RESOLUTION NO. 2017-02

A RESOLUTION of the City Council of the City of Bainbridge Island, Washington, adopting the Island-Wide Transportation Plan.

WHEREAS, the purpose of the City of Bainbridge Island's ("City's") Island-Wide Transportation Plan ("IWTP") is to identify transportation needs, develop level of service standards, provide recommendations on major transportation needs, and support the implementation of the City's transportation goals and policies in the Transportation Element of the City's Comprehensive Plan; and

WHEREAS, the City's Comprehensive Plan establishes the goals and policies that guide development on Bainbridge Island and, as required by Washington state law, the City is adopting an update to its Comprehensive Plan, including the Transportation Element of that plan which references the IWTP; and

WHEREAS, City staff have been working on updating the original 2004 Island-Wide Transportation Study concurrently with updating the Transportation Element of the Comprehensive Plan; and

WHEREAS, the IWTP, which also incorporates an update to the 2003 Non-Motorized Transportation Plan, was developed by City staff in partnership with the City's Non-Motorized Transportation Advisory Committee, at regular meetings of that committee in 2015 and 2016; and

WHEREAS, the Planning Commission also reviewed the IWTP several times, commencing on August 27, 2015, and including approval by the Planning Commission of the IWTP on November 10, 2016, subject to the incorporation of their comments; and

WHEREAS, the City Council reviewed the IWTP on November 1, 2016, November 15, 2016, January 3, 2017, and January 10, 2017; and

WHEREAS; the City Council also held a Public Hearing on the IWTP on December 6, 2016; now, therefore,

THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON DOES RESOLVE AS FOLLOWS:

Section 1. The City Council of the City of Bainbridge Island adopts the Island-Wide Transportation Plan dated February 2017 and attached hereto as Exhibit A.

Section 2. The City Council hereby incorporates the updated IWTP into the update of the Transportation Element of the City's Comprehensive Plan, and authorizes City staff to implement the goals and policies established in the Comprehensive Plan.

PASSED by the City Council this 28th day of February, 2017.

APPROVED by the Mayor this 28th day of February, 2017.

By: _____
Val Tollefson, Mayor

ATTEST/AUTHENTICATE:

By: _____
Christine Brown, City Clerk

FILED WITH THE CITY CLERK: December 30, 2016
PASSED BY THE CITY COUNCIL: February 28, 2017
RESOLUTION NUMBER: 2017-02

Exhibit A: Island-Wide Transportation Plan

CITY OF BAINBRIDGE ISLAND

ISLAND-WIDE TRANSPORTATION PLAN

February 2017

ISLAND WIDE TRANSPORTATION PLAN

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CHAPTER 1 INTRODUCTION

The City of Bainbridge Island is a unique community with a unique set of transportation needs. The City, which encompasses the entire island, is primarily residential and includes a variety of land uses and intensities of development from the urban Winslow area to farmlands and suburban communities. Each of these land uses has different transportation needs that ideally would be addressed separately; however, the entire roadway system operates as a system.

The backbone of the transportation system is the SR 305 Corridor that runs from the Bainbridge Island ferry terminal north to the Agate Pass Bridge. This State facility not only provides regional travel to and from the Island, but also is an important connection for local traffic needs. The Island's transportation system is truly multimodal, with commute, school, recreation, and shopping trips being commonly taken by, foot, bicycle, bus, auto, and ferry. While Winslow and other more urban areas have sidewalks, bicycle lanes, and widened shoulders, which facilitate non-motorized movement, there are many areas of the City where pedestrians and bicyclists must share the vehicle travel lanes or walk on narrow, unimproved shoulders. Non-motorized issues have been discussed as part of the City of Bainbridge Island's Non-Motorized Transportation Plan, which is part of this plan.

Traffic has increasingly become an issue for the community. Traffic from growth has resulted in increased roadway volumes, often coupled with high vehicle speeds and congestion at intersections. This traffic increases conflicts with non-motorized users. In addition, the release of the ferry and other commuter traffic creates surges of vehicles onto the highway and the entire roadway system. During peak commute hours and tourist season, the highway can be overwhelmed, resulting in congestion and delays.

Plan Purpose

The Island-Wide Transportation Plan (IWTP) represents an update and expansion of the 2004 Island-Wide Transportation Study (IWTS) in support of and in aid to the implementation of the Transportation Element of the Comprehensive Plan. The IWTP focuses on the issues and desires of the Bainbridge Island community to develop a transportation system that will accommodate vehicle traffic patterns within a multimodal environment. Figure 1-1 shows the study area and primary transportation features in relationship to the surrounding region.

The purpose of this plan is to provide the technical data and analysis to facilitate transportation planning and to aid in implementation of the Transportation Element of the Comprehensive Plan. The effort will include the development of a transportation model based on recent traffic counts, land use data, and roadway information that has allowed the analysis of existing and future travel needs. The emphasis in the model is to identify congested areas and the improvements needed to accommodate existing future vehicle traffic considering the needs of all the Island's transportation modes of travel.

Figure 1-1

Island Transportation Context

Credit: Microsoft Expedia

Island Wide Transportation Study
City of Bainbridge Island

The IWTP incorporates information from other transportation planning efforts to provide a consistent approach to transportation issues. The IWTP uses information from the Winslow Master Plan and Comprehensive Plan to provide a document that directs transportation planning efforts throughout the community.

Planning History

In 1994, the City's Transportation Plan provided discussion and analysis of the transportation needs of the Island, except for the Winslow subarea that was studied separately. The final study was adopted and incorporated in the Transportation Element of the City's 1994 Comprehensive Plan. Since that time, several Comprehensive Plan updates have occurred to clarify, modify, or revise various sections of the study, including those in the Transportation Element.

In 1995, the Winslow Master Plan, as a sub-element of the Comprehensive Plan, provided focus of the transportation needs in the Winslow and ferry terminal areas. In 2002, a Non-Motorized Transportation Plan was adopted to propose a transportation system to meet the needs of pedestrians, bicyclists, and other non-motorized transportation users.

The City's Non-Motorized Transportation Advisory Committee (NMTAC) and staff have worked together to evolve the City's level of thinking for non-motorized planning. This work has been reflected in Comprehensive Plan updates.

The NMTAC and staff recognize the substantial effort that was involved with creating the original 2004 Island-Wide Transportation Study and 2003 Non-Motorized Transportation Plan. Each of these efforts was developed with extensive effort and time by members of the community through steering committees, public participation, workshops, and surveys. Their influence is part of this plan and represents the values and thoughts of the community. These studies are comprehensive and is still largely relevant today.

Since the development of these plans, the City has been successful in implementing transportation improvement projects with a focus on non-motorized projects, including a successful track record of procuring grant funding. At the time of this writing the City is undertaking several significant grant-funded projects including the Sound to Olympics (STO) Trail, the Wing Point Way Reconstruction, and the Wyatt Way Reconstruction projects.

Relationship to Comprehensive Plan

The Transportation Element of the Comprehensive Plan provides transportation policy. This includes identification of transportation issues, establishing a comprehensive vision for transportation, and setting overarching goals. Elements of the IWTP were used to develop the Transportation Element. The IWTP provides the technical data and analysis to facilitate transportation planning and provides for implementation of the vision, and goals, and policies established in the Transportation Element, as well as a detailed analysis of a variety of

transportation issues affecting the community. It is intended that the IWTP be adopted by Council as a reference document to the Transportation Element in the Comprehensive Plan.

The City of Bainbridge Island has developed its Comprehensive Plan under the requirements of the Growth Management Act (GMA). The GMA requires that jurisdictions identify existing transportation system characteristics, establish level of service ratings, identify existing and future deficiencies, develop improvement projects and strategies to mitigate deficiencies, and analyze projected revenues to ensure that necessary improvements will be constructed concurrent with demand.

The City is currently undergoing an update to its Comprehensive Plan, to be completed in early 2017. The Island-Wide Transportation Study (now IWTP) was last updated in 2004, and is being updated concurrently with the Comprehensive Plan.

Plan Update Process

This update of the Island-Wide Transportation Plan was designed to be more limited in scale than the prior efforts to develop the original plans. With resources largely focused on implementation, this update was accomplished by staff working with the NMTAC to review and comment on a chapter by chapter basis. The City engaged the services of Transportation Solutions Incorporated (TSI) to support the City Council in considering implementation of Transportation Impact Fees. This effort involved extensive traffic counts and the creation of a transportation model. This information was utilized for editing the write up and updating the exhibits in the IWTP. TSI was consulted to support updates to Chapters 3 and 4, and for peer review.

Public involvement related to the plan has been oriented around regular NMTAC meetings and the review of the plan along with the Transportation Element of the Comprehensive Plan by the Planning Commission. Public comment was taken at these meetings starting in early 2015 and continuing to the City Council's review in the fourth quarter of 2016. A project page on the City's website for the plan was provided to facilitate public engagement.

Plan Organization

The Island-Wide Transportation Plan is organized in chapters. Each chapter addresses one or more of the plan goals and discusses how the policies are to be implemented by the City. The chapters are as follows:

Chapter 1: Introduction
Chapter 2: Sustainability and Quality of Life
Chapter 3: Operations and Mobility
Chapter 4: SR 305
Chapter 5: Safety and Maintenance
Chapter 6: Non-Motorized Transportation
Chapter 7: Other Transportation Systems
Chapter 8: Financing

A matrix is provided below showing where in the IWTP the information is contained to address Growth Management Act requirements for transportation planning in accordance with RCW 36.70A.070(6).

Table 1 -1, GMA requirements for Transportation Planning.	
Land use assumptions used in estimating travel. (i)	Refer to Chapter 3.
Estimated traffic impacts to State owned transportation facilities. (ii)	Refer to Chapter 4.
Inventory of transportation facilities and services. (iii-A)	Refer to Figure 3-1, Roadway Classifications, Figure 7-1, Ferry Routes and Figure 7-5 Kitsap Transit Routes.
Level of service standards for locally owned arterials and transit routes. (iii-B)	Refer to Chapters 3 and 7.
Level of service standard for state highways. (iii-C)	Refer to Chapter 3.
Actions to correct current level of service deficiencies. (iii-D)	Refer to Chapters 3 and 4.
Traffic forecasts. (iii-E)	Refer to Chapters 3 and 4.
Identification of needs to meet future local and state system demands. (iii-F)	Refer to Chapters 3 and 4.
Probable funding capacity. (iv-A)	Refer to Chapter 8.
Multi-year financing plan to meet road and transit level of service standards over the next 6 years. (iv-B)	Refer to Chapter 8.
Probable funding shortfalls and strategies to address funding needed to meet or reassess level of service standards. (iv-C)	Refer to Chapter 8.
Assessment of impacts of plan on neighboring jurisdictions. (v)	Refer to Chapters 3, 4, and 7.
Demand Management Strategies. (vi)	Refer to Chapter 7.
Non-Motorized element planned improvements. (vii)	Refer to Chapters 6 and 8.

CHAPTER 2

SUSTAINABILITY AND QUALITY OF LIFE

Of great concern to the Bainbridge Island community is the relationship between the transportation system elements and the character of the community, livability, public health, and the environment. This chapter discusses each of these elements of the transportation system, identifies how this plan responds to these issues, and provides examples of transportation system features that illustrate these concepts. This chapter provides additional context to support the transportation issues, policies, and goals in the Transportation Element of the Comprehensive Plan.

Transportation plays a large role in the quality of life of Bainbridge Island residents. The ferry terminal to Seattle and the Agate Pass Bridge are the only two options for traveling off the island. Many Islanders commute off-island by ferry or by bridge. Lengthy commute times by ferry or being stuck in traffic on SR 305 mean spending hours away from family, friends, and activities. Speeding and cut-through traffic makes neighborhood streets feel unsafe. Reliable and efficient transportation on and off island is important to balance jobs and housing and maintain the quality of life for Island residents.

Poor quality or nonexistent bicycle and pedestrian facilities can be a deterrent to residents walking or bicycling for transportation, connecting to transit, traveling to schools and parks, as well as for recreational purposes. Non-motorized facility networks provide options for active modes of transportation allowing residents to make healthy lifestyle choices. Walkability and bikeability are desirable characteristics of neighborhoods. An increasing number of Island residents are choosing to walk and bike to work and to obtain goods and services in the more densely developed areas of the Island.

How people choose to travel is a key element of both environmental sustainability and quality of life. Transportation is a significant contributor to climate change, as it accounts for a high percentage of greenhouse gas emissions. Emissions from transportation, especially diesel particulates, are a significant health hazard. The City's Comprehensive Plan focuses growth in areas such as Winslow and the Neighborhood Centers. With good planning and implementation of mixed use and higher densities within these areas, development can lead to a more sustainable growth pattern and preserve community character. Investments in infrastructure for active transportation modes and access to transit allow for reduced dependence on the automobile and present opportunities for the Island to develop more sustainably, and improving the quality of life for Island residents.

Active transportation facilities improve accessibility for people of all ages and abilities. For example, barriers to travel by wheelchair or walker (such as curbs lacking curb cuts) and lack of resting places for people with limited stamina, greatly reduce people's ability to participate in community life. Many youth and seniors do not drive.

Infrastructure for active transportation also reduces the need for parking, which in turn improves walkability and bikeability, and access to transit by encouraging more compact development. Costs of owning cars are a major expense for families, and good non-motorized infrastructure with compact development can make living on Bainbridge more affordable, allowing a more economically diverse community.

Transportation infrastructure and associated drainage have direct impacts on the environment. Stormwater runoff from roads can contribute to water pollution, flooding, and water temperature elevation in riparian stream habitat corridors and Puget Sound. The road network right-of-way presents many opportunities to incorporate sustainable practices providing positive contributions to environmental sustainability.

Community Character

Community character is a term used to identify the elements that define Bainbridge Island. The City of Bainbridge Island's Comprehensive Plan discusses the Island's character as "… forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation." [Comprehensive Plan]

Relationship to Transportation

The transportation elements related to community character include the highway, major streets, neighborhood roadways, and pedestrian and bicycle facilities. Community character includes natural and manmade features within the roadway right-of-way, such as trees with native understory and landscaping, drainage ditches, and street lighting. Each of these elements define the existing character of the City of Bainbridge Island. Some of these elements may be highly desired such as trees and plantings.

Much of the character of the transportation system stems from the roadway development. Roadways throughout the Island were originally constructed as logging, mill, or farm-to-market roads, connecting the rural areas of the Island with areas of urban development such as Winslow and to transportation connections such as "mosquito fleet" foot ferry docks. As the Island became more developed, major transportation features were added, including the Agate Pass Bridge, SR 305, and the Washington State Ferry's Bainbridge Island terminal. Island roadways were also improved over time – pavement was added, roadways were widened, drainage was improved, and traffic controls were added to improve vehicle mobility and safety. Designated centers, mainly Winslow, saw a higher level of development including sidewalks and pedestrian paths, on-street parking spaces, street trees and landscaping, and street lighting. Recent improvements to the Winslow area include bicycle lanes and sidewalks, pedestrian crosswalks and refuge areas, bicycle and pedestrian paths, vehicle turn lanes, roundabouts, and other transportation features. New property developments are required to include transportation improvements along the property's frontage in accordance with the City's roadway design standards.

The City has followed the community's desires by defining and implementing an appropriate look and feel for its roadway and off-roadway transportation systems. Emphasis throughout the City's planning activities has responded to the community's concerns about preserving the elements that define the character of the community.

- The adopted Winslow Master Plan emphasizes the use of traffic calming to slow traffic speeds and promotes the development of pedestrian and sidewalk facilities within Winslow.
- The City roadway standards use 10-foot wide travel lanes instead of the standard 12 feet, creating a narrower feel and less paved width. This helps to slow traffic and reduce stormwater impacts of roads.

- The City developed a Non-Motorized Transportation Plan and created a Non-Motorized Transportation Advisory Committee to provide better facilities for pedestrians and bicyclists throughout the Island.
- The City continues to explore and implement innovative traffic control options such as the roundabout at Madison Avenue and High School Road as alternatives to the installation of traffic signals.
- The City continues to evolve its transportation vision to include complete streets, shoulder networks for cyclists, sidewalk improvements for better accommodation of a wide range of users, and trails including regional, intra-island, and local connecting pathways.
- The City with Kitsap County has developed the concept of the Sound to Olympics Trail (STO) – a regional trail crossing Kitsap between both Winslow and Kingston to the Hood Canal Bridge – which will link the Burke-Gilman Trail in Seattle and the Olympic Discovery Trail.

Community Character Transportation Features

The IWTP is focused on identifying the infrastructure needed to improve mobility and safety of the transportation system. The plan's alternatives and recommendations meet the plan's goals for maintaining community character including:

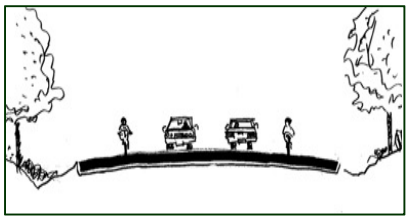
- ***Road development guidelines*** – Providing consistency with the adopted roadway standards that promote the retention of appropriate roadside vegetation and trees and follow the natural topography.
- ***Street design guidelines*** – Providing for and protecting the development of more urban features, such as parking, sidewalks, and bicycle facilities within designated centers, widened shoulders and separated paths in less urban areas. Providing context appropriate street designs that promote the use of all modes of transportation for all ages and abilities of people.
- ***Street lighting guidelines*** – Concentrating street lighting within Winslow and Neighborhood Centers and areas identified by safety or community planning needs.
- ***Scenic resource and habitat protection*** – Focusing the development of the transportation system within existing and carefully chosen new travel corridors, while retaining trees with understory and standing or fallen deadwood.
- ***SR 305 Scenic Byway*** – Retaining the scenic character of SR 305 by discouraging new access points, and maintaining or enhancing vegetative buffers. SR 305 is a WSDOT designated Scenic Byway, and the community wishes to preserve, enhance, and restore healthy forested habitat along the corridor. Trees, understory, standing and fallen deadwood all contribute to the desired view-shed and wildlife corridor. Vegetative buffer screening adjacent development is important, both within WSDOT right-of-way, and within adjacent land bordering the highway. Development of the Sound to Olympics Trail in and along the SR 305 right-of-way is planned to reduce the need for more motor vehicle lanes, enhance vegetative buffers, and improve connections with transit. Reversible bus rapid transit lanes are being studied to move people more efficiently, and with minimum impervious surface.

Desired features of Community Character

The photographs and sketches identify some of the key features that define the transportation character of Bainbridge Island.

Following natural topography, roadside trees and vegetation, with minimized paved surfaces are desired in conservation areas

Crosswalks, parking, street lighting, and non-motorized facilities are desired features in urban areas



Integration of bicycles, pedestrians, and non-motorized facilities are important features for the community

Livability and Health

The public is becoming more conscious of the environment in which they live and an increasing percentage of the population desires to live in places that are walkable and bikeable. The federal Centers for Disease Control (CDC) and the Kitsap Public Health District strongly encourage developing active transportation facilities to support moderate exercise for basic public health. Today prospective home buyers are presented with statistics such as walkability scores. A growing number of residents' desire active transportation alternatives for daily trips including access to goods and services. More and more commuters choose active modes of transportation to commute to work. On Bainbridge Island, many residents commute by walking and bicycling to the Seattle ferry. Other commuters use Kitsap Transit or carpool and often walk to stops within their neighborhood.

Relationship to Transportation

In order to achieve livability and promote public health, frequent updating of standards and incremental investments in transportation infrastructure, including non-motorized elements, are essential.

- ***Roadway Standards*** – Pedestrian and bicycle facilities provide for active modes of transportation and recreation. Street lighting is to be appropriate for routes where residents are walking or cycling to school, work, or transit in the dark during fall and winter months. This is particularly important for people with low vision, including seniors. Recognizing that investments take time, provide interim measures for additional non-motorized safety through means such as reducing speed limits, providing wider shoulders, and installation of signage.

- ***Complete Streets*** – Investments over time in pedestrian and bicycle facilities within both designated center areas will provide for greater connectivity. Many streets lack sufficient sidewalks and bike lanes. Many secondary arterial roadways lack shoulders and separated facilities.
- ***Multi-use pathways*** – Investments in separated pathways with regional, intra-island and local connectivity.
- ***ADA Transition Plan*** – The City is continuing a process of identifying ADA-accessible routes for people with reduced mobility, many using assistive devices such as wheelchairs (motorized and manual) and walkers.

Neighborhoods

Bainbridge Island is a residential community and the protection of neighborhood areas and promotion of neighborhood transportation facilities is an important concern for Island residents. Designated centers such as Winslow need a high level of development with pedestrian and bicycle facilities, transit access, and a development of residential street character. In conservation areas, residents are concerned about the impacts of traffic flow, the development of non-motorized facilities and improving future connections and circulation.

Relationship to Transportation

Provide a safe roadway system in residential areas for adults and children walking, bicycling, and driving. The City of Bainbridge Island has a limited transportation network and vehicle movements often depend on a single street. Because of this, as traffic levels increase on the arterial street system, adjacent and parallel streets will begin to experience factors such as "cut-through" traffic, inappropriate vehicle speeds, and intersection congestion.

- ***Neighborhood traffic calming***– The City's Public Works Department, in conjunction with the Police Department, reviews complaints about inappropriate speeding or cut-through traffic on neighborhood streets.
- ***Traffic enforcement*** – The City of Bainbridge Island Police Department responds to neighborhood concerns about high traffic speeds through residential areas.
- ***Roadway standards*** – The City of Bainbridge Island has developed its roadway design standards to act as traffic calming features using narrow travel lanes and non-motorized facilities.

Neighborhood Transportation Features

The IWTP is focused on identifying the improvements needed for the mobility and safety of people using the transportation system. The alternatives and recommendations meet the plan's goals for maintaining the neighborhoods including:

- ***Reducing neighborhood cut-through traffic*** – Focus development of the transportation system within primary travel corridors.
- ***Neighborhood circulation*** – Develop the transportation network to provide secondary roadway access, improve emergency access, increase neighborhood circulation, and improve pedestrian and bicycle mobility. Pedestrian and bicycle path short-cut connections through neighborhoods offer important connectivity to link neighborhoods and discourage unnecessary vehicle trips. Provide non-motorized connectivity between neighborhoods through City review of new development projects

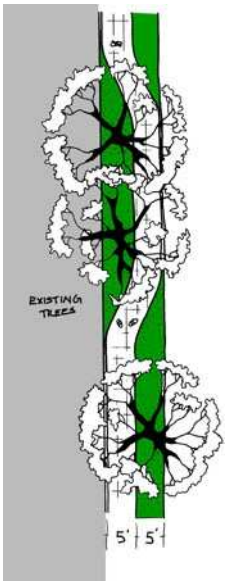
- ***Winslow street visualization plan*** – Promoting the design and unique character of each street within the Winslow area.

Desired features for Neighborhoods

The photographs and sketches identify some of the key features that define the neighborhood goals for transportation.

Neighborhoods are enhanced by providing appropriate street width, sidewalks, and other facilities

The character and needs of Winslow streets are part of a visual street plan



Streets reflect the special needs of pedestrians, bicyclists and traffic flow

Environment

Maintaining a natural environment is very important to the Bainbridge Island community. Protection of the environment is a key consideration for all development projects, with the City, State, federal government agencies, and Tribes all playing roles.

Bainbridge Island residents voted to fund a $10 million bond to purchase open space, and that money was heavily leveraged through the City's Open Space Commission to vastly increase open space on the Island. Bainbridge voters approved a Levy Lid Lift for the Bainbridge Island Metropolitan Parks and Recreation District to purchase land to strategically increase open space for recreational usage. The City completed an Open Space Study, which provides guidance for land use planning regarding environmentally sensitive areas.

Relationship to Transportation

Bainbridge Island has a variety of environmental characteristics that affect the development of the transportation system. As an island, traffic is concentrated near the ferry terminal in Winslow, and at the two-lane Agate Pass Bridge at the north end of the Island. The Island's topography, soils and steep slopes have limited the development of roadways in many areas. The Island has many sensitive resources such as ravines, parklands, open spaces, and shoreline and wetland areas that require creative and environmentally sensitive approaches to roadway and non-motorized facility development.

Possible impacts to the environment are a key consideration in the development of transportation projects. These include full consideration of impacts on the environment in the planning and design of a project.

Environmental Transportation Features

The following environmental aspects should be considered in addition to improving mobility and safety for all modes of transportation:

- ***Environmental sensitivity*** – Minimizing road construction within environmentally sensitive areas and encouraging the planting of low-maintenance, native groundcover and trees along roadways. The plan focuses the development of the transportation system within existing travel corridors.
- ***Utilities*** – Promoting the undergrounding of overhead utilities to reduce the need for removal and maintenance of roadside vegetation.
- ***Stormwater management***. – Providing for environmentally-sensitive design of stormwater collection and detention facilities. Combining traffic calming and stormwater management goals through green infrastructure provisions within traffic calming features such as curb bulbs.
- ***Air quality*** – Developing transportation plans and programs that improve traffic flow, encourage non-motorized and transit transportation alternatives to driving, thus lessening the impact on regional air quality.
- ***Wildlife Corridors and networks*** – Recognizing and promoting the maintenance of wildlife Corridors and networks.

Desired features of Environment

Bainbridge Island has a variety of environmental characteristics that affect the development of the transportation system.

The photographs and sketches below identify some of the key features that define the environmental goals.

Stormwater Management and Green Infrastructure

Protection of environmental resources such as the Ravine

Roadside vegetation filters run-off

Rain gardens to control stormwater run-off and improve water quality

Stormwater planters to control run off and improve water quality

Special stormwater containment features can control water runoff roadway surfaces

Developed landscapes including roadways are covered with impervious surfaces which can increase pollutant levels and increase stream flows, degrading water quality. The Washington State Department of Ecology (DOE) establishes the stormwater flow control and water quality requirements for roadway projects. As a municipality, the City of Bainbridge is required to meet the National Pollutant Discharge Elimination System (NPDES) permit obligations to discharge stormwater to waters of the State of Washington and meet the NPDES permit requirements. With the implementation of the 2012 NPDES Permit, the City is implementing Low Impact Development (LID) requirements for both public and private development.

LID is an innovative stormwater management approach that attempts to mimic the natural stormwater hydrology of pre-development conditions. LID uses techniques that infiltrate, filter, detain, evaporate, and attenuate stormwater run-off close to the source. Examples of “green” natural processes include swales, bio-retention, filter media, permeable pavement, and street trees. Streets that implement natural processes are commonly referred to as green streets. Green streets can serve multiple community goals by combining stormwater infrastructure within traffic calming features such as curbs, bulbs, or by adding planting strip rain gardens that provide an additional buffer between the street and the sidewalk.

Balancing Community Needs

With thoughtful planning, new transportation infrastructure can often protect environmental functions, as when LID facilities replace more traditional stormwater piping, or when pedestrian, bicycle, and/or transit facilities reduce the need for impervious and expensive parking facilities.

One of the more challenging aspects of improving a transportation system is finding the right balance between competing community needs and desires. For example, it may be best to construct a sidewalk or separated pathway on one side of the roadway rather than on both sides in order to reduce impacts to vegetation. Balancing needs of non-motorized users and goals of vegetation protection will require analysis and public engagement to design improvements that best meet competing interests.

Creating designs that improve transportation systems and evaluating the trade-offs where they exist (weighing the importance between community goals and design guidelines) is an important function of the City of Bainbridge Island Public Works Department. Table 2-1 illustrates the issues that can arise for a variety of transportation improvements.

Table 2-1: Competing Community Needs

Project Type	Community Character concerns	Environmental concerns	Neighborhood concerns
Widen roadway to include bicycle lanes	Increased paved width of roadways changing the road's look and feel	Promotes use of non-motorized, but also can increase water runoff	May slightly increase vehicle travel speeds on widened road corridor
Installation of roundabout at an intersection	Roundabouts highly desired over traffic signals	May result in removal of trees near intersection	May reduce cut-through traffic in residential areas
Rebuilding roadway impacted by shoreline erosion	May result in a more structured and modern roadway facility	May impact shoreline areas, loss of trees and foliage	Needed improvement for access to property
Installing pedestrian path or sidewalk	May affect the feel of a traditional neighborhood	Promotes use of non-motorized vehicles	Provides safe access for pedestrians

As illustrated in the table above, each of these examples could have competing concerns. In other words, a highly-desired project for one sector of the community may be opposed by another. In the end, these checks-and-balances can improve the planning and design of roadway projects by reflecting the needs and desires of the larger community.

The City uses the community values in the Comprehensive Plan when developing project objectives. The City is committed to the principles of context-sensitive solutions. City staff strives to facilitate public engagement when developing capital projects to evolve and refine the community's values as they relate to each project.

CHAPTER 3 OPERATIONS AND MOBILITY

This chapter describes the traffic operations and current and future vehicle mobility for the City's roadway system. Mobility is the measure of how well vehicles can get around on the roadway system – the opposite of congestion. Island residents expect a high level of mobility that maintain the character of their community. The high levels of congestion experienced during peak periods, especially on and around SR 305, are a common source of frustration for drivers.

While the focus of this chapter is on motorized level of service, it is recognized that providing for level of service for all modes is important for a viable transportation system. In some locations where constraints limit options, some modes may be favored over other modes. Transportation networks should provide for all modes of transportation as a system. For vehicular traffic, transportation demand strategies may be an optimal approach.

Level of service standards are used to provide a basis for the mobility analysis. This plan used planning and operational models developed by Transportation Solutions, Inc. in TransCAD and Synchro software, respectively, to analyze current conditions (based on traffic counts and existing roadway network information) and to forecast future levels of service (based on traffic generated by forecasted land use and roadway network changes). The structure of the roadway network was analyzed by reviewing the roadway classification system, connectivity, access, and road standards.

Existing Roadway System

The section on existing conditions provides an analysis of the current operating conditions and provides a baseline for future comparisons. The City of Bainbridge Island's transportation system is made up of a network of roadways, pedestrian facilities, bikeways, the ferry terminal, and formal and informal trails. Each of these elements is important to the mobility or movement of people and goods within and to destinations beyond the Island. This chapter focuses on the roadway system only; the non-motorized, bus transit, and ferry systems are described in Chapters 6 and 7.

The roadway system is designed for the movement of people and goods throughout the community. Major regional transportation features of the Island include the Washington State Ferry Terminal, which connects Bainbridge Island to downtown Seattle; and SR 305, which connects the Island to the Kitsap and Olympic Peninsula. SR 305 is the Island's principal transportation corridor, providing an important north-south connection.

The State system is supported by a City roadway system that connects residential areas to the highway and retail and employment areas. The City's arterial, collector, and residential street system provides roadway connections and access to properties within the City.

Travel Corridors

The following important commuter, shopping, business, school, and freight/commercial corridors are identified for the Island:

- *Commute Corridors* – SR 305, Winslow Way, Wyatt Way, Ferncliff Avenue, High School Road, Day Road, Blakely Avenue, Eagle Harbor Drive, Baker Hill Road, Miller Road, and North Madison Avenue.
- *Retail Corridors* – SR 305, Winslow Way, High School Road, Madison Avenue, Hildebrand, Miller Road, Wyatt Way, Lynwood Center Road, and Valley Road.
- *School Corridors* – High School Road, New Brooklyn Road, Sportsman's Club Road, Madison Avenue, Day Road, North Madison Avenue, and Blakely Avenue
- *Freight Corridors* – SR 305, Day Road, Miller Road, Fletcher Bay Road, Sportsman's Club Road, High School Road, Madison Avenue, and Winslow Way.

Roadway Inventory

The City's roadway system consists of approximately 140 miles of paved roads, and another 20 miles of unpaved roads. The City maintains a Geographic Information System (GIS) that includes the roadway system. The GIS database includes characteristics for each roadway segment, including length, pavement width, functional classification, posted speed, sidewalks, and transit and bicycle facilities. A spreadsheet is maintained that includes sign inventory information. The City periodically conducts an island-wide traffic count and develops volume and traffic speed information for its major roadways. This plan was updated in 2014 with TSI traffic counts shown in Appendix C.

Roadway Classifications

Roadway functional classification is defined as the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. The City divides Island roadways into four functional classifications: principal arterial, secondary arterial, collector, and local access roads. These classifications are described in Table 3-1.

Table 3-1. Functional Classifications

Classification	Definition
Principal Arterial	Carry the highest levels of traffic in the system at the greatest speed for the longest uninterrupted distance, often with some degree of access control. Used for through trips, and provide connections within the system.
Secondary Arterial	Carry high level of traffic at a moderate speed, sometimes for through trips. Often serve as access to high-intensity land uses such as major employers or larger commercial centers; provide connections within the system.
Collector	Connect traffic from residential roads to arterials at a lower speed, carrying lower levels of traffic than arterials. Serve neighborhood centers.
Local Access	Carry low levels of traffic at low speeds. Serve as access to residential and commercial areas and are not used for through trips.

Streets and highways are assigned one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow. Typically, a trip will use a combination of different road classes, with each classification having a specific function with regard to access and travel speed. Arterials provide a high degree of mobility and less access, while local access roads provide a high level of access and less mobility. Collectors provide a balance between access and mobility and connect the system.

Road Standards

The City of Bainbridge Island has established its roadway street and design standards as part of its *Engineering Design and Construction Standards and Specifications.* These standards set the minimum requirements for constructing roadways and are applicable to all new roadway construction and modifications to existing roadways within the City of Bainbridge Island. The road and street design standards follow the functional classification system described above and establish separate standards for designated centers and the conservation area of the Island.

The City has both urban and suburban standards. Urban standards are intended to apply within the designated center of Winslow, the neighborhood centers including Lynwood, Island Center, and Rolling Bay, and the Day Road Industrial Center. Urban standards apply in all locations with R2.9 and greater zoning and/or effective density. The City may require urban standards to be applied in other areas in close proximity for system continuity.

Level of Service

This section describes the Level of Service (LOS) standards used in this document. LOS provides a method for measuring the performance of the transportation system. The City uses a standard for LOS that determines if adequate mobility is being provided on the roadway system. LOS standards and method of measurement have been coordinated with Washington State Department of Transportation, Washington State Ferries, Kitsap County, and Kitsap Transit to ensure that standards used in this document are consistent with these other entities.

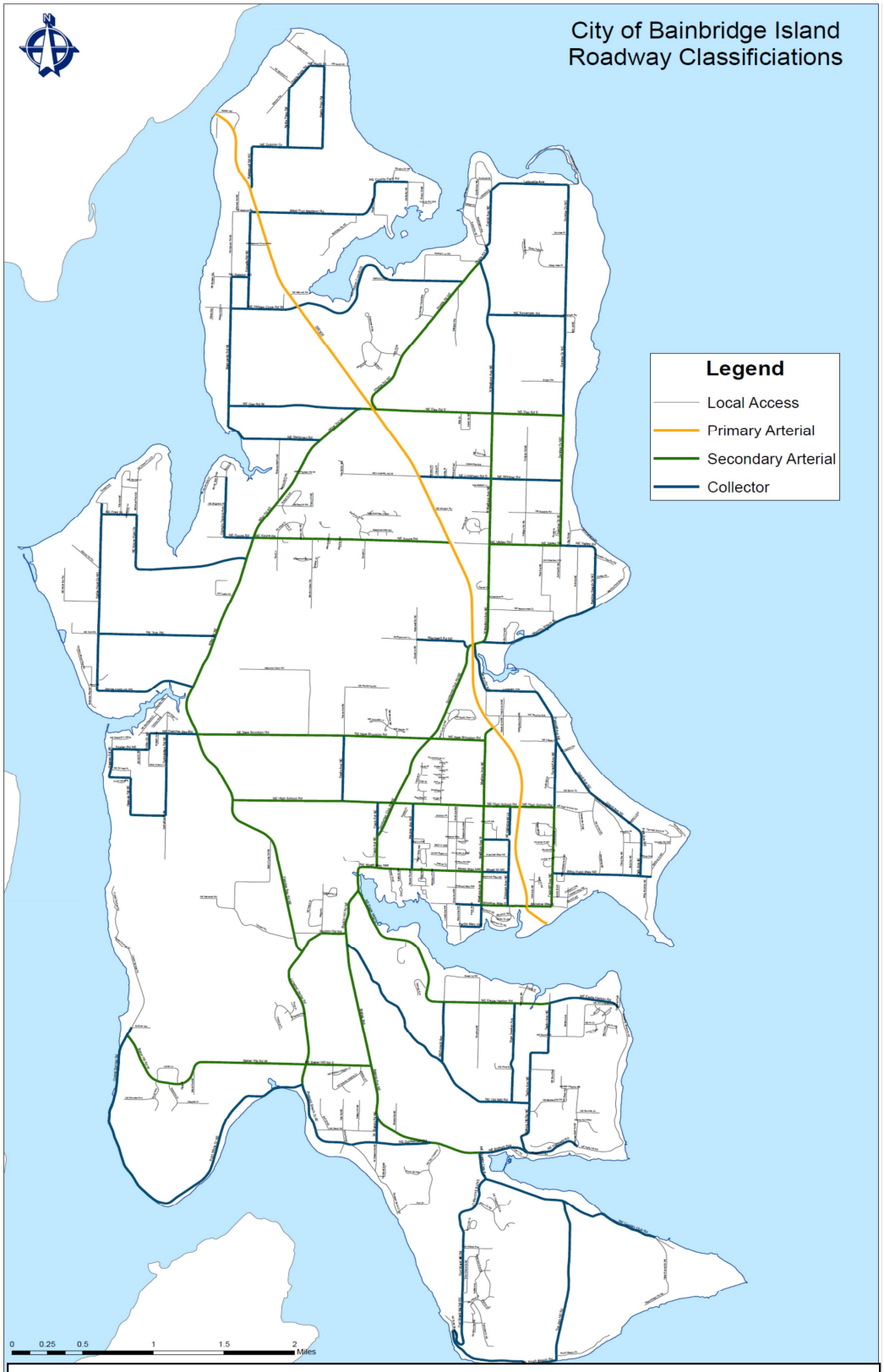


Figure 3-1, Road Classifications

LOS Defined

LOS is a measurement used in transportation planning to assess the operating performance of the transportation system. For roadways, LOS measures the degree of traffic congestion along a roadway varying from LOS A (free-flow traffic with minimal delays) to LOS F (highly-constrained traffic with long delays).

The Highway Capacity Manual (HCM) (Transportation Research Board, Special Report 209) establishes quantitative methodologies for determining level of service for differing types of facilities. The methodologies vary for intersections, roadways, freeway, and highway, but all follow the LOS A - F classification and provide a consistent method of measuring the performance of the transportation system. Table 3-2 describes the operation of the transportation system at each LOS ranking.

Table 3-2: Level of Service Descriptions

Level of Service	Description
LOS A	Free flow traffic conditions with very low delay at intersections.
LOS B	Reasonably unimpeded traffic operations with only short traffic delays at intersections.
LOS C	Stable operating conditions with average traffic delays at intersections
LOS D	Operating conditions result in lower travel speeds and higher delays at intersections.
LOS E	Travel speeds are substantially restricted with problems likely to occur at intersections.
LOS F	Roadway operations are over capacity with extreme delays likely at intersections.

LOS is measured differently for roadways and intersections. For roadways, LOS is measured as a function of traffic volume and roadway capacity. For intersections, LOS is measured as a function of vehicle delay in clearing the intersection.

Roadway LOS Measurement

Roadway LOS is measured by the relationship between traffic volume (V) and capacity (C) of the roadway. As the volume of traffic using the roadway approaches, the capacity of the roadway (V/C approaching 1.0), the level of service deteriorates. Table 3-3 relates volume/capacity to LOS measurements for roadways.

Table 3-3. Roadway Level of Service and Volume/Capacity Ratio

LOS	*Volume/Capacity (V/C) Ratio*
A	*Less than 0.6*
B	*0.60 to less than 0.70*
C	*0.70 to less than 0.80*
D	*0.80 to less than 0.90*
E	*0.90 to less than 1.00*
F	*More than 1.00*

Traffic volumes can be counted or they can be calculated using the traffic model by analyzing land uses that are served by the roadway. Bainbridge Island's roadway capacity policy is defined in the City's Design and Construction Standards; see Table 3-4. No policy is currently defined for arterial roadway capacity. There is some inconsistency between the City's current capacity policy and an engineering-based approach to roadway capacity calculation which would typically consider the physical structure of the roadway, including the number of lanes, type of intersection controls, widths of lanes and shoulders, and design speed. The City's capacity standards will be reviewed and updated during the roadway design standard update process.

The roadway levels of service described in this plan are based upon current capacity policy. In lieu of an arterial capacity policy, this plan calculated arterial segment LOS based on an approach which is currently used by other small cities and which is consistent with the state of engineering practice.

Table 3-4. Existing Roadway Capacity Policy

Functional Classification	*Area Type*	*Capacity **
Secondary Arterial	*Urban*	*> 3,000*
Secondary Arterial	*Suburban*	*>2,000*
Collector	*Urban*	*2,000 to 3,000*
Collector	*Suburban*	*1,000 to 2,000*
Residential	*Urban*	*< 2,000*
Residential	*Suburban*	*< 1,000*

* Capacity is measured using the Average Daily Traffic (ADT)

To improve the LOS for a roadway, either the capacity must be increased or the volume of traffic using the road must be decreased. To increase the capacity, the City can look at several options such as roadway improvements ranging from adding signals or separated turn lanes to an intersection to roadway widening. To reduce traffic volumes, the City can explore options such as changing allowable land uses or modifying individual travel behavior. This section focuses on capacity improvements. Chapter 7 discusses other travel modes and methods of transportation demand management.

Intersection LOS measurement

Intersection LOS is measured by the amount of delay experienced by a vehicle waiting to clear an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at un-signalized intersections is caused by waiting for a break in traffic or waiting for a queue to clear the intersection. Table 3-5 shows the amount of delay used to determine LOS for signalized and un-signalized intersections. Roundabout controlled intersections use the same LOS thresholds as signalized intersections.

Table 3-5. Intersection LOS and Delay

LOS	Signalized Delay per Vehicle (sec/veh)	Unsignalized Delay per Vehicle (sec/veh)
A	0-10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Generally, speaking…

Roadways that are LOS E or F fail the standard.

LOS D is okay for certain arterials and collectors in urban areas

LOS A, B or C are within the standard for all arterials and collectors

Different delay standards are used for signalized (stop light controlled) and un-signalized (stop sign controlled) intersections. For signalized and all-way stop controlled intersections, the LOS is the amount of delay per vehicle caused by control and is reported for the intersection. For un-signalized intersections, where there are controls only on the minor approaches, the LOS is estimated by the average delay per vehicle and is reported for only minor approaches to the intersection.

City LOS Standard

The City of Bainbridge Island's LOS standard designates the minimum operational performance of the roadway system that must be maintained. If traffic volumes cause a roadway to fall below the minimum LOS standard, improvements or other mitigation must be made to bring the facility back to the designated LOS standard. Level of service standards are normally prescribed for the afternoon or p.m. peak hour (most congested hour) of the traffic system, which typically occurs between 4:45 and 5:45 in the evening on Bainbridge Island.

The recommended minimum LOS standard uses the City's roadway classification system, and four zones that reflect the differences in the Island's character: designated centers including Winslow and Neighborhood Centers, Conservation Area, and the SR 305 Corridor. Within each of these categories, individual minimum LOS standards were established for secondary arterials, collectors, and residential roadways. These are shown in Figure 3-2 and described below.

Winslow – (applies to roadways and intersections in the greater Winslow area)

- Secondary Arterial – LOS D
- Collector – LOS D
- Local Access – LOS C

Neighborhood Centers – (applies to roadways and intersections within the City-defined centers of Rolling Bay, Island Center, and Lynwood Center)

- Secondary Arterial – LOS D
- Collector – LOS C
- Local Access – LOS C

Conservation Area – (applies to roadways and intersections in areas outside of the Winslow core and the Designated Centers – the remainder of the Island)

- Secondary Arterial – LOS C
- Collector – LOS C
- Local Access – LOS B

SR 305 Corridor – (applies to state highways and is established by the State)

- All Roadways– LOS D

SR 305 LOS Standard

The LOS standard for state facilities is set by the Washington State Department of Transportation as a Highway of Statewide Significance (HSS) under RCW 47.06.140. The HSS designation requires that SR 305 be evaluated using a LOS Standard designated by WSDOT. While WSDOT internally evaluates roadways using its own methodology, WSDOT has assigned a level of service standard for SR 305 as LOS D-mitigate for City planning purposes. This standard requires that congestion be mitigated when the peak period operation of the state facility falls below LOS D.

Non-Motorized LOS Standard

The facility types and associated level of service for non-motorized transportation elements for secondary arterial and high volume collector (ADT 1500 or greater) roadways are established in Chapter 6, “Non-Motorized Systems” of this plan. The minimum Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) for development is level of service C. PLOS and BLOS is calculated using the methodology in the latest edition of the Highway Capacity Manual. The 2010 Highway Capacity Manual (HCM 2010) provides a detailed methodology for calculating level of service for pedestrians and cyclists. The level of service is based on quality of facilities as well as traffic volume and speeds. LOS measures are graded A through F based on a numerical score with the letter A representing the highest-grade facility.

Figure 3-2

Recommended Level of Service Standards

Existing Traffic Conditions

This section describes the traffic conditions for the 2014 plan year. The plan is based on traffic data collected for roadway segments in 2012 and intersection counts in 2014 as shown in Appendix C.

Transportation Model

A consultant, Transportation Solutions, Inc. (TSI) developed a citywide transportation model to estimate existing travel demand and to provide a tool for forecasting future travel demand on City roadways. Current and future travel demand were used as inputs to a citywide operational model, developed using Synchro software, to evaluate current and forecasted PM peak hour levels of service throughout the City's roadway network. The demand model is based upon the concept of vehicle trips; pedestrians and cyclist demand is not forecasted. Similarly, carpool, vanpool, or transit users are represented by single vehicles in the model. The consultant's report is included in Appendix D to this plan.

For analysis of existing conditions, the TransCAD-based model used existing land use data from Kitsap County and Puget Sound Regional Council (PSRC), roadway information from the City, and TSI traffic counts to reproduce existing trips and their paths, from origin to destination, through the citywide roadway network.

Land use was collected from Kitsap County at the individual parcel level and aggregated to create 241 transportation analysis zones (TAZs) which covered the entirety of the City. Two external zones were created to represent travel demand at the ferry terminal and at the north end of the Island. Appendix D provides the background information on how the future land use forecast was prepared.

Trip generation was based upon existing land use and trip generation rates established by the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition* and calibrated based on knowledge of local conditions and travel patterns. It was observed during calibration, for example, that single-family trip generation rates on Bainbridge Island were lower than the nationally-calibrated averages published by ITE. This reduced single family trip rate may be associated with a growing percentage of retirees living on the Island. Peak hour ferry trip generation rates were estimated from the WSDOT Ferries Division *2013 Origin-Destination Travel Survey Report*.

For operational analysis, a citywide traffic model was developed in Synchro software, using roadway information obtained from the City, satellite and street-level imagery collected from Google Earth, and traffic counts collected in 2014 by TSI. Relevant roadway information for operational analysis included number of lanes, intersection channelization, traffic control devices, speed limits, and lane width. Observed PM peak hour traffic volumes were applied to the roadway network to calculate intersection levels of service.

Peak Hour Traffic Volumes

The City of Bainbridge Island collects traffic count data on a periodic basis to assess changes in traffic patterns, to collect information for its concurrency program, and to track the operational characteristics of the Island. In 2012, the City contracted an update of Island-wide traffic counts and travel speeds. In 2014, the City contracted intersection counts. This information was utilized in the traffic model developed by TSI.

WSDOT Ferry Travel Survey

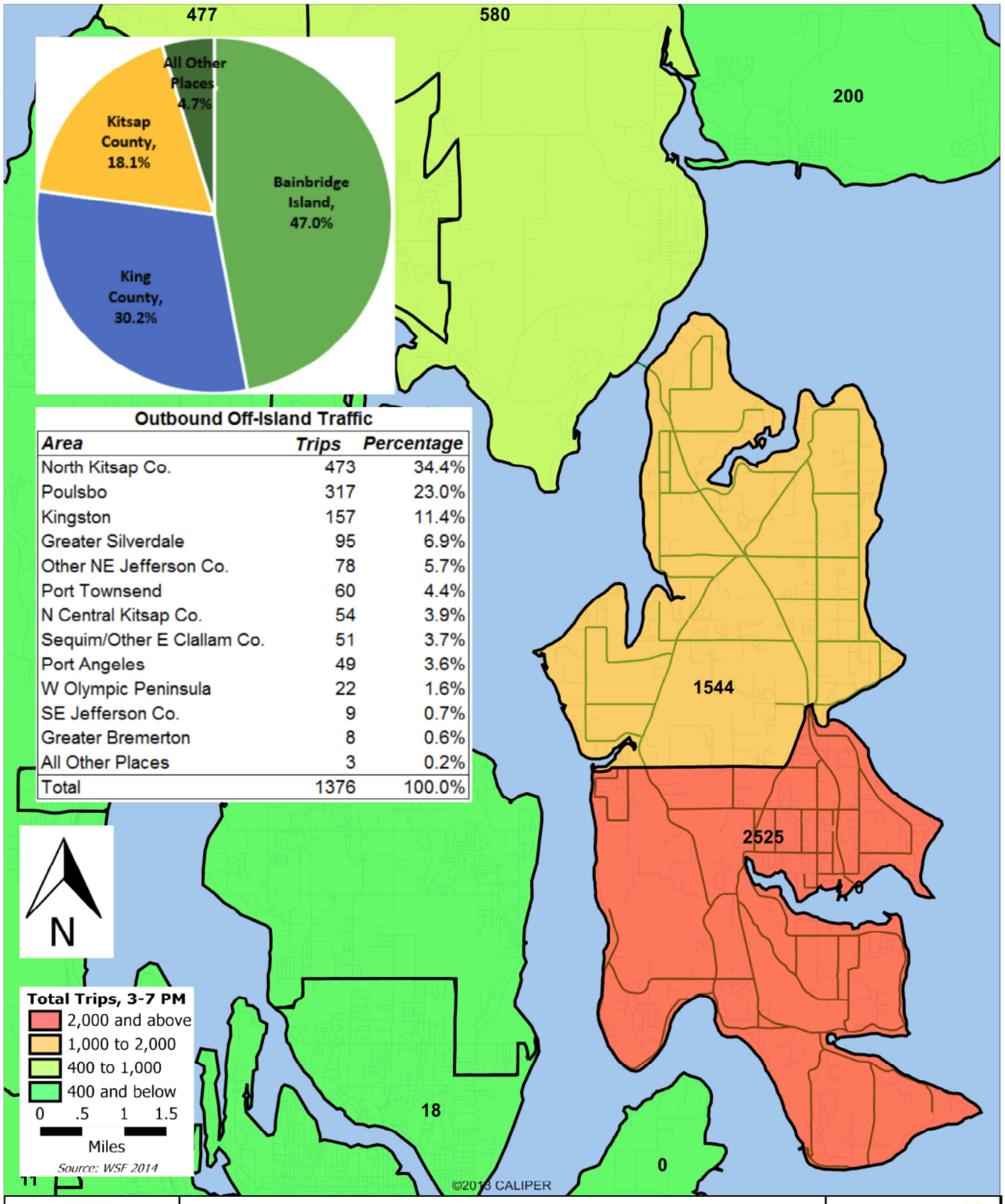
Washington State Department of Transportation (WSDOT) conducts origin-destination (OD) surveys every six to seven years as a way to accurately capture and measure the travel patterns of ferry passengers. Passengers were asked about their typical routes, how they get to and from ferry terminals, and the purpose of their trips.

Surveys were administered to ferry riders during weekdays and Saturdays in October 2013. Over 17,000 survey questionnaires were collected system-wide, with 92 percent of collected surveys sufficiently complete for analysis. Survey responses were used to develop a database of ferry user characteristics, including trip origin and destination patterns. TSI reviewed and processed survey results for the Seattle-Bainbridge route and used them as inputs to the citywide travel demand and traffic operations models.

Figure 3-3 summarizes survey findings for the Seattle-Bainbridge Island ferry.

Highlights of the survey results published in August 2014 are summarized below:

- Ferry ridership has declined slightly since 2006, with approximately 17,000 riders per day in 2013 compared to 18,000 riders per day in 2006. Vehicle boardings decreased by 7 percent during that period.
- The Seattle-Bainbridge route has shown an aging ridership, with the number of passengers over age 64 increasing from 8 percent in 2006 to 17 percent in 2013. System-wide, average passenger age increased from 42 in 1993 to 48 in 2006 and 49 in 2013. Currently 18 percent of riders are retired and another 14 percent are planning to retire in the next five years.
- Approximately 25 percent of weekday riders telecommute at least one day per week, up from 20 percent in 2006.
- The proportion of work- and school-related trips decreased and the proportion of recreation and shopping trips increased between 2006 and 2013.
- Of the 6,070 total (eastbound and westbound) ferry trips during the 3:00 to 7:00 PM weekday peak period, 67 percent had an origin or destination on Bainbridge Island, while the remaining 33 percent had off-Island trip ends. This indicates the WSF terminal's regional nature, with one in three travelers originating or destined for off-Island locations.
- The City of Poulsbo and other North Kitsap County locations accounted for 57% of the off-Island destinations. Other primary destinations included the cities of Kingston, Silverdale, Port Townsend, and Sequim. The results indicate that while much of off-Island traffic is coming from areas adjacent to Bainbridge Island, as many as 40% of off-Island drivers could take advantage of new or improved service to downtown Seattle from Kingston or Bremerton.
- Nearly 70 percent of total weekday PM peak period ferry trips are destined westbound, with the other 30 percent of trips destined primarily for locations within Seattle.



Outbound Off-Island Traffic

Area	*Trips*	*Percentage*
North Kitsap Co.	473	34.4%
Poulsbo	317	23.0%
Kingston	157	11.4%
Greater Silverdale	95	6.9%
Other NE Jefferson Co.	78	5.7%
Port Townsend	60	4.4%
N Central Kitsap Co.	54	3.9%
Sequim/Other E Clallam Co.	51	3.7%
Port Angeles	49	3.6%
W Olympic Peninsula	22	1.6%
SE Jefferson Co.	9	0.7%
Greater Bremerton	8	0.6%
All Other Places	3	0.2%
Total	1376	100.0%

Figure 3-3
Ferry Terminal Person Trips, 2013 PM Peak Period (3-7 PM)

Existing LOS

The travel demand model was calibrated using a process that compares the counted roadway volumes to modeled flows which are based on land use and roadway network data. The calibrated TransCAD model and Synchro intersection analysis software were used to determine the 2014 LOS for the intersections in the study area.

Figure 3-3 shows the 2014 LOS for the Island as a whole and for the Winslow area. The LOS for each intersection is shown by approach in Table 3-6. All intersections modeled on SR 305 north of High School Road currently do not meet minimum LOS standards except for the signal at Day Road. Day Road, however, is close to exceeding the standard. In urban areas, the Madison/Wyatt intersection currently fails the minimum LOS standard but will be improved to LOS A upon completion of a planned roundabout.

There are currently no roadway level of service failures.

Table 3-6. Intersections PM Peak Hour LOS Deficiencies – 2014 Baseline

Intersection	Control Type[1]	Delay[2] (s/veh)	LOS
Madison Ave N / Wyatt	AWSC	38.5	E
SR 305 / Koura Rd	TWSC	37.3	E
SR 305 / Lovgreen Rd	TWSC	38.9	E
SR 305 / NE Hidden Cove Rd	TWSC	48.3	E
SR 305 / Port Madison	TWSC	>180	F
SR 305 / Agatewood Rd	TWSC	>180	F

[1]TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; RAB = Roundabout; Signal = Signalized
[2]Average control delay for all movements. For TWSC, delay is reported for the movement with the highest delay.

Future Traffic Conditions

This section identifies the land use forecast methodology and results used to identify the future needs and deficiencies of the transportation system as described in Appendix E. Two time periods were studied: 2021, representing the six-year short-term planning period, and 2035, representing the 20-year long-term planning period. 2035 matches the long-term planning horizon of Puget Sound Regional Council (PSRC), the region's major planning entity.

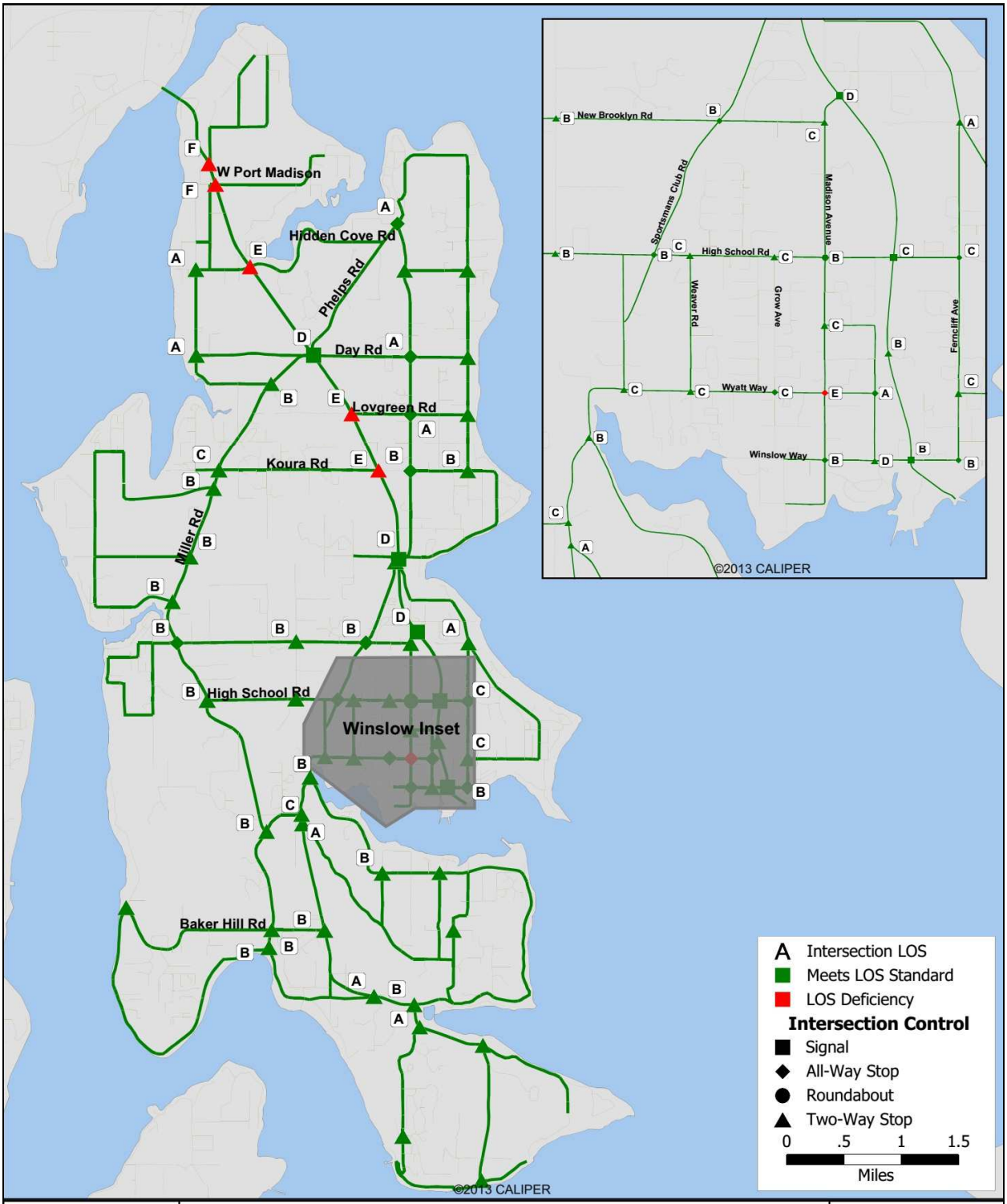


Figure 3-4
2015 Level of Service

Land Use Forecast

The transportation model used PSRC and Kitsap County land use forecasts to determine future PM peak hour trip growth by transportation analysis zone (TAZ). Trip growth forecasts were distributed and assigned to the future roadway network to generate expected future traffic growth citywide.

Determination of Base Year Land Use

Base year land use was provided by Kitsap County in the form of GIS-based tax parcel data. These data were refined based on recent satellite and street-level photography, then categorized according to the following modeled land use types:

- Single-Family Housing
- Multi-Family Housing
- Senior/Assisted/Retirement Housing
- Retail
- General Office
- Industrial and Manufacturing
- Warehouse/Utility/Storage
- Hotel
- Hospital/Nursing Home
- Park and Ride
- School
- Recreation/Entertainment
- Church

Land use data were subsequently aggregated to create 241 transportation analysis zones (TAZs), with each TAZ representing a distinct geographical trip generating unit in the travel demand model. Table 3-7 describes the modeled 2014 land use quantities. The base year travel demand model was calibrated using 2014 traffic counts to establish a tool that reflects vehicle traffic and travel patterns for each of the TAZs.

Table 3-7. 2014 Land Use

Land Use Category	Quantity	Units
Single-Family Housing	8,517	Dwelling Units
Multi-Family Housing	1,311	Dwelling Units
Senior/Assisted/Retirement Housing	212	Dwelling Units
Retail	589	KSF*
General Office	316	KSF
Industrial and Manufacturing	163	KSF
Warehouse/Utility/Storage	226	KSF
Hotel	96	Rooms
Hospital/Nursing Home	69	KSF
Park and Ride	841	Stalls
School	3,355	Students
Recreation/Entertainment	207	KSF
Church	121	KSF

* KSF equals one thousand square feet.

Land Use Forecasts (2021 and 2035)

The next step in the transportation modeling process was to incorporate land use forecasts to the calibrated base year travel demand model in order to establish 2021 and 2035 traffic forecasts.

In order to convert regional 2035 land use forecasts to the level of detail required by the citywide transportation model, housing and employment growth forecasts were geographically distributed to the TAZ level according to zoning and estimated land capacity. Employment growth forecasts were converted to gross floor area or equivalent modeled units using relationships established by the Institute of Transportation Engineers, U.S. Department of Energy, and San Diego Association of Governments.

Table 3-8 shows the citywide residential and employment forecasts used in this plan.

Table 3-8. 2021 and 2035 Forecasts

	Households	% Change from Base	Employees	% Change from Base
2014 Base Year	10,152	--	8,600	--
2021 Forecast	11,346	12%	9,321	8%
2035 Forecast	13,248	30%	10,587	23%

Growth in households is assumed to occur at an annual rate of approximately 1.3 percent per year during the planning period. Employment growth is expected at 1.7 percent per year. The 2035 forecasts assigned a moderate rate of growth throughout the Island with the greatest

commercial growth in the designated Neighborhood Centers, industrial growth focused in areas currently zoned business/industrial, and residential housing growth occurring in areas with the greatest potential for new housing under existing zoning. The 2021 forecasts were based on a straight-line interpolation of growth for each TAZ, with the assumption that the distribution of employment and housing would be proportionate to the 2035 scenario.

Future Traffic Operations

This section describes the future traffic conditions on the City's roadway system for 2021 and 2035. Future traffic conditions were estimated for 2021 and 2035 using the results of the land use and employment forecasts, roadway network information, and the calibrated travel demand model (including calibrated trip generation, distribution, and traffic assignment sub models).

2021 Traffic Forecast

The 2021 traffic forecast was developed by applying a linear interpolation of forecasted 2035 land use growth to the calibrated base year planning model. Forecasted traffic growth was then applied to the Synchro traffic operations model to analyze 2021 levels of service. Where LOS was shown to fall below the minimum LOS threshold by 2021, mitigating improvements were added to the road network. This section describes the results of the 2021 analysis.

2021 LOS

The traffic model produces a forecast of 2021 traffic conditions, which are shown in Figure 3-5. Results of the 2021 forecast show continued heavy congestion and poor level of service along SR 305. At locations other than SR 305, there are only a few minor LOS deficiencies.

Roadway LOS

Roadway Segment LOS at sections of Eagle Harbor Drive and Miller Road are expected to decline. Shoulder widening project are included in the City's short term (6 year) capital improvement plan for these locations.

Along the SR 305 Corridor, north of Sportsman's Club Rd., roadway capacity, in addition to poor intersection operation, is predicted to become an impediment to traffic flow and contribute to congestion.

Intersection LOS

The traffic model was used to identify locations where intersections may be the cause of poor operations. Table 3-9 shows the results of the 2021 Plan year intersection LOS analysis. Without mitigation, one intersection at Madison Avenue N / Wyatt Way NE fails to meet the minimum LOS standards. The intersection of Winslow Way/ Ericksen Ave. is forecasted to decline to LOS D.

On SR 305, the intersections at Agatewood Road, Seabold Road, Hidden Cove Road, Lovegreen Road, and Koura Road all fail to meet the minimum standard. By the 2021 forecast year, SR 305 Corridor congestion continues to deteriorate with the intersection at Hidden Cove Rd falling from LOS E to LOS F. The intersection at Day Road is anticipated to fail. The poor operation of the highway intersections, if not addressed, will increasingly be a barrier to cross-Island traffic, impacting operations of the City's roadway system as a whole.

Figure 3-5

2021 Level of Service

2016-2021 Mitigation

Each intersection and roadway segment identified as below the minimum LOS standard in 2021 was studied to see if mitigation actions could improve the intersection LOS to the minimum standard. Targeted roadway improvements can correct an intersection or roadway that fails to meet the minimum LOS standard.

City Mitigation

For intersections in the City's roadway system where the expected LOS is below the minimum standard, the following mitigation is proposed:

- ***Madison Avenue/ Wyatt Way*** – An intersection control improvement such as a signal or a roundabout would improve the intersection to LOS B. The intersection will be studied to determine what specific improvement should be constructed. A roundabout may be one alternative. An improvement project is currently programed in the City's CIP for Wyatt Way, including the intersection.
- ***Eagle Harbor Drive from Wyatt to Blakely*** - Shoulder improvements for non-motorized users are recommended. An improvement project is currently programed in the City's CIP.
- ***Miller Road from New Brooklyn to Arrow Point*** – Shoulder improvements for non-motorized users are recommended. An improvement project is currently programed in the City's CIP for this segment.

WSDOT Mitigation

Six SR 305 intersections and roadway segments north of Day Road currently fail to meet LOS and will continue to deteriorate. Refer to chapter 4 of this Plan for recommendations.

Table 3-9 Intersections PM Peak Hour LOS Deficiencies – 2021 Forecast

Intersection	Control Type[1]	2021 Delay[2] (s/veh)	2021 LOS	Possible Mitigation
Madison Ave N / Wyatt	AWSC	44.2	E	Roundabout or signal
SR 305 / Koura Rd	TWSC	43.5	E	SR 305 Corridor Improvements
SR 305 / Lovgreen Rd	TWSC	39.4	E	
SR 305 / Day Rd	Signal	60.1	E	
SR 305 / Hidden Cove Rd	TWSC	>180	F	
SR 305 / Port Madison	TWSC	>180	F	
SR 305 / Agatewood Rd	TWSC	>180	F	

[1]TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; RAB = Roundabout; Signal = Signalized
[2]Average control delay for all movements. For TWSC, delay is reported for the movement with the highest delay.

Table 3-10. Street Segment PM Peak Hour LOS Deficiencies – 2021 Forecast

Segment	From	To	V/C	LOS
SR 305	Day Rd	Hidden Cove Rd	0.94	E
SR 305	Hidden Cove Rd	Seabold Church Rd	0.96	E
SR 305	Seabold Church Rd	Seabold/W Port Madison	0.93	E
SR 305	Seabold/W Port Madison	Agatewood Rd	0.99	E
SR 305	Agatewood Rd	Reitan Rd	0.98	E
Bucklin Hill Rd	Blakely Ave	Eagle Harbor Dr	0.84	D
Miller Rd	New Brooklyn Rd	Battle Point Dr	0.99	E
Miller Rd	Battle Point Dr	Tolo Rd	0.84	D
Miller Rd	Tolo Rd	Arrow Point Dr	0.85	D
Eagle Harbor Dr	Bucklin Hill Rd	Finch Rd	0.84	D

2035 Traffic Forecast

The analysis of 2035 traffic conditions provides a long-range view of how the roadway system will operate on the Island. The 2035 traffic forecast considers housing and employment growth forecasted by PSRC and by Kitsap County, as well as any roadway network changes that would impact traffic operations. This section describes the results of the 2035 analysis.

2021-2035 Model Forecast Improvements

Few projects have been programmed into the traffic model to be constructed between 2021 and 2035. The City's traffic plan has not been updated since 2004 and was not formally adopted. The State has recently begun longer term planning for the SR 305 and other corridors.

2035 LOS

The traffic model produces a forecast of 2035 traffic conditions, which are shown in Figure 3-6. Results of the 2035 forecast show continued heavy congestion and poor level of service along SR 305 and some minor intersection problems in the Winslow area.

Roadway LOS

Analysis of the expected traffic in 2035 shows that most of the City's roadway system would continue to meet the minimum LOS standards with the roadway system in Winslow, including SR 305 intersections, generally operating acceptably. Based on the City's existing capacity policy, some roadway LOS failures would still exist on Eagle Harbor Drive and Miller Road.

For the 2035 forecast year, LOS on SR 305 from Day Road to the north end of the Island is expected to continue to decline, if roadway segment capacity improvements, in addition to intersection operation improvements, are not addressed.

Intersection LOS

The intersection analysis results from the 2035 Plan year are shown in Tables 3-11 and 3-12. Assuming the identified short term planning horizon improvements are provided in the Winslow Area, further intersection improvements are needed or anticipated. At the intersection of Winslow Way and Erickson restricted turning movements are advised to maintain LOS.

By 2035, the increase in traffic on SR 305 is expected to result in continued deterioration of intersection operations. Excessive delay would occur at nearly all of the intersections north of Day Road. The intersections at SR 305 and Koura Road would further deteriorate from LOS E to LOS F.

Table 3-11. Intersections PM Peak Hour LOS Analysis – 2035 Forecast

Intersection	Control Type[1]	2035 Delay[2] (s/veh)	2035 LOS	Possible Mitigation
Madison Ave N / Wyatt	AWSC	42.9	E	Roundabout or signal
Winslow Way / Erickson Ave	TWSC	64.4	F	Access restrictions / RIRO
SR 305 / Koura Rd*	TWSC	51.2	F	SR 305 Corridor Improvements[3]
SR 305 / Lovgreen Rd[4]	TWSC	45.1	E	
SR 305 / Day Rd	Signal	78.7	E	
SR 305 / Hidden Cove Rd[4]	TWSC	>180	F	
SR 305 / Port Madison	TWSC	>180	F	
SR 305 / Agatewood Rd	TWSC	>180	F	

[1]TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; RAB = Roundabout; Signal = Signalized
[2]Average control delay for all movements. For TWSC, delay is reported for the movement with the highest delay.
[3]Specific Corridor improvements identified below
[4]Alternative access to SR 305 is provided for locations w/ right-in and right-out (RIRO) access during PM peak hour:
-Koura Rd access via Miller Rd
-Lovgreen Rd access via N Madison Ave or Miller Rd
-Hidden Cove access via Phelps Rd, Seabold Rd or Day Rd

Table 3-12. Street Segment PM Peak Hour LOS Analysis – 2035 Forecast

Segment	From	To	V/C	LOS
SR 305	Day Rd	Hidden Cove Rd	0.95	E
SR 305	Hidden Cove Rd	Seabold Church Rd	1.03	F
SR 305	Seabold Church Rd	Seabold/W Port Madison	1.01	F
SR 305	Seabold/W Port Madison	Agatewood Rd	1.05	F
SR 305	Agatewood Rd	Reitan Rd	1.04	F
Bucklin Hill Rd	Blakely Ave	Eagle Harbor Dr	0.86	D
Miller Rd	New Brooklyn Rd	Battle Point Dr	0.97	E
Miller Rd	Battle Point Dr	Tolo Rd	0.81	D
Miller Rd	Tolo Rd	Arrow Point Dr	0.82	D
Eagle Harbor Dr	Bucklin Hill Rd	Finch Rd	0.85	D

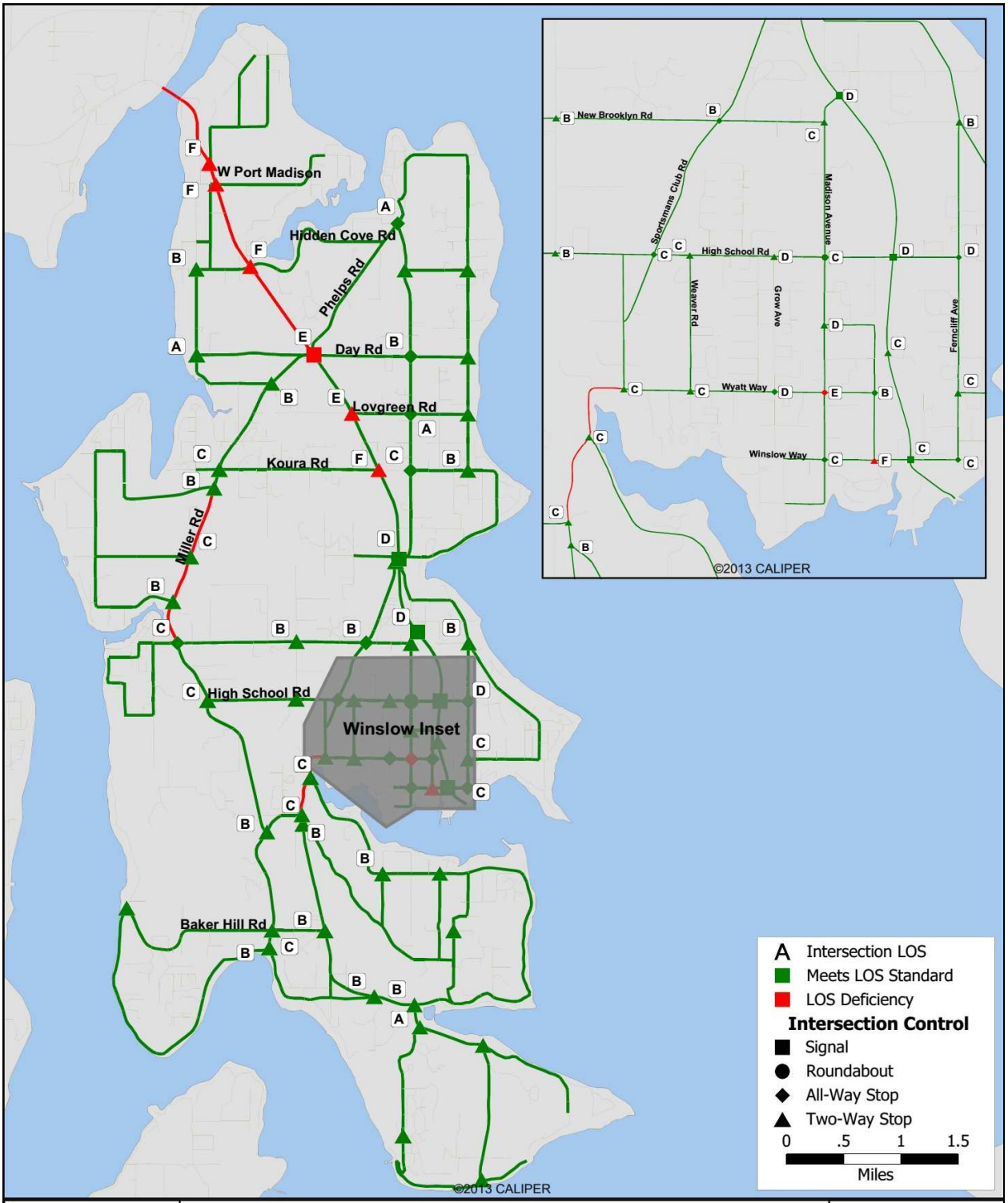


Figure 3-6

2035 Level of Service

2021-2035 Mitigation

Mitigating the LOS for the City intersections would require minor improvements which can be programmed into the City's future transportation improvements program. The increased traffic volume expected to use SR 305 in 2035 would overwhelm the existing facility, resulting in a situation that cannot easily be mitigated.

City Mitigation

Improvement to intersection channelization and/or intersection control can mitigate the substandard LOS at all of the City intersections. The below project is proposed to improve LOS at the identified substandard intersection:

- *Ericksen Avenue at Winslow Way* – An intersection control improvement such as prohibiting left turns during peak traffic hours is recommended.

WSDOT Mitigation

Roadway segments along the seven-mile SR 305 Corridor within the study area will operate at LOS F. This problem is based on lack of roadway capacity that affects the intersection operation as well, making it extremely difficult to mitigate individual locations. Any mitigation that is proposed would need to be examined on a corridor basis, and would need to be consistent with WSDOT operational objectives, as well as City's goals and objectives with regard to traffic operations, environmental and community character concerns. An individual solution for each problem location would not provide an adequate assessment of the corridor-wide issues that are present on the highway.

There are a number of possible solutions that could be proposed to mitigate the corridor. In order to adequately explore possible solutions, a special study was performed for this corridor. The results of the study are explained in Chapter 4.

Other Mobility Issues

There other issues that affect the mobility of traffic on the roadway network. These issues include factors that influence how traffic operates and connects to the City's roadway system. The three areas discussed in this section include the connectivity of the roadway system, access management, and special study areas.

Connectivity

Connectivity is defined as the level of connections between roadways in a transportation system. In concept, connectivity describes the efficiency of travel between any two points on the roadway system. A high level of connectivity is characterized by a well-developed street network, available alternative routes, quick response times for emergency vehicles, good mobility for pedestrians and bicyclists, and an efficient use of the roadway system. A low level of connectivity is characterized by numerous dead-end streets, cul-de-sacs, and roadways that do not connect, resulting in poor response times for emergency vehicles, circuitous routing of pedestrian and bicycle travel, and inefficiencies in traffic flow. Low connectivity can also result in interrupted access to areas in the event of a road closure such as a traffic accident or landslide, and can cause a high level of congestion and bypass traffic on the available streets.

On Bainbridge Island, an example of an area with relatively high connectivity is the Winslow area, where the street network is more developed and few streets end in dead-ends or cul-de-sacs. However; there are areas in Winslow where there are "super blocks" which inhibit connectivity. Many parts of the conservation area have low connectivity.

Connectivity improvements are usually undertaken to solve potential safety problems or to improve traffic flow. New connections can be constructed to provide alternative access in areas where there is only one roadway serving many homes or businesses, where the existing road is unstable due to steep slopes or erosion, or where an alternative route is needed to provide relief to an overly congested route.

The recommendations were developed by looking at the needs of schools, fire and emergency medical response, and other public facilities, as well as access to landlocked properties. Each potential connection will be considered separately as traffic patterns and emergency response times warrant, will be studied to identify potential impacts, and will include discussions with affected property owners. Connections will be considered for inclusion with other nearby projects. Connectivity improvements are not included in this Plan's 2035 traffic model.

Access Management

Access management is the control of the number and location of access points along a roadway, in order to provide access to property, maximize safety for all roadway users, and optimize roadway operations. Access management is especially important on arterial roadways and highways.

Access management is generally implemented on roadways for three reasons: to improve roadway operations, to improve safety, and to improve access to properties. Roadways operate best when all vehicles travel in a straight line. Conflict points occur when the path of one vehicle crosses the path of another. These can be at intersections, driveways, or at other locations where vehicles turn. Vehicles that slow to make turning movements, accommodate merging traffic, or allow crossing traffic flows all contribute to the reduction in the number of cars that can travel through a corridor. Reducing conflict points increases capacity and traffic speeds.

Multiple conflict points not only slow traffic and reduce roadway capacity, but also increase the potential for crashes. Rear-end and turning vehicle collisions can be minimized through the use of access management strategies that reduce conflict points. Too many conflict points can also interfere with access to properties by making it difficult for vehicles to turn across traffic, or by restricting turning movements. Access management can also improve access to individual properties by organizing driveways at locations where turning movements are safer and easier.

On Bainbridge Island, access is a major issue along the SR 305 Corridor, particularly north of Hidden Cove Road. Along this stretch of highway, there are multiple driveways and streets where the only access to properties is via SR 305.

Techniques that can be applied to increase the mobility and safety of a travel corridor vary from development of shared access points to the installation of medians or other turning restrictions.

Control techniques fall into two categories: driveway access and roadway operation. Driveway access controls prescribe the number and location of driveways for properties along a roadway

segment. Roadway operation controls provide for access to properties and cross streets. The following list identifies the techniques included in each category:

Driveway Access Controls / internal circulation between parcels:

- shared driveways
- limits on number, spacing, and size of driveways
- consolidation of access for adjacent parcels
- use of one-way driveways
- right-in/right-out (RIRO) access
- development of access driveways on minor streets

Roadway Operation Controls:

- refuge lanes or two-way continuous left turn lanes
- turning movement limitations through signage and channelization
- construction of deceleration lanes
- raised medians that limit left turns
- traffic signals at high volume locations
- provisions for U-turns

The State of Washington supports the use of access management strategies to protect its key roadways and travel corridors. RCW 47.50.010 requires that access be managed along all state facilities:

"Regulation of access to the state highway system is necessary in order to protect the public health, safety, and welfare, to preserve the functional integrity of the state highway system, and to promote the safe and efficient movement of people and goods within the state."

While access management may not solve the corridor's congestion problems, adoption of access management strategies and practices will increase the efficiency and safety of the corridor.

The City of Bainbridge Island does not currently have a formal access management program. Some aspects of access management, such as number and location of driveways and internal parcel circulation, are monitored by the Public Works Department during the site plan review process.

WSDOT manages access on state highways, including SR 305 as it crosses the island. This highway is classified as *Partial Access Control,* which has the following definition: *"*Access approaches are permitted for selected public streets, roads, some crossings, and existing private driveways. No commercial approaches are permitted and no direct access if public street or road access is available."

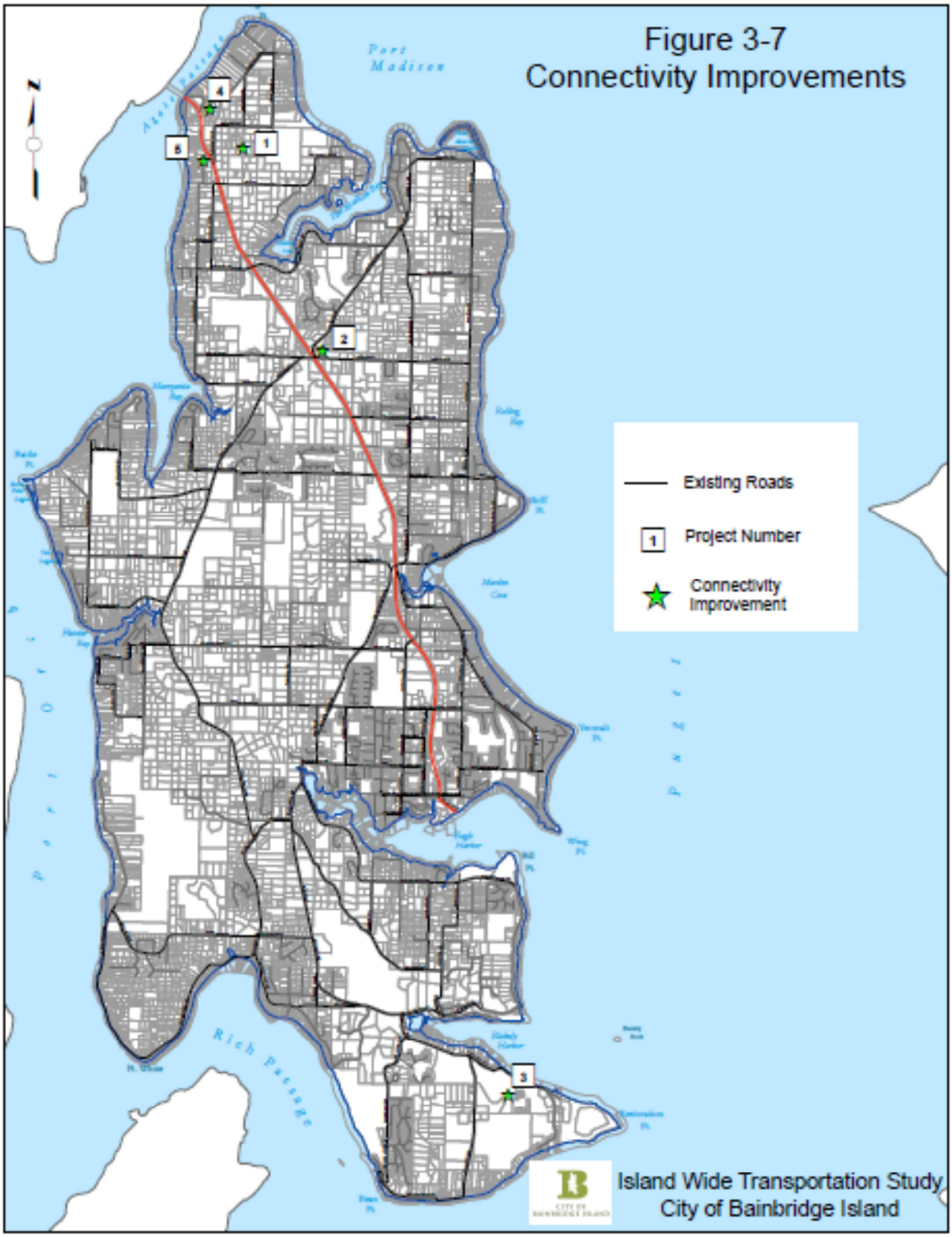


Figure 3-7
Connectivity Improvements
Port Madison
Puget Sound
Rich Passage
Existing Roads
Project Number
Connectivity Improvement
Island Wide Transportation Study
City of Bainbridge Island

Figure 3-7
Guide to Potential Connectivity Improvements

This figure identifies potential connectivity opportunities. As part of the 2004 Island-Wide Transportation Study, a special study was undertaken to identify motorized connectivity opportunities. Most of the identified locations have their origins in this study. Refer to the write up in the former study for commentary.

Many of the potential connections are at locations where there is existing unopened or under-utilized City rights-of-way, or where existing rights-of-way are in close proximity.

#5 and #6 where added as possibilities to improve access to SR 305.

If and when there is further interest in developing connectivity, further study and public involvement is needed.

1. **Agate Pass Road** – The extension of Agate Pass Road between Dolphin Road and W. Port Madison Road would provide a secondary access to the area and lessen traffic impacts and delay at the intersection of Agatewood Road/SR 305. This location could also be improved to serve as a non-motorized route connecting two walkable areas of the Island.

2. **Phelps Road –** The realignment of Phelps Road, east of current intersection with Day Road would improve the intersection's geometrics and intersection spacing from Day Road/SR 305.

3. **Country Club Road –** The connection between Country Club Road and Toe Jam Hill Road would provide an access around a potential shoreline erosion area.

4. **Reitan Road** - Providing an access on both sides of the highway is recommended to maintain reliable access to the neighborhood as the only access is from SR 305. This improvement would allow limited access for a section of SR 305.

5. **Agate Beach Lane** - Providing a frontage road to link this and other properties fronting SR 305 is recommended to maintain reliable access. This improvement would allow limited access for a section of SR 305. This improvement would also provide an alternative route to SR 305 for non-motorized users. The existing Rotary welcoming park is located is in the State's ROW and may need to be altered to provide for this improvement.

CHAPTER 4 SR 305

State Route (SR) 305 is the State Highway System's primary connection via the Washington State Ferry (WSF) between Seattle and the Kitsap Peninsula. Traffic during the morning and evening peak travel hours is congested, resulting in long delays. This chapter reviews the issues associated with SR 305 and its impact to the City's roadway system. The chapter also describes a special study that was performed, and recommendations for future actions.

Summary of SR 305 Issues

SR 305 is significant to the City's roadway system as the major north-south travel corridor on the Island, not only for through traffic traveling to and from the ferry dock, but also for Island residents and employees. The Comprehensive Plan goals and policies address the LOS standard, access to the Island via the Agate Pass Bridge, improvements to the highway, impacts to the highway from the City's Comprehensive Plan elements, and off-Island improvements that effect on-Island traffic.

As a state highway, WSDOT is the agency responsible for the operation and maintenance of SR 305. This means that WSDOT sets the minimum LOS standard and is responsible for the funding and implementation of any improvements to the highway. According to WSDOT policy, control of the highway within a City's corporate limits can be transferred to the City if its population is greater than 25,000. Some of the responsibility for highway improvements could shift to the City.

SR 305 LOS Impacts

The traffic analysis (described in Chapter 3) shows that current conditions on SR 305 do not meet the WSDOT minimum LOS standards, and future traffic will be even worse. Currently, along the SR 305 Corridor all collector street intersections fail and one secondary arterial intersection (Koura Rd.) does not meet level of service standards. The PM peak hour average speed along the seven-mile Corridor is currently 16 miles per hour, with several roadway segments operating below the average speed. The problem is most severe at the north end of the Island, where there are large back-ups beginning at the Suquamish Way intersection and Agate Pass Bridge. By 2021, all of these locations will have a failing LOS. Additionally, by 2035 the Day Road intersection will be LOS D and approaching falling below standard. The corridor is forecasted to operate with an average speed of 14 mph by 2035, which is less than one-third the posted 45 mph speed limit at the north end of the island. The expected level of service for the highway without improvement, described as the No Action alternative as shown for the 2015 and 2035 years in Figures 4-1 and 4-2.

Figure 4-1

SR 305 Level of Service
Existing Conditions

Figure 4-2
SR 305 Level of Service
2035 No Action

What Makes SR 305 Different?

The traffic issues on SR 305 are different than the issues associated with the rest of the Island's roadway system for several reasons. First, the highway facility is owned and operated by the WSDOT. This is significant because WSDOT is the lead agency and has primary decision making and financial responsibility for improvements to the highway. Second, even though the highway functions as a main north-south corridor for Island travel, it is also heavily used by regional traffic, especially by vehicles traveling to and from the ferry terminal in Winslow. Because the WSF controls the ferry schedule, they have a great deal of influence on when and how much ferry traffic is using the highway. Third, the highway experiences substandard levels of service over most of the seven-mile length of the highway on the Island and the Agate Pass Bridge. Improvements to the highway would require several large projects that could be expected to require significant time to complete the planning, design, and construction of each, as well as a significant financial outlay.

SR 305 Special Study

Because of the major issues associated with SR 305 improvements, a preliminary study (Appendix F) was undertaken to determine what possible improvements could resolve the traffic issues without looking into the environmental, financial, or other issues associated with the improvements. The goal of the study was to identify possible improvements along SR 305 to compare their effectiveness to improve mobility along the corridor, improve permeability across the corridor, and provide reliable access to neighborhoods whose only access is from SR 305. Based on this information, the NMTAC and City Staff, included recommendations in the IWTP to better position the City to advocate for improvements.

Because SR 305 is a state facility, all improvements would require a commitment by WSDOT to be constructed. The City could participate in the improvements in order to improve mobility and level of service for the City roadway system.

Special Study Alternatives

Three preliminary alternatives were developed to examine different future scenarios to see if there is a way to overcome the SR 305 operational deficiencies. Alternatives include at-grade signalized intersections, at-grade roundabouts, and separated grade intersection improvements. Refer to Figures 4-3, 4-4, and 4-5.

Special Study Results and recommendations for further study

The three improvement alternatives were analyzed and compared to see how well they were able to meet LOS minimum standards. The special study compares at-grade and separated grade alternatives. Both at-grade and separated grade alternatives maintain an acceptable LOS at intersections. However, in some locations alternative longer routes would need to be taken to access intersections meeting LOS standards. Additional intersection improvements could be evaluated in a more comprehensive study. Roadway level of service failures are not mitigated in either of the two alternatives but would require additional roadway capacity along the SR 305 corridor (e.g. in the form of added travel lanes) or decreased volume.

Further study is needed to design alignments and develop reliable cost estimates to plan for maintaining adequate level of service both currently and in the next 20 years along SR 305. Grade separated alternatives would be significantly more costly to implement than at grade alternatives. Both alternatives achieve acceptable LOS. Therefore, it may be difficult to justify the additional cost of grade-separated alternatives, especially larger interchanges. Some combination of intersection improvements and limited access is needed to reduce congestion and provide for reliable access. It may be practical to incorporate less extensive grade separation options for both motorized and/or non-motorized modes to maintain permeability along the corridor.

The SR 305 corridor as it exists today and with any future improvements has a significant impact on many aspects of transportation on Bainbridge Island. Further study should be inclusive of and comprehensive to address all aspects. The following issues have been identified for inclusion in further study of the corridor:

- Operations of adjoining roadway networks and connectivity – The study should consider the effectiveness of the adjacent roadway networks along the corridor. There may be opportunities to mitigate cut-through traffic and improve connectivity. There may be impacts to circulation and neighborhoods.
- Corridor permeability – Permeability for all modes remains a key consideration for any scenario.
- Maintaining reliable access for neighborhoods – For many neighborhoods, such as in the Agate Pass and West Port Madison areas, the only access is from roadways that connect to SR 305. Maintaining reliable access is an important aspect of any scenario.
- Sound to Olympics Trail and intra-Island trails – The City envisions a network of regional and sub-regional separated pathways along and crossing the SR 305 corridor. The existing and potentially wider highway presents a barrier to many users. Permeability for active modes of transportation is a key consideration for intersection and other improvements.
- Bus transit – Improving efficiency of and access to transit along the corridor is an important aspect that should be studied and integrated into all scenarios. Collaboration with Kitsap Transit is needed to explore possibilities.
- Vegetative Management – Preserve natural character and screening of SR 305 with trees.

Other SR 305 Issues

The deficient level of service is the most significant issue currently affecting the City's transportation system. The bridge, park and ride, and off-Island improvement issues will be addressed in future studies in conjunction with an overall plan for SR 305 improvements. The City should take a leadership role in initiating studies to develop improvement projects and not defer to WSDOT's timeline and priorities. The City should partner with Kitsap Transit and others to reduce vehicular demand on the highway.

Past Improvements to SR 305

Since the 2004 IWTS, WSDOT has implemented a number of intersection projects including the following:

- Signal improvements at N. Madison.
- Signal timing optimization for peak hour ferry offloading at the Winslow Way intersection

- Signal timing optimization for the Day Road intersection to improve access from Day and Miller.
- Bike through lane on right improvements to the north and south legs of the intersections at Madison, Sportsman's Club/ N. Madison, and Day Roads.
- Right hand turn lane improvement to the south leg of the Suquamish Intersection, including bicycle lane, sidewalk, and crossing improvements.
-

Figure 4-3
SR 305 Level of Service
2035 Alternative A

Figure 4-4
SR 305 Level of Service
2035 Alternative B

Figure 4-5
SR 305 Level of Service
2035 Alternative C

SR 305 Recommendations:

A number of interim and long term recommendations are as follows based on the SR 305 Special Study (Appendix F).

Interim Improvements:

The following interim improvements are recommended at the time of this study for the next 6 years:

- Advocate for WSDOT to include "do not block" intersection signage at intersections north of Day Road, Hidden Cove, West Port Madison, and Agate Point.
- Intersection improvements at West Port Madison eliminating access to Seabold and providing a receiving lane (similar to Agatewood) for south bound traffic. The intent of this proposal is to reduce cut-through traffic in the Seabold neighborhood and improve access to SR 305 from West Port Madison Road.
- Advocate for consistent 8 foot or wider paved shoulders along the full length of the corridor to accommodate cyclists and pedestrians.
- Advocate for the Sound to Olympics Trail and its branch trails.
- Advocate for improved non-vehicular access to ferry and bus transit including park-and-ride and bike parking opportunities both on and off island.

Long Term Recommendations:

The following long term improvement projects are recommended:

- Advocate for continued improvements at the intersection to Suquamish to address north-south mobility/capacity.
- Advocate for capacity improvements to roadway segments on the highway that do not require widening of the highway.
- Advocate for Agate Pass Bridge upgrades or replacement.
- Advocate for a separated pathway for non-motorized users in conjunction with other improvements.
- Advocate for limited access improvements at Reitan Road in conjunction with the bridge replacement. This would include access for Reitan Road and possibly connecting frontage roads from both sides of the highway.
- Advocate for intersection improvements at Agatewood and West Port Madison to restore access to these "highway locked" areas. A joint signal may be the most economical solution, if spaced evenly with adjacent signals allowing for signal synchronization. This could interrupt the continuous traffic at peak hours should the WSDOT proposed roundabout be constructed at Suquamish Way. Note that this signal could be programmed to flash yellow/ red during non-peak hours.
- Advocate for intersection improvements at Day Road to help with queuing for operational efficiency. Additional facility investments are also needed to accommodate pedestrians and cyclists. The Phelps Road intersection with Day Road is in close proximity to SR 305. A roundabout may be a preferred solution to address this proximity,

Further study and preliminary design and engaging the community in a process for decision making is recommended prior to developing and prioritizing specific improvement projects. The priorities for funding are based on reducing traffic congestion and improving safety on SR 305 and improving access at intersection locations with no alternative access.

At the time of the writing of this plan a gas tax increase had been passed by the State Legislature. The City of Bainbridge Island, Kitsap County, the Suquamish Tribe, and the City of Poulsbo are participating in a multi-agency effort to plan improvements for the corridor. WSDOT is undertaking a State-wide effort for planning corridors including SR 305, called "Corridor Sketches".

New State funding may provide for intersection access and safety improvements on Bainbridge Island. The level of funding for Bainbridge could address intersection improvements and other related work at the Day Road intersection, the Agatewood/West Port Madison intersections, and possibly some limited access roadway improvements. At other intersections along SR 305 where there are alternative routes to access SR 305 access restrictions would be employed for peak hours until additional funding can be secured.

Chapter 5 Safety and Maintenance

Safety and the related issue of maintenance are primary community concerns to ensure the roadway system's safety and longevity. This chapter provides an overview of the safety and maintenance issues for the City of Bainbridge Island. The core of the safety section is a discussion about collision history and high collision locations. The maintenance section describes maintenance issues, activities, and programs that occur on the Island.

Many of the Island's two-lane roads were constructed before current safety guidelines were developed. As traffic levels increase, the potential for safety concerns rises. There is a combination of factors that can lead to collisions on roadways, including demographic changes to the Island's population, preferences for larger or more powerful vehicles, increased motor vehicle volumes, and greater use of roadways by pedestrians and bicyclists. Collisions on these roads can have more serious consequences because of narrower lanes and shoulders, hazardous roadsides, steeper grades, and sharper curves, which also impedes the ability for emergency vehicles to respond.

Speed and inattention are factors in the risks and severity of traffic collisions. Both the likelihood of collisions and the severity of injuries are greater with higher speeds. Communities are embracing initiatives for lowering speed limits such as the Vision Zero initiative that has been adopted by the City of Seattle and WSDOT's Target Zero initiative. Vision Zero initiatives make the goal of zero deaths and serious injuries the highest priority and emphasize government taking the lead to implement improvements to further that goal. An emphasis is placed on lowering speed limits through engineering solutions such as narrowing traffic lanes and employing traffic calming.

The City of Bainbridge embraces the principle of putting people first when it comes to safety over efficiency for vehicular traffic and bicycle traffic. The City's standard roadway lane width is 10 feet, providing narrow lanes for traffic calming. The following areas are emphasized for safe street design:

- Consider neighborhood context and existing and future non-motorized use when establishing speed limits.

- In developing capital projects, consider elements that manage speed, improve safety and traffic calming. Examples include non-motorized improvements, roundabouts, traffic islands, and curb bulb outs, and radar feedback signs.

- Include bicycle climbing lanes at locations where differential speeds are greater between cyclists and motorists.

- Provide pathways separated from the roadway for pedestrians, wheel chair users, and cyclists.

- Provide and maintain street lighting in areas used by pedestrians and cyclists in designated centers of the Island and near schools. Locations for lighting include intersections and mid-block crosswalks.

- Maintain or provide vegetation close to the roadway for traffic calming.

The number of collisions provides an indication of the safety of an intersection. Types of safety concerns that may contribute to accident data include:

- *Road Surface Conditions* – Poor roadway surface conditions such as pavement edge drop-offs, potholes, worn lane striping, and reductions in surface friction due to age and wear affect vehicle stopping and maneuvering capabilities. Road conditions may present hazards to cyclists and pedestrians.
- *Intersection Configuration* – Collisions related to high turning volumes, lack of channelization, and improper phasing.
- *Non-Motorized Conditions* – High accident data between vehicles with pedestrians or bicycles may emphasize the need for the construction of non-motorized facilities.
- *Geometric Conditions* – Collisions related to undesirable physical characteristics of the roadway's design, such as sight distance, curve radii, paved width and shoulder, and roadway slope.
- *Enforcement Issues* – Collisions related to vehicle speeding, intersection traffic violations, driving under the influence of alcohol or illegal drugs.

Collision History

Collisions can indicate where safety issues exist within a transportation system. The number of accidents at a specific location is a function of a number of factors including the quality of reporting data, traffic volumes, roadway design and geometrics, vehicle speed, and speed limit. For the analysis, the total number of annual accidents at intersections over a ten-year period is used. Unsignalized intersections with an average annual number of collisions of 5 or more are considered to be a high collision location. Signalized intersections with seven (7) or more accidents are considered to be a high collision location. Appendix G provides the collision history data for the transportation system.

City Intersections

Table 5-1 indicates intersection locations with 10 or more collisions over the ten-year period ending in 2014 per the City's accident data base at locations other than along the SR 305 Corridor. Current data are compared with data from the previous study which was reported over a 9.5-year period ending in 2000.

Table 5-1. Bainbridge Island Collision Locations

Intersection		Type	Accidents 2005- 2014	Average Annual Collisions	Accidents 1991 - 2000	Average Annual Collisions Accidents
High School Rd	@ Madison Ave.	RA	22	2.2	45	4.7
High School Rd	@Hildebrand Ln.	SC1	20	2.0	19	1.9
Winslow Way	@ Ericksen Ave.	SC2	14	1.4	18	1.8
Wyatt Way	@ Madison Ave.	SC4	13	1.3	23	2.4
Miller Rd.	@ Koura Rd.	SC2	12	1.2	---	---
High School Rd.	@ Grow Ave.	SC2	10	1.0	24	2.5
Eagle Harbor Dr.	@ Bucklin Hill Rd.	SC1	10	1.0	---	---

RA - Round About, SC – Stop Controlled

All of the top ten intersections fall below the high collision criteria threshold. The highest number of collisions are reported for the two intersections along High School Road west of and in closest proximity to SR 305.

State Route 305 Intersections

Table 5-2 indicates the collision rates at primary intersections along the SR 305 Corridor from data available from Washington State for the ten-year period ending in 2014.

Table 5-2. SR 305 Collision Locations*

Intersection	Signalized/ Unsignalized	Accidents 2005 - 2014	Average Annual Accidents	Accidents 1997 - 2000	Average Annual Accidents
SR 305 @ Madison Ave.	S	82	8.2	22	6.8
SR 305 @ Sportsman's Club	S	71	7.1	21	6.5
SR 305 @ Day Rd.	S	52	5.2	34	10.5
SR 305 @ High School Rd.	S	47	4.7	25	7.7
SR 305 @ Winslow Way	S	31	3.1	9	2.8

*Under 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying , evaluating, or planning the safety enhancement of potential collision sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data

As indicated by the table, the intersections at SR 305/Madison and SR 305/Sportsman's Club exceed 7 collisions per year which is considered higher than what is normally expected for signalized intersections. There are no scheduled improvements identified by WSDOT for these intersections.

Collisions involving pedestrian and cyclists

The State accident report indicates there were 19 injury accidents involving pedestrians (6) and cyclists (13) along the SR 305 Corridor for the ten-year period. The highest concentration of accidents was near the ferry terminal. The vast majority of these collisions outside of the Winslow area involved cyclists. Non-motorized improvements on SR 305/ Olympic Drive near the ferry terminal are in progress.

Apart from SR 305, there were 121 injury accidents reported involving pedestrians (27) and cyclists (94) for the ten-year period. There was at least one fatality involving a pedestrian struck crossing New Brooklyn in December of 2010. The highest concentration of accidents occurred on Madison Avenue (17), Winslow Way (16), High School Road (14), and Wyatt Way (10). In 2012, Winslow Way was reconstructed including pedestrian and bike facility improvements. Non-motorized improvements are planned for Wyatt Way and Madison Avenue.

Addressing Safety Problems

Addressing safety problems requires a combination of approaches ranging from educating the driver, better enforcement, to improving the roadway. Roadway improvements fall into two major categories — improvements designed to prevent collisions from occurring, and improvements that minimize the severity of collisions that occur. Types of improvements include:

- *Clear Zones*—Areas of open space with gentle slopes adjacent to the road giving motorists room to safely regain control of their vehicles if they run off the road. These areas should include features such as signs and utility poles which break away on impact, barrier walls or guardrails that redirect vehicles away from hazards, and collusion cushions that absorb energy and lessen the severity of collisions.
- *Guardrails* – The Island along its perimeter has many medium and high bluffs. In the interior, the island's topography is hilly in many areas. Guardrails are employed at many locations. Many of these guardrails are older and do not meet current design standards and some are in disrepair. There are some locations where new guardrails may be warranted due to roadway configuration, topography, travel speed, and traffic volumes.
- *Signing, Pavement Marking, and Delineation* — Traffic signs, pavement markings, rumble strips, and reflective devices improve driver perception of important roadway features and alert them to changes in roadway geometry or other conditions.
- *Pavement Improvements and Preventive Maintenance* — Greater smoothness and friction of the road surface are provided by pothole repair, resurfacing, rehabilitation, and reconstruction.
- *Intersection Controls* – Stop signs, roundabouts, and traffic signals can better control traffic flow and reduce intersection conflict points.
- *Adding or Widening Shoulders* – Shoulders provide drivers, pedestrians, and cyclists additional room to maneuver on narrow roads or to pull out of travel lanes.
- *Channelization* – Separate lanes for left or right-turning traffic avoid impediments to traffic flow and can reduce rear end collisions.
- *Pedestrian/Cyclist Facilities*—A variety of techniques can be used to separate pedestrians and cyclists from motor vehicle traffic to improve safety.

How study addresses safety

The IWTP proposes improvements that will improve the safety of the roadway system through targeted improvements at intersections and roadways. Safety-related elements of this study include:

- Reviewing roadway geometrics and promoting safety enhancements,

- Identifying and mitigating high collusion locations,
- Identifying and mitigating intersections with poor LOS operations, and
- Including safety as a factor in the evaluation of the roadway system.

Safety Programs
Current Safety Programs provided by Public Works include:

- Roadside Safety Program – This program provides for the inventorying and inspection of roadside elements of the Island's secondary arterial streets and higher volume collector streets. The program also provides for contracting work that is beyond the capacity of Operations and Maintenance. Roadside elements include items such as guardrails, shoulders, and clear zones. This program provides for the prioritization of guardrail repairs, replacements, and installations.

- Focused Traffic Studies Program – This program provides for the study of traffic control measures implemented on the Island's roadways. As conditions change with factors such as population growth and development, it is necessary to evaluate the effectiveness of roadway signage and other traffic control devices. Many residents are concerned about vehicular speeds, and this program provides for the evaluation of speed limits.

Maintenance

An important function of the City of Bainbridge Island is preservation and maintenance of the existing roadway system. Careful maintenance allows existing travel corridors to maintain their function, prevents damage from water and vehicle loads, and maximizes the use of City resources. Periodically the City evaluates the condition of the roadway system and computes a Pavement Condition Index (PCI). The latest condition assessment is included in Appendix H.

Maintenance Issues
The City of Bainbridge Island's Public Works Department oversees roadway maintenance activities for the Island.

Key maintenance issues for the City include:

- *Vegetation growth* – Overgrown vegetation requires the trimming of foliage to retain roadway safety and sight distances.

- *Pavement maintenance* – As roadways age, the pavement surface and underlayment can be damaged by traffic, heavy vehicles, weather, and water seepage if not property maintained. Poor pavement condition can affect the safety of the road for drivers and bicyclists.
- *Gravel road grading* – The surface of gravel roadways can deteriorate quickly, producing potholes in the roads. These roads need regular re-grading to maintain the surface.
- *Dirt and gravel on shoulders and roadways* – Regular sweeping of roadways is necessary to provide a clean, smooth surface for travel. Bicyclists are particularly concerned about gravel, dirt and debris accumulating on shoulder areas.

- *Stormwater* – Maintaining good roadway stormwater drainage is important to protect the roadway and to prevent flooding hazard.
- *Roadway erosion* – Roadway erosion on shoreline and steep slope areas is an issue for the City. Repair of these roadways often is expensive and may require special permits and consistency with shoreline management goals and objectives.

Maintenance Programs

The City's roadway system has a number of on-going programs to keep the current roadway system functioning, and to prevent major failures that would require extensive roadway reconstruction.

- *Street sweeping program* – Street sweepers collect debris and litter before they enter the stormwater collection systems or roadside ditches. This function is important to protect stormwater run-off from the roadways and to provide a safe surface for automobiles and bicyclists.
- *Brush cutting program* – Island-wide mowing of vegetation to maintain roadway clearance and sight lines.
- *Roadway ditches and shoulders* – These components of the roadway system are periodically maintained, cleaned, and reshaped to ensure they function as designed.
- *Roads preservation program* – The City of Bainbridge Island has an annual road program focused on preserving, maintaining, and repairing the existing roadway infrastructure. Each street is evaluated for 1) reconstruction, 2) overlay, 3) seal coat and/or 4) patching. Where the roadway does not require complete reconstruction, the City can repair damaged sections (patch with asphalt), apply chip seal layer (an oil emulsion and crushed rock layer), or overlay new asphalt over the existing pavement.
- *Gravel grading program* – The City fills and regrades the surface of a limited number of gravel roads annually.
- *Trail and pathway maintenance program* – The City cuts brush and restores trail surfaces to maintain its separated pathway and trail network.
- *Special maintenance* – The City also performs maintenance activities not addressed in the above programs such as the removal of large trees that may present hazards to the traveling public.
- *Sign inventory* – The City maintains a data base of signage and routinely maintains or replaces signs to meet reflectivity and other requirements.

CHAPTER 6 NON-MOTORIZED SYSTEMS

Non-motorized users – people walking, cycling, horseback riding, and using wheelchairs – have an important place in Bainbridge Island's transportation system. Many peak hour commuting trips as well as other trips are made by walking or riding. Having non-motorized choices available is important to many Island residents. Facilities that accommodate non-motorized users provide for safety, mobility, support development density, encourage healthy lifestyles, reduce impact to the environment, and ultimately provide for improved quality of life for island residents, workers, and visitors.

Background / History

Non-motorized modes of transportation have been and continue to be an integral part of island life. From the late 1800's to the early 1900's, the main transportation to the island was provided by a small fleet of steam ships referred to as the "Mosquito Fleet". Roads originated at or near the "Mosquito Fleet" docks. Early residents walked, rode horses, and biked before the proliferation of automotive transportation. Auto ferry service was brought to the island in the 1920's at Agate Passage. The Agate Pass Bridge was constructed in 1950. Auto ferry service to Seattle followed in 1951. With the onset of the age of the automobile, reliance on non-motorized transportation declined in most places. However, walkability, biking, and horse-friendly neighborhoods remained an attractive part of the Bainbridge lifestyle. Walking and biking continued to be an important aspect of mobility within and near the Town of Winslow and other outlying island centers. With reliable transportation to Seattle, a commuter culture developed and Bainbridge evolved to be more suburban. With an increasing population, bus transit linking residential areas to the ferry terminal became an important element of the transportation system. In more recent times, greater awareness of health and environment have made walking and biking more attractive modes of transportation.

The entire Island incorporated as the City of Bainbridge Island in 1991. Since incorporation, there has been a greater emphasis on non-motorized transportation planning. Following the development of the 2003 Island-Wide Transportation Study, non–motorized transportation became a significant driver of the City's Capital Improvement Program. The City has invested heavily in non-motorized improvements over the past decade. The following is a summary of major milestones in the City's non-motorized planning and implementation:

- Inclusion of bicycle system planning and maps in the Transportation Element of the 1992 Comprehensive Plan.
- Development of a Trail System Master Plan in 1994.
- Recommendations for sidewalk and bicycle improvements in the 1995 Winslow Master Plan.
- Formation of a Non-Motorized Transportation Advisory Committee (NMTAC) to advise Council and support staff in December of 2002.
- Drafting of an island-wide Non-Motorized Transportation Plan in 2003. This plan included a comprehensive set of policies and goals that were later adopted in the City's Comprehensive Plan. Extensive Island-wide non-motorized existing and planned facil-

ities maps were developed. These maps were subsequently adopted in the City's Comprehensive Plan and have evolved through several comprehensive plan updates.

- Inclusion of extensive non-motorized planning in the transportation element of the City's 2006 Comprehensive Plan following the 2003 Non-Motorized Transportation Plan.

- Identification in 2007 of the Core 40 Program to provide a 40-mile integrated island-wide shoulder network for bicycles. The intent is to provide shoulder improvements on the Island's arterial roadways to achieve bicycle connectivity along 40 or more miles of roadways. Refer to Map G. Delivery of several Core 40 projects, including Bucklin Hill and North Madison.

- Delivery of capital improvement projects (mostly grant funded) in the Winslow area providing pedestrian and/or bicycle facilities including Bjune, Ericksen, Ferncliff, High School, Madison, and Winslow Way.

In the 2004 Island-Wide Transportation Study, the 2003 Non-Motorized Plan was included as a separate volume. In this update, the Island-Wide Transportation Plan includes the Non-Motorized Plan.

