473				554		50
9	14.57	14.58	Ashley Street	546	1,139	131	133	1,671	88	137	210	85	328	377	783
10	14.62	14.33	SR 203 (Chase Lake Rd / Lewis St)	376	1,181	152	139	1,320	46	387	172	32	232	280	61
11	15.15	15.23	Woods Creek Road (Fire Street)	418	841	72		1,812	50			15			328
12	15.28	15.30	Gill Creek Road (Main Street)	213	787	22	193	1,984	30	171	110	171	30	162	206
13	21.57	21.55	202nd Avenue SE (Old Sunset Hwy Club)	100	1,460	5	11	2,021	237	0	6	5	300	0	34
14	22.37	22.45	Main Road (11th Ave/5th Avenue)	22	1,462	122	77	2,498	12	30	5	30	124	40	10
15	22.77	22.85	Main Street (Sultan)	19	1,703			2,353	254				124		18
16	23.14	23.22	Alpine Basin Road (Cline Avenue SE)	232	1,269	111	9	2,641	11	42	0	7	3	0	231
17	27.45	27.52	Nugget (Gold Bar)	9	1,160			2,438	0				0		70
18	27.92	28.00	Reit Avenue (200th Avenue SE)	149	973			2,241	55				40		130
19	28.17	28.25	8th Street (Gold Bar)	21	869			2,382	8				3		6
20	29.46	29.55	Twidwell Road - Gunn Road/416 Ave	267	762	15	3	2,120	18	0	0	5	0	0	123
21	30.04	30.12	Reiner Road (Bold Bar)	190	647			2,130	0				0		220
22	35.67	35.73	Index/Galena Road	57	347			2,047	19				12		19
23	48.71	48.79	8th Street N (SR 204/Main)		232	4	44	1,691	0	11		17			