System Overview, Inventory, and Attractions

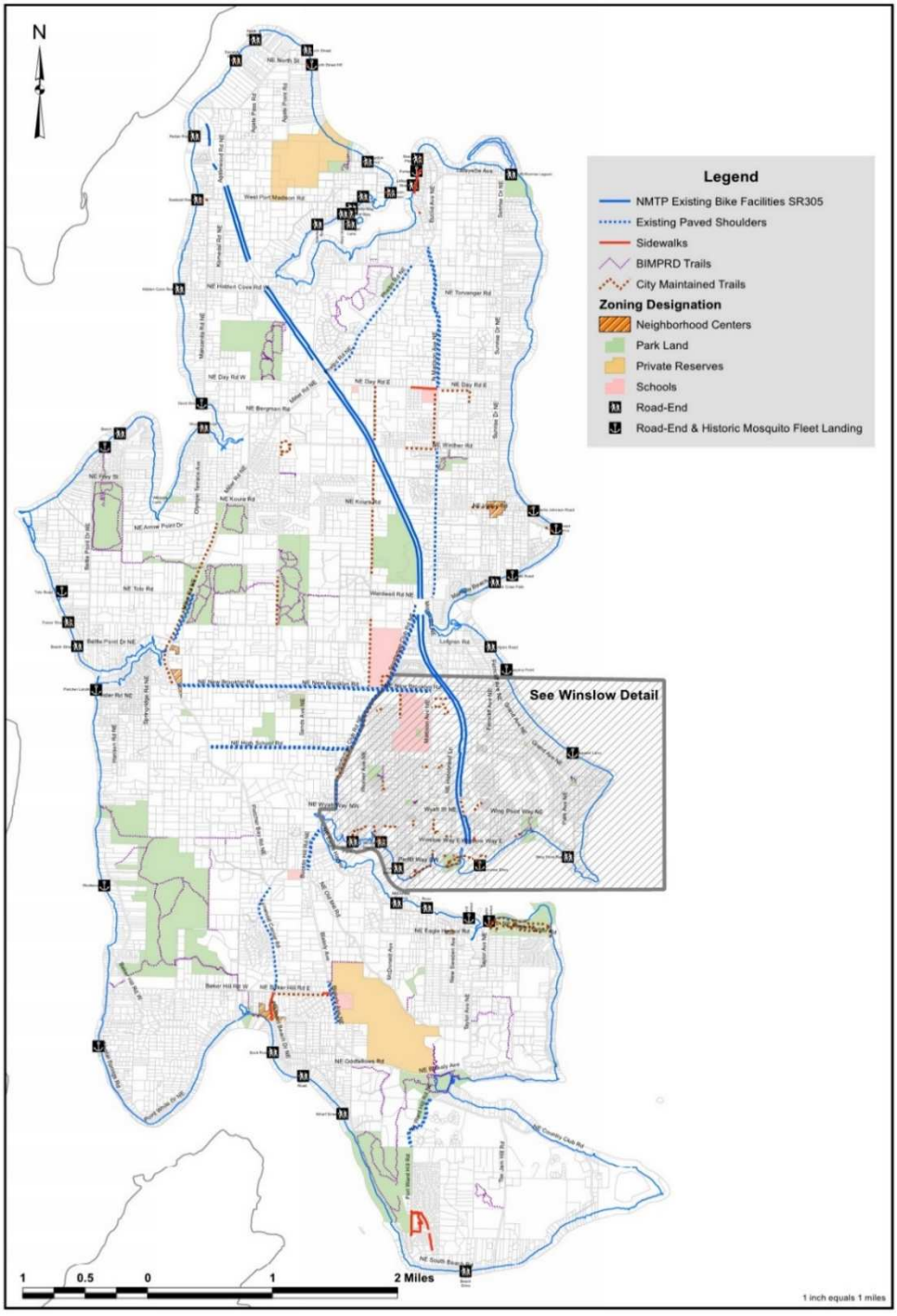
The City's existing non-motorized transportation system consists of sidewalks, bike lanes, and trails. The City's existing non-motorized facilities are shown in Maps A and B and Appendix I.

Sidewalks are prevalent in Winslow and to a lesser extent in Lynwood. The City's network of shoulders on arterial streets is largely built out in Winslow. Outside of Winslow only a few roadways have paved shoulders for cyclists.

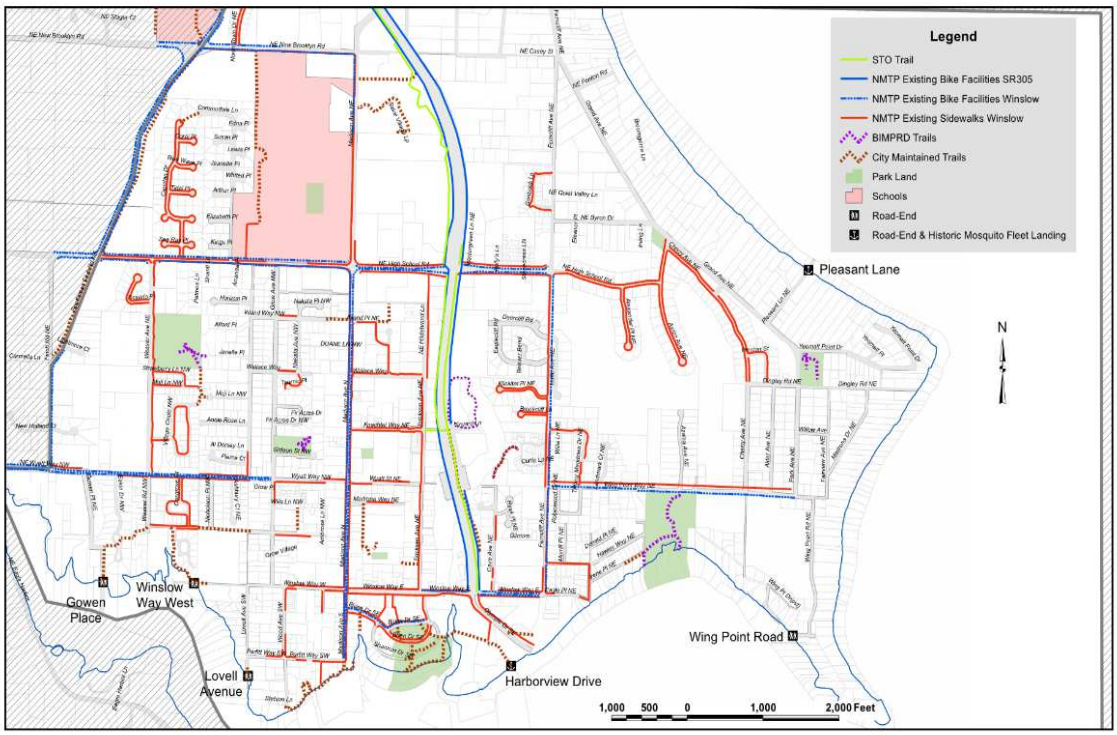
Most city trails of significant length are located within the City's rights-of-way. Other city trails connect to or through neighborhoods in formalized easements. City trails are mostly gravel surfaced and constructed to 6 feet in width although many neighborhood trails are smaller in width. The Bainbridge Island Metropolitan Park and Recreation District (Park District) owns and operates a network of trails within, between, and connecting to parks that comprises most of the length of trails on the Island.

There is a huge potential to improve non-motorized access to transit, goods and services, to provide recreational opportunities on Bainbridge Island and to improve the quality of life for citizens. The following nodes are identified for consideration:

- Ferry Terminal
- Agate Pass Bridge
- Winslow
- Designated Town centers of Day Road, Island Center, Lynwood, and Rolling Bay
- Residential neighborhoods
- Schools
- Churches
- Parks
- Road ends and shorelines
- Equestrian facilities



Non-Motorized System Plan
Map A: Existing Non-Motorized Facilities
January 2003 Updated May 2016



Non-Motorized Transportation Plan
Map B: Existing Non-Motorized Facilities
1:11,163

Non-Motorized Use

A large number of people use active modes of transportation on Bainbridge Island. Washington State Ferries reports ridership statistics each year. For 2015 it was reported that 3,093,016 foot passengers including 382,207 cyclists rode the ferry. This number grows substantially each year and WSF expects this trend to continue.

Each year, on a weekday falling between Tuesday and Thursday in the month of September, community volunteers count bike and pedestrians at major intersections on the Island, supporting the Washington State Bicycle and Pedestrian Documentation Project. The State Ped Bike program keeps data that are summarized in the following tables for the past 5 years.

Table 6-1a, Bicycle Counts, 7-9 AM

Location/Year	2011	2012	2013	2014	2015
SR 305/ Winslow Way	125	204	114	192	138
SR 305/ High School	-	-	-	69	51
SR 305/ Day	-	-	26	24	17

Madison/ Wyatt	-	39	-	37	-
Madison/ High School	-	-	-	38	53
Blakely/ Bucklin	-	-	-	44	36

Table 6-1b, Bicycle Counts, 4-6 PM					
Location/Year	**2011**	**2012**	**2013**	**2014**	**2015**
SR 305/ Winslow Way	-	-	211	168	117
SR 305/ High School	-	49	-	-	59
SR 305/ Day	-	26	24	35	33
Madison/ Wyatt	-	45	9	-	-
Madison/ High School	89	-	68	67	68
Blakely/ Bucklin	-	28	-	45	47

Table 6-1c, Pedestrian Counts, 7-9 AM					
Location/Year	**2011**	**2012**	**2013**	**2014**	**2015**
SR 305/ Winslow Way	126	185	176	28	196
SR 305/ High School	-	-	-	24	51
SR 305/ Day	-	-	6	4	0
Madison/ Wyatt	-	39	-	48	-
Madison/ High School	-	-	-	76	127
Blakely/ Bucklin	-	-	-	2	3

Table 6-1d, Pedestrian Counts, 4-6 PM					
Location/Year	**2011**	**2012**	**2013**	**2014**	**2015**
SR 305/ Winslow Way	-	-	526	309	471
SR 305/ High School	-	43	-	-	68
SR 305/ Day	-	1	-	3	1
Madison/ Wyatt	-	80	21	-	-
Madison/ High School	238	-	182	30	142
Blakely/ Bucklin	-	5	-	5	2

Barriers to Use and Connectivity Improvements

Barriers are physical characteristics of a transportation system that limit or restrict mobility for non-motorized users. Some common barriers on the Island are as follows:

- Inadequate maintenance including lack of shoulder sweeping for cyclists, joints at settled sidewalk panels, and poor trail surfaces in need of re-grading and compaction;

- Deficiencies in design such as lack of ADA-compliant ramps, facilities that are not of adequate width to be comfortable for many users, and facilities with materials that are not ADA-compliant;
- Discontinuities in system networks such as gaps in sidewalks or roadway shoulders, or bike lanes;
- Inadequate facilities at roadway intersections;
- Lack of facilities when systems do not exist or do not extend far enough to meet needs;
- Physical barriers such as naturally occurring ravines or existing developed properties that do not provide for access.

To address barriers and other limitations on non-motorized connectivity across the island, connectivity improvements are identified in a set of figures and tables which are intended to be living documents updated as new areas are identified and considered warranted.

Table 6-2 Identified barriers on SR 305 and on City roadways.

Table 6-2, Roadway Network Barriers		
1	SR 305 at Vineyard Lane	A separated grade crossing is needed to unite the two sides of Winslow that are divided by the SR 305 superblock between Winslow Way and High School Road.
2	SR 305 Signalized Crossings	Wide crossings can be a barrier to some users. As capacity improvements are made to SR 305, medians, islands, and other pedestrian related improvements should be provided.
3	SR 305 Shoulders	Shoulder widening is needed to address gaps between Hidden Cove Rd and the Agate Pass Bridge.
4	City Secondary arterial and collector roadways	Where pedestrian and cyclist facilities do not exist, shoulders and/or separated pathways are needed. Many of these areas are identified for improvements shown in Map E, F, and G.

Non-Motorized Travel Routes and Network

The vision and goals for non-motorized transportation are established in the Transportation Element of the City's Comprehensive Plan. To meet the vision and mobility and connectivity goals in the Transportation Element of the Comprehensive Plan, a non-motorized network is proposed in this section.

Providing facilities for accommodation of non-motorized modes of transportation has consistently ranked high on past Bainbridge Island Community surveys.

This section describes the current needs and identifies the best opportunities given geography, existing development, and other constraints.

Context sensitive solutions for non-motorized modes will depend upon site specific conditions such as existing and planned land uses, the location of origins and destinations such as schools and parks, motor vehicle speeds and volume, and the overall network connectivity.

The non-motorized transportation system seeks to create a network of facilities that makes it safe for all ages and abilities of people to get around their neighborhoods and the island without a car. This will require facilities that will be evaluated for the context but may include.

A. Sidewalks and bicycle lanes along streets in the island's designated centers.

B. Road shoulders can provide connectivity for commuter and more experienced cyclists, as illustrated in the City's Core 40 Program. The Core 40 goal is to provide an integrated network of shoulders for safe non-motorized use that, when combined with multi-use trails and lower volume roadways, provides 40 miles of bicycle routes on the island.

C. Separated non-motorized facilities that provide a non-motorized transportation option for a wide range of people walking, riding bikes, riding horses, or using wheelchairs. This pathway network is envisioned to connect to the City's sidewalk and bike lane infrastructure and connect to main destinations like the ferry terminal, Agate Pass Bridge, Winslow, designated centers, schools, parks, shoreline road ends, equestrian facilities, and other amenities. These facilities will vary depending on purpose but include:

    1. The Sound to Olympics (STO) trail, which serves as a centralized spine for non-motorized users and is a separated multi-use path connecting the Bainbridge Island Ferry Terminal to the Agate Pass Bridge and linking to other regional locations.

    2. Intra-island trails, which combine separated multi-use pathways and low volume roadways to link designated centers, schools, and parks.

3. Connecting pathways provide local connectivity and link to the regional and intra-island trails.

4. The system will integrate with Bainbridge Island Metropolitan Park and Recreation District trails to provide both intra-island and local connectivity.

D. On low-volume neighborhood streets, specific non-motorized infrastructure may not be necessary if vehicular speeds are low (20-25 mph).

This combination of facilities is designed to make up a functional network that provides connectivity to the attractions previously identified and mobility for the greatest number and widest range of users.

Sidewalks, Shoulders, Multi-use Trails, and Connecting Pathway planned facilities are identified and located in attached Maps C and D (Appendix J). These facilities are integrated to optimize connectivity for alternative modes of transportation for users of all ages and abilities. Refer to Maps C and D for trail connection zones. Trail connection zones are identified as opposed to specificity of routes to allow flexibility. The City's past practice has been to acquire easements for trails from private property owners on a voluntary basis or when there is significant development.

Table 6-3 identifies potential connectivity for trails. The focus of this table is for regional and intra-island multi-use pathways and roadway shoulder improvements. These maps depict one set of possibilities for intra-island trails for the purposes of demonstrating connectivity that may be achieved by an integrated trail network. Some connectivity is identified for connecting pathways that are branches of regional and intra-island trails. Local connectivity is beyond the scope of what is listed.

Table 6-3, Regional and Intra-Island Trails

1	Sound to Olympics Trail Separated Grade Crossing at Vineyard Lane	A non-motorized bridge to connect the center of Winslow which is divided by SR 305, requiring easements for accommodating a non-motorized bridge and its approaches.
2	Sound to Olympics Trail at Hildebrand Retail Area	A multi-use pathway to serve as a cross-connecting route at the north end of Winslow.
3	Sound to Olympics Trail north of High School Rd	A multi-use pathway to serve as a regional non-motorized transportation corridor connecting the Winslow Area north to the Agate Pass Bridge and Kitsap County. This route would connect to transit,

		schools, and parks facilities.
4	Waterfront Trail Connector at Harbor Drive	A separated pathway to connect the Waterfront Park to the ferry terminal. Permission is needed from WSF to use the area west of the roadway for a separated pathway.
5	Waterfront Trail Connector from Bjune to Parfitt.	A separated pathway and/or boardwalk along the shoreline connecting the Waterfront Park to the commercial waterfront district along Parfitt Way.
6	Cave Avenue Trail Connector	A connecting pathway to connect local neighborhoods to the STO trail and the center of Winslow. Easements may be needed near the ravine for access from the STO trail to Ferncliff Avenue near Wing Point Way.
7	Knechtel Trail Connectors	A network of connecting pathways and low volume local access roadways to connect local neighborhoods to the center of Winslow and the STO trail. Easements are needed from private property owners to link local access to the roadway for east-west connection from STO trail to Weaver.
8	Schools Intra-Island Trail	A multi-use pathway to serve as an east to west connecting route at the north end of Winslow. This route would connect to schools and parks facilities and serve as a transportation corridor. Formalized routes and easements are needed from the Park District at the “Sakai Park” and the School District at the High School campus and the City’s Suzuki property.
9	Wardwell Intra-Island Trail	A multi-use pathway is envisioned to serve as a route connecting points north to the Winslow area school and parks facilities. Formalized route and easement are needed from the School District at the Middle School campus.
10.	Shepard Intra-Island Trail	A network of multi-use pathways and low volume streets along this corridor to better accommodate non-motorized use. Easements will be needed from private property owners to link local access

		roadway for east – west connection from Weaver to Finch.
11.	Head of the Bay	A trail and/or shoulder improvements is needed along this corridor. Additional right-of-way may be needed from fronting property owners to widen the roadway and mitigate for wetland impacts.
12	Bucklin Hill Road	A trail and/or shoulder improvements are needed along this corridor. Additional right-of-way is needed to widen the roadway and drainage for shoulder improvements.
13	Lost Valley Intra-Island Trail	A multi-use pathway through the Lost Valley. The trail would provide a more direct route to the west from the Winslow area at lesser grades than surrounding road networks. Easements are needed at the east end of the proposed trail to connect through to Fletcher Bay Road.
14	Lynwood Center Intra-Island Trail	A multi-use pathway separated from the roadway on the east side of Fletcher Bay Rd and Lynwood Center Rd. This pathway would provide non-motorized connectivity south to Lynwood Center. Easements are needed along the east side of Fletcher Bay Road.
15	North Island Expeditionary Intra-Island Trail	A continuous network of multi-use trails connecting Wardwell road on the south end to Lovgreen Rd at the north along mostly unopened rights of way. This system would connect with Meigs Farm Park Land trails.
16	Mandus Olson Corridor Intra-Island Trail	A continuous network of multi-use trails and low volume roadways to link to the Lost Valley at the south and the North Island Expeditionary Trail / Lovgreen Rd at the north.

Table 6-4 identifies gaps and deficiencies in sidewalks in Winslow. This information is used to facilitate the planning of the City's sidewalk infill program and pedestrian elements for capital improvement projects.

Table 6-4, Winslow Area sidewalk gaps and deficiencies

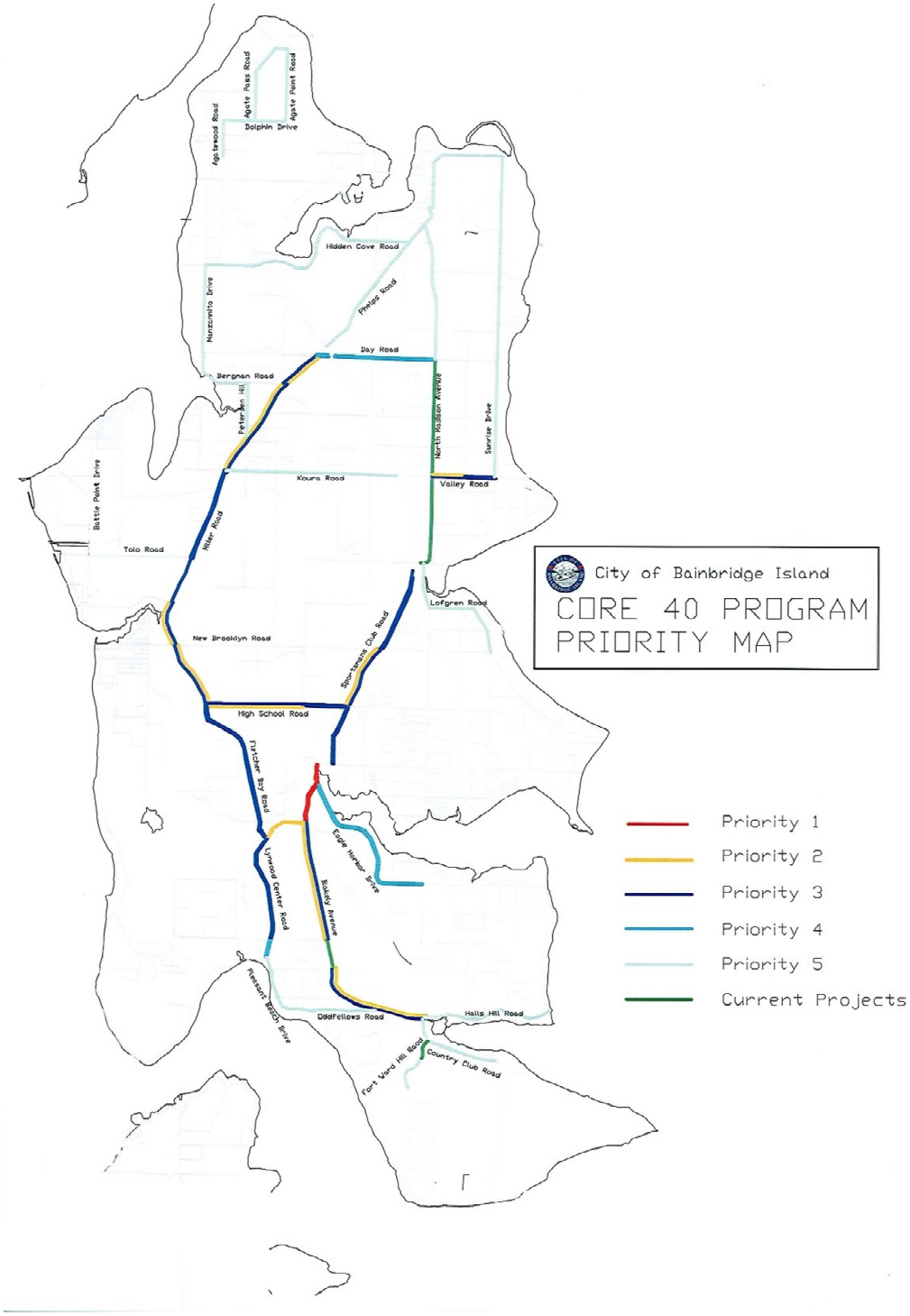
1	Madison Avenue from Wyatt Way to High School Rd	The existing 4-foot plus wide sidewalk is not adequate to accommodate a range of users.
2	Madison Avenue from Winslow Way to Wyatt Way	Sidewalk ramps not to current standards
3	Madison Avenue from Winslow Way to Parfitt Way	Sidewalk ramps not to current standards
4	Wyatt Way from Ericksen to Madison Ave	Sidewalk needed both sides
5	Wyatt Way from Madison Ave to Lovell	Sidewalks and bike lanes needed
6	Wyatt Way from Lovell to Weaver	Sidewalk is needed on north side to fill in the current gap.
7	Winslow Way from Madison Ave to Grow Ave	Existing sidewalks are incomplete for roadway segment. Complete sidewalks are needed on both sides.
8	Grow Ave from Winslow Way to Wyatt Way	Sidewalk needed. Possible greenway (bike & ped prioritized roadway).
9	Grow Ave from Wyatt Way to High School Rd	Sidewalk needed. Possible greenway (bike & ped prioritized roadway)
10	Wood Ave from Grow Ave to Parfitt Way	Sidewalks are incomplete on both sides.
11.	Cave Avenue	Gap in sidewalk on east side.

12.	Waterfront Park Trail at Harbor Drive	The sidewalk is narrow along a steep street grade. A separated pathway on the ferry property to the east with switchbacks would improve accessibility for persons with disabilities and cyclists.
13.	Waterfront Park Bridge and approaches	The bridge needs to be widened to accommodate cyclists and resurfaced for all users.
14.	Trail from Parfitt Way to Finch Place	The existing gravel trail serves an area that is used by many senior citizens and is inconsistent in width and surfaced with gravel

Table 6-5 identifies gaps and deficiencies in shoulder facilites for cyclists. This information is used to facilitate the implementation of the "Core 40 – shoulder program" to create a 40 plus mile network of safe roadway routes for cyclists.

Table 6-5, Island-Wide Network of Shoulder Facilities for Cyclists		
1.	Eagle Harbor Drive	Bicycle lanes both sides from Bucklin to McDonald
2.	Miller Rd & Day Rd	Bicycle lanes both sides for entire length of roadway and for Day Road West of SR 305 to Miller
3.	Bucklin Hill Road	Bicycle lanes both sides from Blakey to Lynwood Ctr. Road
4.	High School Road	Bicycle climbing lanes both directions
5.	Blakely Avenue	Bicycle climbing lanes both sides from Bucklin to Oddfellows
6.	Valley Avenue	Bicycle climbing lane from N. Madison to Sunrise
7.	New Brooklyn Rd.	Bicycle climbing lanes both directions
8.	Baker Hill Road	Bicycle climbing lane from Lynwood Center and Palimino
9.	Lynwood Center Rd.	Bicycle lane on the west side in the south bound direction assuming seperated shared use pathway is also constructed on the east side
10.	Sportsman's Club Rd. & Finch Rd.	Complete bicycle lanes both directions
11	Fletcher Bay Road	Complete bicycle lanes both sides
12	Day Road	Bicycle climbing lane from SR 305 to N. Madison
13.	North Madison Ave.	Complete bicycle lanes both sides from SR 305 to Day
14.	High School Rd.	Complete bicycle lanes both sides
15.	Blakely Ave.	Complete bicycle lanes in both sides from Bucklin to Country Club

Map G, Core 40 Shoulder Improvements



Facility Types

The System Maps C and D (Appendix J) identify facility types for roadway shoulders and trails. Refer to Recommended Capital Improvement Plan Maps E and F (Appendix K) for regional and intra-island trail designations.

Sidewalks are not depicted on system maps. Sidewalks are required per City Design and Construction standards in designated centers.

Shoulders are required at locations shown in system maps. Minimum shoulder widths are designated as 6-feet (Type B) or 3-foot (Type C).

Type B shoulders are intended to provide space that is adequate to accommodate cyclists riding with traffic and pedestrians walking facing traffic.

Type C shoulders are intended to ballast the paved roadway in suburban areas or provide shy distance from curbs in urban areas. While three-foot gravel shoulders are not considered a non-motorized facility, they provide limited space between the paved edge and the ditch for pedestrians when vehicles are traveling in both directions. In suburban locations, this facility type is best suited for low traffic volume when the frequency of conflict is low and where drivers can most often maneuver to provide additional room for non-motorized users.

Trails: Regional trails, intra-island trails, and some connecting pathways are shown in system plan maps. Explore ways to secure connecting pathways in locations not depicted in the system plan maps to preserve existing connectivity or provide connectivity to facilities. The City's minimum trail width is 6-feet. Type A facilities (regional trails, intra-island trails) require a 10-foot minimum width plus 1-foot or greater ballasted shoulders. All trail facilities are to be hard surfaced. Trails along roadways should be separated from the vehicular traveled way.

Levels of Service

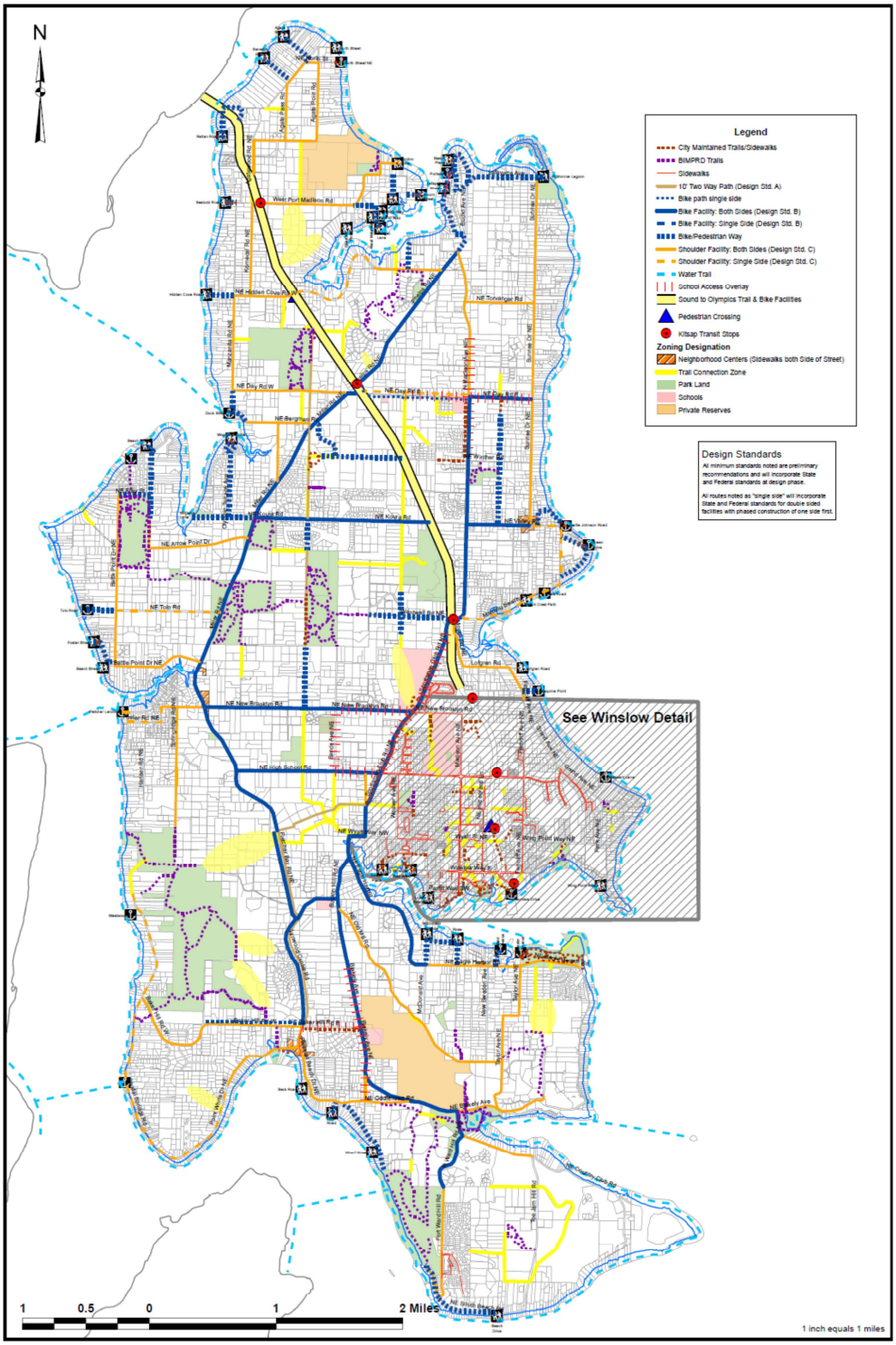
Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) are established for each of the facility types for Secondary Arterial Streets and High Volume Collector Streets over 1500ADT with posted speeds up to 35mph..

Table 6-6, Non-motorized LOS Guideline	
LOS	Description
A	Separation from vehicular modes that is comfortable for the majority of users. Minimum 7 feet of separation or curb with 3 feet of separation.
B	Separation from vehicle modes that may not be comfortable for some users. Minimum curb or two feet of separation.
C	Space provided for non-motorized modes. Meets AASHTO minimums.
D	Space provided for non-motorized modes but may be sub-standard and not considered a non-motorized facility.

Table 6-7a, Non-Motorized Level of Service for Designated Centers		
Facility Description	BLOS	PLOS
10-foot wide multi-use pathway separated 7 or more feet from the roadway or separated by physical barrier	A	A
6-foot wide trail separated 7 or more feet from the roadway	C	A
5-foot wide sidewalk or trail with curb and gutter and planter strip 3 or more feet wide	N/A	A
5-foot wide sidewalk	N/A	B
5-foot wide paved shoulder w/ 2 foot buffer	B	C
5-foot wide paved shoulder (6 foot total width)	C	C

Table 6-7b, Non-Motorized Levels of Service for Conservation Area		
Facility Description	BLOS	PLOS
10-foot wide multi-use pathway separated 7 or more feet from the roadway or separated by physical barrier	A	A
6-foot wide trail separated 7 or more feet from the roadway	C	A
5-foot wide paved shoulder w/ 2 foot buffer	B	C
5-foot wide paved shoulder (6 foot total width)	C	C
8-foot wide shoulder	N/A	B
6-foot wide shoulder	N/A	C
3-foot wide shoulder *	N/A	D

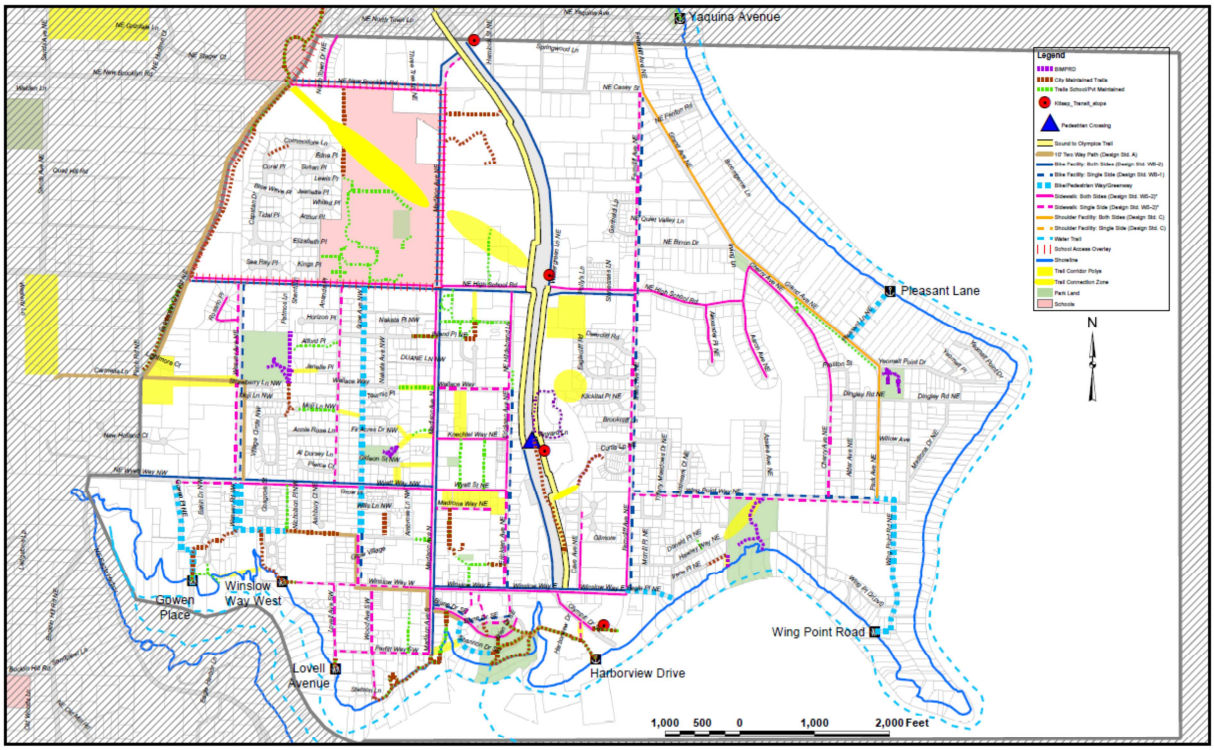
* 3 foot shoulders are not intended as a non-motorized facility but may provide space to avoid run out into a ditch or vegetation for non-motorized users, as well as recovery for vehicular traffic.



Non-Motorized System Plan
Map C: (Minimum Standards)

January 2003 Updated July 2016

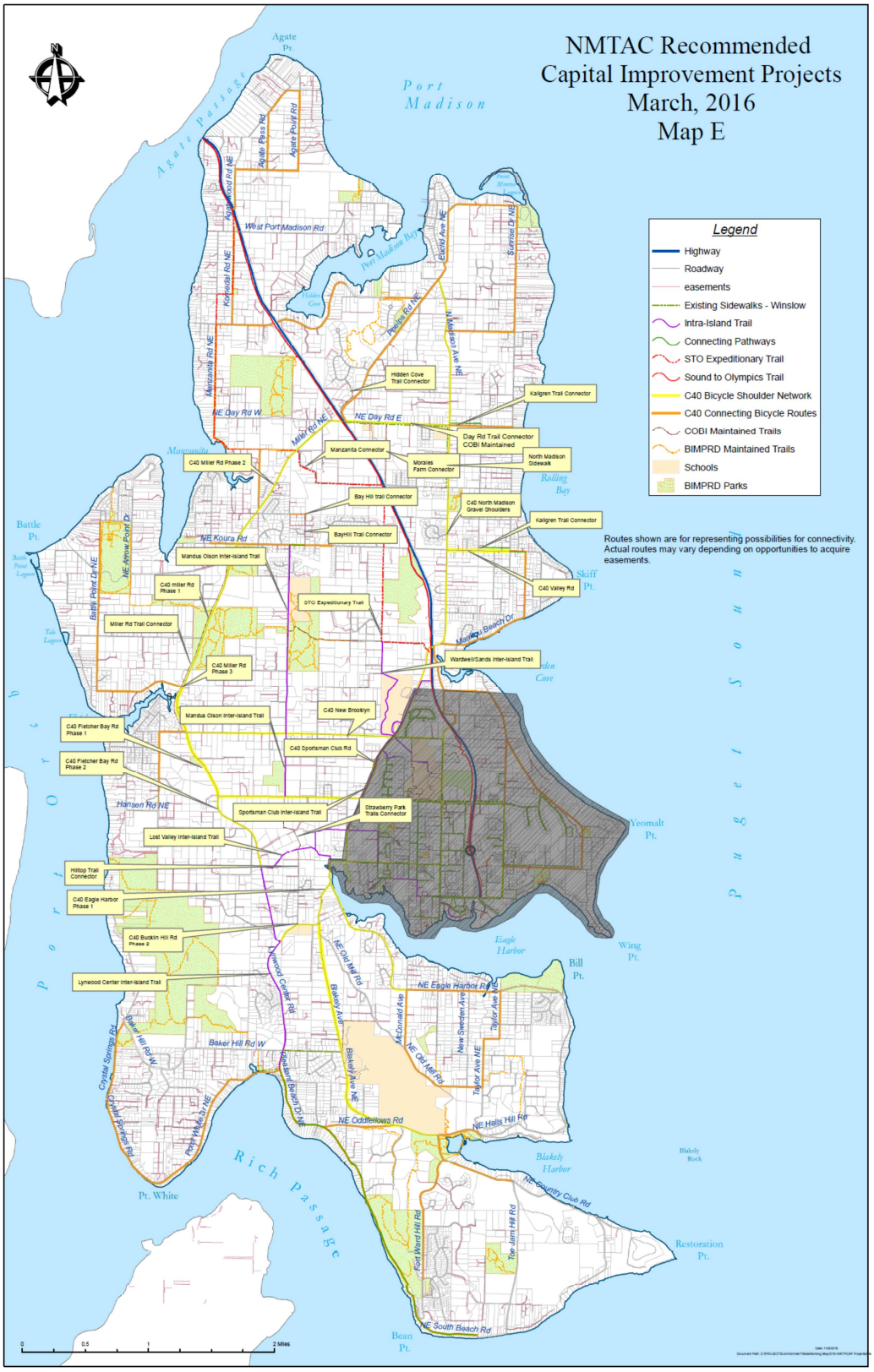
CITY OF BAINBRIDGE ISLAND

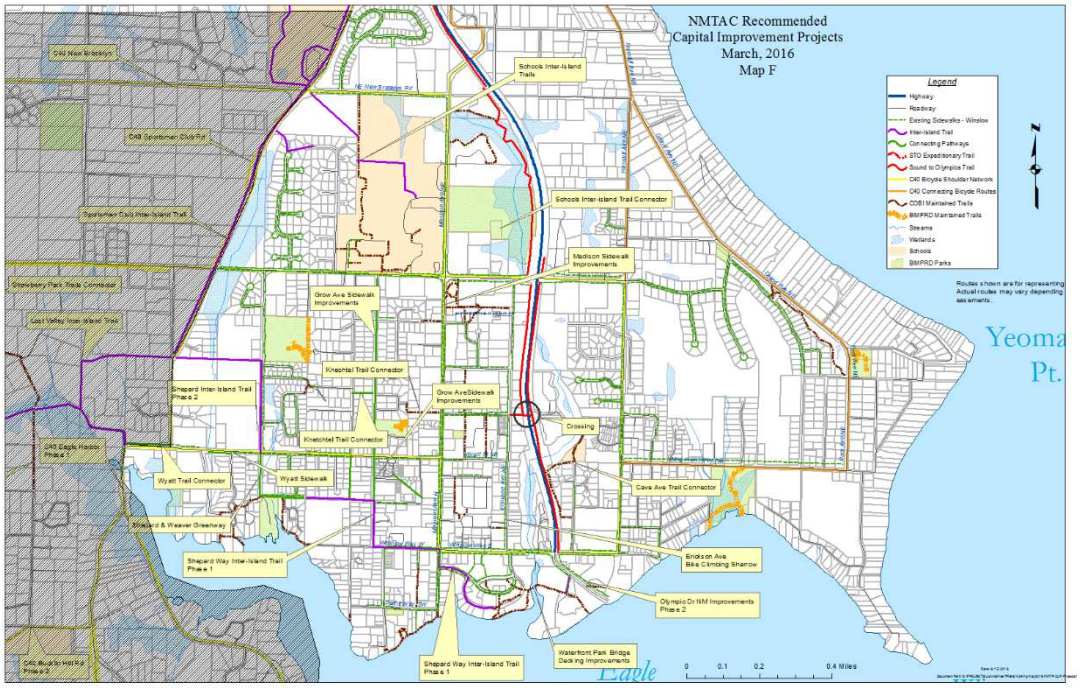


Non-Motorized Transportation Plan
Map D: Winslow System Plan (Minimum Standards)
1:12,276
January 2003, Updated July 2016

Non-Motorized Improvement Plan

Programs and projects to achieve the proposed Non-motorized Transportation System Plan are identified in Maps E and F and Appendix K.


NMTAC Recommended
Capital Improvement Projects
March, 2016
Map E
Legend
Highway
Roadway
easements
Existing Sidewalks - Winslow
Intra-Island Trail
Connecting Pathways
STO Expeditionary Trail
Sound to Olympics Trail
C40 Bicycle Shoulder Network
C40 Connecting Bicycle Routes
COBI Maintained Trails
BIMPRD Maintained Trails
Schools
BIMPRD Parks
Routes shown are for representing possibilities for connectivity. Actual routes may vary depending on opportunities to acquire easements.
Port Madison
Agate Pt.
Agate Passage
Port Madison Bay
Rolling Bay
Battle Pt.
Skiff Pt.
Yeomalt Pt.
Wing Pt.
Bill Pt.
Eagle Harbor
Blakely Harbor
Restoration Pt.
Bean Pt.
Pt. White
Rich Passage
Port Orchard
Puget Sound
Hidden Cove Trail Connector
Kailgren Trail Connector
Day Rd Trail Connector COBI Maintained
North Madison Sidewalk
Manzanita Connector
Morales Farm Connector
Bay Hill trail Connector
C40 North Madison Gravel Shoulders
Kailgren Trail Connector
BayHill Trail Connector
Mandus Olson Inter-Island Trail
C40 miller Rd Phase 1
C40 Valley Rd
STO Expeditionary Trail
Miller Rd Trail Connector
Wardwell/Sands Inter-Island Trail
C40 Miller Rd Phase 2
C40 Miller Rd Phase 3
C40 New Brooklyn
Mandus Olson Inter-Island Trail
C40 Fletcher Bay Rd Phase 1
C40 Fletcher Bay Rd Phase 2
C40 Sportsman Club Rd
Sportsman Club Inter-Island Trail
Strawberry Park Trails Connector
Lost Valley Inter-Island Trail
Hilltop Trail Connector
C40 Eagle Harbor Phase 1
C40 Bucklin Hill Rd Phase 2
Lynwood Center Inter-Island Trail
West Port Madison Rd
NE Day Rd W
NE Day Rd E
NE Koura Rd
NE Eagle Harbor Rd
Baker Hill Rd W
NE Oddfellows Rd
NE Halls Hill Rd
NE Country Club Rd
NE South Beach Rd
Fort Ward Hill Rd
Toe Jam Hill Rd
Hansen Rd NE
Manzanita Rd NE
Kornedal Rd NE
Agate Pass Rd
Agate Point Rd
Elicild Ave NE
Sunrise Dr NE
Phelps Rd NE
N Madison Ave NE
Miller Rd NE
Battle Point Dr NE
NE Arrow Point Dr
Lynwood Center Rd
Bakely Ave
Bakely Ave NE
McConald Ave
New Sweden Ave
Taylor Ave NE
Crystal Springs Rd
Baker Hill Rd W
Pond Water Dr NE
Pleasant Beach Dr NE
0
0.5
1
2 Miles



Design Considerations

Consider the following aspects when developing designs for public and private projects to improve non-motorized safety. Note that these design considerations may be above minimum established standards and should be provided for all public and private projects.

A. Incorporate accessibility requirements in accordance with the United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Rights-of-way (PROWAG) to the extent feasible and incorporate universal principles in design to the extent practical.

B. Provide safe at-grade crossings at signalized intersections on SR 305. Consider refuge areas at busy locations. Consider separated grade crossing for regional trails and other high volume locations.

C. Provide marked crosswalks in high traffic areas at safe and appropriate intervals, particularly in locations where pedestrian routes cross secondary arterials. Provide marked crosswalks at driveways on secondary arterial streets in busy locations.

D. On designated bike routes, provide wider (8“) fog lines adjacent to paved shoulder facilities for cyclists and bike lane markings and bicycle climbing lanes. The use of sharrow markings to raise awareness awareness of cyclists is discouraged. Incorporate the use of sharrow markings for directional purposes at high-bicycle-volume locations in designated centers when engineers consider the design to be a significant safety enhancement. Examples include the use of sharrows adjacent to angle parking and at transition areas from bike lanes to shared lanes on Winslow Way.

E. Provide separation for non-motorized from vehicular uses at higher speed (over 30mph) and higher volume (over 2000 ADT) motorized traffic locations. When separation is not practical, alternative routes should be provided to accommodate users of all ages and abilities. A particular emphasis for separated facilities is on roads connecting to schools and along SR 305.

F. Consider lowering speed limits on secondary and collector streets with significant bicycle and/or pedestian traffic that lack non-motorized facilities.

G. Post walking and biking warning signs on roadways in high non-motorized use areas lacking adequate facilities.

H. Incorporate traffic calming elements such as narrow lanes (9-10 feet depending on roadway classification), center island/crossing islands, chichanes, or winding roadways, and maintain native vegetation or provide street trees in all designs. Consider speed humps, and/or raised crosswalks at local access streets with a desired speed limit of 20mph when there are large vehicular traffic generators or very high volumes of pedestrians.

I. Provide street lighting on secondary arterials and collector streets in designated centers and marked crosswalks on arterial streets.

J. Provide bicycle-activated sensors at signal locations.

K. Avoid placement of utility facilities, such as manhole covers and utility poles, within non-motorized travelways.

L. Design of new parking lots and garages to include covered bike storage or parking facilities. Where existing bicycle parking is sufficient and conveniently located, the City Engineer may omit this requirement.

M. When bike racks are required for commercial development and public facilities, the racks shall be conveniently located to the building entrance, appropriately designed to be compatible with the design and development of the site, and sheltered from inclement weather.

Standards

The City's existing Design and Construction Standards were recently updated in order to come into compliance with Low Impact Development requirements of the City's NPDES permit.

Preservation and Maintenance

Non-motorized facilities need to be preserved and maintained to ensure continued usefulness. As the system grows, so does the demand for resources to maintain it. Facilities deteriorate over time and the City needs to plan for expenditures to repair and/or reconstruct these assets.

Areas of emphasis for maintenance:

- Annual raised sidewalk grinding or replacement of sidewalk panels to address deficient disability access.
- Annual sidewalk and cross walk power washing where needed to maintain slip resistance and contrasting color.
- Monthly sweeping of separated pathways.
- Annual cleaning of separated pathways.
- Seasonal brush cutting of trails.
- Annual grading and graveling of unpaved trails where needed to address unevenness and traction issues.
- Maintenance of roadway surfacing to consider serviceability of shoulders for cyclists when prioritizing repairs.
- Trimming of roadside brush to maintain use of shoulders by cyclists and pedestrians.
- Monthly shoulder/bike lane sweeping with higher frequency at problem areas.
- Pulling and re-ballasting shoulders with gravel.
- Repair and adjustment of lids and grates to maintain even surfaces for cyclists and pedestrians.
- Annual pavement marking maintenance of cross walks, bike lane symbols, and other surface markings.
- Washing and replacement of signage such as no parking signs, wayfinding signs, and others.

Education, Encouragement and Enforcement

The City in coordination with School District, Park District, Fire District, Kitsap Public Health District, and community groups, will work to further the education goals of this plan. This includes developing programs, or adopting programs used successfully elsewhere, to encourage use of non-motorized modes and promote safety.

- Listen to the community to identify transportation system deficiencies and opportunities for improvement
- Coordinate and support programs and projects that encourage active modes of transportation
- Support community outreach and involvement for the development of transportation projects
- Support safe routes to school programs
- Support “Adopt-a-Trail” and “Adopt-a-Route” programs
- Develop and distribute guide maps and provide wayfinding signage. Public non-motorized facilities such as trails should be identified with signage in order to designate routes and access points. This is especially important where facilities are adjacent to or run through easements on private property.

The City routinely support the following efforts:

- ‘Bainbridge Shares the Road’ program and signage.
- League of American Bicyclists ‘bicycle friendly community’ designation.
- Walking, Cycling, and Paddling Map supported on the City’s web site.
- Walking Map of Winslow, produced by Sustainable Bainbridge and supported on the City’s website.
- Waterfront Trail Map supported on the City’s web site.
- Map of accessibility features in the Winslow area, produced in cooperation with the Kitsap County Accessible Communities Advisory Committee.
- Participating in Bike to School Day and Bike to Work Day.
- Community engagement for connectivity opportunities and easements.
- Participating in public outreach involvement opportunities for City transportation projects.

- Coordinating with the Police Department to identify areas with higher non-motorized use that may need education and enforcement emphasis for safety due to collision history, speeding, observed poor behaviors by either motorized and/or non-motorized users.

- Promoting police bicycle patrols for enforcing laws for cyclists and patrolling multi-use pathways.

CHAPTER 7 OTHER TRANSPORTATION SYSTEMS

On Bainbridge Island, non-city transportation systems have an extremely important role in the movement of people, vehicles, and goods. Ferry and transit systems are the primary means of moving people to and from their destinations, from commuter trips to Seattle, to tourists visiting Bainbridge Island. This chapter describes each of these systems and their relationship to the Bainbridge Island transportation system.

Ferry System

The Washington State Ferries (WSF) service is the primary provider of ferry transit services in western Washington. The Seattle-Bainbridge ferry run provides an integral connection between greater King County and locations east of Puget Sound to the Kitsap Peninsula and the Olympic Peninsula regions. System-wide, the WSF system carries more than 23 million passengers per year *(2014 Washington State Ferries Rider Statistics Report).*

Washington State Ferry Operations

The Seattle/Bainbridge Island ferry provides daily crossings between Bainbridge Island and downtown Seattle's Colman Dock. The 35-minute crossing covers 8.6 miles and connects Bainbridge Island and the SR 305 Corridor with downtown Seattle and the Interstate 5 and 90 Corridors. Two Jumbo Mark II Class auto/passenger ferries, the M/V Tacoma and M/V Wenatchee, serve the route. Each vessel has a travel speed of 18 knots and maximum capacity for 2,499 passengers, 202 vehicles and 60 commercial vehicles.

Table 7-1 lists the ridership, schedules, crossing times, and service frequencies for the Seattle-Bainbridge Island route and alternative ferry routes that serve the central Kitsap County region. These alternative routes include the Seattle-Bremerton (passenger-vehicle and passenger-only), and Kingston-Edmonds runs. The Seattle-Bainbridge run carries the largest share of ridership with more than 6.32 million passengers per year. The Kingston-Edmonds runs carries approximately 4 million annual passengers and the two Seattle-Bremerton ferries carry about 2.5 million riders.

Credit: WSF

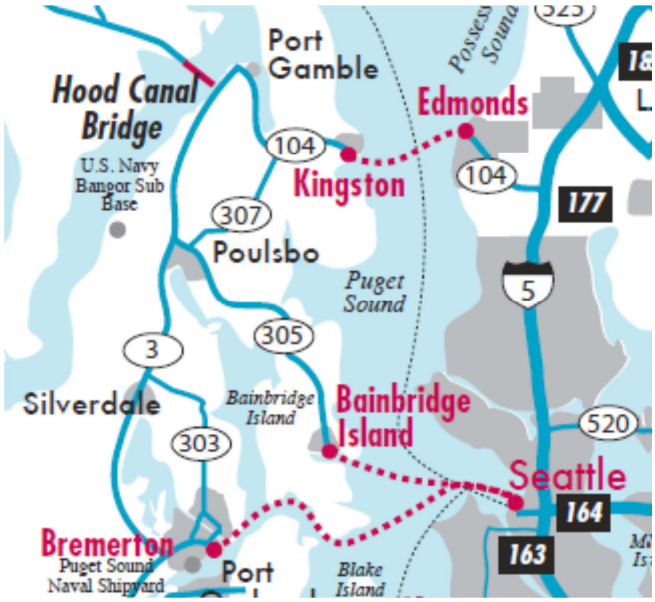
Table 7-1. WSF Schedules and Headways

Route	*2002 Ridership*	*Vehicles Carried*	*Hours of Operation (first-last sailing)*	*Crossing Time*	*Service Frequency*

Seattle/Bainbridge Island	6.72 million	2.19 million	4:45 am-2:10 am	35 min	40-50 min
Seattle/Bremerton	2.21 million	0.72 million	4:50 am-12:50 am	60 min	70-140 min
Seattle/Bremerton Passenger-Only	0.68 million	--	5:00 am-1:30 am	30 min	40-270 min
Kingston/Edmonds Ferry	4.49 million	2.34 million	4:55 am-12:55 am	30 min	40-70 min

Source: Washington State Ferries

Figure 7.1 Ferry Routes



Ferry LOS

WSF uses daily percentage of vessels at vehicle capacity as the measure of the Level of Service for ferry services. The methodology places an emphasis on using existing capacity as opposed to an earlier method of measuring length of wait times at peak sailings which emphasized commute times for motorists.

Table 7-2 Ferry Operation LOS

Route	Level 1	Level 2
Seattle/Bremerton	25% to 30%	50% to 60%
Seattle/Bainbridge Island	25% to 30%	65% to 75%
Edmonds/Kingston	25% to 30%	65% to 75%

Source: WSF 2009 Long Range Plan

Level 1 LOS represents the percentage of sailings at peak vehicle capacity. At 25% capacity, peak sailings are filled to capacity but other sailings are not. Exceeding the LOS standard is an indicator that adaptive strategies should be employed to reduce peak demand.

Level 2 represents the percentage of sailings at peak vehicle capacity. Standards are set to 65% to 75% for routes that reflect the ability to spread demand throughout the day due to more time flexibility amongst customers. Exceeding the LOS standard is an indicator that additional investment is needed to address capacity.

The WSF Long Range Plan forecast that percentage of vessels sailing at peak capacity will not exceed 67% through 2030, nor exceed the LOS threshold of 75% for the peak summer month of August. Thus, capacity improvements in the planning period are not driven by the LOS standard.

Kitsap Transit Passenger-Only Ferry Proposals

WSF discontinued passenger-only ferry service in 2003. A private company, Aqua Marine and the Port of Kingston have attempted to restore high speed passenger-only service from Kingston and Seattle. Both services have proven to be financially unsustainable due to limited ridership and high passenger fares. The Port of Kingston ended its service in 2012.

Kitsap Transit proposed to develop a passenger-only ferry service directly to Seattle supported by a sales tax increase in Kitsap County in 2003. This proposition was not supported by the voters at that time. In 2016 Kitsap County voters approved the Kitsap Transit passenger-only ferry proposal, and service will be implemented to serve Bremerton, Kingston, and Southworth in coming years.

Ferry System Issues

The primary issue for ferry service is funding. With citizen initiatives to reduce car tab fees and the erosion of the gas tax with more fuel efficient vehicles, transportation funding has been in decline. Since the taxpayer backed tax cuts in the early 2000's, WSF has been faced with raising fares, deferring maintenance of its fleet and terminals, and foregoing expanded operations. Challenges include:

- Maintain operating funding to provide 80% fare box recovery
- Fund vessel maintenance and replacement reserves
- Fund terminal reconstruction including the Seattle Ferry Terminal
- Develop long range plans and funding strategies for expanding services including investments in expanding existing service, additional routes, and multimodal transportation to meet more sustainably the region's growing transportation needs. Examples may include upgrading the Edmonds-Kingston ferry terminals to better serve bus and other multimodal transportation, introducing ferry service from Southworth to Seattle and upgrading walk-on capacity and level of service to Bainbridge Island using three smaller auto capacity ferries to reduce traffic congestion impacts to SR 305.

Recommendations for Ferry Services

The City supports the retention and expansion of ferry systems to reduce the dependency on the Bainbridge Island terminal and SR 305, and to promote a more convenient and equitable ferry system. Elements of the recommendations include:

- *Parity of ferry services* – The City promotes services closer to home origins to reduce demand at the Bainbridge Island ferry terminal and on SR 305. Examples include vehicle/passenger ferry service from Southworth to Seattle, and high speed passenger-only ferry service from Kingston to Seattle, and direct bus service from Kitsap County to King County via the Kingston-Edmonds Ferry.
- *Ferry Priority* – The City supports the WSDOT and Kitsap Transit's programs to encourage non-SOV use through priority boarding and through the development of facilities for bicycles and pedestrians.
- *Passenger Ferry Options* – The City supports passenger-only ferry services through public and private initiatives.
- *Walk-on and bicycle capacity* - The City supports long range planning for capital improvement expenditures to enhance walk-on and bicycle capacity at peak sailings.
- *Motorized capacity* – The City supports long range planning for capital improvement expenditures to maintain a two-boat maximum wait-time for motor vehicle capacity at peak sailings.
- *Fare box recovery* – Maintain affordable fares for service to Bainbridge Island and Kitsap County. The City supports long range planning and investment for State funding to subsidize operation and maintenance for the ferry system.

Kitsap Transit bus and other services

Kitsap Transit, as the public transit service provider in Kitsap County, serves the County including the City of Bainbridge Island. Bus service is provided for commuter hours to and from the ferry terminal. Kitsap Transit has an Access program providing transportation for seniors and disabled persons who are unable to use regular-route buses. Starting in June 2014, BI Ride service was introduced providing daytime intra-island bus service. Kitsap Transit also provides park-and-ride lots, vanpool programs, and rideshare programs.

Existing Routes

Eleven bus routes serve Bainbridge Island providing service mainly to and from the Winslow ferry terminal. Figure 7-2 shows the routes as they relate to the roadway system and areas of the Island.

Table 7-3 provides details about the origins and destinations of the routes, the 2014 ridership levels, hours of operations, and service frequency. Most service is provided to meet peak morning and evening demand related to ferry terminal travel, with little or no mid-day service. Service also tends to be one-directional with transit vehicles "deadheading" back (not in service) to meet the demand from arriving ferry passengers.

A total of 534,226 annual passengers in 2014 used the Kitsap Transit routes that serve the ferry terminal (Routes 33, 90-106). WSF reports 3,087,786 walk-on passengers for 2014. If the

assumption is made that all of the ridership also used the ferry system, approximately 1 out of every 6 ferry riders use Kitsap Transit service.

Figure 7-2 Kitsap Transit Routes

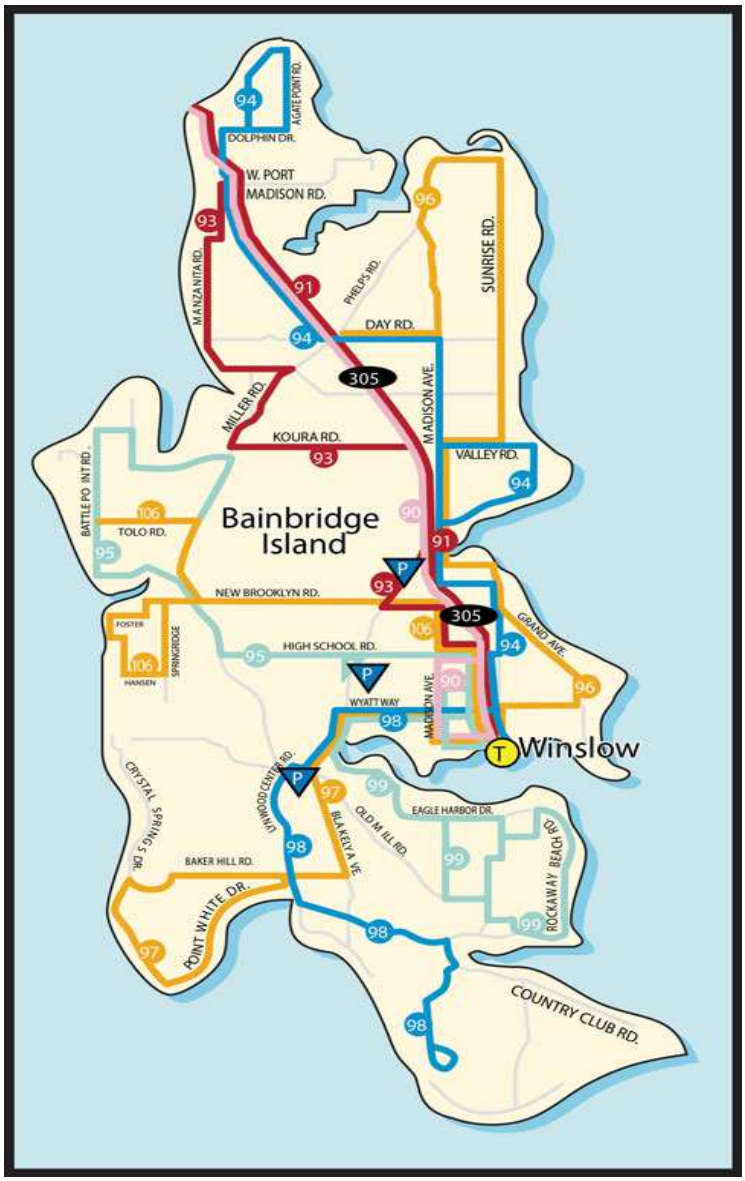


Table 7-3. Kitsap Transit Services

Route	2014 Ridership	Hours of Operation	Service Frequency
# 33 – Silverdale/Bainbridge	29,500	4:30-7:45 15:30-19:45	45-50 min
# 90 – Poulsbo/Bainbridge	254,200	4:50-8:05 15:50-20:05	45-50 min
# 91 – Kingston/Bainbridge	97,500	4:45-8:10 15:45-20:10	35-50 min
# 93 – Manzanita	35,600	4:55-7:40 15:55-19:40	40-55 min
# 94 - Agate Point	21,400	4:50-7:40 15:55-19:40	40-55 min
# 95 - Battle Point	38,000	4:50-7:40 15:50-19:40	45-55 min
# 96 – Sunrise	27,800	4:50-7:40 15:50-19:40	45-55 min
# 97 – Crystal Springs	36,500	4:50-7:40 15:50-19:40	45-55 min
# 98 - Fort Ward	26,200	5:00-7:40 16:00-19:40	45-55 min
# 99 - Bill Point	26,700	4:50-7:40 15:50-19:40	45-55 min
# 100 - Winslow Shuttle	28,300	5:30-7:40 16:30-19:40	45-50 min
# 101 – Ferncliff Shuttle	--	7:00-13:45	45-60 min

Source: Kitsap Transit (www.kitsaptransit.org)

Park-and-Ride Lots

Kitsap Transit has developed a number of park-and ride facilities along SR 305 and in North Kitsap County at hubs where passengers can leave a vehicle prior to boarding a bus. Park-and-ride facilities are used by Kitsap Transit bus riders, and also serve as meeting locations for vanpools and carpools.

Table 7-4 indicates the park-and-ride facilities located on transit routes that serve Bainbridge Island as identified by Kitsap Transit.

Table 7- 4. Park-and-Ride Facilities

Park-and-Ride Facility	Location	Spaces	Served by Bus Routes
Clearwater Casino	Suquamish	96	90, 91
Georges Corner	Kingston	225	91
Gateway Fellowship	Poulsbo	138	33, 90
Liberty Bay Presbyterian Church	Poulsbo	75	33, 90
No. Kitsap Baptist	Poulsbo	57	90
Poulsbo Junction	Poulsbo	35	33, 90
Poulsbo Church of Nazarene	Poulsbo	100	90
Suquamish United Church of Christ	Suquamish	65	91
American Legion Post	Bainbridge Island	5	98
Bethany Lutheran Church	Bainbridge Island	80	94
Island Church	Bainbridge Island	37	93
Day Road	Bainbridge Island	25	90, 91

Source: Kitsap Transit (www.kitsaptransit.org)

Kitsap Transit assessed use of park-and-ride facilities in 2014. Table 7-5 summarizes the park-and-ride lots' capacity, the number of observed vehicles, and parking utilization rates for the lots on Bainbridge Island.

Table 7-5. Park-and-Ride Lot Utilization

Park-and-Ride Facility	Capacity	Observed 2014	Parking Utilization
American Legion	5	10	200%
Bethany Lutheran Church	80	65	81%
Island Church	37	18	49%
Overall	**122**	**93**	**76%**

Source: WSDOT Office of Urban Mobility

The study shows that area park-and-ride lots are well used and still have adequate capacity. It appears that additional capacity at the American Legion location would be a benefit if a lease can be secured.

Transit System Issues

Most transit agencies in the region, including Kitsap Transit, have not developed LOS measurements at this time. However, general assessments can be made about areas service frequency, capacity and access. Kitsap Transit has provided a morning and afternoon peak period transit service that meets the needs of many Island commuters. Mid-day (9:15am to 3:30pm) intra-island service is also provided. Review of the transit service reveals that the main issues are related to the expansion of transit services and improving the frequency of service. Issues related to transit include:

- With ferry passenger service expected to grow and increasing congestion on SR 305, ridership capacity for commuter buses is a critical element for achieving a viable multimodal transportation system. Capacity is an important aspect of level of service.
- With more congestion on SR 305 attributed to commuting to employment both on- and off-island, improving bus service within Kitsap County is an increasingly important element of a viable transportation system. Frequency of service and transfer efficiency are important aspects of level of service.
- Park-and-ride lots and bicycle parking at park-and-ride lots and bus stops are important to support commuters and encourage ridership.
- To better serve seniors, youth, and persons with disabilities, intra-island bus transit is an important element of an effective transportation system. Locations served and hours of service are important aspects for level of service.
- Improving access to the transit center near the ferry terminal is needed. Currently the pedestrian facilities are sub-standard and do not provide adequate accommodation for a wide range and number of users and there are no bike facilities on Olympic Drive.
- Improving access to bus stops is needed in Winslow and at the City's designated centers. Both lack of infrastructure and deficient infrastructure are barriers to access in some areas.
- Improving King County Metro transit services at the Seattle ferry terminal to provide better connections to popular destinations including the airport.

Recommendations for Transit System

The City supports the development and improvement of transit services on Bainbridge Island and services that provide options for non-Island commuters.

- *Transit LOS* – Encourage Kitsap Transit to monitor system use to ensure that current and forecasted demand is met for the SR 305 Corridor. Monitor underserved island locations for transit service expansion as island development occurs.
- *Public Transit Ferry Access* – Support changes to transit services that promote ferry use, including service to Sea-Tac airport, popular destinations, and special events in the Seattle area.
- *Expansion of Island Transit* – Support the expansion of bus services on the island to better serve commuters, non-commuters, disabled users, residential areas, and neighborhood centers. This includes the Access Bus and BI Ride services.
- *Ferry Commute* – Improve service with high capacity buses as needed to meet demand. This should include expanding accommodation for riders with bicycles.
- *Route 90 to Poulsbo* – Improve frequency of service between the Bainbridge Ferry Terminal to the Poulsbo Transit Center with transfers to Kingston at Suquamish and Bremerton and other locations from Poulsbo.
- *BI Ride* – Extend hours of service to include evenings and Sundays.

Non-Motorized System Connectivity to Transit

Active modes of transportation such as walking and bicycling are important to many island residents. The City has invested in planning and implementation for pedestrian and bicycle infrastructure to accommodate a wide range of users. Providing connectivity to transit is important for non-motorized improvements. Opportunities include development of a network of bike lanes that link commuters to the ferry terminal and regional and intra-island trail systems that link pedestrians and cyclists to transit stops along SR 305 and throughout the island.

Multimodal – Transportation Demand Management

A key to the development of a multimodal system is through the use of Transportation Demand Management (TDM). TDM is a series of methods and strategies that discourage the use of single occupant vehicles and encourage non-motorized and transit travel. TDM includes measures that provide travel alternatives such as transit, carpools, park-and-ride facilities, or passenger ferry service. TDM strategies are focused on increasing the use of alternatives to single occupant automobile trips through a mix of incentives and disincentives. These programs tend to be lower in cost than roadway or other capital projects.

While TDM programs may increase the number of person trips through a corridor by increasing use of buses, carpools, and diverting trips to off-peak hours, traffic levels may not decrease due

to unmet travel demand replacing any reductions from TDM programs (latent demand for travel).

There are many TDM programs currently in effect on Bainbridge Island. Agencies and major employers have implemented these programs to discourage single occupant vehicle (SOV) trips during commute periods.

The City of Bainbridge Island, Kitsap Transit, and Washington State Ferries have programs that encourage the use of transportation alternatives to the SOV.

Examples of TDM programs promoted by these agencies include:

- *Ferry Terminal Parking Restrictions* – The City has limited amount of parking at the ferry terminal and charges an hourly or daily fee to reduce the number of persons who drive to access the ferry. As parking becomes more difficult or expensive, fewer drivers will desire to use the parking areas. On the other hand, restricted parking may increase the amount of drop-off/pick-up activity at the terminal or encourage parking in adjacent neighborhoods.
- *Commercial Parking Tax* – The City has charged a tax on commercial parking lots since 1999. The current rate is a 30% tax that provides funds for the City's general fund. This tax, if added to the parking fee, increases the out-of-pocket costs for automobile commuters, encouraging ridesharing, non-motorized travel, and transit use.
- *Carpool Parking Areas* –The City provides reserved parking areas for carpools at its ferry terminal lot. Providing reserved spaces or reduced parking rates encourages drivers to form carpools, increasing the occupancy of vehicles.
- *Rideshare Programs* – Programs that promote the formation of carpools and vanpools can increase the rate of vehicle occupancy by increasing the number of persons moved during peak times. Kitsap Transit has a program to match interested commuters with carpools and vanpools using the RideshareOnline.com database.
- *Vanpool Programs* – Kitsap Transit also administers a vanpool program that provides vans for commuters for a monthly fee. WSF provides additional incentives to registered carpools and vanpools through preferential boarding. Vanpools also receive a reduced ferry rate.
- *Land Use Policies* – The City's promotion of higher-density residential in the Winslow area promotes increased opportunities for residents to walk or use bus service rather than drive.
- *Parking Restrictions and Enforcement* – The development and enforcement of parking policies and rules may reduce undesired parking behaviors, such as in neighborhoods adjacent to the ferry terminal area. Types of parking restrictions include hourly parking limits and residential parking zones
- *Car sharing Program* – A car sharing program allows people to have access to a vehicle that they rent on an hourly and/or mileage basis. This type of program reduces vehicle ownership, encourages transit and non-motorized travel, and lowers overall driving behavior.

Employer-Based Programs

Major employers (100 or more employees) are required by the State's Commute Trip Reduction law to promote ridesharing and transit use by developing in-house incentive programs that encourage employees to use ridesharing, transit use, and non-motorized travel. Kitsap Transit administers the program within the county. According to Kitsap Transit data only two island employers have formal CTR programs. Each major employer is required to designate an in-house coordinator and develop a Commute Trip Reduction Plan indicating how the employer will meet the required trip reduction targets. Some of the examples of employer-based programs in use include.

- *Transit subsidies* – Employers can fully or partially subsidize the cost of monthly transit passes for their employees.
- *Flextime programs* – Employees are allowed to shift their work schedule to avoid travel during peak travel periods, or to meet transit schedules.
- *Telecommute programs* – Employees are allowed to work from home offices in order to reduce the amount of commute travel.
- *Guaranteed ride home program* – This program provides employees who commute by transit, carpool, vanpool, bicycle, or foot a free taxi ride in the event they need to return home on an emergency basis during mid-day or after working late evening hours.
- *Commute subsidies* – Employees are eligible for a monthly subsidy if they commute by transit, bicycle, foot or carpool to work.

Regional Coordination

The Growth Management Act requires that cities coordinate planning efforts with adjacent jurisdictions, by county and region. This coordination effort is particularly important, where transportation plans by one jurisdiction may have a significant impact on its neighboring counterpart. Regional planning allows a long-range vision to be established for the region allowing predictability and consistency between jurisdictions, while still maintaining flexibility to meet community goals.

There are a number of regional plans that affect the transportation system of Bainbridge Island. Implementation of many of the regional concepts depend on the availability of funds in the future.

WSDOT Plans

The Washington State Department of Transportation (WSDOT) identified a number of improvements to the state route system in its *Washington Transportation Plan* (WTP). In the Puget Sound Region, these projects are first identified in the Puget Sound Regional Council's *Metropolitan Transportation Plan "Transportation 2040"* (MTP) plan. This plan sets the transportation plans and policies over a 30-year period, with the emphasis on the first 20-year time frame. The MTP identifies improvements to the SR 305 Corridor.

- *SR 305 Corridor Improvements (Winslow Ferry Terminal to Agate Pass Bridge)* - Access management, intersection improvements, and HOV queue jump lanes improvements.

Consistency with IWTP

These projects should improve the overall mobility of the SR 305 Corridors. The improvements along SR 305 between the ferry terminal and Agate Pass Bridge are unlikely to affect overall traffic levels, but may shorten transit travel times and enhance safety for bicyclists. The off-island improvements will complement the SR 305 alternatives considered on Bainbridge Island, but will not significantly affect the City's traffic situation.

Kitsap Transit Plans

Kitsap Transit has plans to develop future alternatives to expand transit throughout its service area. Kitsap Transit has considered a variety of approaches including dedicated high-capacity bus service, passenger rail or monorail service, and passenger ferry services.

- *High Capacity Transit Facilities*: – This "long-range" concept of the high-capacity transit service would improve transit travel times by developing dedicated transit lanes. A Bus Rapid Transit system has been identified as a priority.

Consistency with IWTP

Any of the transit proposals would be compatible with the IWTP SR 305 Alternative A and Alternative B scenarios. Depending on the level of transit ridership, and the success of Transportation Demand Management programs to control single occupant vehicle use would likely improve SR 305 levels of service if constructed.

CHAPTER 8 FINANCING

The City of Bainbridge Island, uses a variety of funding resources for the design, right-of-way procurement, and construction of transportation facilities. Taxpayers, developers, and County, State and Federal programs all contribute to the development of the transportation system. The City prepares a biennial budget, a financial capacity analysis, and a 6-year Capital Improvement Plan (CIP) to provide an updated look at the projects to be completed for the year and in the years ahead, as well as financing plans for those projects. The State of Washington's Growth Management Act requires that the transportation element of a comprehensive plan include:

- An analysis of funding capability
- A multi-year financing plan based on the needs identified
- A discussion of how the jurisdiction will address funding shortfalls through a reassessment strategy.

This chapter describes how the City plans to pay for the transportation improvements identified in the IWTP along with projects that appear in the current Capital Improvement Plan (CIP). Included in this section, is a discussion of the City's funding capabilities, potential funding sources, the 6-year and 20-year transportation improvement plans, and reassessment strategy.

Funding Capabilities

The City of Bainbridge Island has implemented a variety of revenue sources and financing mechanisms to fund City services and capital improvements. One indication of the City's funding capability is the analysis of historic revenue sources.

Table 8-1 summarizes the revenue sources from 2011 to 2014 for the City's Streets Fund, Capital Project Grants, and for overall City revenues. The City has consistently allocated a large portion of its funding outside of the operating budget for transportation. Over the last few years, the City has aggressively pursued transportation grant funding from State and Federal sources. The City recently implemented a Transportation Benefit District and Transportation Impact Fees providing for more revenue. The City supplements dedicated transportation revenues to pay for operating costs such as salaries, benefits, and other associated costs.

Table 8-1. Historic Transportation Funding Sources

(All numbers are in 1000s)	Actual 2011	Actual 2012	Actual 2013	Actual 2014
Commercial Parking Lot Tax	$552	$588	$715	$753
Motor Vehicle Fuel Tax	484	471	477	478
Parking Fees (City lots)	337	4	0	0
Interest and Other	72	1,334	50	738
Total Street Fund Revenue	$1,446	$2,398	$1,242	$1,970
Transportation Grants (Federal)	1,987	200	809	1,502
Transportation Grants (WA State)	1,379	288	465	0
Total Capital Grants	$3,366	$488	$1,273	$1,502
Transportation Benefit Dist. funding	0	0	122	391
Total City Non-Utility Revenue Sources	$22,901	$19,629	$20,781	$22,048

Source: City of Bainbridge Island financial statements

Overall, the City has annual non-utility revenues of more than $20 million. The City's 2015-2016 biennial budget projects relatively flat revenue trends for both years. In addition, the City has significant additional bonding capacity. As of the end of 2014, the City is at 28% of its general obligation bond limit (not requiring a vote of the taxpayers) and 7% of its limit for special levy bonds that could be used for transportation projects (requiring a 60% majority vote of the taxpayers).

Types of Funding Sources

The implementation of the 6-year CIP and 20-year CFP depends on the availability of transportation funds. This section describes the sources of transportation funds available to the City of Bainbridge Island.

General Funds

City general funds are made up of a variety of revenue sources and can be used to pay directly for transportation improvements or to meet the City's local funding requirement or "match", for other funding sources. Some revenues are specifically dedicated for transportation projects, such as the City's share of the State Motor Fuel Tax are dedicated to popular activities like roadway repair and construction. Other City revenues from the general fund can also to be used for transportation according to City funding priorities or to pay for transportation improvements that also benefit other funds such as water, sewer and stormwater. For 2015, the City budgeted approximately $1.5 million of dedicated operating revenues and $6.1 million for capital expenditures.

Grants

There are numerous state and federal grant programs for improving the mobility or safety of the transportation system. Some sources of funds allow a local agency to apply directly, while other grant programs require submittals though a coordinated application process through the jurisdiction's Metropolitan Planning Organization (Puget Sound Regional Council). In addition, there are other sources of funding available to only counties or WSDOT, requiring the City to advocate for improvements through coordination with these eligible agencies. Most grants are issued on a competitive basis and require local jurisdictions to contribute between 10-25% of

the cost. A higher local match percentage can make a project more competitive for grant funds. In 2015, the City received $4.4 million for transportation projects.

General Obligation Bonds

General Obligation Bonds are an important method for the building and construction of transportation facilities. The City can issue bonds up to 1.5% of the assessed property values within the City without a vote of the people and an additional 2.5% with a vote of the people. A bond can allow the rapid development of the transportation system within a short period of time. Bonds are used by cities to finance major improvements and are repaid either through general funds, special taxes or assessment, or roadway tolls. Between 2007 and 2011, the City used two general obligation bond issues for street, sidewalk and other non-motorized improvements throughout the Island. General obligation bonds can be funded by revenues from growth and are an alternative method to fund infrastructure to accommodate growth as it occurs.

Developer Contributions

Development provides an opportunity for the portions of the system to be built without the expenditure of public funds. Where roadway improvements are required (as indicated in the City's Comprehensive Plan), developers construct the facilities along the length of the property as part of their street frontage improvements. Typically, two to three projects are developer-funded during each year.

Impact Fees

An impact fee or transportation mitigation fee was established by the City in 2015 to collect fees for every new vehicle trip added to the roadway system. Developments are charged the fee based upon the number of new vehicle trips added to the road. These fees must be used to improve roadways that will be impacted by the new development.

Transportation Benefit District (TBD) Fees

Cities and counties are provided a mechanism to raise revenues for transportation programs charging a fee for vehicles licensed in their jurisdictions in accordance with Washington Code (RCW 36.73.020). The City currently levies a fee of $20 per year on qualifying licensed vehicles and collects approximately $400,000 per year in revenue.

Local Improvement Districts

Another funding option is the development of Local Improvement Districts (LIDs). Generally, an LID requires a petition or survey with approval from a majority of property owners for the formation of the special assessment district and is repaid by members of that district. LIDs are most often used in places where the improvements also have an economic incentive, for example, a retail area may form a LID to widen sidewalks to create a more pedestrian-friendly area that could translate into higher sales. The City has used LIDs for transportation and utility improvements.

User Fees

This funding mechanism attempts to pay for all or part of the cost of an improvement by charging the users of the facility. Roadway and bridge tolls, and the WSF ferry service are all examples of transportation-related user fees. Tolls are usually tied to the repayment of General Obligation Bonds for a specific set of transportation improvements. Tolls are most common for the funding of bridges and other major improvements. The City is not currently using tolling at this time.

Proposed Projects and Funding Needs

The development of a transportation development plan identifies a schedule for planned expenditures over a six-year period. Table 8-2 is a list of recommended improvements to meet Level of Service (LOS) standards and accompanying proposed funding sources. Table 8-3 is a list of transportation projects that have been identified in the City's Capital Improvement Plan (CIP), including discretionary projects in addition to those needed to meet LOS standards.

Funding for the projects needed to meet LOS standards will come from a combination of local, state, and federal sources. The Wyatt Way Reconstruction project will be funded with significant support from a state grant. In the next six years, given the past history of federal grant funding, it can be anticipated that grant funding can be secured for the Sportsman's Club/New Brooklyn Intersection Improvement project. In summary, the City is well positioned to address projects to maintain LOS standards over the next six years.

The City plans to address all the LOS issues on City streets within the 6-year CIP. The 6-year CIP therefore meets the need for the 20-year CIP. For other discretionary projects to be considered for the 20-year planning, refer to Maps E and F in Chapter 6 – Non-Motorized System or Appendix J.

Many non-motorized improvement projects have been identified in the City's CIP. Over the coming six years, the number of discretionary transportation projects exceeds the City's ability to fund them. Establishing priorities for funding and securing new funding sources is needed if a sizable portion of these projects are to be delivered.

The most significant and expensive current needs to meet LOS standards are along SR 305. At this time, WSDOT is responsible for planning and developing capacity projects to meet LOS standards on SR 305, while the City performs much of the routine maintenance along the SR 305 Corridor. The City's population is approximately 23,000 and is expected to reach 25,000 in the next five to seven years. At that time the City may become responsible for improvements on some segments of SR 305 depending on access requirements. The City should consider partnerships with WSDOT to address current needs. This plan identifies needs for capacity improvements and includes a special study that proposes both at grade and separated grade solutions. The City has developed projects along the corridor such as the Olympic Drive project that was funded by a State grant and could consider implementing additional projects. This could include funding elements of WSDOT projects or the City undertaking and funding its own projects along the corridor by obtaining development permits from the State.

Proposed Sources of Funding

To increase funding capacity both in the short term for non-motorized projects and in the long term for capacity projects, the City could consider increasing the TBD fees and/or issuing bonds. A bond issue could provide for investments in non-motorized transportation so that more complete networks of bicycle and pedestrian facilities could be realized in a shorter time frame. Alternatively, revenues from the current mix of resources could be directed to transportation rather than to other City programs and services.

Reassessment Strategy

At the time of this plan, no funding shortfalls for capacity projects to meet LOS standards were anticipated for the CIP six-year time horizon. However, if the City is unable to secure grant funding or suffers other financial setbacks, the City may need to reassess in future years.

The Growth Management Act requires that jurisdictions develop a reassessment strategy in the event that funding shortfalls occur that limit the City's ability to carry out the transportation improvement plan. In the event that the City cannot fund the transportation capital improvements needed to maintain the adopted roadway LOS standards (as identified in the Level of Service section), then the City shall take one or a combination of the three following actions as directed by the City Council:

1. Phase proposed land developments that are consistent with the City's land use plan until such time as resources can be identified to provide adequate transportation improvements.
2. Reassess the City's transportation financing strategy to identify additional funding opportunities with federal and regional grants and funding programs, and through the development of new partnerships with WSDOT, Kitsap County, and the private sector.
3. Reassess the City's adopted roadway LOS standards to reflect service levels that can be maintained under the known financial resources.

Table 8-2 Recommended Improvements to meet LOS standards

Location	Description	Year (1)	Estimated (2)
Wyatt Way/ Madison Ave.	Intersection control - roundabout	2016	1200
New Brooklyn Road/ Sportsman's Club Road (3)	Intersection control - roundabout	2017	800
Madison Avenue/ New Brooklyn Road (3)	Intersection control - roundabout	2020	900
Madison Ave./ Wallace Way	Intersection control - left turn restriction	2021	20

Notes:

1. Project start date for design.
2. $ in thousands, Transportation element only
3. Meets LOS requirement in model. Traffic impacts have been observed at peak hours for Schools.

Table 8 - 3
6 Year Transportation Funding Needs

6 year Transporation Improvement Program				($ in thousands)	($ in thousands)
ID	Name	Location	Description	Probable Cost	Totals
Roadway Preservation Projects:					
PR-1	Annual Roads Preservation Program	Island-wide	Asphalt patching, chip sealing, aspalt overlay	9468	
PR-2	Annual Roadside Safety Program	Island-wide	Replace or improve guardrails and shoulders	600	
PR-3	Mountainview Road Reconstruction	Falk Rd. to end	Road reconstruction and drainage improvements	86	
PR-4	Wardwell Road Recontruction	Sportman's Club to Triple Crown Dr.	Road reconstruction and drainage improvements	100	
PR-5	Country Club Road Reconstruction	Toe Jam Hill to Bulkhead	Road reconstruction and drainage improvements	175	10429
Intersection Improvement Projects:					
INT-1	See Wyatt Way Reconstruction		Roundabout	993	
INT-2	Sportsmans Club & New Brooklyn		Roundabout		993
Complete Streets Projects:					
CS-1	Wing Point Way Reconstruction	Ferncliff Ave. to Park Ave.	Water and sewer utility replacement, storm drainage, road reconstruction, shoulders, and sidewalks	1539	
CS-2	Olympic Drive NM impr., Phase 1	Winslow Way to Harbor Dr.	Bike and pedestrian facility improvements	1521	
CS-3	Olympic Drive NM impr., Phase 2	Winslow Way to ferry terminal	Bike and pedestrian facility improvements	618	
CS-4	Wyatt Way Reconstruction, Phase 1	Madison Ave to Lovell Way	Road reconstruction, intersection imp., bike lanes, and sidewalks	3700	
CS-5	Winslow Way Reconstr., Phase 2	Madison Ave to Grow Ave	Water and sewer utility replacement, storm drainage, sidewalks, patching and overlay	2300	9678
Sidewalk Improvement Projects:					
SW-1	Madison Ave. Sidewalk, Phase1	Wyatt Way to High School Rd.	Reconstruct sidewalks and drainage	3188	
SW-2	Madison Ave. Sidewalk, Phase2	Winslow Way to Wyatt Way	Reconstruct H/C ramps at driveways	158	3346

Table 8 - 3
6 Year Transportation Funding Needs

Core 40 Shoulder Program Projects:					
SH-1	C40 - Spot Projects	Island-wide	Shoulder Improvements	300	
SH-2	C40 - Fletcher, Phase 1	Highs School Rd. to N. Brooklyn Rd.	5 foot paved shoulders both sides	470	
SH-3	C40 - Bucklin, Phase 2	Blakely Ave. to Fletcher Bay Rd.	5 foot paved shoulders both sides	1136	
SH-3	C40 - Miller, Phase 1	Torvanger Rd. to Peterson Hill Rd.	5 foot paved shoulders both sides	1010	
SH-4	C40 - Eagle Harbor, Phase 1	Wyatt Way to Bucklin Hill Rd.	5 foot paved shoulders both sides	712	
SH-5	C40 - Eagle Harbor, Phase 2	Bucklin Hill Rd. to McDonnald Rd.	5 foot paved shoulders both sides	700	
					4328
Trails Projects:					
TR-1	Connnecting Pathways	Island-wide	Trail easements and construction	150	
TR-2	Sound to Olympics Trail, Phase 2/4	Winslow Way to High School Rd.	Seperated pathway	2250	
TR-3	Sound to Olympics Trail, Phase 3	Vineyard Lane to High School	Seperated pathway and NM Bridge	2490	
					4890
6 year program total					33664
Average annual					5611

CITY OF BAINBRIDGE ISLAND

ISLAND-WIDE TRANSPORTATION PLAN

Appendix to Report

February, 2017

Appendix

A Glossary of Terms

B References

C Traffic Data

D Level of Service Forecast Information

E Land Use Forecast and Assumptions

F SR 305 Level of Service Forecast Information

G Traffic Accident Data

H Roadway Condition Assessment

I Non-Motorized Existing Facilities Maps

J Non-Motorized Planned Facilities Maps

K Non-Motorized Capital Improvements Projects Map

APPENDIX A:
GLOSSARY OF TERMS

access management	A major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing an street intersection spacing.
alternative work schedules	Programs such as compressed work weeks that eliminate work trips for affected employees.
arterial	A type of roadway that carries a high level of traffic at the high speed for long distances.
buildout	The maximum amount of housing and jobs that can fit within the current zoning
calibration (calibrated model)	A process where the land use and traffic volume inputs into a transportation model are balanced to provide a representation of the workings of the existing roadway system.
bikeway	Any road, street, path, or right-of- way that is specifically designated in some manner as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other vehicles or pedestrians.
bypass lane	A reserved traffic lane on a metered freeway entry ramp which permits buses or high-occupancy vehicles to have preferential treatment when entering the freeway.
calibration	The process of "balancing" the transportation model to provide a representation of the transportation system. For the TMODEL2 traffic model, this could include adjustment of trip generation rates, vehicle volumes, vehicle speeds, roadway capacity or other factors of the roadway system.
capacity	The maximum amount of vehicles that a roadway can hold. The capacity is based on a variety of factors including lane and shoulder widths, vehicle types, roadway grades, etc.
capital costs	Nonrecurring or infrequently recurring costs of long-term assets, such as land, guideways, stations, buildings, and vehicles. These costs often include related expenses, for example, depreciation and property taxes. See also operating costs.
capital improvement program	A six-year plan created by the City to schedule major improvements and sources of funds to pay for those improvements. See also Transportation Improvement Program
carpool	An arrangement in which two to six people share the use, cost, or both of traveling in privately owned automobiles between fixed points on a regular basis. See also vanpool.
channelization	Roadway facilities that accommodate turning movements. Typical examples are left and right turn pockets at an intersection.
Commute Trip Reduction (CTR)	A state law passed in 1991, requiring certain jurisdictions to enact ordinances to require major employers to implement programs to reduce commuting VMT and SOV rates of their employees (RCW 70.94.521-551).
collector	A type of roadway that connects traffic from local roads and to arterials. Collectors have lower speed and carry lower levels of traffic than arterials.
compressed work week	An alternative work schedule, in accordance with employer policy, that regularly allows a full- time employee to eliminate at least one work day every two weeks by working longer hours during the remaining days, resulting in fewer commute trips by the employee.
concurrency	A part of the Growth Management Act that requires that needed roadway improvements be constructed within 6 years of a development
congestion	A condition which does not permit movement on a transportation facility at optimal legal speeds. Characterized by unstable traffic flows. Recurrent congestion is caused by excess volume capacity. Nonrecurring congestion is caused by actions such as special events and/or traffic accidents.

congestion management system	A federally mandated program directed at specific urbanized areas to provide for programs to reduce traffic congestion.
corridor	In planning, a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways and transit lines and routes.
criterion/criteria	Measures or factors used in the development or in the decision-making process for a transportation improvement.
cut-through traffic	Traffic that uses the local street system to get around congested intersections or corridors.
design speed	
facility	A physical structure allowing a transportation mode to operate (including travel, as well as the discharge and loading of passengers). This includes highways, guideways, terminals and administrative support locations.
fixed cost	A cost that remains relatively constant irrespective of the level of operational activity; expenditures that do not vary with output. Examples include land, guideways and rent.
flex-time	An employer policy allowing individual employees some flexibility in choosing the time, but not the number, of their working hours.
forecast	A future projection of traffic volumes based on expected future land use patterns and population estimates.
free-flow traffic	The speed which a vehicle would travel if congestion did not exist
grade crossing	A crossing or intersection of roadways, railroad tracks, pedestrian walks, or combinations of these at the same level or grade.
grade-separated	A crossing of roadways, railroad tracks, pedestrian walks, or combinations of these that do not intersect. Overpasses, underpasses, and bridge structures are common examples.
Growth Management Act	(GMA) Legislation passed in the State of Washington in order to allow the orderly development of land consistent with the construction of roadways and other provide for better growth management. (RCW 36.70A)
high-occupancy-vehicle (HOV)	Vehicles that carry two or more passengers. Carpools, vanpools, and buses are examples.
impacts	Impacts are the consequences either positive or negative of actions. For example, environmental impacts would be those consequences that affect the environment.
infrastructure	The basic facilities and installations needed for the functioning and growth of a community.
intermodal	Accommodation or interconnection between different modes of transportation, both public and private, serving the movement of people and goods.
Intermodal Surface Transportation	Signed into federal law on December 18, 1991, it provides Efficiency Act (ISTEA) authorizations for highways, highway safety and mass transit for the next 6 years and serves as the basis of federal surface transportation programs.
Island Wide Transportation Study (IWTS)	The name of this study. The name reflects that the analysis considers the entire transportation system of the Island.
Level of Service (LOS)	A method for evaluating the quality of service on the transportation system.
Level of Service (LOS) standard	A standard that identifies the maximum level of congestion acceptable to the community. When traffic causes an intersection to exceed the standard, then changes must be made to bring the intersection back below the standard.
mitigation	The specific improvements made to a roadway or intersection to bring a deficient facility back or below the minimum standard.

mobility	A transportation system user characteristic referring to the ability of the user to take advantage of the available transportation service.
mode	A particular form of travel (e.g., walking, traveling by automobile, traveling by bus or traveling by train).
multimodal	Concerning or involving more than one transportation mode.
network	1. In planning, a computerized system of links and nodes that describes a transportation system. 2. In highway engineering, the configuration of roadway that constitutes the total system. 3. In transit operations, a system of transit lines or routes, usually designed for coordinated operation.
non-motorized	Generally referring to bicycle, pedestrian and other modes of transportation not involving a motor vehicle.
operating costs	The sum of all recurring costs (e.g., labor, fuel) that can be associated with the operation and maintenance of the system during the period under consideration.
origin-destination study	A study of the origins and destinations of the trips of vehicles or travelers. It may also include trip purposes and frequencies.
parking utilitization	A meaurement the degree of use of the available parking. A high utilitization percentage means that few space are available.
park-and-ride	An access mode to transit and other HOV modes in which patrons drive private automobiles or - ride bicycles to a transit station, stop, or carpool/vanpool waiting area and park the vehicle in the area provided for that purpose (park- and-ride lots, park-and-pool lots, commuter parking lots, bicycle rack or locker).
peak period	The period of the day during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak. Usually from 6:00-9:00 a.m. or 3:30-6:30 p.m.
peak hour	The single hour of the day which the maximum amount of travel occurs. Usually defined by identifying the highest of four consecutive 15 minute traffic counts along primary roadways.
person-trip	Trip made by a person from one location to another whether as a driver, passenger or pedestrian.
programmed improvements	Projects found in the Transportation Improvement Program. See Transportation Improvement Program.
PSRC	Puget Sound Regional Council, the MPO for the central Puget Sound region comprised of King, Kitsap, Pierce and Snohomish counties.
public transportation	Transportation service by bus, rail, paratransit, van, airplane or ship, offered by an operator on a regular basis to the general public.
reassessment strategy	A strategy adopted by the City to identify the actions the City it does not have the money to complete its schedule list of transportation projects.
refuge lane	A protected lane in the center of a road that allows people or vehicles to cross half-way before completing their crossing or turning movement.
ridematching	A process by which people who are interested in carpooling or vanpooling are linked with others based on origin and destination of their commutes.
roadway section	A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks, and medians with their respective dimensions. Each classification of roadway has a corresponding roadwaysection.
roadway standards	The standards set by the City for the construction of roadway and related improvements.
single-occupant vehicle (SOV)	A motor vehicle occupied by the driver only.

steering committee	A selected group of citizens that are appointed to participate in the development and review of a planning document.
street design guidelines	Standards for the design of a roadway including the width, shoulder area, and subsurface material. See also roadway standards.
traffic calming	A variety of techniques used to reduce the speed or volume of traffic. Often applied to neighborhood areas.
transportation analysis zone (TAZ)	A TAZ is a geographically defined area of the City that is used for the development of the transportation model. For each of the TAZ, land use information is gathered and then entered into the model.
transportation demand	The quantity (of transportation) desired by users.
transportation demand management (TDM)	The concept of managing or reducing travel demand rather than increasing the supply of transportation facilities. It may include programs to shift demand from single-occupant vehicles to other modes such as transit and ridesharing, to shift demand to off-peak periods, or to eliminate demand for some trips.
transportation improvement program (TIP)	A six-year plan of transportation improvements that is used to develop the City's Capital Improvement Program.
vanpool	An organized ridesharing arrangement in which 7 to 15 people travel together on a regular basis in a van. The van may be publicly owned, company owned, individually owned, leased, or owned by a third party. Expenses are shared and there is usually a regular volunteer driver. See also carpool.
vehicle trip	Trips made by vehicles, including drivers and passengers. A bus with driver and passengers is one vehicle trip; one person driving a car with no passengers is one vehicle trip.
volume-to-capacity ratio	A measure of potential roadway capacity. The ratio of the amount of vehicular travel for a roadway(s) in a travel corridor as opposed to the amount of designed capacity on the roadway(s) in the corridor.

APPENDIX B:
REFERENCES

Appendix B: Reference Documents

Prior studies and other references that were used to develop this update of the Island-wide Transportation Plan are listed in this appendix.

City of Bainbridge Island (COBI), 2003 Non-Motorized Plan

COBI, 2004 Island-wide Transportation Plan

COBI, 2007 SR305 Corridor Vision Study

COBI, 2007 Comprehensive Plan Transportation Element

COBI, 2012 Island-wide Traffic Count and ADT study

COBI, 2013 Pavements Management System and Road Inventory

COBI, 2014 Island-wide intersection Counts

COBI, 2015 Traffic Model

COBI, Current GIS Road Layer with Roadway Classifications

City of Poulsbo, Comprehensive Plan Transportation Chapter

Kitsap County (KC), 2012 Comprehensive Plan Chapter 8 Transportation

KC, 2013-2019 Transportation Development Plan

KC, Long Range Transportation Plan, in progress

KC, 2013 Non-motorized Facility Plan

KC, Suquamish Sub Area Plan, In progress

Kitsap Regional Coordinating Council (KRCC), In Progress Countywide Multi Modal Transportation Plan

Washington State Department of Transportation (WSDOT), Washington Transportation Plan (WTP) Vision 2035

WSDOT, Target Zero – Strategic Highway Safety Plan

WSDOT, 2014 Annual Traffic Report

WSDOT, Growth Management Act Implementation Guidelines

WSDOT, 2014 SR305 Suquamish Way Intersection Improvement Project Phase I Report.

Washington State Ferries (WSF), 2009 Long Range Plan

WSF, 2013 Origin and destination Study

WSF, 2014 Ridership Statistics

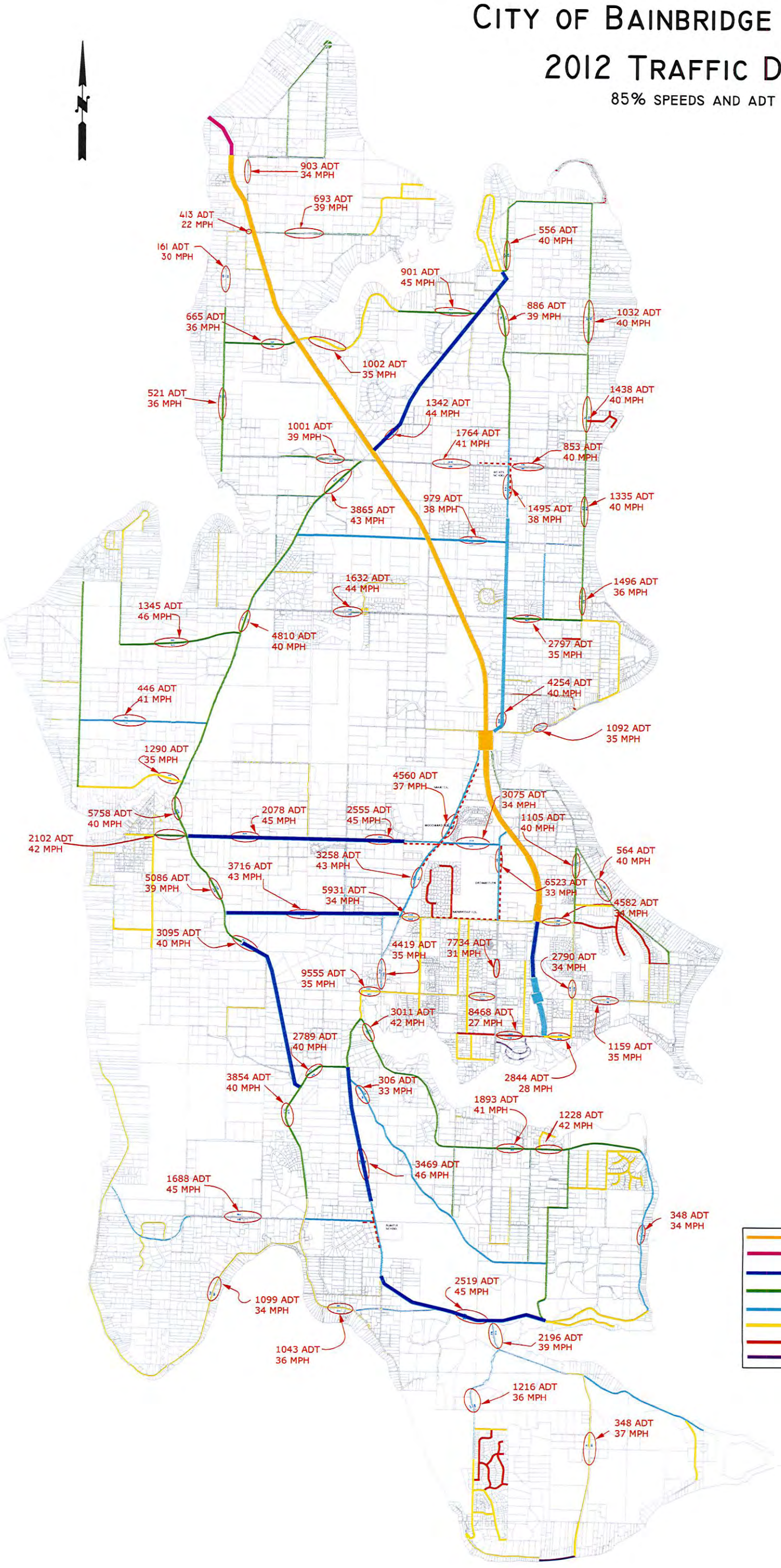
Puget Sound Regional Coordinating Council (PSRC), Metropolitan Transportation Plan (MTC) Vision 2040

PSRC, Active Transportation Plan

National Complete Streets Coalition, Complete Streets Local Agency Policy Workbook

APPENDIX C:
TRAFFIC DATA

City of Bainbridge Island
2012 Traffic Data
85% speeds and ADT



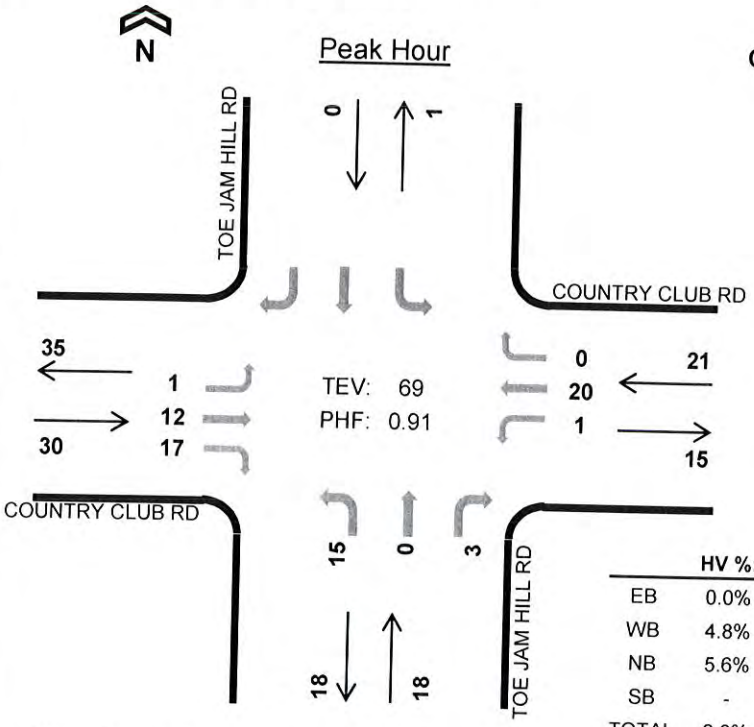
Speed Limits

- 55 MPH
- 45 MPH
- 40 MPH
- 35 MPH
- 30 MPH
- 25 MPH
- 20 MPH (and school zone)
- 15 MPH

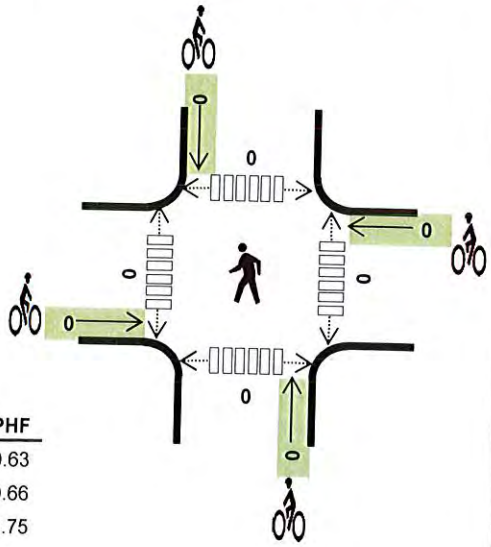
Dec 2012, COBI PW

TOE JAM HILL RD
COUNTRY CLUB RD

Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.63
WB	4.8%	0.66
NB	5.6%	0.75
SB	-	-
TOTAL	2.9%	0.91



Two-Hour Count Summaries

Interval Start	COUNTRY CLUB RD Eastbound			COUNTRY CLUB RD Westbound			TOE JAM HILL RD Northbound			TOE JAM HILL RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**1**	**4**	**7**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**17**	
4:15 PM	**0**	**3**	**4**	**0**	**3**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**15**	
4:30 PM	**0**	**2**	**4**	**1**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**19**	
4:45 PM	**0**	**3**	**2**	**0**	**8**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**18**	**69**
5:00 PM	0	11	1	0	1	0	2	0	0	0	0	0	15	67
5:15 PM	0	2	4	0	4	0	4	0	0	0	0	0	14	66
5:30 PM	0	1	9	0	1	0	2	0	0	0	0	0	13	60
5:45 PM	0	3	7	2	1	0	5	0	0	0	0	0	18	60
Count Total	1	29	38	3	27	0	28	0	3	0	0	0	129	
Peak Hr	**1**	**12**	**17**	**1**	**20**	**0**	**15**	**0**	**3**	**0**	**0**	**0**	**69**	

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

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

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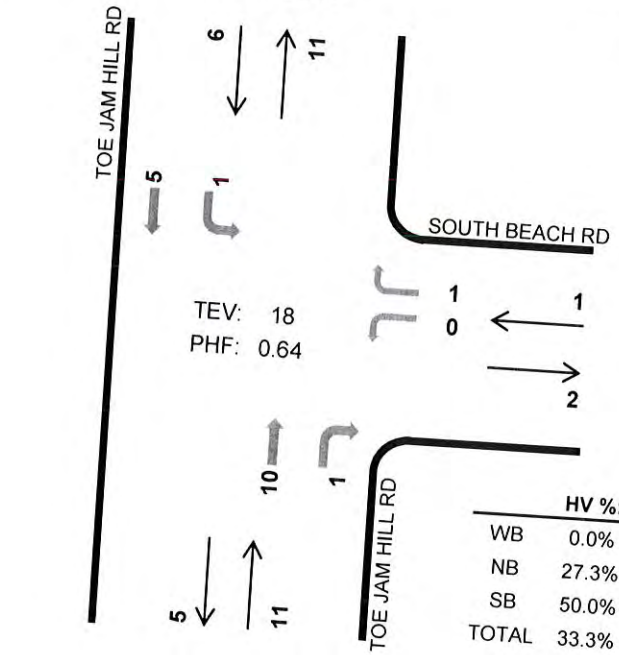
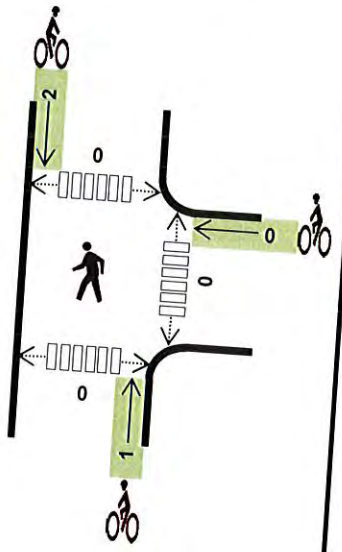
TOE JAM HILL RD
SOUTH BEACH RD

Peak Hour

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
WB	0.0%	0.25
NB	27.3%	0.69
SB	50.0%	0.50
TOTAL	33.3%	0.64



Two-Hour Count Summaries

Interval Start	SOUTH BEACH RD Eastbound			SOUTH BEACH RD Westbound			TOE JAM HILL RD Northbound			TOE JAM HILL RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	2	2	0	5	
4:15 PM	0	0	0	0	0	1	0	1	0	0	2	0	4	
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	12
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**6**	13
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**	12
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**0**	**1**	**1**	**0**	**7**	17
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**18**
Count Total	0	0	0	0	0	2	0	12	1	4	11	0	30	
Peak Hr	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**10**	**1**	**1**	**5**	**0**	**18**	

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

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

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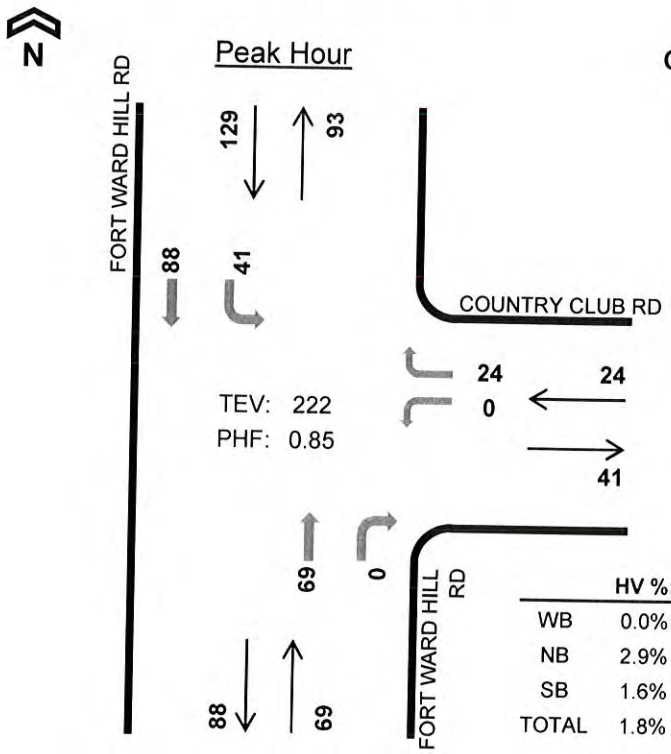
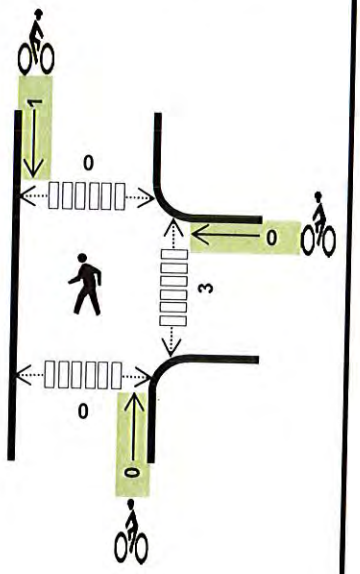
FORT WARD HILL RD
COUNTRY CLUB RD

Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
WB	0.0%	0.67
NB	2.9%	0.69
SB	1.6%	0.90
TOTAL	1.8%	0.85



Two-Hour Count Summaries

Interval Start	COUNTRY CLUB RD Eastbound			COUNTRY CLUB RD Westbound			FORT WARD HILL RD Northbound			FORT WARD HILL RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	1	0	5	0	18	0	10	15	0	49	
4:15 PM	0	0	0	0	0	8	0	16	0	8	21	0	53	
4:30 PM	0	0	0	1	0	10	0	18	0	9	13	0	51	
4:45 PM	0	0	0	0	0	11	0	14	0	6	18	0	49	202
5:00 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**25**	**0**	**14**	**21**	**0**	**65**	218
5:15 PM	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**9**	**0**	**7**	**20**	**0**	**45**	210
5:30 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**13**	**0**	**10**	**26**	**0**	**52**	211
5:45 PM	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**22**	**0**	**10**	**21**	**0**	**60**	**222**
Count Total	0	0	0	2	0	58	0	135	0	74	155	0	424	
Peak Hr	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**69**	**0**	**41**	**88**	**0**	**222**	

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

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

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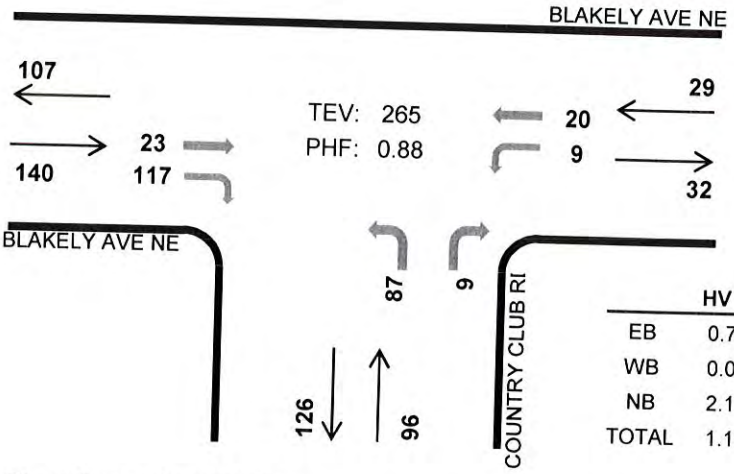
COUNTRY CLUB RD
BLAKELY AVE NE

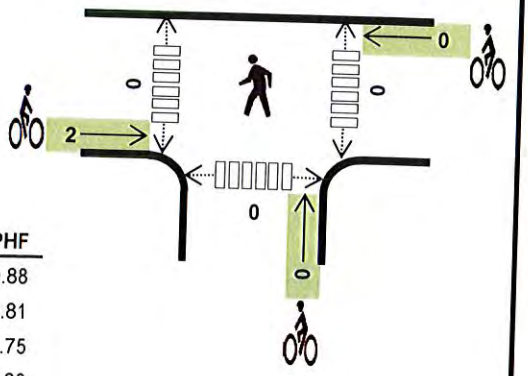
N

Peak Hour

Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.7%	0.88
WB	0.0%	0.81
NB	2.1%	0.75
TOTAL	1.1%	0.88



Two-Hour Count Summaries

Interval Start	BLAKELY AVE NE Eastbound			BLAKELY AVE NE Westbound			COUNTRY CLUB RD Northbound			COUNTRY CLUB RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	10	25	0	6	0	19	0	2	0	0	0	62	
4:15 PM	0	5	27	2	1	0	24	0	0	0	0	0	59	
4:30 PM	0	6	21	2	8	0	25	0	2	0	0	0	64	
4:45 PM	0	7	22	2	6	0	24	0	0	0	0	0	61	246
5:00 PM	**0**	**6**	**29**	**6**	**3**	**0**	**27**	**0**	**1**	**0**	**0**	**0**	**72**	256
5:15 PM	**0**	**6**	**25**	**1**	**4**	**0**	**18**	**0**	**3**	**0**	**0**	**0**	**57**	254
5:30 PM	**0**	**7**	**33**	**1**	**5**	**0**	**14**	**0**	**1**	**0**	**0**	**0**	**61**	251
5:45 PM	**0**	**4**	**30**	**1**	**8**	**0**	**28**	**0**	**4**	**0**	**0**	**0**	**75**	**265**
Count Total	0	51	212	15	41	0	179	0	13	0	0	0	511	
Peak Hr	**0**	**23**	**117**	**9**	**20**	**0**	**87**	**0**	**9**	**0**	**0**	**0**	**265**	

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

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

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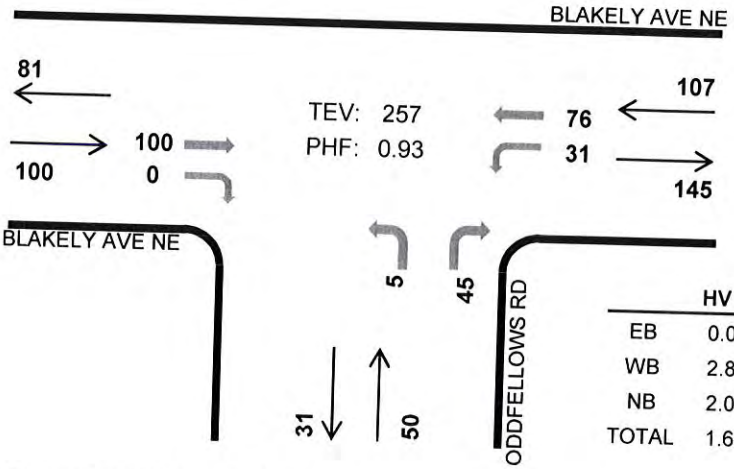
ODDFELLOWS RD
BLAKELY AVE NE

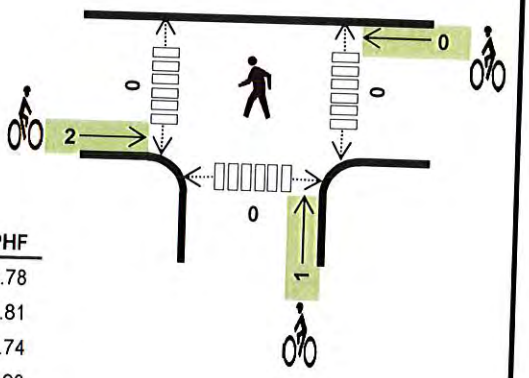
N

Peak Hour

Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.78
WB	2.8%	0.81
NB	2.0%	0.74
TOTAL	1.6%	0.93



Two-Hour Count Summaries

Interval Start	BLAKELY AVE NE Eastbound			BLAKELY AVE NE Westbound			ODDFELLOWS RD Northbound			ODDFELLOWS RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	19	0	6	22	0	0	0	16	0	0	0	63	
4:15 PM	0	28	0	10	18	0	1	0	2	0	0	0	59	
4:30 PM	0	21	1	8	26	0	1	0	9	0	0	0	66	
4:45 PM	0	16	0	3	25	0	1	0	15	0	0	0	60	248
5:00 PM	**0**	**23**	**0**	**9**	**22**	**0**	**2**	**0**	**10**	**0**	**0**	**0**	**66**	251
5:15 PM	**0**	**20**	**0**	**9**	**14**	**0**	**1**	**0**	**11**	**0**	**0**	**0**	**55**	247
5:30 PM	**0**	**32**	**0**	**6**	**14**	**0**	**2**	**0**	**15**	**0**	**0**	**0**	**69**	250
5:45 PM	**0**	**25**	**0**	**7**	**26**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**67**	**257**
Count Total	0	184	1	58	167	0	8	0	87	0	0	0	505	
Peak Hr	**0**	**100**	**0**	**31**	**76**	**0**	**5**	**0**	**45**	**0**	**0**	**0**	**257**	

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

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

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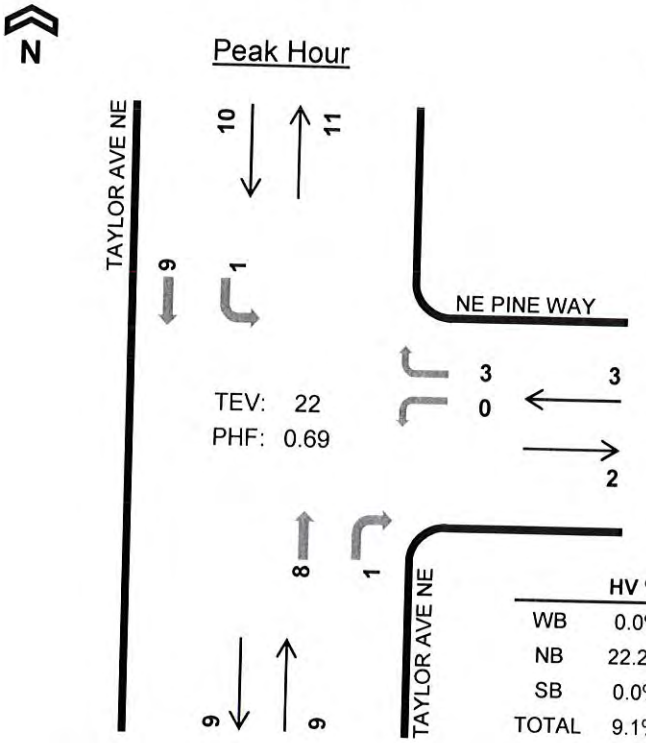
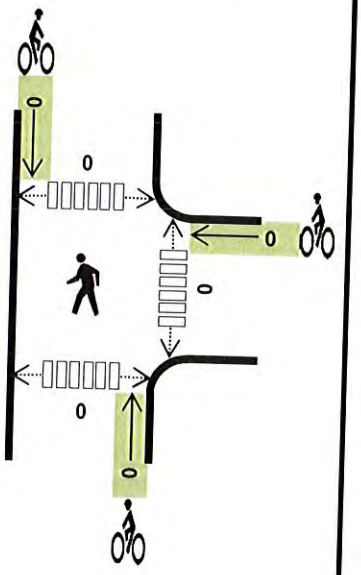
TAYLOR AVE NE
NE PINE WAY

Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
WB	0.0%	0.38
NB	22.2%	0.56
SB	0.0%	0.63
TOTAL	9.1%	0.69



Two-Hour Count Summaries

Interval Start	DRIVEWAY Eastbound			NE PINE WAY Westbound			TAYLOR AVE NE Northbound			TAYLOR AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**4**	**0**	**8**	
4:15 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**2**	**0**	**6**	
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**0**	**5**	**22**
5:00 PM	0	0	0	0	0	2	0	0	0	1	0	0	3	17
5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	14
5:30 PM	0	0	0	0	0	0	0	2	0	1	0	0	3	14
5:45 PM	0	0	0	0	0	0	0	5	1	1	6	0	13	22
Count Total	0	0	0	0	0	5	0	16	2	4	17	0	44	
Peak Hr	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**8**	**1**	**1**	**9**	**0**	**22**	

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

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

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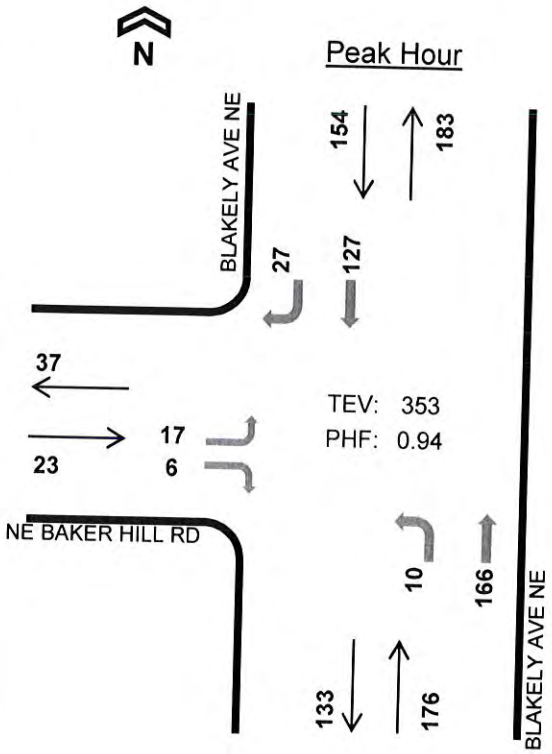
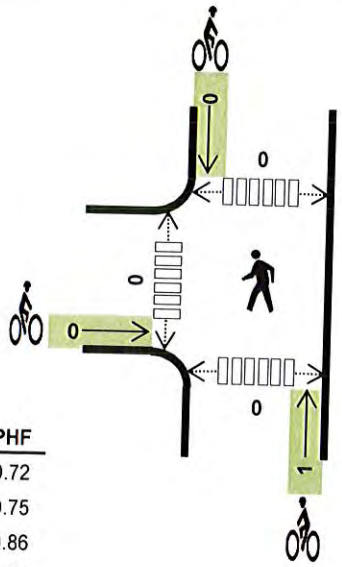
BLAKELY AVE NE
NE BAKER HILL RD



Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	4.3%	0.72
NB	2.3%	0.75
SB	0.6%	0.86
TOTAL	1.7%	0.94

Two-Hour Count Summaries

Interval Start	NE BAKER HILL RD Eastbound			NE BAKER HILL RD Westbound			BLAKELY AVE NE Northbound			BLAKELY AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	3	0	0	0	0	0	3	27	0	0	29	6	68	
4:15 PM	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**35**	**10**	**87**	
4:30 PM	**3**	**0**	**3**	**0**	**0**	**0**	**2**	**37**	**0**	**0**	**34**	**9**	**88**	
4:45 PM	**6**	**0**	**1**	**0**	**0**	**0**	**5**	**54**	**0**	**0**	**23**	**5**	**94**	337
5:00 PM	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**41**	**0**	**0**	**35**	**3**	**84**	**353**
5:15 PM	3	0	0	0	0	0	1	27	0	0	34	3	68	334
5:30 PM	3	0	2	0	0	0	3	25	0	0	36	3	72	318
5:45 PM	4	0	4	0	0	0	0	40	0	0	38	9	95	319
Count Total	30	0	12	0	0	0	17	285	0	0	264	48	656	
Peak Hr	**17**	**0**	**6**	**0**	**0**	**0**	**10**	**166**	**0**	**0**	**127**	**27**	**353**	

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

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

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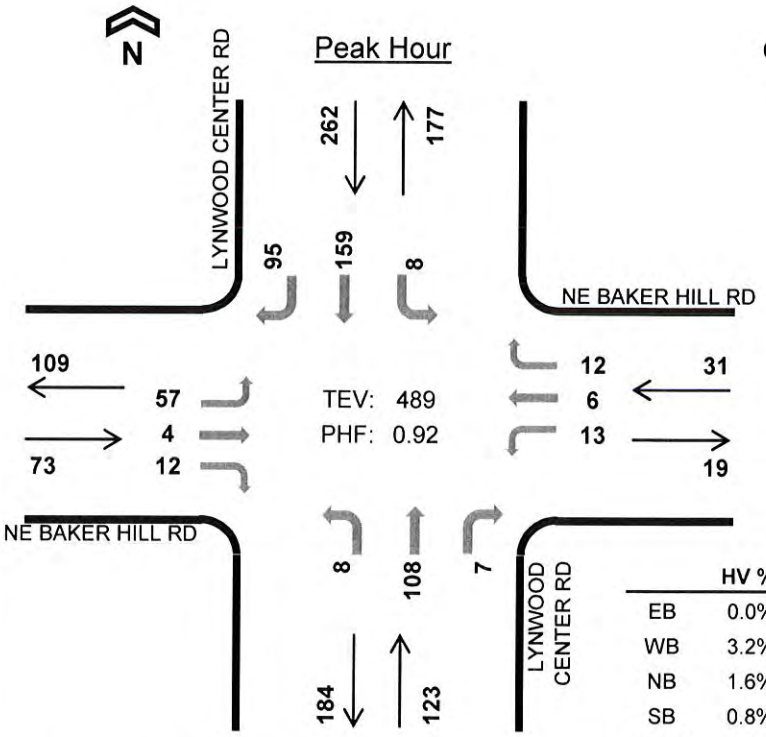
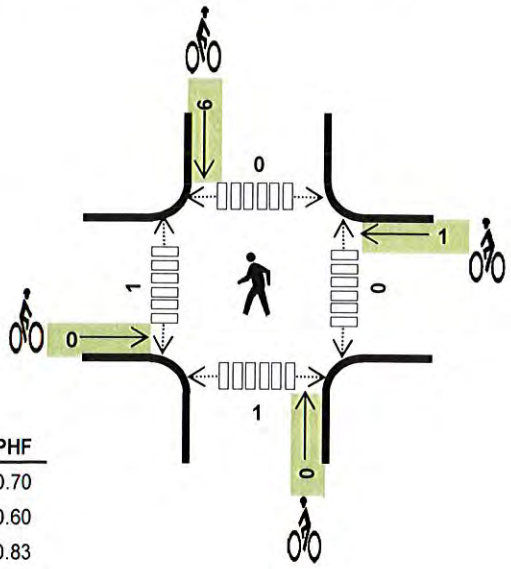
LYNWOOD CENTER RD
NE BAKER HILL RD

Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.70
WB	3.2%	0.60
NB	1.6%	0.83
SB	0.8%	0.86
TOTAL	1.0%	0.92



Two-Hour Count Summaries

Interval Start	NE BAKER HILL RD Eastbound			NE BAKER HILL RD Westbound			LYNWOOD CENTER RD Northbound			LYNWOOD CENTER RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	11	1	1	4	3	1	3	42	2	0	37	10	115	
4:15 PM	15	2	1	1	4	3	2	36	3	4	25	18	114	
4:30 PM	13	2	2	5	5	3	1	30	0	3	43	20	127	
4:45 PM	23	2	0	3	2	1	4	23	0	1	38	10	107	463
5:00 PM	**9**	**0**	**5**	**5**	**2**	**6**	**3**	**32**	**2**	**0**	**37**	**32**	**133**	481
5:15 PM	**21**	**3**	**2**	**1**	**1**	**1**	**4**	**28**	**0**	**1**	**40**	**18**	**120**	487
5:30 PM	**12**	**1**	**3**	**3**	**1**	**1**	**0**	**20**	**2**	**4**	**53**	**19**	**119**	479
5:45 PM	**15**	**0**	**2**	**4**	**2**	**4**	**1**	**28**	**3**	**3**	**29**	**26**	**117**	**489**
Count Total	119	11	16	26	20	20	18	239	12	16	302	153	952	
Peak Hr	**57**	**4**	**12**	**13**	**6**	**12**	**8**	**108**	**7**	**8**	**159**	**95**	**489**	

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

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

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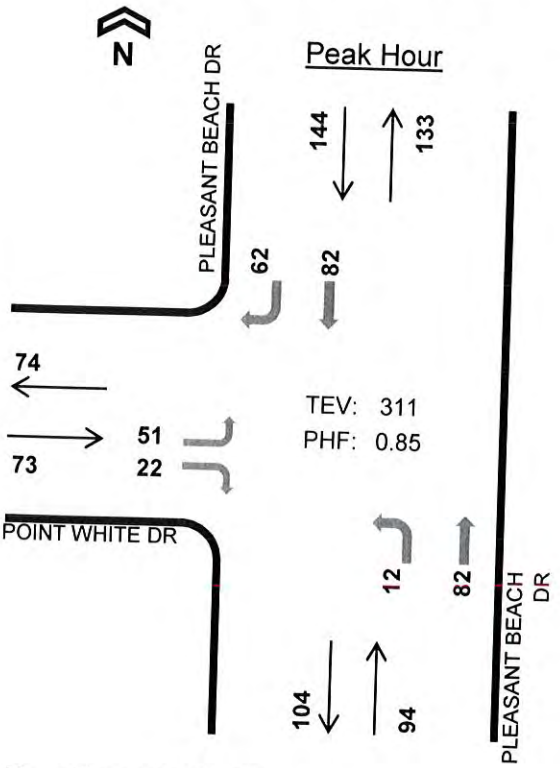
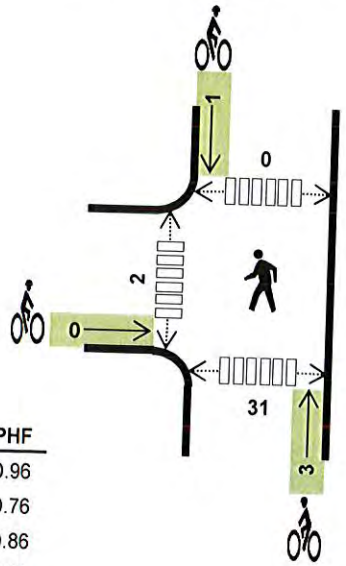
PLEASANT BEACH DR
POINT WHITE DR



Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	2.7%	0.96
NB	1.1%	0.76
SB	1.4%	0.86
TOTAL	1.6%	0.85

Two-Hour Count Summaries

Interval Start	POINT WHITE DR Eastbound			POINT WHITE DR Westbound			PLEASANT BEACH DR Northbound			PLEASANT BEACH DR Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**14**	**0**	**5**	**0**	**0**	**0**	**4**	**27**	**0**	**0**	**28**	**14**	**92**	
4:15 PM	**14**	**0**	**4**	**0**	**0**	**0**	**1**	**25**	**0**	**0**	**13**	**10**	**67**	
4:30 PM	**12**	**0**	**6**	**0**	**0**	**0**	**3**	**15**	**0**	**0**	**19**	**19**	**74**	
4:45 PM	**11**	**0**	**7**	**0**	**0**	**0**	**4**	**15**	**0**	**0**	**22**	**19**	**78**	**311**
5:00 PM	9	0	1	0	0	0	1	21	0	0	28	20	80	299
5:15 PM	12	0	5	0	0	0	1	17	0	0	20	16	71	303
5:30 PM	9	0	2	0	0	0	2	15	0	0	31	17	76	305
5:45 PM	10	0	1	0	0	0	3	17	0	0	17	16	64	291
Count Total	91	0	31	0	0	0	19	152	0	0	178	131	602	
Peak Hr	**51**	**0**	**22**	**0**	**0**	**0**	**12**	**82**	**0**	**0**	**82**	**62**	**311**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**11**	***12***
4:15 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**15**	***16***
4:30 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**0**	**3**	***3***
4:45 PM	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	***2***
5:00 PM	0	0	1	0	*1*	0	0	0	1	*1*	0	2	0	1	*3*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
5:30 PM	0	0	0	1	*1*	0	0	0	4	*4*	0	0	1	0	*1*
5:45 PM	1	0	0	0	*1*	0	0	0	1	*1*	0	2	1	4	*7*
Count Total	3	0	2	3	*8*	0	0	3	7	*10*	0	7	2	36	*45*
Peak Hr	**2**	**0**	**1**	**2**	***5***	**0**	**0**	**3**	**1**	***4***	**0**	**2**	**0**	**31**	***33***

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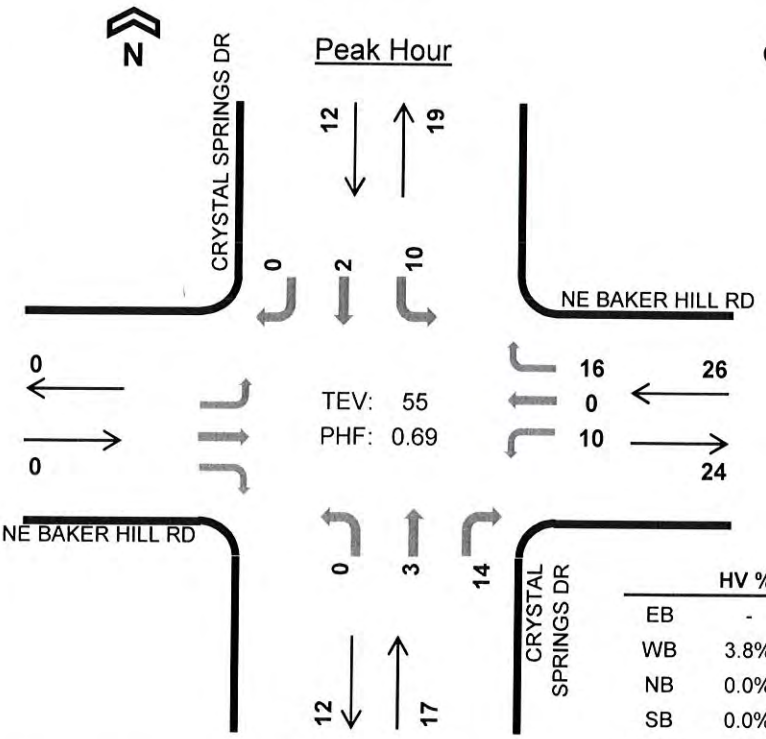
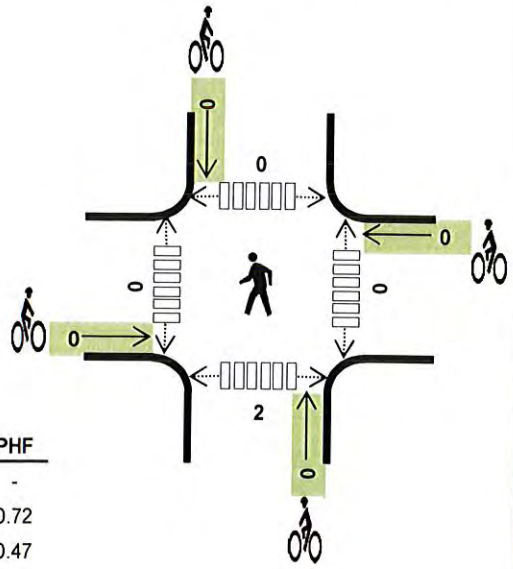
CRYSTAL SPRINGS DR
NE BAKER HILL RD

Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	-	-
WB	3.8%	0.72
NB	0.0%	0.47
SB	0.0%	0.50
TOTAL	1.8%	0.69



Two-Hour Count Summaries

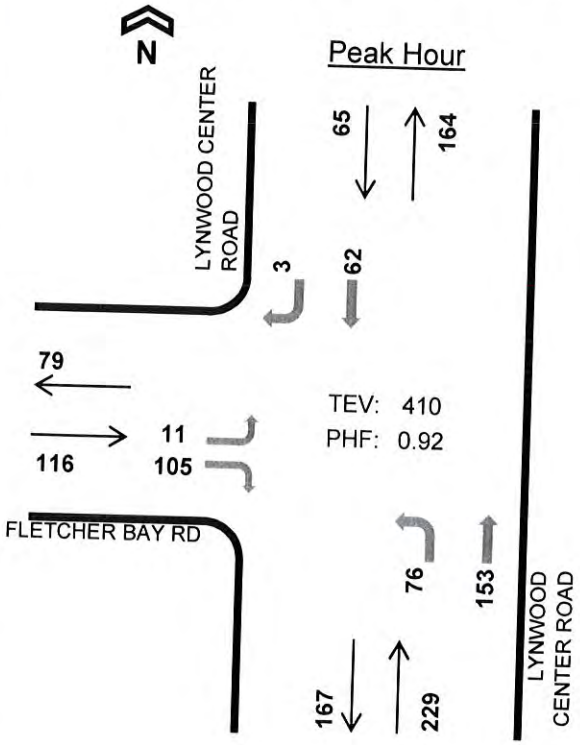
Interval Start	NE BAKER HILL RD Eastbound			NE BAKER HILL RD Westbound			CRYSTAL SPRINGS DR Northbound			CRYSTAL SPRINGS DR Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	3	0	2	0	0	2	3	2	0	12	
4:15 PM	0	0	0	3	0	5	1	0	2	1	0	0	12	
4:30 PM	0	0	0	2	0	2	0	1	4	0	0	0	9	
4:45 PM	0	0	0	1	0	1	0	0	4	3	0	0	9	42
5:00 PM	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**1**	**1**	**2**	**0**	**10**	40
5:15 PM	**0**	**0**	**0**	**2**	**0**	**4**	**0**	**1**	**1**	**6**	**0**	**0**	**14**	42
5:30 PM	**0**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**5**	**1**	**0**	**0**	**11**	44
5:45 PM	**0**	**0**	**0**	**4**	**0**	**5**	**0**	**2**	**7**	**2**	**0**	**0**	**20**	**55**
Count Total	0	0	0	19	0	26	1	4	26	17	4	0	97	
Peak Hr	**0**	**0**	**0**	**10**	**0**	**16**	**0**	**3**	**14**	**10**	**2**	**0**	**55**	

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

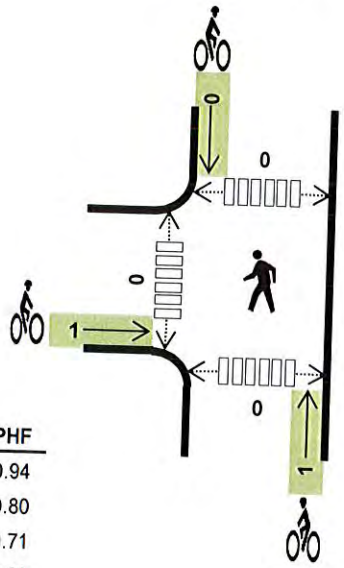
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
4:45 PM	0	1	0	0	*1*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

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

LYNWOOD CENTER ROAD
FLETCHER BAY RD



Date: Wed, Jun 11, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	7.8%	0.94
NB	2.6%	0.80
SB	4.6%	0.71
TOTAL	4.4%	0.92

Two-Hour Count Summaries

Interval Start	FLETCHER BAY RD Eastbound			FLETCHER BAY RD Westbound			YNWOOD CENTER ROA Northbound			YNWOOD CENTER ROA Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	11	0	0	0	9	15	0	0	14	0	49	
7:15 AM	0	0	16	0	0	0	13	38	0	0	6	0	73	
7:30 AM	6	0	20	0	0	0	10	40	0	0	9	0	85	
7:45 AM	**1**	**0**	**28**	**0**	**0**	**0**	**21**	**27**	**0**	**0**	**23**	**0**	**100**	307
8:00 AM	**4**	**0**	**25**	**0**	**0**	**0**	**26**	**46**	**0**	**0**	**9**	**2**	**112**	370
8:15 AM	**3**	**0**	**24**	**0**	**0**	**0**	**12**	**60**	**0**	**0**	**7**	**1**	**107**	404
8:30 AM	**3**	**0**	**28**	**0**	**0**	**0**	**17**	**20**	**0**	**0**	**23**	**0**	**91**	**410**
8:45 AM	1	0	28	0	0	0	25	30	0	0	15	1	100	410
Count Total	18	0	180	0	0	0	133	276	0	0	106	4	717	
Peak Hr	**11**	**0**	**105**	**0**	**0**	**0**	**76**	**153**	**0**	**0**	**62**	**3**	**410**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	2	*3*	0	0	0	0	*0*	0	0	1	0	*1*
7:15 AM	1	0	1	0	*2*	0	0	2	0	*2*	0	0	1	0	*1*
7:30 AM	2	0	1	0	*3*	0	0	7	0	*7*	0	0	1	0	*1*
7:45 AM	**2**	**0**	**1**	**1**	***4***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**2**	**0**	**2**	**1**	***5***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:15 AM	**3**	**0**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	**2**	**0**	**2**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	3	0	0	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	16	0	8	7	*31*	1	0	10	0	*11*	0	0	3	0	*3*
Peak Hr	**9**	**0**	**6**	**3**	***18***	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***

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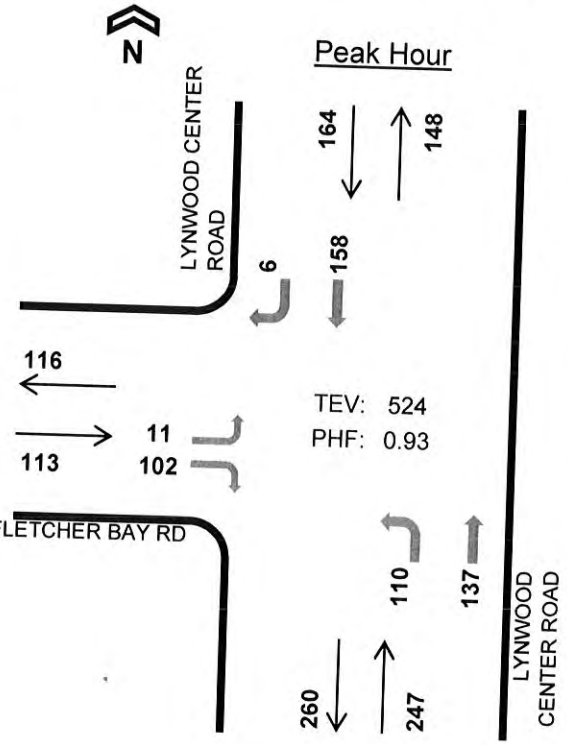
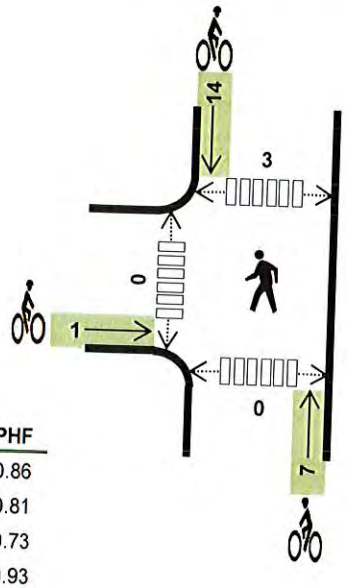
LYNWOOD CENTER ROAD
FLETCHER BAY RD



Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.9%	0.86
NB	2.0%	0.81
SB	0.6%	0.73
TOTAL	1.3%	0.93

Two-Hour Count Summaries

Interval Start	FLETCHER BAY RD Eastbound			FLETCHER BAY RD Westbound			YNWOOD CENTER ROA Northbound			YNWOOD CENTER ROA Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	0	20	0	0	0	29	27	0	0	31	1	109	
4:15 PM	2	0	28	0	0	0	33	21	0	0	33	2	119	
4:30 PM	**2**	**0**	**24**	**0**	**0**	**0**	**28**	**31**	**0**	**0**	**54**	**2**	**141**	
4:45 PM	**3**	**0**	**27**	**0**	**0**	**0**	**27**	**37**	**0**	**0**	**29**	**1**	**124**	493
5:00 PM	**4**	**0**	**20**	**0**	**0**	**0**	**33**	**43**	**0**	**0**	**34**	**2**	**136**	520
5:15 PM	**2**	**0**	**31**	**0**	**0**	**0**	**22**	**26**	**0**	**0**	**41**	**1**	**123**	**524**
5:30 PM	1	0	29	0	0	0	26	21	0	0	56	0	133	516
5:45 PM	3	0	31	0	0	0	18	28	0	0	35	0	115	507
Count Total	18	0	210	0	0	0	216	234	0	0	313	9	1,000	
Peak Hr	**11**	**0**	**102**	**0**	**0**	**0**	**110**	**137**	**0**	**0**	**158**	**6**	**524**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	0	*1*	1	0	4	0	*5*	0	0	0	0	*0*
4:15 PM	0	0	4	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**2**	**4**	***6***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**2**	**2**	***5***	**0**	**0**	**3**	**0**	***3***
5:00 PM	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**6**	***6***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	0	1	2	*3*	1	0	1	1	*3*	0	0	1	0	*1*
5:45 PM	0	0	1	0	*1*	2	0	1	1	*4*	0	1	0	0	*1*
Count Total	1	0	12	4	*17*	5	0	13	16	*34*	0	1	4	0	*5*
Peak Hr	**1**	**0**	**5**	**1**	***7***	**1**	**0**	**7**	**14**	***22***	**0**	**0**	**3**	**0**	***3***

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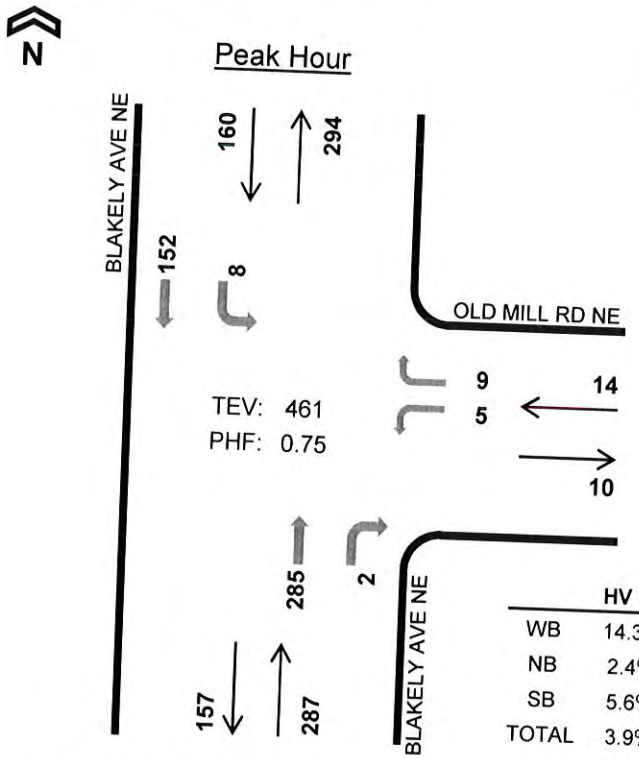
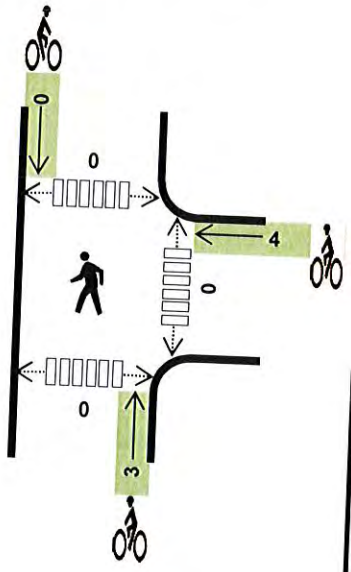
BLAKELY AVE NE
OLD MILL RD NE

Date: Wed, Jun 11, 2014
Count Period: 7:00 AM to 9:15 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
WB	14.3%	0.58
NB	2.4%	0.69
SB	5.6%	0.80
TOTAL	3.9%	0.75



Peak-Hour Count Summaries

Interval Start	OLD MILL RD NE Eastbound			OLD MILL RD NE Westbound			BLAKELY AVE NE Northbound			BLAKELY AVE NE Southbound			15-min Total
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
7:30 AM	0	0	0	3	0	3	0	57	0	2	48	0	113
7:45 AM	0	0	0	1	0	2	0	102	2	3	43	0	153
8:00 AM	0	0	0	1	0	2	0	45	0	3	30	0	81
8:15 AM	0	0	0	0	0	2	0	81	0	0	31	0	114
Peak Hr	**0**	**0**	**0**	**5**	**0**	**9**	**0**	**285**	**2**	**8**	**152**	**0**	**461**

Note: For all six-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
7:30 AM	0	1	2	2	*5*	0	3	3	0	*6*	0	0	0	0	*0*
7:45 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	1	1	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	3	4	*7*	0	1	0	0	*1*	0	0	0	0	*0*
Peak Hr	**0**	**2**	**7**	**9**	***18***	**0**	**4**	**3**	**0**	***7***	**0**	**0**	**0**	**0**	***0***

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Six-Hour Count Summaries

Interval Start	OLD MILL RD NE Eastbound			OLD MILL RD NE Westbound			BLAKELY AVE NE Northbound			BLAKELY AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	21	0	1	15	0	38	
7:15 AM	0	0	0	1	0	3	0	43	0	3	26	0	76	
7:30 AM	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**57**	**0**	**2**	**48**	**0**	**113**	
7:45 AM	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**102**	**2**	**3**	**43**	**0**	**153**	380
8:00 AM	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**45**	**0**	**3**	**30**	**0**	**81**	423
8:15 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**81**	**0**	**0**	**31**	**0**	**114**	**461**
8:30 AM	0	0	0	0	0	4	0	47	0	3	35	0	89	437
8:45 AM	0	0	0	1	0	1	0	42	1	6	35	0	86	370
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	289
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	175
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	86
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	7	0	18	0	438	3	21	263	0	750	
Peak Hr	**0**	**0**	**0**	**5**	**0**	**9**	**0**	**285**	**2**	**8**	**152**	**0**	**461**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	2	*2*	0	1	0	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	1	*1*	0	0	0	0	*0*
7:30 AM	**0**	**1**	**2**	**2**	***5***	**0**	**3**	**3**	**0**	***6***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**0**	**1**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	**0**	**0**	**3**	**4**	***7***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	0	2	1	*3*	0	0	2	1	*3*	0	0	0	0	*0*
8:45 AM	0	0	0	2	*2*	0	0	1	2	*3*	0	0	0	0	*0*
9:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
9:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
9:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
9:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
10:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
10:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
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	0	0	*0*	0	0	0	0	*0*
11:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
12:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
12:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	2	9	14	*25*	0	5	6	4	*15*	0	0	0	0	*0*
Peak Hr	**0**	**2**	**7**	**9**	***18***	**0**	**4**	**3**	**0**	***7***	**0**	**0**	**0**	**0**	***0***

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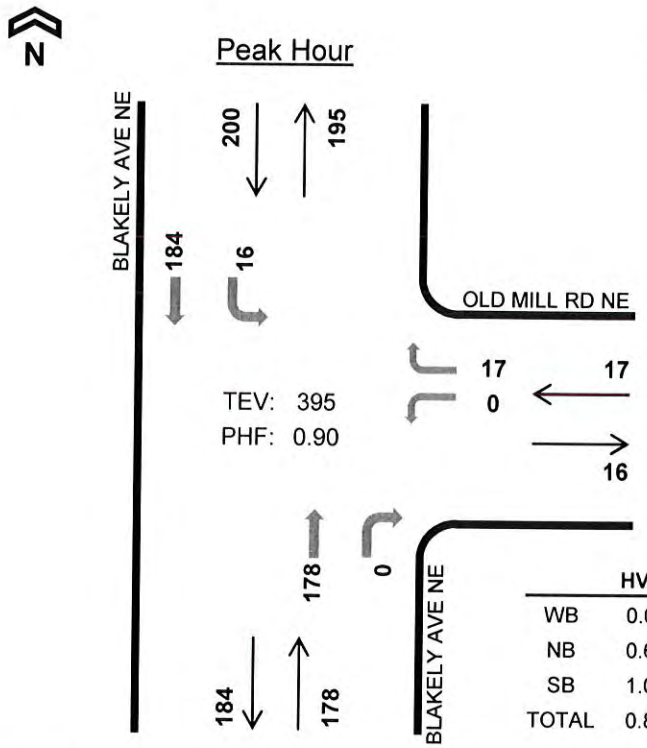
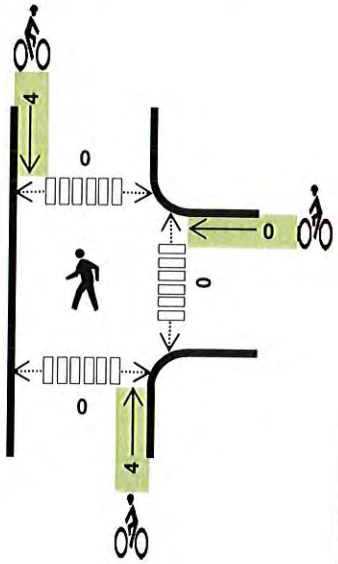
BLAKELY AVE NE
OLD MILL RD NE

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
WB	0.0%	0.61
NB	0.6%	0.73
SB	1.0%	0.79
TOTAL	0.8%	0.90



Two-Hour Count Summaries

Interval Start	OLD MILL RD NE Eastbound			OLD MILL RD NE Westbound			BLAKELY AVE NE Northbound			BLAKELY AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	4	0	41	0	6	28	0	79	
4:15 PM	0	0	0	0	0	3	0	42	0	1	37	0	83	
4:30 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**31**	**0**	**4**	**43**	**0**	**83**	
4:45 PM	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**45**	**0**	**5**	**38**	**0**	**95**	340
5:00 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**61**	**0**	**3**	**44**	**0**	**110**	371
5:15 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**41**	**0**	**4**	**59**	**0**	**107**	**395**
5:30 PM	0	0	0	1	0	4	0	23	0	4	45	0	77	389
5:45 PM	0	0	0	0	0	4	0	32	0	2	48	0	86	380
Count Total	0	0	0	1	0	32	0	316	0	29	342	0	720	
Peak Hr	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**178**	**0**	**16**	**184**	**0**	**395**	

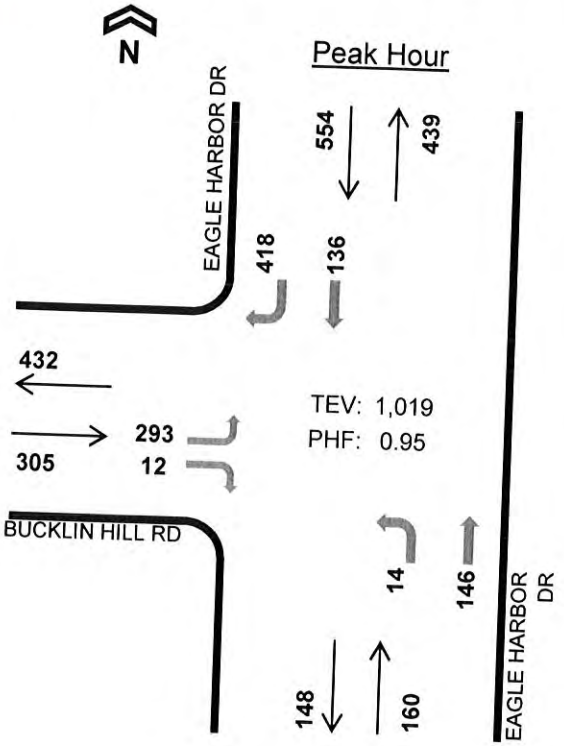
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

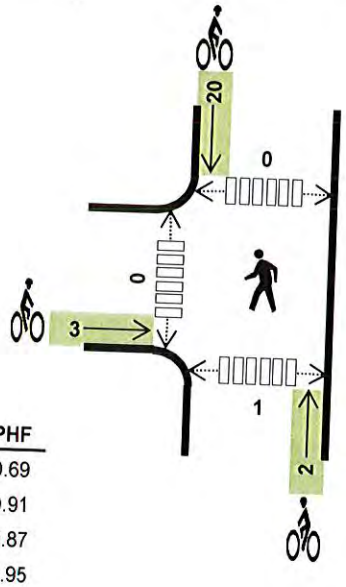
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

EAGLE HARBOR DR
BUCKLIN HILL RD

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	1.0%	0.69
NB	0.6%	0.91
SB	0.9%	0.87
TOTAL	0.9%	0.95



Two-Hour Count Summaries

Interval Start	BUCKLIN HILL RD Eastbound			BUCKLIN HILL RD Westbound			EAGLE HARBOR DR Northbound			EAGLE HARBOR DR Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	67	0	1	0	0	0	3	36	0	0	36	63	206	
4:15 PM	63	0	1	0	0	0	3	40	0	0	38	87	232	
4:30 PM	63	0	3	0	0	0	2	19	0	0	33	111	231	
4:45 PM	**80**	**0**	**2**	**0**	**0**	**0**	**3**	**41**	**0**	**0**	**30**	**82**	**238**	907
5:00 PM	**109**	**0**	**1**	**0**	**0**	**0**	**3**	**32**	**0**	**0**	**30**	**93**	**268**	969
5:15 PM	**56**	**0**	**5**	**0**	**0**	**0**	**5**	**39**	**0**	**0**	**36**	**123**	**264**	1,001
5:30 PM	**48**	**0**	**4**	**0**	**0**	**0**	**3**	**34**	**0**	**0**	**40**	**120**	**249**	**1,019**
5:45 PM	66	0	2	0	0	0	5	32	0	0	33	77	215	996
Count Total	552	0	19	0	0	0	27	273	0	0	276	756	1,903	
Peak Hr	**293**	**0**	**12**	**0**	**0**	**0**	**14**	**146**	**0**	**0**	**136**	**418**	**1,019**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	0	2	1	*8*	2	0	1	0	*3*	0	0	0	0	*0*
4:15 PM	2	0	1	4	*7*	1	0	1	0	*2*	0	0	0	0	*0*
4:30 PM	0	0	0	3	*3*	1	0	0	3	*4*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**1**	***1***
5:15 PM	**0**	**0**	**0**	**1**	***1***	**2**	**0**	**0**	**18**	***20***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**1**	**0**	**0**	**4**	***5***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:45 PM	2	0	2	1	*5*	2	0	1	2	*5*	0	0	0	0	*0*
Count Total	12	0	6	14	*32*	9	0	5	25	*39*	0	0	0	1	*1*
Peak Hr	**3**	**0**	**1**	**5**	***9***	**3**	**0**	**2**	**20**	***25***	**0**	**0**	**0**	**1**	***1***

Mark Skaggs: 425 - 250 - 0777

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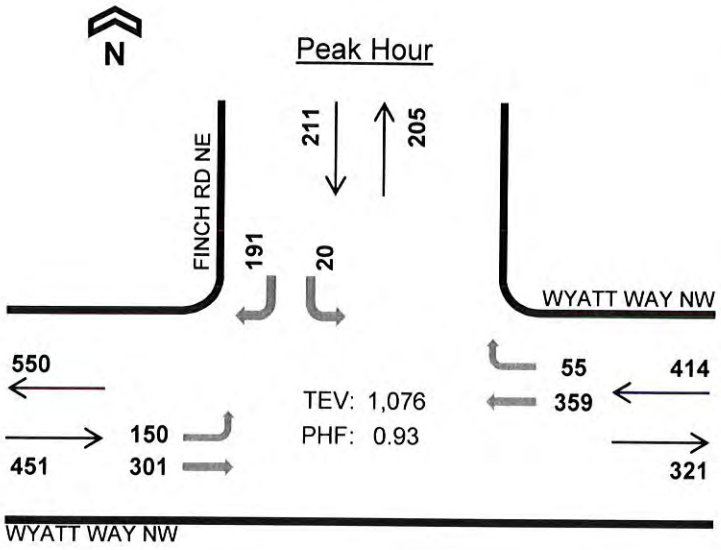
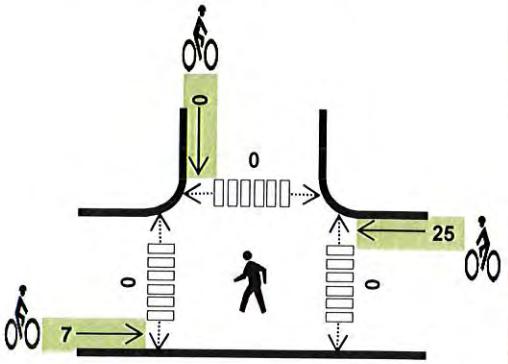
FINCH RD NE
WYATT WAY NW

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	1.1%	0.84
WB	1.0%	0.85
SB	1.4%	0.93
TOTAL	1.1%	0.93

Two-Hour Count Summaries

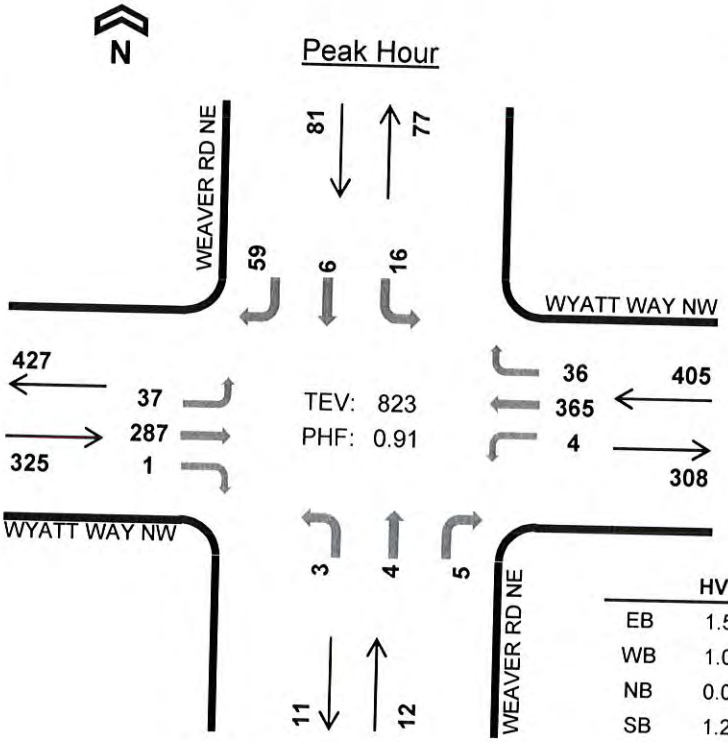
Interval Start	WYATT WAY NW Eastbound			WYATT WAY NW Westbound			FINCH RD NE Northbound			FINCH RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	35	67	0	0	59	13	0	0	0	3	0	42	219	
4:15 PM	48	65	0	0	82	13	0	0	0	1	0	41	250	
4:30 PM	24	52	0	0	99	10	0	0	0	6	0	49	240	
4:45 PM	**39**	**83**	**0**	**0**	**68**	**14**	**0**	**0**	**0**	**5**	**0**	**41**	**250**	959
5:00 PM	**45**	**89**	**0**	**0**	**75**	**15**	**0**	**0**	**0**	**3**	**0**	**50**	**277**	1,017
5:15 PM	**39**	**74**	**0**	**0**	**107**	**13**	**0**	**0**	**0**	**6**	**0**	**49**	**288**	1,055
5:30 PM	**27**	**55**	**0**	**0**	**109**	**13**	**0**	**0**	**0**	**6**	**0**	**51**	**261**	**1,076**
5:45 PM	45	50	0	0	66	11	0	0	0	2	0	52	226	1,052
Count Total	302	535	0	0	665	102	0	0	0	32	0	375	2,011	
Peak Hr	**150**	**301**	**0**	**0**	**359**	**55**	**0**	**0**	**0**	**20**	**0**	**191**	**1,076**	

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

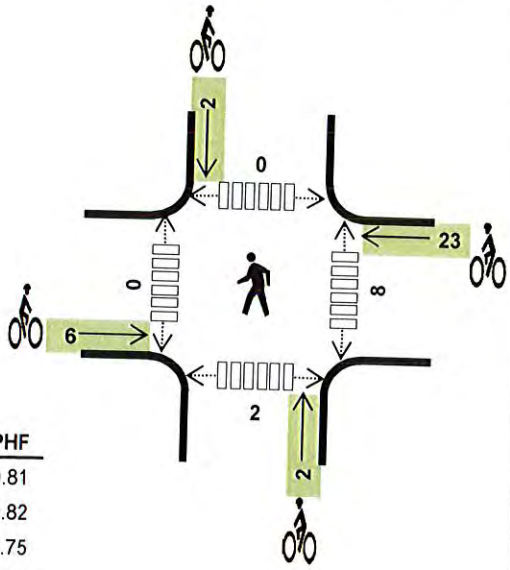
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	0	0	1	*7*	2	0	0	0	*2*	0	0	0	0	*0*
4:15 PM	3	1	0	2	*6*	2	0	0	0	*2*	0	0	0	0	*0*
4:30 PM	0	3	0	0	*3*	1	4	0	0	*5*	0	0	0	0	*0*
4:45 PM	**1**	**1**	**0**	**1**	***3***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**3**	**0**	**0**	**0**	***3***	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**0**	**0**	***0***	**2**	**22**	**0**	**0**	***24***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**1**	**3**	**0**	**2**	***6***	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***
5:45 PM	3	0	0	0	*3*	3	2	0	0	*5*	0	0	0	0	*0*
Count Total	17	8	0	6	*31*	15	31	0	0	*46*	0	0	0	0	*0*
Peak Hr	**5**	**4**	**0**	**3**	***12***	**7**	**25**	**0**	**0**	***32***	**0**	**0**	**0**	**0**	***0***

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

WEAVER RD NE
WYATT WAY NW



Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	1.5%	0.81
WB	1.0%	0.82
NB	0.0%	0.75
SB	1.2%	0.84
TOTAL	1.2%	0.91

Two-Hour Count Summaries

Interval Start	WYATT WAY NW Eastbound			WYATT WAY NW Westbound			WEAVER RD NE Northbound			WEAVER RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	2	71	0	1	66	3	0	1	1	4	2	9	160	
4:15 PM	3	64	0	3	88	7	2	1	1	5	5	10	189	
4:30 PM	3	56	0	0	100	10	0	3	0	7	4	8	191	
4:45 PM	**11**	**71**	**0**	**2**	**72**	**10**	**1**	**0**	**2**	**4**	**2**	**14**	**189**	729
5:00 PM	**11**	**89**	**0**	**1**	**79**	**7**	**1**	**1**	**0**	**9**	**2**	**13**	**213**	782
5:15 PM	**7**	**73**	**1**	**1**	**110**	**12**	**0**	**2**	**2**	**1**	**1**	**16**	**226**	819
5:30 PM	**8**	**54**	**0**	**0**	**104**	**7**	**1**	**1**	**1**	**2**	**1**	**16**	**195**	**823**
5:45 PM	8	47	0	2	69	8	1	2	1	4	2	9	153	787
Count Total	53	525	1	10	688	64	6	11	8	36	19	95	1,516	
Peak Hr	**37**	**287**	**1**	**4**	**365**	**36**	**3**	**4**	**5**	**16**	**6**	**59**	**823**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	0	0	2	2	0	0	0	2	1	0	0	0	1
4:15 PM	1	2	0	0	3	1	0	0	0	1	1	0	0	0	1
4:30 PM	0	4	0	1	5	0	2	1	0	3	1	0	0	0	1
4:45 PM	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**2**
5:00 PM	**3**	**0**	**0**	**0**	**3**	**2**	**1**	**1**	**1**	**5**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**1**	**0**	**0**	**1**	**2**	**1**	**20**	**1**	**1**	**23**	**6**	**0**	**0**	**0**	**6**
5:30 PM	**1**	**3**	**0**	**0**	**4**	**3**	**1**	**0**	**0**	**4**	**1**	**0**	**0**	**1**	**2**
5:45 PM	2	0	0	0	2	0	2	1	0	3	2	0	0	1	3
Count Total	10	10	0	2	22	9	27	4	2	42	13	0	0	3	16
Peak Hr	**5**	**4**	**0**	**1**	**10**	**6**	**23**	**2**	**2**	**33**	**8**	**0**	**0**	**2**	**10**

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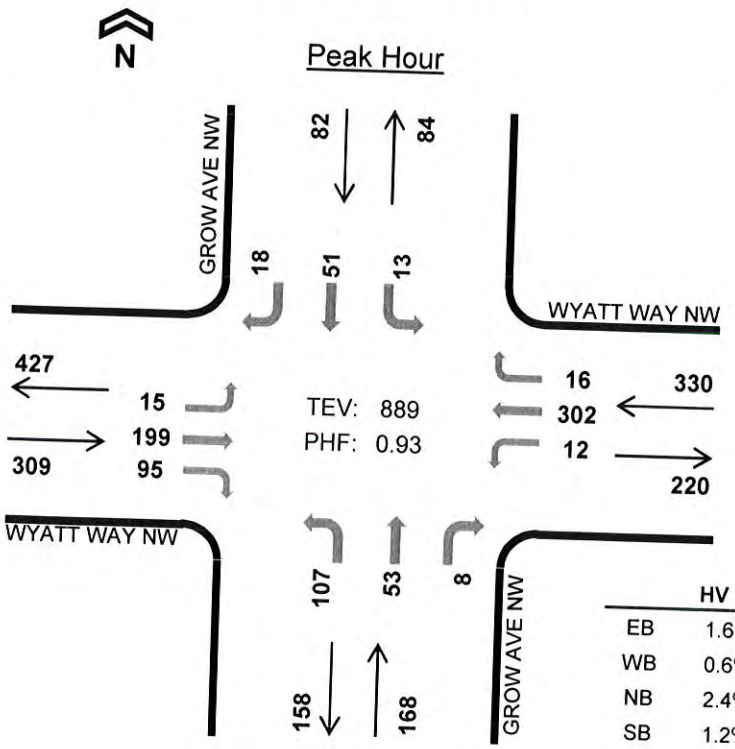
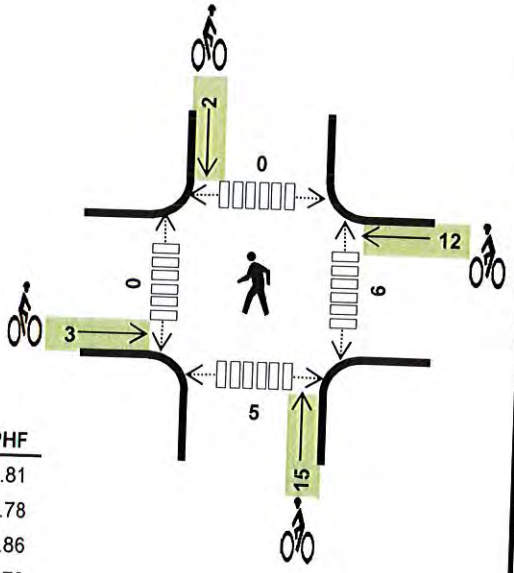
GROW AVE NW
WYATT WAY NW



Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.6%	0.81
WB	0.6%	0.78
NB	2.4%	0.86
SB	1.2%	0.73
TOTAL	1.3%	0.93

Two-Hour Count Summaries

Interval Start	WYATT WAY NW Eastbound			WYATT WAY NW Westbound			GROW AVE NW Northbound			GROW AVE NW Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	3	57	16	1	46	4	21	10	2	1	10	3	174	
4:15 PM	8	47	19	1	64	5	33	13	5	6	16	2	219	
4:30 PM	**1**	**42**	**13**	**4**	**83**	**3**	**32**	**15**	**2**	**3**	**13**	**3**	**214**	
4:45 PM	**6**	**50**	**28**	**2**	**54**	**2**	**28**	**11**	**2**	**8**	**15**	**5**	**211**	818
5:00 PM	**3**	**62**	**30**	**5**	**64**	**7**	**20**	**14**	**2**	**1**	**13**	**5**	**226**	870
5:15 PM	**5**	**45**	**24**	**1**	**101**	**4**	**27**	**13**	**2**	**1**	**10**	**5**	**238**	**889**
5:30 PM	1	43	14	1	70	2	31	14	2	2	12	4	196	871
5:45 PM	2	41	18	3	55	5	18	10	2	3	12	3	172	832
Count Total	29	387	162	18	537	32	210	100	19	25	101	30	1,650	
Peak Hr	**15**	**199**	**95**	**12**	**302**	**16**	**107**	**53**	**8**	**13**	**51**	**18**	**889**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	2	0	*4*	2	0	0	0	*2*	2	2	0	0	*4*
4:15 PM	1	1	1	0	*3*	3	0	2	0	*5*	0	0	0	0	*0*
4:30 PM	**1**	**2**	**4**	**0**	***7***	**0**	**0**	**2**	**1**	***3***	**3**	**0**	**0**	**0**	***3***
4:45 PM	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**2**	**1**	***4***	**1**	**0**	**0**	**2**	***3***
5:00 PM	**3**	**0**	**0**	**0**	***3***	**1**	**1**	**0**	**0**	***2***	**2**	**0**	**0**	**3**	***5***
5:15 PM	**1**	**0**	**0**	**0**	***1***	**2**	**10**	**11**	**0**	***23***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	2	2	1	*5*	3	1	2	0	*6*	1	0	0	0	*1*
5:45 PM	2	0	0	0	*2*	0	0	0	1	*1*	0	0	0	0	*0*
Count Total	10	5	9	2	*26*	11	13	19	3	*46*	9	2	0	5	*16*
Peak Hr	**5**	**2**	**4**	**1**	***12***	**3**	**12**	**15**	**2**	***32***	**6**	**0**	**0**	**5**	***11***

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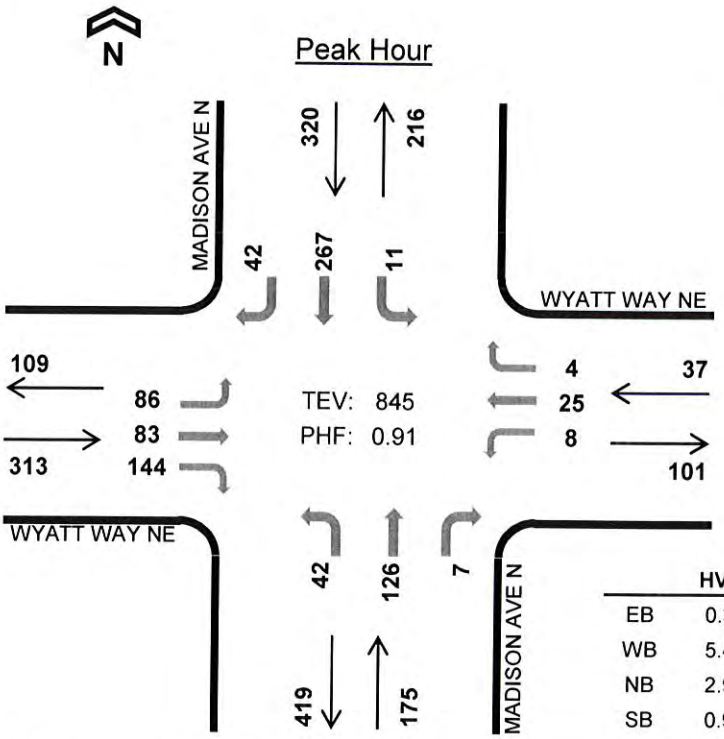
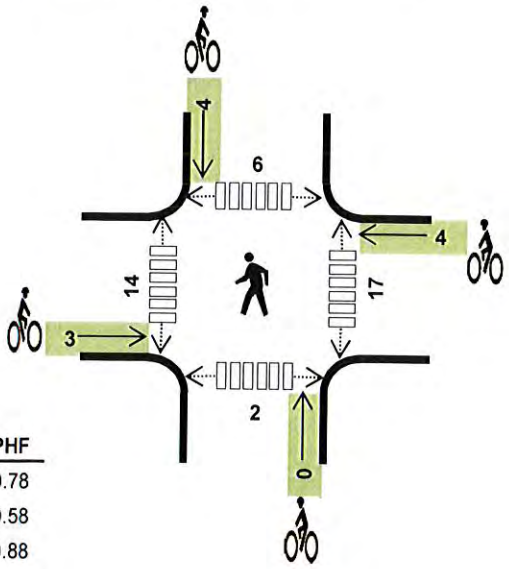
MADISON AVE N
WYATT WAY NE

Date: Wed, Jun 11, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	0.3%	0.78
WB	5.4%	0.58
NB	2.9%	0.88
SB	0.9%	0.84
TOTAL	1.3%	0.91

Two-Hour Count Summaries

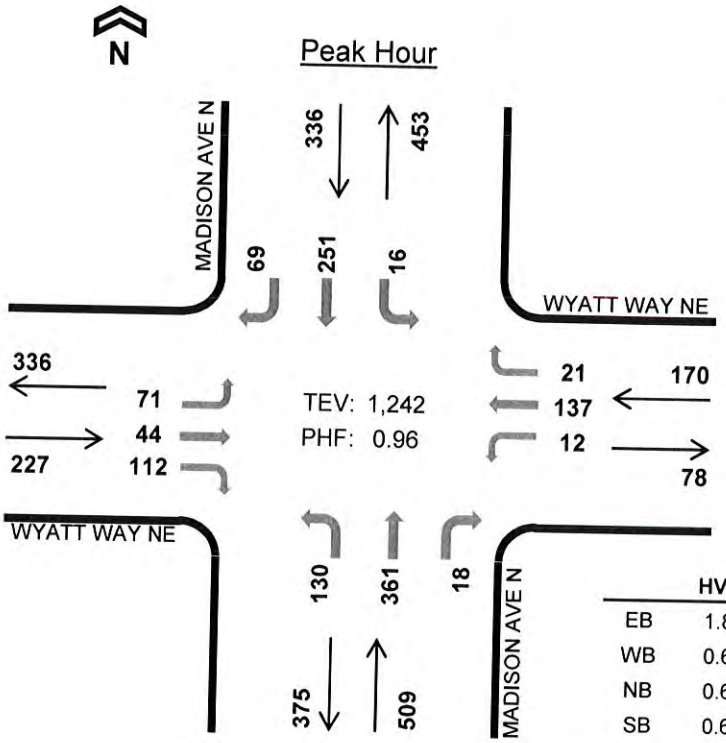
Interval Start	WYATT WAY NE Eastbound			WYATT WAY NE Westbound			MADISON AVE N Northbound			MADISON AVE N Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	4	4	4	0	3	1	14	19	0	0	23	3	75	
7:15 AM	14	12	21	2	2	2	4	13	0	0	32	4	106	
7:30 AM	8	24	42	1	6	6	11	18	1	2	45	4	168	
7:45 AM	19	22	38	1	15	2	12	31	0	6	69	13	228	577
8:00 AM	**15**	**15**	**26**	**0**	**3**	**0**	**8**	**26**	**1**	**3**	**60**	**7**	**164**	666
8:15 AM	**22**	**34**	**44**	**0**	**6**	**1**	**8**	**33**	**1**	**5**	**57**	**10**	**221**	781
8:30 AM	**27**	**20**	**33**	**5**	**9**	**2**	**11**	**37**	**2**	**2**	**67**	**14**	**229**	842
8:45 AM	**22**	**14**	**41**	**3**	**7**	**1**	**15**	**30**	**3**	**1**	**83**	**11**	**231**	**845**
Count Total	131	145	249	12	51	15	83	207	8	19	436	66	1,422	
Peak Hr	**86**	**83**	**144**	**8**	**25**	**4**	**42**	**126**	**7**	**11**	**267**	**42**	**845**	

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

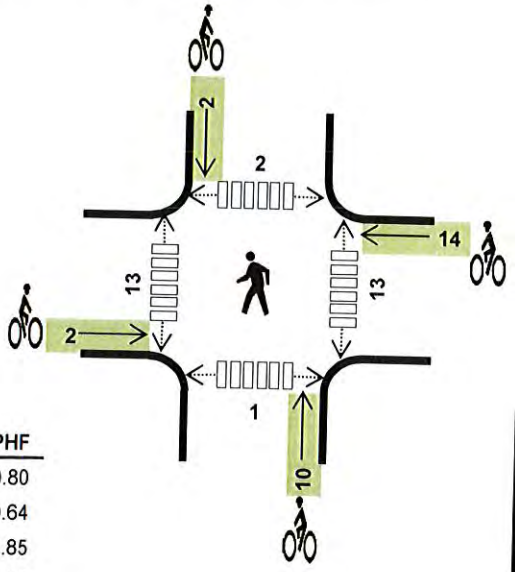
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	4	0	*5*	0	0	0	2	*2*	0	0	0	0	*0*
7:15 AM	0	1	0	1	*2*	0	0	0	0	*0*	5	1	0	1	*7*
7:30 AM	2	0	0	1	*3*	0	0	0	2	*2*	3	3	0	0	*6*
7:45 AM	0	0	3	0	*3*	1	0	0	5	*6*	0	0	0	0	*0*
8:00 AM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**1**	***1***	**4**	**4**	**0**	**0**	***8***
8:15 AM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**3**	***3***	**7**	**5**	**6**	**1**	***19***
8:30 AM	**1**	**1**	**4**	**1**	***7***	**2**	**1**	**0**	**0**	***3***	**4**	**3**	**0**	**1**	***8***
8:45 AM	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**0**	**0**	***4***	**2**	**2**	**0**	**0**	***4***
Count Total	4	3	12	5	*24*	4	4	0	13	*21*	25	18	6	3	*52*
Peak Hr	**1**	**2**	**5**	**3**	***11***	**3**	**4**	**0**	**4**	***11***	**17**	**14**	**6**	**2**	***39***

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

MADISON AVE N
WYATT WAY NE



Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.8%	0.80
WB	0.6%	0.64
NB	0.6%	0.85
SB	0.6%	0.93
TOTAL	0.8%	0.96

Two-Hour Count Summaries

Interval Start	WYATT WAY NE Eastbound			WYATT WAY NE Westbound			MADISON AVE N Northbound			MADISON AVE N Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	25	12	30	2	17	5	24	68	1	3	65	10	262	
4:15 PM	19	12	28	2	26	5	31	68	3	2	59	14	269	
4:30 PM	**16**	**6**	**27**	**4**	**31**	**5**	**45**	**102**	**2**	**3**	**63**	**19**	**323**	
4:45 PM	**21**	**10**	**30**	**5**	**19**	**4**	**23**	**85**	**3**	**6**	**71**	**13**	**290**	1,144
5:00 PM	**24**	**17**	**30**	**1**	**32**	**3**	**28**	**99**	**9**	**3**	**55**	**20**	**321**	1,203
5:15 PM	**10**	**11**	**25**	**2**	**55**	**9**	**34**	**75**	**4**	**4**	**62**	**17**	**308**	**1,242**
5:30 PM	16	9	19	3	21	7	34	56	3	2	53	15	238	1,157
5:45 PM	19	5	19	3	17	4	26	63	1	2	50	18	227	1,094
Count Total	150	82	208	22	218	42	245	616	26	25	478	126	2,238	
Peak Hr	**71**	**44**	**112**	**12**	**137**	**21**	**130**	**361**	**18**	**16**	**251**	**69**	**1,242**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	1	1	2	*6*	0	0	0	3	*3*	0	9	2	1	*12*
4:15 PM	1	0	1	2	*4*	0	0	0	3	*3*	9	0	0	0	*9*
4:30 PM	**1**	**0**	**2**	**1**	***4***	**0**	**2**	**2**	**0**	***4***	**1**	**1**	**1**	**0**	***3***
4:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**2**	**2**	**1**	***5***	**2**	**3**	**0**	**1**	***6***
5:00 PM	**3**	**0**	**0**	**0**	***3***	**1**	**1**	**0**	**0**	***2***	**3**	**4**	**0**	**0**	***7***
5:15 PM	**0**	**1**	**0**	**1**	***2***	**1**	**9**	**6**	**1**	***17***	**7**	**5**	**1**	**0**	***13***
5:30 PM	1	0	2	2	*5*	2	1	3	0	*6*	6	1	0	0	*7*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	4	7	0	0	*11*
Count Total	8	2	7	8	*25*	4	15	13	8	*40*	32	30	4	2	*68*
Peak Hr	**4**	**1**	**3**	**2**	***10***	**2**	**14**	**10**	**2**	***28***	**13**	**13**	**2**	**1**	***29***

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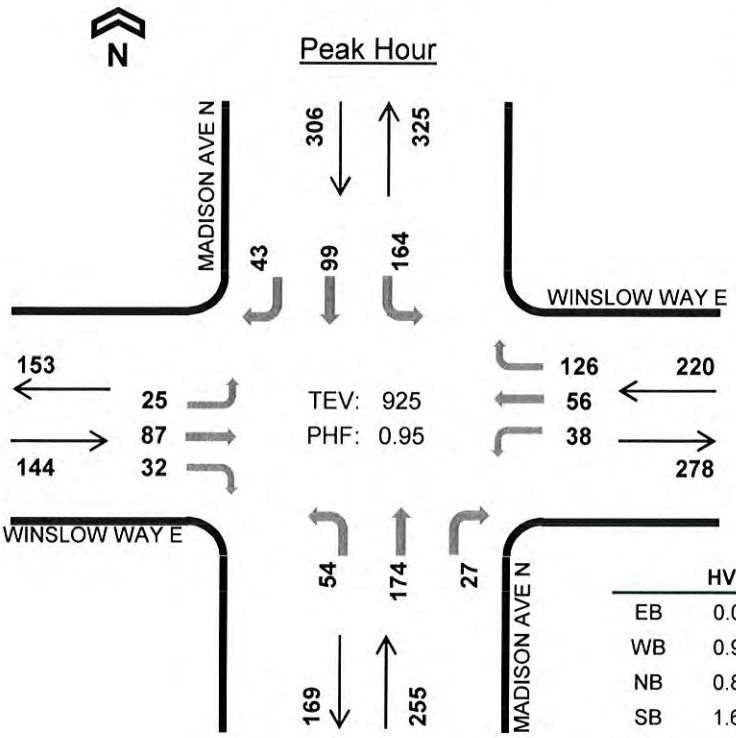
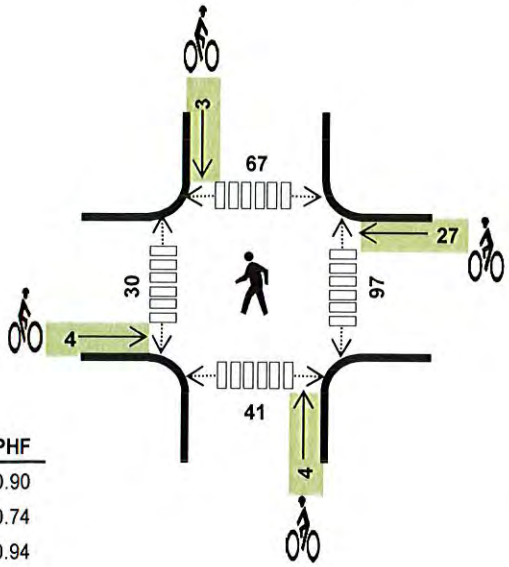
MADISON AVE N
WINSLOW WAY E

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.0%	0.90
WB	0.9%	0.74
NB	0.8%	0.94
SB	1.6%	0.82
TOTAL	1.0%	0.95



Two-Hour Count Summaries

Interval Start	WINSLOW WAY E Eastbound			WINSLOW WAY E Westbound			MADISON AVE N Northbound			MADISON AVE N Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	5	19	3	8	0	16	8	37	9	36	30	14	185	
4:15 PM	5	22	10	6	10	30	13	31	4	39	21	14	205	
4:30 PM	9	17	5	9	23	43	10	40	5	33	25	18	237	
4:45 PM	**8**	**17**	**11**	**8**	**11**	**26**	**15**	**38**	**4**	**50**	**30**	**13**	**231**	858
5:00 PM	**5**	**24**	**11**	**10**	**3**	**19**	**11**	**51**	**6**	**34**	**29**	**9**	**212**	885
5:15 PM	**4**	**26**	**4**	**9**	**19**	**46**	**12**	**44**	**9**	**42**	**19**	**10**	**244**	924
5:30 PM	**8**	**20**	**6**	**11**	**23**	**35**	**16**	**41**	**8**	**38**	**21**	**11**	**238**	**925**
5:45 PM	2	17	7	6	14	24	8	31	4	36	14	7	170	864
Count Total	46	162	57	67	103	239	93	313	49	308	189	96	1,722	
Peak Hr	**25**	**87**	**32**	**38**	**56**	**126**	**54**	**174**	**27**	**164**	**99**	**43**	**925**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	5	*5*	1	0	0	0	*1*	14	2	14	9	*39*
4:15 PM	0	1	0	3	*4*	1	2	1	5	*9*	12	13	16	13	*54*
4:30 PM	0	3	0	0	*3*	3	1	1	0	*5*	7	3	14	23	*47*
4:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**1**	***1***	**23**	**11**	**21**	**10**	***65***
5:00 PM	**0**	**0**	**0**	**3**	***3***	**0**	**3**	**0**	**1**	***4***	**39**	**6**	**26**	**11**	***82***
5:15 PM	**0**	**0**	**0**	**1**	***1***	**1**	**22**	**4**	**1**	***28***	**18**	**0**	**5**	**2**	***25***
5:30 PM	**0**	**2**	**1**	**1**	***4***	**3**	**2**	**0**	**0**	***5***	**17**	**13**	**15**	**18**	***63***
5:45 PM	1	1	0	0	*2*	1	1	0	0	*2*	5	4	21	10	*40*
Count Total	1	7	2	13	*23*	10	31	6	8	*55*	135	52	132	96	*415*
Peak Hr	**0**	**2**	**2**	**5**	***9***	**4**	**27**	**4**	**3**	***38***	**97**	**30**	**67**	**41**	***235***

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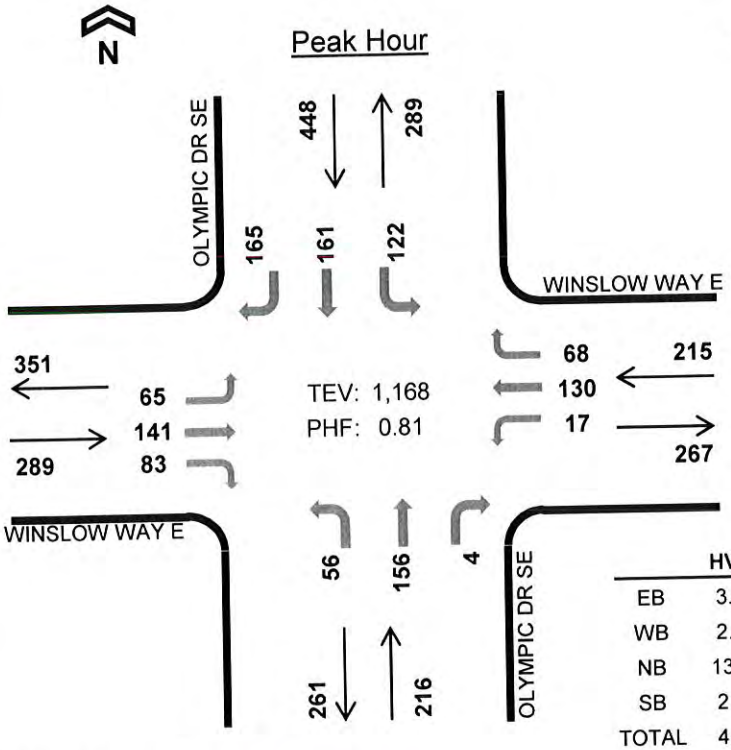
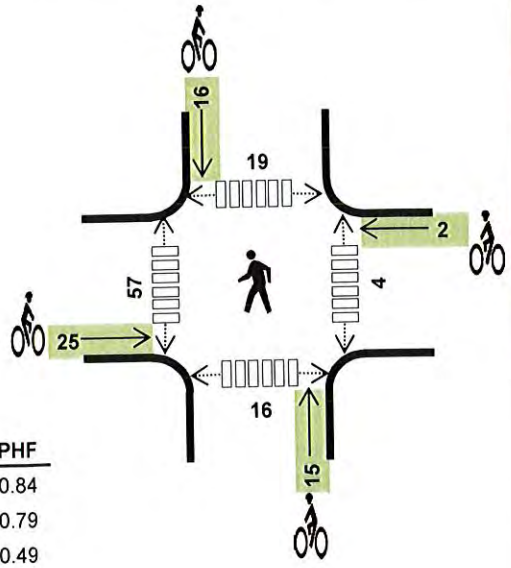
OLYMPIC DR SE
WINSLOW WAY E

Date: Wed, Jun 11, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	3.5%	0.84
WB	2.8%	0.79
NB	13.0%	0.49
SB	2.5%	0.82
TOTAL	4.7%	0.81



Two-Hour Count Summaries

Interval Start	WINSLOW WAY E Eastbound			WINSLOW WAY E Westbound			OLYMPIC DR SE Northbound			OLYMPIC DR SE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	9	5	5	5	15	6	5	8	0	10	29	27	124	
7:15 AM	14	18	22	6	9	12	0	2	0	20	69	27	199	
7:30 AM	12	66	29	3	24	15	2	4	0	59	71	30	315	
7:45 AM	**20**	**38**	**12**	**0**	**44**	**24**	**28**	**80**	**3**	**47**	**26**	**37**	**359**	997
8:00 AM	**14**	**19**	**21**	**4**	**19**	**16**	**2**	**11**	**0**	**20**	**34**	**39**	**199**	1,072
8:15 AM	**12**	**41**	**33**	**11**	**29**	**14**	**0**	**3**	**0**	**30**	**54**	**52**	**279**	1,152
8:30 AM	**19**	**43**	**17**	**2**	**38**	**14**	**26**	**62**	**1**	**25**	**47**	**37**	**331**	**1,168**
8:45 AM	22	15	3	7	23	10	5	6	2	25	23	46	187	996
Count Total	122	245	142	38	201	111	68	176	6	236	353	295	1,993	
Peak Hr	**65**	**141**	**83**	**17**	**130**	**68**	**56**	**156**	**4**	**122**	**161**	**165**	**1,168**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	7	3	*11*	5	1	0	1	*7*	1	0	8	4	*13*
7:15 AM	5	0	0	0	*5*	0	3	0	2	*5*	0	2	4	2	*8*
7:30 AM	4	2	2	11	*19*	17	0	0	8	*25*	0	6	1	8	*15*
7:45 AM	**1**	**1**	**13**	**4**	***19***	**15**	**0**	**7**	**5**	***27***	**0**	**28**	**3**	**2**	***33***
8:00 AM	**3**	**1**	**3**	**2**	***9***	**2**	**0**	**0**	**1**	***3***	**0**	**0**	**7**	**0**	***7***
8:15 AM	**1**	**2**	**1**	**1**	***5***	**2**	**0**	**0**	**6**	***8***	**0**	**2**	**3**	**6**	***11***
8:30 AM	**5**	**2**	**11**	**4**	***22***	**6**	**2**	**8**	**4**	***20***	**4**	**27**	**6**	**8**	***45***
8:45 AM	1	0	0	2	*3*	0	1	1	0	*2*	0	2	17	1	*20*
Count Total	21	8	37	27	*93*	47	7	16	27	*97*	5	67	49	31	*152*
Peak Hr	**10**	**6**	**28**	**11**	***55***	**25**	**2**	**15**	**16**	***58***	**4**	**57**	**19**	**16**	***96***

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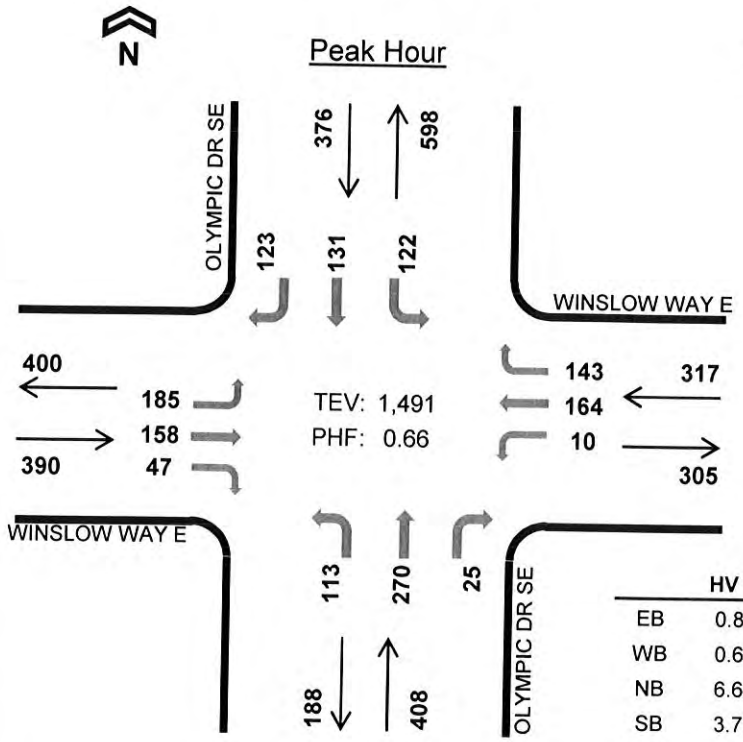
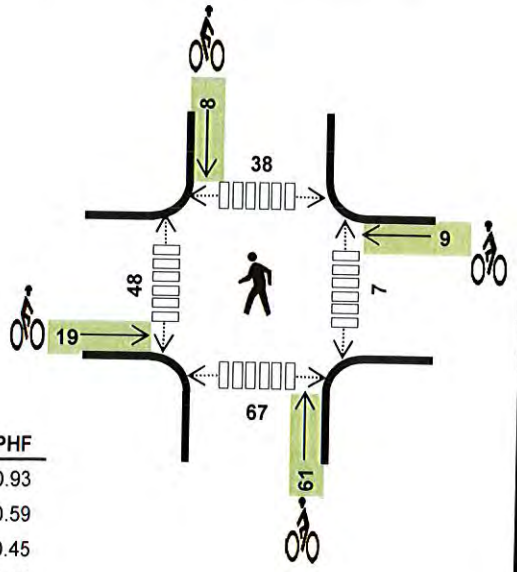
OLYMPIC DR SE
WINSLOW WAY E

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.8%	0.93
WB	0.6%	0.59
NB	6.6%	0.45
SB	3.7%	0.90
TOTAL	3.1%	0.66



Two-Hour Count Summaries

Interval Start	WINSLOW WAY E Eastbound			WINSLOW WAY E Westbound			OLYMPIC DR SE Northbound			OLYMPIC DR SE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	59	23	15	1	24	12	4	4	1	28	42	34	247	
4:15 PM	36	42	24	2	30	23	27	65	7	36	53	34	379	
4:30 PM	**50**	**26**	**10**	**3**	**55**	**44**	**36**	**89**	**9**	**24**	**25**	**34**	**405**	
4:45 PM	**43**	**42**	**11**	**1**	**35**	**13**	**2**	**2**	**0**	**23**	**27**	**37**	**236**	1,267
5:00 PM	**46**	**41**	**16**	**0**	**12**	**19**	**9**	**33**	**2**	**38**	**39**	**27**	**282**	1,302
5:15 PM	**46**	**49**	**10**	**6**	**62**	**67**	**66**	**146**	**14**	**37**	**40**	**25**	**568**	**1,491**
5:30 PM	23	34	8	0	30	22	4	9	1	12	11	29	183	1,269
5:45 PM	34	39	4	0	19	7	5	4	0	20	25	26	183	1,216
Count Total	337	296	98	13	267	207	153	352	34	218	262	246	2,483	
Peak Hr	**185**	**158**	**47**	**10**	**164**	**143**	**113**	**270**	**25**	**122**	**131**	**123**	**1,491**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	1	0	8	*11*	0	1	0	0	*1*	1	22	6	4	*33*
4:15 PM	3	0	1	6	*10*	9	1	10	1	*21*	1	19	13	10	*43*
4:30 PM	**0**	**0**	**14**	**0**	***14***	**8**	**2**	**1**	**3**	***14***	**1**	**14**	**13**	**25**	***53***
4:45 PM	**0**	**1**	**0**	**3**	***4***	**2**	**2**	**0**	**0**	***4***	**3**	**6**	**11**	**6**	***26***
5:00 PM	**3**	**1**	**0**	**10**	***14***	**2**	**4**	**41**	**0**	***47***	**1**	**6**	**4**	**16**	***27***
5:15 PM	**0**	**0**	**13**	**1**	***14***	**7**	**1**	**19**	**5**	***32***	**2**	**22**	**10**	**20**	***54***
5:30 PM	0	0	2	2	*4*	2	0	0	1	*3*	1	1	8	10	*20*
5:45 PM	0	0	0	9	*9*	2	1	1	1	*5*	1	7	6	22	*36*
Count Total	8	3	30	39	*80*	32	12	72	11	*127*	11	97	71	113	*292*
Peak Hr	**3**	**2**	**27**	**14**	***46***	**19**	**9**	**61**	**8**	***97***	**7**	**48**	**38**	**67**	***160***

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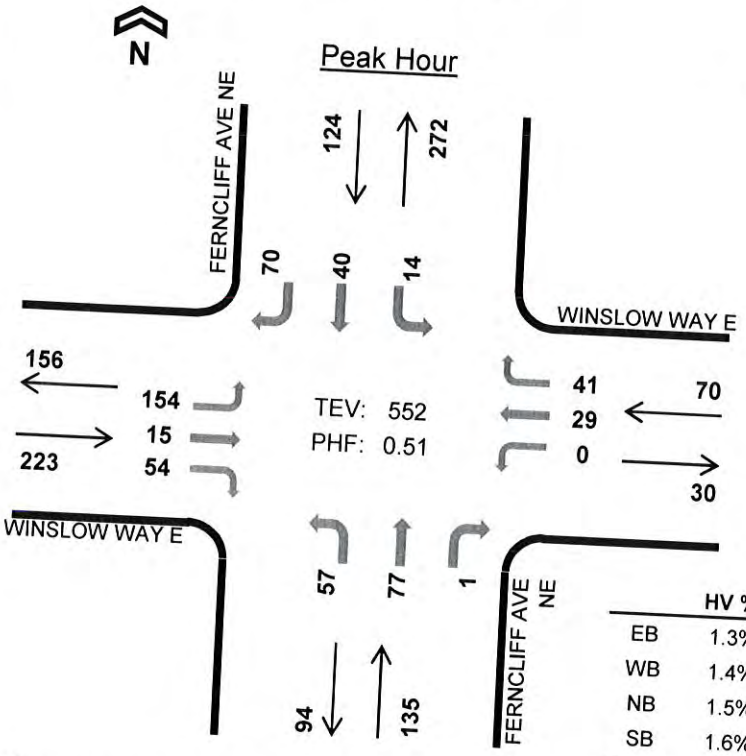
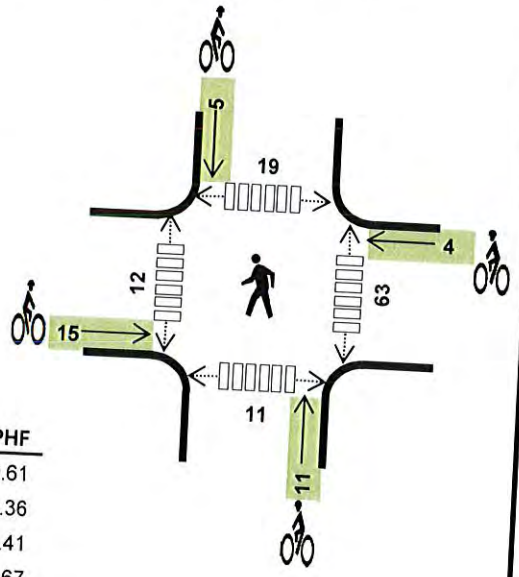
FERNCLIFF AVE NE
WINSLOW WAY E



Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.3%	0.61
WB	1.4%	0.36
NB	1.5%	0.41
SB	1.6%	0.67
TOTAL	1.4%	0.51

Two-Hour Count Summaries

Interval Start	WINSLOW WAY E Eastbound			WINSLOW WAY E Westbound			FERNCLIFF AVE NE Northbound			FERNCLIFF AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	9	2	11	0	3	3	3	1	0	1	3	20	56	
4:15 PM	19	6	35	0	3	2	23	19	0	2	11	16	136	
4:30 PM	**39**	**1**	**12**	**0**	**6**	**8**	**19**	**25**	**1**	**0**	**2**	**20**	**133**	
4:45 PM	**23**	**4**	**7**	**0**	**2**	**1**	**4**	**1**	**0**	**0**	**1**	**21**	**64**	389
5:00 PM	**20**	**4**	**21**	**0**	**3**	**2**	**2**	**0**	**0**	**4**	**18**	**12**	**86**	419
5:15 PM	**72**	**6**	**14**	**0**	**18**	**30**	**32**	**51**	**0**	**10**	**19**	**17**	**269**	**552**
5:30 PM	30	2	4	0	5	0	10	9	0	1	5	13	79	498
5:45 PM	12	6	18	0	3	0	0	0	0	0	5	12	56	490
Count Total	224	31	122	0	43	46	93	106	1	18	64	131	879	
Peak Hr	**154**	**15**	**54**	**0**	**29**	**41**	**57**	**77**	**1**	**14**	**40**	**70**	**552**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	1	*1*	0	0	0	1	*1*	1	2	1	1	*5*
4:15 PM	1	0	1	0	*2*	5	0	3	0	*8*	12	2	6	0	*20*
4:30 PM	**2**	**0**	**1**	**0**	***3***	**3**	**2**	**1**	**3**	***9***	**6**	**4**	**4**	**4**	***18***
4:45 PM	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**1**	***4***	**1**	**3**	**3**	**3**	***10***
5:00 PM	**1**	**1**	**0**	**0**	***2***	**0**	**2**	**1**	**1**	***4***	**2**	**1**	**0**	**0**	***3***
5:15 PM	**0**	**0**	**1**	**2**	***3***	**10**	**0**	**8**	**0**	***18***	**54**	**4**	**12**	**4**	***74***
5:30 PM	1	0	1	0	*2*	2	0	0	2	*4*	0	4	4	0	*8*
5:45 PM	0	0	0	0	*0*	2	0	0	0	*2*	0	3	2	0	*5*
Count Total	5	1	4	3	*13*	24	4	14	8	*50*	76	23	32	12	*143*
Peak Hr	**3**	**1**	**2**	**2**	***8***	**15**	**4**	**11**	**5**	***35***	**63**	**12**	**19**	**11**	***105***

Mark Skaggs: 425 - 250 - 0777

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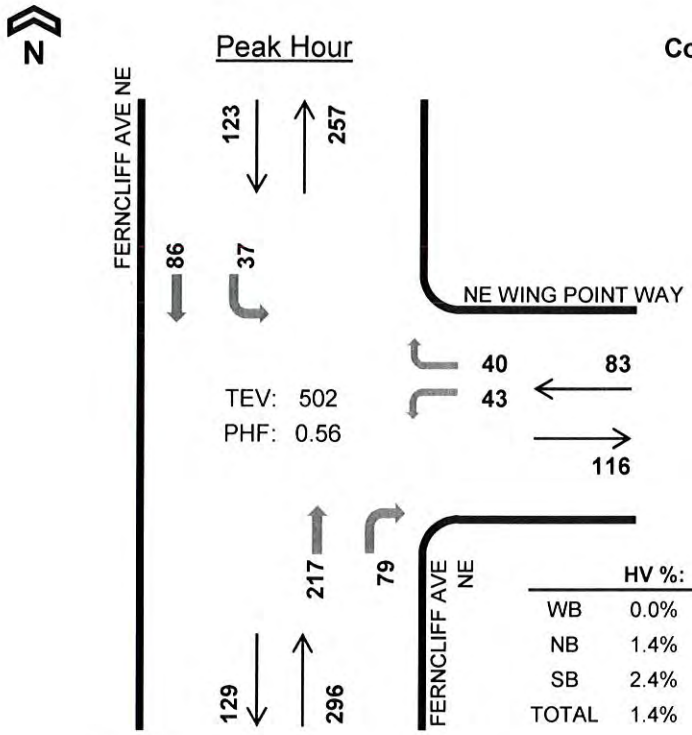
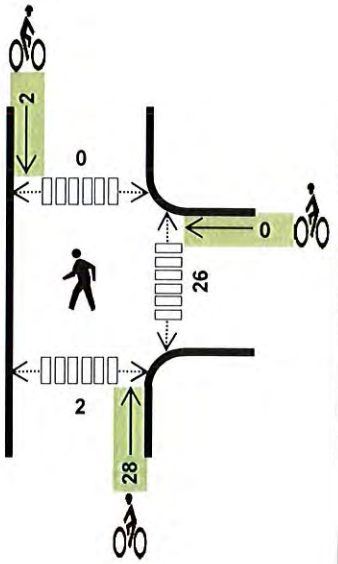
FERNCLIFF AVE NE
NE WING POINT WAY

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
WB	0.0%	0.94
NB	1.4%	0.47
SB	2.4%	0.68
TOTAL	1.4%	0.56



Two-Hour Count Summaries

Interval Start	NE WING POINT WAY Eastbound			NE WING POINT WAY Westbound			FERNCLIFF AVE NE Northbound			FERNCLIFF AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	12	0	4	0	6	6	2	15	0	45	
4:15 PM	0	0	0	11	0	7	0	30	9	8	19	0	84	
4:30 PM	**0**	**0**	**0**	**13**	**0**	**6**	**0**	**67**	**21**	**8**	**13**	**0**	**128**	
4:45 PM	**0**	**0**	**0**	**11**	**0**	**11**	**0**	**8**	**16**	**6**	**13**	**0**	**65**	322
5:00 PM	**0**	**0**	**0**	**7**	**0**	**15**	**0**	**10**	**16**	**13**	**25**	**0**	**86**	363
5:15 PM	**0**	**0**	**0**	**12**	**0**	**8**	**0**	**132**	**26**	**10**	**35**	**0**	**223**	**502**
5:30 PM	0	0	0	4	0	6	0	29	14	6	10	0	69	443
5:45 PM	0	0	0	6	0	8	0	8	6	11	12	0	51	429
Count Total	0	0	0	76	0	65	0	290	114	64	142	0	751	
Peak Hr	**0**	**0**	**0**	**43**	**0**	**40**	**0**	**217**	**79**	**37**	**86**	**0**	**502**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	3	2	*5*	1	0	0	1	*2*
4:15 PM	0	0	0	0	*0*	0	0	6	0	*6*	4	0	0	0	*4*
4:30 PM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**4**	**0**	***4***	**5**	**0**	**0**	**0**	***5***
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**1**	***4***	**4**	**0**	**0**	**0**	***4***
5:00 PM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**1**	**1**	***2***	**3**	**0**	**0**	**1**	***4***
5:15 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**20**	**0**	***20***	**14**	**0**	**0**	**1**	***15***
5:30 PM	0	0	3	0	*3*	0	0	2	2	*4*	7	0	0	1	*8*
5:45 PM	0	0	0	0	*0*	0	0	2	0	*2*	0	0	0	0	*0*
Count Total	0	0	7	3	*10*	0	0	41	6	*47*	38	0	0	4	*42*
Peak Hr	**0**	**0**	**4**	**3**	***7***	**0**	**0**	**28**	**2**	***30***	**26**	**0**	**0**	**2**	***28***

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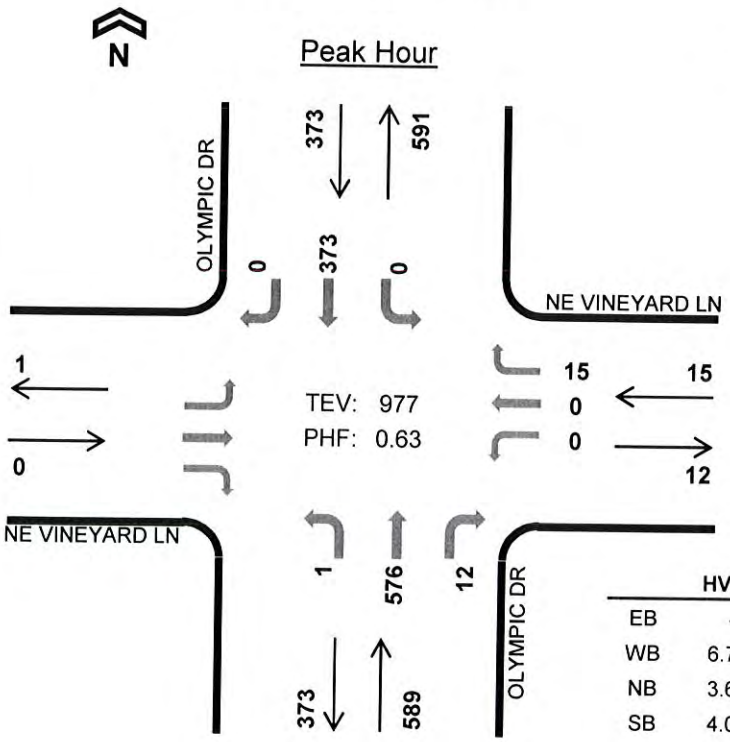
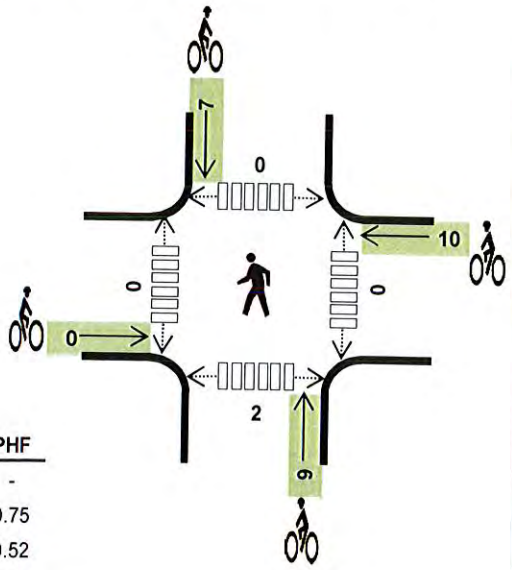
OLYMPIC DR
NE VINEYARD LN

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	-	-
WB	6.7%	0.75
NB	3.6%	0.52
SB	4.0%	0.88
TOTAL	3.8%	0.63

Two-Hour Count Summaries

Interval Start	NE VINEYARD LN Eastbound			NE VINEYARD LN Westbound			OLYMPIC DR Northbound			OLYMPIC DR Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	3	0	72	3	0	105	0	183	
4:15 PM	0	0	0	0	0	2	0	115	2	0	122	0	241	
4:30 PM	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**178**	**6**	**0**	**82**	**0**	**270**	
4:45 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**55**	**3**	**0**	**86**	**0**	**148**	842
5:00 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**61**	**2**	**0**	**106**	**0**	**172**	831
5:15 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**282**	**1**	**0**	**99**	**0**	**387**	**977**
5:30 PM	0	0	0	0	0	1	0	67	2	0	52	0	122	829
5:45 PM	0	0	0	1	0	3	0	41	2	2	70	0	119	800
Count Total	0	0	0	1	0	24	1	871	21	2	722	0	1,642	
Peak Hr	**0**	**0**	**0**	**0**	**0**	**15**	**1**	**576**	**12**	**0**	**373**	**0**	**977**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	7	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	1	5	*6*	0	0	4	2	*6*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**10**	**1**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
4:45 PM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**0**	**1**	**10**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**1**	**10**	**1**	***12***	**0**	**10**	**9**	**7**	***26***	**0**	**0**	**0**	**1**	***1***
5:30 PM	0	0	1	2	*3*	0	0	0	1	*1*	0	0	0	0	*0*
5:45 PM	0	0	0	6	*6*	0	1	0	0	*1*	2	0	2	1	*5*
Count Total	0	1	23	35	*59*	0	11	13	10	*34*	2	0	2	3	*7*
Peak Hr	**0**	**1**	**21**	**15**	***37***	**0**	**10**	**9**	**7**	***26***	**0**	**0**	**0**	**2**	***2***

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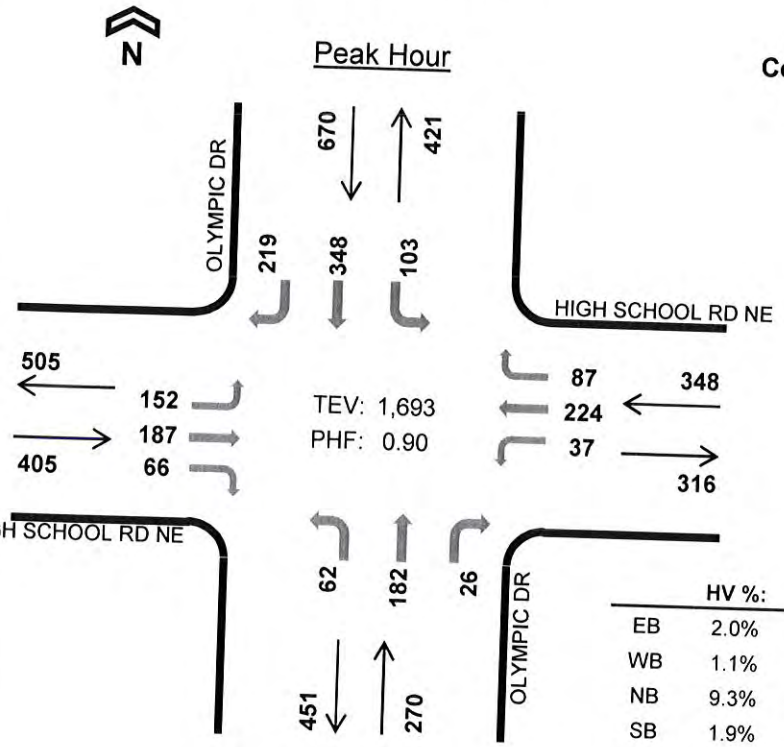
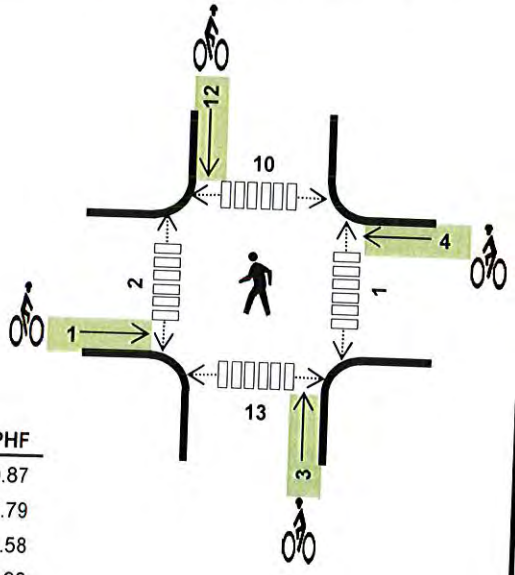
OLYMPIC DR
HIGH SCHOOL RD NE



Date: Wed, Jun 11, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.0%	0.87
WB	1.1%	0.79
NB	9.3%	0.58
SB	1.9%	0.92
TOTAL	3.0%	0.90

Two-Hour Count Summaries

Interval Start	HIGH SCHOOL RD NE Eastbound			HIGH SCHOOL RD NE Westbound			OLYMPIC DR Northbound			OLYMPIC DR Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	15	12	9	2	18	22	5	25	2	12	55	27	204	
7:15 AM	18	23	8	11	31	11	6	13	3	19	95	37	275	
7:30 AM	29	28	35	9	47	17	7	23	1	26	117	32	371	
7:45 AM	**36**	**44**	**14**	**4**	**48**	**23**	**30**	**78**	**9**	**31**	**97**	**55**	**469**	1,319
8:00 AM	**35**	**34**	**15**	**6**	**53**	**15**	**8**	**25**	**4**	**23**	**71**	**53**	**342**	1,457
8:15 AM	**39**	**55**	**22**	**18**	**69**	**23**	**7**	**17**	**3**	**21**	**96**	**52**	**422**	1,604
8:30 AM	**42**	**54**	**15**	**9**	**54**	**26**	**17**	**62**	**10**	**28**	**84**	**59**	**460**	**1,693**
8:45 AM	45	39	10	12	37	19	6	25	10	23	71	80	377	1,601
Count Total	259	289	128	71	357	156	86	268	42	183	686	395	2,920	
Peak Hr	**152**	**187**	**66**	**37**	**224**	**87**	**62**	**182**	**26**	**103**	**348**	**219**	**1,693**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	2	7	2	*14*	0	0	0	0	*0*	0	0	0	2	2
7:15 AM	2	1	3	0	*6*	0	0	1	3	*4*	0	0	0	2	2
7:30 AM	3	2	5	7	*17*	1	0	0	5	*6*	1	0	0	4	*5*
7:45 AM	**1**	**1**	**11**	**2**	*15*	**1**	**0**	**0**	**3**	*4*	**0**	**0**	**2**	**3**	*5*
8:00 AM	**3**	**1**	**2**	**2**	*8*	**0**	**1**	**1**	**0**	*2*	**1**	**1**	**5**	**1**	*8*
8:15 AM	**3**	**0**	**3**	**4**	*10*	**0**	**2**	**0**	**6**	*8*	**0**	**1**	**3**	**5**	*9*
8:30 AM	**1**	**2**	**9**	**5**	*17*	**0**	**1**	**2**	**3**	*6*	**0**	**0**	**0**	**4**	*4*
8:45 AM	2	1	3	3	*9*	2	0	0	0	*2*	1	0	0	1	*2*
Count Total	18	10	43	25	*96*	4	4	4	20	*32*	3	2	10	22	*37*
Peak Hr	**8**	**4**	**25**	**13**	*50*	**1**	**4**	**3**	**12**	*20*	**1**	**2**	**10**	**13**	*26*

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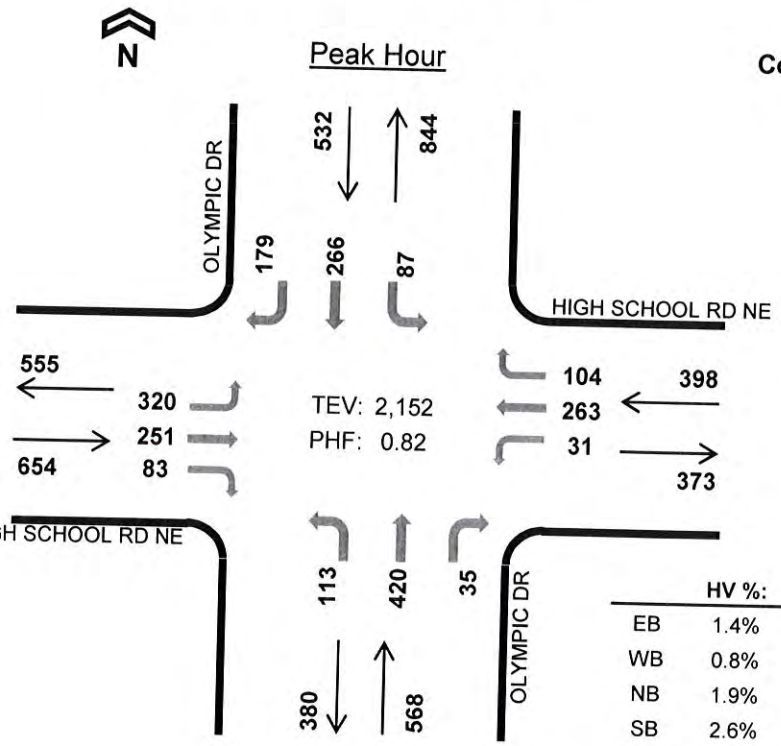
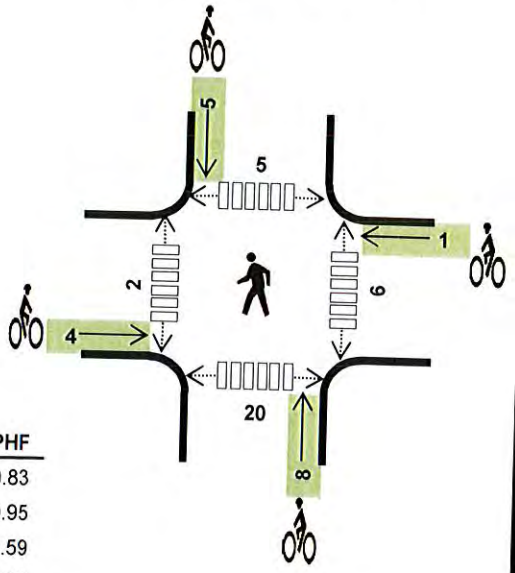
OLYMPIC DR
HIGH SCHOOL RD NE

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.4%	0.83
WB	0.8%	0.95
NB	1.9%	0.59
SB	2.6%	0.94
TOTAL	1.7%	0.82



Two-Hour Count Summaries

Interval Start	HIGH SCHOOL RD NE Eastbound			HIGH SCHOOL RD NE Westbound			OLYMPIC DR Northbound			OLYMPIC DR Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	85	43	20	9	49	26	12	57	6	26	77	31	441	
4:15 PM	54	54	12	8	45	23	13	76	6	21	104	40	456	
4:30 PM	**72**	**68**	**23**	**7**	**61**	**37**	**39**	**149**	**14**	**15**	**52**	**47**	**584**	
4:45 PM	**56**	**50**	**8**	**14**	**71**	**18**	**11**	**48**	**5**	**22**	**68**	**46**	**417**	1,898
5:00 PM	**104**	**69**	**23**	**7**	**68**	**18**	**10**	**51**	**2**	**23**	**75**	**43**	**493**	1,950
5:15 PM	**88**	**64**	**29**	**3**	**63**	**31**	**53**	**172**	**14**	**27**	**71**	**43**	**658**	**2,152**
5:30 PM	70	58	8	6	66	27	35	62	10	17	36	41	436	2,004
5:45 PM	54	41	12	7	47	11	6	25	4	18	47	32	304	1,891
Count Total	583	447	135	61	470	191	179	640	61	169	530	323	3,789	
Peak Hr	**320**	**251**	**83**	**31**	**263**	**104**	**113**	**420**	**35**	**87**	**266**	**179**	**2,152**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	1	0	6	*9*	0	1	0	0	*1*	1	2	1	6	*10*
4:15 PM	3	0	1	6	*10*	1	1	2	3	*7*	1	0	2	5	*8*
4:30 PM	**2**	**0**	**7**	**2**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**6**	***7***
4:45 PM	**1**	**0**	**0**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**3**	**2**	**0**	**8**	***13***
5:00 PM	**6**	**2**	**0**	**8**	***16***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**4**	**2**	***6***
5:15 PM	**0**	**1**	**4**	**1**	***6***	**2**	**1**	**8**	**5**	***16***	**3**	**0**	**0**	**4**	***7***
5:30 PM	1	1	7	1	*10*	2	0	1	2	*5*	7	0	2	5	*14*
5:45 PM	2	0	0	7	*9*	3	0	1	1	*5*	0	0	0	3	*3*
Count Total	17	5	19	34	*75*	10	3	12	11	*36*	15	4	10	39	*68*
Peak Hr	**9**	**3**	**11**	**14**	***37***	**4**	**1**	**8**	**5**	***18***	**6**	**2**	**5**	**20**	***33***

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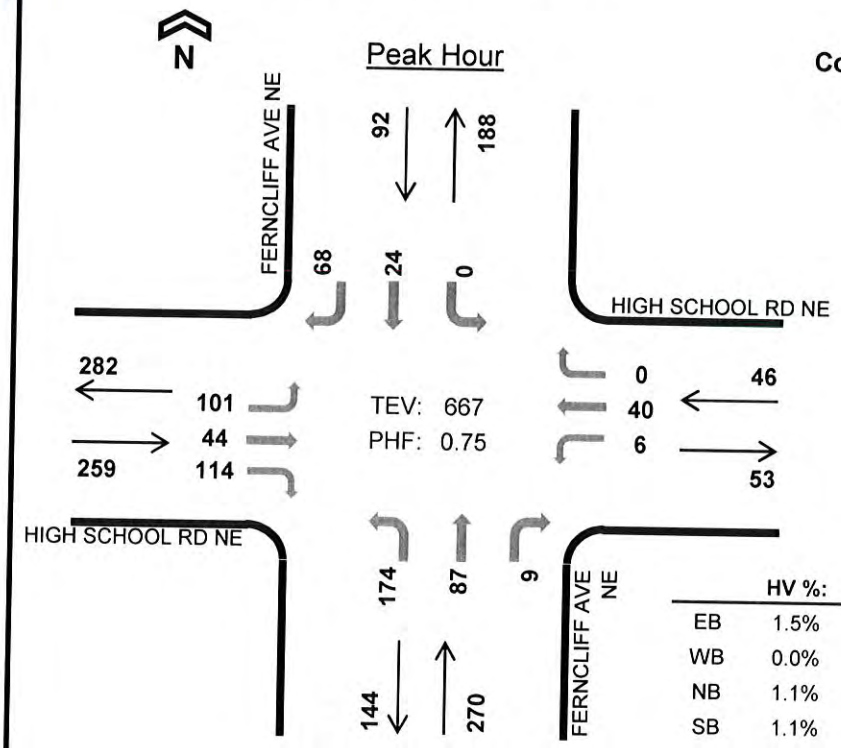
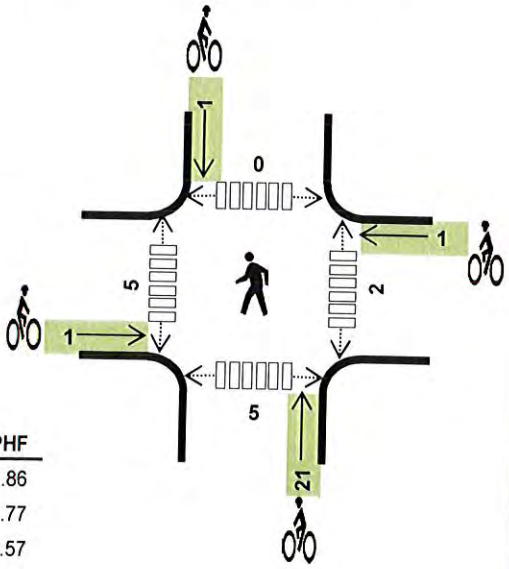
FERNCLIFF AVE NE
HIGH SCHOOL RD NE



Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.5%	0.86
WB	0.0%	0.77
NB	1.1%	0.57
SB	1.1%	0.82
TOTAL	1.2%	0.75

Two-Hour Count Summaries

Interval Start	HIGH SCHOOL RD NE Eastbound			HIGH SCHOOL RD NE Westbound			FERNCLIFF AVE NE Northbound			FERNCLIFF AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	17	6	17	1	7	0	12	4	1	0	1	13	79	
4:15 PM	14	13	22	1	12	0	23	7	1	0	8	16	117	
4:30 PM	**31**	**8**	**23**	**0**	**9**	**0**	**49**	**33**	**2**	**0**	**3**	**14**	**172**	
4:45 PM	**20**	**12**	**18**	**0**	**15**	**0**	**28**	**4**	**2**	**0**	**6**	**21**	**126**	494
5:00 PM	**20**	**13**	**39**	**6**	**8**	**0**	**27**	**5**	**1**	**0**	**4**	**24**	**147**	562
5:15 PM	**30**	**11**	**34**	**0**	**8**	**0**	**70**	**45**	**4**	**0**	**11**	**9**	**222**	**667**
5:30 PM	33	10	19	1	11	1	39	14	4	0	2	10	144	639
5:45 PM	15	10	26	1	11	1	16	1	0	1	4	11	97	610
Count Total	180	83	198	10	81	2	264	113	15	1	39	118	1,104	
Peak Hr	**101**	**44**	**114**	**6**	**40**	**0**	**174**	**87**	**9**	**0**	**24**	**68**	**667**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	*1*	1	0	4	0	*5*	0	1	0	1	*2*
4:15 PM	0	0	0	0	*0*	0	1	5	2	*8*	0	2	0	0	*2*
4:30 PM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**3**	**0**	***3***	**0**	**1**	**0**	**2**	***3***
4:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**2**	**0**	***2***	**0**	**1**	**0**	**0**	***1***
5:00 PM	**1**	**0**	**1**	**1**	***3***	**0**	**0**	**0**	**1**	***1***	**2**	**0**	**0**	**2**	***4***
5:15 PM	**1**	**0**	**1**	**0**	***2***	**1**	**1**	**16**	**0**	***18***	**0**	**3**	**0**	**1**	***4***
5:30 PM	1	0	2	1	*4*	1	0	2	2	*5*	0	6	0	6	*12*
5:45 PM	0	0	0	0	*0*	2	0	2	0	*4*	0	1	0	1	*2*
Count Total	5	1	5	2	*13*	5	2	34	5	*46*	2	15	0	13	*30*
Peak Hr	**4**	**0**	**3**	**1**	***8***	**1**	**1**	**21**	**1**	***24***	**2**	**5**	**0**	**5**	***12***

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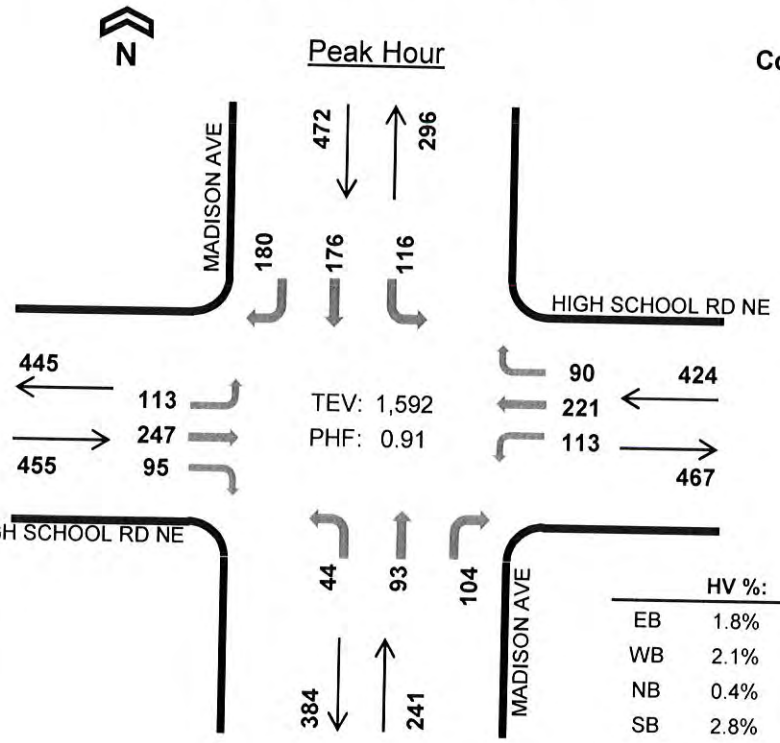
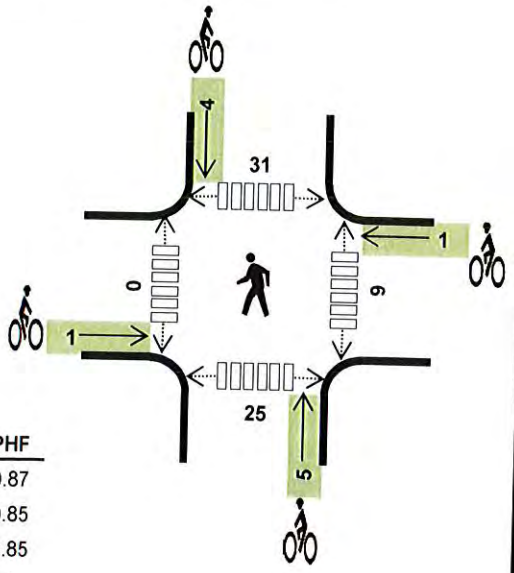
MADISON AVE
HIGH SCHOOL RD NE

Date: Wed, Jun 11, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.8%	0.87
WB	2.1%	0.85
NB	0.4%	0.85
SB	2.8%	0.84
TOTAL	1.9%	0.91



Two-Hour Count Summaries

Interval Start	HIGH SCHOOL RD NE Eastbound			HIGH SCHOOL RD NE Westbound			MADISON AVE Northbound			MADISON AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	6	17	3	11	24	7	6	11	9	6	14	11	125	
7:15 AM	15	33	8	13	45	5	6	13	15	6	22	25	206	
7:30 AM	26	65	16	15	35	32	6	18	15	34	36	49	347	
7:45 AM	**32**	**50**	**19**	**36**	**43**	**27**	**13**	**21**	**25**	**37**	**57**	**47**	**407**	1,085
8:00 AM	**21**	**53**	**25**	**23**	**49**	**13**	**6**	**13**	**27**	**27**	**37**	**31**	**325**	1,285
8:15 AM	**32**	**66**	**26**	**23**	**70**	**31**	**18**	**28**	**25**	**24**	**30**	**64**	**437**	1,516
8:30 AM	**28**	**78**	**25**	**31**	**59**	**19**	**7**	**31**	**27**	**28**	**52**	**38**	**423**	**1,592**
8:45 AM	6	47	34	41	39	5	9	14	32	21	46	16	310	1,495
Count Total	166	409	156	193	364	139	71	149	175	183	294	281	2,580	
Peak Hr	**113**	**247**	**95**	**113**	**221**	**90**	**44**	**93**	**104**	**116**	**176**	**180**	**1,592**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	2	3	*7*	0	0	0	1	*1*	0	0	0	3	*3*
7:15 AM	1	1	0	1	*3*	0	0	0	1	*1*	0	1	0	5	*6*
7:30 AM	4	2	0	3	*9*	2	0	0	3	*5*	2	0	5	9	*16*
7:45 AM	**1**	**3**	**1**	**4**	***9***	**1**	**0**	**4**	**3**	***8***	**0**	**0**	**1**	**5**	***6***
8:00 AM	**3**	**2**	**0**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**5**	**5**	***11***
8:15 AM	**4**	**1**	**0**	**4**	***9***	**0**	**0**	**0**	**1**	***1***	**7**	**0**	**20**	**9**	***36***
8:30 AM	**0**	**3**	**0**	**4**	***7***	**0**	**1**	**1**	**0**	***2***	**1**	**0**	**5**	**6**	***12***
8:45 AM	1	1	2	2	*6*	0	1	0	1	*2*	0	0	1	5	*6*
Count Total	14	15	5	22	*56*	3	2	5	10	*20*	11	1	37	47	*96*
Peak Hr	**8**	**9**	**1**	**13**	***31***	**1**	**1**	**5**	**4**	***11***	**9**	**0**	**31**	**25**	***65***

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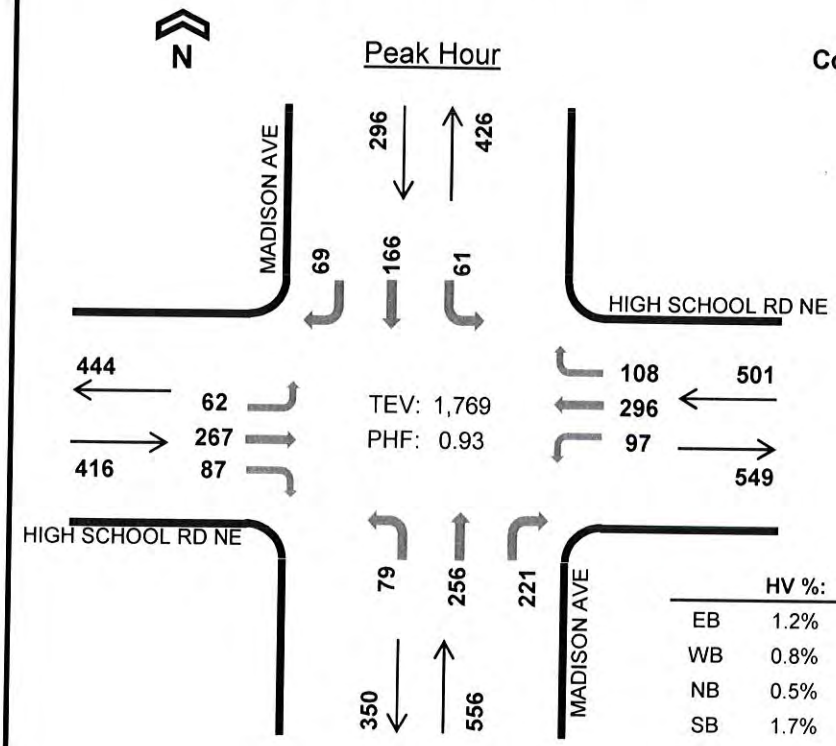
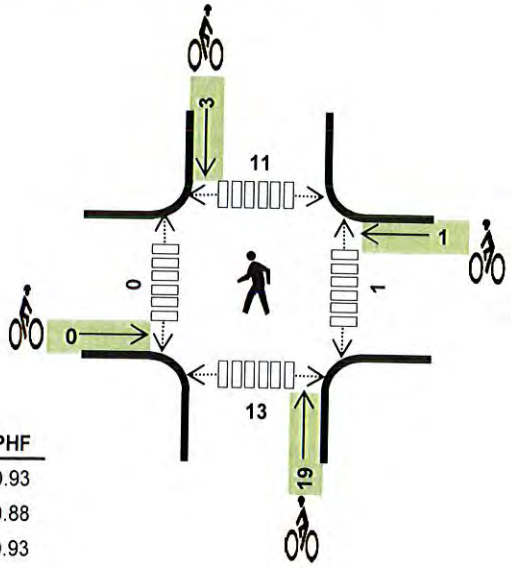
MADISON AVE
HIGH SCHOOL RD NE

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.2%	0.93
WB	0.8%	0.88
NB	0.5%	0.93
SB	1.7%	0.85
TOTAL	1.0%	0.93



Two-Hour Count Summaries

Interval Start	HIGH SCHOOL RD NE Eastbound			HIGH SCHOOL RD NE Westbound			MADISON AVE Northbound			MADISON AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	11	57	19	20	61	21	21	48	58	21	44	16	397	
4:15 PM	13	60	13	26	52	15	12	39	54	19	46	17	366	
4:30 PM	**11**	**60**	**23**	**28**	**78**	**22**	**18**	**56**	**55**	**14**	**40**	**19**	**424**	
4:45 PM	**12**	**57**	**32**	**31**	**71**	**24**	**22**	**71**	**56**	**6**	**46**	**11**	**439**	1,626
5:00 PM	**23**	**73**	**13**	**20**	**61**	**24**	**26**	**62**	**56**	**25**	**32**	**16**	**431**	1,660
5:15 PM	**16**	**77**	**19**	**18**	**86**	**38**	**13**	**67**	**54**	**16**	**48**	**23**	**475**	**1,769**
5:30 PM	9	57	10	23	84	43	18	41	42	24	31	10	392	1,737
5:45 PM	14	55	14	22	82	20	26	52	32	15	32	22	386	1,684
Count Total	109	496	143	188	575	207	156	436	407	140	319	134	3,310	
Peak Hr	**62**	**267**	**87**	**97**	**296**	**108**	**79**	**256**	**221**	**61**	**166**	**69**	**1,769**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	2	4	3	*13*	1	0	0	1	*2*	0	0	0	7	*7*
4:15 PM	3	1	1	0	*5*	0	0	1	4	*5*	2	0	2	0	*4*
4:30 PM	**1**	**3**	**0**	**1**	***5***	**0**	**0**	**1**	**1**	***2***	**1**	**0**	**5**	**0**	***6***
4:45 PM	**2**	**1**	**2**	**0**	***5***	**0**	**1**	**4**	**0**	***5***	**0**	**0**	**3**	**0**	***3***
5:00 PM	**2**	**0**	**0**	**3**	***5***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**6**	***6***
5:15 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**12**	**2**	***14***	**0**	**0**	**3**	**7**	***10***
5:30 PM	2	2	1	1	*6*	0	2	3	0	*5*	0	0	3	2	*5*
5:45 PM	1	2	2	0	*5*	0	0	2	0	*2*	0	0	6	2	*8*
Count Total	15	11	11	9	*46*	1	3	25	8	*37*	3	0	22	24	*49*
Peak Hr	**5**	**4**	**3**	**5**	***17***	**0**	**1**	**19**	**3**	***23***	**1**	**0**	**11**	**13**	***25***

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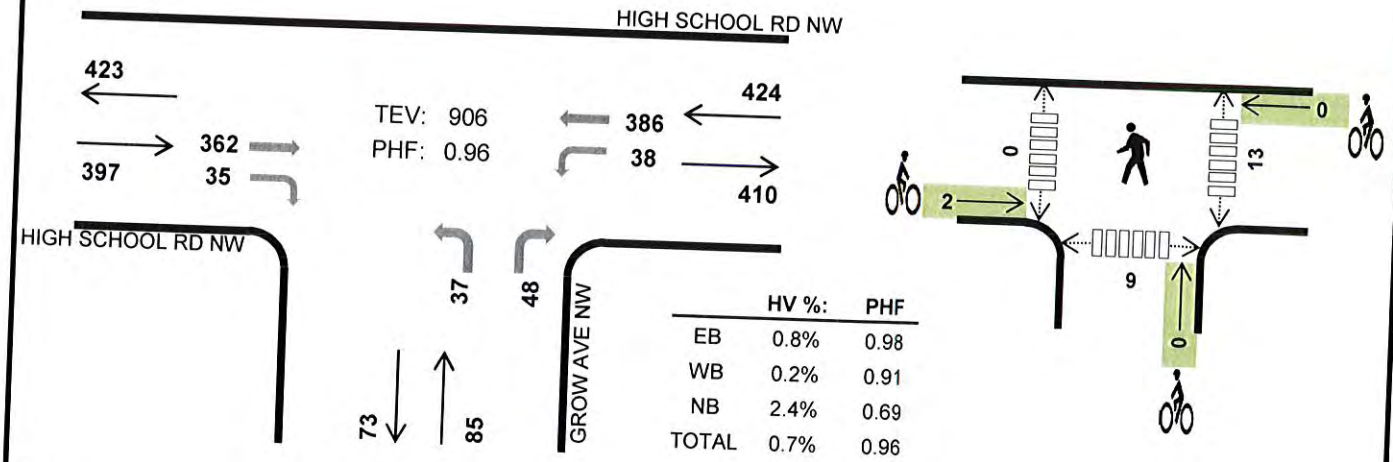
GROW AVE NW
HIGH SCHOOL RD NW

N

Peak Hour

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.8%	0.98
WB	0.2%	0.91
NB	2.4%	0.69
TOTAL	0.7%	0.96

Two-Hour Count Summaries

Interval Start	HIGH SCHOOL RD NW Eastbound			HIGH SCHOOL RD NW Westbound			GROW AVE NW Northbound			GROW AVE NW Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	65	11	9	83	0	4	0	13	0	0	0	185	
4:15 PM	0	73	15	6	66	0	7	0	13	0	0	0	180	
4:30 PM	**0**	**91**	**10**	**13**	**97**	**0**	**9**	**0**	**6**	**0**	**0**	**0**	**226**	
4:45 PM	**0**	**85**	**14**	**4**	**90**	**0**	**5**	**0**	**12**	**0**	**0**	**0**	**210**	801
5:00 PM	**0**	**93**	**7**	**10**	**93**	**0**	**12**	**0**	**19**	**0**	**0**	**0**	**234**	850
5:15 PM	**0**	**93**	**4**	**11**	**106**	**0**	**11**	**0**	**11**	**0**	**0**	**0**	**236**	**906**
5:30 PM	0	58	7	14	96	0	8	0	13	0	0	0	196	876
5:45 PM	0	78	7	6	114	0	11	0	9	0	0	0	225	891
Count Total	0	636	75	73	745	0	67	0	96	0	0	0	1,692	
Peak Hr	**0**	**362**	**35**	**38**	**386**	**0**	**37**	**0**	**48**	**0**	**0**	**0**	**906**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	0	1	0	*6*	1	0	0	0	*1*	9	0	0	4	*13*
4:15 PM	2	0	2	0	*4*	0	0	0	0	*0*	8	0	0	0	*8*
4:30 PM	**0**	**1**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**0**	***4***
4:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**8**	**0**	**0**	**1**	***9***
5:00 PM	**2**	**0**	**0**	**0**	***2***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**3**	***3***
5:15 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**0**	**5**	***6***
5:30 PM	1	1	1	0	*3*	0	1	2	0	*3*	2	0	0	2	*4*
5:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	8	0	0	4	*12*
Count Total	12	4	6	0	*22*	3	1	2	0	*6*	40	0	0	19	*59*
Peak Hr	**3**	**1**	**2**	**0**	***6***	**2**	**0**	**0**	**0**	***2***	**13**	**0**	**0**	**9**	***22***

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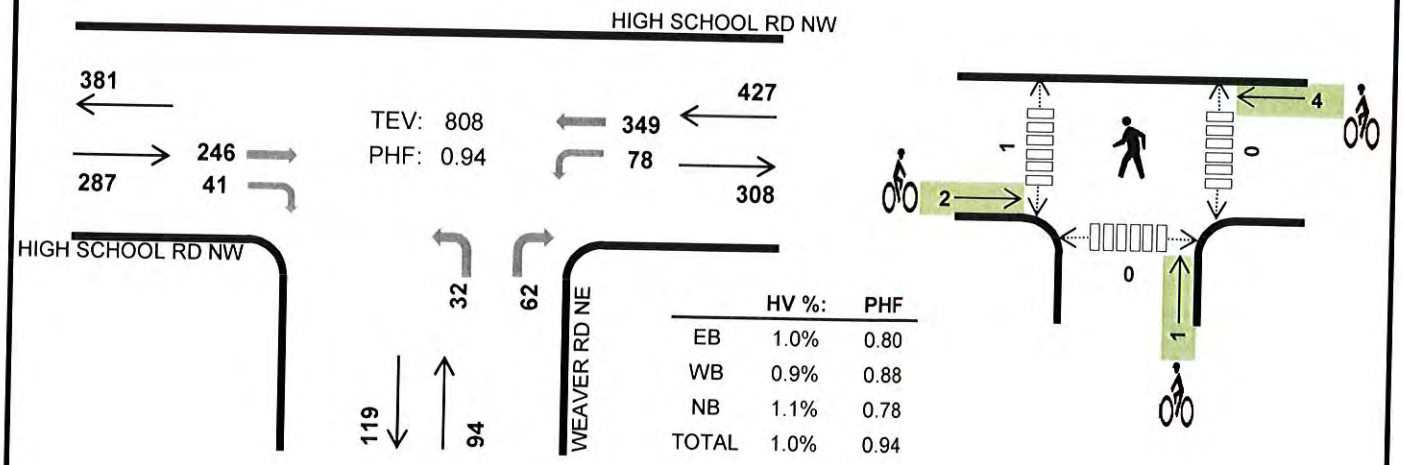
WEAVER RD NE
HIGH SCHOOL RD NW

N

Peak Hour

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



Two-Hour Count Summaries

Interval Start	HIGH SCHOOL RD NW Eastbound			HIGH SCHOOL RD NW Westbound			WEAVER RD NE Northbound			WEAVER RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	45	8	17	77	0	4	0	8	0	0	0	159	
4:15 PM	0	68	7	13	46	0	4	0	6	0	0	0	144	
4:30 PM	0	69	9	14	75	0	6	0	8	0	0	0	181	
4:45 PM	0	76	8	18	85	0	8	0	14	0	0	0	209	693
5:00 PM	**0**	**70**	**20**	**17**	**79**	**0**	**9**	**0**	**13**	**0**	**0**	**0**	**208**	742
5:15 PM	**0**	**61**	**8**	**21**	**89**	**0**	**8**	**0**	**22**	**0**	**0**	**0**	**209**	807
5:30 PM	**0**	**60**	**3**	**21**	**78**	**0**	**5**	**0**	**10**	**0**	**0**	**0**	**177**	803
5:45 PM	**0**	**55**	**10**	**19**	**103**	**0**	**10**	**0**	**17**	**0**	**0**	**0**	**214**	**808**
Count Total	0	504	73	140	632	0	54	0	98	0	0	0	1,501	
Peak Hr	**0**	**246**	**41**	**78**	**349**	**0**	**32**	**0**	**62**	**0**	**0**	**0**	**808**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	0	2	0	*6*	0	1	0	0	*1*	0	0	0	3	*3*
4:15 PM	1	0	0	0	*1*	0	1	0	0	*1*	0	0	0	0	*0*
4:30 PM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	1	*1*
5:00 PM	**2**	**0**	**0**	**0**	***2***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**1**	**0**	**0**	***1***	**1**	**1**	**1**	**0**	***3***	**0**	**1**	**0**	**0**	***1***
5:30 PM	**0**	**1**	**1**	**0**	***2***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***
5:45 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	9	6	4	0	*19*	2	6	1	0	*9*	0	1	0	4	*5*
Peak Hr	**3**	**4**	**1**	**0**	***8***	**2**	**4**	**1**	**0**	***7***	**0**	**1**	**0**	**0**	***1***

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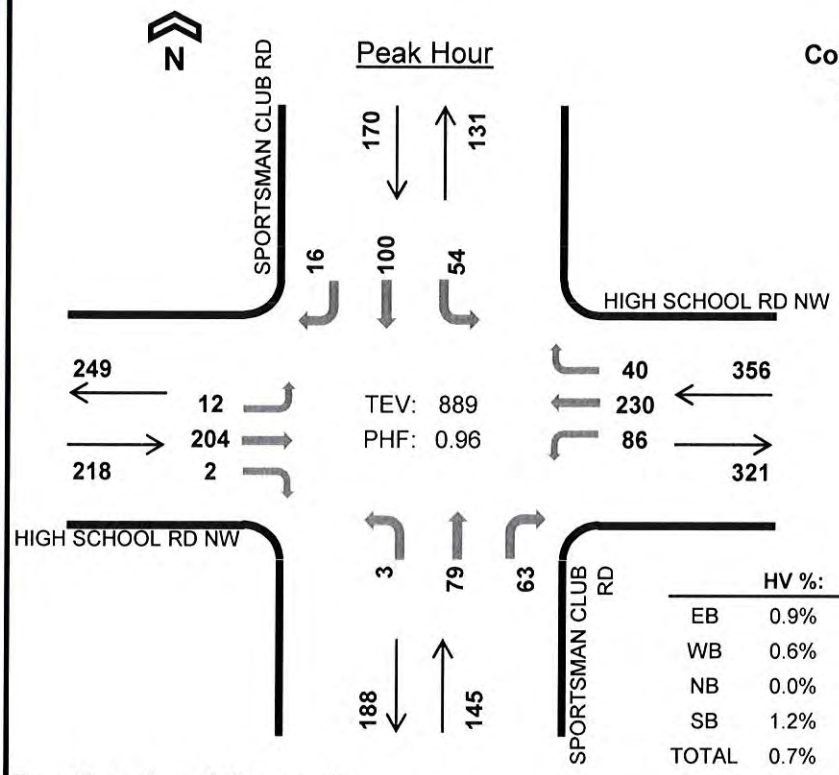
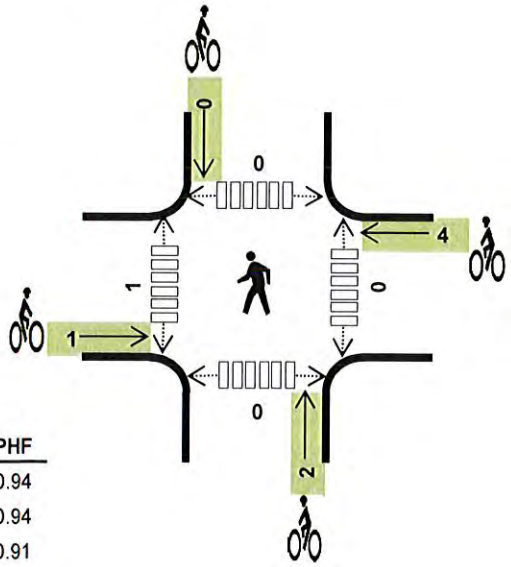
SPORTSMAN CLUB RD
HIGH SCHOOL RD NW

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.9%	0.94
WB	0.6%	0.94
NB	0.0%	0.91
SB	1.2%	0.90
TOTAL	0.7%	0.96



Two-Hour Count Summaries

Interval Start	HIGH SCHOOL RD NW Eastbound			HIGH SCHOOL RD NW Westbound			SPORTSMAN CLUB RD Northbound			SPORTSMAN CLUB RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	4	27	0	20	47	11	0	25	11	15	18	2	180	
4:15 PM	3	41	0	18	22	11	0	28	17	14	21	3	178	
4:30 PM	**1**	**53**	**1**	**20**	**51**	**11**	**1**	**11**	**15**	**15**	**29**	**2**	**210**	
4:45 PM	**3**	**54**	**1**	**26**	**64**	**5**	**1**	**26**	**12**	**15**	**19**	**4**	**230**	798
5:00 PM	**4**	**54**	**0**	**15**	**56**	**15**	**1**	**21**	**18**	**13**	**28**	**6**	**231**	849
5:15 PM	**4**	**43**	**0**	**25**	**59**	**9**	**0**	**21**	**18**	**11**	**24**	**4**	**218**	**889**
5:30 PM	1	35	0	22	50	11	0	16	9	18	23	7	192	871
5:45 PM	0	45	1	22	62	26	2	29	9	10	25	8	239	880
Count Total	20	352	3	168	411	99	5	177	109	111	187	36	1,678	
Peak Hr	**12**	**204**	**2**	**86**	**230**	**40**	**3**	**79**	**63**	**54**	**100**	**16**	**889**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	1	6	1	*10*	0	1	0	0	*1*	0	0	6	1	*7*
4:15 PM	3	0	1	2	*6*	1	1	0	0	2	0	0	0	0	*0*
4:30 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**1**	**0**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**0**	**1**	***1***	**1**	**3**	**0**	**0**	***4***	**0**	**1**	**0**	**0**	***1***
5:30 PM	0	1	0	1	*2*	1	2	0	0	*3*	0	1	1	0	*2*
5:45 PM	1	2	1	0	*4*	1	0	2	1	*4*	3	0	0	0	*3*
Count Total	8	6	8	6	*28*	4	8	4	1	*17*	3	2	7	1	*13*
Peak Hr	**2**	**2**	**0**	**2**	***6***	**1**	**4**	**2**	**0**	***7***	**0**	**1**	**0**	**0**	***1***

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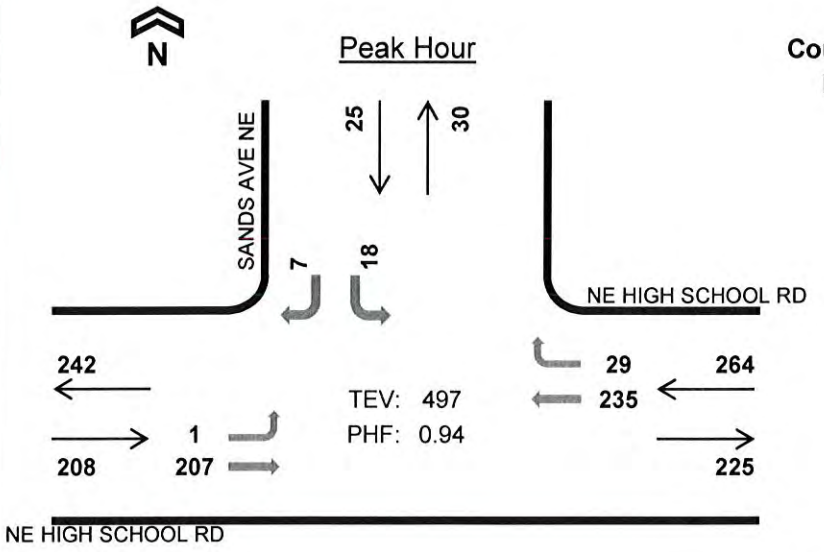
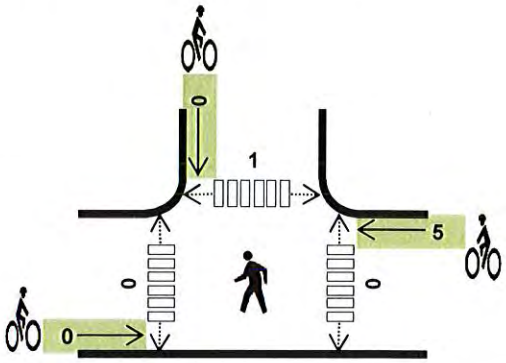
SANDS AVE NE
NE HIGH SCHOOL RD

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	0.5%	0.91
WB	0.8%	0.92
SB	4.0%	0.69
TOTAL	0.8%	0.94

Two-Hour Count Summaries

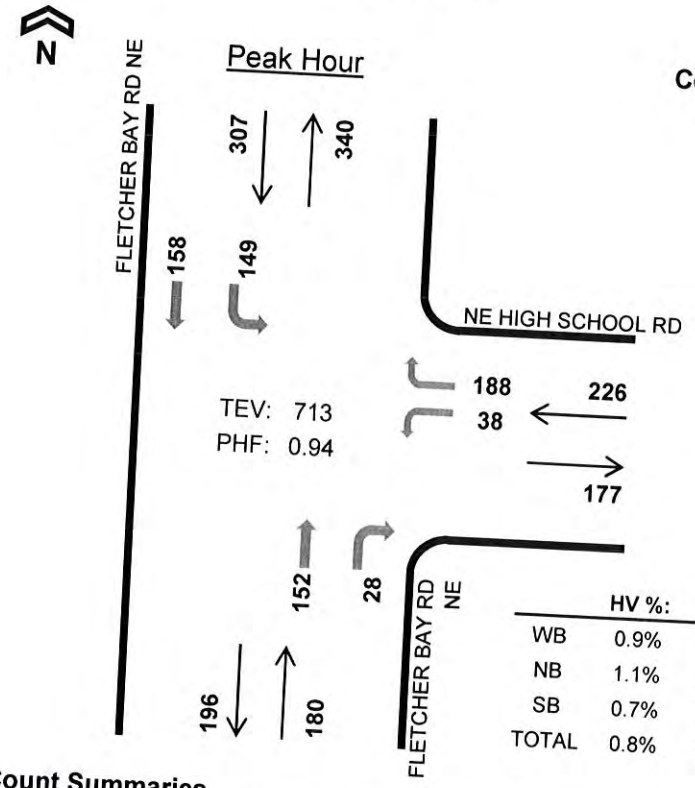
Interval Start	NE HIGH SCHOOL RD Eastbound			NE HIGH SCHOOL RD Westbound			SANDS AVE NE Northbound			SANDS AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	32	0	0	45	11	0	0	0	2	0	1	92	
4:15 PM	0	43	0	0	27	4	0	0	0	2	0	0	76	
4:30 PM	**0**	**57**	**0**	**0**	**51**	**5**	**0**	**0**	**0**	**3**	**0**	**3**	**119**	
4:45 PM	**1**	**50**	**0**	**0**	**65**	**7**	**0**	**0**	**0**	**7**	**0**	**2**	**132**	419
5:00 PM	**0**	**55**	**0**	**0**	**56**	**10**	**0**	**0**	**0**	**5**	**0**	**2**	**128**	455
5:15 PM	**0**	**45**	**0**	**0**	**63**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**118**	**497**
5:30 PM	1	38	0	0	56	6	0	0	0	4	0	3	108	486
5:45 PM	1	42	0	0	72	8	0	0	0	7	0	3	133	487
Count Total	4	362	0	0	435	58	0	0	0	33	0	14	906	
Peak Hr	**1**	**207**	**0**	**0**	**235**	**29**	**0**	**0**	**0**	**18**	**0**	**7**	**497**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	2	0	0	*3*	0	1	0	0	*1*	0	0	0	0	*0*
4:15 PM	4	1	0	0	*5*	3	1	0	0	*4*	0	0	1	0	*1*
4:30 PM	**0**	**2**	**0**	**0**	***2***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**0**	**0**	***4***	**0**	**0**	**1**	**0**	***1***
5:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	2	0	0	*3*	0	3	0	0	*3*	0	0	0	0	*0*
Count Total	7	8	0	1	*16*	3	10	0	0	*13*	0	0	2	0	*2*
Peak Hr	**1**	**2**	**0**	**1**	***4***	**0**	**5**	**0**	**0**	***5***	**0**	**0**	**1**	**0**	***1***

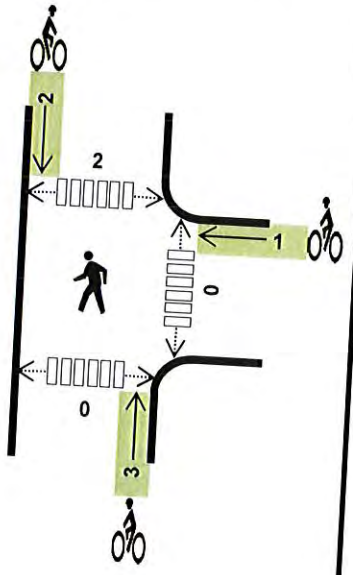
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

FLETCHER BAY RD NE
NE HIGH SCHOOL RD



Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

	HV %:	PHF
WB	0.9%	0.87
NB	1.1%	0.96
SB	0.7%	0.91
TOTAL	0.8%	0.94



Two-Hour Count Summaries

Interval Start	NE HIGH SCHOOL RD Eastbound			NE HIGH SCHOOL RD Westbound			FLETCHER BAY RD NE Northbound			FLETCHER BAY RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	12	0	39	0	53	3	26	22	0	155	
4:15 PM	0	0	0	6	0	28	0	42	12	31	33	0	152	
4:30 PM	**0**	**0**	**0**	**7**	**0**	**36**	**0**	**38**	**9**	**38**	**36**	**0**	**164**	
4:45 PM	**0**	**0**	**0**	**14**	**0**	**50**	**0**	**33**	**8**	**38**	**46**	**0**	**189**	660
5:00 PM	**0**	**0**	**0**	**9**	**0**	**45**	**0**	**41**	**6**	**36**	**38**	**0**	**175**	680
5:15 PM	**0**	**0**	**0**	**8**	**0**	**57**	**0**	**40**	**5**	**37**	**38**	**0**	**185**	**713**
5:30 PM	0	0	0	13	0	46	0	35	9	29	28	0	160	709
5:45 PM	0	0	0	7	0	48	0	35	5	34	33	0	162	682
Count Total	0	0	0	76	0	349	0	317	57	269	274	0	1,342	
Peak Hr	**0**	**0**	**0**	**38**	**0**	**188**	**0**	**152**	**28**	**149**	**158**	**0**	**713**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	2	2	*6*	0	0	2	0	*2*	0	0	15	0	*15*
4:15 PM	0	1	8	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**1**	**1**	**1**	***3***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**2**	**0**	***2***
5:00 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	1	1	0	*2*	0	0	0	1	*1*	0	0	0	0	*0*
5:45 PM	0	2	0	1	*3*	0	2	0	3	*5*	0	0	0	0	*0*
Count Total	0	8	13	6	*27*	0	3	5	6	*14*	0	0	17	0	*17*
Peak Hr	**0**	**2**	**2**	**2**	***6***	**0**	**1**	**3**	**2**	***6***	**0**	**0**	**2**	**0**	***2***

Mark Skaggs: 425 - 250 - 0777

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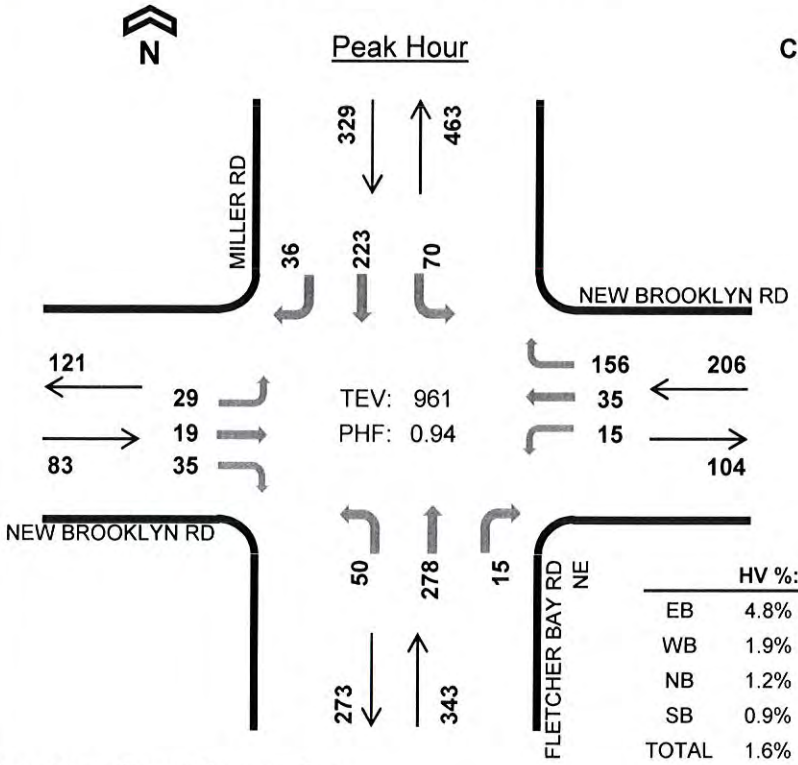
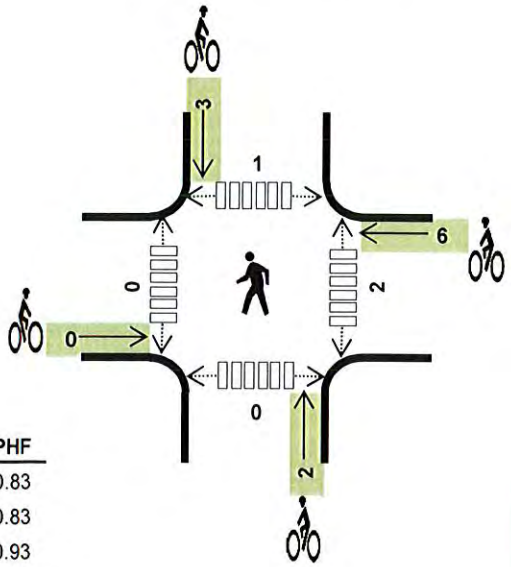
MILLER RD
NEW BROOKLYN RD

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	4.8%	0.83
WB	1.9%	0.83
NB	1.2%	0.93
SB	0.9%	0.86
TOTAL	1.6%	0.94



Two-Hour Count Summaries

Interval Start	NEW BROOKLYN RD Eastbound			NEW BROOKLYN RD Westbound			FLETCHER BAY RD NE Northbound			MILLER RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	8	4	7	0	7	32	15	74	4	16	43	8	218	
4:15 PM	1	8	10	6	12	22	6	66	1	11	46	5	194	
4:30 PM	7	5	9	5	7	23	9	67	2	12	67	5	218	
4:45 PM	10	2	13	5	7	27	7	68	5	20	72	4	240	870
5:00 PM	**8**	**7**	**10**	**3**	**8**	**32**	**10**	**72**	**3**	**21**	**65**	**10**	**249**	901
5:15 PM	**8**	**3**	**9**	**3**	**5**	**40**	**9**	**79**	**4**	**14**	**49**	**3**	**226**	933
5:30 PM	**5**	**3**	**5**	**2**	**12**	**39**	**17**	**59**	**3**	**20**	**58**	**7**	**230**	945
5:45 PM	**8**	**6**	**11**	**7**	**10**	**45**	**14**	**68**	**5**	**15**	**51**	**16**	**256**	**961**
Count Total	55	38	74	31	68	260	87	553	27	129	451	58	1,831	
Peak Hr	**29**	**19**	**35**	**15**	**35**	**156**	**50**	**278**	**15**	**70**	**223**	**36**	**961**	

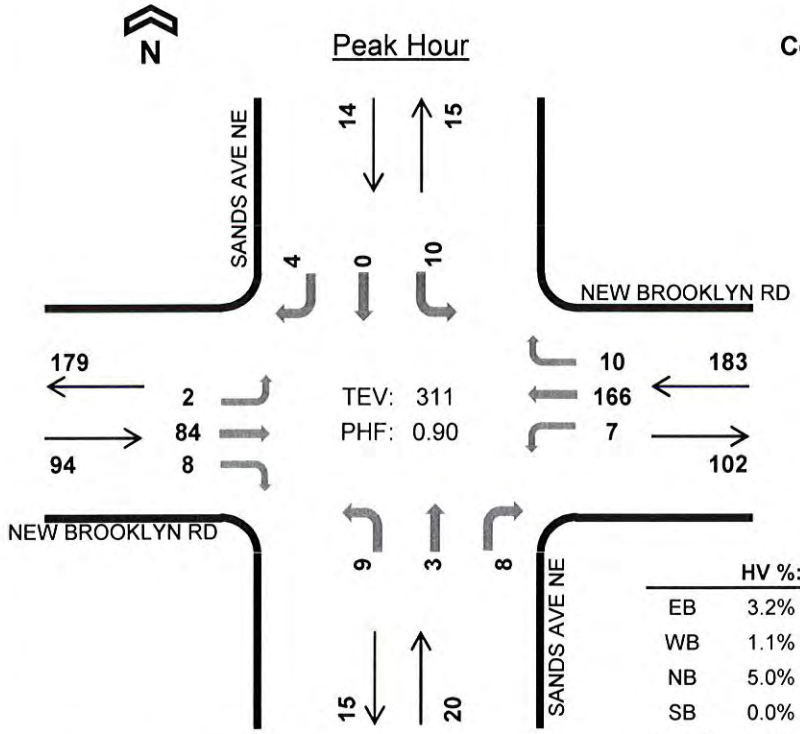
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	4	3	*8*	0	1	0	1	*2*	0	0	0	0	*0*
4:15 PM	1	0	7	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	1	0	3	1	*5*	0	0	1	2	*3*	0	0	0	0	*0*
4:45 PM	1	1	2	3	*7*	0	0	0	1	*1*	0	0	0	0	*0*
5:00 PM	**0**	**2**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	***2***
5:15 PM	**3**	**0**	**0**	**1**	***4***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**0**	**1**	**1**	**0**	***2***	**0**	**4**	**2**	**1**	***7***	**0**	**0**	**1**	**0**	***1***
5:45 PM	**1**	**1**	**2**	**2**	***6***	**0**	**1**	**0**	**2**	***3***	**0**	**0**	**0**	**0**	***0***
Count Total	7	6	20	11	*44*	0	7	3	7	*17*	2	0	1	0	*3*
Peak Hr	**4**	**4**	**4**	**3**	***15***	**0**	**6**	**2**	**3**	***11***	**2**	**0**	**1**	**0**	***3***

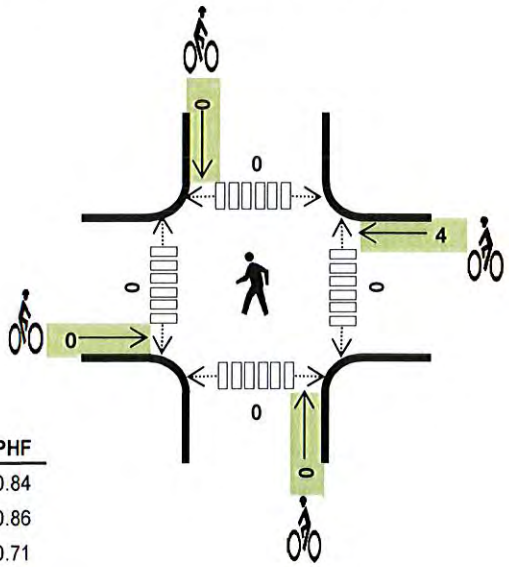
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

SANDS AVE NE
NEW BROOKLYN RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	3.2%	0.84
WB	1.1%	0.86
NB	5.0%	0.71
SB	0.0%	0.88
TOTAL	1.9%	0.90



Two-Hour Count Summaries

Interval Start	NEW BROOKLYN RD Eastbound			NEW BROOKLYN RD Westbound			SANDS AVE NE Northbound			SANDS AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	19	0	1	30	1	5	0	3	0	1	3	63	
4:15 PM	**0**	**16**	**3**	**0**	**49**	**1**	**3**	**0**	**2**	**4**	**0**	**0**	**78**	
4:30 PM	**1**	**19**	**2**	**2**	**48**	**3**	**2**	**2**	**3**	**3**	**0**	**1**	**86**	
4:45 PM	**0**	**27**	**1**	**2**	**38**	**4**	**1**	**0**	**2**	**2**	**0**	**2**	**79**	306
5:00 PM	**1**	**22**	**2**	**3**	**31**	**2**	**3**	**1**	**1**	**1**	**0**	**1**	**68**	**311**
5:15 PM	0	26	2	1	27	2	3	0	0	0	0	1	62	295
5:30 PM	1	17	5	1	50	4	8	0	2	0	0	0	88	297
5:45 PM	1	19	1	3	25	2	8	0	1	2	0	2	64	282
Count Total	4	165	16	13	298	19	33	3	14	12	1	10	588	
Peak Hr	**2**	**84**	**8**	**7**	**166**	**10**	**9**	**3**	**8**	**10**	**0**	**4**	**311**	

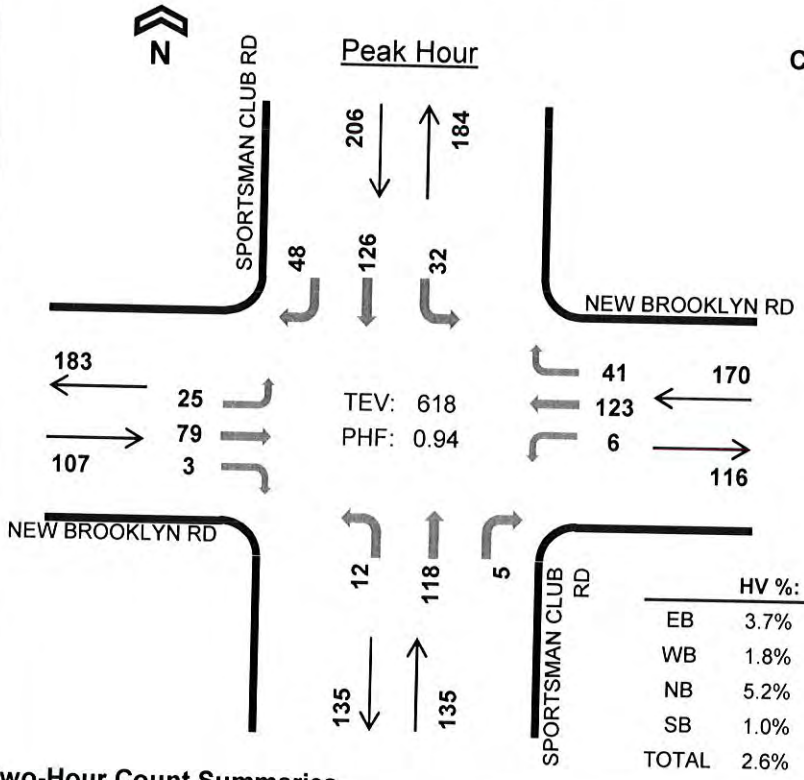
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

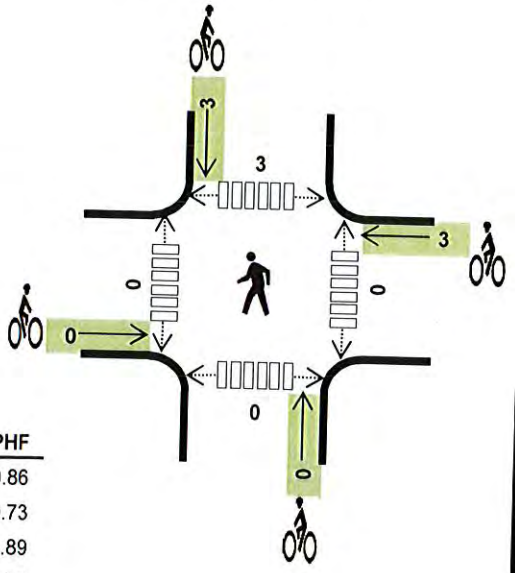
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

SPORTSMAN CLUB RD
NEW BROOKLYN RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	3.7%	0.86
WB	1.8%	0.73
NB	5.2%	0.89
SB	1.0%	0.87
TOTAL	2.6%	0.94



Two-Hour Count Summaries

Interval Start	NEW BROOKLYN RD Eastbound			NEW BROOKLYN RD Westbound			SPORTSMAN CLUB RD Northbound			SPORTSMAN CLUB RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**8**	**16**	**1**	**1**	**22**	**8**	**2**	**36**	**0**	**8**	**30**	**12**	**144**	
4:15 PM	**5**	**15**	**1**	**0**	**34**	**12**	**4**	**31**	**1**	**6**	**40**	**13**	**162**	
4:30 PM	**4**	**25**	**1**	**3**	**45**	**10**	**3**	**21**	**3**	**10**	**29**	**11**	**165**	
4:45 PM	**8**	**23**	**0**	**2**	**22**	**11**	**3**	**30**	**1**	**8**	**27**	**12**	**147**	**618**
5:00 PM	7	16	2	1	28	3	2	20	1	14	41	5	140	614
5:15 PM	8	17	1	3	28	7	3	26	0	7	33	7	140	592
5:30 PM	4	10	1	5	53	10	0	30	0	5	51	11	180	607
5:45 PM	8	14	1	2	13	11	1	27	1	6	35	10	129	589
Count Total	52	136	8	17	245	72	18	221	7	64	286	81	1,207	
Peak Hr	**25**	**79**	**3**	**6**	**123**	**41**	**12**	**118**	**5**	**32**	**126**	**48**	**618**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**2**	**0**	**4**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	***2***
4:15 PM	**0**	**1**	**2**	**1**	***4***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**1**	**0**	***1***
4:30 PM	**2**	**2**	**1**	**0**	***5***	**0**	**2**	**0**	**2**	***4***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:00 PM	1	0	0	2	*3*	0	0	0	1	*1*	3	0	2	0	*5*
5:15 PM	1	2	0	3	*6*	0	0	0	0	*0*	0	1	0	0	*1*
5:30 PM	0	2	2	0	*4*	1	2	1	0	*4*	2	0	2	0	*4*
5:45 PM	0	0	1	0	*1*	0	1	1	0	*2*	3	0	2	0	*5*
Count Total	6	7	10	7	*30*	1	6	2	4	*13*	8	1	9	0	*18*
Peak Hr	**4**	**3**	**7**	**2**	***16***	**0**	**3**	**0**	**3**	***6***	**0**	**0**	**3**	**0**	***3***

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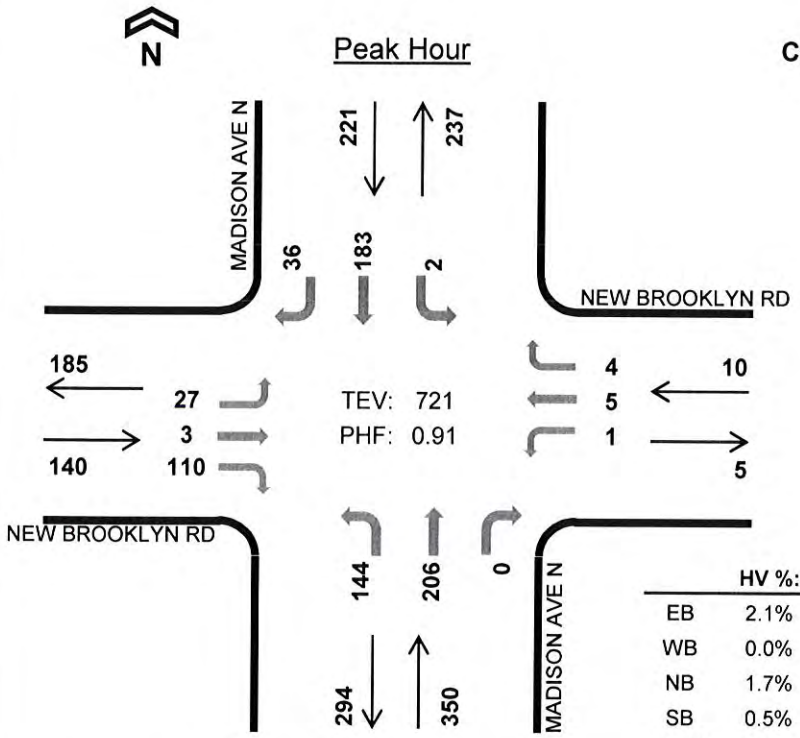
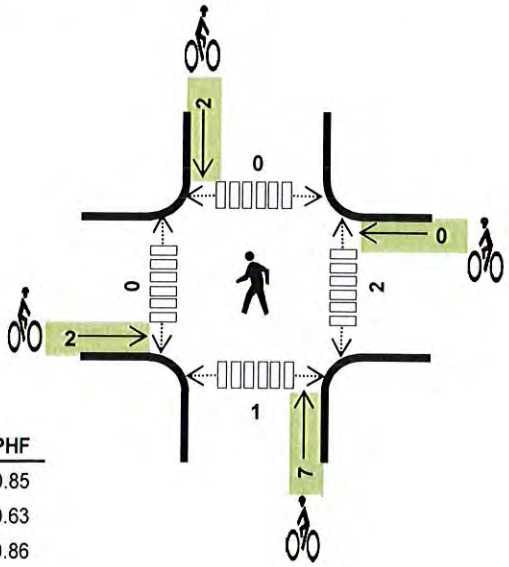
MADISON AVE N
NEW BROOKLYN RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	2.1%	0.85
WB	0.0%	0.63
NB	1.7%	0.86
SB	0.5%	0.88
TOTAL	1.4%	0.91



Two-Hour Count Summaries

Interval Start	NEW BROOKLYN RD Eastbound			NEW BROOKLYN RD Westbound			MADISON AVE N Northbound			MADISON AVE N Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	16	0	24	0	0	0	27	48	1	0	47	9	172	
4:15 PM	**6**	**1**	**20**	**0**	**1**	**1**	**36**	**47**	**0**	**0**	**40**	**11**	**163**	
4:30 PM	**9**	**1**	**31**	**0**	**0**	**0**	**47**	**46**	**0**	**2**	**48**	**13**	**197**	
4:45 PM	**6**	**1**	**30**	**0**	**3**	**1**	**30**	**42**	**0**	**0**	**52**	**6**	**171**	703
5:00 PM	**6**	**0**	**29**	**1**	**1**	**2**	**31**	**71**	**0**	**0**	**43**	**6**	**190**	**721**
5:15 PM	7	0	20	0	0	1	30	42	0	0	48	8	156	714
5:30 PM	4	0	19	1	0	0	54	53	0	0	47	19	197	714
5:45 PM	8	0	14	0	1	0	24	61	0	0	45	3	156	699
Count Total	62	3	187	2	6	5	279	410	1	2	370	75	1,402	
Peak Hr	**27**	**3**	**110**	**1**	**5**	**4**	**144**	**206**	**0**	**2**	**183**	**36**	**721**	

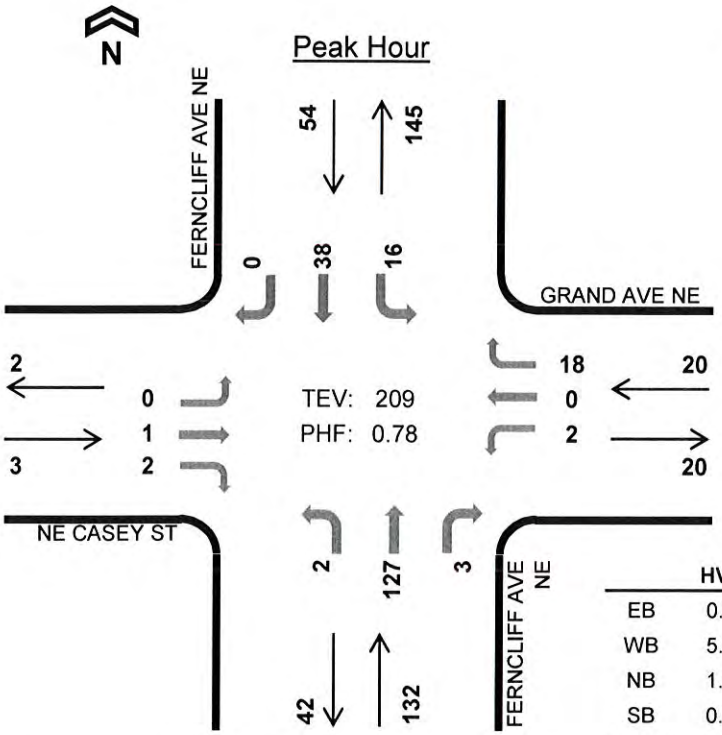
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	0	2	*4*	0	0	1	0	*1*	0	0	0	0	*0*
4:15 PM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**1**	**1**	***2***	**1**	**0**	**0**	**0**	***1***
4:30 PM	**2**	**0**	**4**	**1**	***7***	**1**	**0**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**1**	**0**	***2***	**1**	**0**	**0**	**1**	***2***
5:15 PM	1	0	0	2	*3*	0	0	4	0	*4*	0	0	0	0	*0*
5:30 PM	0	0	2	1	*3*	1	0	0	2	*3*	0	0	0	2	*2*
5:45 PM	1	0	1	2	*4*	0	0	1	0	*1*	1	0	0	0	*1*
Count Total	7	0	9	8	*24*	3	0	13	4	*20*	3	0	0	3	*6*
Peak Hr	**3**	**0**	**6**	**1**	***10***	**2**	**0**	**7**	**2**	***11***	**2**	**0**	**0**	**1**	***3***

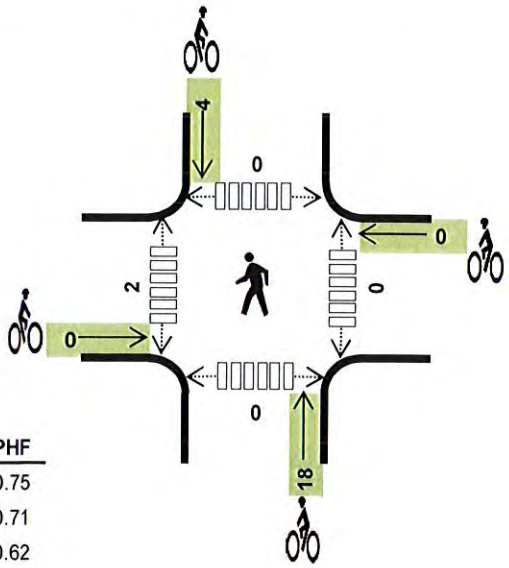
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

FERNCLIFF AVE NE
GRAND AVE NE

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.0%	0.75
WB	5.0%	0.71
NB	1.5%	0.62
SB	0.0%	0.79
TOTAL	1.4%	0.78



Two-Hour Count Summaries

Interval Start	NE CASEY ST Eastbound			GRAND AVE NE Westbound			FERNCLIFF AVE NE Northbound			FERNCLIFF AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	2	0	0	0	1	15	1	10	3	3	2	1	38	
4:15 PM	0	0	0	0	0	6	0	12	1	12	17	0	48	
4:30 PM	**0**	**0**	**0**	**1**	**0**	**3**	**1**	**49**	**0**	**4**	**9**	**0**	**67**	
4:45 PM	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**12**	**0**	**6**	**9**	**0**	**34**	187
5:00 PM	**0**	**1**	**0**	**1**	**0**	**6**	**0**	**17**	**0**	**4**	**13**	**0**	**42**	191
5:15 PM	**0**	**0**	**1**	**0**	**0**	**3**	**1**	**49**	**3**	**2**	**7**	**0**	**66**	**209**
5:30 PM	0	0	0	0	0	6	0	35	0	2	6	0	49	191
5:45 PM	0	0	0	1	0	6	0	8	0	8	7	0	30	187
Count Total	2	1	2	3	1	51	3	192	7	41	70	1	374	
Peak Hr	**0**	**1**	**2**	**2**	**0**	**18**	**2**	**127**	**3**	**16**	**38**	**0**	**209**	

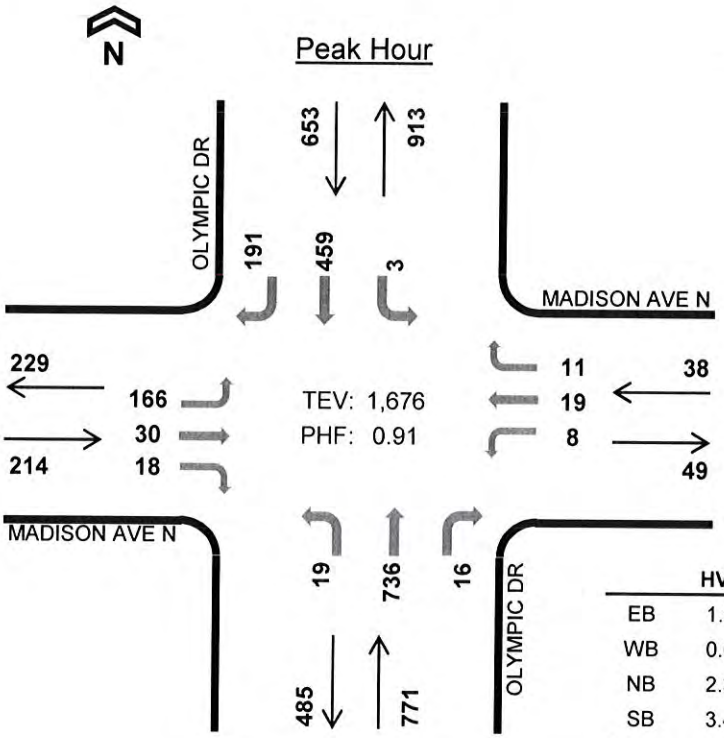
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	*1*	0	0	1	0	*1*	1	1	1	0	*3*
4:15 PM	0	0	0	0	*0*	0	0	3	2	*5*	0	0	0	0	*0*
4:30 PM	**0**	**1**	**2**	**0**	***3***	**0**	**0**	**3**	**0**	***3***	**0**	**2**	**0**	**0**	***2***
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**13**	**2**	***15***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	1	1	0	*2*	0	0	4	2	*6*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	4	0	*4*	0	0	0	0	*0*
Count Total	0	3	3	0	*6*	0	0	30	8	*38*	1	3	1	0	*5*
Peak Hr	**0**	**1**	**2**	**0**	***3***	**0**	**0**	**18**	**4**	***22***	**0**	**2**	**0**	**0**	***2***

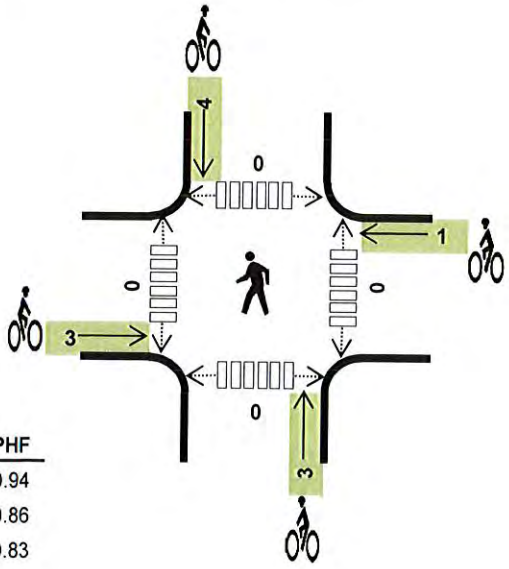
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

OLYMPIC DR
MADISON AVE N

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.9%	0.94
WB	0.0%	0.86
NB	2.3%	0.83
SB	3.4%	0.90
TOTAL	2.6%	0.91



Two-Hour Count Summaries

Interval Start	MADISON AVE N Eastbound			MADISON AVE N Westbound			OLYMPIC DR Northbound			OLYMPIC DR Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**41**	**11**	**4**	**3**	**4**	**2**	**4**	**184**	**4**	**0**	**131**	**51**	**439**	
4:15 PM	**49**	**4**	**3**	**2**	**3**	**6**	**6**	**213**	**3**	**0**	**127**	**42**	**458**	
4:30 PM	**37**	**12**	**8**	**1**	**6**	**3**	**8**	**220**	**4**	**3**	**86**	**45**	**433**	
4:45 PM	**39**	**3**	**3**	**2**	**6**	**0**	**1**	**119**	**5**	**0**	**115**	**53**	**346**	**1,676**
5:00 PM	63	7	8	0	1	1	4	163	3	1	140	37	428	1,665
5:15 PM	45	4	4	0	4	2	3	190	2	2	122	51	429	1,636
5:30 PM	38	9	2	1	5	5	14	213	3	0	92	48	430	1,633
5:45 PM	65	6	4	2	3	5	0	87	1	0	105	42	320	1,607
Count Total	377	56	36	11	32	24	40	1,389	25	6	918	369	3,283	
Peak Hr	**166**	**30**	**18**	**8**	**19**	**11**	**19**	**736**	**16**	**3**	**459**	**191**	**1,676**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**2**	**9**	***11***	**1**	**0**	**0**	**3**	***4***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**1**	**0**	**5**	**6**	***12***	**0**	**1**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**2**	**0**	**11**	**1**	***14***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**1**	**0**	**0**	**6**	***7***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	4	10	*14*	2	0	0	3	*5*	0	0	0	1	*1*
5:15 PM	0	0	0	2	*2*	1	0	0	1	*2*	0	0	0	0	*0*
5:30 PM	0	0	13	2	*15*	1	0	0	3	*4*	0	0	0	1	*1*
5:45 PM	0	0	0	4	*4*	1	0	0	0	*1*	0	0	0	0	*0*
Count Total	4	0	35	40	*79*	8	1	3	11	*23*	0	0	0	2	*2*
Peak Hr	**4**	**0**	**18**	**22**	***44***	**3**	**1**	**3**	**4**	***11***	**0**	**0**	**0**	**0**	***0***

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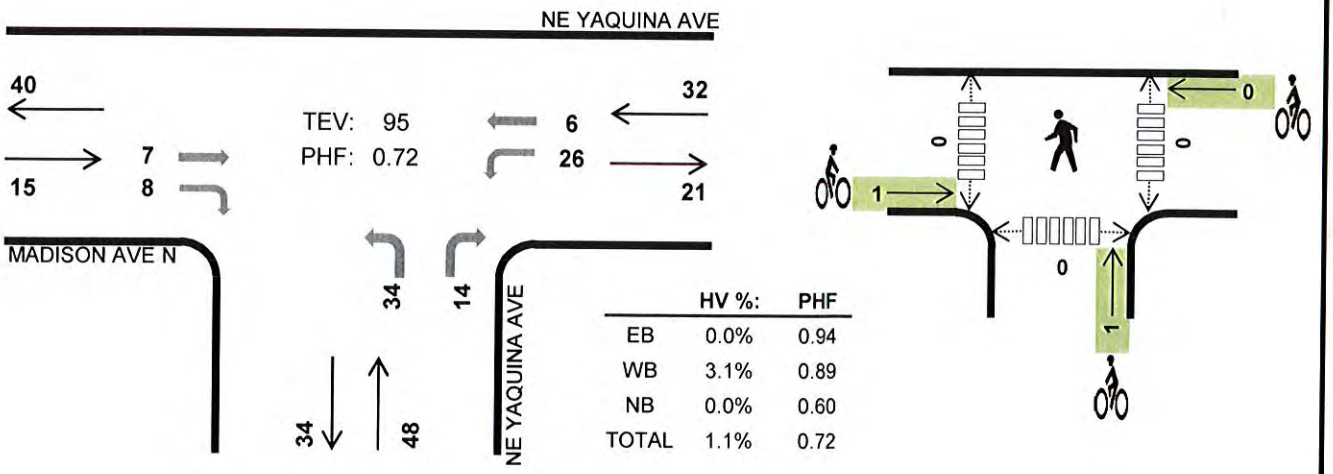
NE YAQUINA AVE
NE YAQUINA AVE

N

Peak Hour

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



Two-Hour Count Summaries

Interval Start	MADISON AVE N Eastbound			NE YAQUINA AVE Westbound			NE YAQUINA AVE Northbound			NE YAQUINA AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**1**	**2**	**7**	**1**	**0**	**11**	**0**	**5**	**0**	**0**	**0**	**27**	
4:15 PM	**0**	**2**	**2**	**6**	**2**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**17**	
4:30 PM	**0**	**1**	**3**	**6**	**3**	**0**	**15**	**0**	**5**	**0**	**0**	**0**	**33**	
4:45 PM	**0**	**3**	**1**	**7**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**0**	**18**	**95**
5:00 PM	0	2	1	3	0	0	7	0	5	0	0	0	18	86
5:15 PM	0	2	0	6	0	0	5	0	4	0	0	0	17	86
5:30 PM	0	0	1	9	2	0	9	0	5	0	0	0	26	79
5:45 PM	0	0	0	11	0	0	2	0	4	0	0	0	17	78
Count Total	0	11	10	55	8	0	57	0	32	0	0	0	173	
Peak Hr	**0**	**7**	**8**	**26**	**6**	**0**	**34**	**0**	**14**	**0**	**0**	**0**	**95**	

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

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

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

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Two-Hour Count Summaries

Interval Start	MADISON AVE Eastbound				SPORTSMAN CLUB RD NE Westbound				SR 305 Northbound				SR 305 Southbound				MORAN RD NE Northwestbound				15-min Total	Rolling One Hour
	LT	TH	BR	RT	HL	LT	TH	RT	LT	TH	RT	HR	LT	BL	TH	RT	HL	BL	BR	HR		
4:00 PM	**32**	**11**	**1**	**7**	**5**	**45**	**15**	**6**	**2**	**202**	**42**	**0**	**7**	**6**	**137**	**31**	**0**	**0**	**0**	**25**	**574**	
4:15 PM	**29**	**17**	**0**	**8**	**7**	**33**	**17**	**6**	**8**	**205**	**51**	**0**	**6**	**8**	**119**	**33**	**0**	**0**	**0**	**21**	**568**	
4:30 PM	**19**	**11**	**0**	**5**	**5**	**31**	**14**	**9**	**3**	**205**	**58**	**0**	**9**	**5**	**90**	**17**	**0**	**0**	**0**	**60**	**541**	
4:45 PM	**25**	**11**	**0**	**3**	**6**	**42**	**12**	**4**	**2**	**119**	**40**	**1**	**8**	**4**	**137**	**18**	**0**	**0**	**0**	**22**	**454**	**2,137**
5:00 PM	24	12	1	3	14	24	17	5	3	163	44	0	3	6	159	22	0	3	0	13	516	2,079
5:15 PM	19	12	0	4	9	27	10	3	4	197	27	0	11	5	136	28	0	5	1	21	519	2,030
5:30 PM	30	8	0	1	6	30	24	2	4	209	36	0	4	5	106	32	0	4	0	68	569	2,058
5:45 PM	26	19	1	4	2	36	18	5	0	108	44	0	7	4	108	30	0	1	1	15	429	2,033
Count Total	204	101	3	35	54	268	127	40	26	1,408	342	1	55	43	992	211	0	13	2	245	4,170	
Peak Hr	**105**	**50**	**1**	**23**	**23**	**151**	**58**	**25**	**15**	**731**	**191**	**1**	**30**	**23**	**483**	**99**	**0**	**0**	**0**	**128**	**2,137**	

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

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	SE	Total
4:00 PM	**4**	**0**	**2**	**9**	**0**	***15***	**0**	**0**	**1**	**3**	**0**	***4***	**0**	**0**	**0**	**0**	**0**	***0***
4:15 PM	**2**	**1**	**6**	**5**	**0**	***14***	**2**	**0**	**1**	**1**	**1**	***5***	**0**	**0**	**0**	**0**	**0**	***0***
4:30 PM	**1**	**0**	**10**	**1**	**3**	***15***	**0**	**1**	**1**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	**0**	***0***
4:45 PM	**1**	**1**	**1**	**5**	**0**	***8***	**0**	**1**	**2**	**0**	**5**	***8***	**0**	**0**	**1**	**0**	**0**	***1***
5:00 PM	1	1	3	11	0	*16*	0	2	1	2	0	*5*	0	0	0	0	0	*0*
5:15 PM	0	0	1	1	0	*2*	0	0	13	1	2	*16*	0	0	1	0	0	*1*
5:30 PM	2	1	12	4	2	*21*	0	0	7	2	6	*15*	0	0	0	0	0	*0*
5:45 PM	1	0	0	5	0	*6*	2	0	1	0	6	*9*	0	0	0	0	0	*0*
Count Total	12	4	35	41	5	*97*	4	4	27	10	21	*66*	0	0	2	0	0	*2*
Peak Hr	**8**	**2**	**19**	**20**	**3**	***52***	**2**	**2**	**5**	**5**	**7**	***21***	**0**	**0**	**1**	**0**	**0**	***1***

Mark Skaggs: 425 - 250 - 0777

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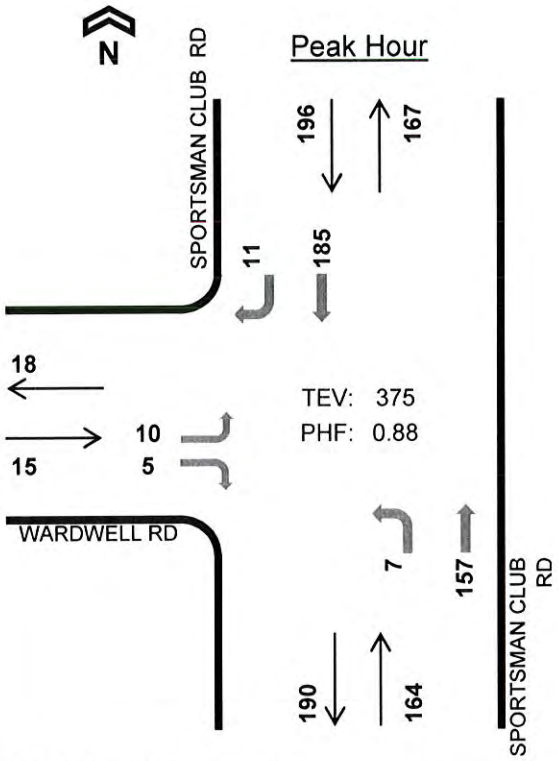
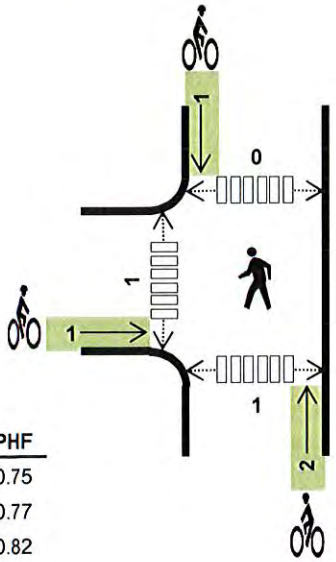
SPORTSMAN CLUB RD
WARDWELL RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	6.7%	0.75
NB	1.8%	0.77
SB	1.5%	0.82
TOTAL	1.9%	0.88



Two-Hour Count Summaries

Interval Start	WARDWELL RD Eastbound			WARDWELL RD Westbound			SPORTSMAN CLUB RD Northbound			SPORTSMAN CLUB RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	7	0	2	0	0	0	2	54	0	0	35	4	104	
4:15 PM	3	0	2	0	0	0	6	44	0	0	59	6	120	
4:30 PM	5	0	1	0	0	0	2	35	0	0	36	3	82	
4:45 PM	6	0	2	0	0	0	2	31	0	0	24	3	68	374
5:00 PM	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**38**	**0**	**0**	**36**	**4**	**84**	354
5:15 PM	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**34**	**0**	**0**	**43**	**4**	**85**	319
5:30 PM	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**34**	**0**	**0**	**58**	**2**	**100**	337
5:45 PM	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**51**	**0**	**0**	**48**	**1**	**106**	**375**
Count Total	31	0	12	0	0	0	19	321	0	0	339	27	749	
Peak Hr	**10**	**0**	**5**	**0**	**0**	**0**	**7**	**157**	**0**	**0**	**185**	**11**	**375**	

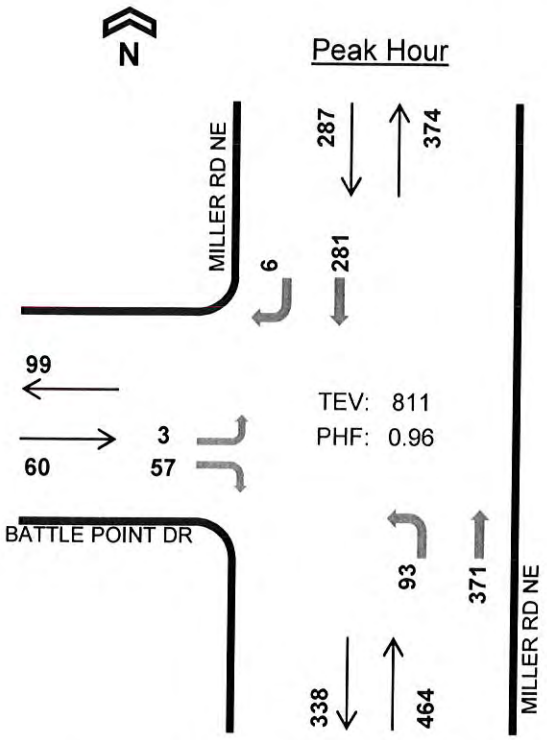
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

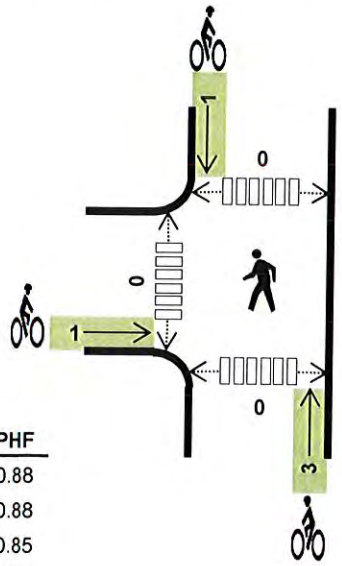
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	4	1	*5*	0	0	1	1	*2*	0	1	0	0	*1*
4:15 PM	0	0	3	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	1	0	0	1	*2*	0	0	0	1	*1*	0	0	0	0	*0*
5:00 PM	**1**	**0**	**1**	**1**	***3***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	***2***
5:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	**0**	**0**	**1**	**1**	***2***	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***
Count Total	2	0	11	6	*19*	1	0	3	3	*7*	0	2	0	1	*3*
Peak Hr	**1**	**0**	**3**	**3**	***7***	**1**	**0**	**2**	**1**	***4***	**0**	**1**	**0**	**1**	***2***

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

MILLER RD NE
BATTLE POINT DR

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	1.7%	0.88
NB	2.2%	0.88
SB	0.7%	0.85
TOTAL	1.6%	0.96

Two-Hour Count Summaries

Interval Start	BATTLE POINT DR Eastbound			BATTLE POINT DR Westbound			MILLER RD NE Northbound			MILLER RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	3	0	15	0	0	0	17	93	0	0	46	2	176	
4:15 PM	2	0	16	0	0	0	12	78	0	0	48	0	156	
4:30 PM	1	0	12	0	0	0	15	77	0	0	68	5	178	
4:45 PM	**1**	**0**	**13**	**0**	**0**	**0**	**12**	**94**	**0**	**0**	**83**	**1**	**204**	714
5:00 PM	**2**	**0**	**11**	**0**	**0**	**0**	**22**	**97**	**0**	**0**	**78**	**1**	**211**	749
5:15 PM	**0**	**0**	**16**	**0**	**0**	**0**	**36**	**96**	**0**	**0**	**52**	**3**	**203**	796
5:30 PM	**0**	**0**	**17**	**0**	**0**	**0**	**23**	**84**	**0**	**0**	**68**	**1**	**193**	**811**
5:45 PM	0	0	15	0	0	0	25	98	0	0	59	2	199	806
Count Total	9	0	115	0	0	0	162	717	0	0	502	15	1,520	
Peak Hr	**3**	**0**	**57**	**0**	**0**	**0**	**93**	**371**	**0**	**0**	**281**	**6**	**811**	

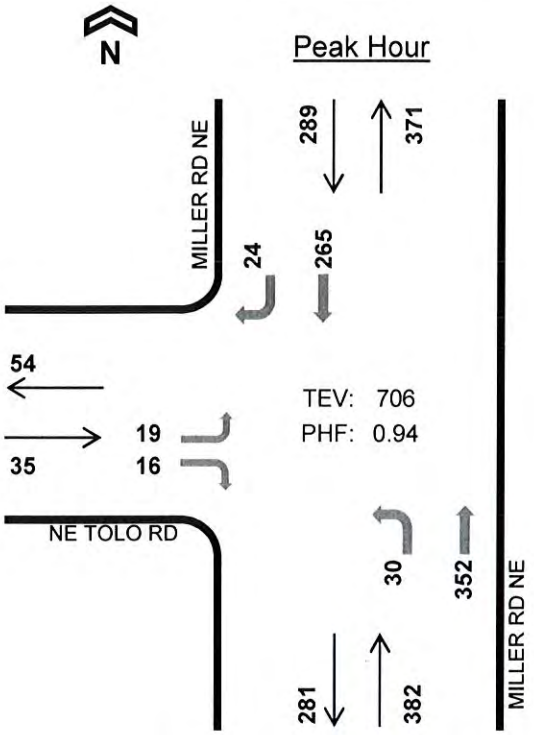
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

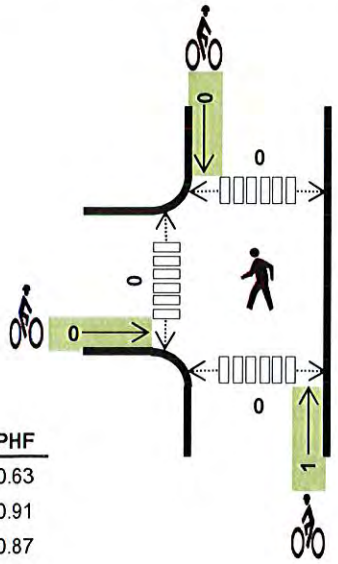
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	6	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	7	1	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	3	1	*4*	1	0	0	1	2	0	0	0	0	*0*
4:45 PM	**1**	**0**	**3**	**1**	***5***	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***
5:45 PM	1	0	4	1	*6*	0	0	0	2	*2*	0	0	0	0	*0*
Count Total	4	0	30	7	*41*	2	0	3	4	*9*	0	0	0	0	*0*
Peak Hr	**1**	**0**	**10**	**2**	***13***	**1**	**0**	**3**	**1**	***5***	**0**	**0**	**0**	**0**	***0***

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

MILLER RD NE
NE TOLO RD

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	2.9%	0.63
NB	2.9%	0.91
SB	0.7%	0.87
TOTAL	2.0%	0.94

Two-Hour Count Summaries

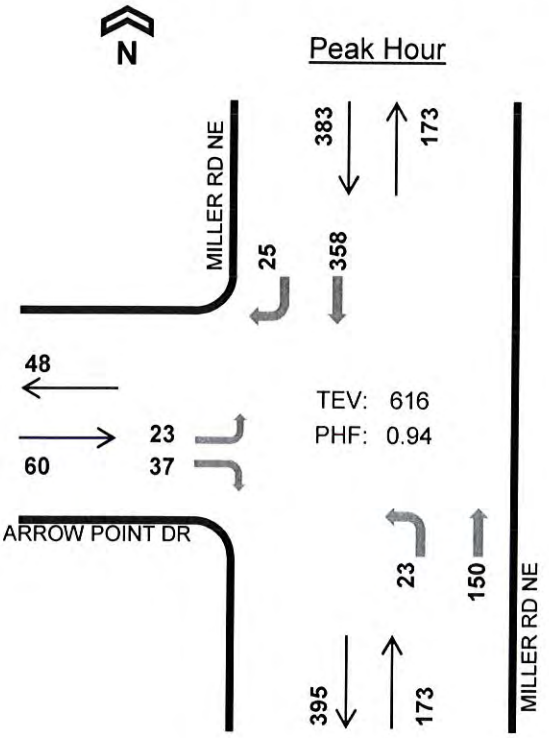
Interval Start	NE TOLO RD Eastbound			NE TOLO RD Westbound			MILLER RD NE Northbound			MILLER RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	4	0	3	0	0	0	13	83	0	0	42	2	147	
4:15 PM	2	0	1	0	0	0	4	74	0	0	39	4	124	
4:30 PM	**2**	**0**	**5**	**0**	**0**	**0**	**7**	**77**	**0**	**0**	**63**	**8**	**162**	
4:45 PM	**4**	**0**	**5**	**0**	**0**	**0**	**6**	**89**	**0**	**0**	**82**	**1**	**187**	620
5:00 PM	**3**	**0**	**2**	**0**	**0**	**0**	**7**	**91**	**0**	**0**	**73**	**5**	**181**	654
5:15 PM	**10**	**0**	**4**	**0**	**0**	**0**	**10**	**95**	**0**	**0**	**47**	**10**	**176**	**706**
5:30 PM	5	0	5	0	0	0	5	80	0	0	57	6	158	702
5:45 PM	7	0	5	0	0	0	16	78	0	0	53	5	164	679
Count Total	37	0	30	0	0	0	68	667	0	0	456	41	1,299	
Peak Hr	**19**	**0**	**16**	**0**	**0**	**0**	**30**	**352**	**0**	**0**	**265**	**24**	**706**	

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

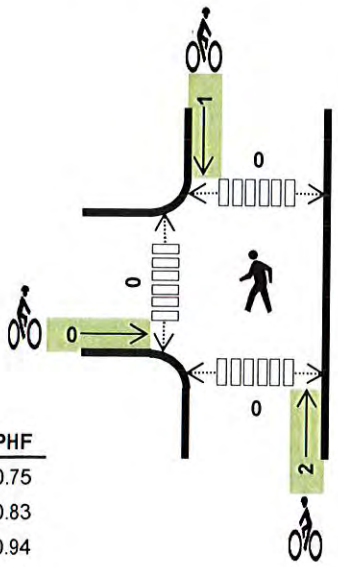
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	3	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**1**	**0**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	0	0	0	*0*
5:45 PM	0	0	3	1	*4*	0	0	0	2	*2*	0	0	0	0	*0*
Count Total	1	0	21	4	*26*	0	0	1	3	*4*	0	0	0	0	*0*
Peak Hr	**1**	**0**	**11**	**2**	***14***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

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

MILLER RD NE
ARROW POINT DR



Date: Wed, Jun 11, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	6.7%	0.75
NB	2.3%	0.83
SB	5.2%	0.94
TOTAL	4.5%	0.94

Two-Hour Count Summaries

Interval Start	ARROW POINT DR Eastbound			ARROW POINT DR Westbound			MILLER RD NE Northbound			MILLER RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	9	0	4	0	0	0	2	24	0	0	36	3	78	
7:15 AM	8	0	8	0	0	0	9	23	0	0	41	6	95	
7:30 AM	**5**	**0**	**9**	**0**	**0**	**0**	**7**	**45**	**0**	**0**	**87**	**3**	**156**	
7:45 AM	**8**	**0**	**9**	**0**	**0**	**0**	**7**	**39**	**0**	**0**	**91**	**10**	**164**	493
8:00 AM	**2**	**0**	**7**	**0**	**0**	**0**	**5**	**35**	**0**	**0**	**81**	**9**	**139**	554
8:15 AM	**8**	**0**	**12**	**0**	**0**	**0**	**4**	**31**	**0**	**0**	**99**	**3**	**157**	**616**
8:30 AM	3	0	8	0	0	0	3	43	0	0	80	8	145	605
8:45 AM	7	0	11	0	0	0	12	52	0	0	55	13	150	591
Count Total	50	0	68	0	0	0	49	292	0	0	570	55	1,084	
Peak Hr	**23**	**0**	**37**	**0**	**0**	**0**	**23**	**150**	**0**	**0**	**358**	**25**	**616**	

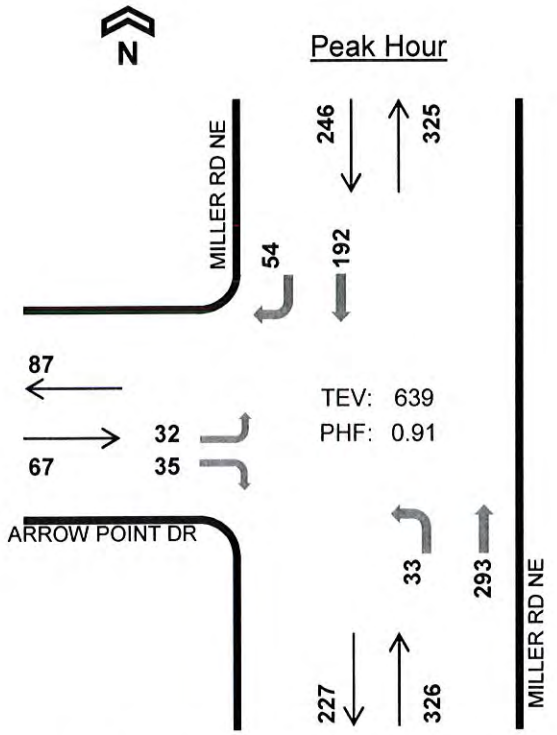
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

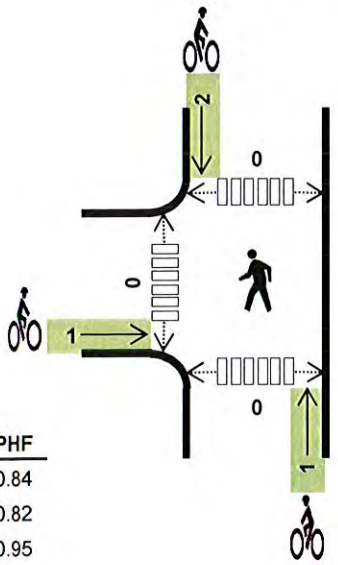
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	3	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	5	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**0**	**0**	**0**	**4**	***4***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**4**	**0**	**3**	**3**	***10***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**0**	**0**	**1**	**8**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	**0**	**0**	**0**	**5**	***5***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	0	2	5	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	2	7	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	5	0	16	34	*55*	0	0	2	1	*3*	0	0	0	0	*0*
Peak Hr	**4**	**0**	**4**	**20**	***28***	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***

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

MILLER RD NE
ARROW POINT DR

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	4.5%	0.84
NB	3.4%	0.82
SB	2.4%	0.95
TOTAL	3.1%	0.91

Two-Hour Count Summaries

Interval Start	ARROW POINT DR Eastbound			ARROW POINT DR Westbound			MILLER RD NE Northbound			MILLER RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	12	0	10	0	0	0	9	66	0	0	43	12	152	
4:15 PM	**4**	**0**	**10**	**0**	**0**	**0**	**10**	**90**	**0**	**0**	**50**	**12**	**176**	
4:30 PM	**12**	**0**	**8**	**0**	**0**	**0**	**9**	**79**	**0**	**0**	**47**	**8**	**163**	
4:45 PM	**6**	**0**	**11**	**0**	**0**	**0**	**7**	**54**	**0**	**0**	**47**	**18**	**143**	634
5:00 PM	**10**	**0**	**6**	**0**	**0**	**0**	**7**	**70**	**0**	**0**	**48**	**16**	**157**	**639**
5:15 PM	12	0	13	0	0	0	13	52	0	0	53	14	157	620
5:30 PM	15	0	5	0	0	0	11	63	0	0	55	13	162	619
5:45 PM	11	0	9	0	0	0	5	60	0	0	54	14	153	629
Count Total	82	0	72	0	0	0	71	534	0	0	397	107	1,263	
Peak Hr	**32**	**0**	**35**	**0**	**0**	**0**	**33**	**293**	**0**	**0**	**192**	**54**	**639**	

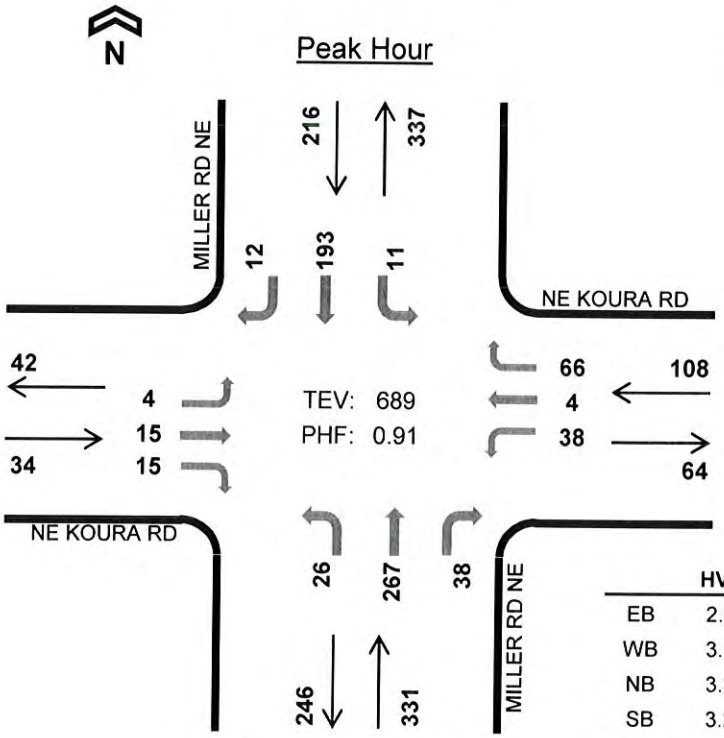
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

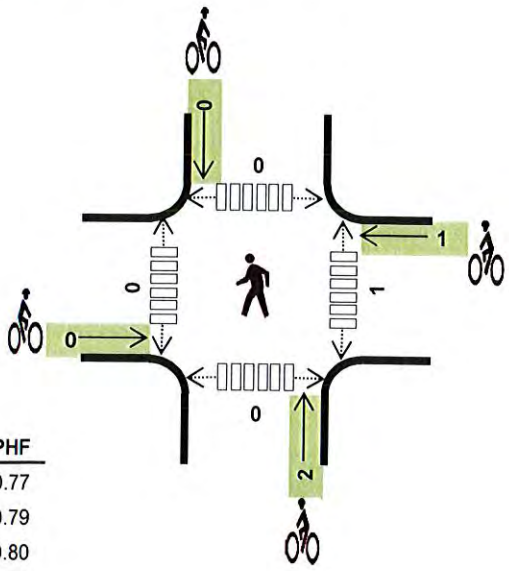
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	3	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**1**	**0**	**5**	**1**	***7***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**1**	**0**	**3**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**1**	**0**	**0**	**1**	***2***	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***
5:15 PM	1	0	1	0	*2*	0	0	1	1	*2*	0	0	0	0	*0*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	0	2	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	5	0	17	8	*30*	1	0	2	3	*6*	0	0	0	0	*0*
Peak Hr	**3**	**0**	**11**	**6**	***20***	**1**	**0**	**1**	**2**	***4***	**0**	**0**	**0**	**0**	***0***

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

MILLER RD NE
NE KOURA RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	2.9%	0.77
WB	3.7%	0.79
NB	3.3%	0.80
SB	3.2%	0.89
TOTAL	3.3%	0.91

Two-Hour Count Summaries

Interval Start	NE KOURA RD Eastbound			NE KOURA RD Westbound			MILLER RD NE Northbound			MILLER RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	3	6	2	11	5	59	5	3	49	4	148	
4:15 PM	**0**	**0**	**4**	**14**	**0**	**16**	**6**	**84**	**13**	**5**	**44**	**4**	**190**	
4:30 PM	**1**	**4**	**5**	**6**	**1**	**27**	**6**	**78**	**9**	**2**	**42**	**1**	**182**	
4:45 PM	**1**	**6**	**4**	**8**	**2**	**14**	**7**	**44**	**7**	**2**	**55**	**0**	**150**	670
5:00 PM	**2**	**5**	**2**	**10**	**1**	**9**	**7**	**61**	**9**	**2**	**52**	**7**	**167**	**689**
5:15 PM	4	1	6	9	3	11	1	57	7	4	51	2	156	655
5:30 PM	4	1	6	12	1	7	7	58	11	3	51	3	164	637
5:45 PM	0	2	3	10	2	10	4	52	16	2	56	2	159	646
Count Total	12	20	33	75	12	105	43	493	77	23	400	23	1,316	
Peak Hr	**4**	**15**	**15**	**38**	**4**	**66**	**26**	**267**	**38**	**11**	**193**	**12**	**689**	

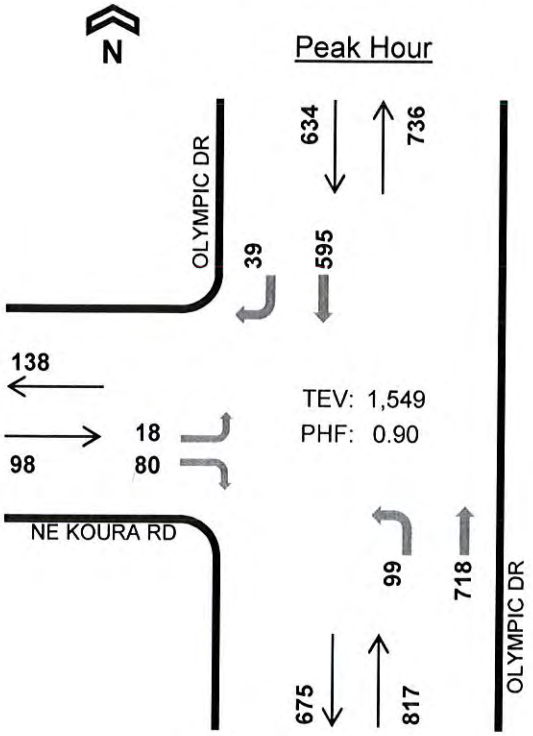
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

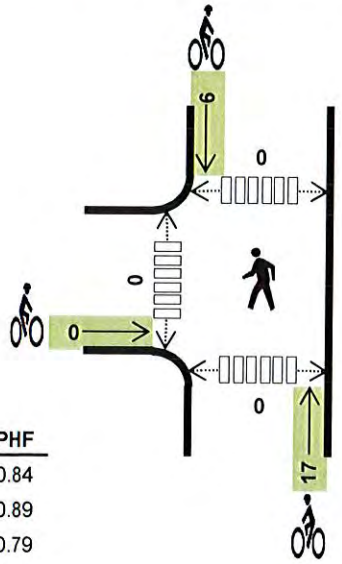
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	4	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**0**	**1**	**3**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**1**	**0**	**5**	**1**	***7***	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**3**	**2**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:00 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	1	1	0	*2*	0	0	1	1	*2*	0	0	0	0	*0*
5:30 PM	0	1	0	0	*1*	0	1	0	0	*1*	0	0	1	0	*1*
5:45 PM	0	1	2	0	*3*	0	1	0	0	*1*	0	0	0	0	*0*
Count Total	1	7	18	9	*35*	0	3	3	1	*7*	1	0	1	0	*2*
Peak Hr	**1**	**4**	**11**	**7**	***23***	**0**	**1**	**2**	**0**	***3***	**1**	**0**	**0**	**0**	***1***

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

OLYMPIC DR
NE KOURA RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	0.0%	0.84
NB	2.2%	0.89
SB	3.3%	0.79
TOTAL	2.5%	0.90

Two-Hour Count Summaries

Interval Start	NE KOURA RD Eastbound			NE KOURA RD Westbound			OLYMPIC DR Northbound			OLYMPIC DR Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	14	0	22	0	0	0	25	206	0	0	152	9	428	
4:15 PM	3	0	18	0	0	0	32	186	0	0	144	12	395	
4:30 PM	4	0	18	0	0	0	35	203	0	0	110	8	378	
4:45 PM	**1**	**0**	**25**	**0**	**0**	**0**	**32**	**141**	**0**	**0**	**134**	**7**	**340**	1,541
5:00 PM	**7**	**0**	**22**	**0**	**0**	**0**	**17**	**182**	**0**	**0**	**187**	**13**	**428**	1,541
5:15 PM	**4**	**0**	**14**	**0**	**0**	**0**	**24**	**192**	**0**	**0**	**154**	**9**	**397**	1,543
5:30 PM	**6**	**0**	**19**	**0**	**0**	**0**	**26**	**203**	**0**	**0**	**120**	**10**	**384**	**1,549**
5:45 PM	1	0	23	0	0	0	23	142	0	0	138	12	339	1,548
Count Total	40	0	161	0	0	0	214	1,455	0	0	1,139	80	3,089	
Peak Hr	**18**	**0**	**80**	**0**	**0**	**0**	**99**	**718**	**0**	**0**	**595**	**39**	**1,549**	

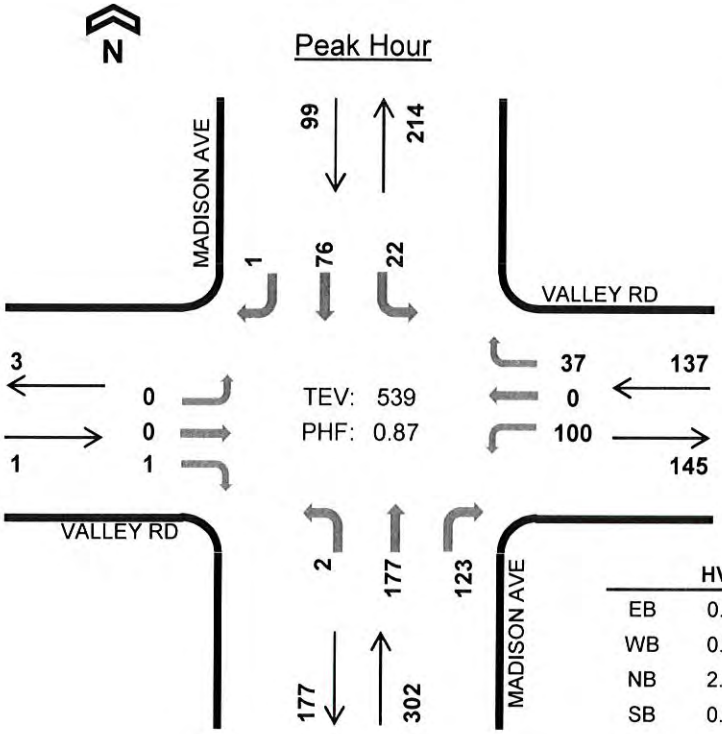
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	6	8	*14*	1	0	1	1	*3*	0	0	0	0	*0*
4:15 PM	0	0	7	5	*12*	0	0	0	1	*1*	0	0	0	0	*0*
4:30 PM	0	0	12	2	*14*	0	0	1	0	*1*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**1**	**6**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**0**	**5**	**10**	***15***	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**0**	**0**	**12**	**3**	***15***	**0**	**0**	**17**	**2**	***19***	**0**	**0**	**0**	**0**	***0***
5:45 PM	0	0	3	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	46	41	*87*	1	0	19	8	*28*	0	0	0	0	*0*
Peak Hr	**0**	**0**	**18**	**21**	***39***	**0**	**0**	**17**	**6**	***23***	**0**	**0**	**0**	**0**	***0***

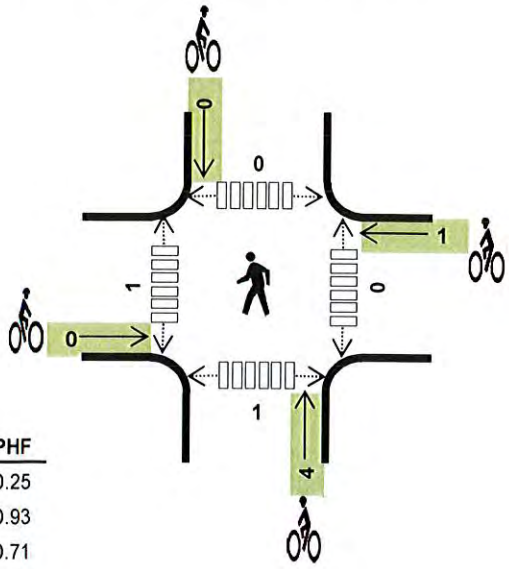
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

MADISON AVE
VALLEY RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.25
WB	0.7%	0.93
NB	2.0%	0.71
SB	0.0%	0.80
TOTAL	1.3%	0.87



Two-Hour Count Summaries

Interval Start	VALLEY RD Eastbound			VALLEY RD Westbound			MADISON AVE Northbound			MADISON AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**24**	**0**	**11**	**0**	**41**	**28**	**5**	**25**	**0**	**134**	
4:15 PM	**0**	**0**	**0**	**24**	**0**	**13**	**1**	**24**	**30**	**7**	**23**	**1**	**123**	
4:30 PM	**0**	**0**	**0**	**23**	**0**	**8**	**1**	**74**	**32**	**4**	**13**	**0**	**155**	
4:45 PM	**0**	**0**	**1**	**29**	**0**	**5**	**0**	**38**	**33**	**6**	**15**	**0**	**127**	**539**
5:00 PM	0	0	0	28	0	16	0	33	31	11	12	0	131	536
5:15 PM	0	0	0	27	0	6	0	35	28	8	13	1	118	531
5:30 PM	0	0	0	25	0	13	0	52	35	4	18	0	147	523
5:45 PM	0	0	0	22	0	9	1	41	37	3	19	0	132	528
Count Total	0	0	1	202	0	81	3	338	254	48	138	2	1,067	
Peak Hr	**0**	**0**	**1**	**100**	**0**	**37**	**2**	**177**	**123**	**22**	**76**	**1**	**539**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**0**	**0**	**5**	**0**	***5***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**1**	***2***
4:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	1	0	*1*	0	1	2	0	*3*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
5:30 PM	0	1	2	0	*3*	0	0	6	0	*6*	0	1	0	1	*2*
5:45 PM	0	0	2	0	*2*	0	0	2	0	*2*	0	0	0	0	*0*
Count Total	0	2	11	0	*13*	0	2	15	0	*17*	0	2	0	2	*4*
Peak Hr	**0**	**1**	**6**	**0**	***7***	**0**	**1**	**4**	**0**	***5***	**0**	**1**	**0**	**1**	***2***

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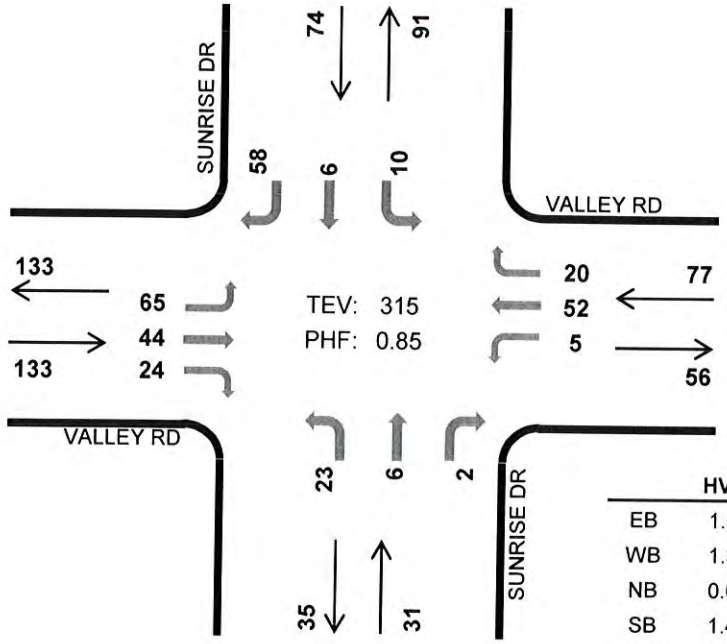
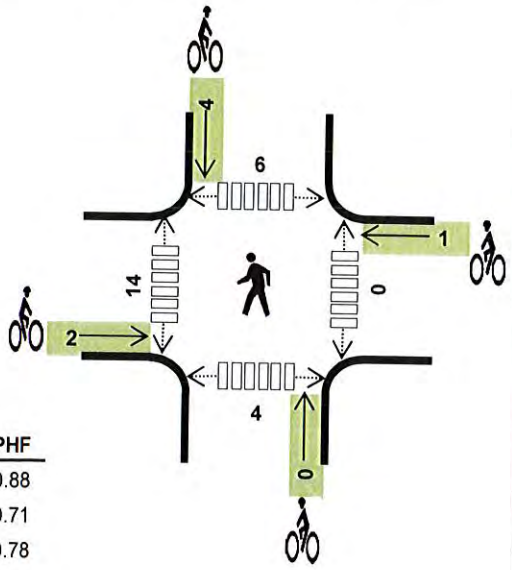
SUNRISE DR
VALLEY RD

Peak Hour



Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.5%	0.88
WB	1.3%	0.71
NB	0.0%	0.78
SB	1.4%	0.71
TOTAL	1.3%	0.85

Two-Hour Count Summaries

Interval Start	VALLEY RD Eastbound			VALLEY RD Westbound			SUNRISE DR Northbound			SUNRISE DR Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**18**	**13**	**7**	**0**	**15**	**4**	**7**	**2**	**1**	**3**	**3**	**20**	**93**	
4:15 PM	**17**	**13**	**3**	**3**	**11**	**1**	**5**	**3**	**0**	**2**	**1**	**10**	**69**	
4:30 PM	**13**	**10**	**5**	**0**	**17**	**10**	**7**	**0**	**0**	**3**	**0**	**10**	**75**	
4:45 PM	**17**	**8**	**9**	**2**	**9**	**5**	**4**	**1**	**1**	**2**	**2**	**18**	**78**	**315**
5:00 PM	20	11	11	0	12	3	5	2	2	4	1	15	86	308
5:15 PM	19	14	1	0	8	2	6	2	1	0	2	17	72	311
5:30 PM	25	4	0	0	7	4	8	3	2	3	0	17	73	309
5:45 PM	16	15	1	0	11	7	2	3	0	3	1	11	70	301
Count Total	145	88	37	5	90	36	44	16	7	20	10	118	616	
Peak Hr	**65**	**44**	**24**	**5**	**52**	**20**	**23**	**6**	**2**	**10**	**6**	**58**	**315**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**1**	**0**	**0**	***1***	**2**	**1**	**0**	**2**	***5***	**0**	**3**	**0**	**0**	***3***
4:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**2**	**1**	***8***
4:30 PM	**2**	**0**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**2**	**1**	***6***
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	***2***	**0**	**3**	**2**	**2**	***7***
5:00 PM	1	0	0	1	*2*	0	0	0	1	*1*	0	2	0	0	*2*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	2	0	*2*
5:30 PM	1	0	0	0	*1*	2	3	0	1	*6*	1	1	1	0	*3*
5:45 PM	1	0	0	0	*1*	0	4	0	0	*4*	0	1	0	1	*2*
Count Total	5	1	0	2	*8*	4	8	0	6	*18*	1	18	9	5	*33*
Peak Hr	**2**	**1**	**0**	**1**	***4***	**2**	**1**	**0**	**4**	***7***	**0**	**14**	**6**	**4**	***24***

Mark Skaggs: 425 - 250 - 0777

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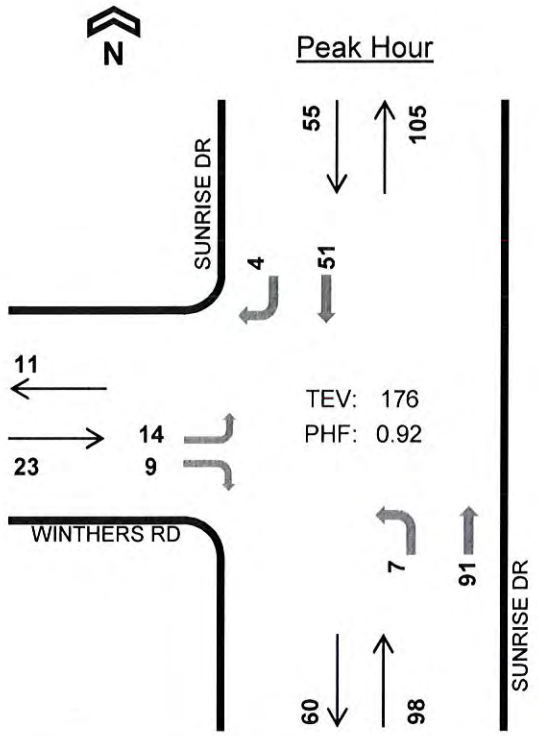
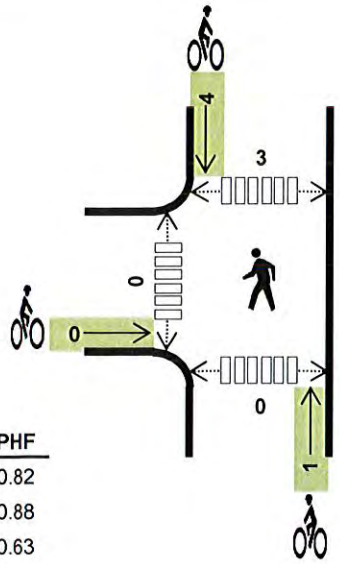
SUNRISE DR
WINTHERS RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	8.7%	0.82
NB	1.0%	0.88
SB	0.0%	0.63
TOTAL	1.7%	0.92

Two-Hour Count Summaries

Interval Start	WINTHERS RD Eastbound			WINTHERS RD Westbound			SUNRISE DR Northbound			SUNRISE DR Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	2	0	4	0	0	0	5	17	0	0	17	1	46	
4:15 PM	0	0	1	0	0	0	3	14	0	0	12	2	32	
4:30 PM	1	0	2	0	0	0	2	22	0	0	11	1	39	
4:45 PM	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**19**	**0**	**0**	**21**	**1**	**48**	165
5:00 PM	**3**	**0**	**4**	**0**	**0**	**0**	**1**	**27**	**0**	**0**	**13**	**0**	**48**	167
5:15 PM	**3**	**0**	**1**	**0**	**0**	**0**	**4**	**19**	**0**	**0**	**10**	**1**	**38**	173
5:30 PM	**3**	**0**	**3**	**0**	**0**	**0**	**1**	**26**	**0**	**0**	**7**	**2**	**42**	**176**
5:45 PM	3	0	0	0	0	0	4	17	0	0	12	3	39	167
Count Total	20	0	16	0	0	0	21	161	0	0	103	11	332	
Peak Hr	**14**	**0**	**9**	**0**	**0**	**0**	**7**	**91**	**0**	**0**	**51**	**4**	**176**	

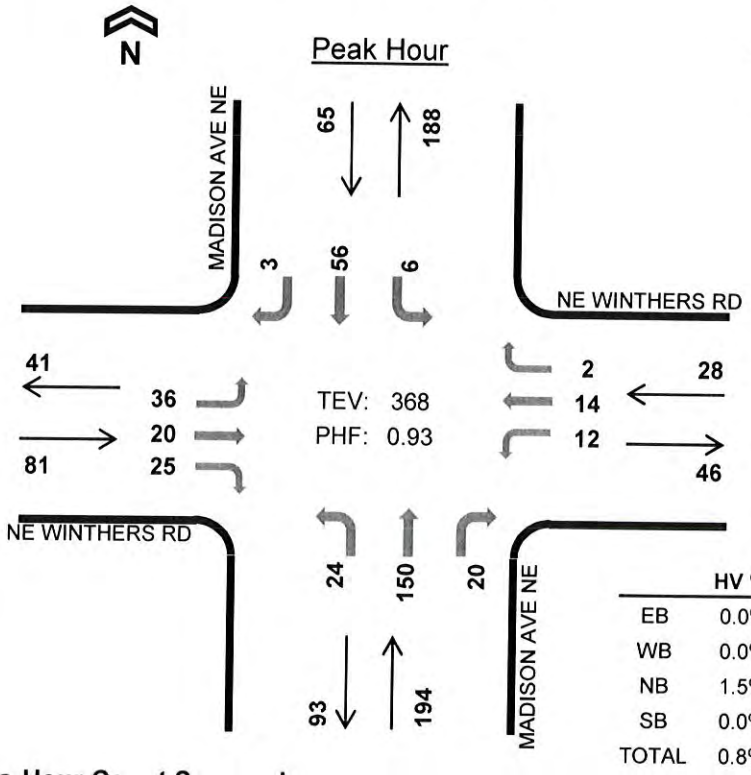
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

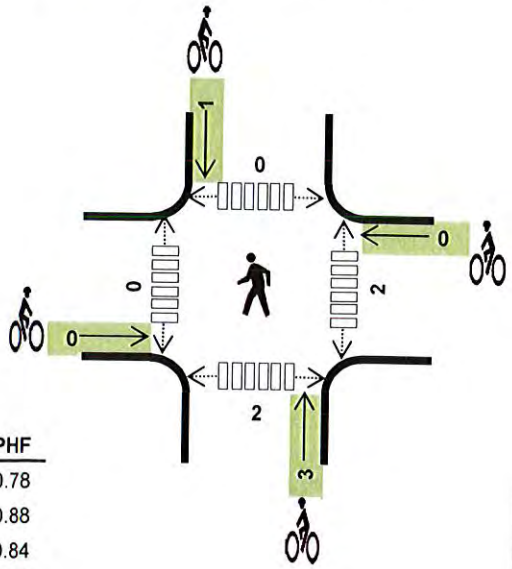
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

MADISON AVE NE
NE WINTHERS RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.78
WB	0.0%	0.88
NB	1.5%	0.84
SB	0.0%	0.81
TOTAL	0.8%	0.93



Two-Hour Count Summaries

Interval Start	NE WINTHERS RD Eastbound			NE WINTHERS RD Westbound			MADISON AVE NE Northbound			MADISON AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	11	3	5	4	3	2	9	38	4	2	18	1	100	
4:15 PM	10	2	5	4	2	3	5	30	1	0	20	1	83	
4:30 PM	4	3	4	1	1	4	5	69	3	0	11	0	105	
4:45 PM	8	4	2	2	0	0	2	39	2	2	15	0	76	364
5:00 PM	**13**	**7**	**6**	**3**	**3**	**0**	**6**	**35**	**3**	**1**	**12**	**1**	**90**	354
5:15 PM	**14**	**6**	**6**	**5**	**3**	**0**	**7**	**29**	**5**	**3**	**17**	**0**	**95**	366
5:30 PM	**4**	**6**	**5**	**2**	**4**	**2**	**8**	**45**	**5**	**2**	**15**	**1**	**99**	360
5:45 PM	**5**	**1**	**8**	**2**	**4**	**0**	**3**	**41**	**7**	**0**	**12**	**1**	**84**	**368**
Count Total	69	32	41	23	20	11	45	326	30	10	120	5	732	
Peak Hr	**36**	**20**	**25**	**12**	**14**	**2**	**24**	**150**	**20**	**6**	**56**	**3**	**368**	

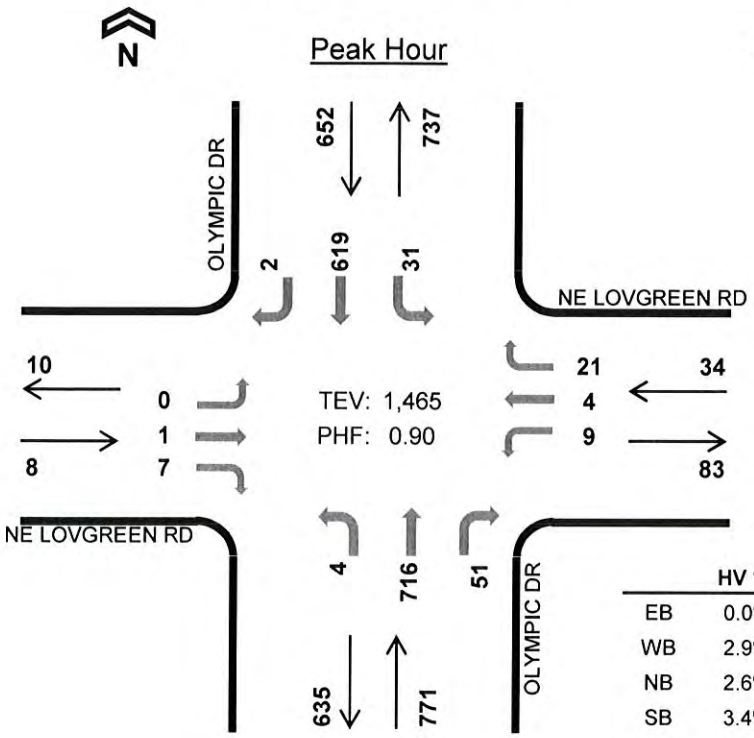
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

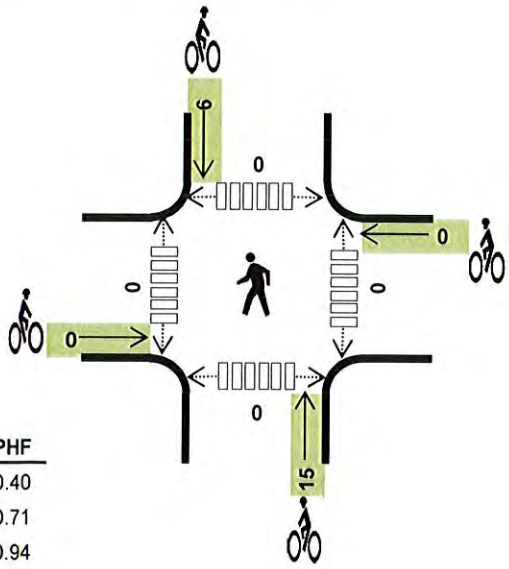
Mark Skaggs: 425 - 250 - 0777
mark.skaggs@idaxdata.com

OLYMPIC DR
NE LOVGREEN RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.0%	0.40
WB	2.9%	0.71
NB	2.6%	0.94
SB	3.4%	0.81
TOTAL	2.9%	0.90



Two-Hour Count Summaries

Interval Start	NE LOVGREEN RD Eastbound			NE LOVGREEN RD Westbound			OLYMPIC DR Northbound			OLYMPIC DR Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	2	0	4	2	191	10	9	158	0	376	
4:15 PM	0	0	0	7	0	6	1	163	12	6	146	1	342	
4:30 PM	0	1	0	2	0	3	2	199	6	4	99	0	316	
4:45 PM	**0**	**0**	**2**	**1**	**1**	**2**	**0**	**162**	**11**	**4**	**147**	**1**	**331**	1,365
5:00 PM	**0**	**1**	**4**	**4**	**0**	**5**	**1**	**177**	**15**	**8**	**193**	**1**	**409**	1,398
5:15 PM	**0**	**0**	**0**	**2**	**1**	**6**	**1**	**185**	**18**	**10**	**162**	**0**	**385**	1,441
5:30 PM	**0**	**0**	**1**	**2**	**2**	**8**	**2**	**192**	**7**	**9**	**117**	**0**	**340**	**1,465**
5:45 PM	2	0	1	2	0	9	0	147	6	7	152	4	330	1,464
Count Total	2	2	8	22	4	43	9	1,416	85	57	1,174	7	2,829	
Peak Hr	**0**	**1**	**7**	**9**	**4**	**21**	**4**	**716**	**51**	**31**	**619**	**2**	**1,465**	

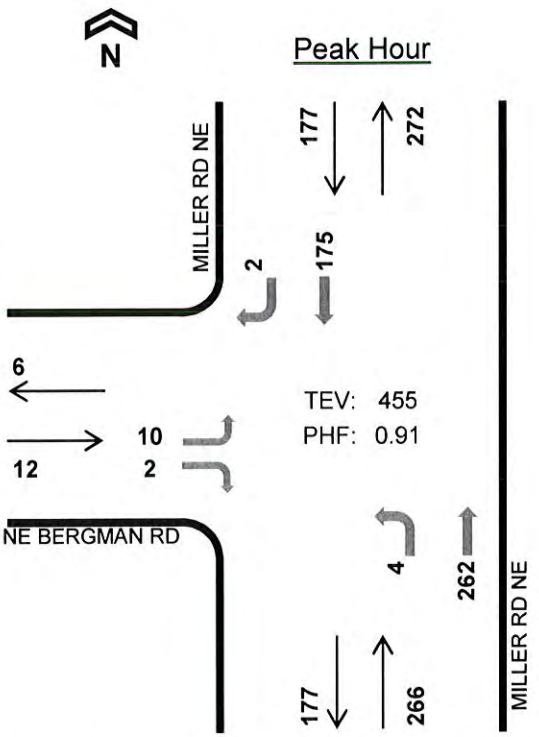
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	0	5	8	*13*	0	0	1	2	*3*	0	0	0	0	*0*
4:15 PM	0	0	6	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	1	5	2	*8*	0	0	1	0	*1*	0	0	0	0	*0*
4:45 PM	**0**	**1**	**7**	**10**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**0**	**3**	**6**	***9***	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**0**	**0**	**9**	**3**	***12***	**0**	**0**	**15**	**2**	***17***	**0**	**0**	**0**	**0**	***0***
5:45 PM	0	1	4	6	*11*	0	0	2	0	*2*	0	0	0	0	*0*
Count Total	0	3	40	43	*86*	0	0	19	8	*27*	0	0	0	0	*0*
Peak Hr	**0**	**1**	**20**	**22**	***43***	**0**	**0**	**15**	**6**	***21***	**0**	**0**	**0**	**0**	***0***

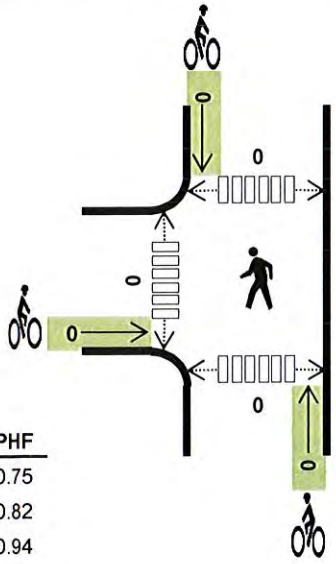
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

MILLER RD NE
NE BERGMAN RD

Peak Hour



Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.75
NB	5.3%	0.82
SB	3.4%	0.94
TOTAL	4.4%	0.91

Two-Hour Count Summaries

Interval Start	NE BERGMAN RD Eastbound			NE BERGMAN RD Westbound			MILLER RD NE Northbound			MILLER RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**62**	**0**	**0**	**43**	**1**	**110**	
4:15 PM	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**81**	**0**	**0**	**40**	**0**	**124**	
4:30 PM	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**73**	**0**	**0**	**45**	**1**	**125**	
4:45 PM	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**46**	**0**	**0**	**47**	**0**	**96**	**455**
5:00 PM	1	0	0	0	0	0	1	50	0	0	56	1	109	454
5:15 PM	0	0	0	0	0	0	1	53	0	0	46	1	101	431
5:30 PM	0	0	1	0	0	0	0	50	0	0	55	1	107	413
5:45 PM	1	0	0	0	0	0	1	44	0	0	58	2	106	423
Count Total	12	0	3	0	0	0	7	459	0	0	390	7	878	
Peak Hr	**10**	**0**	**2**	**0**	**0**	**0**	**4**	**262**	**0**	**0**	**175**	**2**	**455**	

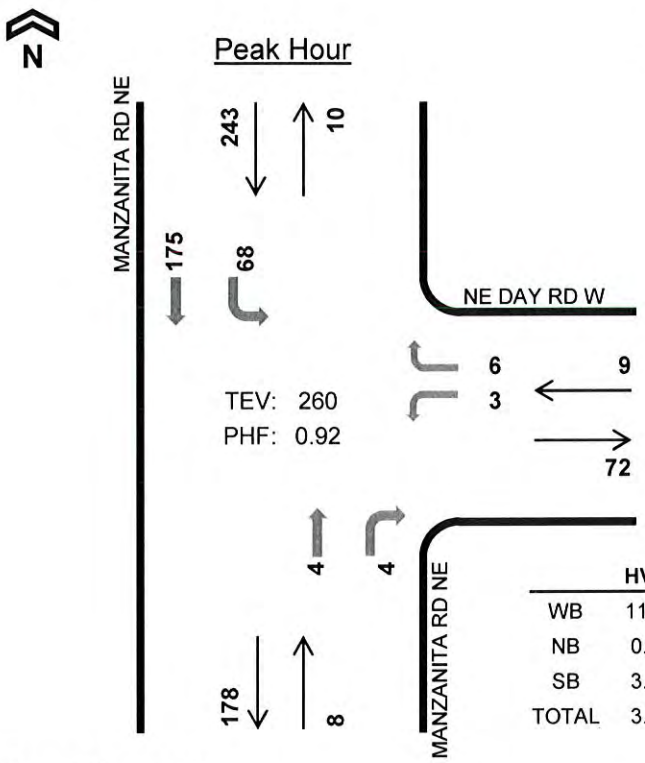
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**3**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**0**	**0**	**6**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	1	0	1	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	1	0	*1*	0	0	0	2	*2*	0	0	0	0	*0*
5:30 PM	0	0	1	0	*1*	0	0	0	1	*1*	0	0	0	0	*0*
5:45 PM	0	0	3	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	0	20	7	*28*	0	0	0	3	*3*	0	0	0	0	*0*
Peak Hr	**0**	**0**	**14**	**6**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

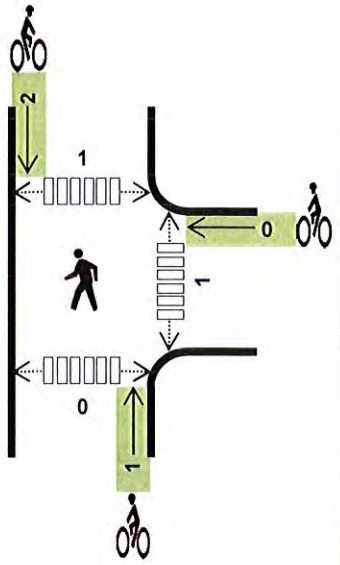
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

MANZANITA RD NE
NE DAY RD W

Date: Wed, Jun 11, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
WB	11.1%	0.56
NB	0.0%	0.67
SB	3.3%	0.91
TOTAL	3.5%	0.92



Two-Hour Count Summaries

Interval Start	NE DAY RD W Eastbound			NE DAY RD W Westbound			MANZANITA RD NE Northbound			MANZANITA RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	1	0	2	0	0	0	5	2	0	10	
7:15 AM	0	0	0	1	0	2	0	0	1	5	10	0	19	
7:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**11**	**50**	**0**	**65**	
7:45 AM	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**1**	**0**	**21**	**40**	**0**	**66**	160
8:00 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**22**	**45**	**0**	**71**	221
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**14**	**40**	**0**	**58**	**260**
8:30 AM	0	0	0	0	0	0	0	4	0	9	23	0	36	231
8:45 AM	0	0	0	0	0	1	0	2	3	5	6	0	17	182
Count Total	0	0	0	5	0	11	0	10	8	92	216	0	342	
Peak Hr	**0**	**0**	**0**	**3**	**0**	**6**	**0**	**4**	**4**	**68**	**175**	**0**	**260**	

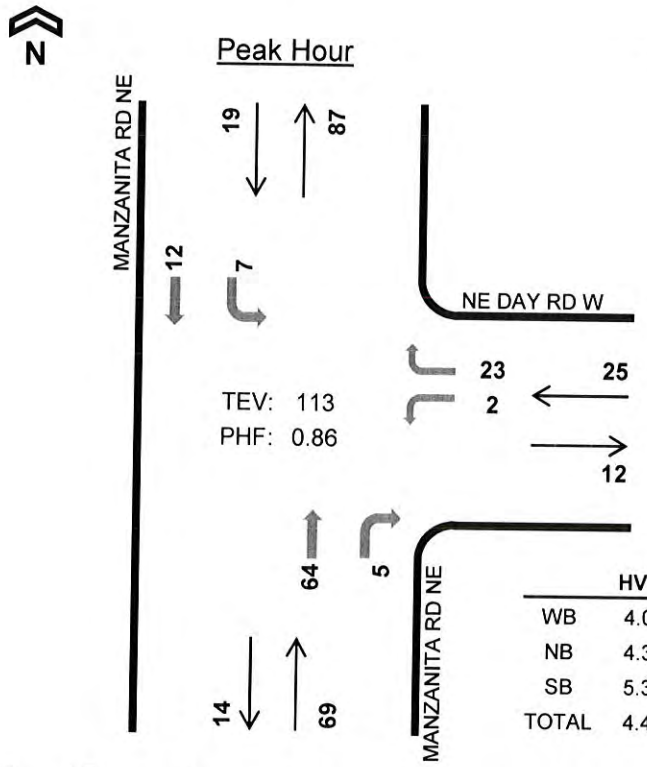
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

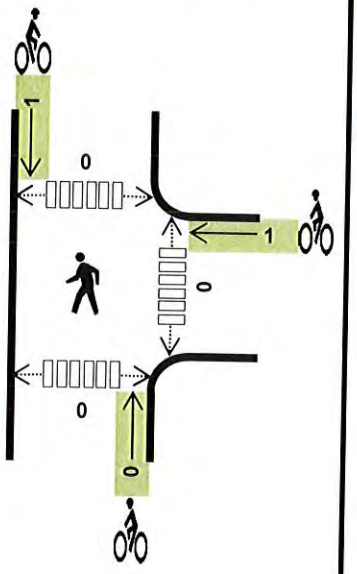
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

MANZANITA RD NE
NE DAY RD W

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
WB	4.0%	0.63
NB	4.3%	0.78
SB	5.3%	0.79
TOTAL	4.4%	0.86



Two-Hour Count Summaries

Interval Start	NE DAY RD W Eastbound			NE DAY RD W Westbound			MANZANITA RD NE Northbound			MANZANITA RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**1**	**0**	**9**	**0**	**16**	**2**	**1**	**4**	**0**	**33**	
4:15 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**12**	**2**	**0**	**3**	**0**	**23**	
4:30 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**21**	**1**	**4**	**1**	**0**	**32**	
4:45 PM	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**15**	**0**	**2**	**4**	**0**	**25**	**113**
5:00 PM	0	0	0	0	0	5	0	14	2	3	6	0	30	110
5:15 PM	0	0	0	0	0	7	0	12	0	1	6	0	26	113
5:30 PM	0	0	0	1	0	2	0	9	2	0	2	0	16	97
5:45 PM	0	0	0	4	0	8	0	12	1	2	5	0	32	104
Count Total	0	0	0	7	0	45	0	111	10	13	31	0	217	
Peak Hr	**0**	**0**	**0**	**2**	**0**	**23**	**0**	**64**	**5**	**7**	**12**	**0**	**113**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**2**	**0**	***2***	**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**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	0	0	*0*	0	2	2	0	*4*	0	0	0	0	*0*
5:15 PM	0	0	1	0	*1*	0	1	2	0	*3*	0	0	0	0	*0*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	2	5	1	*8*	0	4	4	1	*9*	0	0	0	0	*0*
Peak Hr	**0**	**1**	**3**	**1**	***5***	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***

Mark Skaggs: 425 - 250 - 0777

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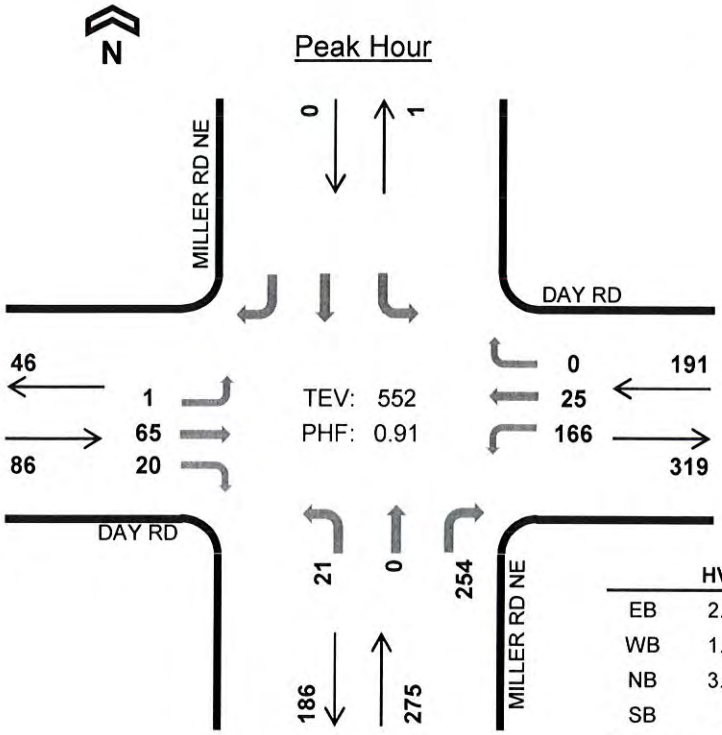
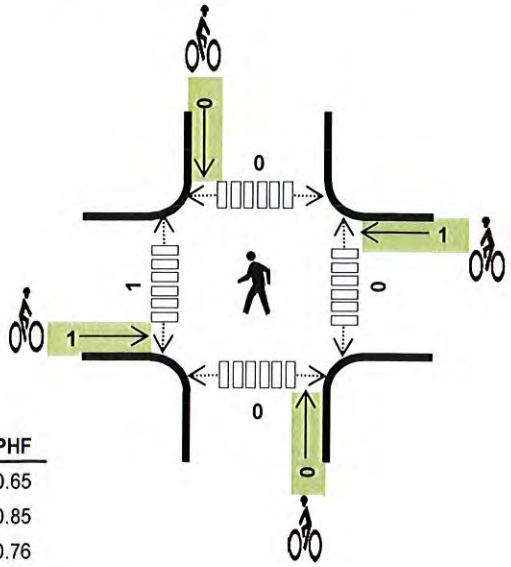
MILLER RD NE
DAY RD

Peak Hour



	HV %:	PHF
EB	2.3%	0.65
WB	1.0%	0.85
NB	3.3%	0.76
SB	-	-
TOTAL	2.4%	0.91

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



Two-Hour Count Summaries

Interval Start	DAY RD Eastbound			DAY RD Westbound			MILLER RD NE Northbound			MILLER RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	13	1	39	8	0	6	0	69	0	0	0	137	
4:15 PM	**1**	**14**	**6**	**32**	**8**	**0**	**10**	**0**	**80**	**0**	**0**	**0**	**151**	
4:30 PM	**0**	**17**	**6**	**39**	**5**	**0**	**4**	**0**	**73**	**0**	**0**	**0**	**144**	
4:45 PM	**0**	**8**	**1**	**46**	**5**	**0**	**5**	**0**	**47**	**0**	**0**	**0**	**112**	544
5:00 PM	**0**	**26**	**7**	**49**	**7**	**0**	**2**	**0**	**54**	**0**	**0**	**0**	**145**	**552**
5:15 PM	0	10	1	48	3	0	4	0	53	0	0	0	119	520
5:30 PM	0	9	0	58	13	0	7	0	43	0	0	0	130	506
5:45 PM	0	15	2	54	9	0	7	0	38	0	0	0	125	519
Count Total	2	112	24	365	58	0	45	0	457	0	0	0	1,063	
Peak Hr	**1**	**65**	**20**	**166**	**25**	**0**	**21**	**0**	**254**	**0**	**0**	**0**	**552**	

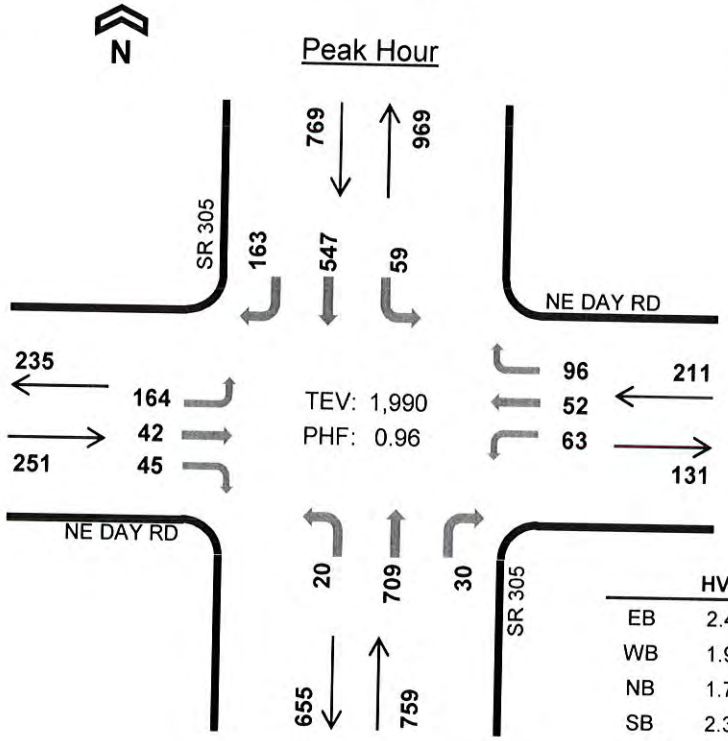
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	2	0	*4*	1	0	1	0	*2*	0	0	0	0	*0*
4:15 PM	**0**	**1**	**2**	**0**	*3*	**0**	**0**	**0**	**0**	*0*	**0**	**0**	**0**	**0**	*0*
4:30 PM	**1**	**0**	**4**	**0**	*5*	**0**	**1**	**0**	**0**	*1*	**0**	**1**	**0**	**0**	*1*
4:45 PM	**1**	**0**	**2**	**0**	*3*	**1**	**0**	**0**	**0**	*1*	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**1**	**1**	**0**	*2*	**0**	**0**	**0**	**0**	*0*	**0**	**0**	**0**	**0**	*0*
5:15 PM	0	0	2	0	*2*	1	1	0	0	*2*	0	0	0	0	*0*
5:30 PM	0	0	1	0	*1*	0	1	0	0	*1*	0	0	0	0	*0*
5:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	3	3	15	0	*21*	3	3	1	0	*7*	0	1	0	0	*1*
Peak Hr	**2**	**2**	**9**	**0**	*13*	**1**	**1**	**0**	**0**	*2*	**0**	**1**	**0**	**0**	*1*

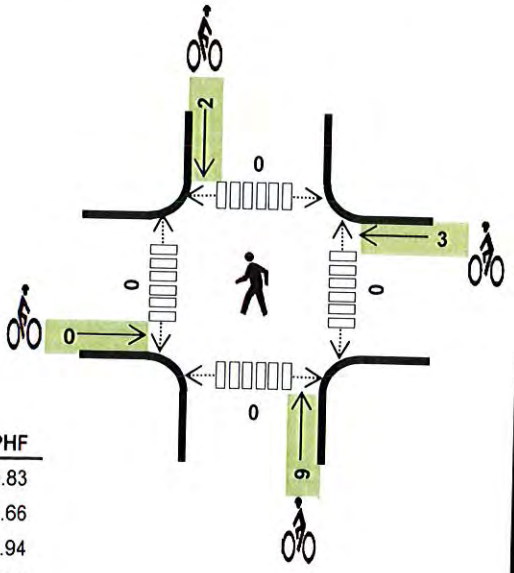
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

SR 305
NE DAY RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.4%	0.83
WB	1.9%	0.66
NB	1.7%	0.94
SB	2.3%	0.87
TOTAL	2.1%	0.96



Two-Hour Count Summaries

Interval Start	NE DAY RD Eastbound			NE DAY RD Westbound			SR 305 Northbound			SR 305 Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	77	15	8	20	8	27	5	160	3	23	142	30	518	
4:15 PM	74	11	7	19	8	17	7	177	3	12	114	23	472	
4:30 PM	71	12	6	10	12	34	0	182	5	12	101	31	476	
4:45 PM	45	9	13	14	21	17	3	144	6	14	125	29	440	1,906
5:00 PM	**44**	**9**	**23**	**15**	**9**	**24**	**3**	**165**	**6**	**13**	**167**	**40**	**518**	1,906
5:15 PM	**49**	**10**	**9**	**16**	**9**	**15**	**7**	**189**	**6**	**20**	**150**	**36**	**516**	1,950
5:30 PM	**39**	**11**	**3**	**17**	**24**	**39**	**2**	**189**	**7**	**13**	**112**	**48**	**504**	1,978
5:45 PM	**32**	**12**	**10**	**15**	**10**	**18**	**8**	**166**	**11**	**13**	**118**	**39**	**452**	**1,990**
Count Total	431	89	79	126	101	191	35	1,372	47	120	1,029	276	3,896	
Peak Hr	**164**	**42**	**45**	**63**	**52**	**96**	**20**	**709**	**30**	**59**	**547**	**163**	**1,990**	

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

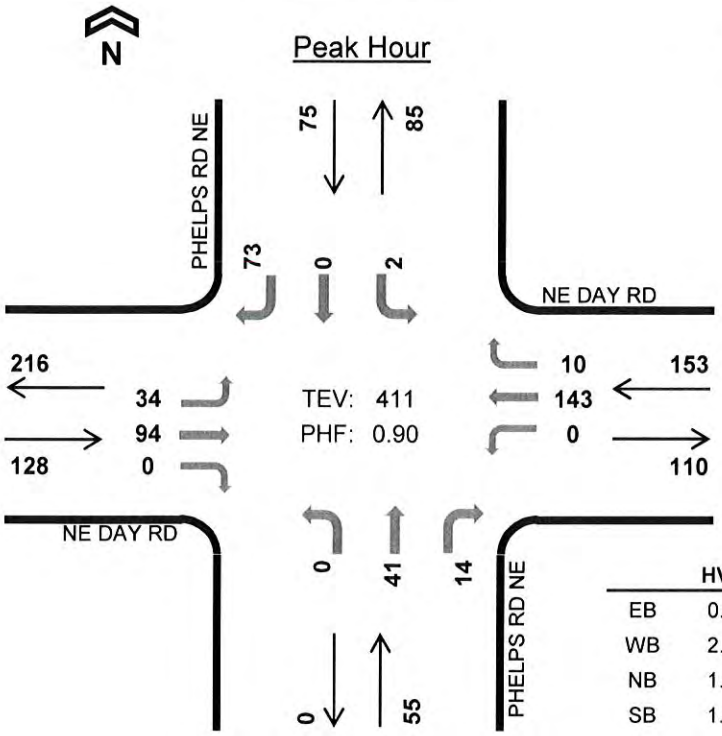
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	2	8	10	*23*	2	0	0	0	*2*	0	0	0	0	*0*
4:15 PM	1	2	7	5	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	4	1	6	2	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	2	2	8	9	*21*	2	0	0	2	*4*	0	0	0	0	*0*
5:00 PM	**1**	**1**	**1**	**6**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**2**	**1**	**1**	**3**	***7***	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**2**	**1**	**7**	**3**	***13***	**0**	**2**	**8**	**1**	***11***	**0**	**0**	**0**	**0**	***0***
5:45 PM	**1**	**1**	**4**	**6**	***12***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
Count Total	16	11	42	44	*113*	4	3	9	4	*20*	0	0	0	0	*0*
Peak Hr	**6**	**4**	**13**	**18**	***41***	**0**	**3**	**9**	**2**	***14***	**0**	**0**	**0**	**0**	***0***

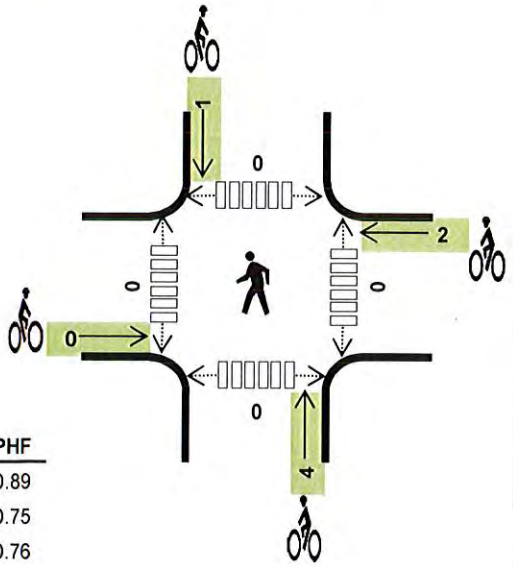
Mark Skaggs: 425 - 250 - 0777

mark.skaggs@idaxdata.com

PHELPS RD NE
NE DAY RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.0%	0.89
WB	2.0%	0.75
NB	1.8%	0.76
SB	1.3%	0.78
TOTAL	1.2%	0.90

Two-Hour Count Summaries

Interval Start	NE DAY RD Eastbound			NE DAY RD Westbound			PHELPS RD NE Northbound			PHELPS RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	11	26	0	0	34	4	0	3	3	0	0	22	103	
4:15 PM	9	25	0	0	30	2	0	4	2	1	0	16	89	
4:30 PM	9	22	0	0	42	2	0	7	3	2	0	17	104	
4:45 PM	8	14	0	0	40	6	0	9	3	2	0	10	92	388
5:00 PM	**11**	**24**	**0**	**0**	**33**	**2**	**0**	**12**	**3**	**1**	**0**	**16**	**102**	387
5:15 PM	**9**	**27**	**0**	**0**	**24**	**1**	**0**	**10**	**1**	**0**	**0**	**20**	**92**	390
5:30 PM	**7**	**21**	**0**	**0**	**48**	**3**	**0**	**7**	**4**	**0**	**0**	**24**	**114**	400
5:45 PM	**7**	**22**	**0**	**0**	**38**	**4**	**0**	**12**	**6**	**1**	**0**	**13**	**103**	**411**
Count Total	71	181	0	0	289	24	0	64	25	7	0	138	799	
Peak Hr	**34**	**94**	**0**	**0**	**143**	**10**	**0**	**41**	**14**	**2**	**0**	**73**	**411**	

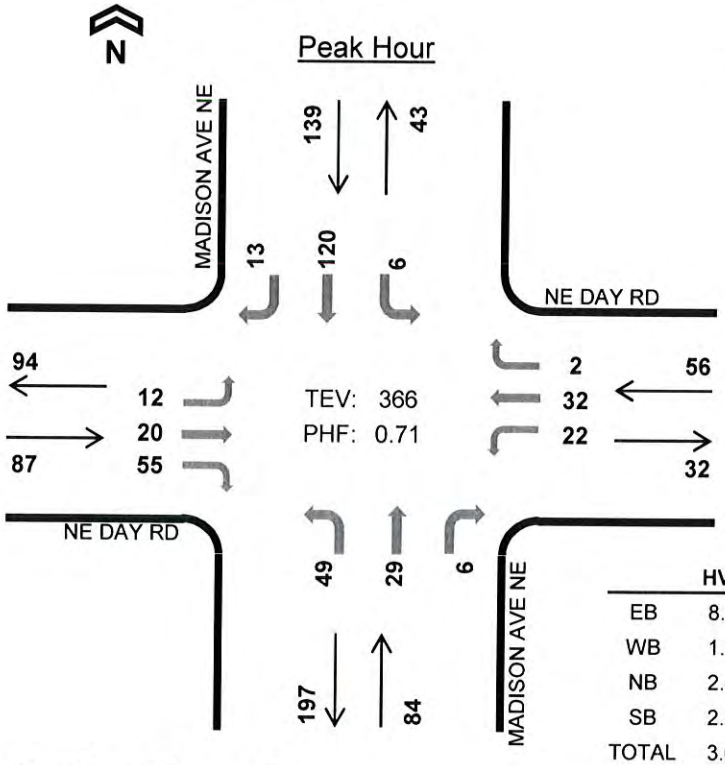
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

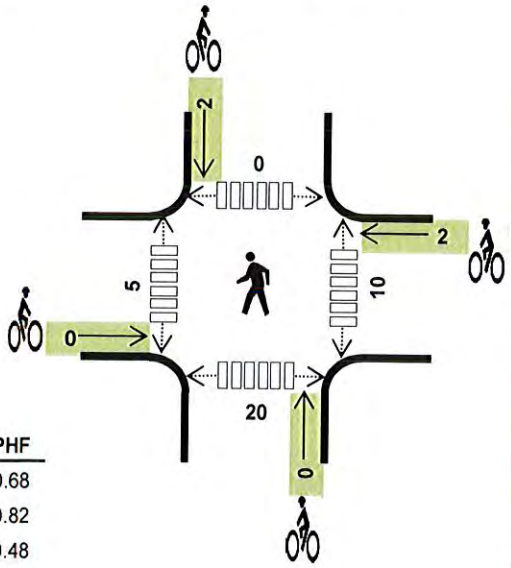
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

MADISON AVE NE
NE DAY RD

Date: Wed, Jun 11, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	8.0%	0.68
WB	1.8%	0.82
NB	2.4%	0.48
SB	2.2%	0.79
TOTAL	3.6%	0.71



Two-Hour Count Summaries

Interval Start	NE DAY RD Eastbound			NE DAY RD Westbound			MADISON AVE NE Northbound			MADISON AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	4	1	1	3	3	0	2	2	0	0	1	2	19	
7:15 AM	1	1	12	1	3	0	4	1	0	0	13	4	40	
7:30 AM	**1**	**3**	**28**	**11**	**2**	**2**	**22**	**3**	**0**	**0**	**40**	**4**	**116**	
7:45 AM	**4**	**4**	**16**	**4**	**13**	**0**	**21**	**17**	**6**	**2**	**37**	**5**	**129**	304
8:00 AM	**6**	**4**	**7**	**6**	**8**	**0**	**1**	**5**	**0**	**4**	**22**	**3**	**66**	351
8:15 AM	**1**	**9**	**4**	**1**	**9**	**0**	**5**	**4**	**0**	**0**	**21**	**1**	**55**	**366**
8:30 AM	1	6	8	2	12	0	2	10	2	0	16	1	60	310
8:45 AM	2	3	6	3	4	0	1	3	5	0	7	4	38	219
Count Total	20	31	82	31	54	2	58	45	13	6	157	24	523	
Peak Hr	**12**	**20**	**55**	**22**	**32**	**2**	**49**	**29**	**6**	**6**	**120**	**13**	**366**	

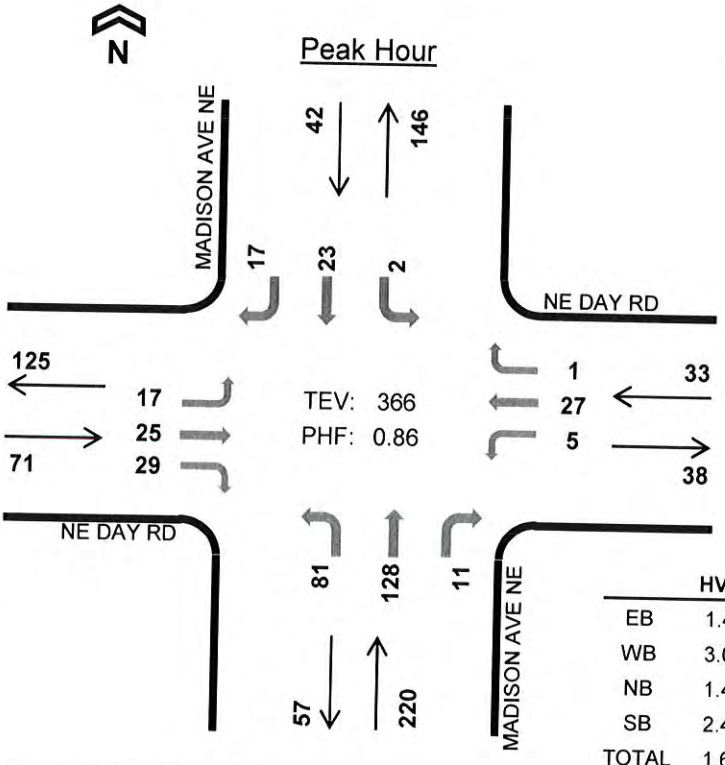
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	0	2	0	*5*	1	0	0	0	*1*	0	1	1	0	*2*
7:15 AM	1	0	0	0	*1*	1	1	0	0	*2*	0	0	0	0	*0*
7:30 AM	**1**	**1**	**2**	**2**	***6***	**0**	**0**	**0**	**1**	***1***	**4**	**1**	**0**	**10**	***15***
7:45 AM	**4**	**0**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**7**	***11***
8:00 AM	**2**	**0**	**0**	**0**	***2***	**0**	**2**	**0**	**1**	***3***	**0**	**4**	**0**	**2**	***6***
8:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**1**	***3***
8:30 AM	1	0	1	1	*3*	0	0	0	0	*0*	2	0	0	2	*4*
8:45 AM	1	0	2	0	*3*	0	0	0	1	*1*	1	0	0	2	*3*
Count Total	13	1	7	4	*25*	2	3	0	3	*8*	13	6	1	24	*44*
Peak Hr	**7**	**1**	**2**	**3**	***13***	**0**	**2**	**0**	**2**	***4***	**10**	**5**	**0**	**20**	***35***

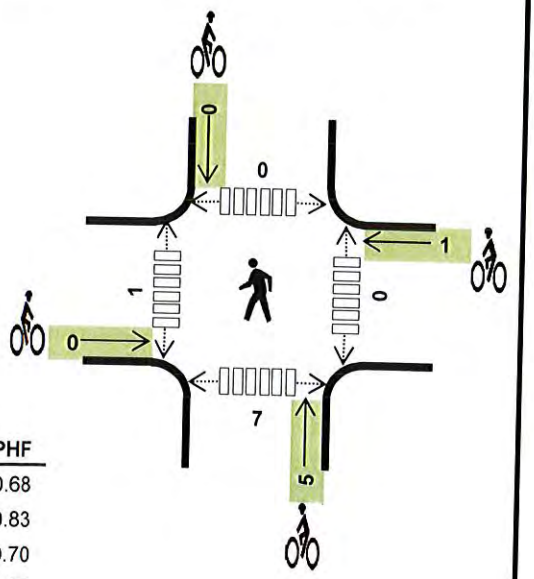
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

MADISON AVE NE
NE DAY RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.4%	0.68
WB	3.0%	0.83
NB	1.4%	0.70
SB	2.4%	0.88
TOTAL	1.6%	0.86



Two-Hour Count Summaries

Interval Start	NE DAY RD Eastbound			NE DAY RD Westbound			MADISON AVE NE Northbound			MADISON AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	2	9	2	11	0	18	23	2	0	5	2	75	
4:15 PM	5	13	10	2	8	0	18	23	4	0	6	1	90	
4:30 PM	**1**	**6**	**6**	**0**	**7**	**0**	**38**	**38**	**3**	**1**	**4**	**3**	**107**	
4:45 PM	**3**	**5**	**5**	**2**	**7**	**1**	**15**	**32**	**2**	**0**	**7**	**5**	**84**	356
5:00 PM	**8**	**7**	**11**	**0**	**7**	**0**	**16**	**23**	**2**	**0**	**5**	**5**	**84**	365
5:15 PM	**5**	**7**	**7**	**3**	**6**	**0**	**12**	**35**	**4**	**1**	**7**	**4**	**91**	**366**
5:30 PM	4	4	9	0	13	0	25	22	0	0	6	2	85	344
5:45 PM	0	7	8	1	10	2	22	24	3	0	8	3	88	348
Count Total	27	51	65	10	69	3	164	220	20	2	48	25	704	
Peak Hr	**17**	**25**	**29**	**5**	**27**	**1**	**81**	**128**	**11**	**2**	**23**	**17**	**366**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	2	*2*
4:15 PM	0	0	1	0	*1*	0	0	1	0	*1*	0	0	0	0	*0*
4:30 PM	**1**	**1**	**1**	**0**	***3***	**0**	**1**	**3**	**0**	***4***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**5**	***6***
5:00 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**2**	***2***
5:30 PM	0	2	0	0	2	0	0	1	1	2	2	0	0	2	*4*
5:45 PM	0	0	1	1	2	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	3	6	3	*13*	0	1	7	1	*9*	2	1	0	11	*14*
Peak Hr	**1**	**1**	**3**	**1**	***6***	**0**	**1**	**5**	**0**	***6***	**0**	**1**	**0**	**7**	***8***

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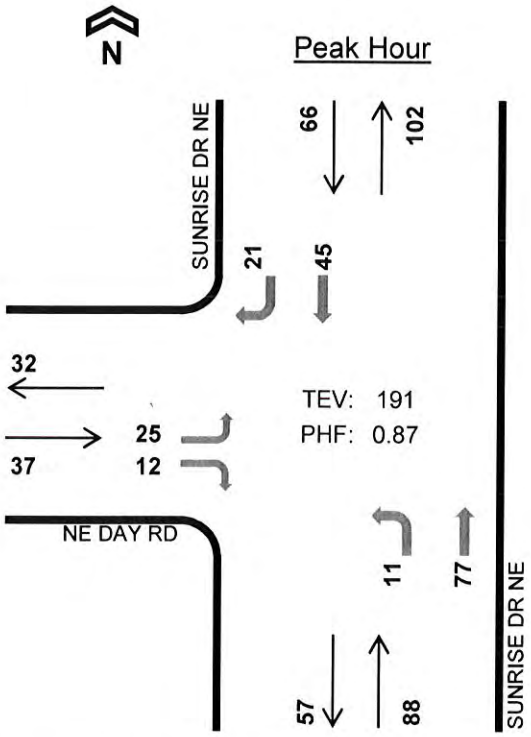
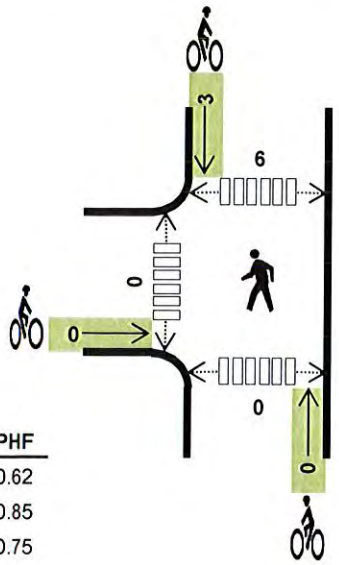
SUNRISE DR NE
NE DAY RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	0.0%	0.62
NB	1.1%	0.85
SB	1.5%	0.75
TOTAL	1.0%	0.87

Two-Hour Count Summaries

Interval Start	NE DAY RD Eastbound			NE DAY RD Westbound			SUNRISE DR NE Northbound			SUNRISE DR NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	5	0	2	0	0	0	5	13	0	0	12	7	44	
4:15 PM	**10**	**0**	**5**	**0**	**0**	**0**	**3**	**11**	**0**	**0**	**9**	**6**	**44**	
4:30 PM	**6**	**0**	**1**	**0**	**0**	**0**	**2**	**20**	**0**	**0**	**10**	**6**	**45**	
4:45 PM	**3**	**0**	**4**	**0**	**0**	**0**	**3**	**23**	**0**	**0**	**17**	**5**	**55**	188
5:00 PM	**6**	**0**	**2**	**0**	**0**	**0**	**3**	**23**	**0**	**0**	**9**	**4**	**47**	**191**
5:15 PM	7	0	2	0	0	0	3	16	0	0	10	5	43	190
5:30 PM	3	0	0	0	0	0	7	17	0	0	8	6	41	186
5:45 PM	3	0	1	0	0	0	5	21	0	0	13	4	47	178
Count Total	43	0	17	0	0	0	31	144	0	0	88	43	366	
Peak Hr	**25**	**0**	**12**	**0**	**0**	**0**	**11**	**77**	**0**	**0**	**45**	**21**	**191**	

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

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

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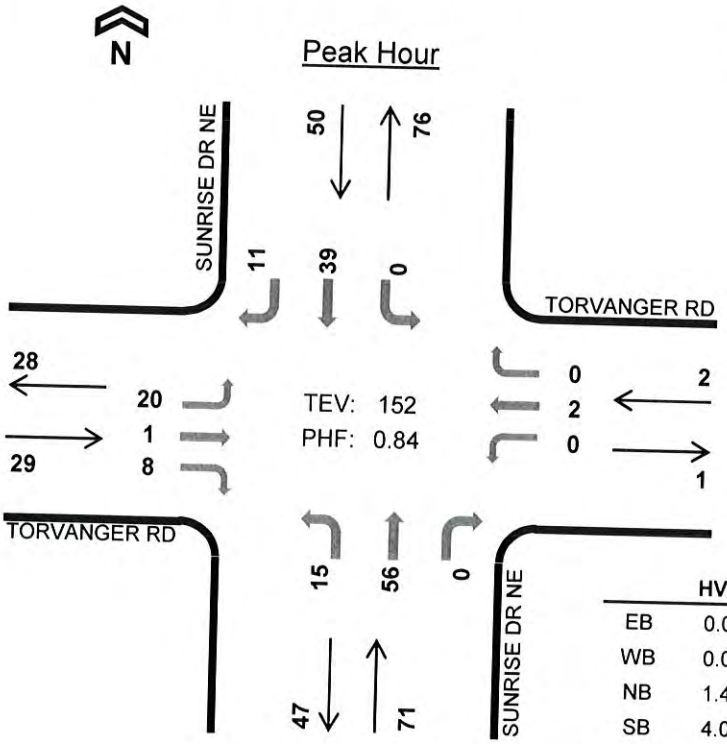
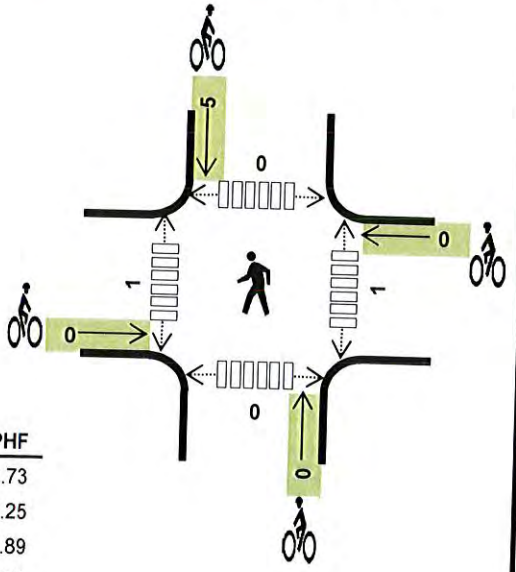
SUNRISE DR NE
TORVANGER RD

Peak Hour



Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.0%	0.73
WB	0.0%	0.25
NB	1.4%	0.89
SB	4.0%	0.69
TOTAL	2.0%	0.84

Two-Hour Count Summaries

Interval Start	TORVANGER RD Eastbound			TORVANGER RD Westbound			SUNRISE DR NE Northbound			SUNRISE DR NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	3	0	2	0	0	0	0	10	0	0	12	4	31	
4:15 PM	0	1	1	0	1	1	1	11	0	0	8	3	27	
4:30 PM	**3**	**0**	**3**	**0**	**2**	**0**	**6**	**12**	**0**	**0**	**7**	**5**	**38**	
4:45 PM	**6**	**0**	**1**	**0**	**0**	**0**	**2**	**18**	**0**	**0**	**16**	**2**	**45**	141
5:00 PM	**4**	**0**	**2**	**0**	**0**	**0**	**2**	**14**	**0**	**0**	**5**	**2**	**29**	139
5:15 PM	**7**	**1**	**2**	**0**	**0**	**0**	**5**	**12**	**0**	**0**	**11**	**2**	**40**	**152**
5:30 PM	4	0	1	0	0	0	0	11	1	2	9	3	31	145
5:45 PM	2	1	2	1	0	0	1	12	0	0	10	0	29	129
Count Total	29	3	14	1	3	1	17	100	1	2	78	21	270	
Peak Hr	**20**	**1**	**8**	**0**	**2**	**0**	**15**	**56**	**0**	**0**	**39**	**11**	**152**	

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

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

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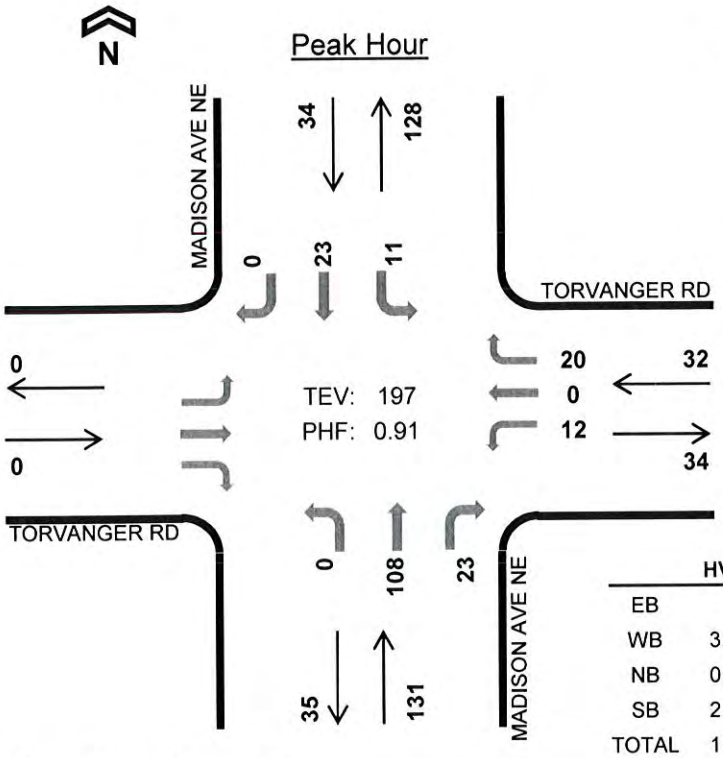
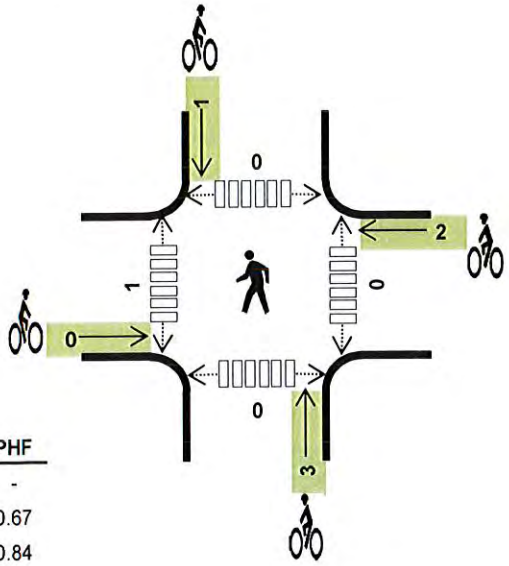
MADISON AVE NE
TORVANGER RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	3.1%	0.67
NB	0.8%	0.84
SB	2.9%	0.85
TOTAL	1.5%	0.91



Two-Hour Count Summaries

Interval Start	TORVANGER RD Eastbound			TORVANGER RD Westbound			MADISON AVE NE Northbound			MADISON AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	1	0	3	0	14	4	6	4	0	32	
4:15 PM	0	0	0	2	0	4	0	24	3	2	3	0	38	
4:30 PM	**0**	**0**	**0**	**2**	**0**	**10**	**0**	**32**	**2**	**4**	**4**	**0**	**54**	
4:45 PM	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**27**	**9**	**3**	**7**	**0**	**52**	176
5:00 PM	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**18**	**4**	**2**	**7**	**0**	**38**	182
5:15 PM	**0**	**0**	**0**	**2**	**0**	**5**	**0**	**31**	**8**	**2**	**5**	**0**	**53**	**197**
5:30 PM	0	0	0	5	0	3	0	17	7	2	1	0	35	178
5:45 PM	0	0	0	2	0	0	1	17	3	2	4	0	29	155
Count Total	0	0	0	22	0	30	1	180	40	23	35	0	331	
Peak Hr	**0**	**0**	**0**	**12**	**0**	**20**	**0**	**108**	**23**	**11**	**23**	**0**	**197**	

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

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

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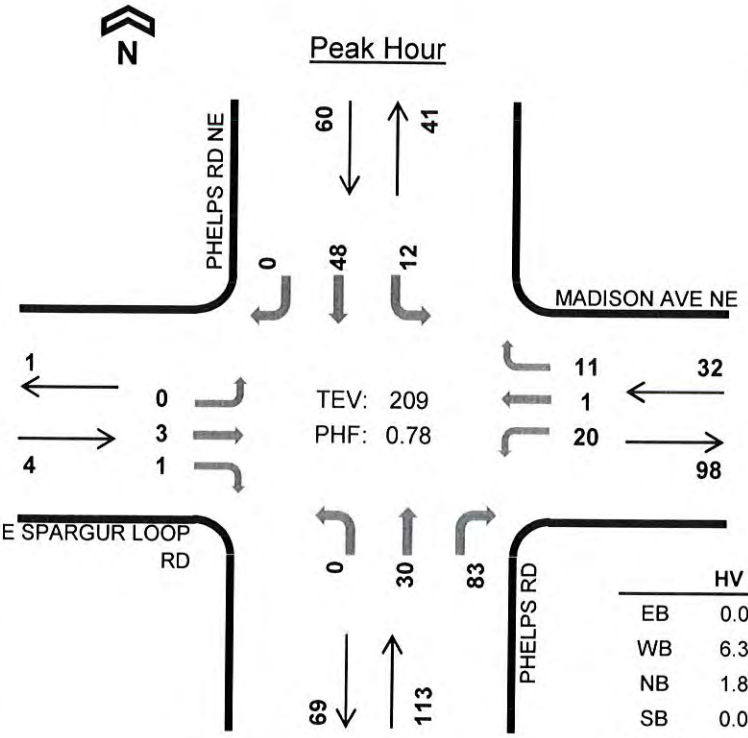
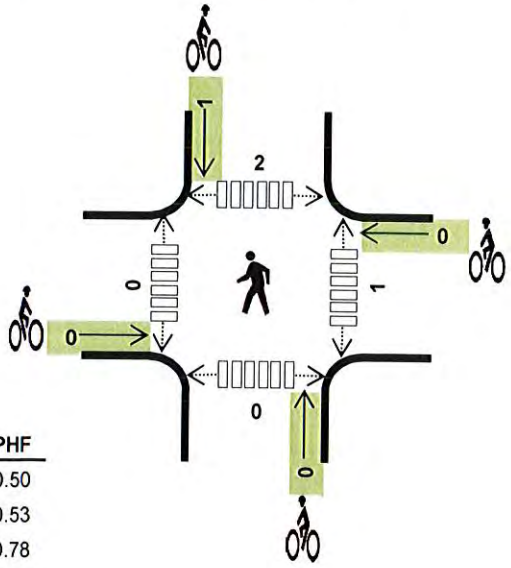
PHELPS RD NE
MADISON AVE NE

Date: Wed, Jun 11, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.0%	0.50
WB	6.3%	0.53
NB	1.8%	0.78
SB	0.0%	0.83
TOTAL	1.9%	0.78



Two-Hour Count Summaries

Interval Start	NE SPARGUR LOOP RD (Eastbound)			MADISON AVE NE (Westbound)			PHELPS RD (Northbound)			PHELPS RD NE (Southbound)			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	7	0	1	0	5	1	1	6	0	21	
7:15 AM	0	0	1	4	0	2	0	2	3	7	10	0	29	
7:30 AM	**0**	**1**	**0**	**3**	**0**	**1**	**0**	**3**	**31**	**5**	**13**	**0**	**57**	
7:45 AM	**0**	**1**	**0**	**10**	**0**	**5**	**0**	**11**	**25**	**2**	**13**	**0**	**67**	174
8:00 AM	**0**	**0**	**0**	**6**	**0**	**4**	**0**	**10**	**12**	**5**	**11**	**0**	**48**	201
8:15 AM	**0**	**1**	**1**	**1**	**1**	**1**	**0**	**6**	**15**	**0**	**11**	**0**	**37**	**209**
8:30 AM	0	1	0	0	1	3	1	5	9	3	5	0	28	180
8:45 AM	0	1	0	7	0	1	0	13	0	2	11	0	35	148
Count Total	0	5	2	38	2	18	1	55	96	25	80	0	322	
Peak Hr	**0**	**3**	**1**	**20**	**1**	**11**	**0**	**30**	**83**	**12**	**48**	**0**	**209**	

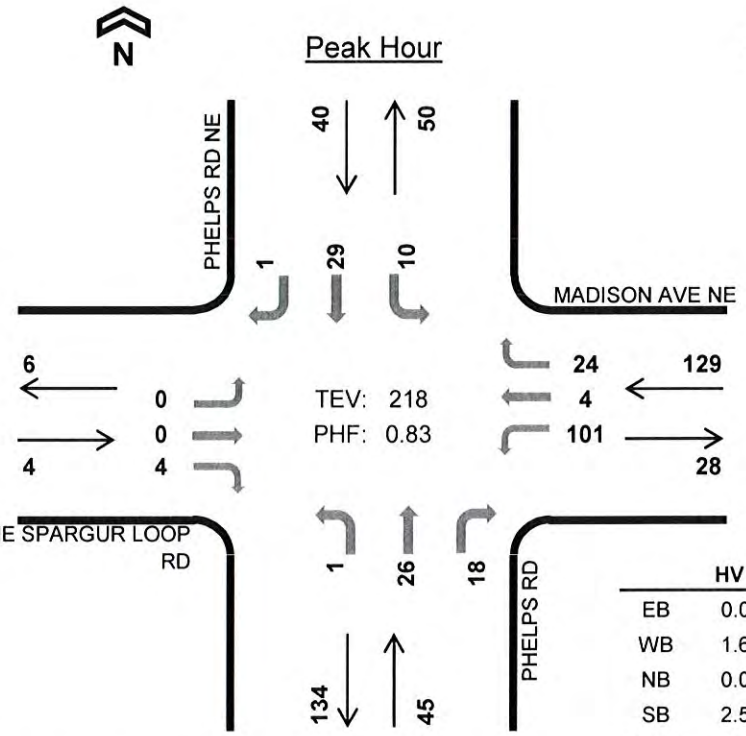
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

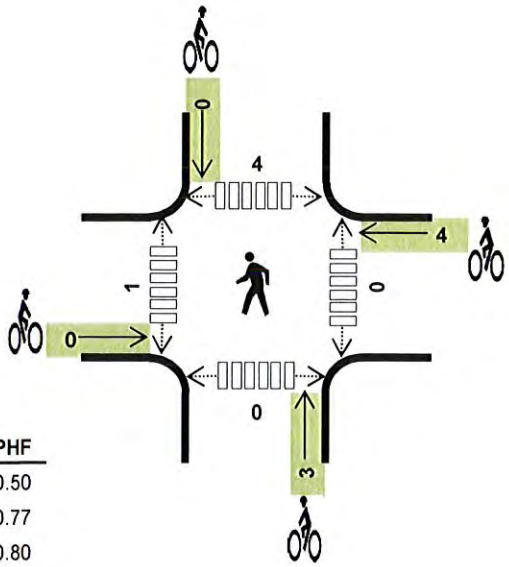
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	1	*1*	0	0	0	0	*0*
7:15 AM	0	2	0	0	*2*	0	0	0	0	*0*	1	0	1	0	*2*
7:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**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

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

PHELPS RD NE
MADISON AVE NE

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	0.0%	0.50
WB	1.6%	0.77
NB	0.0%	0.80
SB	2.5%	0.77
TOTAL	1.4%	0.83

Two-Hour Count Summaries

Interval Start	NE SPARGUR LOOP RD			MADISON AVE NE			PHELPS RD			PHELPS RD NE			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	2	14	0	4	2	7	7	4	14	1	55	
4:15 PM	0	0	2	14	1	8	0	6	3	2	7	0	43	
4:30 PM	**0**	**0**	**1**	**35**	**2**	**5**	**0**	**5**	**5**	**2**	**11**	**0**	**66**	
4:45 PM	**0**	**0**	**1**	**25**	**0**	**4**	**1**	**5**	**6**	**4**	**6**	**0**	**52**	216
5:00 PM	**0**	**0**	**2**	**16**	**1**	**4**	**0**	**7**	**2**	**2**	**7**	**1**	**42**	203
5:15 PM	**0**	**0**	**0**	**25**	**1**	**11**	**0**	**9**	**5**	**2**	**5**	**0**	**58**	**218**
5:30 PM	0	0	0	13	0	2	0	6	2	0	5	0	28	180
5:45 PM	0	0	0	14	0	4	0	4	3	3	11	0	39	167
Count Total	0	0	8	156	5	42	3	49	33	19	66	2	383	
Peak Hr	**0**	**0**	**4**	**101**	**4**	**24**	**1**	**26**	**18**	**10**	**29**	**1**	**218**	

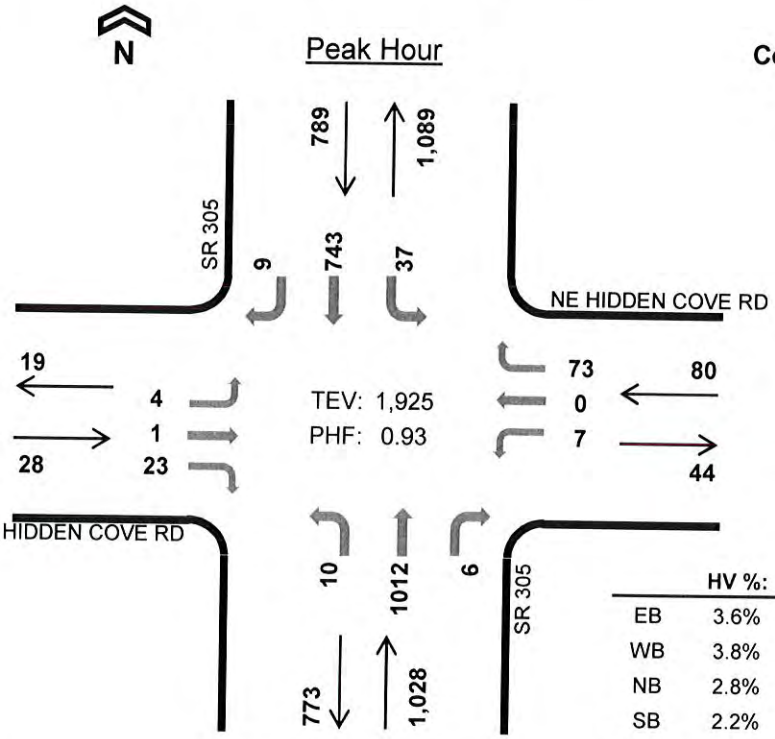
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	1	*1*	1	0	0	0	*1*	0	0	0	0	*0*
4:15 PM	1	1	0	0	2	0	1	0	0	*1*	0	0	0	0	*0*
4:30 PM	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**1**	**0**	**1**	**2**	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**3**	**0**	***4***
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**1**	**0**	***1***
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	3	0	4	*8*	1	5	3	0	*9*	0	1	4	0	*5*
Peak Hr	**0**	**2**	**0**	**1**	***3***	**0**	**4**	**3**	**0**	***7***	**0**	**1**	**4**	**0**	***5***

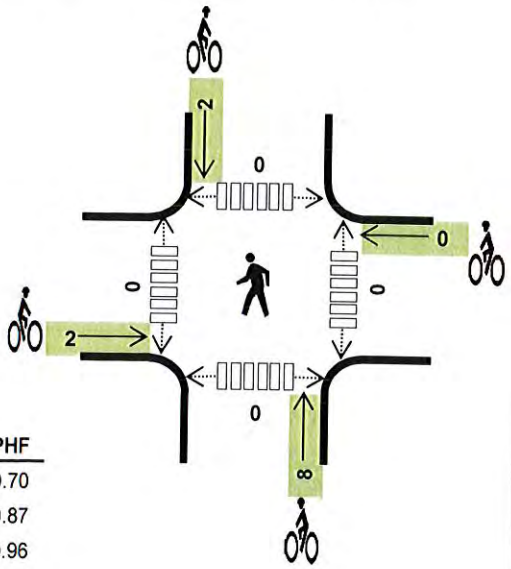
Mark Skaggs: 425 - 250 - 0777 mark.skaggs@idaxdata.com

SR 305
NE HIDDEN COVE RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	3.6%	0.70
WB	3.8%	0.87
NB	2.8%	0.96
SB	2.2%	0.90
TOTAL	2.6%	0.93



Two-Hour Count Summaries

Interval Start	NE HIDDEN COVE RD Eastbound			NE HIDDEN COVE RD Westbound			SR 305 Northbound			SR 305 Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	2	0	3	2	2	20	2	274	1	7	192	1	506	
4:15 PM	2	0	1	1	1	25	2	240	3	8	141	0	424	
4:30 PM	2	0	4	0	0	33	4	227	1	9	140	2	422	
4:45 PM	0	1	4	2	0	33	2	214	0	9	171	0	436	1,788
5:00 PM	**3**	**0**	**7**	**1**	**0**	**18**	**2**	**236**	**0**	**9**	**207**	**2**	**485**	1,767
5:15 PM	**1**	**1**	**5**	**2**	**0**	**21**	**2**	**264**	**3**	**14**	**199**	**4**	**516**	1,859
5:30 PM	**0**	**0**	**5**	**2**	**0**	**16**	**1**	**261**	**1**	**6**	**177**	**1**	**470**	1,907
5:45 PM	**0**	**0**	**6**	**2**	**0**	**18**	**5**	**251**	**2**	**8**	**160**	**2**	**454**	**1,925**
Count Total	10	2	35	12	3	184	20	1,967	11	70	1,387	12	3,713	
Peak Hr	**4**	**1**	**23**	**7**	**0**	**73**	**10**	**1,012**	**6**	**37**	**743**	**9**	**1,925**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	10	9	*19*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	1	8	4	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	1	7	2	*10*	0	1	0	2	*3*	0	0	0	0	*0*
4:45 PM	0	2	9	11	*22*	0	0	1	2	*3*	0	0	0	0	*0*
5:00 PM	**0**	**1**	**9**	**7**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**1**	**1**	**5**	**2**	***9***	**1**	**0**	**0**	**2**	***3***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**0**	**0**	**2**	**4**	***6***	**0**	**0**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	***0***
5:45 PM	**0**	**1**	**13**	**4**	***18***	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	***0***
Count Total	1	7	63	43	*114*	2	1	9	6	*18*	0	0	0	0	*0*
Peak Hr	**1**	**3**	**29**	**17**	***50***	**2**	**0**	**8**	**2**	***12***	**0**	**0**	**0**	**0**	***0***

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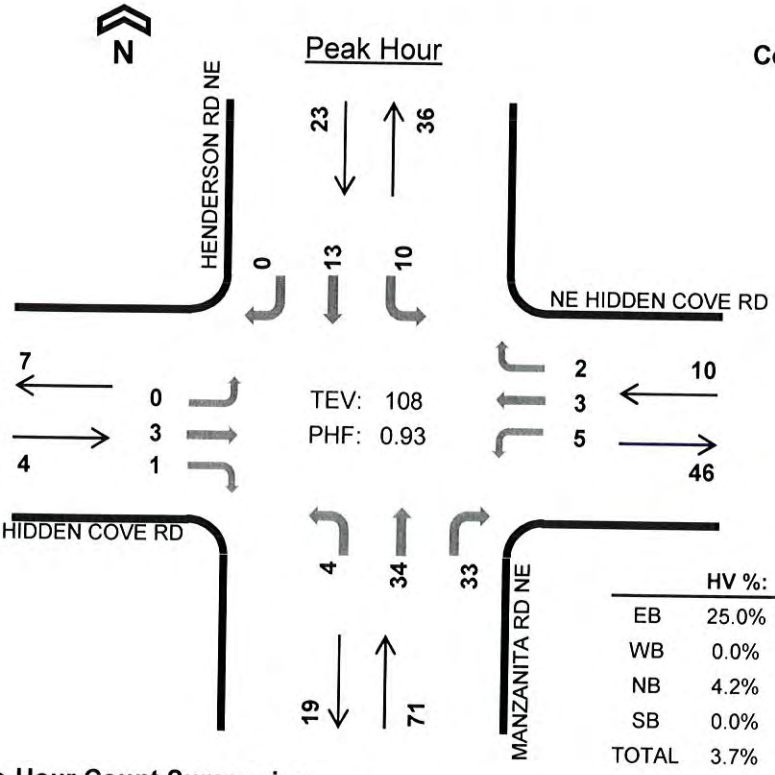
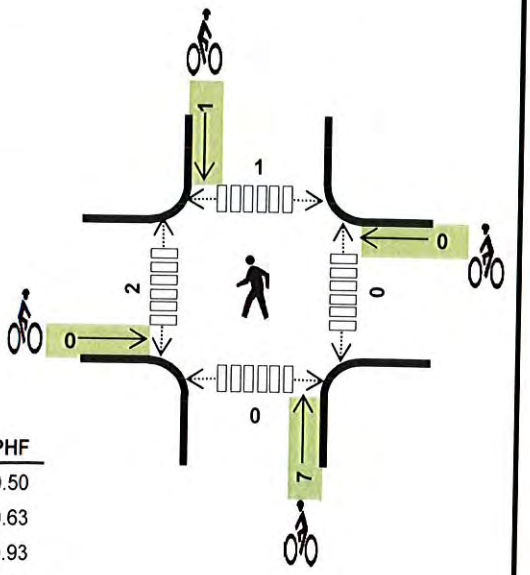
HENDERSON RD NE
NE HIDDEN COVE RD

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	25.0%	0.50
WB	0.0%	0.63
NB	4.2%	0.93
SB	0.0%	0.72
TOTAL	3.7%	0.93



Two-Hour Count Summaries

Interval Start	NE HIDDEN COVE RD Eastbound			NE HIDDEN COVE RD Westbound			MANZANITA RD NE Northbound			HENDERSON RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	4	0	2	2	14	3	2	1	0	29	
4:15 PM	0	1	3	0	0	0	1	6	8	0	1	0	20	
4:30 PM	**0**	**1**	**1**	**1**	**0**	**1**	**1**	**9**	**7**	**2**	**0**	**0**	**23**	
4:45 PM	**0**	**0**	**0**	**2**	**1**	**0**	**2**	**9**	**8**	**2**	**3**	**0**	**27**	99
5:00 PM	**0**	**1**	**0**	**2**	**1**	**1**	**1**	**6**	**9**	**3**	**5**	**0**	**29**	99
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**10**	**9**	**3**	**5**	**0**	**29**	**108**
5:30 PM	0	0	0	1	1	0	0	6	4	2	2	0	16	101
5:45 PM	0	2	1	3	1	1	1	10	4	3	0	0	26	100
Count Total	0	7	5	13	5	5	8	70	52	17	17	0	199	
Peak Hr	**0**	**3**	**1**	**5**	**3**	**2**	**4**	**34**	**33**	**10**	**13**	**0**	**108**	

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

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

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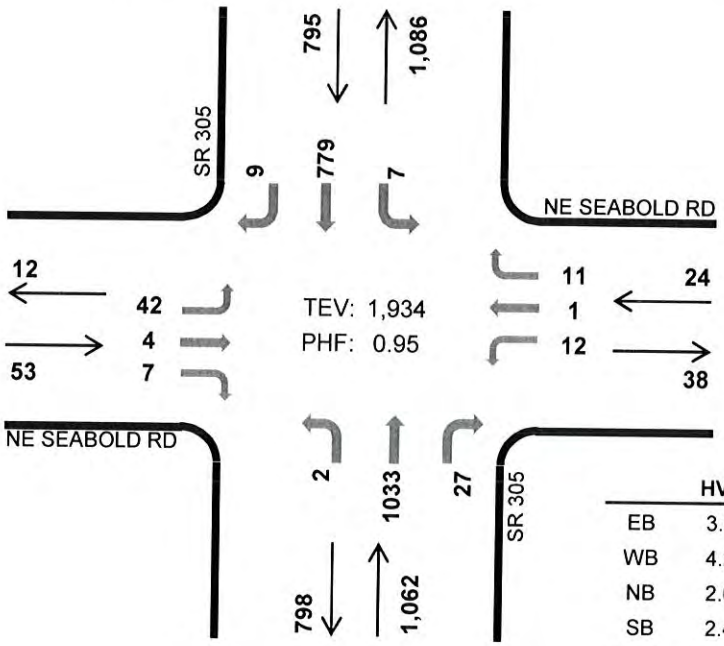
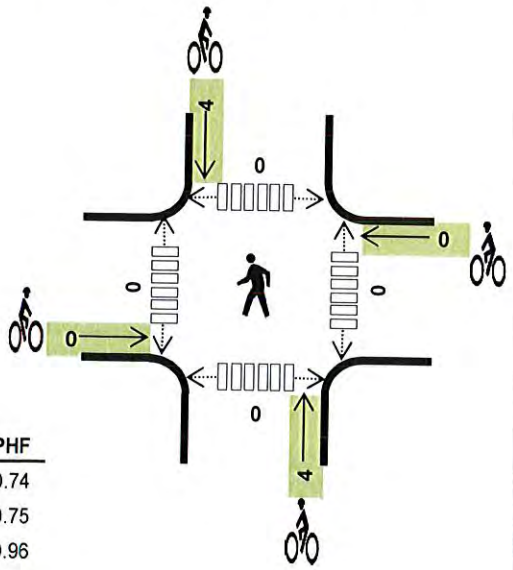
SR 305
NE SEABOLD RD

Peak Hour

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	3.8%	0.74
WB	4.2%	0.75
NB	2.6%	0.96
SB	2.4%	0.90
TOTAL	2.6%	0.95



Two-Hour Count Summaries

Interval Start	NE SEABOLD RD Eastbound			NE SEABOLD RD Westbound			SR 305 Northbound			SR 305 Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	10	1	3	6	0	1	2	283	5	2	190	5	508	
4:15 PM	10	0	1	1	0	12	0	261	3	3	148	0	439	
4:30 PM	14	1	0	3	0	6	0	254	2	3	148	3	434	
4:45 PM	**15**	**1**	**2**	**1**	**1**	**6**	**0**	**236**	**6**	**3**	**183**	**3**	**457**	1,838
5:00 PM	**10**	**1**	**1**	**2**	**0**	**1**	**1**	**260**	**10**	**2**	**215**	**4**	**507**	1,837
5:15 PM	**10**	**1**	**0**	**4**	**0**	**3**	**1**	**265**	**5**	**2**	**205**	**0**	**496**	1,894
5:30 PM	**7**	**1**	**4**	**5**	**0**	**1**	**0**	**272**	**6**	**0**	**176**	**2**	**474**	**1,934**
5:45 PM	4	1	2	2	0	2	1	264	3	2	163	8	452	1,929
Count Total	80	7	13	24	1	32	5	2,095	40	17	1,428	25	3,767	
Peak Hr	**42**	**4**	**7**	**12**	**1**	**11**	**2**	**1,033**	**27**	**7**	**779**	**9**	**1,934**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	9	7	*18*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	9	3	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	10	2	*12*	0	0	0	2	*2*	0	0	0	0	*0*
4:45 PM	**1**	**1**	**9**	**8**	***19***	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**0**	**11**	**6**	*17*	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**7**	**2**	***9***	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**1**	**0**	**1**	**3**	***5***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***
5:45 PM	1	0	17	5	*23*	0	0	2	0	*2*	0	0	0	0	*0*
Count Total	5	1	73	36	*115*	0	0	6	6	*12*	0	0	0	0	*0*
Peak Hr	**2**	**1**	**28**	**19**	***50***	**0**	**0**	**4**	**4**	***8***	**0**	**0**	**0**	**0**	***0***

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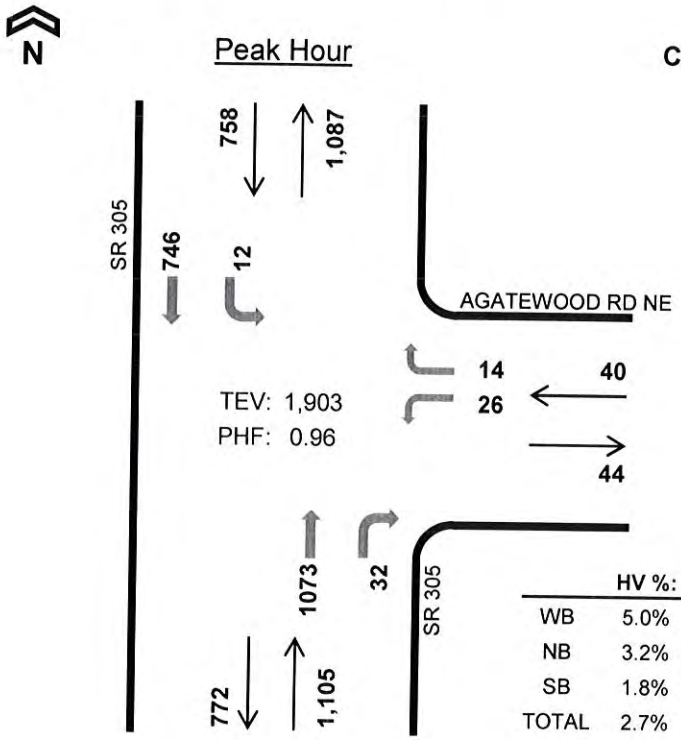
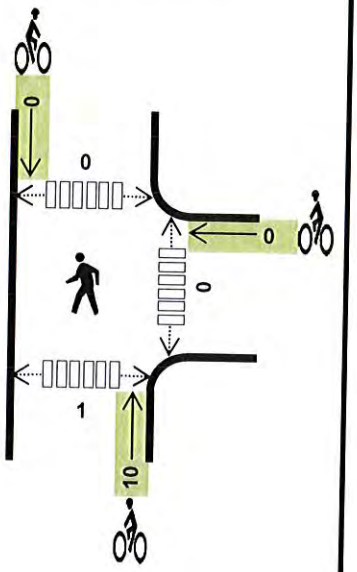
SR 305
AGATEWOOD RD NE

Date: Tue, Jun 10, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
WB	5.0%	0.53
NB	3.2%	0.98
SB	1.8%	0.91
TOTAL	2.7%	0.96



Two-Hour Count Summaries

Interval Start	AGATEWOOD RD NE Eastbound			AGATEWOOD RD NE Westbound			SR 305 Northbound			SR 305 Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	10	0	7	0	282	7	2	188	0	496	
4:15 PM	0	0	0	2	0	3	0	270	12	5	151	0	443	
4:30 PM	0	0	0	5	0	7	0	269	9	3	149	0	442	
4:45 PM	0	0	0	4	0	6	0	245	11	2	174	0	442	1,823
5:00 PM	**0**	**0**	**0**	**13**	**0**	**6**	**0**	**261**	**10**	**1**	**196**	**0**	**487**	1,814
5:15 PM	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**276**	**5**	**2**	**207**	**0**	**497**	1,868
5:30 PM	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**268**	**9**	**5**	**181**	**0**	**467**	1,893
5:45 PM	**0**	**0**	**0**	**4**	**0**	**6**	**0**	**268**	**8**	**4**	**162**	**0**	**452**	**1,903**
Count Total	0	0	0	47	0	37	0	2,139	71	24	1,408	0	3,726	
Peak Hr	**0**	**0**	**0**	**26**	**0**	**14**	**0**	**1,073**	**32**	**12**	**746**	**0**	**1,903**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	9	7	*17*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	7	4	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	1	12	2	*15*	0	1	0	0	*1*	0	0	0	0	*0*
4:45 PM	0	0	11	10	*21*	0	0	2	2	*4*	0	0	0	0	*0*
5:00 PM	**0**	**1**	**10**	**6**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**6**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**0**	**0**	**4**	**3**	***7***	**0**	**0**	**5**	**0**	***5***	**0**	**0**	**0**	**0**	***0***
5:45 PM	**0**	**1**	**15**	**3**	***19***	**0**	**0**	**5**	**0**	***5***	**0**	**0**	**0**	**1**	***1***
Count Total	0	4	74	37	*115*	0	1	12	2	*15*	0	0	0	1	*1*
Peak Hr	**0**	**2**	**35**	**14**	***51***	**0**	**0**	**10**	**0**	***10***	**0**	**0**	**0**	**1**	***1***

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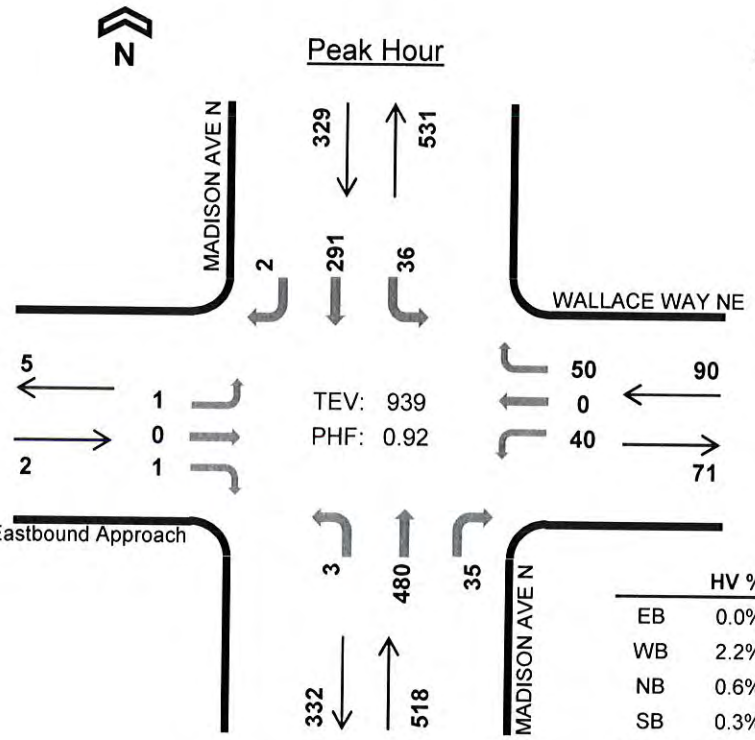
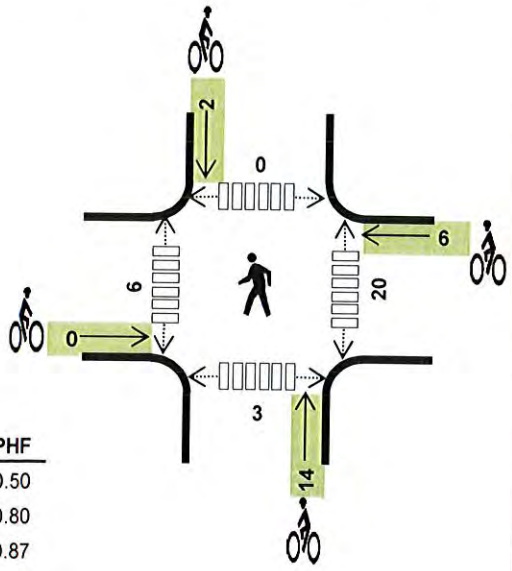
MADISON AVE N
WALLACE WAY NE

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.0%	0.50
WB	2.2%	0.80
NB	0.6%	0.87
SB	0.3%	0.90
TOTAL	0.6%	0.92



Two-Hour Count Summaries

Interval Start	Eastbound Approach			WALLACE WAY NE			MADISON AVE N			MADISON AVE N			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	3	0	14	1	101	10	9	71	0	209	
4:15 PM	0	0	0	7	0	12	1	80	11	6	72	0	189	
4:30 PM	**1**	**0**	**0**	**10**	**0**	**10**	**3**	**117**	**11**	**4**	**70**	**2**	**228**	
4:45 PM	**0**	**0**	**0**	**11**	**0**	**17**	**0**	**122**	**8**	**14**	**77**	**0**	**249**	875
5:00 PM	**0**	**0**	**1**	**10**	**0**	**12**	**0**	**138**	**11**	**14**	**69**	**0**	**255**	921
5:15 PM	**0**	**0**	**0**	**9**	**0**	**11**	**0**	**103**	**5**	**4**	**75**	**0**	**207**	**939**
5:30 PM	0	0	0	9	0	8	0	100	1	2	57	0	177	888
5:45 PM	0	0	0	10	0	5	0	98	5	9	59	0	186	825
Count Total	1	0	1	69	0	89	5	859	62	62	550	2	1,700	
Peak Hr	**1**	**0**	**1**	**40**	**0**	**50**	**3**	**480**	**35**	**36**	**291**	**2**	**939**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	2	*3*	0	0	0	3	*3*	4	7	0	2	*13*
4:15 PM	0	0	0	3	*3*	0	0	1	5	*6*	6	2	0	2	*10*
4:30 PM	**0**	**1**	**2**	**0**	***3***	**0**	**0**	**2**	**0**	***2***	**7**	**0**	**0**	**1**	***8***
4:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**3**	**1**	***4***	**5**	**3**	**0**	**2**	***10***
5:00 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**3**	**1**	**0**	**0**	***4***
5:15 PM	**0**	**0**	**0**	**1**	***1***	**0**	**6**	**9**	**1**	***16***	**5**	**2**	**0**	**0**	***7***
5:30 PM	0	1	1	1	*3*	0	2	4	2	*8*	8	3	0	0	*11*
5:45 PM	0	0	3	0	*3*	0	0	2	0	*2*	1	7	0	0	*8*
Count Total	0	3	8	7	*18*	0	8	21	12	*41*	39	25	0	7	*71*
Peak Hr	**0**	**2**	**3**	**1**	***6***	**0**	**6**	**14**	**2**	***22***	**20**	**6**	**0**	**3**	***29***

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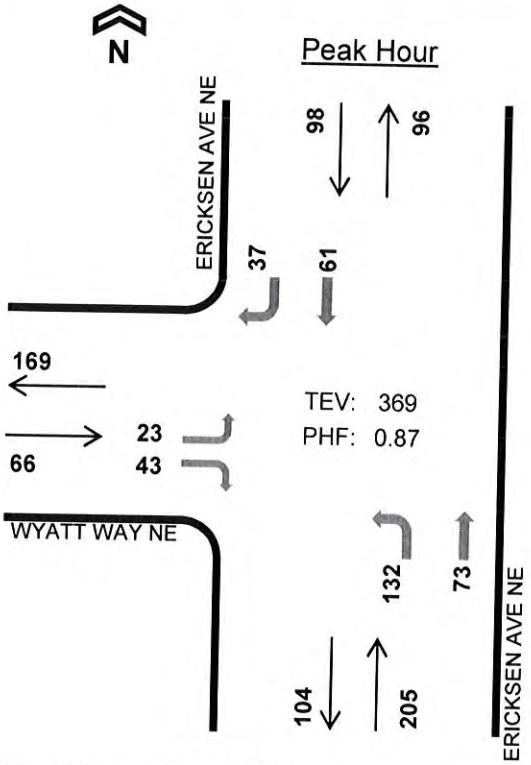
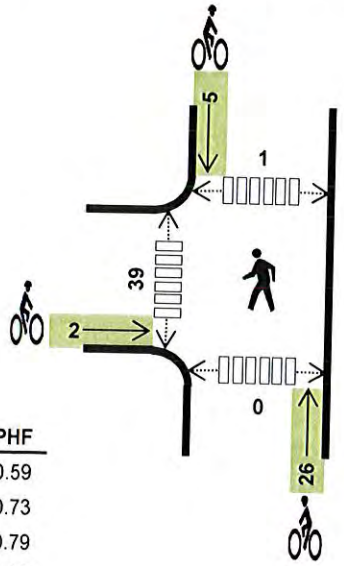
ERICKSEN AVE NE
WYATT WAY NE



Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.5%	0.59
NB	0.5%	0.73
SB	0.0%	0.79
TOTAL	0.5%	0.87

Two-Hour Count Summaries

Interval Start	WYATT WAY NE Eastbound			WYATT WAY NE Westbound			ERICKSEN AVE NE Northbound			ERICKSEN AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	8	0	9	0	0	0	15	25	0	0	16	6	79	
4:15 PM	5	0	11	0	0	0	31	17	0	0	17	5	86	
4:30 PM	**5**	**0**	**6**	**0**	**0**	**0**	**28**	**21**	**0**	**0**	**16**	**7**	**83**	
4:45 PM	**1**	**0**	**12**	**0**	**0**	**0**	**22**	**19**	**0**	**0**	**17**	**5**	**76**	324
5:00 PM	**10**	**0**	**18**	**0**	**0**	**0**	**26**	**19**	**0**	**0**	**17**	**14**	**104**	349
5:15 PM	**7**	**0**	**7**	**0**	**0**	**0**	**56**	**14**	**0**	**0**	**11**	**11**	**106**	**369**
5:30 PM	7	0	11	0	0	0	16	12	0	0	14	7	67	353
5:45 PM	1	0	5	0	0	0	14	18	0	0	8	8	54	331
Count Total	44	0	79	0	0	0	208	145	0	0	116	63	655	
Peak Hr	**23**	**0**	**43**	**0**	**0**	**0**	**132**	**73**	**0**	**0**	**61**	**37**	**369**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	7	1	0	*8*
4:15 PM	0	0	0	0	*0*	0	0	1	4	*5*	0	0	0	0	*0*
4:30 PM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**1**	**0**	***1***	**0**	**13**	**0**	**0**	***13***
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**5**	**2**	***7***	**0**	**1**	**0**	**0**	***1***
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**2**	***5***	**0**	**11**	**1**	**0**	***12***
5:15 PM	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**17**	**1**	***20***	**0**	**14**	**0**	**0**	***14***
5:30 PM	0	0	1	0	*1*	1	0	0	0	*1*	0	14	0	3	*17*
5:45 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	3	0	0	*3*
Count Total	1	0	2	0	*3*	3	0	28	9	*40*	0	63	2	3	*68*
Peak Hr	**1**	**0**	**1**	**0**	***2***	**2**	**0**	**26**	**5**	***33***	**0**	**39**	**1**	**0**	***40***

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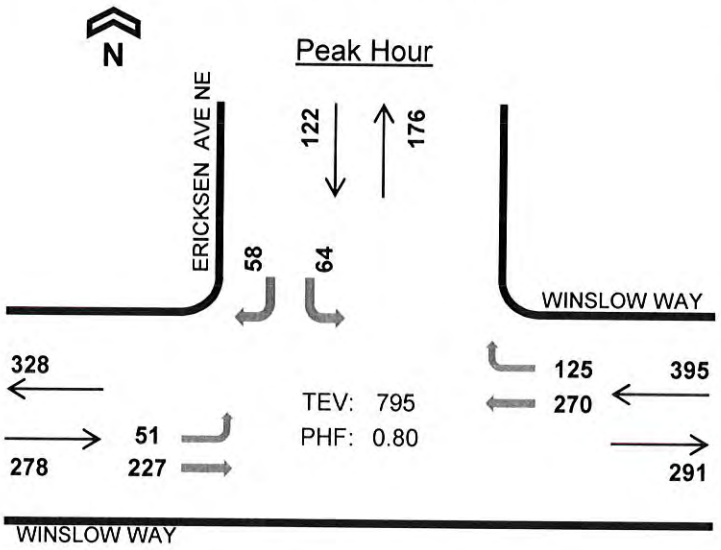
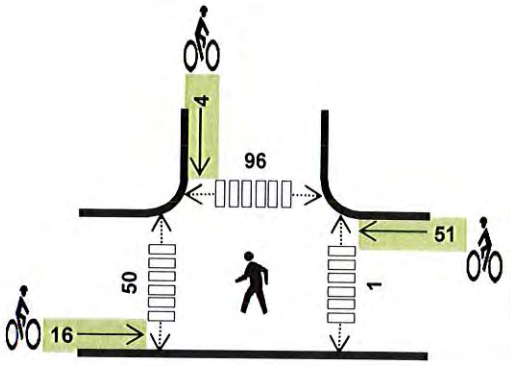
ERICKSEN AVE NE
WINSLOW WAY



Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.1%	0.87
WB	1.8%	0.66
SB	0.0%	0.90
TOTAL	1.3%	0.80

Two-Hour Count Summaries

Interval Start	WINSLOW WAY Eastbound			WINSLOW WAY Westbound			ERICKSEN AVE NE Northbound			ERICKSEN AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	13	47	0	0	44	18	0	0	0	24	0	14	160	
4:15 PM	16	56	0	0	60	24	0	0	0	22	0	9	187	
4:30 PM	**12**	**48**	**0**	**0**	**88**	**30**	**0**	**0**	**0**	**10**	**0**	**15**	**203**	
4:45 PM	**13**	**57**	**0**	**0**	**50**	**19**	**0**	**0**	**0**	**16**	**0**	**16**	**171**	721
5:00 PM	**17**	**63**	**0**	**0**	**37**	**22**	**0**	**0**	**0**	**20**	**0**	**14**	**173**	734
5:15 PM	**9**	**59**	**0**	**0**	**95**	**54**	**0**	**0**	**0**	**18**	**0**	**13**	**248**	**795**
5:30 PM	13	45	0	0	46	14	0	0	0	13	0	16	147	739
5:45 PM	13	49	0	0	36	14	0	0	0	9	0	7	128	696
Count Total	106	424	0	0	456	195	0	0	0	132	0	104	1,417	
Peak Hr	**51**	**227**	**0**	**0**	**270**	**125**	**0**	**0**	**0**	**64**	**0**	**58**	**795**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	2	0	0	*6*	2	1	0	0	*3*	2	12	20	0	*34*
4:15 PM	1	2	0	1	*4*	5	10	0	2	*17*	0	18	38	0	*56*
4:30 PM	**0**	**4**	**0**	**0**	***4***	**6**	**4**	**0**	**0**	***10***	**0**	**10**	**30**	**0**	***40***
4:45 PM	**0**	**1**	**0**	**0**	***1***	**4**	**3**	**0**	**1**	***8***	**0**	**6**	**30**	**0**	***36***
5:00 PM	**3**	**0**	**0**	**0**	***3***	**1**	**32**	**0**	**2**	***35***	**0**	**10**	**12**	**0**	***22***
5:15 PM	**0**	**2**	**0**	**0**	***2***	**5**	**12**	**0**	**1**	***18***	**1**	**24**	**24**	**0**	***49***
5:30 PM	0	1	0	0	*1*	2	4	0	0	*6*	1	4	19	0	*24*
5:45 PM	1	1	0	0	*2*	2	1	0	0	*3*	3	14	20	0	*37*
Count Total	9	13	0	1	*23*	27	67	0	6	*100*	7	98	193	0	*298*
Peak Hr	**3**	**7**	**0**	**0**	***10***	**16**	**51**	**0**	**4**	***71***	**1**	**50**	**96**	**0**	***147***

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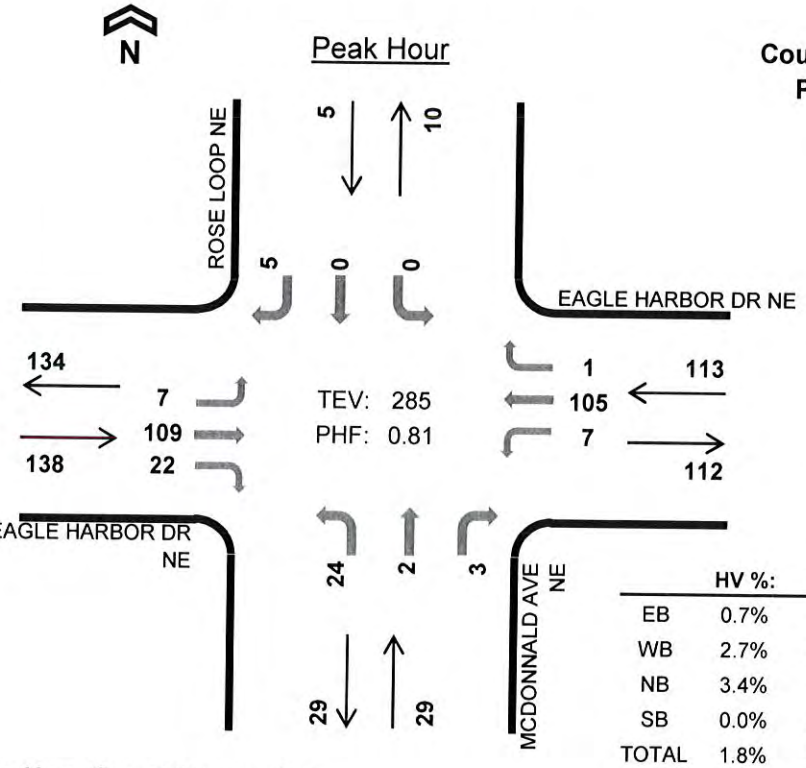
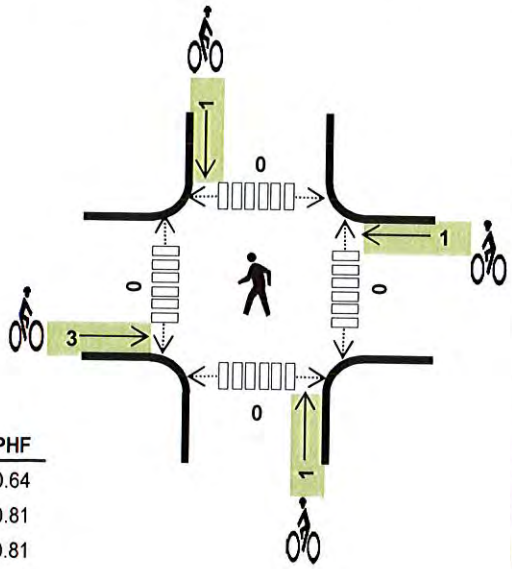
ROSE LOOP NE
EAGLE HARBOR DR NE

Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.7%	0.64
WB	2.7%	0.81
NB	3.4%	0.81
SB	0.0%	0.63
TOTAL	1.8%	0.81



Two-Hour Count Summaries

Interval Start	EAGLE HARBOR DR NE Eastbound			EAGLE HARBOR DR NE Westbound			MCDONNALD AVE NE Northbound			ROSE LOOP NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	21	4	1	30	0	3	0	1	0	0	2	63	
4:15 PM	0	22	6	0	21	0	6	0	0	0	0	2	57	
4:30 PM	4	26	6	1	24	1	2	1	0	1	0	1	67	
4:45 PM	**1**	**19**	**4**	**1**	**34**	**0**	**6**	**1**	**1**	**0**	**0**	**1**	**68**	255
5:00 PM	**3**	**19**	**3**	**2**	**24**	**0**	**7**	**0**	**2**	**0**	**0**	**2**	**62**	254
5:15 PM	**1**	**30**	**4**	**2**	**24**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**67**	264
5:30 PM	**2**	**41**	**11**	**2**	**23**	**1**	**7**	**0**	**0**	**0**	**0**	**1**	**88**	**285**
5:45 PM	2	27	8	1	21	2	1	0	0	1	0	1	64	281
Count Total	14	205	46	10	201	4	36	3	4	2	0	11	536	
Peak Hr	**7**	**109**	**22**	**7**	**105**	**1**	**24**	**2**	**3**	**0**	**0**	**5**	**285**	

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

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

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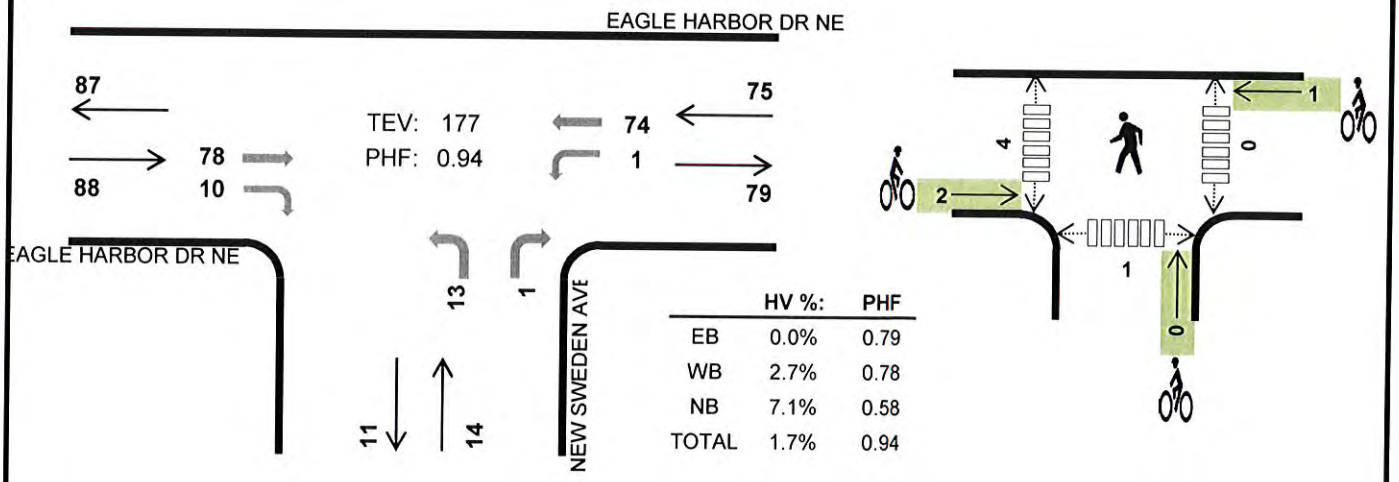
NEW SWEDEN AVE NE
EAGLE HARBOR DR NE

N

Peak Hour

Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



Two-Hour Count Summaries

Interval Start	EAGLE HARBOR DR NE Eastbound			EAGLE HARBOR DR NE Westbound			NEW SWEDEN AVE NE Northbound			NEW SWEDEN AVE NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	20	0	6	0	0	0	0	0	26	
4:15 PM	0	13	1	1	11	0	3	0	0	0	0	0	29	
4:30 PM	0	19	5	1	15	0	3	0	0	0	0	0	43	
4:45 PM	**0**	**16**	**1**	**0**	**24**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**47**	145
5:00 PM	**0**	**17**	**2**	**0**	**16**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**39**	158
5:15 PM	**0**	**22**	**2**	**1**	**17**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**46**	175
5:30 PM	**0**	**23**	**5**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**177**
5:45 PM	0	19	4	0	16	0	3	0	0	0	0	0	42	172
Count Total	0	129	20	3	136	0	28	0	1	0	0	0	317	
Peak Hr	**0**	**78**	**10**	**1**	**74**	**0**	**13**	**0**	**1**	**0**	**0**	**0**	**177**	

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

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

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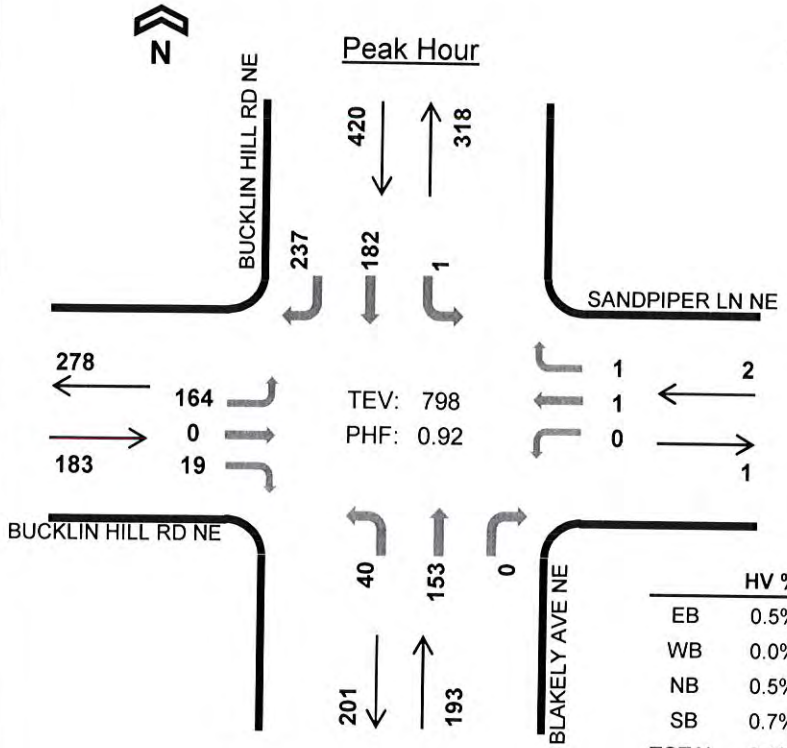
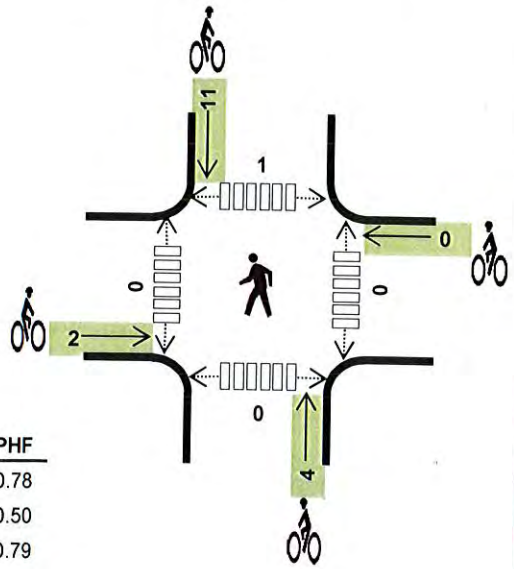
BUCKLIN HILL RD NE
SANDPIPER LN NE

Date: Wed, Jun 11, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.5%	0.78
WB	0.0%	0.50
NB	0.5%	0.79
SB	0.7%	0.81
TOTAL	0.6%	0.92



Two-Hour Count Summaries

Interval Start	BUCKLIN HILL RD NE Eastbound			SANDPIPER LN NE Westbound			BLAKELY AVE NE Northbound			BUCKLIN HILL RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	32	0	3	0	0	0	5	38	0	0	26	39	143	
4:15 PM	27	0	3	0	0	0	10	34	0	0	38	47	159	
4:30 PM	**35**	**0**	**3**	**0**	**0**	**0**	**7**	**32**	**0**	**0**	**44**	**68**	**189**	
4:45 PM	**43**	**0**	**7**	**0**	**0**	**1**	**13**	**41**	**0**	**0**	**38**	**44**	**187**	678
5:00 PM	**56**	**0**	**3**	**0**	**0**	**0**	**10**	**51**	**0**	**0**	**42**	**55**	**217**	752
5:15 PM	**30**	**0**	**6**	**0**	**1**	**0**	**10**	**29**	**0**	**1**	**58**	**70**	**205**	**798**
5:30 PM	31	1	2	0	0	0	6	22	0	0	48	74	184	793
5:45 PM	36	0	4	0	0	0	9	29	0	0	48	37	163	769
Count Total	290	1	31	0	1	1	70	276	0	1	342	434	1,447	
Peak Hr	**164**	**0**	**19**	**0**	**1**	**1**	**40**	**153**	**0**	**1**	**182**	**237**	**798**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	2	0	*3*	2	0	0	0	*2*	0	0	0	0	*0*
4:15 PM	0	0	2	3	*5*	1	0	0	1	*2*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**1**	**0**	***1***
5:15 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**8**	***11***	**0**	**0**	**0**	**0**	***0***
5:30 PM	1	0	0	3	*4*	1	0	0	3	*4*	0	0	0	0	*0*
5:45 PM	1	0	1	0	*2*	2	0	0	1	*3*	0	0	0	0	*0*
Count Total	4	0	6	9	*19*	8	0	4	16	*28*	0	0	1	0	*1*
Peak Hr	**1**	**0**	**1**	**3**	***5***	**2**	**0**	**4**	**11**	***17***	**0**	**0**	**1**	**0**	***1***

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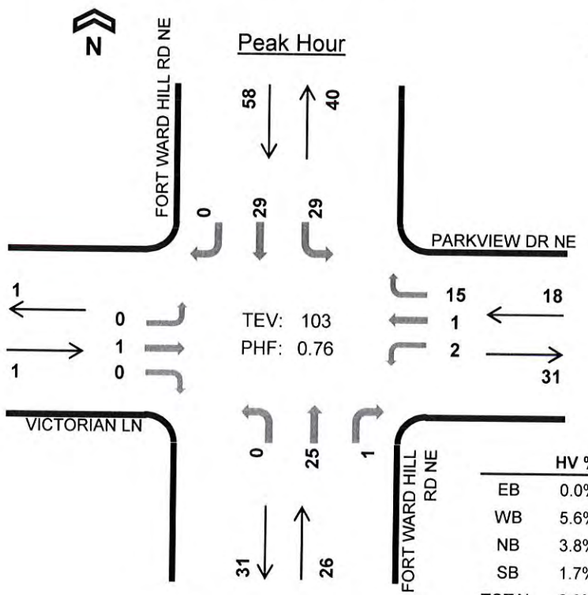
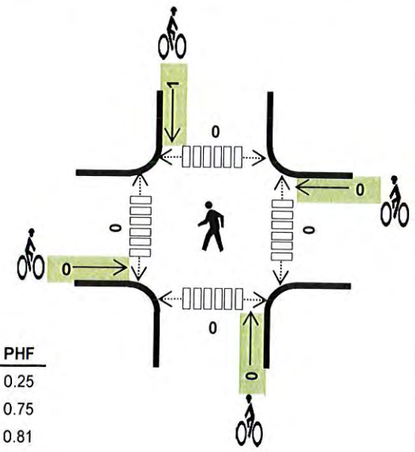
FORT WARD HILL RD NE
PARKVIEW DR NE



Date: Thu, Jun 12, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.25
WB	5.6%	0.75
NB	3.8%	0.81
SB	1.7%	0.63
TOTAL	2.9%	0.76

Two-Hour Count Summaries

Interval Start	VICTORIAN LN Eastbound			PARKVIEW DR NE Westbound			FORT WARD HILL RD NE Northbound			FORT WARD HILL RD NE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	3	0	7	1	2	7	0	20	
4:15 PM	0	0	0	0	0	3	0	5	0	8	5	0	21	
4:30 PM	0	0	0	0	0	5	0	8	0	5	2	1	21	
4:45 PM	0	0	0	1	0	4	0	5	1	7	3	0	21	83
5:00 PM	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**6**	**0**	**4**	**4**	**0**	**20**	83
5:15 PM	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**6**	**1**	**7**	**8**	**0**	**25**	87
5:30 PM	**0**	**0**	**0**	**1**	**0**	**5**	**0**	**5**	**0**	**11**	**12**	**0**	**34**	100
5:45 PM	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**8**	**0**	**7**	**5**	**0**	**24**	**103**
Count Total	0	1	0	3	1	30	0	50	3	51	46	1	186	
Peak Hr	**0**	**1**	**0**	**2**	**1**	**15**	**0**	**25**	**1**	**29**	**29**	**0**	**103**	

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

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

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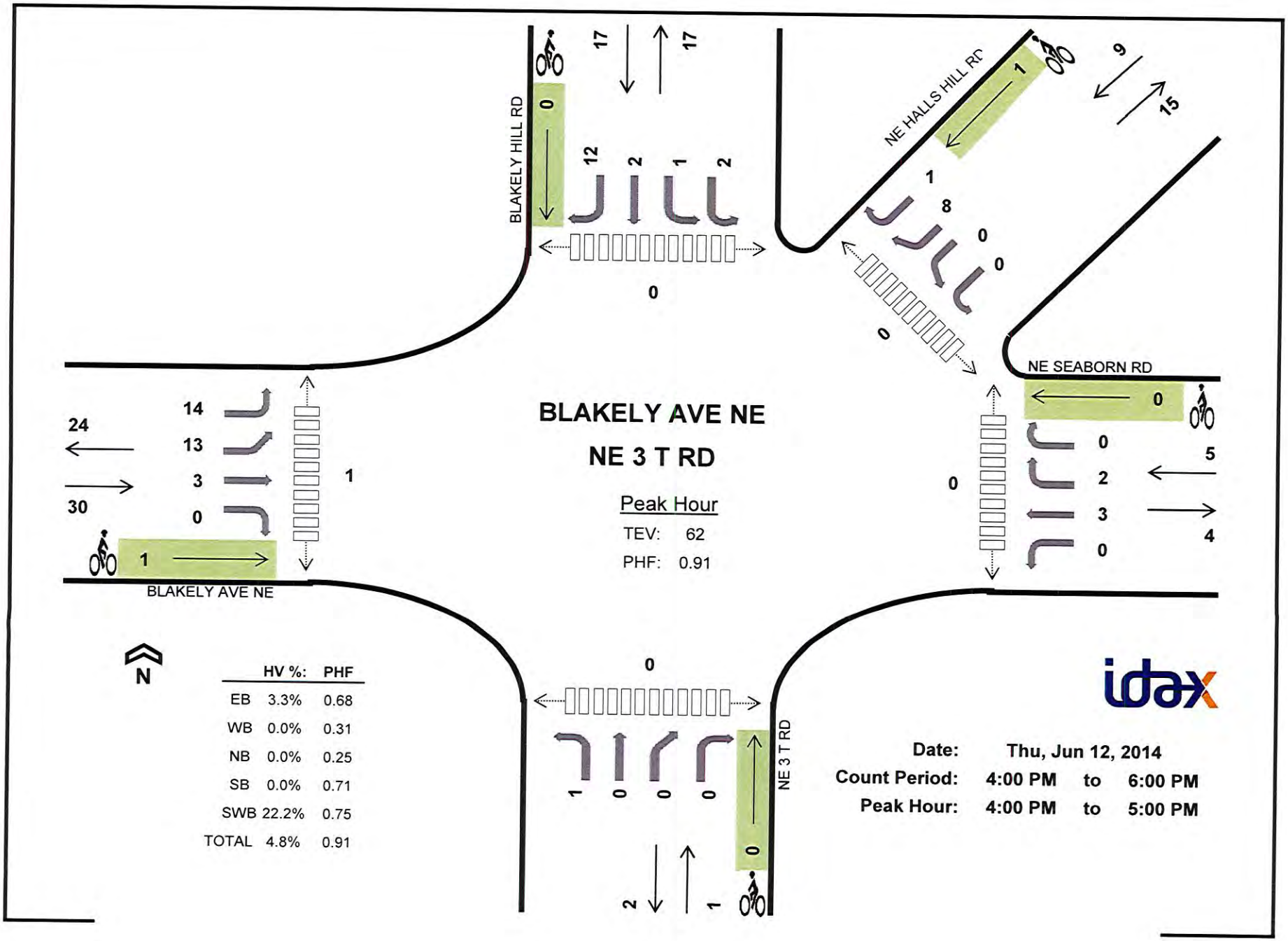

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Two-Hour Count Summaries

Interval Start	BLAKELY AVE NE Eastbound				NE SEABORN RD Westbound				NE 3 T RD Northbound				BLAKELY HILL RD Southbound				NE HALLS HILL RD Southwestbound				15-min Total	Rolling One Hour
	LT	BL	TH	RT	LT	TH	RT	HR	LT	TH	BR	RT	HL	LT	TH	RT	HL	BL	BR	HR		
4:00 PM	**6**	**3**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**17**	
4:15 PM	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**3**	**0**	**0**	**2**	**1**	**14**	
4:30 PM	**4**	**3**	**1**	**0**	**0**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**17**	
4:45 PM	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**3**	**0**	**14**	**62**
5:00 PM	0	3	1	1	0	0	0	0	1	0	0	1	0	0	1	2	0	0	3	0	13	58
5:15 PM	4	2	1	0	0	0	0	0	0	1	0	0	0	0	2	1	0	0	1	0	12	56
5:30 PM	3	4	1	1	0	2	0	0	0	1	0	0	0	1	0	2	0	0	4	0	19	58
5:45 PM	4	3	0	0	0	1	0	0	0	0	0	0	0	1	1	4	0	0	1	0	15	59
Count Total	25	25	6	2	0	6	2	0	2	2	0	1	2	3	6	21	0	0	17	1	121	
Peak Hr	**14**	**13**	**3**	**0**	**0**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**2**	**12**	**0**	**0**	**8**	**1**	**62**	

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

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	NE	Total
4:00 PM	**0**	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**	***0***
4:15 PM	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	**0**	***0***
4:30 PM	**1**	**0**	**0**	**0**	**0**	***1***	**1**	**0**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	**0**	***1***
4:45 PM	**0**	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
5:30 PM	0	0	0	0	0	*0*	1	0	0	0	0	*1*	0	0	0	0	0	*0*
5:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
Count Total	1	0	0	0	2	*3*	2	0	0	0	1	*3*	0	1	0	0	0	*1*
Peak Hr	**1**	**0**	**0**	**0**	**2**	***3***	**1**	**0**	**0**	**0**	**1**	***2***	**0**	**1**	**0**	**0**	**0**	*1*

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APPENDIX D:

LEVEL OF SERVICE FORECAST INFORMATION

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May 3, 2016

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SUBJECT: CITYWIDE LEVEL OF SERVICE FORECAST UPDATE – NON-STATE ROUTES

The purpose of this memo is to describe TSI's updated intersection and segment level of service (LOS) forecast for City streets in Bainbridge Island. This forecast is the result of (1) the citywide planning model conversion as described in the memo dated February 26, 2016, (2) the updated citywide LOS model, including the SR 305 forecast as described in the memo dated March 16, 2016, and (3) a proposed segment capacity and LOS methodology which considers the capacity impacts of nonmotorized facilities.

Level of Service Methodology

Intersection and street segment level of service calculation methodologies are described below. The intersection LOS methodology used for this analysis is consistent with current WSDOT practice. The segment LOS methodology follows an approach which has been developed by TSI for citywide planning-level analysis and is described below. The segment LOS results described here, therefore, may not be consistent with a WSDOT analysis.

Intersection Level of Service

The intersection capacity and LOS calculations summarized below are consistent with Highway Capacity Manual 2010 (HCM2010) methodology, including the LOS thresholds identified in Table 1. HCM2010 intersection levels of service are calculated in Synchro 9 software.

Roundabout LOS analysis used HCM2010 methodology with follow-up gap and critical headway parameters updated to represent current WSDOT roundabout analysis policy. To maintain consistency with WSDOT policy, roundabouts were analyzed using signalized LOS thresholds.

Table 1. Intersection Level of Service Thresholds

Level of Service	Signalized/Roundabout Delay (sec/veh)	Unsignalized Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Table 3. Recommended Bainbridge Island Street Segment LOS Characteristics

LOS	Volume / Capacity	Description
A	≤ 0.60	Facility accommodates all modes of transportation. Vehicles experience free flow, with low volumes and high speeds
B	0.61 – 0.70	Stable flow, with traffic conditions beginning to restrict operating speeds. Drivers still have reasonable maneuverability between multiple lanes. All modes are accommodated
C	0.71 – 0.80	Fairly stable flow, but higher volumes more closely constrict speeds and maneuverability.
D	0.81 – 0.90	Approaching unstable flow, with tolerable operating speeds and limited maneuverability. Facilities without nonmotorized facilities and heavy pedestrian/bike volume may experience unstable flow.
E	0.91 – 1.00	Nonmotorized users in travel lanes will conflict with heavy vehicle volume and cause breakdowns in flow. Vehicles experience unstable flow with reduced operating speeds.
F	> 1.00	Facility is unable to accommodate all modes. Vehicles experience forced flow, operating under stop-and-go conditions

Level of Service Standards

The City of Bainbridge Island defines minimum LOS standards for city streets based on functional classification and each of four City-defined zones which reflect differences in the Island's character: Urban, Sub-Urban, Neighborhood Services Centers, and the SR 305 corridor.

Minimum LOS for state facilities is set by the Washington State Department of Transportation (WSDOT). State Route 305 through the City is designated by WSDOT as a Highway of Statewide Significance per RCW 47.06.140, with a minimum LOS D. The City has similarly adopted an LOS D standard for the SR 305 corridor. See Table 4.

Table 4. Minimum LOS Standards

Zone	Description	Functional Classification	Minimum Level of Service
SR 305 Corridor	State Highways	All Roadways	LOS D
Urban Zone	The most developed areas of the City, mainly the greater Winslow area	Minor Arterial	LOS D
		Collector	LOS D
		Local Access	LOS C
Neighborhood Service Centers (NSC) Zone	City-defined Centers of Rolling Bay, Island Center, and Lynwood Center	Minor Arterial	LOS D
		Collector	LOS C
		Local Access	LOS C
Sub-Urban Zone	Areas outside the Winslow core and NSCs – remainder of the Island	Minor Arterial	LOS C
		Collector	LOS C
		Local Access	LOS B

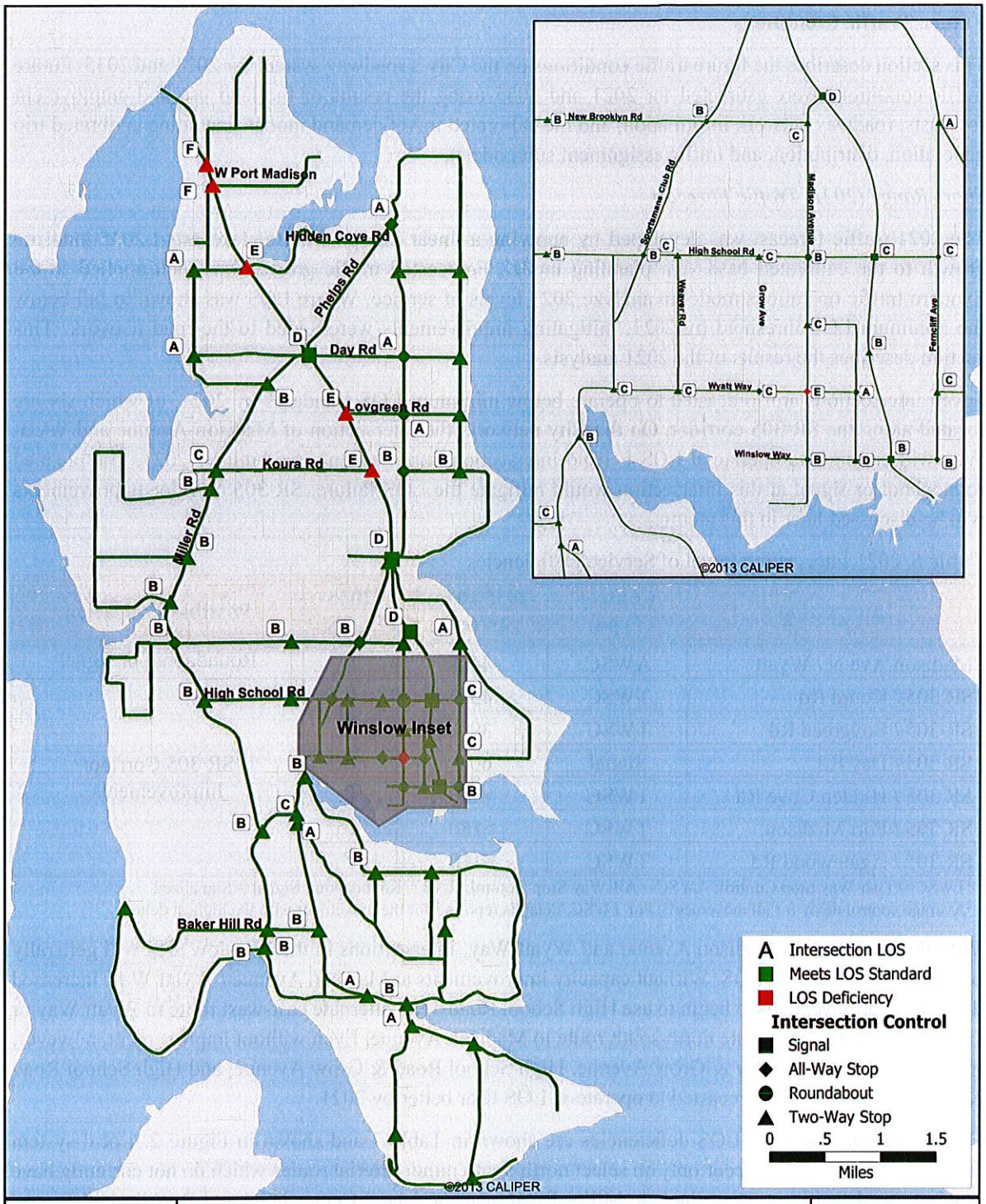

Figure 1
2015 Level of Service

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Table 7. 2021 Segment Level of Service Deficiencies

Segment	From	To	V/C	LOS
SR305	Day Rd	Hidden Cove Rd	0.94	E
SR305	Hidden Cove Rd	Seabold Church Rd	0.96	E
SR305	Seabold Church Rd	Seabold/W Port Madison	0.93	E
SR305	Seabold/W Port Madison	Agatewood Rd	0.99	E
SR305	Agatewood Rd	Reitan Rd	0.98	E
Bucklin Hill Rd	Blakely Ave	Eagle Harbor Dr	0.84	D
Miller Rd	New Brooklyn Rd	Battle Point Dr	0.99	E
Miller Rd	Battle Point Dr	Tolo Rd	0.84	D
Miller Rd	Tolo Rd	Arrow Point Dr	0.85	D
Eagle Harbor Dr	Bucklin Hill Rd	Finch Rd	0.84	D

Long-Range (2035) Traffic Forecast

Eight intersections are forecasted to operate below minimum LOS standards by 2035 assuming no capacity improvements. Six of the intersection failures will occur along the SR 305 corridor with the other two will occur in the Winslow subarea, at Wyatt Way & Madison Avenue and at Winslow Way & Ericksen Avenue. This assumes that the planned Wyatt Way intersection improvements will not be constructed by 2035.

Several intersections in the Winslow subarea are forecasted to operate at LOS D by 2035, which is acceptable per City standards. Deferral of the Wyatt Way / Madison Avenue intersection improvements would induce increased volume on alternate routes Grow Avenue and High School Road, as discussed previously. The two-way stop-controlled intersections at either end of Grow Avenue would continue to meet the Winslow LOS standard at LOS D, however cut-through traffic which tends to operate at higher speeds than local traffic could pose a safety hazard on Grow Avenue which is a 25 mph local access street.

Table 8. 2035 Intersection Level of Service Deficiencies

Intersection	Control Type[1]	2035 Delay[2] (s/veh)	2035 LOS	Possible Mitigation
Madison Ave N / Wyatt	AWSC	42.9	E	Roundabout or signal
Winslow Way / Erickson Ave	TWSC	64.4	F	Access restrictions / RIRO
SR 305 / Koura Rd*	TWSC	51.2	F	SR 305 Corridor Improvements[3]
SR 305 / Lovgreen Rd[4]	TWSC	45.1	E	
SR 305 / Day Rd	Signal	78.7	E	
SR 305 / Hidden Cove Rd[4]	TWSC	>180	F	
SR 305 / Port Madison	TWSC	>180	F	
SR 305 / Agatewood Rd	TWSC	>180	F	

[1]TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; RAB = Roundabout; Signal = Signalized
[2]Average control delay for all movements. For TWSC, delay is reported for the movement with the highest delay.
[3]Specific corridor improvements identified below
[4]Alternative access to SR 305 is provided for locations w/RIRO access during PM peak hour:
-Koura Rd access via Miller Rd
-Lovgreen Rd access via N Madison Ave or Miller Rd
-Hidden Cove access via Phelps Rd, Seabold Rd or Day Rd

Forecasted 2035 segment LOS deficiencies are shown in Table 9 and shown in Figure 3. These are consistent with the forecasted 2021 failures and include Miller Road near the Island Center NSC and Bucklin Hill Road / Eagle Harbor Drive southwest of the Winslow subarea. All segments of SR 305 north of Day Road will continue to operate below minimum LOS by 2021 barring improvements.

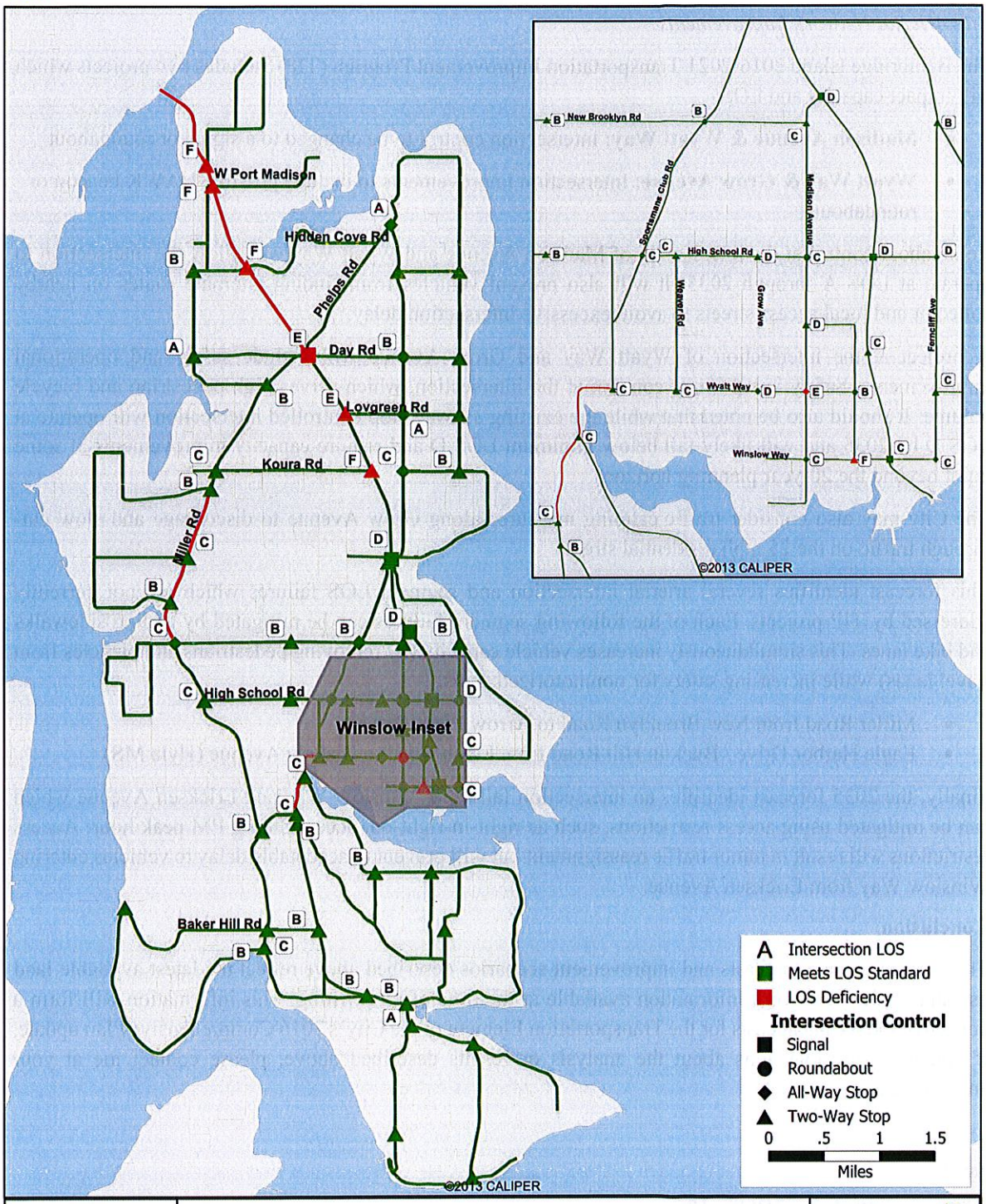

Figure 3

2035 Level of Service

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Transportation Solutions, Inc.

APPENDIX E:

LAND USE FORECAST AND ASSUMPTIONS

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August 29, 2016

K. Chris Hammer, PE, PMP
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SUBJECT: LAND USE FORECAST AND ASSUMPTIONS

The purpose of this memo is to summarize the existing and forecasted land use data which were used to develop the Bainbridge Island citywide transportation planning model.

Introduction

The accuracy of a transportation planning model depends largely on the quality of the land use data used in the model. The location, quantity, and types of existing and forecasted land use form the backbone of the citywide planning model which is used for the City's Transportation Element update.

As a component of the City's Comprehensive Plan, the Transportation Element is required to be internally consistent with the requirements and assumptions used throughout the Comprehensive Plan, including existing and forecasted land use. The land use data described in this memo verifies the internal consistency which is a GMA requirement for comprehensive planning. It is based on the City's 2036 population and employment growth allocations which were developed by Puget Sound Regional Council (PSRC), Kitsap County, and the City of Bainbridge Island.

Existing Land Use

For the purposes of transportation planning, land use can be stratified into two general categories: households and employment. Residential land use forecasts are often expressed in terms of population, however for travel demand modeling it is helpful to convert population growth into trip-generating households.

Current population and household estimates are summarized in Table 1. Population and household totals represent the most recent PSRC land use estimates for Bainbridge Island.

Table 1. Existing Citywide Residential Land Use

Type	2015 Population
Population	25,279
Households	10,152

Source: PSRC 2014

Existing employment is identified in Table 2 in six employment sectors, consistent with current PSRC land use estimates at the time of this analysis.

Table 2. Existing Employment Estimates

NAICS Code	Employment Sector	Employees	Percent
44, 45	Retail and Food Services	1,614	19%
51-56, 61-62, 71, 72, 81	Finance, Insurance, Real Estate, and Services	4,079	47%
Public sector, excluding education	Government	871	10%
61	Education	754	9%
11, 21, 23	Construction and Resources	612	7%
22, 31-33, 42, 48, 49	Manufacturing, Wholesale Trade, Transportation, and Utilities	670	8%
	Total	8,600	100%

Source: ESD 2015, City of Bainbridge Island 2015

Land Use Growth Forecast

To maintain internal consistency with the other elements of the Comprehensive Plan Update, the citywide planning model used land use forecasts which are consistent with PSRC and Kitsap County growth allocations. These forecasts include total population growth of 5,635 and employment growth of 2,808. Table 3 summarizes PSRC population and household growth allocations. For the purposes of transportation planning, households were divided into single-family and multi-family dwelling units according to Kitsap County parcel data.

Table 3. Citywide 2015-2035 Residential Growth Allocation

Type	2015 Estimate	2015-2035 Allocation	2035 Forecast
Population	25,279	5,635	30,914
Households	10,152	3,096	13,248

Source: PSRC 2014, BERK Consulting 2014

PSRC's Land Use Targets identify forecasted employment growth by six employment sectors, as shown in Table 2. PSRC employment growth estimates were adjusted to maintain consistency with the Kitsap County 2014 Buildable Lands Report. For the purposes of transportation modeling, short-range (2021) land use growth was calculated by linearly interpolating 2015 and 2035 land uses.

Table 4. Citywide 2015-2035 Employment Growth Allocation

NAICS Code	Employment Sector	Employees	Percent
44, 45	Retail and Food Services	601	21%
51-56, 61-62, 71, 72, 81	Finance, Insurance, Real Estate, and Services	1,286	46%
Public sector, excluding education	Government	143	5%
61	Education	151	5%
11, 21, 23	Construction and Resources	192	7%
22, 31-33, 42, 48, 49	Manufacturing, Wholesale Trade, Transportation, and Utilities	435	15%
	Total	2,808	100%

Land Use Growth Location

The geographic units or Transportation Analysis Zones (TAZs) used to geographically assign land use in and around Bainbridge Island were developed based on Kitsap County parcel data and City zoning. A total of 241 internal TAZs, as shown in Figure 1, were used to represent the Island. Residential land use was represented in the traffic model in terms of single-family and multi-family dwelling units while employment was represented by disaggregating the employment sectors identified in Tables 3 and 4 into 10 commercial and industrial land use categories. Existing household and employment estimates were checked against parcel GIS data obtained from Kitsap County and minor adjustments were made to reconcile the latest land use estimates with Kitsap County parcel data.

TSI worked with City staff to distribute citywide population and employment growth forecasts to the modeled TAZs based on existing zoning, including anticipated buildout of the Winslow and neighborhood service center subareas. Each TAZ was assigned an estimated 20-year household and commercial growth estimate.

Figure 1. Transportation Analysis Zones

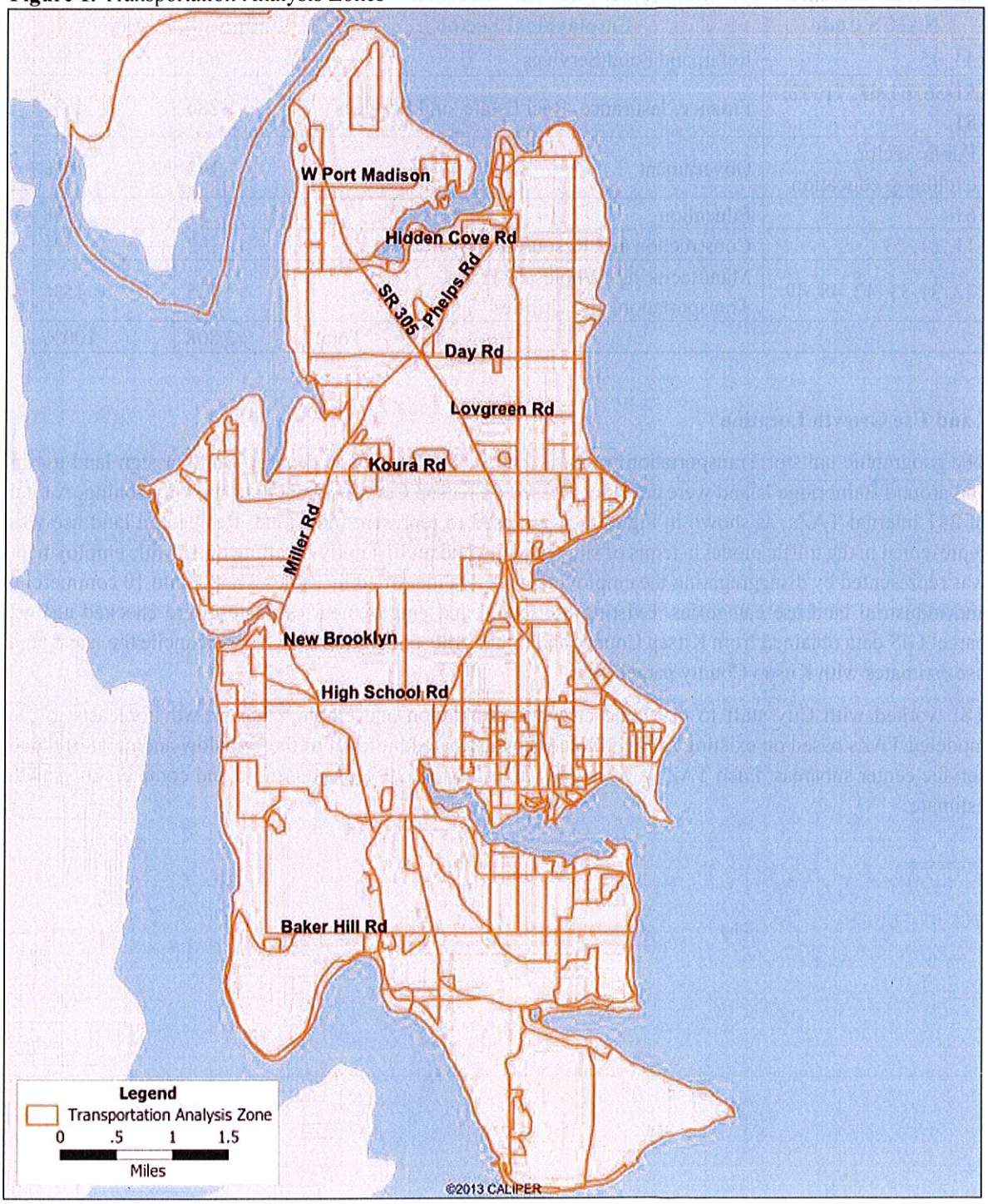
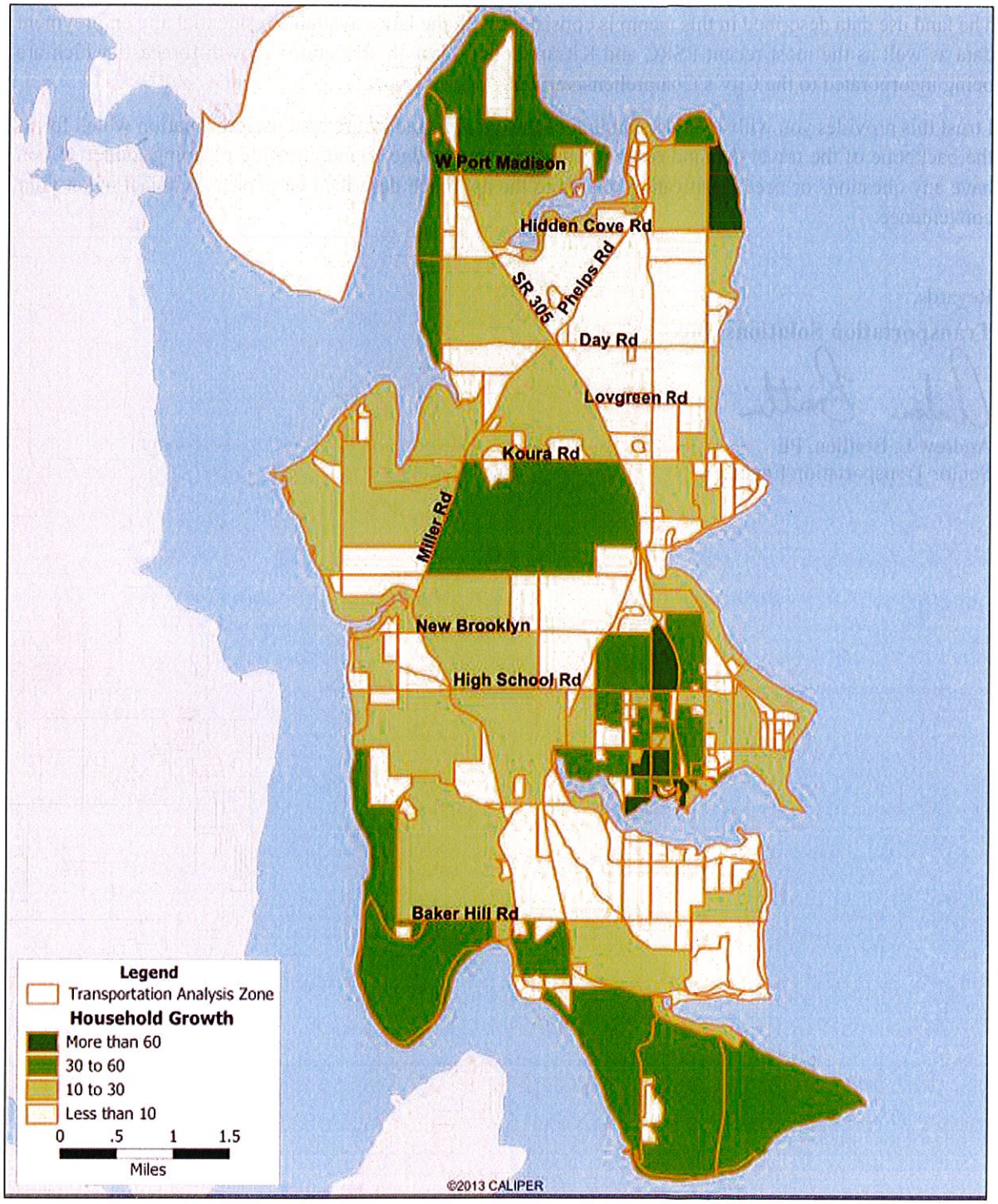


Figure 2. Forecasted Household Growth, 2015-2035



Conclusion

The land use data described in this memo is consistent with the latest available residential and employment data as well as the most recent PSRC and Kitsap County growth allocations growth forecasts which are being incorporated to the City's Comprehensive Plan.

I trust this provides you with an understanding of the existing and future land use information which forms the backbone of the travel demand component of the Bainbridge Island citywide planning model. If you have any questions or need clarification related to the approach described here, please contact me at your convenience.

Regards,

Transportation Solutions, Inc.

Andrew L. Bratlien, PE
Senior Transportation Engineer

APPENDIX F:

SR 305 LEVEL OF SERVICE FORECAST INFORMATION

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March 16, 2016

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SUBJECT: CITYWIDE LEVEL OF SERVICE FORECAST UPDATE SR305

The purpose of this memo is to describe TSI's updated intersection and segment level of service (LOS) forecast for the State Route 305 (SR 305) corridor in Bainbridge Island. This forecast is a product of (1) the citywide planning model conversion as described in the memo dated February 26, 2016, (2) the updated citywide LOS model, and (3) a proposed segment capacity and LOS methodology which considers the capacity impacts of nonmotorized facilities.

Level of Service Methodology

Intersection and street segment level of service calculation methodologies are described below. The intersection LOS methodology used for this analysis is consistent with current WSDOT practice. The segment LOS methodology follows an approach which has been developed by TSI for citywide planning-level analysis and is described below. The segment LOS results described here, therefore, may not be consistent with a WSDOT analysis.

Intersection Level of Service

The intersection capacity and LOS calculations summarized below are consistent with Highway Capacity Manual 2010 (HCM2010) methodology, including the LOS thresholds identified in Table 1. HCM2010 intersection levels of service are calculated in Synchro 9 software.

Roundabout LOS analysis used HCM2010 methodology with follow-up gap and critical headway parameters updated to represent current WSDOT roundabout analysis policy. To maintain consistency with WSDOT policy, roundabouts were analyzed using signalized LOS thresholds.

Table 1. Intersection Level of Service Thresholds

LOS	Signalized/Roundabout Delay (sec/veh)	Unsignalized Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Table 3. Recommended Bainbridge Island Street Segment LOS Characteristics

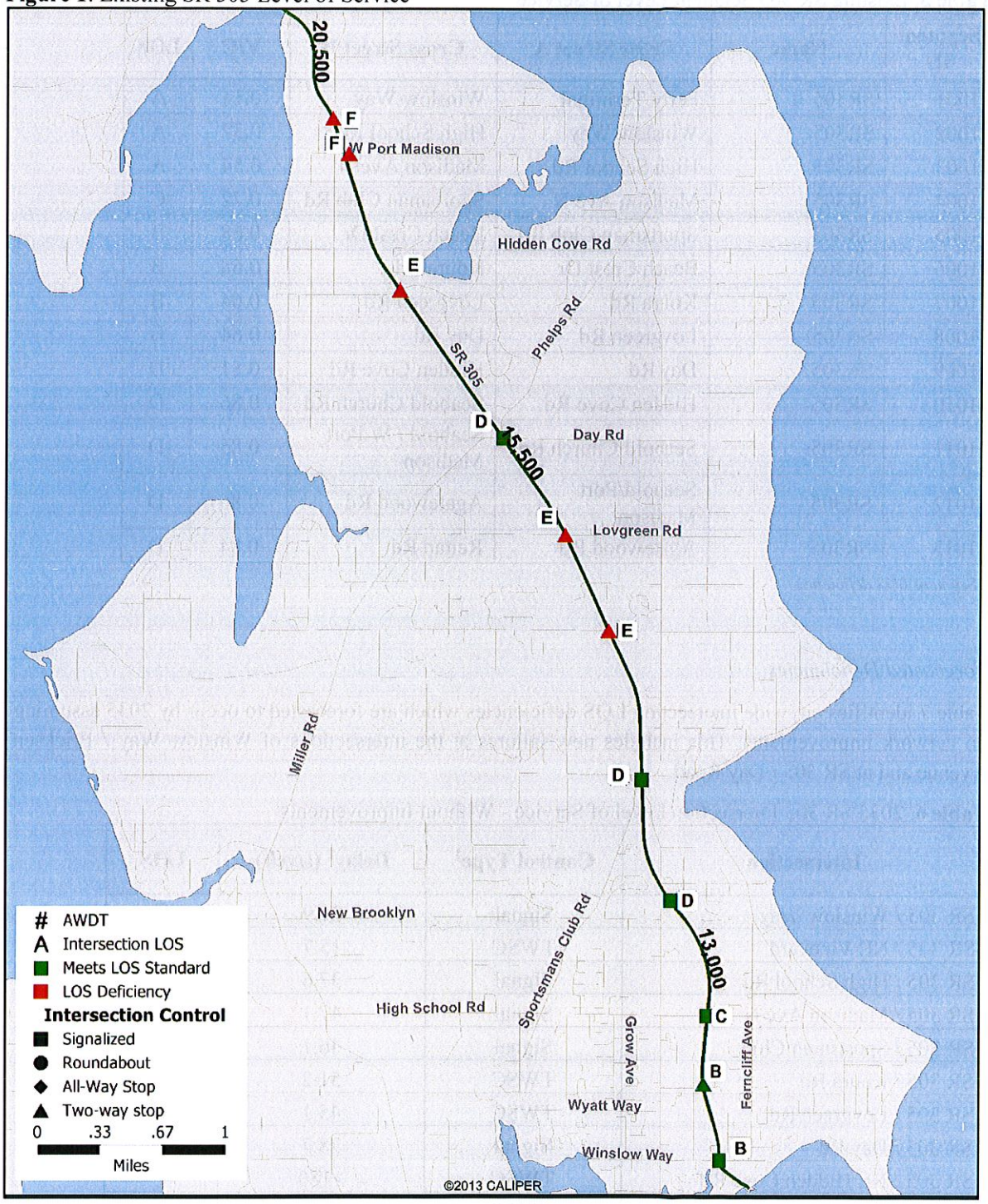
LOS	Volume / Capacity	Description
A	≤ 0.60	Facility accommodates all modes of transportation. Vehicles experience free flow, with low volumes and high speeds
B	0.61 – 0.70	Stable flow, with traffic conditions beginning to restrict operating speeds. Drivers still have reasonable maneuverability between multiple lanes. All modes are accommodated
C	0.71 – 0.80	Fairly stable flow, but higher volumes more closely constrict speeds and maneuverability.
D	0.81 – 0.90	Approaching unstable flow, with tolerable operating speeds and limited maneuverability. Facilities without nonmotorized facilities and heavy pedestrian/bike volume may experience unstable flow.
E	0.91 – 1.00	Nonmotorized users in travel lanes will conflict with heavy vehicle volume and cause breakdowns in flow. Vehicles experience unstable flow with reduced operating speeds.
F	> 1.00	Facility is unable to accommodate all modes. Vehicles experience forced flow, operating under stop-and-go conditions

Citywide Planning Model Update

TSI has upgraded Bainbridge Island's citywide transportation planning model from TransCAD software to PTV Visum software per the memo dated February 25, 2016. The updated model maintains consistency with the land use and network assumptions included in the TransCAD model. It includes more refined node and turn volume-delay functions which improve the accuracy of the demand forecast.

Note that the intersection of SR 305 and Suquamish Way north of the Agate Pass Bridge is outside the scope of the citywide planning and operational models and therefore the forecasts described here assumed free flow condition (i.e. no demand metering) north of the City.

Figure 1. Existing SR 305 Level of Service



Forecasted segment LOS failures on SR 305 are identified in Table 8. SR 305 will experience declining LOS, with all segments north of Day Road falling below minimum LOS standard as increased PM peak hour northbound demand converges near the Agate Pass Bridge.

Table 7. 2035 SR 305 Segment Level of Service – Without Improvements

Segment ID	Name	Cross Street A	Cross Street B	V/C	LOS
1001	SR305	Ferry Terminal	Winslow Way	0.17	A
1002	SR305	Winslow Way	High School Rd	0.38	A
1003	SR305	High School Rd	Madison Ave N	0.60	B
1004	SR305	Madison Ave N	Sportsman Club Rd	0.75	C
1005	SR305	Sportsman Club Rd	Beach Crest Dr	0.74	C
1006	SR305	Beach Crest Dr	Koura Rd	0.74	C
1007	SR305	Koura Rd	Lovgreen Rd	0.70	C
1008	SR305	Lovgreen Rd	Day Rd	0.71	C
1009	SR305	Day Rd	Hidden Cove Rd	0.95	*E*
1010	SR305	Hidden Cove Rd	Seabold Church Rd	1.03	*F*
1011	SR305	Seabold Church Rd	Seabold/Port Madison	1.01	*F*
1012	SR305	Seabold/Port Madison	Agatewood Rd	1.05	*F*
1013	SR305	Agatewood Rd	Reitan Rd	1.05	*F*

Segment LOS deficiency

SR 305 Improvement Scenarios

Three preliminary SR 305 improvement alternatives were developed to examine different future scenarios to see if there is a way to overcome the identified SR 305 operational deficiencies.

Alternative A: Signalization of At-Grade Intersections

The first improvement scenario, Alternative A, retains all existing at-grade crossings with signalization at several intersections which are currently two-way stop-controlled. A reversible transit and car pool lane is added north of Day Road where segment LOS failures will otherwise occur. Limited access is included at some north Island locations.

This concept includes:

- Access from both sides of SR 305 at Reitan Rd.
- Frontage road serving Agate Beach Ln. and Agatewood Dr.
- Coordinated signals at Agatewood Dr. and West Port Madison Rd.
- Widening of the north and south intersection approaches at Day Rd. to include queueing lanes.
- Widening of the north and south intersection approaches at Sportsman's Club Rd to include queueing lanes.
- Reversible transit and car pool lane north of Day Road
- Right-in-right-out (RIRO) access during peak hour at minor unsignalized intersections:
    - SR 305 / Koura Road
    - SR 305 / Lovgreen Road
    - SR 305 / Hidden Cove Road

Signals are to be spaced from the SR 305 / Sportsman's Club Road intersection north at regular intervals such that signals can be coordinated to minimize travel times along SR 305. In this scenario, funding is prioritized to ensure that most Island locations have reliable access to SR305. The State envisions a roundabout at Suquamish Way to be one viable long term alternative. If constructed, limited access between the roundabout and the first traffic signal on the Island would be needed as there would be no control of traffic flow at peak hours.

This scenario proposes limited access (right-in-right-out) at the intersections of SR 305 with Koura Road, Lovgreen Road, and Hidden Cove Road. Access restrictions would be limited to PM peak hour, when minor street delay would be at its highest. Alternative access from these locations will be provided at other major intersections along SR 305 which can be accessed via Miller Road, Madison Avenue, Phelps Road, Day Road, and Seabold Road, depending on location.

LOS analysis also assumed that the reversible HOV/transit lane would operate northbound during PM peak hour. To prevent the HCM2010 intersection capacity methodology from overestimating HOV lane capacity, a lane utilization factor of 0.80 was applied.

Partial lane utilization was also assumed for queuing lanes at the intersections of SR 305 with Day Road and Sportsman Club Road. Because of the downstream lane drop it can be expected that many drivers will choose to wait in a longer queue than to assertively change lanes shortly downstream..

Forecasted intersection and segment LOS forecasts are shown in Tables 8 and 9 and Figure 3.

The improvements in Alternative A would mitigate all forecasted intersection LOS deficiencies. The intersection of SR 305 and Sportsman Club Road is not forecasted to operate below LOS D by 2035, however the queuing lanes on the north and south legs would reduce average delay and mitigate a failure that would likely occur at some point beyond the planning horizon. The stop-controlled intersections at Koura Rd, Lovgreen Rd, and Hidden Cove Rd would operate at LOS C with RIRO access during PM peak hour.

The reversible HOV/transit lane north of Day Road provides the capacity necessary to mitigate the forecasted segment LOS deficiencies.

Alternative B: Roundabouts at At-Grade Intersections

The second improvement scenario, Alternative B, retains all existing at-grade crossings with new roundabouts at several key intersections north of the Winslow area. Signalized intersections at Sportsman's Club and at Day Road are converted to roundabouts. A reversible transit and car pool lane is added north of Day Road where segment LOS failures will otherwise occur. Limited access is included at some north Island locations.

This concept includes:

- Access from both sides of SR 305 at Reitan Rd.
- Frontage road serving Agate Beach Ln. and Agatewood Dr.
- Roundabouts at Agatewood Dr. and West Port Madison Rd.
- Conversion from signal to roundabout control at the intersections of Sportsman's Club and Day Rd
- Reversible transit and car pool lane north of Day Road
- Right-in-right-out (RIRO) access during peak hour at minor unsignalized intersections:
    - SR 305 / Koura Road
    - SR 305 / Lovgreen Road
    - SR 305 / Hidden Cove Road

This scenario proposes limited access (right-in-right-out) at the intersections of SR 305 with Koura Road, Lovgreen Road, and Hidden Cove Road. Access restrictions would be limited to PM peak hour, when minor street delay would be at its highest. Alternative access from these locations will be provided at other major intersections along SR 305 which can be accessed via Miller Road, Madison Avenue, Phelps Road, Day Road, and Seabold Road, depending on location. See Table 8.

LOS analysis also assumed that the reversible HOV/transit lane would operate northbound during PM peak hour. To prevent the HCM2010 intersection capacity methodology from overestimating HOV lane capacity, a lane utilization factor of 0.80 was applied.

Roundabouts were analyzed using HCM2010 methodology with calibration parameters and LOS thresholds adjusted to reflect WSDOT roundabout analysis policy.

The LOS forecast indicates that single-lane roundabouts at the Port Madison and Agatewood Road intersections will operate at the minimum LOS standard, LOS D, by 2035. By contrast, the signalized alternatives described in Alternative A are forecasted to operate at LOS A. The difference is the result of highly unbalanced major/minor approach volumes at these intersections.

Table 11 identifies segment LOS associated with SR 305 Alternative B. Similar to Alternative A, all segment LOS failures along SR 305 are mitigated by the reversible HOV/transit lane north of Day Road.

Figure 4. 2035 SR 305 Level of Service – Alternative B

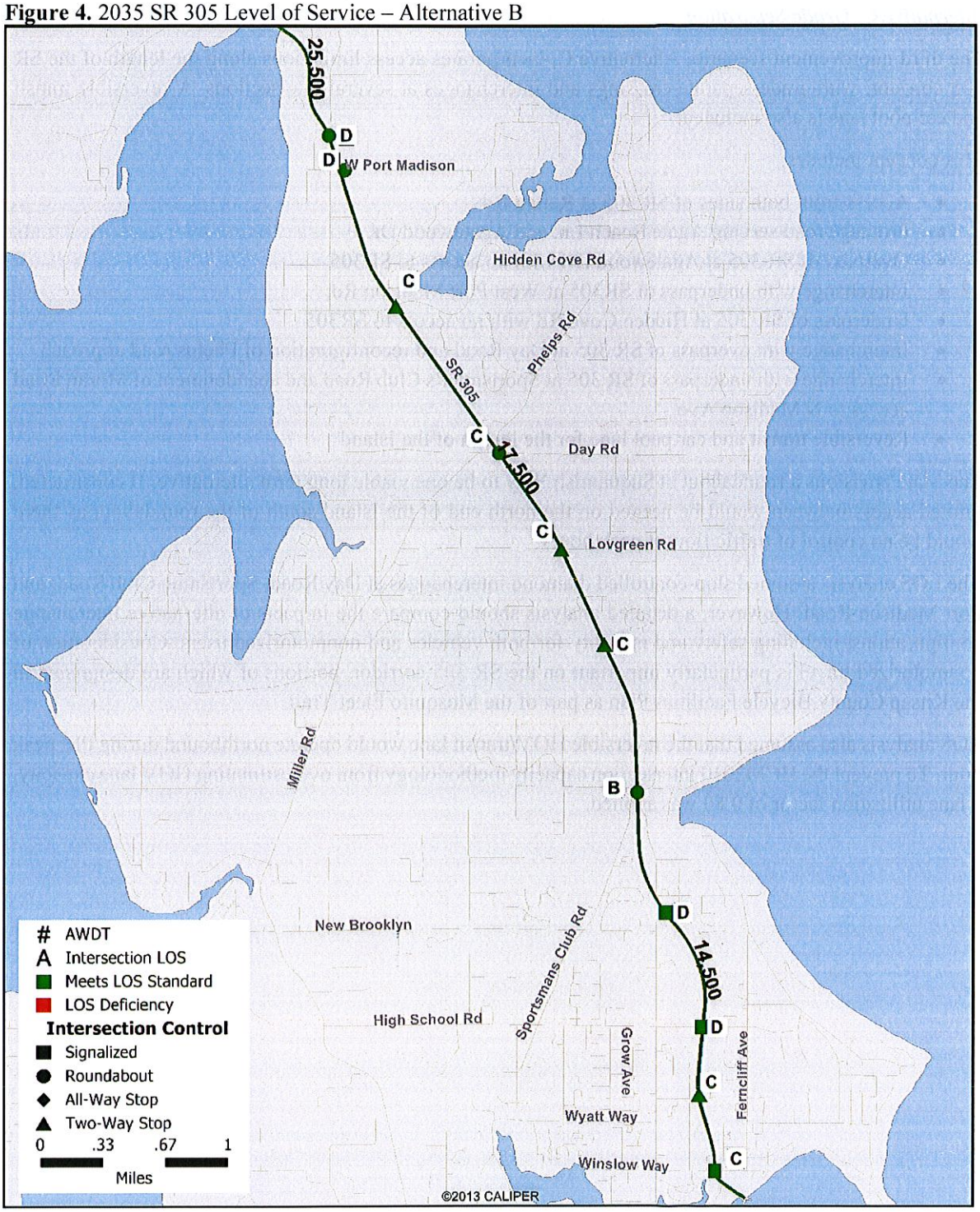


Table 12. 2035 SR 305 Intersection LOS – Alternative C

Intersection	2035 No Improvements			SR 305 Alternative C		
	Control Type[1]	Delay[2] (s/veh)	LOS	Intersection Improvement	Delay[2] (s/veh)	LOS
SR 305 / Winslow	Signal	20.7	C		20.7	C
SR 305 / NE Vineyard	TWSC	15.4	C		15.4	C
SR 305 / High School Rd	Signal	37.3	D		37.0	D
SR 305 / Madison Ave N	Signal	47.3	D	Reversible HOV lane	20.4	C
SR 305 / Sportsman Club	Signal	46.7	D	Removed	-	-
SR 305 NB ramp / Sportsman Club	-	-	-	New TWSC interchange ramp	10.6	B
SR 305 SB ramp / Sportsman Club	-	-	-	New TWSC interchange ramp	9.3	A
SR 305 / Kuora Rd	TWSC	51.4	*F*	Reversible HOV lane	32.5	D
SR 305 / Lovgreen Rd	TWSC	45.2	*E*	Reversible HOV lane	38.5	*E*
SR 305 / Day Rd	Signal	75.4	*E*	Removed	-	-
SR 305 NB ramp / Day Rd	-	-	-	New TWSC interchange ramp	10.1	B
SR 305 SB ramp / Day Rd	-	-	-	New TWSC interchange ramp	8.3	A
SR 305 / Hidden Cove	TWSC	>180	*F*	Removed*	-	-
SR 305 /Port Madison Rd	TWSC	>180	*F*	Removed	-	-
SR 305 NB ramp / Port Madison Rd	-	-	-	New TWSC interchange ramp	8.6	A
SR 305 SB ramp / Seabold Rd	-	-	-	New TWSC interchange ramp	9.0	A
SR 305 / Agatewood Rd	TWSC	>180	*F*	Removed*	-	-

Intersection LOS deficiency

*Alternative access to SR 305 will be provided for removed intersections:
-Lovgreen Rd access via N Madison Ave or Miller Rd
-Hidden Cove Rd access via Phelps Rd, Seabold Rd or Day Rd
-Agatewood Rd via frontage road

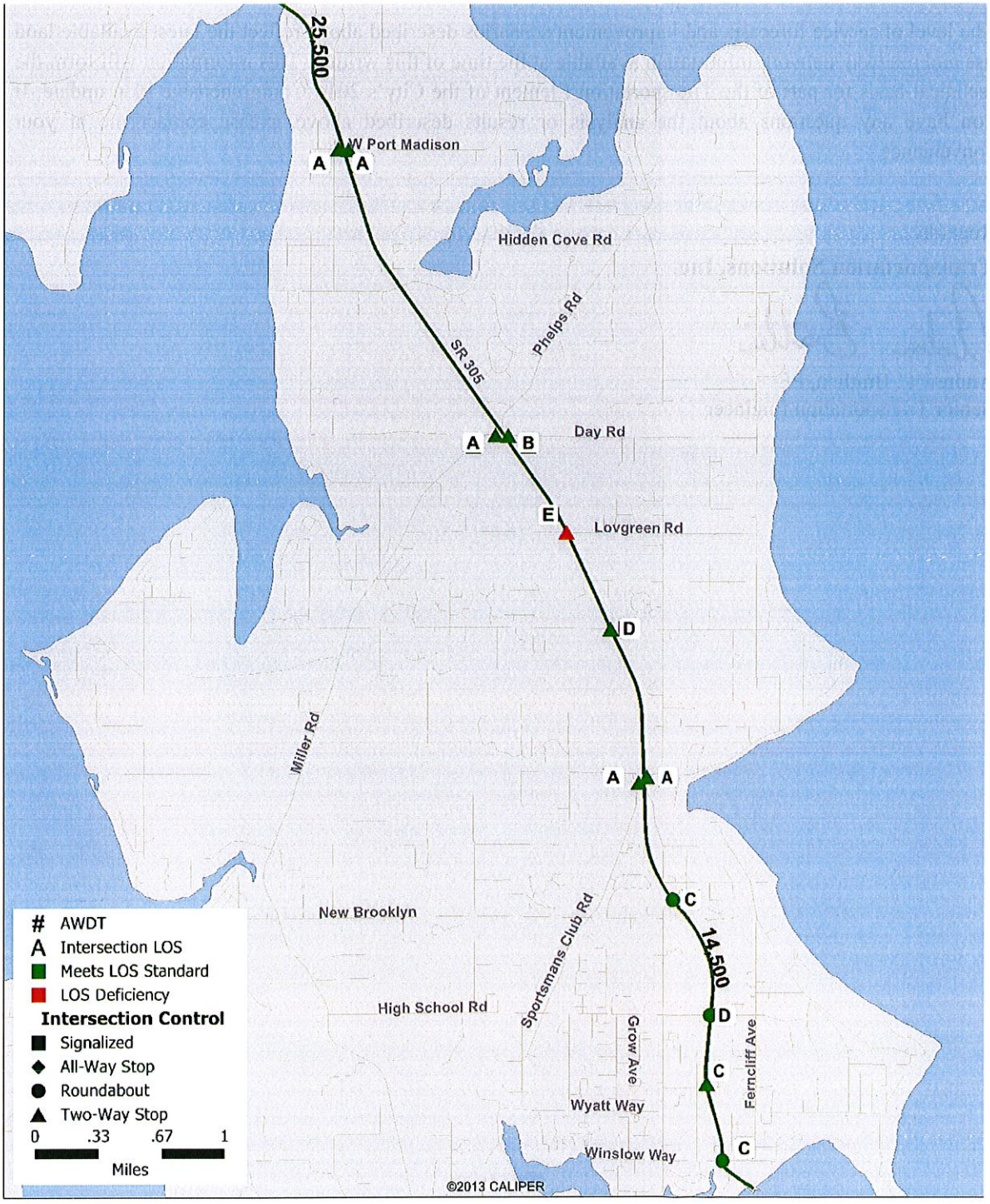
[1]TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; RAB = Roundabout; Signal = Signalized

[2]Average control delay for all movements. For TWSC, delay is reported for the movement with the highest delay.

Based on the improvements and assumptions described above, the improvements included in Alternative C will mitigate most arterial intersection LOS failures along SR 305. The intersection at Lovgreen Road is forecasted to operate at LOS E during PM peak hour. The traveling public could choose to access SR 305 via Miller Road or N Madison Avenue during these times. While not included in this Plan, an underpass of SR305 could be added at Koura Road. The stop-controlled ramp terminals are forecasted to operate well, with LOS B or better in 2035.

Using the segment LOS methodology identified above, addition of a reversible HOV/transit lane running the length of the SR 305 corridor would provide sufficient capacity to mitigate LOS failures along SR 305. Segments north of Day Road would operate at LOS D with volume-to-capacity ratio less than 0.90 during PM peak hour. See Table 13. Results are shown graphically in Figure 5.

Figure 5. 2035 SR 305 Level of Service – Alternative C



APPENDIX G:

TRAFFIC ACCIDENT DATA

STATE ROUTE: 305
ENTIRE ROUTE
Date Range: 01/01/05 to 12/31/14

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
STANDARD COLLISION HISTORY DETAIL REPORT
SORTED BY SR/SRMP/DATE

TOTAL NUMBER OF COLLISIONS: 1828

DATE TIME
05/28/15 03:27 PM

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STATE ROUTE	SRMP	A / B	*ACCDNT REPORT NUMBER	DATE	TIME	DIAGRAM ANALYSIS DATA	MSVJ	# IN J	# FAT	# VEH	VEH1 TYPE	VEH2 TYPE	JUNC	SURF	LITE	FIRST COLLISION TYPE / OBJECT STRUCK	UNIT 1 CONTR CIRCUMSTANCE 1	UNIT 2 CONTR CIRCUMSTANCE 1
305	0.02		C652802	07/14/05	06:55	5AA77000D7	7	1	0	0			1	1	1	Vehicle - Pedalcyclist		
305	0.02		3508352	09/21/11	18:19	3BC7170AB1	6	1	0	1	10		3	1	1	Vehicle turning left hits pedestrian	Fail to Yield Row to Pedestrian	None
305	0.05		2724711	07/23/08	17:27	1AQ137CBA2	1	0	0	2	1	10	3	1	1	One car leaving driveway access	None	Did Not Grant RW to Vehicle
305	0.06		2970852	12/18/08	06:45	8AA024BPD7	1	0	0	2	2	1	4	3	4	One parked--one moving	Exceeding Reas. Safe Speed	
305	0.06		2721941	04/29/10	17:30	8AA068AQA1	6	1	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	0.06		E254212	06/30/13	13:08	8AA068AAA1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - both moving - rear-end	Driver Distractions Outside Vehicle	None
305	0.07		E208644	11/25/12	17:21	8AA068AQA1	7	2	0	3	1	2	4	1	4	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	0.07		E227368	02/09/13	05:11	4BA77---D1	7	1	0	0			4	1	4	Vehicle - Pedalcyclist	Exceeding Reas. Safe Speed	
305	0.08		1949336	08/16/05	21:32	1AR061AQA2	7	1	0	2	2	1	4	1	4	From same direction - both going straight - one stopped - rear-end	Other	None
305	0.10		2652563	10/19/06	08:55	5BQ165BAD7	6	1	0	2	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	None	Driver Interacting with Passengers, Anim
305	0.10		2724708	05/20/08	18:15	5BQ165BAD7	1	0	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Other Driver Distractions Inside Vehicle
305	0.10		E027586	08/18/09	17:52	5BA065BQD7	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Driver Eating or Drinking	None
305	0.11		1845836	04/09/05	20:51	7CC025BAD1	1	0	0	2	1	2	3	1	4	One car leaving driveway access	Did Not Grant RW to Vehicle	None
305	0.11		2724973	03/24/09	08:45	7CB711AAB1	7	1	0	1	0		3	2	2	Vehicle turning right hits pedestrian	Fail to Yield Row to Pedestrian	None
305	0.11		E387290	12/23/14	20:31	8AA068AQA2	1	0	0	2	1	2	4	2	4	From same direction - both going straight - one stopped - rear-end	Under Influence of Alcohol	None
305	0.12		2987201	06/18/07	13:13	1AA061AQA2	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.12		E243470	04/30/13	17:36	5BG055BAD1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - both moving - sideswipe	Improper Passing	None
305	0.13		2652668	09/19/06	06:44	3DC745BAD2	1	0	0	1	1		1	2	6	Vehicle - Pedalcyclist	Fail to Yield Row to Pedestrian	None
305	0.13		2722224	02/18/10	12:45	4BA064BQD1	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.13		E144438	12/22/11	15:30	4BA072DCD1	1	0	0	2	2	2	1	1	1	Entering at angle	Disregard Stop and Go Light	None
305	0.13		E163311	04/06/12	06:00	4BA154BAD2	1	0	0	2	10	2	5	1	2	From same direction - both going straight - both moving - sideswipe	None	Other
305	0.13		E196552	10/05/12	21:37	8AA068AQA2	7	3	0	3	1	1	1	1	4	From same direction - both going straight - one stopped - rear-end	Driver Operating Handheld Telecommunicat	None
305	0.13		E265244	08/23/13	06:21	4BB744BAE1	7	1	0	1	2		1	1	1	Vehicle - Pedalcyclist	Inattention	Inattention
305	0.13		E278061	10/17/13	07:00	4BA044BQD1	1	0	0	4	1	2	1	1	1	From same direction - both going straight - one stopped - sideswipe	Other	None
305	0.14		1846022	06/24/05	21:45	5BA34000D0	7	1	0	1	1		4	1	4	Utility Pole	Apparently Ill	
305	0.14		2724921	11/10/08	18:05	5BC021AAA2	1	0	0	2	1	2	3	1	4	One car entering driveway access	Did Not Grant RW to Vehicle	None

STATE ROUTE: 305
ENTIRE ROUTE
Date Range: 01/01/05 to 12/31/14

Winslow Way = 0.22mi

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
STANDARD COLLISION HISTORY DETAIL REPORT
SORTED BY SR/SRMP/DATE

TOTAL NUMBER OF COLLISIONS: 1828

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05/28/15 03:27 PM

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STATE ROUTE	SRMP	A / B	*ACCDNT REPORT NUMBER	DATE	TIME	DIAGRAM ANALYSIS DATA	MSVJ	#INJ	#FAT	#VEH	VEH1 TYPE	VEH2 TYPE	JUNC	SURF	LITE	FIRST COLLISION TYPE / OBJECT STRUCK	UNIT 1 CONTR CIRCUMSTANCE 1	UNIT 2 CONTR CIRCUMSTANCE 1
305	0.16		2722048	03/11/09	23:30	1AA7250AA2	6	1	0	1	1		4	1	4	Vehicle going straight hits pedestrian	None	On Wrong Side Of Road
305	0.17		2652736	10/30/08	20:39	5BA34000D0	1	0	0	1	1		4	2	4	Other Objects	Exceeding Stated Speed Limit	
305	0.17		2722235	08/12/10	00:43	4BA34000D0	1	0	0	1	1		4	1	4	Fence	Exceeding Stated Speed Limit	
305	0.17		E326810	05/10/14	14:02	8AA048AAA1	1	0	0	2	1	3	4	1	1	From same direction - both going straight - both moving - sideswipe	None	None
305	0.18		E334381	06/11/14	13:45	8AA058AAA1	1	0	0	2	2	2	4	1	1	From same direction - all others	Operating Defective Equipment	None
305	0.19		E327141	05/10/14	11:44	5BA34000D0	1	0	0	1	1		4	1	1	Retaining Wall (concrete, rock, brick, etc.)	Apparently Asleep	
305	0.20		3508367	11/11/11	17:29	8AA068AQA2	1	0	0	3	1	1	4	2	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.22		1845844	04/30/05	14:30	3DQ163DAE1	7	1	0	2	1	2	6	1	1	One car entering driveway access	None	Follow Too Closely
305	0.22		1846024	06/30/05	14:12	1AQ161AAA1	1	0	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	0.22		1579254	08/28/05	20:49	5BH075BWD2	1	0	0	2	2	1	1	2	4	From same direction - all others	Improper Backing	Other
305	0.22		1579046	11/26/05	15:23	5BR045BAD1	1	0	0	2	1	1	1	1	1	From same direction - both going straight - both moving - sideswipe	Did Not Grant RW to Vehicle	None
305	0.22		1579177	12/08/05	06:56	5BB075BAD1	1	0	0	2	2	2	1	1	4	From same direction - one right turn - one straight	Improper Turn	None
305	0.22		2265341	03/02/06	08:46	5BF145BBD1	1	0	0	2	1	5	1	2	1	Same direction -- both turning right -- both moving -- sideswipe	Improper Passing	None
305	0.22		2265499	07/15/06	12:40	7CA77000B1	6	1	0	0			1	2	1	Vehicle - Pedalcyclist	Other	
305	0.22		2265291	07/19/06	18:07	50C7310CE1	6	1	0	1		2	6	1	1	Vehicle - Pedalcyclist	Other	Under Influence of Alcohol
305	0.22		C672181	08/07/06	11:40	3DH073DQE1	1	0	0	2	1	1	1	1	1	From same direction - all others		
305	0.22		2652565	10/20/06	08:42	7CA067CQB1	7	1	0	2	10	12	1	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.22		2652634	10/31/06	14:31	30C063DQE1	1	0	0	2	2	3	6	1	1	One car entering driveway access	Improper Turn	None
305	0.22		2724663	02/10/07	17:27	5BA155BSD2	1	0	0	2	3	2	1	1	1	From same direction - both going straight - both moving - sideswipe	None	Did Not Grant RW to Vehicle
305	0.22		2721910	09/14/08	14:17	5BQ165BAD1	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	0.22		2722105	12/03/08	16:40	3DA063DQE1	7	1	0	2	2	1	1	1	4	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	0.22		2725153	07/02/09	20:25	5BB33000D0	1	0	0	1	2		6	1	1	Traffic Signal Pole or Box	Improper Turn	
305	0.22		2721952	08/12/09	12:30	3DB035BAD1	1	0	0	2	1	2	1	1	1	Entering at angle	Disregard Yield Sign - Flashing Yellow	None
305	0.22		2722205	01/15/10	07:00	3DC077CAA2	1	0	0	2	2	2	1	2	2	From opposite direction - one left turn - one straight	Disregard Stop and Go Light	None
305	0.22		2662037	08/29/11	11:05	5BA037CAD1	1	0	0	2	6	1	1	1	1	Entering at angle	Disregard Stop and Go Light	None
305	0.22		2725166	11/25/11	16:52	5BB135BAD1	1	0	0	2	2	1	1	1	3	From same direction - one right turn - one straight	Improper Turn	None

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
STANDARD COLLISION HISTORY DETAIL REPORT
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STATE ROUTE	SRMP	A / B	*ACCDNT REPORT NUMBER	DATE	TIME	DIAGRAM ANALYSIS DATA	MSVJ	#INJ	#FAT	#VEH	VEH1 TYPE	VEH2 TYPE	JUNC	SURF	LITE	FIRST COLLISION TYPE / OBJECT STRUCK	UNIT 1 CONTR CIRCUMSTANCE 1	UNIT 2 CONTR CIRCUMSTANCE 1
305	0.22		E150061	01/20/12	19:08	5BQ145BAD1	1	0	0	2	1	2	1	2	4	From same direction - both going straight - one stopped - sideswipe	None	Other
305	0.22		E205490	11/12/12	18:54	7CA067CQA2	1	0	0	2	1	1	1	2	4	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	0.22		E234264	03/20/13	10:55	5BR045BAD1	1	0	0	2	2	1	1	1	1	From same direction - both going straight - both moving - sideswipe	Did Not Grant RW to Vehicle	None
305	0.22		E260868	08/01/13	11:20	7CQ167CAB1	1	0	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	0.22		E282276	11/04/13	09:33	5BB145BBD1	1	0	0	2	1	6	1	1	1	Same direction -- both turning right -- both moving -- sideswipe	Other	Other
305	0.22		E289390	11/18/13	11:08	5BB055BBD1	1	0	0	2	1	6	1	2	1	Same direction -- both turning right -- both moving -- sideswipe	Improper Turn	None
305	0.22		E320208	04/11/14	12:37	7DA067DAE1	7	1	0	2	2	2	5	1	1	From same direction - both going straight - both moving - rear-end	None	None
305	0.22		E342817	07/19/14	23:47	5BA34000D0	1	0	0	1	1		1	2	4	Tree or Stump (stationary)	Under Influence of Alcohol	
305	0.23		C651777	06/20/05	08:00	5BQ165BAD1	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end		
305	0.24		1845670	07/06/05	17:25	5BQ165BHD2	1	0	0	2	1	2	2	1	1	From same direction - all others	None	Improper Backing
305	0.24		2724793	08/14/07	15:06	5BA065BQD2	1	0	0	2	2	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	0.24		2722352	10/20/10	06:10	5BR045BAD1	1	0	0	2	1	12	2	1	4	From same direction - both going straight - both moving - sideswipe	Did Not Grant RW to Vehicle	None
305	0.25		E346302	08/02/14	10:15	5BH075BQD2	1	0	0	2	2	1	4	1	1	From same direction - all others	Improper Backing	None
305	0.31		2265201	01/01/06	16:00	5BA34000D1	1	0	0	1	2		4	2	1	All other non-collision	None	
305	0.42		1845870	11/08/05	12:40	1AR041AAA1	1	0	0	2	3	1	4	1	1	From same direction - both going straight - both moving - sideswipe	Did Not Grant RW to Vehicle	None
305	0.47		2724844	08/18/07	18:00	1AA151ADA2	1	0	0	2	1	2	4	1	1	From same direction - all others	None	Improper U-Turn
305	0.53		1722434	12/26/05	17:28	5BA065BRD2	7	1	0	2	2	1	4	2	6	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	0.55		1846150	08/06/05	23:56	5BA32000D1	1	0	0	1	1		5	1	6	Non-domestic animal (deer, bear, elk, etc)	None	
305	0.55		1846172	08/09/05	15:03	5BA32000D1	1	0	0	1	2		4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	0.55		2725026	06/03/08	07:54	1AD031AAA2	1	0	0	2	1	2	4	2	1	From same direction - all others	Improper U-Turn	None
305	0.58		E339126	07/02/14	07:00	5BA34000D0	0	0	0	1	2		4	1	1	Metal Sign Post	Other	
305	0.62		2724666	02/12/07	18:16	7CB161AAA1	7	1	0	2	2	1	1	1	6	Entering at angle	Did Not Grant RW to Vehicle	None
305	0.62		2724826	07/15/07	16:15	5BA045BWD1	1	0	0	2	1	1	5	1	1	From same direction - both going straight - one stopped - sideswipe	None	Other
305	0.62		3353012	07/21/11	02:18	1AA50000A1	1	0	0	1	12		5	1	6	Vehicle overturned	Exceeding Stated Speed Limit	
305	0.62		E225112	02/05/13	14:46	7CB031AAA1	6	2	0	2	1	1	1	2	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	0.62		E388314	12/30/14	09:51	5BA32000D1	1	0	0	1	1		5	1	1	Vehicle Strikes Deer	None	
305	0.65		2652692	12/26/06	14:51	1AA021ADA2	5	1	0	2	1	2	4	2	1	From same direction - all others	None	Improper U-Turn
305	0.66		E161869	03/27/12	22:42	5BA34000D0	1	0	0	1	1		4	2	6	Tree or Stump (stationary)	Apparently Asleep	

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STATE ROUTE	SRMP	A / B	*ACCDNT REPORT NUMBER	DATE	TIME	DIAGRAM ANALYSIS DATA	MSVJ	#INJ	#FAT	#VEH	VEH1 TYPE	VEH2 TYPE	JUNC	SURF	LITE	FIRST COLLISION TYPE / OBJECT STRUCK	UNIT 1 CONTR CIRCUMSTANCE 1	UNIT 2 CONTR CIRCUMSTANCE 1
305	0.68		2265313	05/19/06	21:40	5BA041AAA1	1	0	0	2	2	10	4	1	6	From opposite direction - both going straight - sideswipe	Under Influence of Alcohol	None
305	0.68		2722360	03/31/11	15:42	5BA99000D1	1	0	0	1	1		4	2	1	All other non-collision	None	
305	0.68		2722186	05/26/11	00:20	5BA32000D1	1	0	0	1	1		4	1	6	Vehicle Strikes Deer	None	
305	0.79		2652659	08/18/06	18:38	1AA061AQA1	7	1	0	2	1	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Driver Interacting with Passengers, Anim	None
305	0.83		0803679	11/26/05	16:49	1AA061AQA2	6	1	0	2	1	2	4	1	3	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.84		2724800	08/25/07	16:45	1AR041AAA1	1	0	0	2	12	1	4	1	1	From same direction - both going straight - both moving - sideswipe	Did Not Grant RW to Vehicle	None
305	0.91		2724676	04/20/07	11:25	1AA061AQA2	6	3	0	3	1	2	2	1	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	0.98		1845848	05/06/05	01:04	1AB33000A0	1	0	0	1	1		1	1	4	Wood Sign Post	Under Influence of Alcohol	
305	0.98		1846166	07/29/05	22:15	1AB141ABA1	1	0	0	2	1	1	1	1	4	Same direction -- both turning right -- both moving -- sideswipe	None	Improper Turn
305	0.98		1587332	10/31/05	06:21	5BQ165BAD1	1	0	0	2	1	1	1	2	2	From same direction - both going straight - one stopped - rear-end	None	Exceeding Reas. Safe Speed
305	0.98		1845867	11/03/05	20:51	1AS051AAA6	1	0	0	2	2	2	1	2	4	From same direction - both going straight - both moving - sideswipe	Other	Other
305	0.98		2265276	02/15/06	03:53	70A34000D0	1	0	0	1	1		1	1	4	Fire Hydrant	Apparently Ill	
305	0.98		2652656	08/14/06	18:23	1AA32000A1	1	0	0	1	1		5	1	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	0.98		2652770	10/04/06	15:39	7CA067CQB1	1	0	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Other	None
305	0.98		C675755	10/11/06	11:30	3DA131ABA1	1	0	0	2	2	1	1	1	1	Entering at angle		
305	0.98		2652705	02/26/07	08:08	5BA065BQD1	1	0	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	0.98		2724834	07/29/07	19:10	5BA165BAD1	1	0	0	2	1	1	1	1	1	From same direction - both going straight - both moving - rear-end	None	Follow Too Closely
305	0.98		2724788	08/06/07	13:55	3AA063AQA1	6	1	0	2	0	1	1	9	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.98		2721867	01/04/08	12:35	7CA0330CB1	1	0	0	2	1	2	6	2	1	One car entering driveway access	None	Did Not Grant RW to Vehicle
305	0.98		2721875	01/14/08	23:28	5BA60000D0	6	1	0	1	1		5	4	4	Roadway Ditch	Apparently Asleep	
305	0.98		2652550	01/21/08	17:12	1AR061AWA2	1	0	0	2	1	1	1	1	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	Other
305	0.98		2725009	02/08/08	16:40	1AC34000D0	1	0	0	1	1		1	2	1	Fire Hydrant	Improper Turn	
305	0.98		2725120	05/01/08	19:10	7CQ167CAB1	7	1	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	0.98		2721925	10/22/08	10:49	5BA065BPD7	7	1	0	2	2	6	5	1	1	One parked--one moving	Inattention	Improper Parking Location
305	0.98		C712741	11/17/08	18:00	5BQ165BAD6	7	1	0	2	2	1	1	1	4	From same direction - both going straight - one stopped - rear-end		

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305	0.98		2725152	01/10/09	17:40	3DA063DQE1	1	0	0	2	2	1	1	1	4	From same direction - both going straight - one stopped - rear-end	Driver Eating or Drinking	None
305	0.98		2722153	10/14/09	16:43	7CA067CQB1	1	0	0	2	1	3	1	2	1	From same direction - both going straight - one stopped - rear-end	Other Driver Distractions Inside Vehicle	None
305	0.98		2724685	12/07/09	12:02	1AA027CAA1	1	0	0	2	3	2	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	0.98		2722514	03/05/10	16:00	30A0630QB1	7	1	0	3	2	1	5	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.98		2722524	03/21/10	13:50	1AH071ASA6	1	0	0	2	3	2	1	1	1	From same direction - all others	Other	Other
305	0.98		2722254	04/03/10	13:36	3DC075BQD2	1	0	0	2	2	1	1	1	1	Entering at angle	Driver Distractions Outside Vehicle	None
305	0.98		2722272	06/22/10	14:20	5BA065BQD2	1	0	0	3	2	1	5	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.98		2722303	07/03/10	23:40	5BR045BAD1	7	1	0	2	2	1	1	1	4	From same direction - both going straight - both moving - sideswipe	Did Not Grant RW to Vehicle	None
305	0.98		2725213	08/02/10	14:20	5BR165BAD2	1	0	0	2	2	1	1	1	1	From same direction - both going straight - both moving - rear-end	Did Not Grant RW to Vehicle	None
305	0.98		2722292	10/06/10	10:13	5BA065BQD2	1	0	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Driver Interacting with Passengers, Anim	None
305	0.98		2722190	06/15/11	07:22	8CA068CQB1	7	1	0	2	1	2	1	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.98		3353009	07/17/11	15:45	5BA065BQD2	1	0	0	2	1	2	1	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.98		2662038	08/31/11	06:40	7CC121ACA6	1	0	0	2	1	1	1	1	1	Entering at angle	None	Disregard Stop and Go Light
305	0.98		3508337	09/17/11	00:55	1AA717CAA1	6	1	0	1	1		1	1	4	Vehicle going straight hits pedestrian	None	Under Influence of Alcohol
305	0.98		3508378	09/23/11	11:51	5BA065BQD2	1	0	0	3	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.98		3508339	11/24/11	21:20	5BA065BQD2	1	0	0	2	1	2	1	2	4	From same direction - both going straight - one stopped - rear-end	Unknown Driver Distraction	None
305	0.98		E172191	05/29/12	00:01	5DA065DQD2	1	0	0	3	2	1	1	1	9	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	0.98		E193659	09/13/12	13:46	5BQ165BAD2	7	1	0	5	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Other
305	0.98		E205149	10/13/12	12:23	7CC62000D0	1	0	0	1	2		1	2	1	Over Embankment - No Guardrail Present	Improper Turn	
305	0.98		E203406	11/02/12	15:43	7CA121AAA1	1	0	0	2	1	10	1	2	1	Entering at angle	Disregard Stop and Go Light	None
305	0.98		E248925	06/06/13	16:34	1AB731AAB1	6	1	0	1	1		1	1	1	Vehicle - Pedalcyclist	None	None
305	0.98		E258671	07/24/13	10:21	5BA055BQD2	1	0	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - sideswipe	Inattention	None
305	0.98		E266507	08/26/13	13:45	3DQ163DAE1	1	0	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Driver Interacting with Passengers, Anim
305	0.98		E282277	11/03/13	17:30	1AQ161AAA2	1	0	0	2	2	2	1	1	4	From same direction - both going straight - one stopped - rear-end	None	Inattention

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305	0.98		E323742	04/21/14	13:40	5BA065BQD6	1	0	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	0.98		E350447	08/20/14	18:39	7CB067CBB1	1	0	0	2	2	1	1	1	1	Same direction -- both turning right -- both moving -- rear end	Inattention	None
305	0.98		E356063	09/12/14	14:40	5BA065BQD2	1	0	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	0.99		1845791	03/21/05	09:00	5BA065BQD1	7	1	0	2	2	2	1	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.02		E169466	05/11/12	15:05	1AA151ASA2	1	0	0	2	2	1	4	1	1	From same direction - both going straight - both moving - sideswipe	None	Did Not Grant RW to Vehicle
305	1.03		2725126	04/16/08	15:10	5BF055BAD1	6	1	0	2	1	1	2	1	1	From same direction - both going straight - both moving - sideswipe	Improper Passing	None
305	1.04		2721929	10/28/08	16:27	1AS051AAA2	1	0	0	2	2	1	4	1	1	From same direction - both going straight - both moving - sideswipe	Inattention	None
305	1.05		E158475	03/10/12	18:26	1AA061AAA2	1	0	0	2	1	2	4	2	6	From same direction - both going straight - both moving - rear-end	Driver Distractions Outside Vehicle	None
305	1.06		2721977	08/06/08	19:31	1AA151AJA2	1	0	0	2	1	1	4	1	1	From same direction - both going straight - both moving - sideswipe	Other	Other
305	1.06		2722026	11/17/08	18:20	1AJ051AAA2	1	0	0	2	1	2	4	1	4	From same direction - both going straight - both moving - sideswipe	Did Not Grant RW to Vehicle	None
305	1.06		2725180	07/19/09	20:32	1AJ051AAA1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - both moving - sideswipe	Did Not Grant RW to Vehicle	None
305	1.06		2722163	11/18/09	09:06	1AA33000A0	0	0	0	1	1		4	2	1	Metal Sign Post	Other	
305	1.07		3508373	08/06/12	17:33	1AA061AAA1	7	1	0	2	1	2	4	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	1.09		2725160	11/11/10	16:37	1AJ051AAA1	1	0	0	2	1	2	4	2	3	From same direction - both going straight - both moving - sideswipe	Did Not Grant RW to Vehicle	None
305	1.09		E133249	10/17/11	19:36	5BA32000D1	1	0	0	1	2		4	1	6	Vehicle Strikes Deer	None	
305	1.23		2652623	12/14/06	15:50	5BA065BQD1	6	2	0	2	1	2	4	2	6	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.23		E352646	08/29/14	09:00	5BA33000D0	1	0	0	1	2		4	2	1	Metal Sign Post	Apparently Asleep	
305	1.39		E243976	05/14/13	18:50	8AA99000A2	7	1	0	0			4	1	1	Vehicle - Pedalcyclist	Inattention	
305	1.45		2725190	07/31/09	19:11	1AA061AQA1	6	1	0	3	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.45		E210471	11/30/12	17:06	8AA068AQA1	1	0	0	2	1	1	4	2	6	From same direction - both going straight - one stopped - rear-end	Other Driver Distractions Inside Vehicle	None
305	1.48		E212937	12/13/12	07:19	8AA32000A1	1	0	0	1	2		4	1	2	Vehicle Strikes Deer	None	
305	1.52		2721917	10/11/08	00:01	5BA32000D1	7	1	0	1	1		4	1	6	Non-domestic animal (deer, bear, elk, etc)	None	
305	1.52		3508388	10/19/11	14:14	8AA32000A1	1	0	0	1	1		4	1	1	Vehicle Strikes Deer	None	
305	1.53		C650639	05/30/05	18:30	1AA34000A1	1	0	0	1	1		4	1	1	All other non-collision		
305	1.53		E152412	02/02/12	16:35	8AQ168AAA1	1	0	0	2	2	1	2	1	1	From same direction - both going straight - one stopped - rear-end	None	Driver Interacting with Passengers, Anim

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305	1.55		2724635	03/10/07	11:20	1AA061AQA1	1	0	0	3	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.55		2725064	05/25/08	13:54	1AA061AAA1	1	0	0	3	2	1	2	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	1.55		2724974	03/25/09	09:34	1AA061AQA1	1	0	0	2	2	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.55		E189658	09/01/12	15:51	8AA068AAA1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	1.56		2652718	03/24/07	17:40	1AQ161AAA1	1	0	0	2	1	1	2	2	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	1.56		2725259	04/13/09	16:40	1AA061AAA1	1	0	0	2	1	2	2	2	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	1.57		1845903	02/28/05	08:00	1AA061AAA1	1	0	0	2	1	2	2	2	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	1.57		1587372	09/13/05	08:09	1AA32000A1	1	0	0	1	2		4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	1.57		2725237	05/27/09	18:10	1AQ161AAA1	6	1	0	2	2	1	2	1	1	From same direction - both going straight - one stopped - rear-end	None	Driver Operating Handheld Telecommunicat
305	1.58		2652763	09/24/06	10:17	1AA061AQA1	1	0	0	3	2	2	2	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.58		2725209	08/02/10	13:30	1AA061AAA1	1	0	0	2	2	2	2	1	1	From same direction - both going straight - both moving - rear-end	Driver Distractions Outside Vehicle	None
305	1.58		2722353	10/22/10	13:10	1AA061AQA1	1	0	0	2	1	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Other	None
305	1.58		2722358	03/09/11	18:11	8AQ168AAA1	7	2	0	3	2	1	2	1	3	From same direction - both going straight - one stopped - rear-end	None	Exceeding Reas. Safe Speed
305	1.58		2722493	06/29/12	17:32	8AA068AQA1	6	1	0	4	2	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Other	None
305	1.59		2724924	11/14/08	17:31	1AQ161AAA1	1	0	0	2	2	2	2	1	3	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	1.60		2722340	03/08/11	07:51	8AA168AAA2	7	2	0	2	2	2	2	2	1	From same direction - both going straight - both moving - rear-end	None	Follow Too Closely
305	1.61		E187070	08/18/12	17:40	8AA068AQA1	1	0	0	3	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.61		E343928	07/18/14	16:07	1AA061AQA1	7	1	0	3	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.62		E258103	07/21/13	17:30	1AQ161AAA1	6	2	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	1.64		1845785	03/09/05	16:24	3DC035BAD1	1	0	0	2	1	1	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	1.64		1846151	07/14/05	11:09	5BQ165BAD1	1	0	0	2	1	6	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	1.64		1587285	09/29/05	17:36	1AA061AQA1	1	0	0	2	2	1	5	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None

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305	1.64		1845966	10/15/05	11:40	3DC137CAA1	1	0	0	2	1	1	1	1	1	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle	None
305	1.64		1845974	10/27/05	14:54	1AA061AQA1	1	0	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		1722429	12/15/05	15:00	3DC137CAA1	6	1	0	2	1	1	1	1	1	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle	None
305	1.64		1722430	12/16/05	09:27	5BA037CAD1	1	0	0	3	1	1	1	4	1	Entering at angle	Disregard Stop and Go Light	None
305	1.64		2265439	03/26/06	16:34	1AQ161AAA1	1	0	0	2	3	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	1.64		2265368	06/21/06	19:12	3DC137CAD6	7	2	0	2	2	1	1	1	1	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle	None
305	1.64		2265374	07/01/06	10:26	1AA061AAA1	1	0	0	5	2	1	5	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	1.64		2652677	08/29/06	17:33	1AA061AQA1	1	0	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Under Influence of Drugs	None
305	1.64		2652608	11/22/06	13:05	1AA061AQA1	1	0	0	2	1	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		2652620	12/17/06	17:39	7CA123DCA1	1	0	0	2	1	2	1	1	4	From opposite direction - one left turn - one straight	None	Under Influence of Alcohol
305	1.64		2724903	07/18/07	15:00	1AA061AQA1	6	1	0	3	1	1	5	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		2724848	10/11/07	15:45	1AA061AQA2	1	0	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		2724819	10/18/07	18:40	1AA061AQA1	1	0	0	2	1	1	1	2	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		2721843	12/20/07	15:43	1AA061AAA1	7	1	0	3	1	1	5	1	1	From same direction - both going straight - both moving - rear-end	Driver Distractions Outside Vehicle	None
305	1.64		2721850	01/19/08	14:54	1AA061AQA1	1	0	0	2	2	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		2721905	03/21/08	14:45	1AQ161AAA1	1	0	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	1.64		2725099	04/10/08	16:40	1AA061AQA1	6	1	0	2	2	2	1	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	1.64		2724643	04/17/08	09:27	1AA061AQA2	1	0	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		2725119	04/29/08	16:36	1AA061AQA1	1	0	0	3	2	2	1	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		2725066	05/27/08	15:40	1AA061AQA1	7	1	0	3	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		2725040	07/21/08	09:15	3DB33000E1	1	0	0	1	2		1	1	1	Utility Pole	Improper Turn	
305	1.64		2725038	07/25/08	11:36	1AA061AQA1	6	1	0	3	2	1	5	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None

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305	1.64		2721911	09/16/08	08:10	5BA065BAD2	7	1	0	2	2	1	1	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	1.64		2721991	11/04/08	19:26	5BA065BQD1	1	0	0	2	2	2	1	1	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		2722123	02/19/09	19:29	1AQ161AAA1	1	0	0	2	2	1	1	1	4	From same direction - both going straight - one stopped - rear-end	None	Exceeding Reas. Safe Speed
305	1.64		2725253	04/03/09	18:34	1AB62000A0	1	0	0	1	1		1	1	1	Over Embankment - No Guardrail Present	Under Influence of Alcohol	
305	1.64		2725242	06/01/09	13:05	5BA065BQD2	7	1	0	2	1	2	1	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	1.64		2722006	07/03/09	12:17	1AA061AQA1	1	0	0	2	2	2	5	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		2725184	07/25/09	16:47	1AA061AAA1	7	1	0	2	1	2	5	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	1.64		2725192	08/03/09	13:10	1AA061AAA1	1	0	0	3	2	2	5	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	1.64		2725193	08/08/09	15:01	1AA061AQA1	1	0	0	3	1	1	5	1	1	From same direction - both going straight - one stopped - rear-end	Driver Reading or Writing	None
305	1.64		2722011	08/18/09	16:39	1AA061AAA1	1	0	0	2	1	2	5	1	1	From same direction - both going straight - both moving - rear-end	Driver Interacting with Passengers, Anim	None
305	1.64		2722022	09/04/09	17:56	1AA061AQA1	6	2	0	3	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		2722021	09/04/09	06:52	5BA065BQD2	7	1	0	2	2	12	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		2722137	10/11/09	17:55	1AA061AQA1	1	0	0	2	2	2	5	1	1	From same direction - both going straight - one stopped - rear-end	Driver Interacting with Passengers, Anim	None
305	1.64		2725156	12/05/09	17:15	1AA061AQA6	1	0	0	2	1	1	1	1	3	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		2722165	12/10/09	10:30	1AA025BAD1	4	2	1	2	1	2	5	1	1	From opposite direction - all others	Over Center Line	None
305	1.64		2725201	01/11/10	18:07	2DC136CAA1	1	0	0	2	2	1	1	1	4	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle	None
305	1.64		2721940	01/15/10	18:20	4BQ164BAD2	7	1	0	2	2	2	1	2	5	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	1.64		2721943	06/22/10	19:16	3DQ163DAD1	1	0	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	1.64		2722302	06/30/10	17:04	4BA064BQD2	7	2	0	3	10	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		2722238	09/09/10	16:20	1AA061AQA1	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		2722325	09/10/10	10:22	1AA061AQA1	7	2	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		2722289	10/02/10	14:04	8AA068AQA1	7	1	0	3	2	1	5	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None

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305	1.64		2722381	12/20/10	10:06	4BQ164BAD2	1	0	0	2	2	2	1	2	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	1.64		2722241	01/14/11	18:30	6CA032DCA1	1	0	0	2	1	2	1	2	4	From opposite direction - one left turn - one straight	None	Did Not Grant RW to Vehicle
305	1.64		2722451	04/15/11	16:34	8AA068AAA1	6	1	0	3	1	2	5	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	1.64		2722243	05/06/11	12:59	4BA064BQD2	6	5	0	3	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Driver Interacting with Passengers, Anim	None
305	1.64		2722198	06/27/11	13:06	8AA168AAA1	6	1	0	3	1	1	5	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	Follow Too Closely
305	1.64		2722200	07/01/11	17:58	8AA068AAA1	1	0	0	2	1	2	5	1	1	From same direction - both going straight - both moving - rear-end	Other Driver Distractions Inside Vehicle	None
305	1.64		3352976	07/02/11	13:26	1AA061AQA1	7	1	0	4	2	2	5	1	1	From same direction - both going straight - one stopped - rear-end	Driver Eating or Drinking	None
305	1.64		3353023	08/18/11	14:53	8AA068AQA1	6	1	0	3	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		2662034	08/21/11	10:10	2DC136CAA1	1	0	0	2	2	1	1	1	1	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle	None
305	1.64		2662036	08/26/11	14:08	8AA068AQA1	1	0	0	2	1	2	5	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		3508354	09/22/11	15:25	2DC026CAA1	1	0	0	2	2	2	1	1	1	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle	None
305	1.64		E128651	10/02/11	17:39	8AA068AAA1	1	0	0	3	1	1	1	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	1.64		E133252	10/21/11	16:47	8AA068AAA1	1	0	0	2	2	2	5	2	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	1.64		3508359	10/27/11	21:20	3DC137CAA6	1	0	0	2	2	1	1	1	4	From opposite direction - one left turn - one straight	Other	Other
305	1.64		E140544	11/22/11	00:01	8AA068AAA1	1	0	0	2	1	1	5	2	4	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	1.64		E144432	12/15/11	19:20	8AA068AQA1	1	0	0	2	2	1	1	2	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		E150327	01/23/12	16:47	8AQ168AAA1	1	0	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	1.64		3508397	02/08/12	18:25	1AQ161AAA1	1	0	0	2	2	1	5	2	4	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	1.64		E169464	05/10/12	21:30	2DC026CAD1	1	0	0	2	1	2	1	1	4	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle	None
305	1.64		3353368	08/18/12	17:56	8AA068AAA1	1	0	0	2	1	1	1	1	1	From same direction - both going straight - both moving - rear-end	Driver Distractions Outside Vehicle	None
305	1.64		E188542	08/20/12	10:50	8AA068AQA1	1	0	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.64		E203998	11/05/12	13:41	8AA026CAA1	6	2	0	2	1	2	1	1	1	Entering at angle	Disregard Stop and Go Light	None

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305	1.64		E208141	11/20/12	15:37	2DC136CAA6	1	0	0	2	1	1	1	2	1	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle	None
305	1.64		E210470	11/30/12	17:37	8AA068AQA1	1	0	0	2	2	2	5	2	4	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		E250476	06/14/13	18:36	8AQ168AAA1	7	3	0	2	1	2	5	1	1	From same direction - both going straight - one stopped - rear-end	Driver Not Distracted	Driver Distractions Outside Vehicle
305	1.64		E277078	09/26/13	14:09	8AA068AQA1	1	0	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		E296462	12/24/13	12:32	4BA064BAD2	1	0	0	2	1	2	1	1	1	From same direction - both going straight - both moving - rear-end	None	Other
305	1.64		E296095	12/27/13	19:26	8AA068AQA1	7	2	0	2	1	2	1	2	4	From same direction - both going straight - one stopped - rear-end	Driver Interacting with Passengers, Anim	None
305	1.64		E316825	03/26/14	15:52	8AQ168AAA1	7	1	0	2	1	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Driver Not Distracted	Inattention
305	1.64		E331820	05/31/14	17:40	8AA067AQA1	1	0	0	3	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		E338377	06/30/14	16:02	4BA064BQD1	7	1	0	3	1	2	5	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.64		E346908	08/05/14	21:33	4BA064BQD1	1	0	0	2	2	1	1	1	4	From same direction - both going straight - one stopped - rear-end	Other	None
305	1.64		E349957	08/17/14	16:00	1AQ161AAA2	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	1.64		E367063	10/21/14	15:06	4BA064BAD1	7	1	0	2	1	2	1	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	1.65		E277077	10/12/13	12:20	1AA061AQA1	1	0	0	3	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.70		1846008	06/01/05	15:40	1AA7110AA7	6	1	0	1	12		4	1	1	Vehicle going straight hits pedestrian	Exceeding Reas. Safe Speed	Other
305	1.71		E378993	11/29/14	10:27	4BA60000A0	1	0	0	1	2		4	4	1	Roadway Ditch	None	
305	1.78		E186365	08/12/12	15:06	8AA068AAA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - both moving - rear-end	Unknown Driver Distraction	None
305	1.80		2722269	06/08/10	07:35	4BA064BQD1	1	0	0	3	1	2	2	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	1.83		E172684	05/31/12	06:38	4BA32000D1	1	0	0	1	2		4	2	1	Vehicle Strikes Deer	None	
305	1.85		1845666	07/03/05	20:18	1AA32000A1	1	0	0	2	3	1	4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	None
305	1.89		1845829	03/18/05	18:35	1AA061AQA1	1	0	0	2	1	1	4	1	3	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.89		2265505	12/06/06	12:36	5BA021AQA7	5	2	0	2	2	2	4	1	1	From opposite direction - all others	Over Center Line	None
305	1.89		2652624	12/19/06	18:25	1AA061AQA1	1	0	0	3	2	1	4	1	6	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.89		2721852	10/19/07	16:50	1AA061AQA1	1	0	0	3	1	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	1.89		E280357	10/27/13	19:21	4BA178AAD1	6	1	0	2	1	1	4	1	6	From same direction - all others	None	Over Center Line
305	1.95		2722467	01/05/13	16:30	4BA33000D7	1	0	0	1	1		4	1	3	Guardrail - Face	Other	

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305	1.97		E282275	11/03/13	09:28	1AA061AQA1	1	0	0	3	1	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.01		2652711	03/10/07	11:23	1AA061AQA1	1	0	0	2	1	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.06		2265356	04/18/06	10:33	5BA065BQD1	7	1	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.09		E324156	04/28/14	17:33	1AA061AQA1	7	2	0	3	1	2	2	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.11		2652647	03/06/07	18:20	1AQ161AAA1	1	0	0	3	2	2	2	1	6	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	2.12		2722479	04/11/10	12:09	1AA061AQA1	6	2	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.12		2722488	11/22/11	15:01	5BA065BAD1	7	1	0	2	1	1	4	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	2.12		E146075	12/25/11	18:01	5BA32000D1	1	0	0	1	1		4	1	6	Vehicle Strikes Deer	None	
305	2.20		2722441	05/10/11	20:50	5BA32000D1	1	0	0	1	1		4	1	3	Vehicle Strikes Deer	None	
305	2.21		E212055	12/09/12	14:06	1AR33000A7	1	0	0	1	2		4	2	1	Guardrail - Leading End	Other	
305	2.21		E293119	12/10/13	11:30	1AA061AQA2	0	0	0	2	1	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	Driver Not Distracted
305	2.22		2724726	04/17/07	00:01	1AQ161AAA2	1	0	0	2	1	1	2	2	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	2.22		E234795	03/28/13	14:42	1AA061AQA1	7	2	0	3	2	2	2	1	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	2.23		2722317	08/23/10	21:01	5DA32000D1	1	0	0	1	1		4	1	6	Vehicle Strikes Deer	None	
305	2.24		2724881	09/06/07	11:25	5BA165BAD1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - both moving - rear-end	None	Inattention
305	2.25		E267645	09/03/13	18:12	1AA99000AL	7	1	0	0			4	1	1	Vehicle - Pedalcyclist	None	
305	2.31		0803572	01/14/05	10:18	1AA061AQA2	6	2	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	2.31		1845811	02/24/05	12:06	3DC50000A1	6	1	0	1	12		1	5	1	Vehicle overturned	None	
305	2.31		1846128	04/20/05	09:38	5BA065BQD1	7	1	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.31		1846017	06/11/05	14:00	5BQ165BAD1	1	0	0	2	2	1	2	2	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	2.31		1846167	07/30/05	13:15	5BA065BQD1	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.31		1845938	09/15/05	14:30	5BQ165BAD2	1	0	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	2.31		1845959	10/05/05	11:58	5BA065BAD1	1	0	0	3	1	2	1	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	2.31		1845961	10/08/05	17:15	1AA061AQA2	1	0	0	2	1	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None

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305	2.31		1722401	12/08/05	07:39	3DQ143DBE1	1	0	0	2	2	1	1	1	1	From same direction - one right turn - one straight	Other	None
305	2.31		2265446	04/04/06	09:30	5BQ165BAD1	7	1	0	2	1	0	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Other
305	2.31		2083592	04/06/06	22:43	1AA33000A1	1	0	0	1	6		1	1	4	Signal Pole	Other	
305	2.31		2265491	04/29/06	18:00	5BA065BQD1	7	1	0	2	2	2	1	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.31		2265236	07/09/06	16:49	5BA065BQD2	1	0	0	3	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.31		2265500	07/19/06	10:04	1AQ161AAA1	1	0	0	2	1	3	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	2.31		2652764	09/24/06	13:10	1AA061AQA1	1	0	0	2	1	2	2	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.31		2652526	10/05/06	12:08	5BA065BQD1	1	0	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Under Influence of Alcohol	None
305	2.31		2652553	10/05/06	12:48	1AA061AQA1	1	0	0	2	2	2	5	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.31		2265530	10/12/06	19:46	5BQ165BAD6	7	1	0	2	1	0	1	1	4	From same direction - both going straight - one stopped - rear-end	None	Other
305	2.31		2652641	01/19/07	19:13	1AQ161AAA2	1	0	0	2	2	2	1	1	4	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	2.31		2724654	01/26/07	17:34	1AA061AQA1	1	0	0	4	2	2	2	1	3	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.31		2724728	04/18/07	15:33	1AQ161AAA1	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Other
305	2.31		2724738	05/06/07	12:13	5BQ165BRD2	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	2.31		2652536	05/10/07	10:20	1AA061AQA2	1	0	0	3	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	2.31		2724902	05/24/07	06:25	3DC035BAD1	1	0	0	2	1	2	1	1	1	Entering at angle	Disregard Stop and Go Light	None
305	2.31		2724783	07/11/07	16:50	1AA061AQA2	6	1	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Unknown Driver Distraction	None
305	2.31		2724880	09/05/07	11:16	5BA165BAD1	1	0	0	2	1	1	1	1	1	From same direction - both going straight - both moving - rear-end	None	Inattention
305	2.31		2765652	10/21/07	10:07	5BA065BQD1	1	0	0	2	1	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	2.31		2721859	12/22/07	10:20	3DC025BQD2	1	0	0	2	2	2	1	2	1	Entering at angle	Exceeding Reas. Safe Speed	None
305	2.31		2725006	02/02/08	13:03	1AA50000A1	6	1	0	1	13		1	2	1	Vehicle overturned	Other	
305	2.31		2724707	05/13/08	19:17	1AQ161AAA2	1	0	0	2	1	2	1	2	1	From same direction - both going straight - one stopped - rear-end	None	Driver Interacting with Passengers, Anim
305	2.31		2725047	08/05/08	08:52	5BQ165BAD2	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Operating Defective Equipment

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
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STATE ROUTE	SRMP	A / B	*ACCDNT REPORT NUMBER	DATE	TIME	DIAGRAM ANALYSIS DATA	MSVJ	#INJ	#FAT	#VEH	VEH1 TYPE	VEH2 TYPE	JUNC	SURF	LITE	FIRST COLLISION TYPE / OBJECT STRUCK	UNIT 1 CONTR CIRCUMSTANCE 1	UNIT 2 CONTR CIRCUMSTANCE 1
305	2.31		2722034	01/04/09	18:15	3DA0470AE1	1	0	0	2	2	1	5	3	4	From opposite direction - both going straight - sideswipe	Exceeding Reas. Safe Speed	None
305	2.31		2725266	04/23/09	10:45	5BA065BQD2	1	0	0	2	1	2	1	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.31		2722086	11/09/09	19:03	1AA061AQA2	7	1	0	2	2	1	1	2	4	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.31		2722089	11/11/09	10:16	1AA061AQA2	1	0	0	2	1	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	2.31		2722097	12/19/09	17:59	5BA065BQD2	1	0	0	2	1	1	1	2	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.31		2722520	03/19/10	14:52	1AA061AQA2	6	1	0	3	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.31		2725215	08/07/10	14:20	2AA062AAA2	1	0	0	2	2	1	1	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	2.31		2722354	10/22/10	15:09	1AA32000A2	1	0	0	1	1		5	1	1	Vehicle Strikes Deer	None	
305	2.31		2722386	03/01/11	13:08	5BA065BAD2	1	0	0	2	1	1	1	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	2.31		2722449	05/25/11	18:02	5BA065BQD2	7	2	0	2	1	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Apparently Asleep	None
305	2.31		3353014	08/01/11	11:30	1AA061AQA2	7	1	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.31		3508329	09/02/11	09:49	1AA061AQA2	1	0	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	2.31		2662048	09/06/11	15:20	1AA061AQA2	6	1	0	3	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.31		3508338	09/23/11	08:50	5BA065BQD1	1	0	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.31		3508363	11/02/11	20:17	70C731ABB1	7	1	0	1	1		1	2	4	Vehicle - Pedalcyclist	Fail to Yield Row to Pedestrian	None
305	2.31		E151282	01/27/12	13:32	1AQ161AAA2	7	1	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Other
305	2.31		E154263	02/14/12	16:16	4BQ164BAD2	7	1	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	2.31		E173959	06/07/12	09:50	4BA064BQD6	1	0	0	2	1	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.31		E178206	06/30/12	12:18	4BA064BAD1	7	1	0	2	1	1	1	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	2.31		E191917	09/01/12	15:51	1AA061AQA2	1	0	0	3	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.31		E211822	12/09/12	14:50	1AA061AQA2	7	3	0	4	2	2	1	2	1	From same direction - both going straight - one stopped - rear-end	None	None
305	2.31		E212056	12/09/12	16:25	1AA061AQA2	1	0	0	2	2	1	1	2	3	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None

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305	2.31		E220422	01/12/13	13:06	1AA061AQA2	7	1	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.31		E221729	01/18/13	15:27	5BB037CAE1	1	0	0	2	1	2	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	2.31		E241270	05/01/13	12:35	5BA065BQD2	1	0	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Driver Interacting with Passengers, Anim	None
305	2.31		E248102	05/24/13	15:15	5BQ165BAD6	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	2.31		E256036	07/11/13	15:05	4BS144BAD6	1	0	0	3	1	1	1	1	1	From same direction - both going straight - both moving - sideswipe	Other	Other
305	2.31		E268241	09/06/13	20:56	1AA061AQA2	1	0	0	2	1	2	4	1	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.31		E270521	09/16/13	15:41	1AA061AQA2	1	0	0	2	1	2	1	2	1	From same direction - both going straight - one stopped - rear-end	Driver Interacting with Passengers, Anim	None
305	2.31		E308038	02/16/14	17:33	1AA061AQA2	1	0	0	2	2	2	1	2	4	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.31		E322937	04/16/14	08:59	5BA165BAD2	7	1	0	2	2	1	1	2	1	From same direction - both going straight - both moving - rear-end	None	None
305	2.31		E328725	05/19/14	17:00	4BQ164BAD2	7	1	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	2.31		E337665	06/27/14	22:25	5BA065BAD1	7	2	0	3	1	2	1	2	4	From same direction - both going straight - both moving - rear-end	Operating Defective Equipment	None
305	2.31		E342506	07/18/14	14:50	1AA061AQA1	7	2	0	3	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.31		E344667	07/24/14	13:55	1AQ171AHA2	1	0	0	2	1	2	1	1	1	From same direction - all others	None	Improper Backing
305	2.31		E351028	08/23/14	13:58	5BA065BAD1	1	0	0	2	1	1	5	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	2.31		E354740	09/06/14	10:30	5BA065BAD2	1	0	0	3	2	1	1	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	2.31		E376430	11/21/14	18:10	1AA061AAA2	1	0	0	2	1	1	1	2	4	From same direction - both going straight - both moving - rear-end	Operating Defective Equipment	None
305	2.31		E380937	12/05/14	13:58	5BA33000D0	1	0	0	2	2		5	2	1	Signal Pole	Apparently Ill	
305	2.34		E369242	10/23/14	10:04	5BA065BAD1	6	2	0	2	1	1	2	2	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	2.35		1845963	10/11/05	19:20	5BA32000D1	1	0	0	1	2		4	1	4	Non-domestic animal (deer, bear, elk, etc)	None	
305	2.37		2725003	02/01/08	16:15	5BA065BQD1	7	4	0	3	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.37		2722107	12/07/08	11:20	5BA165BAD1	1	0	0	3	2	2	2	2	1	From same direction - both going straight - both moving - rear-end	None	Follow Too Closely
305	2.37		2722268	06/07/10	15:45	5BA065BQD1	1	0	0	4	2	2	2	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.37		E173579	06/05/12	08:20	4BQ164BAD1	1	0	0	4	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	None	Driver Distractions Outside Vehicle

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305	2.37		E260269	07/29/13	13:02	5BQ165BAD1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	2.37		E322421	04/21/14	09:55	5BA065BAD1	1	0	0	2	1	2	4	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	2.37		E334695	06/13/14	12:26	5BA065BQD1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Driver Operating Hands-free Wireless Tel	None
305	2.38		2722208	01/20/10	10:50	5BA065BQD1	1	0	0	3	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.38		2722069	05/12/10	08:40	5BA065BAD1	1	0	0	3	1	1	4	1	1	From same direction - both going straight - both moving - rear-end	Driver Interacting with Passengers, Anim	None
305	2.39		1845671	07/07/05	15:57	5BA065BAD1	7	2	0	4	2	2	2	1	1	From same direction - both going straight - both moving - rear-end	Exceeding Reas. Safe Speed	None
305	2.40		2725023	03/06/08	16:17	5BA065BQD1	7	1	0	3	1	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Driver Adjusting Audio or Entertainment	None
305	2.40		3508327	08/27/11	12:20	5BA065BQD1	1	0	0	2	1	2	2	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.40		E172506	05/30/12	16:28	5BA065BQD1	1	0	0	3	2	2	2	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.40		E255701	07/09/13	16:34	4BA32000D1	1	0	0	1	2		4	1	1	Vehicle Strikes Deer	None	
305	2.41		1249346	11/02/05	17:19	5BA065BQD1	1	0	0	2	1	2	4	2	6	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.41		E280808	10/25/13	07:44	5BQ165BQD1	1	0	0	2	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	None	Exceeding Reas. Safe Speed
305	2.42		2265440	03/27/06	07:20	5BA065BQD1	1	0	0	2	1	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Driver Adjusting Audio or Entertainment	None
305	2.42		2265314	05/20/06	09:56	5BA065BQD1	1	0	0	2	1	2	2	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.42		2722286	09/24/10	23:16	1AA045BAD1	1	0	0	2	0	2	4	1	6	From opposite direction - both going straight - sideswipe	Over Center Line	None
305	2.42		E138230	11/21/11	13:16	5BA065BQD1	1	0	0	2	1	2	2	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	2.42		E147909	01/11/12	07:44	5BA065BQD1	1	0	0	3	1	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Driver Adjusting Audio or Entertainment	None
305	2.42		E154264	02/15/12	07:53	4BA064BQD1	7	2	0	4	2	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Driver Interacting with Passengers, Anim	None
305	2.42		E296708	12/20/13	11:13	5BA065BAD1	1	0	0	3	1	2	4	2	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	2.44		2722328	10/30/10	06:19	1AA32000A1	1	0	0	1	1		4	1	6	Vehicle Strikes Deer	None	
305	2.47		2725236	05/25/09	21:10	1AA60000A0	1	0	0	1	1		4	1	6	Roadway Ditch	Driver Distractions Outside Vehicle	
305	2.49		1846104	11/12/05	14:24	5BA33000D0	6	1	0	1	1		4	2	1	Wood Sign Post	Inattention	
305	2.50		2652616	12/14/06	16:30	1AA99000A1	1	0	0	1	2		4	2	6	All other non-collision	None	

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305	2.54		E345911	06/22/14	12:44	5BA065BQD1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	2.56		2722452	04/16/11	16:20	5BA065BAD1	7	2	0	2	1	2	2	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	2.56		2722462	06/03/11	08:22	5BA165BAD1	1	0	0	2	2	1	2	1	1	From same direction - both going straight - both moving - rear-end	None	Driver Distractions Outside Vehicle
305	2.56		3508362	11/02/11	08:25	5BA065BQD1	6	2	0	3	1	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Driver Operating Handheld Telecommunicat	None
305	2.56		E148298	01/11/12	07:41	5BA065BQD1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	2.56		E276251	09/24/13	09:11	5BA065BQD1	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.56		E336957	06/22/14	12:45	5BQ165BAD1	1	0	0	2	1	2	2	1	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	2.58		E215821	12/23/12	15:54	5BA60000D0	7	1	0	1	1		4	2	1	Roadway Ditch	Apparently Asleep	
305	2.61		2722065	01/14/10	08:45	5BA065BQD1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.62		2725056	05/13/08	06:16	5BA32000D1	1	0	0	1	1		4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	2.66		E306268	02/08/14	23:37	5BA065BAD1	1	0	0	2	1	1	4	3	6	From same direction - both going straight - both moving - rear-end	Exceeding Reas. Safe Speed	Driver Distractions Outside Vehicle
305	2.69		E311129	02/28/14	05:40	5BA34000D0	7	1	0	1	1		4	1	6	Tree or Stump (stationary)	Apparently Asleep	
305	2.70		1845795	03/30/05	08:35	5BA065BQD1	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	2.78		2724641	03/18/08	08:30	5BA065BQD1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Driver Eating or Drinking	None
305	2.81		1845865	11/03/05	07:00	1AA32000A1	1	0	0	1	2		4	2	2	Non-domestic animal (deer, bear, elk, etc)	None	
305	2.81		2265226	01/07/06	04:33	1AA34000D0	7	1	0	1	2		4	2	5	Tree or Stump (stationary)	None	
305	2.81		2722480	05/25/10	11:08	1AA32000A1	1	0	0	1	2		4	1	1	Vehicle Strikes Deer	None	
305	2.81		E188022	08/23/12	09:25	1AA32000A1	1	0	0	1	2		4	1	1	Vehicle Strikes Deer	None	
305	2.87		2652635	11/01/06	19:20	5BA32000D1	1	0	0	1	2		4	1	6	Non-domestic animal (deer, bear, elk, etc)	None	
305	2.87		2721897	12/10/07	22:42	5BA045BPD7	1	0	0	2	2	1	4	2	6	One parked--one moving	Exceeding Reas. Safe Speed	
305	2.87		2722416	02/15/11	08:34	4BA064BAD1	1	0	0	2	1	2	4	2	1	From same direction - both going straight - both moving - rear-end	Driver Distractions Outside Vehicle	None
305	2.89		2265344	03/09/06	07:14	5BA33000D7	6	1	0	2	1		4	1	1	Guardrail - Face	Over Center Line	
305	2.89		2725248	06/16/09	22:15	5BA32000D1	1	0	0	1	2		4	1	4	Vehicle Strikes Deer	None	
305	2.93		2265378	02/14/06	08:32	5BQ165BAD1	1	0	0	2	2	2	4	2	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	2.94		2652633	10/31/06	08:45	5BA065BQD1	7	1	0	2	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	2.95		1845804	02/08/05	07:57	5BA165BAD1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - both moving - rear-end	None	Inattention
305	2.95		1845810	02/23/05	18:15	5BA32000D1	1	0	0	1	2		4	1	6	Non-domestic animal (deer, bear, elk, etc)	None	

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305	2.95		1845866	11/02/05	07:46	5BA065BQD1	1	0	0	2	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	2.95		2722014	08/25/09	21:17	5BG34000A0	5	1	0	1	1		4	1	5	Earth Bank or Ledge	Exceeding Stated Speed Limit	
305	2.96		2265292	07/20/06	19:01	5BA32000D1	1	0	0	1	1		4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	3.00		E248104	06/02/13	14:28	4BA32000D1	1	0	0	1	1		4	1	1	Vehicle Strikes Deer	None	
305	3.01		1845843	04/24/05	17:36	5BB60000D0	1	0	0	1	1		1	1	1	Roadway Ditch	Under Influence of Alcohol	
305	3.02		2722067	03/03/10	08:45	5BA065BQD1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Other Driver Distractions Inside Vehicle	None
305	3.04		E197727	10/05/12	15:45	1AA33000D7	7	1	0	2	1		4	1	1	Guardrail - Face	Over Center Line	
305	3.05		2722162	11/18/09	07:55	5BA065BQD1	1	0	0	2	1	2	4	2	2	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	3.06		2652576	11/08/06	06:55	5BA045BAD1	7	1	0	3	2	2	4	2	2	From same direction - both going straight - both moving - sideswipe	Inattention	None
305	3.06		E271808	09/22/13	14:44	4BA064BAD1	7	1	0	2	1	2	4	2	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	3.06		E329253	05/22/14	08:29	5BA065BQD1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	3.07		E191918	09/12/12	14:55	8AA60000A0	1	0	0	1	1		2	1	1	Roadway Ditch	Inattention	
305	3.10		2765651	09/25/07	12:00	5BA065BQD1	7	2	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	3.12		1845892	01/11/05	07:30	3DA063DQE1	1	0	0	2	2	2	1	2	2	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	3.12		1845842	04/23/05	12:00	3DA063DQE1	7	1	0	2	1	12	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	3.12		1845724	05/27/05	15:43	1AC015BAD1	6	3	0	4	1	1	1	1	1	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle	None
305	3.12		2265388	04/08/06	23:16	1AC33000D7	1	0	0	1	2		1	2	4	Guardrail - Face	Under Influence of Alcohol	
305	3.12		2265310	05/18/06	17:31	5BA133DCA6	7	1	0	2	2	2	1	1	1	Entering at angle	None	Did Not Grant RW to Vehicle
305	3.12		2652612	12/11/06	18:05	1AA161AAA1	1	0	0	2	2	1	5	2	4	From same direction - both going straight - both moving - rear-end	None	Inattention
305	3.12		2652706	02/26/07	08:00	5BA065BQD1	7	3	0	3	2	2	5	2	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	3.12		2724766	05/27/07	18:51	1AA123DAA1	7	2	0	2	2	1	1	1	1	Entering at angle	None	Disregard Stop Sign - Flashing Red
305	3.12		2724781	07/07/07	06:45	3DA063DQE1	1	0	0	2	2	1	1	1	2	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	3.12		2724852	08/26/07	15:49	1AC33000D7	1	0	0	1	1		1	1	1	Guardrail - Face	Exceeding Reas. Safe Speed	
305	3.12		2721992	11/08/08	10:20	5BA065BAD1	1	0	0	2	1	1	1	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	3.12		2722109	12/08/08	16:28	5BA073DCD1	7	1	0	2	1	1	1	2	4	Entering at angle	None	Did Not Grant RW to Vehicle

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305	3.12		2722158	10/15/09	17:15	3DA063DQE1	1	0	0	2	2	1	1	2	3	From same direction - one right turn - one straight	Follow Too Closely	None
305	3.12		2722072	07/31/10	14:45	4BB60000D0	1	0	0	1	2		1	1	1	Roadway Ditch	Exceeding Reas. Safe Speed	
305	3.12		2722427	03/14/11	17:40	3DB035BAD1	1	0	0	2	1	1	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	3.12		E225932	02/08/13	15:10	5BB023DQD1	1	0	0	2	1	2	1	1	1	From opposite direction - all others	Other	None
305	3.12		E276451	10/08/13	14:20	4BB33000D7	0	0	0	1	4		1	2	1	Guardrail - Face	Other	
305	3.12		E320209	04/04/14	03:56	3DA34000A0	7	1	0	1	2		1	2	4	Tree or Stump (stationary)	Under Influence of Alcohol	
305	3.15		1846132	05/10/05	01:53	1AA34000A0	7	1	0	1	2		4	2	6	Tree or Stump (stationary)	Apparently Fatigued	
305	3.15		2724753	05/08/07	15:53	1AA32000A1	1	0	0	1	1		4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	3.16		2265237	06/27/06	17:00	1AA061AQA1	1	0	0	2	3	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	3.37		2722070	06/23/10	09:45	5BA99000D1	1	0	0	2	2	1	4	1	1	Breakage of any part of the vehicle resulting in injury or in further property damage	Operating Defective Equipment	None
305	3.40		2652527	11/05/06	14:23	5BA065BQD1	1	0	0	2	2	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	3.40		2724780	07/06/07	12:26	5BA065BQD1	1	0	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	3.40		2724918	10/27/08	12:34	7CC121AAA1	6	1	0	2	1	2	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	3.40		2722103	11/29/08	15:10	5BA065BQD1	1	0	0	3	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Under Influence of Alcohol	None
305	3.40		2722356	10/24/10	10:42	4BA064BQD1	1	0	0	2	2	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	3.40		E374276	11/13/14	15:55	4BA164BAD1	1	0	0	2	2	1	2	1	1	From same direction - both going straight - both moving - rear-end	None	Follow Too Closely
305	3.41		E366555	10/20/14	19:20	4BA064BAD1	1	0	0	2	1	1	4	2	6	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	3.42		E190882	09/03/12	21:30	1AA32000A1	1	0	0	1	1		4	1	4	Vehicle Strikes Deer	None	
305	3.43		E144433	12/21/11	02:19	4BA32000D1	1	0	0	1	2		4	1	6	Vehicle Strikes Deer	None	
305	3.48		2722516	03/13/10	19:33	5BA32000D1	1	0	0	1	2		4	1	3	Vehicle Strikes Deer	None	
305	3.48		E164137	04/09/12	06:00	1AA32000A1	1	0	0	1	2		4	1	2	Vehicle Strikes Deer	Other	
305	3.49		2725043	08/01/08	13:38	1AA731AAA1	5	1	0	1	2		4	1	1	Vehicle - Pedalcyclist	None	Did Not Grant RW to Vehicle
305	3.51		E148483	01/15/12	09:04	8AA34000D0	7	1	0	1	2		4	4	1	Tree or Stump (stationary)	Exceeding Reas. Safe Speed	
305	3.67		2652560	10/13/06	11:15	5BC60000A0	1	0	0	1	1		1	1	1	Roadway Ditch	None	
305	3.67		2652568	10/24/06	08:00	1AA32000A1	7	1	0	1	1		5	2	2	Non-domestic animal (deer, bear, elk, etc)	None	
305	3.67		2725128	06/28/08	21:33	1AA32000A1	1	0	0	1	1		5	1	4	Non-domestic animal (deer, bear, elk, etc)	None	
305	3.67		2721993	11/08/08	17:20	1AB60000A0	1	0	0	1	2		1	2	5	Roadway Ditch	Exceeding Reas. Safe Speed	
305	3.67		2722189	06/13/11	17:39	6CA038AAA1	1	0	0	2	2	1	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	3.67		3508360	10/28/11	09:17	6BA32000D1	1	0	0	1	2		5	1	1	Vehicle Strikes Deer	None	
305	3.67		2722489	01/15/12	16:20	4BB60000D0	1	0	0	1	2		1	3	1	Roadway Ditch	None	

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305	3.67		E201385	10/27/12	07:25	7CB031AAA1	6	2	0	2	1	2	1	2	2	Entering at angle	Inattention	None
305	3.67		E353610	08/27/14	17:35	4BC738AAA1	6	1	0	1	2		1	1	1	Vehicle - Pedalcyclist	Did Not Grant RW to Vehicle	None
305	3.68		E244218	05/15/13	13:10	8AH078AQA1	1	0	0	2	3	2	1	1	1	From same direction - all others	Inattention	None
305	3.76		E148650	01/15/12	20:00	8AA33000A7	1	0	0	1	2		4	3	6	Guardrail - Face	Other	
305	3.78		E326049	05/07/14	08:25	3BA063BQD1	6	1	0	3	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	3.87		2725051	04/22/08	04:42	1AA041APA7	1	0	0	2	1	2	4	2	6	One parked--one moving	Inattention	
305	3.92		E252046	06/22/13	21:15	4BA32000D1	1	0	0	1	2		4	1	3	Vehicle Strikes Deer	None	
305	3.97		C712919	11/20/08	19:15	5BA32000D1	1	0	0	1	1		4	2	5	Non-domestic animal (deer, bear, elk, etc)		
305	4.00		E345910	07/31/14	14:00	4BA32000D1	1	0	0	1	1		4	1	1	Vehicle Strikes Deer	None	
305	4.03		1846149	08/06/05	20:34	5BA32000D1	1	0	0	1	2		4	1	3	Non-domestic animal (deer, bear, elk, etc)	None	
305	4.03		1845933	08/26/05	09:18	5BA32000D1	1	0	0	2	1	2	4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	None
305	4.03		2725162	01/06/11	15:15	8AA068AAA1	1	0	0	2	2	2	2	2	1	From same direction - both going straight - both moving - rear-end	Driver Interacting with Passengers, Anim	None
305	4.03		E146858	01/04/12	17:27	8AA068AQA1	1	0	0	2	2	2	2	2	6	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.03		E176801	06/22/12	11:53	8AA068AAA1	1	0	0	2	1	1	4	2	1	From same direction - both going straight - both moving - rear-end	Driver Distractions Outside Vehicle	None
305	4.03		E188374	08/24/12	14:11	8AA068AQA1	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	4.03		E344928	07/28/14	13:53	8AA32000A1	1	0	0	1	2		4	1	1	Vehicle Strikes Deer	None	
305	4.04		2724779	07/06/07	08:05	1AA32000A1	1	0	0	1	3		4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	4.05		E327578	05/07/14	14:49	8AA068AQA1	7	4	0	3	1	1	2	1	1	From same direction - both going straight - one stopped - rear-end	None	None
305	4.08		2652546	10/07/07	11:20	1AA32000A1	1	0	0	1	1		4	2	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	4.09		2652598	12/04/06	13:12	1AA061AQA1	1	0	0	3	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Other Driver Distractions Inside Vehicle	None
305	4.09		2725288	11/25/09	16:00	1AA061AQA1	1	0	0	2	2	2	4	2	3	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.09		2722477	11/25/09	15:49	1AQ161AAA1	1	0	0	2	1	1	4	2	3	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	4.09		E176800	06/22/12	12:19	1AQ161AAA1	7	1	0	2	1	1	4	2	1	From same direction - both going straight - one stopped - rear-end	None	Driver Distractions Outside Vehicle
305	4.10		2721962	02/28/13	19:25	1AA021ANA1	1	0	0	2	2	1	4	2	6	From same direction - all others	Under Influence of Alcohol	Other
305	4.11		1846103	11/04/05	22:29	1AA32000A1	1	0	0	1	1		4	2	6	Non-domestic animal (deer, bear, elk, etc)	None	
305	4.11		E188351	08/15/12	14:05	1AA061AQA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.12		C676855	11/06/06	04:45	5BA32000D1	1	0	0	1	1		4	2	6	Non-domestic animal (deer, bear, elk, etc)		
305	4.12		2722068	05/06/10	11:40	4BA064BAD1	1	0	0	2	10	1	4	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	4.14		E133254	10/22/11	19:10	8AA60000A0	1	0	0	1	1		4	2	6	Roadway Ditch	Inattention	

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305	4.14		E163314	03/29/12	15:55	8AA068AQA1	7	1	0	3	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.14		E371576	11/04/14	13:17	8AA068AQA1	7	1	0	2	1	2	2	2	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	4.15		2725112	04/23/08	17:14	1AA061AAA1	1	0	0	2	2	2	2	2	1	From same direction - both going straight - both moving - rear-end	Apparently Asleep	None
305	4.15		2724922	11/14/08	06:50	5BA32000D1	1	0	0	1	3		4	1	2	Non-domestic animal (deer, bear, elk, etc)	None	
305	4.16		2265316	05/23/06	17:38	1AQ161AAA1	1	0	0	2	2	2	4	2	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	4.16		2722152	10/11/09	20:11	1AA32000A1	1	0	0	1	2		4	1	6	Vehicle Strikes Deer	None	
305	4.16		2722148	11/04/09	20:15	5BA32000D1	1	0	0	1	2		4	1	6	Vehicle Strikes Deer	None	
305	4.16		E171340	05/23/12	12:00	8AA32000A1	1	0	0	1	2		4	2	1	Vehicle Strikes Deer	None	
305	4.17		1587333	11/25/05	13:14	1AA061AQA1	6	1	0	3	1	1	2	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.17		2652630	10/24/06	16:10	1AQ161AAA1	1	0	0	2	1	2	2	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	4.17		C689730	07/27/07	16:25	1AA161AAA1	1	0	0	2	1	0	2	1	1	From same direction - both going straight - both moving - rear-end		
305	4.17		2724791	08/10/07	14:19	1AQ161AAA1	1	0	0	2	2	1	2	1	1	From same direction - both going straight - one stopped - rear-end	None	Driver Distractions Outside Vehicle
305	4.17		2721895	12/03/07	15:37	1AA061AQA1	7	1	0	4	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.17		3508380	10/02/11	16:15	8AA068AQA1	1	0	0	3	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	4.17		E302577	01/24/14	17:25	8AQ168AAA1	1	0	0	2	1	2	2	1	6	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	4.17		E361719	10/02/14	18:50	8AA068AAA1	7	1	0	2	2	2	4	1	3	From same direction - both going straight - both moving - rear-end	Inattention	None
305	4.18		1587411	03/09/05	07:53	1AQ161AAA1	7	1	0	2	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	4.18		2721916	10/09/08	06:00	5BA065BAD1	1	0	0	3	2	1	4	1	4	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	4.18		E229592	02/28/13	18:35	1AA061AQA1	7	1	0	2	1	2	4	2	6	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.19		2652573	11/07/06	16:10	1AA061AQA1	1	0	0	2	1	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.22		2722413	02/09/11	17:50	8AA068AQA2	1	0	0	2	1	2	2	1	5	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.28		1845779	01/28/05	15:16	5BC165BCA1	1	0	0	2	2	1	1	1	1	Same direction -- both turning left -- both moving -- rear end	None	Other
305	4.28		1846011	06/07/05	18:40	3DC153DAD1	1	0	0	2	1	0	1	1	1	From same direction - one left turn - one straight	None	Other
305	4.28		1845672	07/08/05	16:31	5BA023DCD1	6	1	0	2	1	1	1	2	1	Entering at angle	Disregard Stop and Go Light	None

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305	4.28		1249773	08/17/05	07:12	5BA165BAD2	7	1	0	2	2	2	1	2	1	From same direction - both going straight - both moving - rear-end	None	Exceeding Reas. Safe Speed
305	4.28		1845968	10/19/05	08:06	3DA125BBE1	1	0	0	2	1	2	1	2	1	Entering at angle	None	Improper Turn
305	4.28		C658595	10/24/05	19:10	5BA135BDD1	7	1	0	2	2	1	1	1	4	From same direction - all others		
305	4.28		1722457	12/31/05	14:03	7CH077CQB1	1	0	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Improper Backing	Follow Too Closely
305	4.28		C668529	01/25/06	11:35	7CQ167CAB1	7	1	0	2	1	0	1	9	1	From same direction - both going straight - one stopped - rear-end		
305	4.28		2265338	02/25/06	15:30	5BB023DQE1	1	0	0	2	0	2	1	1	1	Entering at angle	Other	None
305	4.28		2265441	03/27/06	16:52	5BQ165BAD2	1	0	0	2	10	2	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Under Influence of Alcohol
305	4.28		2265312	05/19/06	15:27	1AA061AQA1	1	0	0	2	1	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	4.28		2265461	07/26/06	07:00	5BA065BQD1	1	0	0	2	2	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	4.28		2652681	09/22/06	13:36	3DC077CAA1	7	1	0	2	2	1	1	1	1	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle	None
305	4.28		2652564	10/20/06	07:30	1AA061AQA2	1	0	0	2	2	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	4.28		2652605	11/06/06	07:30	7CA033DCA1	1	0	0	2	2	2	1	2	1	From opposite direction - one left turn - one straight	None	Did Not Grant RW to Vehicle
305	4.28		2724784	07/12/07	17:07	1AA061AQA1	7	3	0	3	2	2	5	1	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	4.28		2724772	07/26/07	10:40	1AA061AQA2	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Driver Adjusting Audio or Entertainment	None
305	4.28		2724838	08/02/07	17:14	7CC733DAD1	5	1	0	1	1		1	1	1	Vehicle - Pedalcyclist	Fail to Yield Row to Pedestrian	None
305	4.28		2724879	09/04/07	11:56	50B33000A0	1	0	0	1	2		1	2	1	Traffic Signal Pole or Box	Other	
305	4.28		2724891	12/10/07	11:43	1AA061AQA2	1	0	0	2	2	2	1	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.28		2724959	03/16/08	17:40	1AA061AAA1	1	0	0	3	1	1	1	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	4.28		2725143	12/29/08	16:45	1AA061AQA1	1	0	0	2	1	2	1	1	3	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.28		2722118	01/21/09	16:17	1AQ161AAA1	1	0	0	2	1	3	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	4.28		2724927	03/13/09	15:25	7CA135BAD1	5	3	0	2	2	2	1	1	1	Entering at angle	Disregard Stop and Go Light	None
305	4.28		2725244	06/05/09	15:25	5BA065BAD2	1	0	0	2	1	2	1	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	4.28		2722020	09/03/09	17:08	1AA061AQA2	6	2	0	3	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	4.28		2722128	09/19/09	10:51	3DC60000A0	1	0	0	1	1		1	2	1	Roadway Ditch	Exceeding Reas. Safe Speed	
305	4.28		2722141	10/21/09	07:30	1AD027CCD1	1	0	0	2	2	2	1	1	1	Entering at angle	Disregard Stop and Go Light	None
305	4.28		2721954	11/30/09	07:22	7CB031AAA1	1	0	0	2	1	11	1	1	4	Entering at angle	Did Not Grant RW to Vehicle	None

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305	4.28		2722505	01/07/10	14:50	1AA061AQA1	1	0	0	3	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	4.28		2725157	01/07/10	16:48	3DA063DQE1	1	0	0	2	1	1	1	1	3	From same direction - both going straight - one stopped - rear-end	Other	None
305	4.28		2722212	01/27/10	15:03	2DC136CAD6	6	3	0	2	2	2	1	1	1	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle	None
305	4.28		2722214	01/28/10	14:23	1AB027CAB1	1	0	0	2	2	2	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	4.28		2725218	08/07/10	13:58	4BA064BAD2	7	1	0	3	2	1	1	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	4.28		2722237	08/24/10	13:52	4BA064BQD2	1	0	0	3	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.28		3353011	07/20/11	20:53	6CA034BAD1	7	1	0	2	1	2	1	1	1	Entering at angle	None	Disregard Stop and Go Light
305	4.28		2724929	08/23/11	08:10	8AH078AQA2	1	0	0	2	2	1	1	1	1	From same direction - all others	Other	Other
305	4.28		3508376	09/24/11	06:39	4BB33000DL	6	1	0	1	1		1	1	4	Signal Pole	Exceeding Reas. Safe Speed	
305	4.28		3508390	10/20/11	12:10	2DC024BQD6	1	0	0	2	2	6	1	2	1	Entering at angle	Exceeding Reas. Safe Speed	None
305	4.28		E171763	05/24/12	23:59	5BC131AAA1	7	2	0	2	1	2	1	1	9	From opposite direction - one left turn - one straight	None	Inattention
305	4.28		E193160	09/16/12	04:54	4BA32000D1	1	0	0	1	1		5	1	5	Vehicle Strikes Deer	None	
305	4.28		E211806	12/08/12	18:04	8AB0320AB1	1	0	0	2	2	1	1	1	4	Entering at angle	Did Not Grant RW to Vehicle	None
305	4.28		E253272	06/27/13	07:55	5BA065BQD2	7	2	0	4	2	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.28		E260867	08/01/13	15:46	1AA061AQA2	7	1	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	4.28		E287273	11/22/13	18:12	5BS055BAD6	1	0	0	2	1	2	1	1	4	From same direction - both going straight - both moving - sideswipe	Did Not Grant RW to Vehicle	None
305	4.28		E295351	12/23/13	12:30	4BA064BQD1	1	0	0	2	1	2	1	2	1	From same direction - both going straight - one stopped - rear-end	Other	Driver Not Distracted
305	4.28		E296093	12/27/13	16:17	6CA066CQB1	1	0	0	2	2	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Apparently Ill	None
305	4.28		E308856	02/19/14	23:48	2DA028AAA6	1	0	0	2	1	1	1	2	4	Entering at angle	Inattention	Inattention
305	4.28		E348765	08/12/14	16:54	4BA60000D0	1	0	0	1	1		4	1	1	Roadway Ditch	Apparently Asleep	
305	4.28		E376740	11/21/14	16:00	4BB023DQE1	1	0	0	2	2	2	1	2	1	Entering at angle	Inattention	None
305	4.29		2652577	11/20/06	09:47	5BA165BAD1	1	0	0	2	2	1	1	1	1	From same direction - both going straight - both moving - rear-end	None	Follow Too Closely
305	4.29		E316133	03/22/14	17:14	7BA99000E1	6	1	0	1	1		1	1	1	Person fell, jumped or was pushed from vehicle	Operating Defective Equipment	
305	4.32		2265390	04/14/06	17:44	1AA061AQA1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.32		E229231	02/21/13	08:54	4BA33000D0	1	0	0	1	6		4	1	1	Street Light Pole or Base	Inattention	
305	4.32		E299088	01/09/14	16:00	4BA164BAD1	1	0	0	2	2	1	2	2	3	From same direction - both going straight - both moving - rear-end	None	Follow Too Closely

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305	4.34		3508330	09/02/11	16:16	4BA064BQD1	7	6	0	4	2	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	4.34		E151268	01/26/12	16:20	4BA064BQD1	7	1	0	3	2	1	2	1	1	From same direction - both going straight - one stopped - rear-end	Driver Interacting with Passengers, Anim	None
305	4.34		E286160	11/18/13	12:40	4AA064AQA1	1	0	0	2	1	2	2	2	1	From same direction - both going straight - one stopped - rear-end	None	None
305	4.34		E383234	12/12/14	10:08	4BA064BQD2	7	1	0	3	2	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	4.35		E347160	08/04/14	19:21	4BA60000A0	7	1	0	1	1		4	1	3	Roadway Ditch	Driver Adjusting Audio or Entertainment	
305	4.35		E348766	08/13/14	09:22	4BA064BAD1	1	0	0	2	2	2	4	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	4.38		2652580	11/20/06	10:05	5BA065BAD1	1	0	0	2	1	2	4	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	4.38		2722146	10/30/09	16:08	5BQ165BAD1	1	0	0	2	1	1	4	2	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	4.38		3508387	10/12/11	16:43	4BA064BQD1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	4.43		2721854	10/23/07	16:10	5BA065BQD1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	4.43		E352032	08/27/14	09:20	4BA064BQD1	7	1	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	4.47		1845864	11/02/05	19:30	1AA32000A1	1	0	0	1	1		4	2	5	Non-domestic animal (deer, bear, elk, etc)	None	
305	4.47		3508361	10/28/11	22:01	8AA32000A1	1	0	0	1	1		4	2	6	Vehicle Strikes Deer	None	
305	4.48		2722059	03/13/09	16:55	1AA061AAA1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - both moving - rear-end	Driver Distractions Outside Vehicle	None
305	4.48		E361398	10/01/14	18:01	8AA068AAA1	1	0	0	3	2	2	4	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	Other
305	4.50		2721876	10/24/07	16:45	1AA061AQA1	1	0	0	2	2	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Other Driver Distractions Inside Vehicle	None
305	4.52		E387291	12/23/14	23:50	4BA60000D0	1	0	0	1	1		4	2	4	Roadway Ditch	Other	
305	4.53		0803575	01/30/05	07:17	1AA32000A1	1	0	0	1	1		4	2	2	Non-domestic animal (deer, bear, elk, etc)	None	
305	4.53		1845815	05/21/05	11:03	5BA32000D1	1	0	0	1	2		4	1	1	Non-domestic animal (deer, bear, elk, etc)	Other	
305	4.53		2724736	05/03/07	08:32	1AA32000A1	1	0	0	1	1		4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	4.53		2724795	08/15/07	19:07	1AA32000A1	1	0	0	1	2		4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	4.53		2722287	09/28/10	08:36	4BA064BQD1	1	0	0	2	2	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Driver Adjusting Audio or Entertainment	None
305	4.54		E342061	07/15/14	17:06	4BA164BAD1	1	0	0	2	1	2	2	1	1	From same direction - both going straight - both moving - rear-end	None	Inattention
305	4.57		E325633	04/24/14	08:25	4BA064BAD1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - both moving - rear-end	None	Inattention
305	4.60		2722385	02/16/11	08:34	4BA164BAD1	1	0	0	3	1	2	4	1	1	From same direction - both going straight - both moving - rear-end	None	Inattention

Hidden Cove ≈ 5.22mi

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305	4.68		2722510	02/24/10	08:35	5BA165BAD1	7	2	0	2	2	2	4	2	1	From same direction - both going straight - both moving - rear-end	None	Exceeding Reas. Safe Speed
305	4.72		2721907	09/11/08	13:17	5BA77000D7	6	1	0	0			4	1	1	Vehicle - Pedalcyclist	Other	
305	4.72		E267644	09/04/13	08:06	4BA064BQD1	1	0	0	2	1	1	2	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.78		1846025	07/01/05	09:55	1AA021ADA1	1	0	0	2	1	1	4	1	1	From same direction - all others	None	Did Not Grant RW to Vehicle
305	4.78		2652754	09/02/06	12:47	1AA161AAA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - both moving - rear-end	Other	Follow Too Closely
305	4.78		2724818	10/18/07	07:31	1AQ161AAA1	1	0	0	2	1	1	4	2	2	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	4.78		2722484	11/15/10	16:47	1AA061AQA1	1	0	0	2	2	2	4	2	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.78		3508368	11/14/11	08:28	4BA064BQD1	1	0	0	2	2	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	4.78		E214970	12/20/12	09:44	4BA064BQD1	7	1	0	2	2	2	2	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	4.81		2652760	09/14/06	11:54	1AA60000D0	1	0	0	1	1		8	1	1	Roadway Ditch	None	
305	4.81		2725089	03/31/08	15:45	5BA32000D1	1	0	0	1	3		8	2	1	Domestic animal (horse, cow, sheep, etc)	None	
305	4.92		E380655	11/26/14	16:50	8AA068AAA1	1	0	0	2	2	1	4	2	6	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	4.97		1845837	04/12/05	12:22	5BA165BAD1	1	0	0	2	2	1	4	2	1	From same direction - both going straight - both moving - rear-end	None	Other
305	4.97		2652601	10/15/06	19:53	1AQ161AAA1	1	0	0	2	1	2	4	2	6	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	4.97		2725121	05/02/08	13:45	5BQ165BAD1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	5.03		2652591	11/28/06	14:27	5BA60000A0	1	0	0	1	2		4	4	1	Roadway Ditch	Exceeding Reas. Safe Speed	
305	5.03		2724677	04/22/07	14:27	5BA32000D1	1	0	0	1	1		4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	5.03		2721944	06/30/10	17:22	1AA061AAA1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	5.03		E286966	11/21/13	08:53	4BA064BAD1	7	1	0	2	1	1	4	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	5.12		2721894	12/06/07	09:20	5BA065BQD1	1	0	0	3	1	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	5.12		2722258	04/21/10	17:57	4BA33000D7	1	0	0	1	2		4	1	1	Guardrail - Face	Apparently Asleep	
305	5.16		2722376	12/06/10	08:34	4BA064BQD1	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Driver Distractions Outside Vehicle	None
305	5.16		E324845	05/01/14	17:46	8AA068AQA1	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	5.22		2652572	11/07/06	22:58	5BA32000D1	1	0	0	1	2		5	2	4	Non-domestic animal (deer, bear, elk, etc)	None	
305	5.22		2652595	11/30/06	18:06	3DC075BAD1	1	0	0	2	1	1	1	2	4	Entering at angle	Did Not Grant RW to Vehicle	None
305	5.22		2724835	07/30/07	12:15	5BA32000D1	0	0	0	1	2		5	1	1	Non-domestic animal (deer, bear, elk, etc)	None	

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305	5.22		2721869	01/07/08	09:24	7CC121AAA1	7	1	0	2	1	2	1	2	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	5.22		2721903	01/27/08	14:04	5BA165BAD1	1	0	0	2	2	2	1	1	1	From same direction - both going straight - both moving - rear-end	None	Other
305	5.22		2725095	04/08/08	14:08	1AA731AAA7	5	1	0	1	2		1	1	1	Vehicle - Pedalcyclist	Under Influence of Alcohol	None
305	5.22		E186469	08/15/12	17:55	8AQ168AAA1	7	1	0	2	2	1	5	1	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	5.22		E273306	09/27/13	08:12	5BA065BAD1	1	0	0	2	2	1	1	2	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	5.28		2722266	05/15/10	00:57	4BA33000D0	0	0	0	1	2		4	1	6	Guardrail - Leading End	Inattention	
305	5.28		E133253	10/21/11	14:30	8AA068AQA1	7	1	0	2	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	5.32		2725132	09/26/08	14:40	1AB50000A1	6	1	0	1	12		1	1	1	Vehicle overturned	Improper Turn	
305	5.32		2722252	03/23/10	08:00	8AA50000D0	1	0	0	1	2		5	1	1	Vehicle overturned	Driver Distractions Outside Vehicle	
305	5.32		E184976	08/07/12	17:40	8AQ168AAA1	6	1	0	2	1	2	5	1	1	From same direction - both going straight - one stopped - rear-end	None	Driver Operating Handheld Telecommunicat
305	5.38		2725014	02/20/08	07:05	5BA34000D0	1	0	0	1	2		4	1	2	Tree or Stump (stationary)	Apparently Asleep	
305	5.40		1846147	08/04/05	13:08	1AA34000D0	1	0	0	1	1		4	1	1	Tree or Stump (stationary)	Inattention	
305	5.40		2265329	01/31/06	20:00	5BA34000D0	1	0	0	1	1		4	2	6	Tree or Stump (stationary)	Driver Interacting with Passengers, Anim	
305	5.40		2724655	01/27/07	05:01	5BA34000D0	1	0	0	1	1		4	1	6	Tree or Stump (stationary)	Other Driver Distractions Inside Vehicle	
305	5.40		2721953	09/06/09	08:15	1AA32000A1	1	0	0	1	1		4	2	1	Vehicle Strikes Deer	None	
305	5.41		2725203	05/08/10	01:35	1AA33000A7	1	0	0	1	1		4	1	6	Guardrail - Face	Operating Defective Equipment	
305	5.43		2721898	12/21/07	22:43	5BA34000D0	1	0	0	1	1		4	1	6	Tree or Stump (stationary)	Driver Adjusting Audio or Entertainment	
305	5.47		E292541	12/14/13	01:31	5BA60000D0	7	1	0	1	2		4	1	6	Roadway Ditch	Apparently Asleep	
305	5.48		3508356	10/25/11	10:20	8AA32000A1	1	0	0	1	1		4	1	1	Vehicle Strikes Deer	None	
305	5.50		2652655	08/13/06	17:38	5BA065BAD1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - both moving - rear-end	Driver Distractions Outside Vehicle	None
305	5.54		2724691	08/25/11	21:00	8AA32000A1	1	0	0	1	2		4	1	6	Vehicle Strikes Deer	None	
305	5.60		C677936	11/27/06	17:10	5BA065BAD1	1	0	0	3	1	2	4	4	6	From same direction - both going straight - both moving - rear-end		
305	5.62		E285391	10/22/13	15:02	1AA061AQA2	1	0	0	3	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	5.64		2722337	11/15/10	14:57	4BA60000D0	1	0	0	1	1		4	2	1	Roadway Ditch	Other	
305	5.66		2721889	11/19/07	14:00	1AQ161AAA1	6	1	0	2	1	2	3	1	1	One car entering driveway access	None	Follow Too Closely
305	5.71		2265477	03/11/06	02:25	1AA34000A0	1	0	0	1	2		4	2	6	Tree or Stump (stationary)	Apparently Asleep	
305	5.71		2724821	11/21/07	22:41	5BA60000D0	1	0	0	1	1		4	1	4	Roadway Ditch	Driver Distractions Outside Vehicle	

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
STANDARD COLLISION HISTORY DETAIL REPORT
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STATE ROUTE	SRMP	A / B	*ACCDNT REPORT NUMBER	DATE	TIME	DIAGRAM ANALYSIS DATA	MSVJ	#INJ	#FAT	#VEH	VEH1 TYPE	VEH2 TYPE	JUNC	SURF	LITE	FIRST COLLISION TYPE / OBJECT STRUCK	UNIT 1 CONTR CIRCUMSTANCE 1	UNIT 2 CONTR CIRCUMSTANCE 1
305	5.73		2265360	06/13/06	17:57	1AA061AQA1	1	0	0	4	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	5.75		2265294	07/26/06	14:07	5BA023DCD1	1	0	0	2	2	4	1	1	1	Entering at angle	Improper Signal	Did Not Grant RW to Vehicle
305	5.75		2725117	04/28/08	07:57	5BQ165BAD1	1	0	0	2	1	1	5	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	5.76		E265078	08/22/13	17:27	5BA065BAD1	1	0	0	2	1	1	2	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	5.77		1845972	10/22/05	04:39	5BA34000A0	7	1	0	1	1		4	1	4	Tree or Stump (stationary)	Apparently Asleep	
305	5.77		2722076	11/19/08	00:19	5BA32000D1	1	0	0	1	1		4	1	6	Non-domestic animal (deer, bear, elk, etc)	None	
305	5.77		2722239	11/11/10	18:20	5BA32000D1	1	0	0	1	2		4	2	6	Vehicle Strikes Deer	None	
305	5.77		2722407	01/14/11	20:07	8AC60000D0	1	0	0	1	1		4	1	5	Roadway Ditch	Inattention	
305	5.77		E349328	08/15/14	14:45	8AA068AQA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	5.78		E163309	04/01/12	15:10	5BA60000D0	1	0	0	1	2		4	1	1	Roadway Ditch	Unknown Driver Distraction	
305	5.78		E208935	11/27/12	15:55	1AA061AQA1	7	1	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	5.79		2265463	08/02/06	15:03	5BA065BAD1	6	4	0	4	1	2	4	1	1	From same direction - both going straight - both moving - rear-end	Other Driver Distractions Inside Vehicle	None
305	5.80		2652569	11/06/06	15:15	5BQ165BAD1	1	0	0	2	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	5.81		2722061	07/16/09	17:15	1AA061AAA1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	5.82		2722064	12/01/09	02:15	1AA32000A1	1	0	0	1	1		4	1	6	Vehicle Strikes Deer	None	
305	5.82		2722414	02/10/11	14:42	5AA271BAA1	1	0	0	2	2	1	4	1	1	From opposite direction - all others	Other	None
305	5.90		2652638	10/31/06	16:24	5BA32000D1	1	0	0	1	1		4	1	4	Non-domestic animal (deer, bear, elk, etc)	None	
305	5.91		E287274	11/21/13	19:10	5BA32000D1	1	0	0	1	1		4	1	6	Vehicle Strikes Deer	None	
305	5.94		2722425	03/04/11	14:53	5BA34000D1	1	0	0	1	2		4	1	1	Fallen tree hit by vehicle (on the road)	None	
305	5.97		1845937	08/27/05	15:13	5BA34000D0	1	0	0	1	1		4	1	1	Not Stated	Apparently Asleep	
305	5.99		E334377	06/12/14	16:34	1AA161AAA1	1	0	0	2	2	2	5	1	1	From same direction - both going straight - both moving - rear-end	None	Inattention
305	6.00		E247679	06/01/13	13:45	1AA161AAA1	1	0	0	2	2	2	5	1	1	From same direction - both going straight - both moving - rear-end	None	Inattention
305	6.00		E334693	06/14/14	12:18	1AQ161AAA1	7	1	0	2	1	2	5	1	1	From same direction - both going straight - one stopped - rear-end	None	Operating Defective Equipment
305	6.00		E353557	08/31/14	17:40	5BA32000D1	1	0	0	1	2		5	1	1	Vehicle Strikes Deer	None	
305	6.01		1845665	05/20/05	15:10	7AQ067AAA1	1	0	0	3	1	1	5	2	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	6.01		2265348	03/14/06	21:43	1AC33000D7	6	1	0	1	1		1	1	4	Guardrail - Face	Exceeding Reas. Safe Speed	
305	6.01		2652769	10/03/06	11:32	3DC021AAA1	1	0	0	2	2	3	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	6.01		2265529	10/05/06	21:54	5BA32000D1	1	0	0	1	2		5	1	6	Non-domestic animal (deer, bear, elk, etc)	None	
305	6.01		2725007	02/03/08	01:19	5BC34000AL	7	1	0	1	1		1	2	6	Earth Bank or Ledge	Under Influence of Alcohol	

Agate was ≈ 6.2 mi

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305	6.01		2725189	07/31/09	16:25	1AA161AAA1	7	1	0	2	2	1	5	1	1	From same direction - both going straight - both moving - rear-end	None	Follow Too Closely
305	6.01		2725297	12/04/09	19:13	1AA32000A1	1	0	0	1	2		5	2	6	Vehicle Strikes Deer	None	
305	6.01		2722075	09/15/10	02:26	8AA33000A7	1	0	0	1	1		5	1	4	Guardrail - Face	Driver Reading or Writing	
305	6.01		2722426	03/14/11	11:43	5BA33000D0	7	1	0	1	1		5	2	1	Street Light Pole or Base	Apparently Asleep	
305	6.01		2722456	04/28/11	00:45	4BC34000A0	1	0	0	1	1		1	2	4	Earth Bank or Ledge	Other	
305	6.01		E138973	11/23/11	11:00	6CC128AAA1	1	0	0	2	2	1	1	2	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	6.01		E169461	05/05/12	02:36	5BA34000D0	1	0	0	1	1		5	1	4	Utility Pole	Under Influence of Alcohol	
305	6.01		E238562	04/16/13	08:23	1AA137CCA1	7	1	0	2	10	1	1	1	1	Entering at angle	None	Did Not Grant RW to Vehicle
305	6.06		2722274	06/24/10	05:50	4BA50000D1	6	1	0	2	12	2	4	1	1	Vehicle overturned	Other	None
305	6.10		1845904	05/19/05	16:34	1AA061AAA1	0	0	0	2	1	2	4	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	6.11		2724983	06/20/08	14:25	7BA33000D0	6	1	0	1	1		4	1	1	Metal Sign Post	Apparently Asleep	
305	6.11		E297698	01/02/14	19:24	5BA33000D0	0	0	0	1	2		4	2	4	Metal Sign Post	Other	
305	6.12		2652551	10/04/06	16:45	1AA061AQA1	1	0	0	3	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	6.12		2721881	10/30/07	04:59	5BA32000D1	1	0	0	1	1		4	1	4	Non-domestic animal (deer, bear, elk, etc)	None	
305	6.12		E142464	12/09/11	17:52	1AA045BAD1	1	0	0	2	1	2	4	1	4	From opposite direction - both going straight - sideswipe	Over Center Line	None
305	6.14		1845906	06/16/05	15:40	5BA32000D1	1	0	0	1	1		4	9	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	6.14		2722503	12/31/09	17:10	5BA99000D1	0	0	0	1	2		4	2	6	All other non-collision	None	
305	6.14		3508326	08/26/11	19:20	1AA32000A1	1	0	0	1	1		4	1	1	Vehicle Strikes Deer	None	
305	6.15		2652539	07/26/07	23:10	1AA32000A1	1	0	0	1	1		4	1	6	Non-domestic animal (deer, bear, elk, etc)	None	
305	6.18		E302921	01/24/14	16:00	5BA037CCD1	1	0	0	2	2	1	1	1	3	Entering at angle	None	Did Not Grant RW to Vehicle
305	6.19		E318064	03/27/14	17:25	1AQ161AAA1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	6.20		2265380	02/17/06	16:53	7AA067AAA1	1	0	0	2	2	2	4	1	3	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	6.20		2652696	01/05/07	18:15	7AF057AAA1	1	0	0	2	2	2	5	2	6	From same direction - both going straight - both moving - sideswipe	Exceeding Stated Speed Limit	None
305	6.20		2652533	05/03/07	10:22	7CC031AAA1	1	0	0	2	1	2	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	6.20		2652540	08/29/07	17:58	3BC125CCD6	1	0	0	2	2	2	1	1	1	Entering at angle	Other	Did Not Grant RW to Vehicle
305	6.20		2725010	02/11/08	19:30	5CB073BAD1	1	0	0	2	1	2	1	1	4	Entering at angle	Under Influence of Alcohol	None
305	6.20		2724976	06/16/08	10:41	5CA037AAA1	7	1	0	2	1	3	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	6.20		2722035	01/15/09	18:18	3BA715CAD1	7	1	0	1	1		1	1	6	Vehicle going straight hits pedestrian	None	Did Not Grant RW to Vehicle
305	6.20		3508366	11/09/11	11:25	1AA161AAA1	1	0	0	2	1	2	1	1	1	From same direction - both going straight - both moving - rear-end	None	Follow Too Closely
305	6.20		E261527	08/02/13	21:38	1AA34000A0	6	1	0	1	1		4	2	6	Earth Bank or Ledge	Exceeding Stated Speed Limit	

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305	6.26		2725230	05/17/09	12:19	7AA34000A0	1	0	0	1	1		4	1	1	Tree or Stump (stationary)	Apparently Asleep	
305	6.30		2721923	10/22/08	10:35	3BA32000D1	1	0	0	1	3		4	1	1	Non-domestic animal (deer, bear, elk, etc)	None	
305	6.30		E263064	08/10/13	22:46	4BA34000D0	5	1	0	1	1		4	1	6	Earth Bank or Ledge	Under Influence of Alcohol	
305	6.37		2725021	03/05/08	23:39	3BA60000A0	5	1	0	1	2		5	1	6	Roadway Ditch	Under Influence of Alcohol	
305	6.45		2725161	12/10/10	16:27	1AA061AQA1	1	0	0	3	2	2	4	1	6	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	6.46		1845840	04/22/05	15:45	7BA067BQD1	7	2	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	6.48		2652618	12/15/06	18:10	7AQ167AAA1	1	0	0	2	1	2	4	1	5	From same direction - both going straight - one stopped - rear-end	None	Other
305	6.58		2652530	11/16/06	17:34	1AA061AAA1	7	1	0	2	2	1	4	2	6	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	6.59		2722257	04/15/10	21:39	4BA32000D1	1	0	0	1	1		4	1	6	Vehicle Strikes Deer	None	
305	6.61		E188021	08/22/12	08:50	3BA32000D1	1	0	0	1	2		4	1	1	Vehicle Strikes Deer	None	
305	6.63		2265442	03/30/06	04:33	3BA063BAD1	6	2	0	2	2	12	4	1	6	From same direction - both going straight - both moving - rear-end	Exceeding Reas. Safe Speed	None
305	6.63		2725115	04/26/08	21:45	7AA32000A1	1	0	0	1	1		4	1	4	Non-domestic animal (deer, bear, elk, etc)	None	
305	6.63		3508410	08/16/12	22:57	8AA068AAA7	1	0	0	2	1	1	4	1	6	From same direction - both going straight - both moving - rear-end	Under Influence of Alcohol	None
305	6.63		E266506	08/24/13	14:29	8AA168AAA1	7	1	0	2	1	2	5	1	1	From same direction - both going straight - both moving - rear-end	None	Inattention
305	6.63		E348880	08/13/14	19:02	1AA137CAA1	1	0	0	2	2	1	1	1	1	Entering at angle	None	Inattention
305	6.64		E373275	11/10/14	08:00	7CC121AAA1	7	2	0	2	2	1	1	1	1	Entering at angle	Inattention	None
305	6.67		1846127	01/05/05	05:21	3BA33000D7	1	0	0	1	1		1	4	4	Guardrail - Face	None	
305	6.67		1845970	10/20/05	20:56	7AA067ABA1	7	3	0	3	2	2	1	1	6	From same direction - one right turn - one straight	Inattention	None
305	6.67		1845973	10/25/05	17:40	3BC737AAB1	6	1	0	1	1		1	2	3	Vehicle - Pedalcyclist	Fail to Yield Row to Pedestrian	None
305	6.67		2652619	12/17/06	15:55	7AA135CCA1	1	0	0	2	2	2	1	1	1	Entering at angle	None	Did Not Grant RW to Vehicle
305	6.67		2722431	04/05/11	13:00	1AA027CCA1	1	0	0	2	2	1	1	1	1	Entering at angle	None	Did Not Grant RW to Vehicle
305	6.67		E232080	03/04/13	14:08	4BA018AAA1	5	2	0	2	2	1	5	1	1	From opposite direction - both moving - head-on	Over Center Line	None
305	6.68		E316486	03/14/14	17:00	8AA068AAA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	6.69		1722426	12/09/05	01:54	7AA33000D7	1	0	0	1	2		5	1	6	Guardrail - Face	Under Influence of Alcohol	
305	6.73		E331518	06/01/14	19:29	8AQ068AAA1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	6.76		E383560	12/12/14	18:26	8AA068AAA1	7	1	0	2	1	2	4	1	6	From same direction - both going straight - both moving - rear-end	Operating Defective Equipment	None
305	6.77		2652555	09/29/06	23:58	7AQ167AAA1	7	2	0	2	1	1	4	1	6	From same direction - both going straight - one stopped - rear-end	None	Inattention

Bridge = 6.6mi

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
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305	6.81		E183573	07/30/12	12:42	4BA33000D7	5	3	0	2	1		4	1	1	Guardrail - Face	Other	
305	6.82		2725063	05/22/08	16:20	7AA067AQA1	7	1	0	3	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	6.83		1722438	12/30/05	13:39	7AA067AQA1	1	0	0	3	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	6.83		2765404	06/04/07	18:05	7AA067AQA1	1	0	0	3	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Operating Defective Equipment	None
305	6.83		2724846	10/09/07	15:30	7AA067AAA1	1	0	0	2	2	1	4	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	6.83		2722377	12/05/10	01:20	4BA33000D7	1	0	0	1	1		4	1	6	Curb, Raised Traffic Island or Raised Median Curb	Operating Defective Equipment	
305	6.83		2662045	09/03/11	12:48	8AQ168AAA1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	6.84		2652707	03/01/07	04:17	7AA33000A7	1	0	0	1	2		4	4	6	Bridge Rail - Face	Other	
305	6.84		E254615	07/03/13	15:13	8AQ168AAA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	6.85		2265487	04/25/06	12:12	7AA33000A1	1	0	0	1	3		4	1	1	Underside of Bridge	Other	
305	6.85		2652535	05/03/07	15:53	7AA067AQA1	1	0	0	2	1	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	6.85		E378992	11/29/14	09:10	8AA128AAA1	1	0	0	2	2	2	4	4	1	From same direction - all others	Exceeding Reas. Safe Speed	None
305	6.86		2722080	04/03/09	16:52	7AA067AQA1	7	1	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	6.86		E157775	03/06/12	17:20	8AA068AQA1	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	6.87		1846168	08/02/05	11:45	7AA067AQA1	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	6.87		2724704	08/24/07	11:50	7AQ167AAA1	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	6.87		2725069	05/28/08	16:34	7AA067AQA1	1	0	0	2	1	3	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	6.87		2662047	09/06/11	17:34	4BQ164BAD1	7	1	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	6.87		E324915	05/02/14	13:15	8AA068AQA1	1	0	0	3	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	6.88		2722250	08/18/11	16:45	8AA068AQA1	7	1	0	3	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	6.89		1710504	04/29/05	17:20	7AA067AQA1	1	0	0	2	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Operating Defective Equipment	None
305	6.89		2135805	06/25/06	11:38	7AA067AQA1	7	1	0	3	0	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	6.89		1710691	06/25/06	11:37	7AA067AQA1	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None

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305	6.90		2725102	04/14/08	17:15	7AQ167AAA1	1	0	0	2	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	6.90		E252909	06/26/13	15:15	8AA50000A1	1	0	0	1	12		4	2	1	Vehicle overturned	None	
305	6.92		1845814	05/20/05	15:06	7AA067AQA1	1	0	0	3	2	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	6.92		1587351	08/06/05	10:27	7AA167AAA1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - both moving - rear-end	None	Follow Too Closely
305	6.92		2652588	11/22/06	15:08	7AA067AQA1	1	0	0	3	2	2	2	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	6.92		2724910	06/13/08	16:53	7AA067AQA1	0	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	6.93		1846102	09/26/05	15:28	7AA067AQA1	1	0	0	2	3	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	6.93		2652651	08/04/06	17:49	7AA067AQA1	7	2	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	6.93		2725130	08/25/08	17:45	7AA067AAA1	7	1	0	2	2	1	4	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	6.93		2722273	06/22/10	16:47	1AA061AAA1	6	1	0	3	2	2	4	1	1	From same direction - both going straight - both moving - rear-end	Operating Defective Equipment	None
305	6.93		2722306	07/08/10	16:28	3BQ163BAD1	7	1	0	2	12	1	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Exceeding Reas. Safe Speed
305	6.93		2722314	07/28/10	17:04	1AQ161AAA1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Driver Reading or Writing
305	6.94		1846015	06/10/05	18:52	7AA067AQA1	6	2	0	2	2	1	4	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	6.94		1846016	06/10/05	18:52	7AA067AQA1	1	0	0	3	2	1	2	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	6.94		2265392	04/18/06	15:42	7AQ167AAA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Other
305	6.94		2265493	05/03/06	15:15	7AA067AQA1	6	4	0	4	6	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Operating Defective Equipment	None
305	6.94		2722442	05/11/11	15:30	8BA068BQD1	1	0	0	2	2	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	6.94		E315581	03/19/14	14:21	4BA064BQD1	7	1	0	3	2	2	4	2	1	From same direction - both going straight - one stopped - rear-end	None	None
305	6.94		E366554	10/14/14	15:55	8AA068AQA1	7	1	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Operating Defective Equipment	None
305	6.95		2652689	12/22/06	17:08	7AQ167AAA1	7	1	0	2	2	1	4	1	6	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	6.95		2724831	07/27/07	15:40	7AA067AQA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	6.95		2721892	11/21/07	14:14	7AA067AQA1	1	0	0	3	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None

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305	6.95		2724680	01/15/08	05:42	3BA33000D7	1	0	0	1	2		4	4	6	Bridge Rail - Face	Exceeding Reas. Safe Speed	
305	6.95		E301853	01/14/14	16:31	5BA065BQD1	6	1	0	2	2	2	4	1	6	From same direction - both going straight - one stopped - rear-end	Inattention	Driver Not Distracted
305	6.95		E328420	05/16/14	13:42	8AQ168AAA1	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Other
305	6.99		3104653	09/23/10	16:29	1AA061AQA1	1	0	0	3	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	6.99		3104169	11/02/11	12:30	8AA068AAA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	6.99		E248105	06/04/13	08:57	8AA068AQA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.00		2724671	02/21/07	07:19	3BA063BQD1	1	0	0	2	3	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	7.00		2765960	03/27/07	15:27	7AA067AQA1	6	1	0	2	3	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.00		2724673	04/11/07	17:06	7AA067AQA1	7	1	0	3	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.00		2724828	07/18/07	15:05	7AA067AQA1	7	1	0	2	1	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	7.00		2724916	09/25/08	17:00	7AA067AQA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.00		2980653	07/05/11	10:36	8AA068AQA1	1	0	0	2	1	2	2	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.00		2662031	08/20/11	10:30	8AM068AAA1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	7.00		E253853	06/29/13	12:22	8AA068AQA1	7	1	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.00		E266502	08/23/13	15:22	8AQ168AAA1	7	1	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	7.00		E312615	03/07/14	17:21	8AQ168AAA1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	7.00		E361838	10/03/14	07:26	4BA064BAD1	1	0	0	3	2	1	4	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	Follow Too Closely
305	7.01		2721947	11/22/10	12:35	4BA078AAD1	1	0	0	3	2	2	4	4	1	From opposite direction - all others	None	Over Center Line
305	7.03		2265330	02/02/06	14:56	7AA067AQA1	1	0	0	2	2	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Unknown Driver Distraction	None
305	7.03		2571304	10/10/06	23:28	7AA067AAA1	1	0	0	3	1	2	4	1	4	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	7.04		2980640	05/06/10	14:20	1AA061AQA1	1	0	0	3	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.05		1845813	05/20/05	16:44	3BA063BQD1	7	2	0	3	1	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None

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305	7.05		0803678	08/18/05	15:28	7AA067AQA1	7	2	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Other	None
305	7.05		2652646	02/22/07	17:10	7AQ167AAA1	1	0	0	2	2	2	4	1	3	From same direction - both going straight - one stopped - rear-end	None	Follow Too Closely
305	7.05		2725183	07/25/09	11:35	7AQ167AAA1	1	0	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Exceeding Reas. Safe Speed
305	7.06		2728546	05/12/07	15:33	7AA0470PA0	1	0	0	6	2	2	4	1	1	One parked--one moving	Driver Interacting with Passengers, Anim	Improper Parking Location
305	7.06		2765875	07/04/07	17:24	7AA067AQA1	6	2	0	2	12	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	7.06		2728500	08/21/07	16:49	7AA067AQA1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	7.06		3100962	05/08/08	04:28	3AA33000A0	1	0	0	1	2		4	1	4	Street Light Pole or Base	Apparently Asleep	
305	7.06		3100740	06/03/08	14:16	7AA067AQA1	7	1	0	2	2	3	4	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.06		2970821	08/15/08	15:38	7AA067AQA1	6	1	0	3	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.06		E213014	12/12/12	16:20	8AA068AQA1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.06		E249708	06/07/13	16:17	8AA068AQA1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Operating Defective Equipment	None
305	7.06		3353522	06/08/13	16:22	8AA068AQA1	6	1	0	2	2	1	7	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	7.07		2083176	09/22/05	16:15	1DC123BAD1	6	1	0	2	3	1	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	7.07		E015304	02/20/09	11:07	3BA063BQD1	7	1	0	2	3	2	8	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.07		3000714	06/29/09	05:46	1DA737AAA1	7	1	0	1		2	4	1	1	Vehicle - Pedalcyclist	Did Not Grant RW to Vehicle	None
305	7.07		3353060	08/04/12	09:43	7AA067AAA1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	7.07		E296365	12/16/13	07:45	8AA024BAD1	5	2	0	3	2	2	4	2	2	From opposite direction - all others	Under Influence of Alcohol	None
305	7.08		2765604	03/21/07	08:50	3BA063BQD1	7	2	0	4	3	2	4	2	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	7.08		2970701	03/13/08	18:55	7AQ167AAA1	7	2	0	2	1	2	4	2	1	From same direction - both going straight - one stopped - rear-end	None	Exceeding Reas. Safe Speed
305	7.08		3000862	10/22/08	12:25	7AA067AQA1	6	1	0	3	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.08		E078926	11/24/10	12:13	8AA068AAA1	7	1	0	2	1	2	4	3	1	From same direction - both going straight - both moving - rear-end	Exceeding Reas. Safe Speed	None
305	7.09		1948913	08/18/05	19:40	3BA063BQD1	6	1	0	2	12	2	7	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.09		2363352	06/03/06	18:20	3BA063BQD1	1	0	0	2	1	2	3	1	1	One car entering driveway access	Follow Too Closely	None
305	7.09		E067839	09/18/10	16:25	8AA068AAA1	1	0	0	2	2	1	4	2	1	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None

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305	7.09		E303800	01/13/14	17:56	1AB061ABA1	7	2	0	3	2	2	6	1	3	Same direction -- both turning right -- both moving -- rear end	Exceeding Reas. Safe Speed	None
305	7.10		2980728	01/09/10	11:20	4BA064BQD1	1	0	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.10		E247163	05/29/13	08:09	3BA063BQD1	7	1	0	2	2	1	3	2	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	Operating Defective Equipment
305	7.10		3430704	06/01/13	13:22	3BA063BQD1	6	1	0	3	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Driver Operating Handheld Telecommunicat	None
305	7.10		3353525	06/26/13	15:47	4BA064BQD1	6	1	0	2	1	1	4	2	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	Driver Not Distracted
305	7.10		E267788	09/04/13	07:29	5BA065BAD1	1	0	0	2	1	1	4	1	1	From same direction - both going straight - both moving - rear-end	Exceeding Reas. Safe Speed	None
305	7.10		E346498	07/27/14	17:35	3BA50000D1	6	1	0	1	12		7	1	1	Vehicle overturned	Follow Too Closely	
305	7.12		E298766	01/08/14	09:52	3BA277AAA1	1	0	0	2	2	1	4	2	1	From opposite direction - all others	Other	None
305	7.13		1949391	10/06/05	18:09	7AA067AAA1	1	0	0	2	1	1	4	2	4	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	7.13		E010694	11/15/08	07:04	7AA0670PA0	1	0	0	4	1	0	4	1	1	One parked--one moving	Under Influence of Alcohol	
305	7.13		E086030	12/29/10	14:15	4BA064BQD1	7	1	0	3	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	7.13		3496850	04/22/12	19:30	3BA33000D0	1	0	0	1	1		4	1	1	Street Light Pole or Base	Under Influence of Alcohol	
305	7.15		2570242	10/06/06	15:30	7AA067AQA1	1	0	0	2	2	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	7.15		2765863	04/08/07	13:04	3BA063BQD1	6	3	0	2	2	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	7.19		C641611	01/02/05	15:30	7AA037ARA1	1	0	0	2	2	0	1	1	1	From same direction - both going straight - both moving - sideswipe		
305	7.19		1883986	09/20/05	14:55	7AA067AQA2	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	7.19		1507222	10/21/05	08:30	5CA065CQB1	1	0	0	2	1	4	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.19		2252106	02/12/06	04:44	3BC50000D6	1	0	0	1	12		1	1	4	Vehicle overturned	Improper Turn	
305	7.19		2252414	04/15/06	18:10	5CA077AAA1	7	2	0	3	1	2	1	2	1	Entering at angle	Disregard Stop and Go Light	None
305	7.19		2765355	02/12/07	12:10	5CA037AAA1	1	0	0	2	1	2	1	1	1	Entering at angle	Other	Other
305	7.19		3100843	04/12/08	06:39	7AB711DAA1	6	1	0	1	1		1	1	1	Vehicle turning right hits pedestrian	Fail to Yield Row to Pedestrian	None
305	7.19		2987723	05/12/08	15:32	5CB127AAA1	1	0	0	2	2	1	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	7.19		E022532	06/27/09	13:41	7AA067AQA2	7	1	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.19		E035941	12/11/09	14:57	3BA063BQD2	1	0	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Apparently Asleep	None
305	7.19		2980300	12/14/09	18:34	3BA063BQD2	7	2	0	2	1	1	1	2	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.19		E043682	02/19/10	21:15	7AA067AQA2	7	1	0	2	1	1	1	1	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None

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STATE ROUTE	SRMP	A / B	*ACCDNT REPORT NUMBER	DATE	TIME	DIAGRAM ANALYSIS DATA	MSVJ	# INJ	# FAT	# VEH	VEH1 TYPE	VEH2 TYPE	JUNC	SURF	LITE	FIRST COLLISION TYPE / OBJECT STRUCK	UNIT 1 CONTR CIRCUMSTANCE 1	UNIT 2 CONTR CIRCUMSTANCE 1
305	7.19		3104144	03/27/10	19:05	7AA031DAA1	6	1	0	2	1	1	1	1	1	Entering at angle	Disregard Stop and Go Light	None
305	7.19		2980330	07/02/10	01:18	7AA031DAA1	7	2	0	2	2	1	1	2	4	Entering at angle	Under Influence of Alcohol	None
305	7.19		E079370	11/14/10	01:35	2BA062BQD2	1	0	0	2	2	2	1	2	4	From same direction - both going straight - one stopped - rear-end	Under Influence of Alcohol	None
305	7.19		E077908	11/17/10	16:09	7AA067AAA2	1	0	0	2	1	1	1	2	3	From same direction - both going straight - both moving - rear-end	Follow Too Closely	None
305	7.19		E083666	12/14/10	18:30	3BA063BQD1	1	0	0	2	2	1	1	1	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.19		E084352	12/19/10	13:35	3BA063BWD2	1	0	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	Other
305	7.19		3104701	01/29/11	20:23	7AA067AQA2	7	1	0	2	1	1	5	2	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.19		E113231	06/06/11	13:17	5CA023BAD1	1	0	0	2	2	3	1	1	1	Entering at angle	Under Influence of Alcohol	None
305	7.19		E133634	10/21/11	09:36	7AA273BAD2	7	1	0	2	2	2	5	1	1	From opposite direction - all others	Operating Defective Equipment	None
305	7.19		E135879	11/07/11	09:15	5CA065CQB1	7	1	0	2	1	0	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.19		E169006	04/28/12	18:14	5CQ123BCB1	1	0	0	2	1	2	1	1	1	Entering at angle	None	Under Influence of Alcohol
305	7.19		E199065	10/12/12	17:35	3BQ163BAD1	1	0	0	2	1	1	1	1	1	From same direction - both going straight - one stopped - rear-end	None	Driver Distractions Outside Vehicle
305	7.19		3430654	12/14/12	15:35	3BA063BAD2	7	2	0	2	2	1	1	2	1	From same direction - both going straight - both moving - rear-end	Exceeding Reas. Safe Speed	None
305	7.19		3430706	06/07/13	07:56	3BA063BQD2	7	1	0	2	0	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.19		3431033	12/31/13	11:34	3BA063BAD2	1	0	0	2	2	1	1	2	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	7.19		E363892	10/10/14	07:03	5CA34000A0	7	1	0	1	2		1	1	7	Utility Pole	Operating Defective Equipment	
305	7.19		E380453	12/02/14	07:55	5CA023BCA1	1	0	0	2	2	2	1	1	1	Entering at angle	Apparently Asleep	None
305	7.30		E072493	10/14/10	11:05	4AA044APA1	1	0	0	2	3	3	4	1	1	One parked--one moving	Inattention	
305	7.30		E299815	01/11/14	09:48	4BA064BQD1	1	0	0	2	1	2	2	2	1	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	7.31		2276589	03/16/06	19:00	7AQ167AAA1	0	0	0	2	2	2	4	1	6	From same direction - both going straight - one stopped - rear-end	None	Inattention
305	7.38		2766089	02/15/07	19:30	3BA063BBD1	7	1	0	2	2	1	3	1	6	One car entering driveway access	Follow Too Closely	None
305	7.38		2970932	04/27/08	22:02	3BA34000D0	1	0	0	1	2		8	2	6	Mailbox	Other	
305	7.39		2570421	02/21/07	23:35	3BA34000D0	1	0	0	1	2		8	2	6	Mailbox	Apparently Asleep	
305	7.39		E129644	10/03/11	23:19	2BD122BAD1	7	2	0	2	1	2	4	2	6	From same direction - all others	Under Influence of Alcohol	None
305	7.40		E068954	09/20/10	14:51	2BA33000D7	1	0	0	1	3		4	1	1	Guardrail - Face	Apparently Fatigued	
305	7.43		2385269	12/01/06	16:40	3BA063BQD1	7	1	0	3	1	2	4	5	4	From same direction - both going straight - one stopped - rear-end	Exceeding Reas. Safe Speed	None
305	7.46		E378191	11/25/14	14:15	6AA60000A0	1	0	0	1	2		4	2	1	Roadway Ditch	Exceeding Reas. Safe Speed	
305	7.48		1948635	08/20/05	03:59	3BA60000D0	1	0	0	1	2		5	1	6	Roadway Ditch	Other	

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
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305	13.45		E237624	04/11/13	16:43	8AA068AQA1	7	3	0	2	1	2	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	13.45		E240082	04/12/13	21:05	3AA021CBA1	1	0	0	2	1	2	1	2	4	Entering at angle	Disregard Stop and Go Light	None
305	13.45		E241735	05/02/13	17:00	3BA063BQD2	1	0	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Driver Interacting with Passengers, Anim	None
305	13.45		E247061	05/29/13	17:15	3BA063BQD2	1	0	0	3	2	1	5	2	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	13.45		E249051	06/06/13	12:25	8AA068AQA1	7	2	0	2	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	13.45		E267681	09/03/13	16:20	1DB033BAD2	1	0	0	2	1	2	1	1	1	Entering at angle	Did Not Grant RW to Vehicle	None
305	13.45		E275995	09/12/13	17:00	3BA063BAD2	1	0	0	2	1	2	5	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	13.45		E275999	10/01/13	16:15	4BA132DBD2	1	0	0	2	2	1	1	1	1	Entering at angle	Disregard Stop and Go Light	None
305	13.45		E328680	05/17/14	13:00	4BA064BQD1	1	0	0	2	1	2	5	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	13.45		E351942	08/16/14	14:40	4BA064BQD1	1	0	0	2	1	2	5	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	13.45		E363803	10/10/14	17:00	3BA063BQD2	1	0	0	3	2	1	1	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	13.49		E383289	12/06/14	14:31	4BA064BQD2	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305	13.50		E171938	05/08/12	10:03	7AA067AAA1	1	0	0	3	2	1	4	1	1	From same direction - both going straight - both moving - rear-end	Inattention	None
305	13.51		E086336	01/03/11	14:53	7AA33000A7	6	1	0	1	1		4	8	1	Retaining Wall (concrete, rock, brick, etc.)	Inattention	
305	13.51		E108057	05/26/11	07:39	7AA067AQA1	7	3	0	3	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305	13.52		2083604	11/03/05	10:00	1AA141ARA1	1	0	0	2	1	2	4	2	1	From same direction - both going straight - both moving - sideswipe	None	Did Not Grant RW to Vehicle
305FT WINSLO	0.00		1846148	08/04/05	16:00	5BA155BSFT	1	0	0	2	1	1	4	1	1	From same direction - both going straight - both moving - sideswipe	None	Did Not Grant RW to Vehicle
305FT WINSLO	0.00		E000315	06/16/07	20:03	1AA33000A7	1	0	0	1	1		4	2	1	Other Objects	Inattention	
305FT WINSLO	0.00		2765457	02/10/08	08:20	3BH073BQFT	1	0	0	1	2		4	2	1	From same direction - all others	Improper Backing	
305FT WINSLO	0.00		2970626	12/01/08	11:00	5BA065BQFT	1	0	0	2	1	2	4	1	1	From same direction - both going straight - one stopped - rear-end	Inattention	None
305FT WINSLO	0.00		2570291	01/29/09	07:55	5BA71700FT	7	1	0	1	2		4	1	1	Vehicle going straight hits pedestrian	Fail to Yield Row to Pedestrian	None

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305FT WINSLO	0.00		2980230	03/12/09	23:40	1AA015BPFT	1	0	0	2	1	12	4	1	4	One parked--one moving	Under Influence of Alcohol	
305FT WINSLO	0.00		E019308	04/11/09	02:09	1FA33000FT	0	0	0	1	1		4	9	4	Closed Toll Gate	Unknown Driver Distraction	
305FT WINSLO	0.00		2970698	10/24/09	11:30	1AA717DQFT	7	1	0	1	2		4	1	1	Vehicle going straight hits pedestrian	Other	Other
305FT WINSLO	0.00		E107283	05/21/11	22:35	4BA064BQFT	7	1	0	2	1	12	4	2	4	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None
305FT WINSLO	0.00		E186367	08/14/12	17:15	1AA77000A1	6	1	0	0			4	1	1	Vehicle - Pedalcyclist	Other	
305FT WINSLO	0.00		2722466	12/17/12	13:08	7B050000FT	5	1	0	1	12		4	1	1	Vehicle overturned	Other	
305FT WINSLO	0.00		E227634	02/20/13	09:30	4BA064BQFT	1	0	0	2	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Other	None
305FT WINSLO	0.00		3569260	07/04/13	08:45	3AA063AQFT	7	1	0	3	1	1	4	1	1	From same direction - both going straight - one stopped - rear-end	Did Not Grant RW to Vehicle	None
305FT WINSLO	0.01		C674273	06/30/06	18:25	1AQ171AHFT	1	0	0	2	2	0	4	9	1	From same direction - all others		
305FT WINSLO	0.01		2570288	07/14/07	11:30	7AH077APFT	1	0	0	2	2	2	4	1	1	One parked--one moving	Improper Backing	
305FT WINSLO	0.01		2724845	09/11/07	18:30	00H0700QFT	1	0	0	2	2	1	1	1	1	From same direction - all others	Inattention	None
305FT WINSLO	0.01		C692437	09/22/07	16:30	5BA33000FT	1	0	0	1	2		4	1	1	Guardrail - Face		
305FT WINSLO	0.01		2724990	06/27/08	20:32	1AA34000FT	1	0	0	1	1		4	1	1	Miscellaneous Object or Debris on Road	None	
305FT WINSLO	0.01		2601578	09/03/11	14:23	1AH071APFT	1	0	0	2	2	2	4	1	1	One parked--one moving	Improper Backing	

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305FT WINSLO	0.08		E218047	12/31/12	16:09	30H0530WFT	1	0	0	2	2	2	4	1	1	From same direction - all others	Improper Backing	None
305FT WINSLO	0.08		E252258	06/22/13	17:20	70H0770QFT	1	0	0	2	2	1	4	1	1	From same direction - all others	Other	None

Years not showing represents no reported collisions that year.

YEAR	TOTAL COLS	PROP DMAG COLS	POSS INJ COLS	EVID INJ COLS	SER INJ COLS	FATAL COLS	# OF INJS	# OF FTLS	# OF VEHS	ALC REL COLS	FIXD OBJ COLS	REAR END COLS	OPP DIR COLS	ENTER AT ANGLE	OVER TURN COLS	PEDL CYC COLS	PEDES COLS
2005	197	125	46	22	4	0	100	0	388	10	21	105	7	12	1	2	1
2006	224	152	51	16	5	0	102	0	461	14	14	135	14	14	2	3	0
2007	182	128	33	18	3	0	79	0	379	10	14	102	8	14	1	1	0
2008	184	116	40	22	5	1	83	1	344	15	21	86	6	16	3	7	2
2009	131	85	29	10	5	2	65	2	249	5	11	71	8	16	0	1	7
2010	179	117	47	14	1	0	83	0	374	5	13	110	18	15	5	0	0
2011	174	121	38	14	0	1	74	1	353	8	9	103	12	21	1	1	2
2012	177	106	50	16	4	1	98	1	358	10	16	115	6	14	1	2	2
2013	188	113	52	18	5	0	103	0	379	7	14	116	10	17	2	5	0
2014	192	132	47	12	1	0	80	0	386	5	19	124	5	18	2	2	1
	1,828	**1,195**	**433**	**162**	**33**	**5**	**867**	**5**	**3,671**	**89**	**152**	**1,067**	**94**	**157**	**18**	**24**	**15**

SURF = Road Surface Condition
1 = Dry
2 = Wet
3 = Snow/Slush
4 = Ice
5 = Sand/Mud/Dirt
6 = Oil
7 = Standing Water
8 = Other
9 = Unknown/Not Stated

LITE = Light Conditions
1 = Daylight
2 = Dawn
3 = Dusk
4 = Dark - Street Lights On
5 = Dark - Street Lights Off
6 = Dark - No Street Lights
7 = Other (described in the narrative)
9 = Unknown

MSVJ = Most Severe Injury
1 = No injury
2 = Dead at Scene
3 = Dead on Arrival
4 = Dead at Hospital
5 = Serious Injury
6 = Evident Injury (Non Disabling)
7 = Possible Injury

JUNC = Junction Relationship
1 = At Intersection and Related
2 = Intersection Related but Not at the Intersection
3 = At Driveway and Related
4 = Not at Intersection and Not Related
5 = At Intersection and Not Related
6 = At Driveway within major Intersection
7 = Driveway Related but Not at Driveway
8 = At Driveway and Not Related
A = Entering Roundabout
B = Circulating Roundabout
C = Exiting Roundabout
D = At Roundabout but not Related
E = Roundabout related but not at Roundabout
F = Traffic Calming Circle

VEH # TYPE = Vehicle Type
0 = Not Stated
1 = Passenger Car
2 = Pickup, Panel Truck or Vanette under 10,000 lbs
3 = Truck (Flatbed, Van, etc)
4 = Truck and Trailer
5 = Truck Tractor
6 = Truck Tractor & Semi-Trailer
7 = Truck-Double Trailer Combo
8 = Farm Tractor/Farm Equipment
9 = Taxi
10 = Bus or Motor Stage
11 = School Bus
12 = Motorcycle
13 = Scooter Bike
14 = Other
15 = Moped
16 = Railway Vehicle
17 = Neighborhood Electronic *6/7/2010*
18 = Golf Cart *6/7/2010*

WTHR = Weather
1 = Clear/Partly Cloudy
2 = Overcast
3 = Raining
4 = Snowing
5 = Fog/Smog/Smoke
6 = Sleet/Hail/Freezing Rain
7 = Severe Crosswind
8 = Blowing Sand/Dirt/Snow
9 = Other (described in the narrative
10 = Unknown

STATE ROUTE ONLY
WSDOT - Diagram Data Coding Sheet

COLUMNS 1 & 6	
CODE	COMPASS DIRECTION
1	N
2	NE
3	E
4	SE
5	S
6	SW
7	W
8	NW

COLUMNS 2 & 7	
CODE	MILEPOST DIRECTION
A	Increasing MP of Major Roadway
B	Decreasing MP of Major Roadway
C*	Entering Major Roadway from the Right
D*	Entering Major Roadway from the Left
E	Traveling wrong way in the Increasing MP of Major Roadway
F	Traveling wrong way in the Decreasing MP of Major Roadway
H	Wrong way on Ramp or Collector Road

* From the RIGHT or LEFT is referenced from the Major Roadway looking in the Increasing milepost direction at all times

COLUMNS 3 & 8	
CODE	VEHICLE MOVEMENT
A	Moving Straight
B	Turning Right
C	Turning Left
D	Making U-Turn
E	Parking
F	Passing on Right
G	Passing on Left
H	Backing
J	Merging Due to Lane Reduction
K	Merging from one Road to Another (ramps included)
L	Driverless Moving Vehicle, (not in tow)
M	Vehicle in Tow, (includes trailers)
N	Vehicle position result of previous accident
P	Parked
Q	Stopped in Traffic, (legally standing)
R	Changing Lanes to the Right
S	Changing Lanes to the Left
T	Crosses over Centerline or through Median
U	Out of Control - Merging from On Ramp to Mainline
V	Out of Control - Exiting from Mainline to Off Ramp
W	Illegally parked or Stopped in Roadway
X	Taking Evasive Maneuvers
Z	Vehicle Out of Control

FIRST VEHICLE - COLUMNS 1 THROUGH 3
SECOND VEHICLE - COLUMNS 6 THROUGH 8
TYPE OF COLLISION - COLUMNS 4 THROUGH 5
IMPACT POSITION - COLUMNS 9 THROUGH 10

A "0" IS TO BE CODED IN ALL COLUMNS IN WHICH NONE OF THE EXISTING CODES ARE APPLICABLE.

	COLUMNS 4 & 5 COLLISION TYPE	
	CODE	DIAGRAM ACCIDENT TYPE
	01	Strikes other vehicle HEAD ON
	02	Strikes LEFT SIDE of other vehicle AT ANGLE
M	03	Strikes RIGHT SIDE of other vehicle AT ANGLE
U	04	SIDESWIPES LEFT SIDE of other vehicle
L	05	SIDESWIPES RIGHT SIDE of other vehicle
T	06	Strikes REAR END of other vehicle
I	07	Strikes FRONT END of other vehicle (not head on)
	11	Was STRUCK by other vehicle HEAD ON
V	12	Was struck on LEFT SIDE at ANGLE by other vehicle
E	13	Was struck on RIGHT SIDE at ANGLE by other vehicle
H	14	Was SIDESWIPED on LEFT SIDE by other vehicle
I	15	Was SIDESWIPED on RIGHT SIDE by other vehicle
C	16	Was STRUCK in REAR END by other vehicle
L	17	Was struck in FRONT END by other vehicle (not head on)
E	27	Strikes or was struck by OBJECT from other vehicle
	28	Pushed vehicle struck or was struck by THIRD vehicle
	29	All other MULTI VEHICLE involvements
	32	Strikes ANIMAL or BIRD
	33	Strikes APPURTENANCE
S	34	Strikes Other OBJECT
I	35	Strikes or was struck by WORKING OBJECT
N	40	Strikes RAILROAD TRAIN
G	41	Was STRUCK by RAILROAD TRAIN
L	50	Vehicle OVERTURNED
E	54	Non-Collision FIRE
	60	Ran into Roadway DITCH
V	61	Ran into RIVER, LAKE, Etc.
E	62	Ran OVER EMBANKMENT - No guardrail present
H	71	Pedestrian STRUCK by vehicle
I	72	Pedestrian STRIKES vehicle
C	73	Pedalcyclist STRUCK by vehicle
L	74	Pedalcyclist STRIKES vehicle
E	75	Pedalcyclist STRIKES Pedalcyclist
	76	Pedalcyclist STRIKES Pedestrian
	77	Pedalcyclist - all other involvement
	88	Pushed vehicle struck by pushing vehicle
	98	Jackknife Trailer
	99	All other SINGLE VEHICLE involvements

IMPACT LOCATIONS	
CODE	COLUMN 9
A	Increasing MP Direction Mainline
B	Sidestreet Increasing MP Direction Side of Highway
D	Decreasing MP Direction Mainline
E	Sidestreet Decreasing MP Direction Side of Highway
P	Off Ramp Increasing MP Direction Side of Highway
Q	On Ramp Increasing MP Direction Side of Highway
R	Off Ramp Decreasing MP Direction Side of Highway
S	On Ramp Decreasing MP Direction Side of Highway
L	LX Ramp Increasing MP Direction
X	LX Ramp Decreasing MP Direction
M	CD Ramp Increasing MP Direction Side of Highway
N	CD Ramp Decreasing MP Direction Side of Highway
H	HOV Separated Lane Increasing MP Direction Side of Hiwy
V	HOV Separated Lane Decreasing MP Direction Side of Hiwy
CODE	COLUMN 10
1	Lane 1
2	Lane 2
3	Lane 3
4	Lane 4
5	Lane 5
A	Lane 6
B	Lane 7
C	Lane 8
6	Left Turn Lane
7	Right Shoulder
8	Median Shoulder
9	In Median
0	Off the Road, Past the Right Shoulder
CODE	OTHER AREAS
FT	At State Ferry Terminals or on Docked State Ferry Vessels

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
6/8/2005	1845905	city	15:14			Madison	High School	400		2	TB	PD 0	V1 FTY striking v2
9/28/2005	1587282	City	16:10	I 1		High School	Madison			2	RE	PD 1	V1 struck v2 when v2 stopped for ped.
12/12/2005	1722427	City	12:14	I 2		Madison Ave	High School Road			2	TB	PD 1	v1 struck v2 who was stopped for traffic in Rabout
2/23/2006	2265335	City	18:29	I 3		High School Road	Madison Avenue			2	TB	PD 2	V1 faild to yeild and struck v2 in round about
4/22/2006	2265490	City	12:12	I 4		High School Road	Madison Avenue			2	SS	PD 2	v1 FTY to v2 at roundabout
5/3/2006	2265494	Priv	17:45	NI		High School	Madison Avenue	.25 Mi	E	2	PRK	PD 2	v1 backed into v2
6/19/2006	2265366	City	19:26	NI		Madison Avenue	High School Road	250 ft	S	2	RE	PD 1	v1 rear-ended v2
9/14/2006	2652665	City	14:49	I 6		Madison Avenue	High School Road			2	BIKE		
9/20/2006	2652669	City	10:05	I -		High School Road	Madison Avenue			2	OTR	PD 2	V1 failed to yield to V2 in roundabout, was hit
10/5/2006	2652552	Private	19:37	NI		Madison Avenue	Madison Avenue North	50 Ft	W	2	PRK	PD 2	V1 backed into stopped V2 in parking lot
10/10/2006	2652557	City	16:20	I 7		Madison Avenue	High School Road			2	RE	PD 2	V2 was entering roundabout and was struck by V1
11/19/2006	2652607	Private	11:00	I	253	High School Road	High School Road			2	PRK	PD 1	V1 parked, unoccupied, damaged by unknown V
11/21/2006	2652582	City	11:57	NI		High School Road	Madison Avenue	200 Ft	E	1	FO	PD 2	V1 lost control on wet road, slid and hit 2 trees
12/14/2006	2652614	City	15:00	NI		Madison Avenue N	High School Road	300 Ft	N	2	RE	PD 2	V2 stopped in traffic, V1 struck in rear
4/27/2007	2724734	City	10:22	I 8		Madison Ave	High School Rd			1	BIK	PI 1 PD 1	Bicyclist was in crosswalk, V1 struck bicyclist
9/6/2007	2724882	City	15:05	NI		Madison Ave	High School Rd	.50 ft	S	2	RE	PD 1	V2 RE V1 @ round about then left scene V2 cited
10/7/2007	2724888	City	12:24	I 9		High School Rd	Madison			2	TB	PD 2	V1 slid into roundabout TB V2 passenger side
10/11/2007	2724849	Other	18:20	NI		High School Road	Madison Avenue	.5 mi	W	1	PRK	PD 1	V1 backed into pole
11/20/2007	2652549	Private	18:30	NI		High School Rd	Madison	300 ft	E	2	PRK	PD1	V1 was damaged while parked at bank
12/23/2007	2721860	City	17:14	NI		High School Rd	Madison Ave	300.00	E	1	PED		V1 did not see Pedestrian in crosswalk until too late and slamed on brakes V1 cited
1/4/2008	2721866	City	10:53	NI		Madison	High School Rd	300. ft	S	2	RE	PD 2	V2 was RE while stopped waiting to someone to turn V1 cited
4/28/2008	2725118	City	21:57	NI		High School Rd.	Madison Ave.	150 ft	W	1	PRK	PD 1	V1 lost control and struck brushes
5/8/2008	2725054	city	11:56	NI		Madison Ave.	High School Rd	500 ft	N	2	SS	PD 2	v1 hit v2 when leaving parking spot
8/19/2008	2721981	Private	17:11			High School	Madison	300 ft	W	2	PRK	PD2	V1 Struck V2 while pulling out of parking stall
11/14/2008	2722000	City	14:15	NI		High School Rd	Madison Ave	300 ft	E	2	RE	PD2	v1 struck rear end of V2
12/24/2008	2725142		18:30	NI		High School Rd	Madison	1000 ft	E	2	PRK	PD1	Hit and Run in Safeway parking lot. V1 was hit while in parking lot
12/24/2008	2725142		18:30	NI		High School Rd.	Madison Ave	1000 feet	E	2	PRK	PD2	V1 called to advised, V2 was hit in Safeway parking lot, V1 has no suspect information
1/22/2009	2722040	City	8:36	I 10		Madison Ave	High School Rd			2	RE	PD2	V2 struck V1 while V2 was stopped in Roundabout waiting for pedestrians to cross
3/5/2009	2722045	other	13:57	NI		madison ave	high school rd			2	PRK	PD 2	v1 and v2 collided while parking
3/10/2009	2722046	city	10:30	I 11		Madison Avenue	High School Road			2	RE	PD 1	v1 was stopped in Round about waiting for ped to cross v2 struck v1 from behind
3/25/2009	2724975	city	17:15	NI		High School Road	Madison Avenue	100		2	SS	PD 1	v1 turned infront of V2 and v2 struck v1

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
4/20/2009	2725261	city	12:15	I 12		High School Rd	Madison Ave			2	RE		v1 was struck from behind when v2's foot slipped off clutch
6/7/2009	2725247	city	14:23	I 13		Madison Ave	High School Rd			2	RE		v1 unable to stop & rear-ended v2
6/16/2009	2725276	city	19:46	NI		High School Rd	Madison Ave	.10mi	E	2	H&R	yes	v1 hit v2, causing injuries & fled, turning self in following day;
7/21/2009	2725182	priv	15:30	NI		High School Rd	Madison Ave	10ft	E	2	H&R		vacant v2 hit while parked at Safeway
9/18/2009	2722126	City		NI		High School Rd	Madison Ave	300ft	W	2	RE		v1 stopped for traffic, v2 RE v1
11/10/2009	2722087	City	16:40	I 14		High School Rd	Madison Ave N	500ft	E	2	OTR		v1 trav East on HS Rd when struck by v2 attempting to turn onto HS Rd Westbound
12/9/2009	2722091	City	11:57	NI		Madison Ave	High School Rd	500ft	N	2	OTR		v1 pulled out into oncoming traffic, striking v2
5/28/2010	2722234	City	9:29	NI		Madison Ave N	High School Rd	20ft	N	3	OTR		loss of control of vehicle at roundabout, taking out 2 street signs
6/23/2010	2722277	Priv	12:00	NI	290	Madison Ave	Madison Ave	10ft	E	2	H&R		legally prkd unoccupied v1 struck in left rear quarter panel in parking lot
8/27/2010	2722318	City	12:00	I 15		High School Rd	Madison Ave			2	H&R		v2 did not yield to v1, who was in roundabout; v2 left the scene
3/9/2011	2722390	PRIV	16:10	NI	835	MADISON AVE N	MADISON AVEN N	100FT	W	2	OTH		V1 RAN OVER V2 MOTORIZED RAMP WHILE V2 STOPPED FOR PASSENGERS
3/17/2011	2722359	PRIV	19:11	NI	403	MADISON AVE N	MADISON AVE	100FT	S	2	OTH	YES	V1 HIT CHILD THAT RAN OUT FROM BETWEEN PARKED CARS
4/4/2011	2722432	CITY	15:30	NI		HIGH SCHOOL RD	MADISON AVE NE	24FT	W	2	RE	YES	V1 STRUCK V2 FROM BEHIND WHILE NEARING ROUNDABOUT
5/19/2011	2722445	CITY	16:44	NI		HIGH SCHOOL RD	MADISON AVE	250FT	E	2	RE	YES	V2 STRUCK BY V1 WHILE STOPPED FOR TRAFFIC
8/12/2011	3353020	CITY	16:48	I 16		MADISON AVE N	HIGH SCHOOL RD			2	OTH		V1 FAILED TO YIELD TO V2 AT ROUNDABOUT
8/13/2011	2722245	CITY	0:01	I 17	300	HIGH SCHOOL RD	MADISON AVE	10FT	E	1	DUI		V1 FAILED TO NEGOTIATE ROUNDABOUT AND HIT CITY SIGN
8/23/2011	3353024	CITY	14:42	NI		HIGH SCHOOL RD	MADISON AVE	200FT	W	2	RE		V1 STRUCK V2 WHILE FAILING TO STOP FOR TRAFFIC
8/27/2011	3508328	PRIV	0:00	NI	225	HIGH SCHOOL RD	MADISON AVE	800FT	W	2	PARK		V1 STRUCK V2 WHILE BACKING OUT OF PARKING STALL
9/3/2011	2662043	CITY	6:45	I 18		MADISON AVE N	HIGH SCHOOL RD			2	BIKE	YES	V1 STRUCK V2 WHILE FAILING TO YIELD AT ROUNDABOUT
10/20/2011	3508391	PRIV	12:30	NI	9490	HIGH SCHOOL RD	MADISON AVE	600FT	W	2	PARK		V1 STRUCK BY UNKNOWN VEHICLE WHILE PARKED IN PARKING LOT
10/27/2011	3508358	CITY	16:03	NI		MADISON AVE N	HIGH SCHOOL RD	100FT	S	2	HR		V1 STRUCK BY V2 WHICH PASSED V1 ON RIGHT SIDE
11/4/2011	3508364	PRIV	8:15	NI	9490	HIGH SCHOOL RD	MADISON AVE	200FT	W	2	PARK		V1 STRUCK THE OPEN PASSENGER DOOR OF V2 WHICH WAS PARKED IN TRAFFIC LANE
2/11/2012	153731	CITY	18:37	I 19		MADISON AVENUE	HIGH SCHOOL ROAD			1	OTH		PERSON DROVE IN TO CENTER OF ROUND A BOUT; FOUND TO BE HAVING A SEIZURE.
2/28/2012	158976	CITY	0:00	NI	253	HIGH SCHOOL ROAD	MADISON AVENU	25FT	E	2	OTH		VEH 1 BACKED OUT IN TO VEH 2
8/24/2012	188373	CITY	9:30	NI		253 HIGH SCHOOL RD	MADISON AVE	200FT	E	2	H&R		HIT/RUN IN PRKG LOT
10/25/2012	358418	CITY	16:24	I 20		MADISON AVENUE	HIGH SCHOOL RD			2	BIKE		VEH 2 (BICYCLE) NB IN ROUNDABOUT WAS STRUCK BY VEH 1 AS HE ENTERED THE R-A-B WB.
8/4/2013	261668	City	14:00	NI		High School Rd	Madison Ave	500ft	W	2	H&R		v1 struck by unknown v2 while car legally parked and unoccupied
9/18/2013	271073	City	8:35	I 21		High School Rd roundabout	Madison Ave			2	RE		v2 struck in rear end by v1 due to following too closely in heavy pedestrian & vehicular traffic
10/10/2013	276514	City	17:05	NI		High School Rd	Madison Ave N	200ft	E	2	RE		v2 stopped for traffic was struck in rear by v1
11/21/2013	286967	City	17:11	NI		Madison Ave	High School Rd	500ft	N	2	Bike		V1 (car) pulled into pathway of oncoming bicyclist causing bike to crash into car & onto hood
3/28/2014	3508350	PVT	15:30	N		High School Rd	High School Rd	.2ft	S	2	OTH		Driver hit tire of v2 in Safeway parking lot
7/9/2014	340337	City	8:22	I 22		High School Rd	Madison Ave N			2	Otr		Truck pulling two flatbead trailers unable to negotiate roundabout;ran over foliage,signage,sprinkle

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
7/31/2014	347062	City	10:56	I		Madison Ave	High School Rd			2	RE		V1 struck by V2 when stopped at roundabout waiting for right of way
9/30/2014	361399	City	18:23	NI		High School Rd	Madison Ave	200ft	E	3	RE		V2 struck in rear by V1, V2 then crashed into V3

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DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
1/29/2005	803574	priv	12:00	NI		High School Rd	Hildebrand			2	PRK	PD 0	v1 parked and returned to find damage by unknown
1/30/2005	1845801	City	12:03	NI 1		High School Rd	Hildebrand Ln	50 ft	W	2	SS	PD 0	v1 failed to yeild and struck v2
3/14/2005	1845787	priv	17:50			Hildebrand	High School Rd			1	PRK	PD 0	V1 hit and run
3/18/2005	1845789	City	19:30	NI 2		Hildebrand Ln.	High School Rd			2	SS	PD 0	V1 turned wide and hit v2
3/20/2005	1845790	Priv	9:45	NI		Hildebrand	High school			1	PRK	PD 0	v1 hit and run
5/18/2005	1846137	City	16:19	3		High School Rd	Hildebrand Lane			2	TB	PD 0	v2 failed to yeild to v1
5/19/2005	1845854	City	16:30	I 4		Hildebrand	High School Road			2	RE	PD 2	V2 RE #1 stating he wasn't paying attention
6/1/2005	1846001	Priv	14:45		208	Highschool Rd	Hildebrand	100 ft	W	2	PRK	PD 0	#1 struck #2 while trying to back out of prk space
7/28/2005	1846163	city	11:20	NI 5		High School Rd	Hildebrand Ln	100. ft		2	TB	PD 1	v1 FTY struck v2
8/24/2005	1845928	City	14:30	I 6		Hildebrand Lane	High School Road			2	RE	PD 1	v2 rearended v1
9/2/2005	1587363	city	14:45	I 7		High School	Hildebrand			2	TB	PD 2	V1 FTY and struck V2 while entering roadway
1/3/2006	2265176	city	14:05	I 8		Hildebrand	High School Road	5 ft	s	2	RE	PD 1	v2 was stopped, v1 struck v2 from behind
1/18/2006	2265302	priv	18:20	NI		High School Road	Hildebrand Road	100 ft	W	2	PRK	PD 1	v2 damaged by v1 while v1 parking
4/24/2006	2265483	City	14:06	NI		High School Road	Hildebrand	60 ft	W	3	RE	PD 1	V3 was looking down and hit #2, #1 stopped @ cross
6/12/2006	2265358	city	9:55	NI		High School	323 block			1	PRK	PD 0	Driver on cell phone hit curb and glass windows
7/1/2006	2265284	city	13:13	I 9		High School Rd.	Hildebrand Ln.			2	SS	PD 0	v2 hit passenger side of v1 - v2 cited
7/17/2006	2265459	City	13:00	NI		High School Rd.	Hildebrand Ln	300 ft		2	TB	PD 2	v1 cited for no ins. V2 FTY to v1
10/20/2006	2652566	City	19:58	I 10		High School Road	Hildebrand Lane			2	OTR	PD 2	V2 failed to yield while turning and struck V1
11/4/2006	2652675	City	12:26	I 11		High School Road	253 High School Road			2	OTR	PD 2	V1 stopped, proceeded, failed to yield and hit V2
11/19/2006	2652607	Private	11:00	I 12	253	High School Road	High School Road			2	PRK	PD 1	V1 parked, unoccupied, damaged by unknown V
3/14/2007	2652713	Priv	14:17	I 13	337	High School Rd	Hildebrand Lane			2	PRK	PD 1	V1 struck v2 when backing out of prk space
6/16/2007	2724807	Private	16:40	NI		High School Rd	301 Hildebrand	150 ft	W	1	PRK		V1 unoccupied found damaged when owner returned
8/5/2007	2724842	City	2:12	I 14		High School Road	Hildebrand Lane	10 ft	W	1	PRK		V1 backed out of parking stall, knocked down sign
8/9/2007	2724789	Other	13:40	NI	253	High School Road	Hildebrand Lane	550 ft	W	2	PRK		V1 ran over V2 in parking lot
8/10/2007	2724792	Private	19:00	NI		Hildebrand Lane	High School Road	.25 ft ~~ft~~ DM	S	2	SS		V2 passing, ran into V1 making left turn
3/13/2008	2724958	City	12:22	NI		High School Rd	Hildebrand	500 ft	W	1	LR	PD1	V1 was pulling out of parking lot hit the accelerator and lost control leaving roadway
5/21/2008	2725061	City	10:46	NI		High School Rd	Hildebrand Lane	100 ft	W		RE	PD 1	v1 stalled, v2 rear ended
10/27/2008	2721989	City	16:00	I 15		High School Road	hildebrand Lane			2	TB	PD2/PI1	V1 failed to see V2 at intersection; V1 was cited
12/31/2008	2725144		12:00	NI		High School Road	Hildebrand Ln	200 feet	W	1	PRK	PD1	Hit and Run incident in parking lot
10/12/2009	2722138	City	12:36	NI		High School Rd	Hildebrand	600ft	W	2	SS		v2 travelling very slowly in center turn lane; v1 attempting to pass v2, side-swiping v2

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DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
12/28/2009	2721939	City	10:20	I 16		High School Rd	Hildebrand Ln			2	OTR		v1 turning L onto Hildebrand & into & colliding w/ oncoming v2
7/9/2010	2722308	Priv	10:30	NI		High School Rd	321 High School Rd			2	H&R		v2 legally prkd, unoccupied, struck by unknown veh at unknown time
8/7/2010	2725214	City	17:22	I 17		High School Rd	Hildebrand Ln			2	OTR		v1 travelling to fast to make turn safely from HS Rd onto Hildebrand, striking v2
11/2/2010	2722334	PRIV	11:00	NI		HILDEBRAND	HIGH SCHOOL RD	1000FT	S	1	PARK		V1 STRUCK BY UNKNOWN VEHICLE WHILE PARKED IN PARKING LOT
2/24/2011	2722422	PRIV	19:11	I 8		HILDEBRAND LN	321 HIGH SCHOOL RD			2	OTH		V2 STRUCK BY V1 WHEN V1 PULLED INTO STREET
6/13/2011	2722188	PRIV	16:45	NI	200	HIGH SCHOOL RD	HILDEBRAND LN	.1M	W	2	PARK		V1 STRUCK V2 WHILE EXITING PARKING STALL
6/30/2011	3352928	CITY	13:00	NI 19		HIGH SCHOOL RD	HILDEBRAND LN	300FT	W	2	RE	YES	V2 REARENDED BY V1 WHO WAS ADMITTEDLY NOT PAYING ATTENTION TO TRAFFCI
9/8/2011	3508331	CITY	17:05		300	HIGH SCHOOL RD	HILDEBRAND LN	50F	W	2	OTH		V1 STRUCK V2 WHILE FAILING TO YIELD TO TRAFFIC
12/12/2011	144336	CITY	14:00	NI	253	HIGH SCHOOL ROAD	HILDEBRAND LANE	.10 MI	W	2	HR		V2 REPORTED DAMAGE BY HIT & RUN DRIVER. NO INFORMATION ON V1.
8/10/2012	185736	CITY	13:15	NI		HIGH SCHOOL RD	HILDEBRAND LN	200FT	W	2	H&R		HIT/RUN IN PRKG LOT
1/31/2013	224616	CITY	17:12	NI		HIGH SCHOOL RD	HILDEBRAND LN	.1 MI	W	2	OTR	N	V1 FAILURE TO CORRECTLY MAKE RT TURN INTO PRKG STALL,HITTING LEGALLY PRKD & OCCUPIED V2
2/8/2013	223225	CITY	16:30	NI		HIGH SCHOOL RD	HILDEBRAND LN	.1 MI	W	2	H&R	N	LEGALLY PRKD UNOCCUPIED V1 STRUCK BY UNKNOWN V2; NO DAMAGE VISIBLE.
8/9/2013	262297	Priv	15:30	NI		High School Rd	Hildebrand Ln		W	2	OTR		v1 backing out of prkg space into path of v2
10/11/2013	279093	Priv	17:35	NI		High School Rd	Hildebrand Ln	.2mi	W	2	PKG		v1 stuck unoccupied legally prkd v2 in parking lot
3/28/2014	3508350	PVT	15:30	N		High School Rd	High School Rd	.2ft	S	2	OTH		Driver hit tire of v2 in Safeway parking lot
4/23/2014	322938	Pvt	8:07	N		High School Rd	Hildebrand	500ft	S	1	Oth		Driver hit Gas instead of brake and hit building.
5/6/2014	325887	City	12:40	N		High School Rd	Hildebrand	150Ft	N	1	oth		parking but foot slipped off brake, car hit store broke window
8/8/2014	348749	City	12:05	NI		High School Rd	Hildebrand		W	2	H&R		V1 backing out of prkg space hit V2 & left the scene
8/16/2014	349955	Priv	10:50	NI		High School Rd	Hildebrand	100ft	S	2	OTR		Parking lot collision
11/10/2014	373273	City	12:34	NI		High School Rd	Hildebrand Ln	.2mi	W	2	OTR		V1 struck legally prkd & occupied V2 when travelling thru prkg lot wrong way down row of pkg stalls
12/4/2014	380678	City	17:08	NI		High School Rd	Hildebrand Ln	125ft	W	2	OTR		Unknown why driver lost control & crashed into sign & median; officer ordered driver re-exam
12/14/2014	383512	City	13:15	I 20		Hildebrand	High School Rd			2	RE		V2 struck in rear by V1 due to sudden stop by driver of V2 as turning onto EB High School Rd
12/24/2014	387292	Priv	10:50	NI		Hildebrand	High School Rd	100ft	S	2	H&R		Legally prkd unoccupied V2 was struck by unknown V1

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
2/3/2005	1845802	City	7:53	I 1		Winslow Way	Ericksen Ave			1	PED	PD 1	V1 struck pedestrian in crosswalk
4/15/2005	1845800	Priv	18:44	2		Ericksen	Winslow Way			2	OTR	PD 0	V1 was hit my oncoming vehicle as turning left
4/16/2005	1845838	City	17:25	3		Winslow Way	Bjune			3	HO	PD 1	V1 crossed center line hit V2 head on
6/15/2005	1845822	city	13:30	NI		Winslow Way	Ericksen	100 ft	w	2	OTR	PD 1	V2 backed into V1 while parallel parking
9/5/2005	1845570	other	15:40	NI		Winslow Way	Erickson	300 ft	W	2	PRK	PD 1	V1 rolled into v2 unoccupied
12/20/2005	1722431	city	17:00	ni		Winslow way	Ericksen Ave	200 ft	w	2	PRK	PD 2	v1 backed out of prk space into v2
4/1/2006	2265443	city	11:33	I 4		Winslow Way	Bjune Drive			2	RE	PD 2	V2 rearended v2 when hit gas instead of brake
5/5/2006	2265495	Priv	17:00	NI		Winslow Way	Winslow Way E	50 ft	S	2	PRK	PD 2	v1 struck v2 when backing out of prk space
5/31/2006	2265320	city	13:40	NI 5		Winslow Way	Ericksen Ave	50 ft	W	2	RE	PD 2	V1 struck v2 in rear when unable to stop
8/8/2006	2652653	Other	12:40	NI		Winslow Way E	Winslow Way E	15	N	4	PD	PD 4	V1 drove up over curb;struck pots,bench&storefront
11/9/2006	2652574	City	6:46	NI		Winslow Way E	Erickson Avenue	200 Ft	W	1	OTR		V1 couldn't slow for entering trk, V1 fell over
2/2/2007	2724659	Private	9:30	NI	343	Winslow Way	Winslow Way	100 Ft	S	2	OTR	PD 2	V2 backed into V1, which was legally parked
4/24/2007	2724755	Private	14:00	NI		Winslow Way	Winslow Way @ T & C	50 ft.	S	1	PRK	PD 1	V1 was hit in a parking lot damage to pass side
12/7/2007	2721882	Other	15:30	NI		Winslow Way West	Erickson	200 ft	W	2	PRK	PD1	V1 was damage will in parking lot of T&C
4/27/2008	2652731	Priv	13:16	NI		Winslow Way	Alley way			1	PRK	PD 1	V1 hit gas instead of break while parking, hit building
5/14/2008	2725058	Priv	19:00	NI	343	Winslow Way East	Ericksen Avenue	100 ft	w	1	otr	PD 2	v1 struck mistook gas for break and went through store window (T&C Market)
7/25/2008	2724963	City	20:10	I 6		Winslow Way	Ericksen			1	LR	PD 1	v1 struck curband injured self (driving a moped)
8/22/2008	2721986	Private	10:32	NI		Winslow Way	Bjune Dr	100 ft		2	PRK	PD2	V1 Struck V2 as both were pulling out of parking stalls
9/2/2008	2721906	City	14:10	I 7		Winslow Way E	Ericksen			2	RE	PD2	V1 struck V2 while V2 stopped for Pedestrian
12/11/2008	2725151	Private	15:30	NI		Winslow Way	Brien Drive	150 feet	W	2	PRK	PD2	V1 was struck while parked in parking lot
12/18/2008	2725136	CITY	11:30	I 8		WINSLOW WAY E	BRIEN DR			2	OTR	PD 1	V1 LOST CONTROL ON ICY ROAD AND HIT PARKED CAR.
2/25/2009	2725147	priv	15:00	NI		Winslow Way	Bjune	300 ft	N	2	PRK	PD 2	v1 and v2 struck while in parking lot
4/1/2009	2725251	City	15:30	NI		Winslow Way E	300 blk			2	RE		v1 stopped abruptly for ped entering cross walk, v2 unable to avoid striking v1 in rear
5/27/2009	2725241	priv	18:00	NI	761	Winslow Way	Winslow Way	50ft	S	1	SS		v1 sustained damage to driver & rear lft door while unoccupied & owner not present
7/27/2009	2725188	Priv	12:15	NI	343	Winslow Way	Bjune	100ft	W	2	OTR		v1 backing out of pkg space on Winslow Way, backed into passing vehicle
10/30/2009	2722159	City	9:30	NI		Winslow Way E	Bjune Dr	500ft	W	1	Bic	yes	front wheel fell off bicycle and cyclist went down
12/1/2009	2725293	City	11:55	I 9		Ericksen Ave	Winslow Way			2	H&R		v2 turning rt at intrsctn was struck by v1 backing up in intrsctn & fled scene
1/12/2010	2722204	City	12:55	NI		Winslow Way	Ericksen Ave	50ft	S	3	OTR		v1 backed into legally parked unoccupied v3, sending it to v2, causing reportable damage to v2 & v3
3/19/2010	2722521	City	19:16	NI		Winslow Way	Brien Dr	30ft	S	2	DUI		v1 struck legally prkd unoccupied v2
4/29/2010	2722261	City	12:15	NI		Winslow Way E	blk 287				H&R		legally parked v2 struck on side by v1, leaving the scene
9/3/2010	2722183	City	7:30	NI		Winslow Way	Ericson Ave	50ft	E	2	OTR		v1 briefly blinded by sun in rear view mirror struck prkd car
2/4/2011	2722384	CITY	12:05	I 10		ERICKSEN AVE	WINSLOW WAY			2	OTH		V1 STRUCK V2 WHILE BACKING UP AT STOP SIGN
5/13/2011	2722444	PRIV	19:18	NI		WINSLOW WAY	BJUNE DR	60FT	N	2	PARK		V1 STRUCK V2 WHILE PARKING WHEN ACCELERATOR STUCK UNDER FLOOR MAT
5/26/2011	2722459	CITY	0:56	I 11		ERICKSEN AVE	WINSLOW WAY	30FT	N	1	DUI		V1 STRUCK CURB WHEN TURNING CORNER
6/8/2011	2722187	PRIV	18:30	NI	241	WINSLOW WAY	WINSLOW WAY	50FT	S	2	HR		V1 STRUCK BY UNKNOWN VEHICLE WHILE PARKED

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
8/3/2011	3353015	CITY	15:45	NI		WINSLOW WAY	BJUNE DR	25FT	E	2	HR		V2 STRUCK V1 WHILE BACKING OUT OF PARKING STALL
8/16/2011	2722247	CITY	10:00	NI		WINSLOW WAY E	BJUNE DR	25	E	1	PARK		V1 FAILED TO BREAK WHILE PARKING STRIKING FENCE
3/15/2012	159843	CITY	10:33	I 12		WINSLOW WAY E	BJUNE DRIVE			2	OTH		VEH 1 TURNED INTO VEH 2 WHO WAS STOPPED AT INTERSECTION.
7/3/2012	178646	CITY	7:51	I 13		WINSLOW WAY	BJUNE DRIVE			2	OTH		VEH 1 TURNED IN FRONT OF MOTORCYCLE 2; #2 WAS ABLE TO AVOID COLLISION BUT DROPPED HIS BIKE.NO DAMAGE
12/10/2012	3508421	CITY	6:50	NI	400	WINSLOW WAY	BJUNE DRIVE SE	150FT	E	2	OTHER		VEH 1 WAS TURNING RIGHT IN TO PRKNG GARAGE WHEN VEH 2 PASSED ON RIGHT & STRUCK VEH 1
4/27/2013	241091	CITY	9:00	NI		Winslow Way	blk 343			2	FTY		V1 struck in rear by V2 backing out of prkg space
5/15/2013	244217	CITY	17:35	NI		Winslow Way	blk 343	100ft	S	2	Prkg		V1 backing out of prkg space struck V2
6/4/2013	248146	CITY	14:20	NI		Winslow Way	blk 343	50ft	S	2	Prkg		V2 backing out of prkg space, struck V1
7/10/2013	255852	City	10:53	NI		Ericksen Ave	Winslow Way	100ft	N	2	SS		V1 double parked & v2 side-swiped v1 when trying to park legally
8/27/2013	266704	City	6:50	I 19		Winslow Way E	Bjune Dr			2	OTR		v2 struck by v1 when turning onto side street
9/1/2013	267094	Priv	12:30	NI		Winslow Way E	343 Winslow Way E			2	H&R		legally parked unoccupied v2 struck in parking lot by unknown party
1/30/2014	303655	City	14:50	NI		Winslow Way	Ericksen Ave	100ft	W	2	OTR		bus stopped at crosswalk for pedestrians struck by v2 backing out of parking spot on Winslow Way
5/30/2014	331454	Other	9:00	N		Winslow Way	Ericksen	100ft	S	1	HR		Owner called 911 to report her car was hit in parking lot.
7/8/2014	343605	Private	16:35	NI		Winslow Way E	Ericksen Ave	100ft	E	2	Pkg		H&R in parking lot; V1 driver did not realize had bumped V2
9/24/2014	360838	City	19:17	NI		Winslow Way E	Erickson Ave	100ft	W	2	OTR		V2 backing out of prkg space struck stopped V1 (bus)
12/22/2014	386108	Priv	21:02	NI	290	Winslow Way	Erickson Ave	500ft	W	2	H&R		V1 legally parked unoccupied struck by unknown V2

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
6/10/2005	1846014	City	15:10	NI		Madison Ave	Wyatt Way		N	2	RE	PD 1	V1 following to close struck v2
8/22/2005	1845927	city	12:55	NI		Madison	Wyatt			2	SS	PD 2	V1 pulled out of parking space at same time as v2
11/5/2005	1845869	city	16:40	I 1		Madison Avenue	Wyatt Way			1	PED	PI 0	v1 struck ped in crosswalk
2/27/2006	2265340	priv	8:00	NI		Madison Avenue	Wyatt Way	200	s	2	PRK	PD 1	v1 reported damage to car that happened while prkd
5/14/2006	2265309	City	11:12	I 2		Madison Avenue	Wyatt Way			2	SS	PD 1	v1 struck by v2 (unknown)at intersection
6/27/2006	2265281	city	17:37	NI 3		Wyatt Way	Madison Ave.	50 ft		2	RE	PD 0	v1 stopped v2 struck v1
10/5/2006	2652552	Private	19:37	NI		Madison Avenue	Madison Avenue North	50 Ft	W	2	PRK	PD 2	V1 backed into stopped V2 in parking lot
8/4/2007	2724841	City	16:10	I 4		Madison Avenue NE	Wyatt Way			2	RE		V2 rear ended V1 stopped at traffic sign
9/24/2007	2652541	City	18:44	I 5		Madison Ave	Wyatt Ave			2	RE	PD 2	V1 RE V2 while V2 was stoped at stop sign V1 cited
11/28/2007	2721830	City	15:08	NI		Madison	Wyatt			2	PED		V1 filed to stop and hit Pedestrian.
4/2/2008	2725090	City	17:29	I 6		Madison Avenue	Wyatt Way			3	RE	PD 3	V1 and v2 were stopped at stop sign , v3 hit v2, v2 hit v1.
4/22/2008	2725111	City	6:49	NI		Madison Ave	Wyatt WaY	250 ft	s	2	BIKE	PD 2 PI 1	V1 did not see V2 (bike) and pulled out infront of bike, causing collision biker injured
8/6/2008	2725049	Private	18:00	I 7		Wyatt Way	Madison Ave N			2	PRK	PD1	V2 Struck V1 while backing out of parking stall
1/18/2009	2722036	City	9:00	I 8		Wyatt Way	Madison Ave N.			2	PED	PD2	V1 struck pedestrain while crossing within crosswalk
8/12/2009	2721935	City	13:49	NI		Madison Ave	300 blk			2 + ped	RE		v2 stopped for ped crossing in cross walk; v2 RE v1, causing v2 to hit pedestrian
12/4/2009	2725295	City	12:20	I 9		Madison Ave	Wyatt Way			2	OTR		v2 ran stop sign, striking v1 in intersection
3/15/2010	2722517	City	15:39	I 10		Madison Ave	Wyatt Way	100ft	S	2	H&R		v1 struck broadside by unknown v2 who then drove off
3/18/2010	2722519	Priv	21:10			Madison Ave N	403 blk			2	H&R		v2 legally pkd unoccupied was struck in pkg lot by unknown v1
6/23/2010	2722277	Priv	12:00	NI	290	Madison Ave	Madison Ave	10ft	E	2	H&R		legally prkd unoccupied v1 struck in left rear quarter panel in parking lot
11/17/2010	2722184	CITY	7:57	NI 11		MADISON AVE	WYATT WAY	50FT	N	2	BIKE	YES	V1 FAILED TO STOP WHEN V2 SIGNALLED AND TURNED RIGHT
2/24/2011	2722420	CITY	13:00	NI		WYATT WAY	MADISON AVE	100FT	E	2	RE		V1 STRUCK BY V2 WHEN V2 DID NOT SLOW DOWN IN TIME
3/9/2011	2722390	PRIV	16:10	NI	835	MADISON AVE N	MADISON AVEN N	100FT	W	2	OTH		V1 RAN OVER V2 MOTORIZED RAMP WHILE V2 STOPPED FOR PASSENGERS
3/17/2011	2722359	PRIV	19:11	NI	403	MADISON AVE N	MADISON AVE	100FT	S	2	OTH	YES	V1 HIT CHILD THAT RAN OUT FROM BETWEEN PARKED CARS
1/10/2012	3508396	CITY	20:30	NI	403	MADISON AVENUE N	WYATT	300FT	N	2	HR		V2 STRUCK PARKED V1. WITNESS GAVE V2 INFORMATION TO DRIVER.
5/9/2013	243471	CITY	18:28	NI		Wyatt Way	Madison Ave	20ft	W	2	Prkg		Legally prked unoccupied V1 struck by V2 as exiting from parking space
8/23/2013	265245	City	9:29	I 12		Madison Ave	Wyatt Way			2	RE		v2 struck by v1 when stopped at 4way stop due to sandal caught under braking pedal
8/29/2014	352814	City	8:55	I 13		Wyatt Way	Madison Ave			2	OTR		V2 drove through 4way stop w/out stopping, striking v1 in intersection

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc	
3/28/2005	1845794	City	21:45		Koura Road	Miller Rd			2	TR	PD 0	V1 failed to stop at stop sign hit v2	1
10/14/2005	1845964	city	19:09	NI	Miller Road	Koura			1	Deer	PD 1	v1 struck deer crossing road way	
3/14/2007	2652712	City	8:01	I	Miller Road	Koura Road			2	RE	PD 2	V1 stopped for traffic, V2 rear ended	2
8/1/2008	2724647	City	15:06	NI	Koura Rd	Miller Rd		E	2	RE	PD2	V2 Rear End V1 While V1 was stopped @ stop Sign	3
8/1/2008	2725045	City	15:17	I	Miller Rd	Koura			2	TB	PD2 PI2	V1 attemped to make u-turn in intersection V2 Struck V1 V1 cited	4
12/31/2008	2721931	City	17:50	I	Miller Rd	Koura Rd			2	SS	PD2	V1 failed to make turn and struck V2, V1 was issed a citation	5
10/13/2009	2722139	City	18:55	I	Miller Rd	Koura			2	OTR		WB on Koura,v2 struck by SB v1	6
10/24/2009	2722144	City	0:10	I	Miller Rd	Koura Rd			2	OTR		v1 travelling E on Koura failed to stop at sign at Miller, striking v2 travelling S	7
11/5/2009	2722150	City	10:00	I	Miller Rd	Koura Rd	100ft	N	2	RE		v1 stopped while waiting for vehicle in front to turn when v2 struck v1 in rear	8
6/26/2011	2722196	CITY	11:21	I	MILLER RD	KOURA RD			3	OTH	YES	V1 STRUCK BY V2 WHILE FAILING TO YIELD ROW TO V2	9
1/22/2013	223822	CITY	15:27	I	MILLER RD	KOURA			2	FTY	Y	V1 FAILURE TO YIELD TO V2;V2 N/B ON MILLER,V1 S/B ON MILLER TURNING E ONTO KOURA IN FRONT OF V2	10
1/29/2013	223823	CITY	16:21	NI	MILLER	KOURA	150FT	N	1	OTR		FELL ASLEEP AT WHEEL,LEFT ROADWAY,DRIVING THRU RDSIDE UNDERBRUSH HITTING LG BOULDER & TREES	11
2/25/2013	228609	CITY	7:00	NI	MILLER	KOURA	100FT	S	1	DEER	N	DEER JUMPED OUT IN FRONT OF V1,TRAVELLING N/B ON MILLER NEAR KOURA	
10/9/2014	363545	City	16:20	I	Miller Rd	Koura Rd			1	OTR		Driver lost control of vehicle while making turn / possibly due to gravel on shoulder?	12

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
4/25/2005	1845851	City	7:52	I 1		High School Road	Grow Avenue			2	SS	PD 0	Cyclist struck the side of #1 after entering road
9/15/2005	1845939	city	8:43	NI		High School Road	Grow Avenue			2	RE	PD 1	V1 struck v2 when v2 stopped for traffic
9/15/2006	2652680	City	22:24	NI		High School Road	Grow Avenue	200 Ft	E	2	RE	PD 2	V1 stopped to make turn when struck by V2
11/19/2006	2652607	Private	11:00	I 2	253	High School Road	High School Road			2	PRK	PD 1	V1 parked, unoccupied, damaged by unknown V
5/21/2007	2724776	City	8:24	I 3		High School Rd	Grow Ave			2	RE	PD 2	V1 stopped for pedestrian traffic V2 hit rear end
5/29/2008	2725070	City	15:28	I 4		High School Road	Grow avenue			2	RE	PD 1	
10/21/2009	2722142	City	7:57	I 5		High School Rd	Grow	50ft	W	3	RE		v2 & v3 were stopped for crossing ped in crosswalk; v1 struck vear of v2 who then struck v3 in rear.
6/2/2011	2722244	CITY	8:40	I 6		HIGH SCHOOL RD	GROW AVE			2	OTH		V2 STRUCK BY V1 WHEN V1 FAILED TO YIELD RIGHT OF WAY
7/3/2011	3352977	CITY	23:15	I 7		GROW AVE	HIGH SCHOOL RD			2	DUI		V1 REARENDED BY V2 WHOSE DRIVER WAS UNDER THE INFLUENCE
3/16/2012	159372	CITY	8:40	NI	339	HIGH SCHOOL ROAD	GROW AVENUE	200FT	E	3	RE		VEH 1 REAR ENDED VEH 2 AND PUSHED VEH 2 INTO VEH 3.
3/15/2013	232321	CITY	14:47	NI 8		High School Rd	Grow Ave	30ft	W	2	RE	N	V1 came over crest of hill,unable to stop before RE V2
6/12/2013	250231	CITY	15:08	I 9		High School Rd	Grow Ave			2	H&R-bike	Y	Cyclist (V2) in crosswalk struck by V1 on cell phone
2/7/2014	306449	City	18:14	I 10		High School Rd	Grow Ave			1	Ped		Pedestrian in crosswalk struck by driver cited for inattention & failing to yield to pedestrian
3/28/2014	3508350	PVT	15:30	N		High School Rd	High School Rd	.25 MI	S	2	OTH		Driver hit tire of v2 in Safeway parking lot

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc	
1/2/2005	1846095	City	9:31		Eagle Harbor Dr	Eagle Harbor Ln	500 ft.		1	LR	PD 0	V1 lost control on icy road	—
11/18/2005	1845868	City	21:45	I	Bucklin Hill	Eagle Harbor		I	2	SS	PD 2	V1 struck v2 while trying to make corner	1
4/19/2006	2265478	city	7:14	I	Eagle Harbor Drive	Bucklin Hill Road			2	RE	PD 2	v1 stopped for traffic, v2 struck v1 from behind	2
9/30/2006	2652767	City	12:09	NI	Ealge Harbor Drive NE	Bucklin Hill Road	400 FT	S	1	DEER	PD 1	Deer jumped out in front of V1	—
10/18/2006	2652561	City	15:07	NI	Bucklin Hill Road	Eagle Harbor Drive	1000 Ft	S	2	OTR	PD 2	V1 left rd, overcorr, crossed ctr line,V2 hit V1	—
10/1/2007	2652542	City	10:37	NI	Eagle Harbor	Bucklin Hill Rd	100 ft	S	2	OTR	PD1	a tree fell across the road landing on V1	—
11/20/2007	2721891	City	21:50	NI	Eagle Harbor	Bucklin Hill Rd	150 ft	N	1	LR	PD1	V1 LR when coming down Bucklin Hill @ Eagle Harbor Cited	—
12/12/2007	2721836	City	20:12	I	Bucklin Hill Rd	Eagle Harbor			2	RE	PD 2	V2 unable to slow to V1 speed & RE V1	3
6/14/2008	2725127	City	21:57	NI	Eagle Harbor Drive	Eagle Harbor Dr.	.10 mi	W	2	SS	PD 2	V1 crossed centerline, struck v2	4
7/19/2008	2725033	city	12:00	I	Eagle Harbor Dr	Bucklin Hill Road			2	RE	PD 1	v1 rearended v2	5
9/25/2008	2724915	City	7:25	NI	Bucklin Hill Rd	Eagle Harbor Dr	200 ft	W	1	LR	PD !	V1 Swerved to avoid car as she rounded the curve on Bucklin Hill	6
1/4/2009	2722032	City	19:30	NI	Bucklin Hill Rd	Eagle Harbor Drive	200 feet	S	3	HO	PD3	During heavy snow, V1 going down hill struck V2 Headon and then slid into V3	—
1/5/2009	2722033	City	18:45	NI	Bucklin Hill Rd	Eagle Harbor Drive	200 Feet	S	2	LR	PD2	V1 left roadway and struck V1, while V1 was in ditch on side of road	—
7/23/2009	2722082	city		NI	Bucklin Hill Rd	Eagle Harbor Dr	30ft		1	Bike		travelling downhill, cyclist lost control of bike on gravel shoulder falling end over end	7
8/29/2009	2722017	City	0:07	NI	Eagle Harbor Dr	Bucklin Hill	1000ft	S		H&R		v1 crossed centerline in oncoming traffic, striking mailboxes,fencing, rolling over	—
9/2/2009	2722084	City	6:54	NI	Bucklin Hill Rd	Eagle Harbor Dr	50ft		1	Bike	left arm,	travelling on bike downhill, skidded on wet pavement at bottom of hill and fell over/crashed	8
10/17/2010	2722351	City	1:52	NI	Eagle Harbor Dr	Bucklin Hill Rd	200ft	S	1	OTR		v1 began skid, crossed centerline & NB lane & off embankment	—
9/16/2011	3508336	CITY	15:55	I	EAGLE HARBOR DR	BUCKLIN HILL RD			1	OTH	YES	V1 (MOTORCYCLE) SLID ON GRAVEL IN ROADWAY AND WENT DOWN	9
2/15/2012	3508398	CITY	21:25	NI	EAGLE HARBOR DRIVE	EAGLE HARBOR LANE	200FT	S	1	OTH		DRIVER SWERVED TO MISS A DEER AND RAN OFF ROAD LANDING ON THE SIDE.	—
2/26/2012	3508399	CITY	13:51	NI	EAGLE HARBOR DRIVE	BUCKLIN HILL ROAD	1000FT	S	2	BIKE	YES	BICYCLIST #2 PASSED BICYCLIST #1 TOO CLOSELY AND THEY BOTH WENT DOWN. #2 QUICKLY LEFT SCENE.	—
6/12/2013	250086	CITY	6:43	I	Bucklin Hill Rd	Eagle Harbor Dr			1	Bike	Y	V1 travelling down hill at fairly high rate of speed,flipped end over end of bike, landing in roadwa	10
10/15/2014	365164	City	22:03	NI	Eagle Harbor Dr	Eagle Harbor Ln	.2mi	NW	1	OTR	yes	V1 left roadway, cartwheeling & driver pinned, extricated & airlifted to Harborview	—
12/21/2014	385767	City	6:54	NI	Eagle Harbor Dr	Bucklin Hill	200ft	N	1	Neg Dr		V1 rushing to ferry lost control of V1 as entering long downhill curve	—

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
1/8/2005	803570	City	11:48	NI	Fletcher Bay	8387 Fletcher Bay Rd			1	ss	PD 0	v2 turning into drive was struck by v1
6/11/2005	1846018	City	23:05	NI	Lynwood Cnt	Fletcher	.2 mi	S	1	LR	PD 1	V1 DUI left road struck mailboxes rolled car
11/26/2005	1587286	city	3:15	NI	Lynwood center	Fletcher Bay Road	.25 Mi	s	1	OTR	PD 1	V1 DUI left roadway damaging vehicle
12/14/2005	1587414	city	1:03	NI	Lynwood Cnt. Road	Fletcher Bay Rd	300 ft		1	LR	PD 1	v1 fell asleep and left roadway
9/27/2006	2652765	city	12:57	NI	Lynwood Center RD	Fletcher Bay Rd	400 ft	s	2	SS	PD 2	V1 crossed center line and struck v2
11/29/2007	2721831	City	15:15	NI	Fltcher Bay	Lynnwood Center	200 ft	N	1	RE	PD 1	V1 back into pole
1/14/2008	2721874	City	14:38	I 1	Lynnwood Ctr Rd	Fletcher Bay Rd			2	RE	PD2	V1 RE V2 while waiting to turn leftV1 Cited
6/23/2008	2724993	city	17:02	I 2	Fletcher Bay Road	Lynwood Center Rd.			2	otr	PD 2	v1 (truck) ran over fallen motorcycle
3/22/2010	2722251	City	17:05	I 3	Lynwood Ctr Rd	Fletcher Bay Rd			2	RE		v2 struck by v1 in rear as v2 slowed to make turn
6/30/2010	2722280	City	0:38	NI	Lynwood Ctr Rd	5155 Lynwood Ctr Rd	10ft	N	1	OTR		cyclist lost control & slid off shoulder & down into ravine, crawled back up 2 road/alcohol smell
8/18/2010	2722074	City	17:00	I 4	Fletcher Bay Rd	Lynwood Ctr Rd			2	RE		v1 unable to stop for slowed v2 at s/sign
3/28/2012	3508341	CITY	23:05	NI	LYNWOOD CENTER ROAD	FLETCHER BAY ROAD	600FT	S	1	OTH		DRIVER OF VEH TRIED TO EXECUTE CORNER TOO FAST AND OVER CORRECTED GOING INTO DITCH.
3/20/2013	233227	CITY	2:30	NI	Lynwood Ctr Rd	Fletcher Bay Rd	.25mi	S	1	Speed too fast for conditions		V1 S/B on Lynwood Ctr Rd at high rate of speed on wet rdwy, unable to negotiate curve
8/18/2013	263687	City	20:52	I 5	Lynwood Ctr Rd	Fletcher Bay Rd			2	RE		v1 struck in rear by v2 when stopped at intersection waiting to turn left
8/27/2013	266508	City	3:09	I 6	Fletcher Bay Rd	Lynwood Ctr Rd			1	DUI	Y	v1 struck tree when speeding & lost control of vehicle
11/16/2013	286159	City	23:02	NI	Lynwood Ctr Rd	Fletcher Bay Rd	300ft	S	2	OTR		v1 driver crashed into landscaping
12/28/2013	296207	City	4:40	NI 7	Fletcher Bay Rd	Lynwood Ctr Rd	100ft	N	1	OTR		V1 unable to safely make the turn due to travelling at high speed left roadway & crashed in curve
7/23/2014	343603	City	7:54	NI	Lynwood Ctr Rd	Fletcher Bay Rd	.20mi	S	2	Neg Dr		V1 crossed over center line to allow space for cyclists was struck by oncoming V2; V1 cited
10/31/2014	370245	City	19:44	I 8	Lynwood Ctr Rd	Fletcher Bay Rd			1	Deer		SB V1 turning WB onto Lynwood Ctr Rd swerved to avoid hitting deer, ending up on ledge
12/21/2014	387288	City	22:00	NI	Lynwood Ctr Rd	Fletcher Bay Rd	.25mi	S	1	OTR		V1 lost control due to mechanical steering failure

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
1/8/2005	803570	City	11:48	NI –	Fletcher Bay	8387 Fletcher Bay Rd			1	ss	PD 0	v2 turning into drive was struck by v1
10/5/2005	1845958	City	0:27	I 1	Fletcher Bay Road	High School Road	133 ft	W	1	LR	PD 0	V1 blew stop sign and struck fence/DUI
11/19/2006	2652607	Private	11:00	I 2	High School Road	High School Road			2	PRK	PD 1	V1 parked, unoccupied, damaged by unknown V
11/22/2006	2652587	City	16:26	I 3	High School Road	Fletcher Bay Road			2	OTR	PD 2	V1 failed to yield after stopping, struck by V2
9/7/2007	2724883	City	12:36	I 4	High School Rd	Fletcher Bay Rd			2	RE	PD 2	V2 RE V1 while V1 was Stopped @ stop sign V2 Cited
6/30/2008	2724994	city	22:59	–	High School Road	Fletcher Bay Road	300 ft	E	1	Deer	PD 1	V2 hit deer in roadway
10/31/2008	2652737	City	19:50	–	Fletcher Bay	High School Road	300 ft	N	2	RE	PD1	V1 read ended V2, V2 was cited
11/10/2008	2721998	City		5	Fletcher Bay Rd	High School Rd	50 ft	N	1	PED	PI1	V1 located male subject on side of road
12/30/2008	2722055	City	6:00	NI –	Fletcher Bay Rd NE	High School Road	2 miles	S	1	LR	PD1	V1 left roadway and rolled, due to icy conditions, V1 was issued a citation
9/27/2009	2725287		20:00	–	Fletcher Bay Rd	High School Rd			2	H&R		damage discovered following morning by prop owner; mailbox struck - no witnesses
4/6/2010	2722178	City	18:24	NI –	Fletcher Bay Rd	High School Rd	100ft	N	1	OTR		Adjusting ipod, lost control, hitting dirt bank on other side of rd, overcorrecting & hit tree
11/12/2010	2721959	CITY	12:31	I 6	HIGH SCHOOL RD	FLETCHER BAY RD			2	OTH	YES	V1 MISJUDGED STOPPING DISTANCE AND HIT POWER POLE
2/16/2011	2722417	CITY	9:01	I 7	HIGH SCHOOL RD	FLETCHER BAY RD			2	OTH		V2 WAS STRUCK BY V1 AS V2 TURNED INTO TRAFFIC
7/6/2012	179255	CITY	19:10	I 8	FLETCHER BAY	HIGH SCHOOL ROAD			2	BIK		DRIVER TURNED ON TO HIGH SCHOOL ROAD AND COLLIDED WITH BICYCLIST
3/28/2014	3508350	PVT	15:30	N –	High School Rd	High School Rd	2ft	S	2	OTH		Driver hit tire of v2 in Safeway parking lot

(7)

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
6/15/2005	1845820	City	10:05	NI		Sportsman Club	9853 Sportsman Club	50 ft	S	1	DEER	PD 0	V1 struck deer
7/11/2005	1845674	City	12:48	I 1		High School Rd	Sportsman			2	TB	PD 0	V2 entered intersection before v1 was clear throug
7/23/2005	1846161	City	10:02			Sportsman Club	High School	500 ft		1	OTR	PD 0	V1 (scooter) lost wheel and overturned
8/2/2005	1846146	city	16:45	I 2		High School Road	Sportsman Clubb			2	TB	PD 0	v1 failed to stop striking v2 in intersection
10/3/2005	1845957	City	15:22	NI		Sportsman Club Road	High School Road	300 ft	S	1	LR	PD 0	V1 LR and damaged culvert
2/11/2006	2265331	city	3:28	NI		Sportsman Club Road	High School Road	.25 Mi	N	1	DUI	PI 3	v1 DUI lost control and struck tree all 3 injured
11/19/2006	2652607	Private	11:00	I 3	253	High School Road	High School Road			2	PRK	PD 1	V1 parked, unoccupied, damaged by unknown V
12/30/2007	2721849	City	13:30	I 4		Sportsman Club Road	High School Road			2	Bike	PD 1 PD 1	V1 hit bike in intersection
8/2/2008	2724964	City	22:35	NI		Sportsman club	High Schoool Rd	300 ft N	N	1	LR	PD1	V1 was trying to make it home for curfew and was going to fast for curve, left roadway.V1 cited
1/19/2009	2722056	City	11:30	I 6		Sportsman Club Rd.	High School Rd			2	TB	PD2	V1 failed to stop at sign and T-boned V2 at intersection
7/7/2011	3353001	CITY	9:17	I 6		SPORTSMAN CLUB	HIGH SCHOOL RD			2	OTH		V2 STRUCK WHEN V1 ENTERED INTERSECTION FAILING TO YIELD
7/10/2012	179928	CITY	18:48	I 7		SPORTSMAN CLUB RD	HIGH SCHOOL ROAD			3	OTH		VEH1 WAS STRUCK BY VEH2 WHOSE BUMPER FELL OFF AND HIT VEH 3
5/31/2013	247440	CITY	8:35	NI		Sportsman Club Rd	High School Rd	1500ft	N	1	OTR		V1 blacked out, ran off road, striking tree
3/28/2014	3508350	PVT	15:30	N		High School Rd	High School Rd	.2ft	S	2	OTH		Driver hit tire of v2 in Safeway parking lot

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Club Rd

(7)

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
3/29/2005	1845834	City	18:06	1	New Brooklyn	Sportsman Club			2	RE	PD 0	V1 rearended v2 due to sun glare
4/20/2006	2265480	Priv	15:16	NI 2	Sportsman Club Road NE	New Brooklyn Road			2	SS	PD 2	V1 pulled infront of v2 and v2 struck v1
7/21/2006	2265293	City	18:20	NI 3	New Brooklyn	Sporstman Club Rd				LR	PD 1	v1 LR when stung by insect damage to vehicle
11/19/2007	2721888	City	13:00	I 4	New Brooklyn Rd	Sportsman Club Rd			2	OTR	PD1	V1 stopped over stop bar V2 (bus) hit while making turn
4/24/2009	2725270	city	11:15	1 5	New Brooklyn RD	Sportsman Club RD			2	OTR		v2 hit by v1 when v2 did not stop at 4way stop
5/6/2012	168257	CITY	19:05	I 6	SPORTSMAN CLUB RD	NEW BROOKLYN RD			2	OTH		DRIVER OF VEH 2 DID NOT COME TO A COMPLETE STOP AND HIT VEH 1 IN INTRSCTN. VEH 1 WAS TO THE RIGHT.
6/28/2012	2722492	CITY	16:08	NI —	SPORTSMAN CLUB ROAD	NEW BROOKLYN	250FT	N	1	OTH	Y	DRIVER DID NOT SEE THAT GATE WAS PARTIALLY CLOSED AND RAN INTO IT BREAKING WINDSHEILD.
6/29/2013	253652	City	11:30	NI —	New Brooklyn	Sportsman Club Rd	400ft	E	2	RE		V1 rear-ended by V2
3/10/2014	313471	City	12:51	N —	Sportsman Club Rd	New Brooklyn	250ft	S	2	Animal		V1 stopped for animal, V2 rear ended.
3/22/2014	316132	City	15:14	N —	Sportsman Club	New Brooklyn	300ft	S	1	Bike		Tandem bike, rider got hand caught in spoke when trying to apply brake.
7/11/2014	341279	City	14:30	1 7	Sportsman Club Rd	New Brooklyn Rd			2	Bike		Bike vs car at intersection; both stopped, both waving the other on

Club

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
11/10/2005	1845871	state	6:50	I 1	Winslow Way	Ferncliff			2	PRK	PD 1	v1 reported damage that occurred while parked
3/24/2006	2265435	other	13:00	NI –	Winslow Way East	Ferncliff			2	PRK	PD 2	v1 hit v2 while backing from prk space
5/5/2006	2265495	Priv	17:00	NI –	Winslow Way	Winslow Way E	50 ft	S	2	PRK	PD 2	v1 struck v2 when backing out of prk space
5/19/2006	2265317	City	20:10	I 2	Winslow Way	Ferncliff			2	PRK	PD 0	V1 was hit while parked for 4 days
8/8/2006	2652653	Other	12:40	NI –	Winslow Way E	Winslow Way E	15	N	4	PD	PD 4	V1 drove up over curb;struck pots,bench&storefront
2/2/2007	2724659	Private	9:30	NI –	Winslow Way	Winslow Way	100 Ft	S	2	OTR	PD 2	V2 backed into V1, which was legally parked
11/23/2007	2721827	City	17:36	I 3	Winslow Way	Ferncliff Ave			1	OTR	PD1	V1 enter ferry terminal and then backed up and struck stop sign
4/10/2008	2725096	Priv	8:37	NI 4	Winslow Way	Ferncliff Ave	40 ft	S	2	RE	PD 2	V1 was stopped for traffic, v2 was unable to stop and struck v1
9/24/2008	2724914	Private	9:00	NI —	Winslow Way	Ferncliff Ave	200 ft	S	2	PRK	PD1	V1 Was parked & when returned there was a scratched down side of car
10/15/2008	2721920	Privatw	20:00	NI —	Winslow Way	Ferncliff	500 ft	S	1	PRK	PD1	V1 was parked and when returned there was damage
5/27/2009	2725241	priv	18:00	NI –	Winslow Way	Winslow Way	50ft	S	1	SS		v1 sustained damage to driver & rear lft door while unoccupied & owner not present
7/31/2010	2722180	Other	20:43	I 5	Ferry Terminal exit (Winslow Way)	Ferncliff			2	RE		v1 stopped at s/sign & struck in rear by v2
8/2/2010	2725210	Other	16:00	I —	Winslow Way E	Ferncliff			2	H&R		v1 backing out of pkg space bumped v2 & drove away unaware of damage caused
6/8/2011	2722187	PRIV	18:30	NI —	WINSLOW WAY	WINSLOW WAY	50FT	S	2	HR		V1 STRUCK BY UNKNOWN VEHICLE WHILE PARKED
11/18/2011	3508370	PRIV	19:30	NI —	WINSLOW WAY	FERNCLIFF AVE	150FT	W	2	PARK		V1 STRUCK BY UNKNOWN VEHICLE WHILE PARKED IN DIAMOND LOT
4/16/2012	164789	CITY	16:11	I 6	WINSLOW WAY E	FERNCLIFF AVE			2	OTH		VEH 1 DRIVERS FOOT SLIPPED OFF BRAKE, KNOCKED DOWN NO PARKING SIGN THEN STRUCK VEH 2 AND METAL POST.
3/7/2014	312616	Prv	8:00	N —	Winslow Way	Ferncliff	100ft	SW	2	OTH		V1 parked in Diamond lot- brake failed & car rolled into V2
4/14/2014	320913	City	9:19	I 7	Winslow Way	Ferncliff			1	Oth		Witness said driver accelerated driving between tree & light post. Driver has no memory of accident.
9/22/2014	363544	Priv	7:00	NI —	Winslow Way	Ferncliff Ave	500ft	S	2	H&R		Parking lot H&R in Diamond Prkg lot at ferry terminal
10/20/2014	366890	Priv	17:42	NI —	Winslow Way	Ferncliff Ave	50ft	S	2	Pkg		V1 struck legally parked unoccupied V2 in parking lot

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
7/18/2005	1846156	city	13:40	I 1	Madison	New Brooklyn	20 ft		2	TB	PD 0	V2 FTY and v1 struck v2
4/2/2006	2265444	City	10:00	I 2	Madison Ave	New Brooklyn			2	TB	PD 2	v2 struck v1 at 4 way intersection
10/5/2006	2652552	Private	19:37	NI -	Madison Avenue	Madison Avenue North	50 Ft	W	2	PRK	PD 2	V1 backed into stopped V2 in parking lot
12/21/2006	2652625	City	10:58	I 3	Madison Avenue N	New Brooklyn Road			1	LR	PD 1	V1 left roadway and went into the ditch
9/20/2008	2721913	City	16:05	NI -	Madison Ave	New Brooklyn	200 ft		1	LR	PD1	V1 couldn't make Curve and drove across Rd Cite DUI
1/28/2009	2722120	City	11:52	I 4	Madison Avenue	New Brooklyn Rd			2	SS	PD2	V2 pulled out in front of V1 and over-corrected while turning and impacted V1. V2 was cited
6/23/2010	2722277	Priv	12:00	NI -	Madison Ave	Madison Ave	10ft	E	2	H&R		legally prkd unoccupied v1 struck in left rear quarter panel in parking lot
11/22/2010	2722485	CITY	17:45	NI 5	MADISON AVE	NEW BROOKLYN RD	.20M	S	2	RE/ICE		V2 STRUCK V1 WHO WAS STOPPED ON ICY ROAD
3/9/2011	2722390	PRIV	16:10	NI	MADISON AVE N	MADISON AVEN N	100FT	W	2	OTH		V1 RAN OVER V2 MOTORIZED RAMP WHILE V2 STOPPED FOR PASSENGERS
3/17/2011	2722359	PRIV	19:11	NI	MADISON AVE N	MADISON AVE	100FT	S	2	OTH	YES	V1 HIT CHILD THAT RAN OUT FROM BETWEEN PARKED CARS
7/2/2011	3352929	CITY	7:56	NI 6	NEW BROOKLYN RD	MADISON AVE N	30FT	W	2	OTH		V1 SIDE MIRROR STRUCK V2 SIDE MIRROR WHILE DRIVING PAST IN OPPOSITE LANE
10/31/2012	202402	CITY	12:18	I 7	MADISON AVENUE	NEW BROOKLYN RD			2	RE		VEH 2 STARTED TO GO AND THEN STOPPED AT INTRSCTN FOR TRAFC; VEH 1 FAILED TO STOP AND REARENDED VEH 2

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
3/21/2005	1845792	City	15:34	I 1		Miller	Fletcher Rd			2	OTR	PD 0	V2 illegly passed bus on R bus hit car
4/30/2005	1845853	Priv	19:58	NI		Fletcher Bay	New Brooklyn	50 ft	S	2	RE	PD 0	V1 struck v2 while backing out of Pk
7/17/2005	1846155	city	12:49	I 2		Fletcher Bay	Miller Rd	10 ft		1	LR	PD 1	v1 (motorcycle) lost control fell to left side
3/4/2006	2265343	other	14:48	I 3		Miller Rd	New Brooklyn Rd	10 ft	S	2			no information was given in the report
12/29/2007	2724905	City	9:25	NI 4		Fletcher Bay	New Brooklyn	40 ft.	S	2	RE	PD 2	V1 rearended v2
3/14/2008	2724907	City	15:13	NI		Miller Rd	New Brooklyn Rd	.2 Miles	N	2	RE	PD2	V2 Slowed down to Turn And V1 Rear Ended V2 V1 Cited
11/19/2010	2722339	PRIV	18:30	NI		MILLER ROAD NE	NEW BROOKLYN RD	200FT	S	2	PARK		V1 STRUCK V2 WHEN BACKING OUT OF PARKING STALL
5/13/2011	2722443	CITY	8:20	NI		MILLER RD	NEW BROOKLYN RD	150FT	N	2	RE		V2 STRUCK V1 WHEN V1 STOPPED TO MAKE A LEFT TURN
5/27/2011	2722460	PRIV	18:15	NI		MILLER RD	NEW BROOKLYN	60FT	S	1	OTH		V1 BACKED INTO FUEL PUMP WHEN FOOT SLIPPED FROM BRAKE PEDAL
10/8/2011	2722465	CITY	0:55	NI		NEW BROOKLYN	MILLER RD	200FT	E	1	OTH		V1 STRUCK DEER
1/13/2012	148299	CITY	20:25	I 5		NEW BROOKLYN	MILLER			2	HR		V1 STRUCK V2 FROM BEHIND AND DROVE OFF W/O EXCHANGING INFO
7/25/2013	259248	City	13:29	I 6		Miller Rd	Fletcher Bay Rd			2	RE		v1 stopped at stop sign when struck by v2 due to foot slipping off brake

Miller Rd

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
10/30/2005	1845859	City	14:34	I	Bucklin Hill Rd	Blakely Ave			2	OTR	PD 0	V1 slid into stopped V2 while turning head on
1/10/2006	2265353	city	7:38	I	Bucklin Hill	Blakely Ave			2	SS	PD 2	v1 took corner wide and struck v2
8/9/2006	2652751	City	8:15	NI	Bucklin Hill Road	Blakely Avenue	600 FT	N	1	DEER	PD 1	V1 struck on passenger side by running deer
3/9/2008	2725025	City	17:41	NI	Bucklin Hill Road	Blakely Avenue	100 ft	E	2	LR	PD 1	V1 was speeding up Bucklin hill, lost control left roadway and struck utility pole
11/24/2009	2722476	City	21:47	NI	Bucklin Hill Rd	Blakely Ave	200ft	W	1	OTR		v1 spun out after turning & fishtailed into ditch
2/10/2010	2722177	City	21:06	NI	Bucklin Hill Rd	Blakely Ave	50ft	N	1	OTR		v1 lost control & drove dn bank in attempt to avoid oncoming swerving unknown vehicle
5/12/2010	2721942	City	15:54	I	Blakely Ave	Bucklin Hill Rd			2	OTR		v2 struck v1 when turning from stop at intersection; v2 did not see v1
1/20/2011	2722410	CITY	17:15	I	BUCKLIN HILL RD	BLAKELY AVE NE			2	HR		V1 STRUCK BY V2 AFTER V2 CROSSED CENTER LINE
8/16/2014	349956	City	20:45	I	Bucklin Hill Rd	Blakely Ave			2	OTR		V1 turned left onto Blakely Ave from Bucklin Hill & drove off 10ft embankment. Driver left scene.

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
1/29/2007	2724656	City	22:40	NI		Wyatt Way	Grow Avenue	400 Ft	E	2	RE	PD 2	V1 rear ended V2 when V2 suddenlystopped;fight/DUI
4/16/2008	2725104	City	14:43	I 1		Wyatt Way	Grow Avenue			2	TB	PD 2	V1 ran stop sign at Wyatt and Grow, v2 entered intersection legally and struck v1.
6/19/2008	2724986	City		I 2		Wyatt Way	Grow Ave	20ft	W	2	RE	PD2	V1was stopped @ Wyatt and Grow V2 RE V1
7/11/2011	3353004	CITY	0:00	NI	300	WYATT WAY	GROW AVE	500FT	S	1	HR		V DAMAGED WHILE PARKED
7/4/2012	178647	CITY	2:41	I 3		WYATT AVENUE	GROW AVENUE			3	OTH		VEH 2 DID NOT STOP AT 4 WAY STOP AND HIT VEH 1 SPINNING BOTH VEHICLES AND CAUSING V 1 TO HIT VEH 3.
1/26/2014	302708	City	13:49	I 4		Wyatt Way	Grow Ave			2	OTR		v1 unfamiliar w area ran stop sign striking v2
8/8/2014	348408	City	16:00	I 5		Grow	Wyatt			2	Neg Drvg		V1 ran stop sign causing collision in intersection
10/22/2014	367064	City	11:27	I 6		Wyatt Way	Grow Ave			2	Neg Dr		V1 did not stop at stop sign, striking V2

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
6/25/2005	1846023	City	13:30	NI		Madison Avenue S	Madison Avenue S	100. ft	E	2	PRK	PD 0	#2 backed into #1 not seeing it
10/2/2005	1845956	City	12:10	NI		Madison Avenue	Winslow Way	100 ft	N	2	SS	PD 0	V1 cut in front of V2 and caused accident
1/28/2006	2265334	city	19:30			Winslow Way	Madison Ave	90	W	2	RE	PD 2	v1 rear ended v2
3/2/2006	2265430	city	12:39	NI		Winslow Way	Madison Ave	150	E	2	PRK	PD 2	v2 backed out of prk space into v1
5/5/2006	2265495	Priv	17:00	NI		Winslow Way	Winslow Way E	50 ft	S	2	PRK	PD 2	v1 struck v2 when backing out of prk space
8/8/2006	2652653	Other	12:40	NI		Winslow Way E	Winslow Way E	15	N	4	PD	PD 4	V1 drove up over curb;struck pots,bench&storefront
10/5/2006	2652552	Private	19:37	NI		Madison Avenue	Madison Avenue North	50 Ft	W	2	PRK	PD 2	V1 backed into stopped V2 in parking lot
11/1/2006	2652637	City	13:34	NI		Madison Avenue	Winslow Way	75 Ft	N	2	OTR	PD 2	V1 was parked, pulled out w/out looking, hit V2
3/7/2007	2652721	City	13:40			Winslow Way	Madison Avenue	300 Ft	E	1	OTR	PD 1	V1 parked; hit and run
3/26/2007	2652720	Private	8:38	NI	280	Madison Avenue	Winslow Way	500 Ft.	N	1	OTR	PD 1	Driver mistook throttle for brake, V1 into bldg
6/22/2007	2724809	City	13:39	I		Madison Ave	Winslow Way			3	RE		V1 stopped V2 slowing V3 hit V2 which hit V1
7/9/2007	2724782	City	18:00	NI		Winslow Way	Madison Ave N	100 ft	E	2	PRK		V1 hit-and-run V2 leaving parking stall
7/17/2007	2727827	Private	10:40	NI		Madison	Winslow way	500 ft	N	1	PRK		V1 hit gas instead of brake and knocked over sign
8/27/2007	2724853	City	15:21	NI		Winslow Way	Madison Ave	50 ft	E	2	SS	PD 2	V2 sideswiped V1 as V1 was leaving parking spot
9/28/2007	2724886	Priv		NI		Madison Ave	Winslow Way	100 ft	N	2	SS	PD 1	v1 reportedly was struck on the side by unknown v2
11/25/2007	2721826	Other	10:15	NI		Madison	Winslow Way	300 ft	N	2	PRK	PD1	V1 Side swiped while parked not sure who did it
12/21/2007	2721846	Priv	20:00	NI		Madison Aven	Winslow Way	100 ft	N	2	PRK	PD 1	V1 reported damage that occurred to vehicle while parked unoccupied
1/25/2008	2724954	City	21:00	NI		Winslow Way	Madison Ave	600 Ft	W	2	PRK	PD1	V1 was struck by drive by will parked
8/2/2008	2725046	City	19:43	I 2		Winslow Way	Madison Ave			2	OTR	PD1	V2 was stopped at stop sign whe V1 pulling a boat trailer made a left turn clipping V2 V1 cited
8/23/2008	2721988	Private	12:00	NI		Winslow Way	Madison Ave N	20 ft	W	2	PRK	PD1	V1 was parked and when returned there was damage to right rear bumper
10/21/2008	2721922	City	10:05	NI		Winslow Way	Madison Ave	25 Ft	E	2	PRK	Pd1	V2 backed out of parking stall and Hit V1
1/23/2009	2722042	City	18:00	I 3		Madison Ave	Winslow Way			2	HO	PD2	V1 did not yield to V2 at intersection
3/10/2009	2722047	other	14:30	NI		Winslow Way	Madison Avenue	400 ft	E	2	PRK	PD 2	v1 and v2 collided in parking lot
5/27/2009	2725241	priv	18:00	NI	761	Winslow Way	Winslow Way	50ft	S	1	SS		v1 sustained damage to driver & rear lft door while unoccupied & owner not present
6/19/2009	2725249	other	20:50	NI		Madison Ave	Winslow Way	300ft	N	1	H&R		v1 drove over curb striking & breaking off water faucet & drove away w/out reporting incident
1/1/2010	2722175	City	20:10	NI		Madison Ave	Winslow Way	100ft	N	2	DUI		H&R;v1 ran over island in roadway, running over tree, bushes & city lamp post & fled scene
2/6/2010	2722220	City	14:53	NI		Winslow Way	Madison Ave	100ft	W	2	Bike		v1 struck child on bike crossing dvwy while trying to pull out of dvwy onto street - tall hedge;
6/23/2010	2722277	Priv	12:00	NI	290	Madison Ave	Madison Ave	10ft	E	2	H&R		legally prkd unoccupied v1 struck in left rear quarter panel in parking lot
3/9/2011	2722390	PRIV	16:10	NI	835	MADISON AVE N	MADISON AVEN N	100FT	W	2	OTH		V1 RAN OVER V2 MOTORIZED RAMP WHILE V2 STOPPED FOR PASSENGERS
3/17/2011	2722359	PRIV	19:11	NI	403	MADISON AVE N	MADISON AVE	100FT	S	2	OTH	YES	V1 HIT CHILD THAT RAN OUT FROM BETWEEN PARKED CARS
6/8/2011	2722187	PRIV	18:30	NI	241	WINSLOW WAY	WINSLOW WAY	50FT	S	2	HR		V1 STRUCK BY UNKNOWN VEHICLE WHILE PARKED
9/5/2012	3508414	CITY	12:30	NI		WINSLOW WAY	MADISON AVE	100FT	W	2	H&R		HIT/RUN IN PRKG LOT
5/24/2013	248103	CITY	12:35	NI		Madison Ave	Winslow Way E	50ft	N	2	OTR		V2 struck by V1 as V1 attempting to exit prkg lot,pulling out in front of V2

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
11/1/2014	370474	City	16:58	NI	4	Madison Ave	Winslow Way	50ft	N	1	Bike	Yes	SB cyclist lost control of bike flipping over handlebars landing on forehead,breaking tooth
11/24/2014	377294	City	18:21	I	5	Winslow Way	Madison Ave			2	Ped	Yes	V1 struck pedestrian who was legally crossing in crosswalk
12/23/2014	387289	City	16:15	NI	6	Madison Ave	Winslow Way E	200ft	N	2	OTR		V1 & V2 collided as both entering Madison Ave simultaneously from opposite sides or rdwy

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
6/15/2005	1845823	city	15:00	-	Lynwood Cnt	Baker Hill	300 ft	N	1	DEER	PD 0	v1 struck deer
6/28/2005	1845855	City	18:40	I 1	Baker Hill Rd	Lynwood Center Rd			2	TB	PD 1	V1 faled to yield and V2 struck it
11/30/2005	1722451	city	16:15	I 2	Lynwood Cnt	Baker hill			2	TB	PD 2	v1 failed to stop hitting v2
6/14/2007	2724745	City	12:24	NI -	Lynwood Center Rd	Baker Hill Rd	200 ft	S	2	BIK	PI 2	V1 turning, V2 did not stop and slid under V1
8/26/2007	2724851	City	10:25	NI -	Barker Hill Rd	Lynwood Center rd	800 ft	W	1	OTR	PD 1	V1 hit a dog & lost control & colided W/power pole
10/17/2007	2724817	City	13:32	I 3	Lynwood cemter Rd	Baker Hill RD			2	SS	PD 2	V2 SS V1 after not seeing V1 V2 cited
1/23/2008	2724952	City	8:50	NI 4	Lynwood Center	Baker Hill	65 ft	N	1	LR	PD1	V1 turned on to lynwood center lost control due to ice and LR
12/12/2008	2722110	city	16:09	NI -	Lynwood Center Road	Baker Hill Road	600 ft	N	1	OTR	PD 1	V1 was struck by a falling tree limb while traveling
9/22/2012	193918	CITY	11:57	I 5	LYNWOOD CTR RD	BAKER HILL RD			2	OTHER		V1 PULLED OUT OF INTERSECTION AFTER STOPPING AT SIGN & INTO ONCOMING VEH2 CAUSING COLLISION
12/17/2013	297697	City	15:00	NI -	Lynwood Ctr Rd	Baker Hill Rd	150ft	W	2	H&R		Parked unoccupied v1 struck by unknown vehicle
5/27/2014	330553	City	9:35	I 6	Lynwood Center	Baker Hill			2	Neg dr		V1 stopped and then proceeded into intersection causing V2 to plow into him
12/1/2014	379512	City	9:15	NI -	Lynwood Ctr Rd	Baker Hill Rd	300ft	S	2	H&R		Legally parked unoccupied V1 struck by unknown V2 (which was later discovered to be a U-Haul truck)

(5)

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc	
1/5/2005	1845881	City	22:43	NI	Point White	Lynwood Cnt			1	LR	PD 1	v1 overturned after slipping on ice	\
4/21/2005	1846129	City	10:12	NI	Point White Drive	Lynwood center Rd	200.	W	3	LR	PD 0	Bee flew into #1 and driver hit parked #2 & #3	–
7/26/2005	1846162	city	15:28	NI	Point White Drive	Lynwood Center Rd	1. mile		1	LR	PD 0	vi hit mailboxes on side of road	–
9/2/2005	1845951	City	8:55	NI	Point White Dr	4407 Pt. White Drive	10 ft	N	1	LR	PD 1	V1 left roadway and struck telephone pole	2
1/9/2006	2265227	priv		NI	Lynwood Cnt	Point White Drive			1	PRK	pd 1	v1 reported damage that occurred while unattended	–
6/3/2006	2265323	city	0:01	NI	Point White Drive	Lynwood Center Drive	.5	W	1	LR	PD 1	v1 lost control and left roadway	–
9/29/2006	2652683	City	22:55		Lynwood Center	Point White Drive	40 Ft	S	2	OTR	PD 1	V2 backed across road and into parked V1	3
5/5/2007	2652648	City	22:55	NI	Pt. White Dr.	Lynwood Center Rd.	.33 mi	W	1	LR	PD 1	V1 left roadway into ditch hit boulder	–
7/3/2007	2724778	City	16:59	NI	Point White Dr	Lynwood Center Rd	.05 ft	W	1	LR		V1lost control on curve	+
10/23/2008	2725050	City	22:26	NI	Lynwood Center Rd	Point White Drive	300 ft	N	2	BIKE	PI2	Bicyclist struck pedestrian	–
6/30/2010	2722280	City	0:38	NI	Lynwood Ctr Rd	5155 Lynwood Ctr Rd	10ft	N	1	OTR		cyclist lost control & slid off shoulder & down into ravine, crawled back up 2 road/alcohol smell	–
8/16/2013	263688	Priv	14:32	I	Pt White Dr	Lynwood Ctr Rd			2	OTR		prkd v1 struck by v2 in parking lot	–
9/6/2014	354739	City	18:46	NI	Lynwood Center Rd	Point White Dr	15ft	N	3	Pkg		V1 attempting to park, struck V3 pushing V3 into V2 causing significant damage	5
11/30/2014	379513	City	19:00	NI	Lynwood Ctr Rd	Pt White Dr	100ft	N	2	H&R		Legally parked unoccupied V1 struck by unknown V2	–

(5)

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc	
4/19/2008	2725106	City	0:56	NI	Finch Rd	Wyatt Way	200 ft	N	1	LR	PD 1	v1 was forced into ditch when v2 drove into oncoming traffic	–
11/18/2008	2722077	City	20:59	I	Finch Rd NE	Wyatt Way			2	RE	PD2	V1 collided into the rear end of V2; V1 was cited	1
12/3/2009	2725294	City	22:39	NI	Wyatt Way W	Finch Rd	300ft	W	1	OTR		v1 swerved to avoid unknown veh left to ctr of rd; v1 forced off rd,n2 ditch,striking trees, rolled	–
8/22/2010	2725159	City	14:36	NI	Wyatt Way	Finch Rd	75ft	E	2	OTR		v1 travelling wrong way on one way priv drive	–
10/30/2010	2722329	CITY	21:56	I	WYATT WAY	FINCH RD			1	DUI		V1 STRUCK EMBANKMENT AND BACKED INTO DITCH	2
11/22/2010	2722486	CITY	19:13	NI	WYATT WAY	FINCH RD	.20M	W	6	ICE		MULTIPLE VEHICLES LOST CONTROL IN ICY CONDITIONS AND COLLIDED	3
12/6/2011	3508404	CITY	20:16	I	FINCH RD	WYATT WAY			2	HR		V2 STRUCK V1 WHO WAS STOPPED AT STOP SIGN THEN DROVE OFF	4
11/16/2012	207172	CITY	9:01	I	WYATT AVE	FINCH RD			1	OTHER	Y	VEH 1 A MOTORCYCLE SAID TIRES WENT OUT FROM UNDER HIM AS HE TURNED CORNER. HE BLAMED NEW TIRES	5

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
3/7/2007	2652710	City	13:40	I 1	N Madison Avenue	Day Road			2	TB	PD 2	V2 stopped, went thru intersection, t-boned by V1
6/18/2008	2724981	City	18:49	I 2	N. Madison	Day Road			2	Bike	PD 1 PI 1	v1 was stopped a intersectoin when bike struck her from behind
12/15/2008	2722115	CITY	9:25	3	N MADISON AVENUE	Day road	45 ft	S	3			
12/15/2008	2722115	city	9:25	NI -	N Madison Avenue	Day Road	45 ft	S	3	PRK	PD 3	v1 struck v2 (parked) and v2 slid into v3 (also parked)
6/29/2010	2722481	City	14:56	I 4	Day Rd	Madison Ave			2	OTR		both veh entered 4-way stop intersection at same time, striking one another
9/30/2012	195804	CITY	22:26	I 6	NORTH MADISON AVENUE	DAY RD			2	DUI		DRIVER UNABLE TO NAVIGATE TURN RAN INTO FENCE
9/21/2013	3508346	City	10:50	NI -	Day Rd	North Madison			1	Deer		deer jumped out in front of v1

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
6/28/2006	2265372	city	12:10	I	Valley Rd.	N. Madison Ave.			2	RE	PD 0	v1 making right turn v2 struck v1 from behind
12/7/2006	2652609	City	18:17	NI	Valley Road	N Madison			2	RE	PD 2	V2 struck V1 in rear when foot came off brake
1/30/2007	2724658	City	5:43	I	N Madison Avenue	Valley Road			2	OTR	PD 2	V2 failed to yield and struck V1 in intersection
8/20/2008	2721982	City	0:25	NI	N. Madison Ave	Valley	100 ft	S	1	LR	PD1	V1 Left Roadway after losing control while making left turn
5/6/2009	2725274	city	10:40	NI	North Madison	Valley	1000ft	S	2	RR		v1 hit v2 broadside when pulling fwd from dvwy to gain better visibility before pulling into roadway
9/17/2009	2725286	City	17:10	NI	N. Madison	Valley Rd	300ft	S	1	OTR		v1 ran into ditch as result of vehicle passing too close
9/8/2010	2722323	City	5:56	NI	N Madison Ave	Valley Rd	500ft	N	1	Deer		v1 struck deer that jumped out in front

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
8/19/2005	1587359	City	1:44	NI	North Madison Ave	Manitou Beach			1	LR	PD 0	V1 DUI Left roadway and ran in ditch
9/3/2005	1845962	City	15:32	NI	Manitou Park Blvd	Manitou Beach Drive	900. ft	E	1	OTR	PD 0	V1 drove over PSE wires
4/30/2007	2724735	city	7:40	NI	North Madison Avenue	Manitou Beach Drive	300 ft	N	2	RE	PD 2 PI 1	VI stopped for traffic, v2 rear ended vehicle
12/4/2009	2722093	City	23:30	NI	N Madison Ave	Manitou Beach Dr	700ft	N	1	OTR		v1 lost cntrl due to slick rd conditions, sliding into ditch
1/3/2010	2722502	City	11:36	NI	Manitou Beach Dr	N. Madison	200ft	E	1	OTR		v1 travelling over posted speed limit lost cntrl of vehicle in attempting to make turn
11/14/2012	206137	CITY	11:58	NI	N MADISON AVE	MANITOU BEACH RD	25FT	N	2	OTHER		VEH 1 CROSSED OVER CENTER LINE AND STRUCK VEH 2; INATTENTION SITED

(2)

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
12/20/2007	2721856	City	18:07	NI	Blackely	Baker Hill	300 ft	N	1	DEER	PD1	Deer Ran into V1 drive didn't stop
8/23/2008	2652735	City	13:27	I	Blakely Ave	Baker Hill Rd			2	RE	PD2	V2 RE V1 while V1 was attemping to make left hand Turn V2 was answering her cell phone
5/12/2010	2721942	City	15:54	I	Blakely Ave	Bucklin Hill Rd			2	OTR		v2 struck v1 when turning from stop at intersection; v2 did not see v1
6/8/2011	3352926	CITY	13:50	NI	BLAKELY AVE	5681 BLAKELY AVE	100FT	E	1	OTH		V1 RAN OFF ROAD, HIT TREE AND LANDED ON SIDE WHEN DEER RAN INTO ROAD
1/4/2012	146857	CITY	14:30	NI	BLAKELY AVENUE	BAKER HILL ROAD	450FT	S	2	OTH		V1 WAS PARKED, UNOCCUPIED. V2 TURNED IN TO SCHOOL ENTRANCE AND SCRAPED V1.
7/30/2013	260027	City	18:40	NI	Blakely Ave	Baker Hill Rd	.25mi	S	2	OTR		Road rage incident causing motorcycle to strike auto in rear

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
12/18/2006	2652622	City	13:30	NI	Miller Road	Arrow Point Drive	100 Ft	S	1	LR	PD 2	V1 cut off by unknown V2, left road, struck pole
8/27/2009	2722015	City	20:58	NI	Arrow Pt Dr	Miller Rd	.25mi	W	1	OTR	neck pain	lost cntrl of vehicle in making 90 degree turn; interim license - illegal passenger w/ neck pain
10/5/2009	2722135	City	18:29		Arrow Pt Dr	Miller Rd	.5mi	N	1	Deer		deer jumped in front of v1, v1 swerved to avoid strike & hit tree instead
7/30/2011	2725165	CITY	12:23	NI	ARROW POINT DR	MILLER RD	300FT	W	2	OTH	YES	V1 STRUCK V2 WHILE TRYING TO PASS 3RD VEHICLE ON SIDE OF ROAD
8/17/2011	2722248	CITY	8:35	I	MILLER RD	ARROW POINT DR			2	OTH	YES	V2 STRUCK V1 WHILE CROSSING CENTER LINE OF ROADWAY
11/23/2012	210469	CITY	18:48	NI	ARROWPOINT DRIVE	MILLER RD	.25MI	W	1	OTHER		VEH1 APPROACHED CURVE TOO FAST, SWERVED, CROSSED CL, OVERCORRECTED AND DROVE INTO BANK. ROLLED ON SD
10/5/2013	275984	City	12:30	NI	Arrow Pt Dr	Miller Rd			2	OTR		v1 & v2 backed into one another while both were attempting to back out of private driveways

Miller/Arrow 11

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Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
12/7/2006	2652600	City	16:20	NI	Valley Road	Sunrise Drive	50 Ft	W	2	SS	PD 2	V2 ss V1 while trying to park in front of it
6/9/2007	2724743	City	15:20	I	Valley Road	Sunrise Dr			2	SS	PD 2	V1 did not stop at stop sign @ Sunrise V1 struck V
8/23/2007	2724854	City	14:10	NI	Valley Rd	Sunrise Dr	150 ft	W	2	TB	PD 2	V2 Tb V1 while pulling on to valley, V2 cited
1/7/2008	2721871	city	12:14	NI	Valley Road	Sunrise Drive	300 ft	W	2	TB	PD 2	V1 failed to yeild to V2 causing a collision
4/14/2008	2725100	city	13:31	NI	Valley Road	Sunrise Drive	100 ft		2	TB	PD2	V1 FTY and struck v2
11/14/2008	2724925	City	18:06	I	Valley Rd	Sunrise Drive			2	SS	PD2	V2 struck V1 at intersection
10/23/2012	200860	CITY	0:00	NI	SUNRISE DRIVE	VALLEY RD	450FT	N	2	OTHER	Y	VEH 2 HEADED SBTURNED INTO VEH 1 HEADED NB WHILE TURNING IN TO DRIVEWAY

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
10/6/2010	2724928	SR	19:20	I	Ferncliff Ave	High School Rd			2	RE		v1 struck v2 in rear at s/sign

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
7/4/2005	1845675	City	14:30	NI		Winslow Wa	Madrone	50 ft		4	OTR	PD 2	v1 (moped) LC and struck ped1 and ped2
9/20/2005	1845940	city	17:37	NI		Winslow Way E	Madrone Ln			2	PRK	PD 1	v1 failed to stop for v2 backing out of prk spot
10/28/2005	1845860	City	11:30			Madrone Ln	Winslow Way	100. ft	N	2	PRK	PD 0	V2 was struck while parked note was left
4/5/2006	2265385	city	14:34	NI		Winslow Way	Madrona Lane	30 ft	E	2	PRK	PD 2	v1 backed out of prk spot hit v2
5/5/2006	2265495	Priv	17:00	NI		Winslow Way	Winslow Way E	50 ft	S	2	PRK	PD 2	v1 struck v2 when backing out of prk space
6/5/2006	2265277	City	12:55	NI		Winslow Way	Madrona Lane	500 ft	E	2	PRK	PD 2	v1 was stopped in road v2 backed into v1
7/3/2006	2265396	city	14:15	NI		Winslow Way	Madrone	70 ft		2	OTR	PD 0	v1 backed out from stall hitting v2
7/16/2006	2265286	City	14:30	NI		Madrone Lane	Winslow Way E	125 ft	N	2	SS	PD 2	v2 side swiped v1 (parked unoccupied)
8/8/2006	2652653	Other	12:40	NI		Winslow Way E	Winslow Way E	15	N	4	PD	PD 4	V1 drove up over curb;struck pots,bench&storefront
8/31/2006	2652678	City	10:30	NI		Winslow Way	Madrona Lane			2	OTR	PD 2	V1 backing to park, struck V2 going for same spot
11/6/2006	2652570	City	17:30			Winslow Way E	Madrone Lane	200 Ft	E	2	BIKE	PD/PI 1	V1 made improper U-turn, hit rear of bike
2/2/2007	2724659	Private	9:30	NI	343	Winslow Way	Winslow Way	100 Ft	S	2	OTR	PD 2	V2 backed into V1, which was legally parked
4/24/2007	2724755	Private	14:00	NI		Winslow Way	Winslow Way @ T & C	50 ft.	S	1	PRK	PD 1	V1 was hit in a parking lot damage to pass side
8/3/2007	2724840	City	16:51	NI		Madrone Lane	Winslow Way	200 ft	N	2	PRK		V2 parking, struck by V1 turning into alley
10/7/2007	2724887	Private	10:25	NI		Madrone Lane	Winslow Way	100 ft	N	2	RE	PD 2	V1 accidently went forward run into parked V2
5/10/2008	2725055	city	10:35	NI		Winslow Way E	Madrone Ln.	40 ft	W	2	PRK	PD 2	v1 was backing and struck v2 w
6/15/2008	2724911	City	10:50	NI		Madrone Ln	Winslow Way E			2	PRK	PD 2	v1 hit v2 while parking
4/27/2010	2722259	Priv	12:30	NI		Madrone Ln	Winslow Way E	172ft	N	2	RE		legally parked v2 struck in rear by v1 on private ln, leaving the scene
4/29/2010	2722261	City	12:15	NI		Winslow Way E	blk 287				H&R		legally parked v2 struck on side by v1, leaving the scene
5/7/2010	2722265	City	13:50	NI		Winslow Way E	Madrone Ln	100ft	E	2	OTR		v1 struck by v2 while both attempting to navigate parking spaces
8/3/2010	2725211	Other	14:15	NI		Madrone Ln	Winslow Way	50ft	N	2	OTR		v1 backing out of pkg space & hit gas pedal instead of brake running up embankment & other car
6/8/2011	2722187	PRIV	18:30	NI	241	WINSLOW WAY	WINSLOW WAY	50FT	S	2	HR		V1 STRUCK BY UNKNOWN VEHICLE WHILE PARKED
12/13/2012	3508422	CITY	9:44	NI	200	WINSLOW WAY	MADRONE LANE	150FT	E	1	OTHER		VEH 1 PULLED IN TO PARKING STALL AND FAILED TO STOP,VEH CAME TO REST IN RECESSED FLOWER BOX
4/27/2013	241091	CITY	9:00	NI		Winslow Way	blk 343			2	FTY		V1 struck in rear by V2 backing out of prkg space
5/15/2013	244217	CITY	17:35	NI		Winslow Way	blk 343	100ft	S	2	Prkg		V1 backing out of prkg space struck V2
5/20/2013	246052	CITY	13:24	NI		Winslow Way	blk 249			3	OTR		V1 driver blacked out;ran up & over sidewalk & into business decking of restaurant in Winslow Mall
6/4/2013	248146	CITY	14:20	NI		Winslow Way	blk 343	50ft	S	2	Prkg		V2 backing out of prkg space, struck V1
6/26/2013	252908	CITY	12:37	NI		Winslow Way	blk 194			2	OTR		Vehicles backing into one another,collided.
7/19/2013	257802	City	9:35	NI		Winslow Way	Madrone Ln	100ft	W	2	OTR		v1 backed into v2 while exiting parking space
9/1/2013	267094	Priv	12:30	NI		Winslow Way E	343 Winslow Way E			2	H&R		legally parked unoccupied v2 struck in parking lot by unknown party
12/27/2013	297816	City	14:00	NI		Winslow Way	Madrone Ln	200ft	E	2	H&R		Legally parked unoccupied vehicle struck by unknown vehicle
1/4/2014	297817	City	11:30	NI		Winslow Way	Madrone Ln	50ft	E	2	PKG		v1 backing out of prkg space struck unknown v2 who then drove away

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
1/2/2005	1846095	City	9:31		Eagle Harbor Dr	Eagle Harbor Ln	500 ft.		1	LR	PD 0	V1 lost control on icy road
2/4/2005	1845803	City	18:19	1	Eagle Harbor	Wyatt Way			2	Deer	PD 0	v1 struck several deer
4/12/2005	1845663	City	11:12		Eagle Harbor	Wyatt Way			2	HO	PD 0	V1 traveling too fast struck v2 HO
11/18/2005	1845868	City	21:45	I	Bucklin Hill	Eagle Harbor		I	2	SS	PD 2	V1 struck v2 while trying to make corner
11/24/2005	1845575	City	16:02	NI	Wyatt Way	Eagle Harbor Drive	75. feet	E	2	LR	PD 1	V1 lost control left roadway and rolled down ebkmt
4/19/2006	2265478	city	7:14	I	Eagle Harbor Drive	Bucklin Hill Road			2	RE	PD 2	v1 stopped for traffic, v2 struck v1 from behind
10/10/2006	2652556	City	7:51	NI	Eagle Harbor Drive	Wyatt Way	200 Ft	S	2	OTR	PD 2	V2 crossed centerline striking V1 unable to avoid
10/18/2006	2652561	City	15:07	NI	Bucklin Hill Road	Eagle Harbor Drive	1000 Ft	S	2	OTR	PD 2	V1 left rd, overcorr, crossed ctr line,V2 hit V1
10/1/2007	2652542	City	10:37	NI	Eagle Harbor	Bucklin Hill Rd	100 ft	S	2	OTR	PD1	a tree fell across the road landing on V1
11/20/2007	2721891	City	21:50	NI	Eagle Harbor	Bucklin Hill Rd	150 ft	N	1	LR	PD1	V1 LR when coming down Bucklin Hill @ Eagle Harbor Cited
12/12/2007	2721836	City	20:12	I	Bucklin Hill Rd	Eagle Harbor			2	RE	PD 2	V2 unable to slow to V1 speed & RE V1
12/14/2007	2721837	City			Wyatt Ave	Eagle Harbor	75 ft	E	1	LR	PD1	V1 didn't make the turn & LR V1 unattended
4/19/2008	2725106	City	0:56	NI	Finch Rd	Wyatt Way	200 ft	N	1	LR	PD 1	v1 was forced into ditch when v2 drove into oncoming traffic
6/14/2008	2725127	City	21:57	NI	Eagle Harbor Drive	Eagle Harbor Dr.	.10 mi	W	2	SS	PD 2	V1 crossed centerline, struck v2
7/19/2008	2725033	city	12:00	I	Eagle Harbor Dr	Bucklin Hill Road			2	RE	PD 1	v1 rearended v2
8/18/2008	2724913	City	20:00	NI	Eagle Harbor Dr	Wyatt Way	200	S	2	LR	PD1	V1 Left road way while making the turn
9/25/2008	2724915	City	7:25	NI	Bucklin Hill Rd	Eagle Harbor Dr	200 ft	W	1	LR	PD !	V1 Swerved to avoid car as she rounded the curve on Bucklin Hill
11/18/2008	2722077	City	20:59	I	Finch Rd NE	Wyatt Way			2	RE	PD2	V1 collided into the rear end of V2; V1 was cited
1/4/2009	2722032	City	19:30	NI	Bucklin Hill Rd	Eagle Harbor Drive	200 feet	S	3	HO	PD3	During heavy snow, V1 going down hill struck V2 Headon and then slid into V3
1/5/2009	2722033	City	18:45	NI	Bucklin Hill Rd	Eagle Harbor Drive	200 Feet	S	2	LR	PD2	V1 left roadway and struck V1, while V1 was in ditch on side of road
4/2/2009	2725252	City	21:59	NI	Wyatt Way	Eagle Harbor Dr	100ft	E	1	Tree		v1 negotiating curve, lost control & spun into tree
4/12/2009	2725257	city	15:28	I	Eagle Harbor Dr	Wyatt Way				LR		v1 began to fishtail going around a 90 degree curve and rolled down embankment
7/23/2009	2722082	city		NI	Bucklin Hill Rd	Eagle Harbor Dr	30ft		1	Bike		travelling downhill, cyclist lost control of bike on gravel shoulder falling end over end
8/29/2009	2722017	City	0:07	NI	Eagle Harbor Dr	Bucklin Hill	1000ft	S		H&R		v1 crossed centerline in oncoming traffic, striking mailboxes,fencing, rolling over
9/2/2009	2722084	City	6:54	NI	Bucklin Hill Rd	Eagle Harbor Dr	50ft		1	Bike	left arm,	travelling on bike downhill, skidded on wet pavement at bottom of hill and fell over/crashed
12/3/2009	2725294	City	22:39	NI	Wyatt Way W	Finch Rd	300ft	W	1	OTR		v1 swerved to avoid unknown veh left to ctr of rd; v1 forced off rd,n2 ditch,striking trees, rolled
2/2/2010	2722218	City	19:23	I	Wyatt Way	Eagle Harbor Dr			2	OTR		v2 crossed centerline colliding with v1
8/22/2010	2725159	City	14:36	NI	Wyatt Way	Finch Rd	75ft	E	2	OTR		v1 travelling wrong way on one way priv drive
10/17/2010	2722351	City	1:52	NI	Eagle Harbor Dr	Bucklin Hill Rd	200ft	S	1	OTR		v1 began skid, crossed centerline & NB lane & off embankment
10/30/2010	2722329	CITY	21:56	I	WYATT WAY	FINCH RD			1	DUI		V1 STRUCK EMBANKMENT AND BACKED INTO DITCH

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
11/22/2010	2722486	CITY	19:13	NI	WYATT WAY	FINCH RD	.20M	W	6	ICE		MULTIPLE VEHICLES LOST CONTROL IN ICY CONDITIONS AND COLLIDED
9/16/2011	3508336	CITY	15:55	I	EAGLE HARBOR DR	BUCKLIN HILL RD			1	OTH	YES	V1 (MOTORCYCLE) SLID ON GRAVEL IN ROADWAY AND WENT DOWN
12/6/2011	3508404	CITY	20:16	I	FINCH RD	WYATT WAY			2	HR		V2 STRUCK V1 WHO WAS STOPPED AT STOP SIGN THEN DROVE OFF
2/15/2012	3508398	CITY	21:25	NI	EAGLE HARBOR DRIVE	EAGLE HARBOR LANE	200FT	S	1	OTH		DRIVER SWERVED TO MISS A DEER AND RAN OFF ROAD LANDING ON THE SIDE.
2/26/2012	3508399	CITY	13:51	NI	EAGLE HARBOR DRIVE	BUCKLIN HILL ROAD	1000FT	S	2	BIKE	YES	BICYCLIST #2 PASSED BICYCLIST #1 TOO CLOSELY AND THEY BOTH WENT DOWN. #2 QUICKLY LEFT SCENE.
11/16/2012	207172	CITY	9:01	I	WYATT AVE	FINCH RD			1	OTHER	Y	VEH 1 A MOTORCYCLE SAID TIRES WENT OUT FROM UNDER HIM AS HE TURNED CORNER. HE BLAMED NEW TIRES
6/12/2013	250086	CITY	6:43	I	Bucklin Hill Rd	Eagle Harbor Dr			1	Bike	Y	V1 travelling down hill at fairly high rate of speed,flipped end over end of bike, landing in roadwa
7/5/2014	339490	City	14:51	NI	Eagle Harbor Dr	Wyatt Way	100ft	SW	2	Neg Dr		Unable to negotiate curve heading down hill on wet street following dry spell
7/23/2014	343927	City	16:52	I	Eagle Harbor Dr	Wyatt Way			1	Bike	Y	Bicyclist travelling down Wyatt Way unable to negotiate turn onto Eagle Harbor Dr,crashed
10/15/2014	365164	City	22:03	NI	Eagle Harbor Dr	Eagle Harbor Ln	.2mi	NW	1	OTR	yes	V1 left roadway, cartwheeling & driver pinned, extricated & airlifted to Harborview
12/21/2014	385767	City	6:54	NI	Eagle Harbor Dr	Bucklin Hill	200ft	N	1	Neg Dr		V1 rushing to ferry lost control of V1 as entering long downhill curve

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
2/3/2005	1845802	City	7:53	I		Winslow Way	Ericksen Ave			1	PED	PD 1	V1 struck pedestrian in crosswalk
3/9/2005	1845786	Other	14:30	I		Winslow Way	Parking Lot			2	PRK	PD 0	V1 noticed damage on car door
4/16/2005	1845838	City	17:25			Winslow Way	Bjune			3	HO	PD 1	V1 crossed center line hit V2 head on
4/22/2005	1845841	City	7:30	NI		Winslow Way	SR 305	0075.	W	2	PRK	PD 0	Driver parked and returned to find car damaged
4/30/2005	1845844	Priv	14:30	I		Winslow Way W	SR 305	10 ft	W	2	RE	PD 0	V1 slowed to turn L V2 failed to stop and hit v1
5/28/2005	1845819	City	12:15	NI	343	Winslow Way E				2	PRK	PD 0	#1 struck #2 while trying to park
6/15/2005	1845822	city	13:30	NI		Winslow Way	Ericksen	100 ft	w	2	OTR	PD 1	V2 backed into V1 while parallel parking
7/4/2005	1845675	City	14:30	NI		Winslow Wa	Madrone	50 ft		4	OTR	PD 2	v1 (moped) LC and struck ped1 and ped2
8/25/2005	1845929	Priv	12:14			Winslow Way E				2	PRK	PD 1	V1 reported damage approx 5,000.
9/5/2005	1845570	other	15:40	NI		Winslow Way	Erickson	300 ft	W	2	PRK	PD 1	V1 rolled into v2 unoccupied
9/13/2005	1587371	Priv	7:45	NI		Winslow Way E				2	PRK	PD 1	v1 struck v2 when backing out of spot
9/20/2005	1845940	city	17:37	NI		Winslow Way E	Madrone Ln			2	PRK	PD 1	v1 failed to stop for v2 backing out of prk spot
10/20/2005	1845969	priv	10:03	NI		Winslow Way				2	RE	PD 2	v2 was backing out of parking space v2 didn't stop
11/10/2005	1845871	state	6:50	I		Winslow Way	Ferncliff			2	PRK	PD 1	v1 reported damage that occurred while parked
12/20/2005	1722431	city	17:00	ni		Winslow way	Ericksen Ave	200 ft	w	2	PRK	PD 2	v1 backed out of prk space into v2
1/20/2006	2265426	priv	13:00	NI		Winslow Way				2	PRK	PD 1	v1 hit v2 while parking
1/28/2006	2265334	city	19:30			Winslow Way	Madison Ave	90	W	2	RE	PD 2	v1 rear ended v2
2/24/2006	2265453	priv	9:00	NI		Winslow Way				2	PRK	PD 1	v1 reported damage to car that occurred while prkd
3/2/2006	2265430	city	12:39	NI		Winslow Way	Madison Ave	150	E	2	PRK	PD 2	v2 backed out of prk space into v1
3/24/2006	2265435	other	13:00	NI		Winslow Way East	Ferncliff			2	PRK	PD 2	v1 hit v2 while backing from prk space
4/1/2006	2265443	city	11:33	I		Winslow Way	Bjune Drive			2	RE	PD 2	V2 rearended v2 when hit gas instead of brake
4/4/2006	2265384	priv	11:50	NI		Winslow Way				1	PED	PI 1,	v1 struck ped in prk lot. Poss broken leg
4/5/2006	2265385	city	14:34	NI		Winslow Way	Madrona Lane	30 ft	E	2	PRK	PD 2	v1 backed out of prk spot hit v2
5/5/2006	2265495	Priv	17:00	NI		Winslow Way	Winslow Way E	50 ft	S	2	PRK	PD 2	v1 struck v2 when backing out of prk space
5/19/2006	2265317	City	20:10	I		Winslow Way	Ferncliff			2	PRK	PD 0	V1 was hit while parked for 4 days
5/31/2006	2265320	city	13:40	NI		Winslow Way	Ericksen Ave	50 ft	W	2	RE	PD 2	V1 struck v2 in rear when unable to stop
6/3/2006	2265324	city	14:15	NI		Winslow Way				1	PRK	PD 3	v1 backed into pedestrian T&C park lot
6/5/2006	2265277	City	12:55	NI		Winslow Way	Madrona Lane	500 ft	E	2	PRK	PD 2	v1 was stopped in road v2 backed into v1
6/13/2006	2265359	city	10:00	I		Winslow Way	Cave Avenue			2	PRK	PD 0	V2 backed into V1 in parking lot
7/2/2006	2265448	city	12:32	NI		Winslow Way E.				3	PRK	PD 0	v1 intoxicated hit v2 purposely forcing v3 damage
7/3/2006	2265396	city	14:15	NI		Winslow Way	Madrone	70 ft		2	OTR	PD 0	v1 backed out from stall hitting v2
7/5/2006	2265400	city	9:08	NI		Winslow Wy				3	PRK	PD 3	v1 and v2 both backing up v1 pushed v2 into v3
7/15/2006	2265499	City	12:40	NI		Winslow Way E	SR 305	50 ft	E	1	BIKE	PI 1	v1 (bike) lost control and fell over
7/19/2006	2265291	City	18:07			Winslow Way	SR 305	50 ft	W	2	BIKE	PI 1	v1 (bike) struck v2 (car) causing injury
8/8/2006	2652653	Other	12:40	NI		Winslow Way E	Winslow Way E	15	N	4	PD	PD 4	V1 drove up over curb;struck pots,bench&storefront
8/31/2006	2652678	City	10:30	NI		Winslow Way	Madrona Lane			2	OTR	PD 2	V1 backing to park, struck V2 going for same spot
9/12/2006	2652758	Other	12:06	NI		Winslow Way East				2	OTR	PD 2	V1, left in drive&unoccupied, rolled and struck V2
10/6/2006	2652554	Private	16:45	NI		Winslow Way				1	PRK	PD 1	V1 was hit while in parking lot by unknown vehicle
10/20/2006	2652565	City	8:42	I		Winslow Way East	SR 305			2	RE	PD 2	V1 foot slipped and hit rear of V2 at light

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
10/31/2006	2652634	City	14:31	NI		Winslow Way	SR 305	50 Ft	W	2	SW	PD 2	V2 stopped for light; V1 turning left sideswipedV2
11/6/2006	2652570	City	17:30			Winslow Way E	Madrone Lane	200 Ft	E	2	BIKE	PD/PI 1	V1 made improper U-turn, hit rear of bike
11/9/2006	2652574	City	6:46	NI		Winslow Way E	Erickson Avenue	200 Ft	W	1	OTR		V1 couldn't slow for entering trk, V1 fell over
11/21/2006	2652585	Private	17:21	NI		Winslow Way				2	PRK	PD 2	V1 with passenger only rolled into unoccupied V2
12/7/2006	2652610	City	14:54	NI		Winslow Way E	Cave Avenue	100 Ft	E	2	PRK	PD 2	V1 didn't see V2 stopped in front of him so hit V2
12/14/2006	2652621	Private	8:45	I		Winslow Way	Olympic Drive			2	PRK	PD 1	V1 parked, unoccupied, damaged by unknown vehicle
2/2/2007	2724659	Private	9:30	NI	343	Winslow Way	Winslow Way	100 Ft	S	2	OTR	PD 2	V2 backed into V1, which was legally parked
2/8/2007	2724667	Other		NI	500	Winslow Way East	SR Hwy 305			1	PRK	PD 1	V2 parked in lot, unoccupied, damaged bumper
3/7/2007	2652721	City	13:40			Winslow Way	Madison Avenue	300 Ft	E	1	OTR	PD 1	V1 parked; hit and run
4/24/2007	2724755	Private	14:00	NI		Winslow Way	Winslow Way @ T & C	50 ft.	S	1	PRK	PD 1	V1 was hit in a parking lot damage to pass side
7/9/2007	2724782	City	18:00	NI		Winslow Way	Madison Ave N	100 ft	E	2	PRK		V1 hit-and-run V2 leaving parking stall
8/27/2007	2724853	City	15:21	NI		Winslow Way	Madison Ave	50 ft	E	2	SS	PD 2	V2 sideswiped V1 as V1 was leaving parking spot
10/10/2007	2724847	Priv	22:00	NI		Winslow Way				2	PRK	PD 1	V1 reportedly returned to vehicle to find damage
11/6/2007	2652773	City	13:15	NI		Winslow Way				2	PRK	PD2	V2 struck V1 while pulling out of parking spot
11/23/2007	2721827	City	17:36	I		Winslow Way	Ferncliff Ave			1	OTR	PD1	V1 enter ferry terminal and then backed up and struck stop sign
12/7/2007	2721882	Other	15:30	NI		Winslow Way West	Erickson	200 ft	W	2	PRK	PD1	V1 was damage will in parking lot of T&C
12/15/2007	2721840	Other	20:00	NI		Winslow Way	Diamond Parking Lot			2	PRK	PD2	V2 strck V1 while pulling out of spot. V2 cited Hit & run
1/25/2008	2724954	City	21:00	NI		Winslow Way	Madison Ave	600 Ft	W	2	PRK	PD1	V1 was struck by drive by will parked
3/5/2008	2725020	Priv	15:30	NI		Winslow Way				2	PRK	PD 1	V1 struck v2 while parking
3/18/2008	2724961	City	10:00	NI		Winslow Way				2	PRK	PD1	V1 reported Damage that occurred a week ago
4/10/2008	2725096	Priv	8:37	NI		Winslow Way	Ferncliff Ave	40 ft	S	2	RE	PD 2	V1 was stopped for traffic, v2 was unable to stop and struck v1
4/21/2008	2725108	City	15:50	NI		Winslow Way	Cave Ave.	25 ft	E	1	OTR	PD 1	persons reported seeign car drive over city sign.
4/23/2008	2725052	City	18:16	NI		Winslow Way	Harbor Square Loop	100 ft	W	2	TB	PD 2	v1 was passing v2 illegally v2 turned left and struck v1
4/27/2008	2652731	Priv	13:16	NI		Winslow Way	Alley way			1	PRK	PD 1	V1 hit gas instead of break while parking, hit building
5/10/2008	2725055	city	10:35	NI		Winslow Way E	Madrone Ln.	40 ft	W	2	PRK	PD 2	v1 was backing and struck v2 w
5/14/2008	2725058	Priv	19:00	NI	343	Winslow Way East	Ericksen Avenue	100 ft	w	1	otr	PD 2	v1 struck mistook gas for break and went through store window (T&C Market)
5/27/2008	2725068	PRIV	15:45	NI		winslow way				2	prk	pd 1	v1 reported damage to his vehicle that occurred while unoccupied.
6/4/2008	2724892	priv	18:40	NI		Winslow Way				3	PRK	PD 3	v1 mistook gas pedal for break and struck two parked cars
6/25/2008	2724988	Priv	12:00			Winslow Wayu							v1 reported damage that occurred while unoccupied
7/2/2008	2724995	Priv	13:10			Winslow Way W				2	PRK	PD 2	v1 struck v2 in prklot
7/25/2008	2724963	City	20:10	I		Winslow Way	Ericksen			1	LR	PD 1	v1 struck curband injured self (driving a moped)
8/2/2008	2725046	City	19:43	I		Winslow Way	Madison Ave			2	OTR	PD1	V2 was stopped at stop sign whe V1 pulling a boat trailer made a left turn clipping V2 V1 cited
8/10/2008	2721979	Other	14:00	NI		Winslow Way				2	PRK	PD1	V2 Struck V1 while leaving parking stall
8/22/2008	2721986	Private	10:32	NI		Winslow Way	Bjune Dr	100 ft		2	PRK	PD2	V1 Struck V2 as both were pulling out of parking stalls
8/23/2008	2721988	Private	12:00	NI		Winslow Way	Madison Ave N	20 ft	W	2	PRK	PD1	V1 was parked and when returned there was damage to right

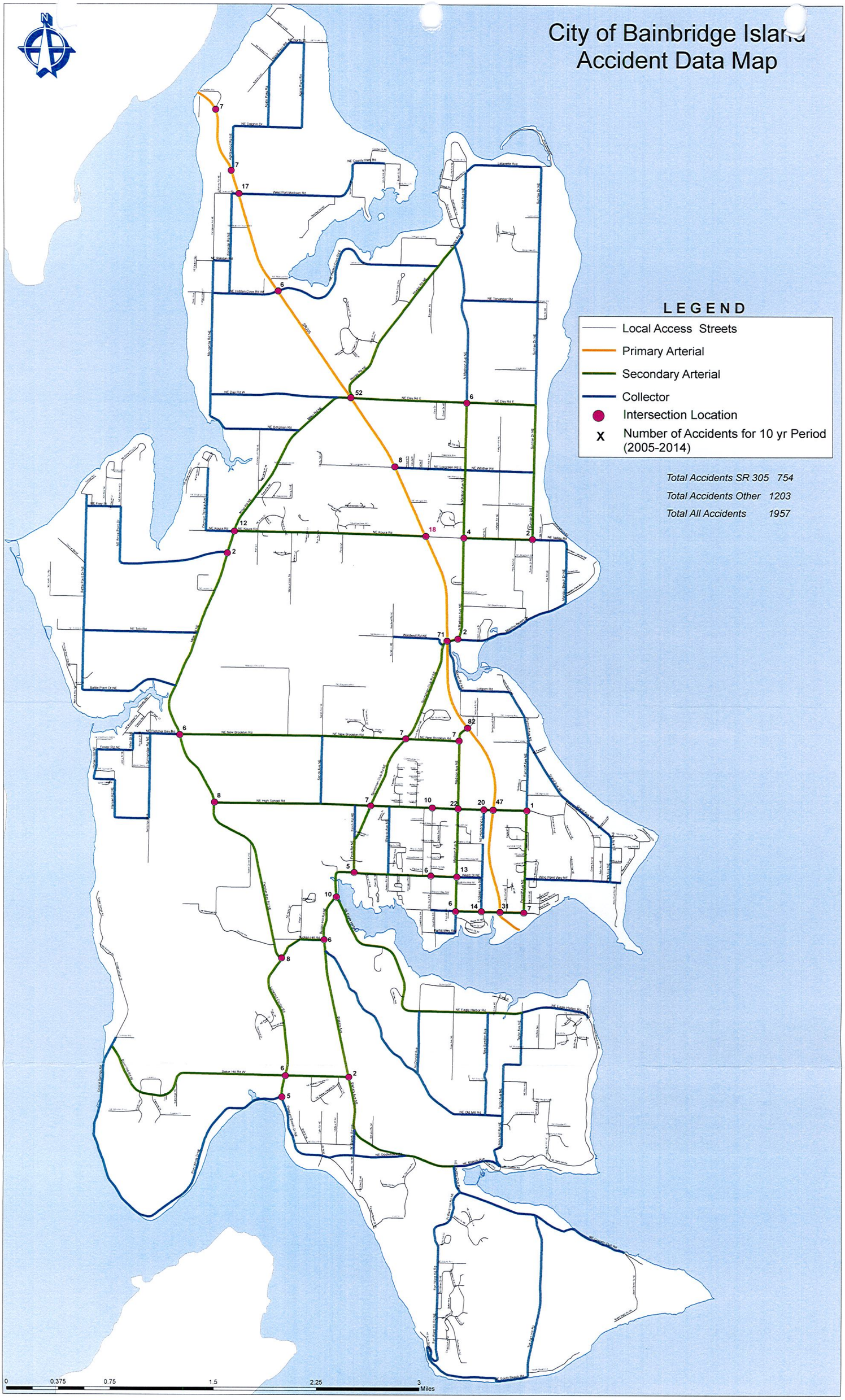
Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
													rear bumper
9/2/2008	2721906	City	14:10	I		Winslow Way E	Ericksen			2	RE	PD2	V1 struck V2 while V2 stopped for Pedestrian
9/24/2008	2721927	Private	8:00	NI		Winslow Way				1	PRK	PD1	V1 was park and when returned there was damage
9/24/2008	2724914	Private	9:00	NI		Winslow Way	Ferncliff Ave	200 ft	S	2	PRK	PD1	V1 Was parked & when returned there was a scratched down side of car
10/15/2008	2721920	Privatw	20:00	NI		Winslow Way	Ferncliff	500 ft	S	1	PRK	PD1	V1 was parked and when returned there was damage
10/21/2008	2721922	City	10:05	NI		Winslow Way	Madison Ave	25 Ft	E	2	PRK	Pd1	V2 backed out of parking stall and Hit V1
10/31/2008	2722052	City	10:35	NI		Winslow Way E				1	PRK	PD1	V1 was attempting to park and jumpted the curb and hit building
12/3/2008	2722105	City	16:40	NI		Winslow Way	SR 305	50 ft	W	2	RE	PD 2 PI 1	V1 did not see that V2 was stopped at intersection and struck v2
12/11/2008	2725151	Private	15:30	NI		Winslow Way	Brien Drive	150 feet	W	2	PRK	PD2	V1 was struck while parked in parking lot
12/18/2008	2725136	CITY	11:30	I		WINSLOW WAY E	BRIEN DR			2	OTR	PD 1	V1 LOST CONTROL ON ICY ROAD AND HIT PARKED CAR.
1/2/2009	2722031	Private	11:00			Winslow Way				2	OTH	PD2	Hit and Run - V1 was hit while parked on Winslow Way
2/25/2009	2725147	priv	15:00	NI		Winslow Way	Bjune	300 ft	N	2	PRK	PD 2	v1 and v2 struck while in parking lot
3/10/2009	2722047	other	14:30	NI		Winslow Way	Madison Avenue	400 ft	E	2	PRK	PD 2	v1 and v2 collided in parking lot
4/1/2009	2725251	City	15:30	NI		Winslow Way E	300 blk			2	RE		v1 stopped abruptly for ped entering cross walk, v2 unable to avoid striking v1 in rear
5/27/2009	2725241	priv	18:00	NI	761	Winslow Way	Winslow Way	50ft	S	1	SS		v1 sustained damage to driver & rear lft door while unoccupied & owner not present
7/27/2009	2725188	Priv	12:15	NI	343	Winslow Way	Bjune	100ft	W	2	OTR		v1 backing out of pkg space on Winslow Way, backed into passing vehicle
10/21/2009	2722143	Priv	16:30	NI		Winslow Way	T&C Pkg lot				OTR		both vehicles backing out of respective parking spaces simultaneously collided
10/30/2009	2722159	City	9:30	NI		Winslow Way E	Bjune Dr	500ft	W	1	Bic	yes	front wheel fell off bicycle and cyclist went down
1/12/2010	2722204	City	12:55	NI		Winslow Way	Ericksen Ave	50ft	S	3	OTR		v1 backed into legally parked unoccupied v3, sending it to v2, causing reportable damage to v2 & v3
1/15/2010	2722205	City	7:00	I		Winslow Way	SR 305			2	OTR		v1 turning lft onto SR305 fm Winslow Way, striking v2 who was going straight dn Winslow Way
2/6/2010	2722220	City	14:53	NI		Winslow Way	Madison Ave	100ft	W	2	Bike		v1 struck child on bike crossing dvwy while trying to pull out of dvwy onto street - tall hedge;
2/12/2010	2722221	City	14:50	NI		Winslow Way E	Cave Ave	50ft	E	2	RE	yes	v2 struck in rear by v1 when stopped for ped xing rd;
3/19/2010	2722521	City	19:16	NI		Winslow Way	Brien Dr	30ft	S	2	DUI		v1 struck legally prkd unoccupied v2
4/29/2010	2722261	City	12:15	NI		Winslow Way E	blk 287				H&R		legally parked v2 struck on side by v1, leaving the scene
5/7/2010	2722265	City	13:50	NI		Winslow Way E	Madrone Ln	100ft	E	2	OTR		v1 struck by v2 while both attempting to navigate parking spaces
8/2/2010	2725210	Other	16:00	I		Winslow Way E	Ferncliff			2	H&R		v1 backing out of pkg space bumped v2 & drove away unaware of damage caused
8/21/2010	2722316	City	12:41	NI		Winslow Way	Harbour Sq Loop	20ft	W	2	OTR		v1 backing out of prkg space into v2 travelling west on Winslow Way
9/3/2010	2722183	City	7:30	NI		Winslow Way	Ericson Ave	50ft	E	2	OTR		v1 briefly blinded by sun in rear view mirror struck prkd car
10/2/2010	2722290	City	13:46	NI		Winslow Way E	760 blk			2	OTR		v2 stopped on roadway, started to back up, striking v2
1/15/2011	2722409	CITY	17:30	NI	343	WINSLOW WAY				2	PARK		V1 STRUCK BY V2 WHILE PARKED IN PARKING SPACE

Accidents

DateAccd	PoliceNO	City/St	Time	Inter/Non	Street #	PrimaryStreet	CrossStreet	RefDist	RefDirc	Veh/#	Type	Injury	ComAcc
9/24/2014	360838	City	19:17	NI		Winslow Way E	Erickson Ave	100ft	W	2	OTR		V2 backing out of prkg space struck stopped V1 (bus)
9/28/2014	360202	Priv	18:52	NI		343 Winslow Way E				2	Pkg		V1 struck legally parked unoccupied vehicle while attempting to park
10/20/2014	366890	Priv	17:42	NI		Winslow Way	Ferncliff Ave	50ft	S	2	Pkg		V1 struck legally parked unoccupied V2 in parking lot
11/24/2014	377294	City	18:21	I		Winslow Way	Madison Ave			2	Ped	Yes	V1 struck pedestrian who was legally crossing in crosswalk
12/22/2014	386108	Priv	21:02	NI	290	Winslow Way	Erickson Ave	500ft	W	2	H&R		V1 legally parked unoccupied struck by unknown V2

City of Bainbridge Island
Accident Data Map



APPENDIX H:

ROADWAY CONDITION ASSESSMENT

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014: Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2446	379	405	1000	10	Aaron Ave	SOUTH END	High School Rd	1,030	31	3,548	RES-U	ACP	82	63	**75**	Moderate	V Good	11	7	**75**
2654	140	154	1000	20	Aaron Ave	High School Rd	Cherry Ave	456	26	1,317	RES-U	ACP	67	52	**62**	Moderate	Good	27	6	**61**
1452	906	0	1000	30	Aaron Ave	Cherry Ave	Grand Ave	113	33	414	RES-U	ACP	54	19	**43**	Moderate	Marginal	42	3	**42**
2720	64	72	1010	10	Abies Dr	Koura Rd	Larix Pl	648	22	1,584	RES-S	ACP	73	55	**67**	Moderate	Good	20	6	**67**
2043	822	865	1010	20	Abies Dr	Larix Pl	Pinyon Ave	736	22	1,799	RES-S	ACP	66	54	**62**	Moderate	Good	29	5	**62**
2013	860	908	1020	10	Agate Pass Rd	Dolphin Dr	Mariner Ave	2,356	22	5,759	COL	ACP	91	73	**85**	Moderate	Excellent	4	3	**84**
1435	859	907	1020	20	Agate Pass Rd	Mariner Ave	Sanwick Pl	238	21	555	COL	ACP	88	69	**82**	Moderate	V Good	10	3	**81**
2732	47	52	1020	30	Agate Pass Rd	Sanwick Pl	North St	962	22	2,352	COL	ACP	100	90	**97**	Moderate	Excellent	0	0	**96**
2002	880	53	1020	40	Agate Pass Rd	North St	Agate St	253	22	618	COL	ACP	89	70	**82**	Moderate	V Good	6	4	**82**
1340	10	10	1030	10	Agate Point Rd	Dolphin Dr	North St	3,302	20	7,338	COL	ACP	75	83	**78**	Moderate	V Good	9	11	**77**
1345	49	54	1030	20	Agate Point Rd	North St	Kinnear Rd	32	21	75	COL	ACP	92	77	**87**	Moderate	Excellent	5	3	**87**
1344	48	53	1040	10	Agate St	Agate St	Agate Pass Rd	1,192	21	2,781	RES-S	ACP	94	84	**91**	Moderate	Excellent	1	5	**90**
2010	869	920	1050	10	Agate St	Agate St	NE END	731	17	1,381	RES-S	ACP	91	73	**85**	Moderate	V Good	5	5	**84**
2642	156	171	1060	10	Agatewood Rd	State Route 305	Dolphin Dr	1,727	12	2,303	COL	ACP	92	75	**86**	Moderate	Excellent	2	7	**86**
2420	407	434	1070	10	Alder Ave	Wing Point Way	NORTH END	1,111	26	3,210	RES-U	ACP	77	57	**70**	Moderate	V Good	15	8	**69**
2425	402	429	1080	10	Alder Ave	Dingley Rd	Preston St	379	26	1,095	RES-U	ACP	91	74	**85**	Moderate	Excellent	3	6	**85**
2445	380	406	1090	10	Alexander Pl	SOUTH END	High School Rd	744	32	2,645	RES-U	ACP	92	78	**87**	Moderate	Excellent	3	5	**87**
2227	617	651	1100	10	Alpena Pl	SOUTH END	Barkentine Rd	449	20	998	RES-S	ACP	93	79	**88**	Moderate	Excellent	4	3	**88**
2673	117	130	1110	10	Annie Rose	WEST END	Lovell Ave	638	14	992	RES-S	ACP	52	53	**52**	Weak	Fair	45	3	**51**
1957	938	824	1120	10	Arrow Point Dr	Miller Rd	Frey St	6,336	23	16,192	COL	ACP	85	66	**78**	Moderate	V Good	9	3	**78**
2075	783	822	1120	20	Arrow Point Dr	Frey St	Venice Lp	1,069	20	2,376	RES-S	ACP	82	63	**76**	Moderate	V Good	14	4	**75**
2078	780	819	1120	30	Arrow Point Dr	Venice Lp	Venice Lp	268	20	596	RES-S	ACP	63	68	**65**	Moderate	Good	30	7	**64**
1959	936	823	1120	40	Arrow Point Dr	Venice Lp	Arrow Point Loop Dr	422	20	938	RES-S	ACP	95	85	**92**	Moderate	Excellent	1	4	**92**
2074	784	823	1130	10	Arrow Point Loop Dr	Arrow Point Dr	EAST END	1,866	23	4,769	RES-S	ACP	56	60	**58**	Moderate	Fair	34	9	**57**
1383	349	373	1140	10	Arthur Pl	WEST END	Commodore Ln	229	27	687	RES-U	ACP	37	45	**39**	Moderate	Poor	53	10	**38**
1644	1259	311	1150	10	Astor Ct NE	Meadowmeer Circle	NORTH END	231	15	385	RES-S	ACP	55	33	**48**	Strong	Marginal	26	19	**47**
2419	408	435	1160	10	Azalea Ave	Wing Point Way	NORTH END	972	24	2,592	RES-U	ACP	47	48	**47**	Moderate	Marginal	28	25	**46**
2697	89	100	1170	10	Baker Hill Rd	Crystal Springs Rd	Sorrel Way	2,170	25	6,028	SART	ACP	94	83	**91**	Moderate	Excellent	3	3	**90**
1965	928	696	1170	20	Baker Hill Rd	Sorrel Way	Palamino Dr	493	21	1,150	SART	ACP	80	73	**77**	Moderate	V Good	15	4	**77**
2177	670	706	1170	30	Baker Hill Rd	Palamino Dr	Lariat Lp	301	22	736	SART	ACP	96	86	**93**	Moderate	Excellent	0	4	**92**
2180	666	700	1170	40	Baker Hill Rd	Lariat Lp	Pinto Ct	232	22	567	SART	ACP	100	90	**97**	Moderate	Excellent	0	0	**96**
2179	668	703	1170	50	Baker Hill Rd	Pinto Ct	Island Ave	689	21	1,608	SART	ACP	81	82	**81**	Moderate	V Good	16	3	**80**
1201	671	707	1170	60	Baker Hill Rd	Island Ave	Deer Path Ln	299	21	698	SART	ACP	55	88	**66**	Weak	Good	45	1	**65**
1200	671	707	1170	70	Baker Hill Rd	Deer Path Ln	Tangleberry Ln	1,180	27	3,540	SART	ACP	83	75	**80**	Moderate	V Good	13	3	**80**
2176	671	707	1170	80	Baker Hill Rd	Tangleberry Ln	Lynwood Center Rd	2,880	25	8,000	SART	ACP	85	73	**81**	Moderate	V Good	11	5	**80**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2446	379	405	1000	10	Aaron Ave	SOUTH END	High School Rd	1,030	10.0	9.4	9.6	10.0	10.0	9.9	10.0	9.5	9.2	10.0
2654	140	154	1000	20	Aaron Ave	High School Rd	Cherry Ave	456	10.0	9.7	7.6	10.0	10.0	9.7	10.0	9.3	9.8	10.0
1452	906	0	1000	30	Aaron Ave	Cherry Ave	Grand Ave	113	7.7	10.0	10.0	10.0	10.0	9.1	10.0	9.4	8.2	10.0
2720	64	72	1010	10	Abies Dr	Koura Rd	Larix Pl	648	10.0	9.6	8.1	10.0	10.0	9.9	10.0	9.5	9.9	10.0
2043	822	865	1010	20	Abies Dr	Larix Pl	Pinyon Ave	736	10.0	9.8	7.5	10.0	10.0	9.4	10.0	9.4	10.0	10.0
2013	860	908	1020	10	Agate Pass Rd	Dolphin Dr	Mariner Ave	2,356	10.0	10.0	10.0	10.0	9.2	9.9	10.0	9.4	10.0	9.8
1435	859	907	1020	20	Agate Pass Rd	Mariner Ave	Sanwick Pl	238	10.0	10.0	10.0	10.0	7.8	10.0	10.0	9.5	10.0	10.0
2732	47	52	1020	30	Agate Pass Rd	Sanwick Pl	North St	962	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2002	880	53	1020	40	Agate Pass Rd	North St	Agate St	253	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	9.2	9.8
1340	10	10	1030	10	Agate Point Rd	Dolphin Dr	North St	3,302	9.6	9.9	9.8	10.0	10.0	10.0	10.0	8.2	9.7	9.3
1345	49	54	1030	20	Agate Point Rd	North St	Kinnear Rd	32	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.5	10.0	10.0
1344	48	53	1040	10	Agate St	Agate St	Agate Pass Rd	1,192	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2010	869	920	1050	10	Agate St	Agate St	NE END	731	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.2	10.0	10.0
2642	156	171	1060	10	Agatewood Rd	State Route 305	Dolphin Dr	1,727	10.0	9.6	10.0	10.0	9.8	9.9	10.0	9.3	10.0	10.0
2420	407	434	1070	10	Alder Ave	Wing Point Way	NORTH END	1,111	10.0	9.3	9.6	10.0	10.0	9.6	10.0	9.5	9.0	10.0
2425	402	429	1080	10	Alder Ave	Dingley Rd	Preston St	379	10.0	9.9	10.0	10.0	10.0	9.8	10.0	9.1	9.8	10.0
2445	380	406	1090	10	Alexander Pl	SOUTH END	High School Rd	744	10.0	9.9	10.0	10.0	10.0	9.8	10.0	9.3	9.8	10.0
2227	617	651	1100	10	Alpena Pl	SOUTH END	Barkentine Rd	449	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.4	10.0	10.0
2673	117	130	1110	10	Annie Rose	WEST END	Lovell Ave	638	5.5	10.0	10.0	10.0	10.0	9.8	10.0	9.4	9.8	10.0
1957	938	824	1120	10	Arrow Point Dr	Miller Rd	Frey St	6,336	9.6	10.0	10.0	10.0	10.0	9.6	10.0	9.5	9.7	9.5
2075	783	822	1120	20	Arrow Point Dr	Frey St	Venice Lp	1,069	9.0	10.0	10.0	10.0	10.0	9.2	10.0	9.4	10.0	10.0
2078	780	819	1120	30	Arrow Point Dr	Venice Lp	Venice Lp	268	6.9	9.5	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
1959	936	823	1120	40	Arrow Point Dr	Venice Lp	Arrow Point Loop Dr	422	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2074	784	823	1130	10	Arrow Point Loop Dr	Arrow Point Dr	EAST END	1,866	9.0	10.0	7.8	10.0	9.7	9.7	10.0	8.4	10.0	10.0
1383	349	373	1140	10	Arthur Pl	WEST END	Commodore Ln	229	10.0	10.0	6.6	10.0	10.0	9.7	10.0	8.2	7.9	10.0
1644	1259	311	1150	10	Astor Ct NE	Meadowmeer Circle	NORTH END	231	8.6	8.0	10.0	10.0	10.0	9.4	10.0	9.5	9.0	10.0
2419	408	435	1160	10	Azalea Ave	Wing Point Way	NORTH END	972	10.0	7.2	7.4	10.0	10.0	9.7	10.0	9.5	9.9	10.0
2697	89	100	1170	10	Baker Hill Rd	Crystal Springs Rd	Sorrel Way	2,170	9.7	10.0	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0
1965	928	696	1170	20	Baker Hill Rd	Sorrel Way	Palamino Dr	493	8.4	9.9	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.8
2177	670	706	1170	30	Baker Hill Rd	Palamino Dr	Lariat Lp	301	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.2	10.0	10.0
2180	666	700	1170	40	Baker Hill Rd	Lariat Lp	Pinto Ct	232	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2179	668	703	1170	50	Baker Hill Rd	Pinto Ct	Island Ave	689	8.3	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
1201	671	707	1170	60	Baker Hill Rd	Island Ave	Deer Path Ln	299	5.3	9.9	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
1200	671	707	1170	70	Baker Hill Rd	Deer Path Ln	Tangleberry Ln	1,180	8.6	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2176	671	707	1170	80	Baker Hill Rd	Tangleberry Ln	Lynwood Center Rd	2,880	9.5	9.8	9.7	10.0	10.0	9.9	10.0	9.4	9.8	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary: Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2446	379	405	1000	10	Aaron Ave	SOUTH END	High School Rd	1,030	1000	1000 - Aaron Ave	3	1,599	5,279	**69**	Moderate	RES-U	ACP
2654	140	154	1000	20	Aaron Ave	High School Rd	Cherry Ave	456	1000	1000 - Aaron Ave	3	1,599	5,279	**69**	Moderate	RES-U	ACP
1452	906	0	1000	30	Aaron Ave	Cherry Ave	Grand Ave	113	1000	1000 - Aaron Ave	3	1,599	5,279	**69**	Moderate	RES-U	ACP
2720	64	72	1010	10	Abies Dr	Koura Rd	Larix Pl	648	1010	1010 - Abies Dr	2	1,384	3,383	**64**	Moderate	RES-S	ACP
2043	822	865	1010	20	Abies Dr	Larix Pl	Pinyon Ave	736	1010	1010 - Abies Dr	2	1,384	3,383	**64**	Moderate	RES-S	ACP
2013	860	908	1020	10	Agate Pass Rd	Dolphin Dr	Mariner Ave	2,356	1020	1020 - Agate Pass Rd	4	3,809	9,284	**87**	Moderate	COL	ACP
1435	859	907	1020	20	Agate Pass Rd	Mariner Ave	Sanwick Pl	238	1020	1020 - Agate Pass Rd	4	3,809	9,284	**87**	Moderate	COL	ACP
2732	47	52	1020	30	Agate Pass Rd	Sanwick Pl	North St	962	1020	1020 - Agate Pass Rd	4	3,809	9,284	**87**	Moderate	COL	ACP
2002	880	53	1020	40	Agate Pass Rd	North St	Agate St	253	1020	1020 - Agate Pass Rd	4	3,809	9,284	**87**	Moderate	COL	ACP
1340	10	10	1030	10	Agate Point Rd	Dolphin Dr	North St	3,302	1030	1030 - Agate Point Rd	2	3,334	7,412	**77**	Moderate	COL	ACP
1345	49	54	1030	20	Agate Point Rd	North St	Kinnear Rd	32	1030	1030 - Agate Point Rd	2	3,334	7,412	**77**	Moderate	COL	ACP
1344	48	53	1040	10	Agate St	Agate St	Agate Pass Rd	1,192	1040	1040 - Agate St	1	1,192	2,781	**90**	Moderate	RES-S	ACP
2010	869	920	1050	10	Agate St	Agate St	NE END	731	1050	1050 - Agate St	1	731	1,381	**84**	Moderate	RES-S	ACP
2642	156	171	1060	10	Agatewood Rd	State Route 305	Dolphin Dr	1,727	1060	1060 - Agatewood Rd	1	1,727	2,303	**86**	Moderate	COL	ACP
2420	407	434	1070	10	Alder Ave	Wing Point Way	NORTH END	1,111	1070	1070 - Alder Ave	1	1,111	3,210	**69**	Moderate	RES-U	ACP
2425	402	429	1080	10	Alder Ave	Dingley Rd	Preston St	379	1080	1080 - Alder Ave	1	379	1,095	**85**	Moderate	RES-U	ACP
2445	380	406	1090	10	Alexander Pl	SOUTH END	High School Rd	744	1090	1090 - Alexander Pl	1	744	2,645	**87**	Moderate	RES-U	ACP
2227	617	651	1100	10	Alpena Pl	SOUTH END	Barkentine Rd	449	1100	1100 - Alpena Pl	1	449	998	**88**	Moderate	RES-S	ACP
2673	117	130	1110	10	Annie Rose	WEST END	Lovell Ave	638	1110	1110 - Annie Rose	1	638	992	**51**	Weak	RES-S	ACP
1957	938	824	1120	10	Arrow Point Dr	Miller Rd	Frey St	6,336	1120	1120 - Arrow Point Dr	1	6,336	16,192	**78**	Moderate	COL	ACP
2075	783	822	1120	20	Arrow Point Dr	Frey St	Venice Lp	1,069	1130	1130 - Arrow Point Dr	3	1,759	3,909	**78**	Moderate	RES-S	ACP
2078	780	819	1120	30	Arrow Point Dr	Venice Lp	Venice Lp	268	1130	1130 - Arrow Point Dr	3	1,759	3,909	**78**	Moderate	RES-S	ACP
1959	936	823	1120	40	Arrow Point Dr	Venice Lp	Arrow Point Loop Dr	422	1130	1130 - Arrow Point Dr	3	1,759	3,909	**78**	Moderate	RES-S	ACP
2074	784	823	1130	10	Arrow Point Loop Dr	Arrow Point Dr	EAST END	1,866	1140	1140 - Arrow Point Loop Dr	1	1,866	4,769	**57**	Moderate	RES-S	ACP
1383	349	373	1140	10	Arthur Pl	WEST END	Commodore Ln	229	1150	1150 - Arthur Pl	1	229	687	**38**	Moderate	RES-U	ACP
1644	1259	311	1150	10	Astor Ct NE	Meadowmeer Circle	NORTH END	231	1160	1160 - Astor Ct NE	1	231	385	**47**	Strong	RES-S	ACP
2419	408	435	1160	10	Azalea Ave	Wing Point Way	NORTH END	972	1170	1170 - Azalea Ave	1	972	2,592	**46**	Moderate	RES-U	ACP
2697	89	100	1170	10	Baker Hill Rd	Crystal Springs Rd	Sorrel Way	2,170	1180	1180 - Baker Hill Rd	2	2,663	7,178	**88**	Moderate	SART	ACP
1965	928	696	1170	20	Baker Hill Rd	Sorrel Way	Palamino Dr	493	1180	1180 - Baker Hill Rd	2	2,663	7,178	**88**	Moderate	SART	ACP
2177	670	706	1170	30	Baker Hill Rd	Palamino Dr	Lariat Lp	301	1190	1190 - Baker Hill Rd	5	2,701	7,148	**81**	Moderate	SART	ACP
2180	666	700	1170	40	Baker Hill Rd	Lariat Lp	Pinto Ct	232	1190	1190 - Baker Hill Rd	5	2,701	7,148	**81**	Moderate	SART	ACP
2179	668	703	1170	50	Baker Hill Rd	Pinto Ct	Island Ave	689	1190	1190 - Baker Hill Rd	5	2,701	7,148	**81**	Moderate	SART	ACP
1201	671	707	1170	60	Baker Hill Rd	Island Ave	Deer Path Ln	299	1190	1190 - Baker Hill Rd	5	2,701	7,148	**81**	Moderate	SART	ACP
1200	671	707	1170	70	Baker Hill Rd	Deer Path Ln	Tangleberry Ln	1,180	1190	1190 - Baker Hill Rd	5	2,701	7,148	**81**	Moderate	SART	ACP
2176	671	707	1170	80	Baker Hill Rd	Tangleberry Ln	Lynwood Center Rd	2,880	1200	1200 - Baker Hill Rd	1	2,880	8,000	**80**	Moderate	SART	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary 6/1/2014

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
1204	677	713	1170	90	Baker Hill Rd	Lynwood Center Rd	Cottage View Ln	211	22	516	SART	ACP	93	80	**89**	Moderate	Excellent	3	4	**88**
1203	677	713	1170	100	Baker Hill Rd	Cottage View Ln	Dotson Loop	93	22	227	SART	ACP	96	86	**92**	Moderate	Excellent	1	3	**92**
1202	677	713	1170	110	Baker Hill Rd	Dotson Loop	Dotson Loop	217	23	555	SART	ACP	84	65	**77**	Moderate	V Good	13	3	**77**
2170	677	713	1170	120	Baker Hill Rd	Dotson Loop	Blakely Heights Dr	486	25	1,350	SART	ACP	84	65	**78**	Moderate	V Good	12	4	**77**
2169	678	714	1170	130	Baker Hill Rd	Blakely Heights Dr	Blakely Heights Dr	1,045	23	2,671	SART	ACP	95	85	**92**	Moderate	Excellent	1	4	**91**
1410	681	717	1170	140	Baker Hill Rd	Blakely Heights Dr	Blakely Ave	388	24	1,035	SART	ACP	94	84	**91**	Moderate	Excellent	0	6	**90**
2224	620	654	1190	10	Barkentine Rd	Blakely Hill Rd	Tunnelwood Ct	191	20	424	RES-S	ACP	92	76	**86**	Moderate	Excellent	1	7	**86**
2226	618	652	1190	20	Barkentine Rd	Tunnelwood Ct	Alpena Pl	1,254	17	2,369	RES-S	ACP	92	77	**87**	Moderate	Excellent	5	3	**87**
2228	616	650	1190	30	Barkentine Rd	Alpena Pl	Mill Heights Rd	609	17	1,150	RES-S	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
2058	802	844	1200	10	Barthrop Pl	NW END	Meadowmeer Circle	390	20	867	RES-U	ACP	80	61	**74**	Moderate	V Good	17	3	**73**
1234	775	814	1210	10	Battle Point Dr	Miller Rd	Private	2,066	17	3,902	COL	ACP	58	47	**54**	Moderate	Fair	39	4	**53**
1233	775	814	1210	20	Battle Point Dr	Private	Salmon Run Ln	378	20	840	COL	ACP	92	77	**87**	Moderate	Excellent	4	4	**87**
1231	775	814	1210	30	Battle Point Dr	Salmon Run Ln	Fox Cove Ln	639	19	1,349	COL	ACP	65	67	**66**	Weak	Good	32	4	**65**
2082	775	814	1210	40	Battle Point Dr	Fox Cove Ln	Beach St	860	20	1,911	COL	ACP	66	46	**59**	Moderate	Fair	29	5	**58**
2710	75	83	1210	50	Battle Point Dr	Beach St	Forest Glade Ln	256	20	569	COL	ACP	96	87	**93**	Moderate	Excellent	1	3	**93**
2712	73	81	1210	60	Battle Point Dr	Forest Glade Ln	Cala Woods Ln	866	18	1,732	COL	ACP	73	56	**67**	Moderate	Good	22	5	**67**
1005	73	81	1210	70	Battle Point Dr	Cala Woods Ln	Tolo Rd	996	18	1,992	COL	ACP	94	83	**91**	Moderate	Excellent	1	5	**90**
2088	769	807	1210	80	Battle Point Dr	Tolo Rd	North Tolo Rd	1,326	20	2,947	COL	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
2086	771	809	1210	90	Battle Point Dr	North Tolo Rd	Skinner Rd	1,295	19	2,734	COL	ACP	94	82	**90**	Moderate	Excellent	2	4	**90**
2084	773	811	1210	110	Battle Point Dr	Skinner Rd	Frey St	2,197	21	5,126	COL	ACP	76	56	**70**	Moderate	Good	20	4	**69**
2083	774	812	1210	120	Battle Point Dr	Frey St	Morgan Ave	439	15	732	COL	ACP	81	62	**74**	Moderate	V Good	16	4	**74**
2722	62	70	1230	10	Bayhill Rd	Miller Rd	Matsu Pl	255	19	538	RES-S	ACP	43	12	**33**	Strong	Poor	33	3	**32**
2038	828	871	1230	30	Bayhill Rd	Matsu Pl	Sunset Dr	382	18	764	RES-S	ACP	46	37	**43**	Moderate	Marginal	47	3	**42**
2039	827	870	1230	40	Bayhill Rd	Sunset Dr	Penny Pl	764	14	1,188	RES-S	ACP	29	22	**27**	Weak	Poor	69	2	**26**
2759	19	22	1240	10	Bayview Blvd	Maple St	Herron St	561	15	935	RES-S	ACP	91	74	**86**	Moderate	Excellent	4	4	**85**
2068	790	829	1240	20	Bayview Blvd	Herron St	SE END	337	17	637	RES-S	ACP	90	71	**84**	Moderate	V Good	3	7	**84**
1419	764	802	1250	10	Beach St	Madrona Way	Battle Point Dr	216	15	360	RES-S	ACP	43	29	**39**	Moderate	Poor	54	3	**38**
1091	251	269	1260	10	Beachcrest Dr	Madison Ave	Petit Pl	1,159	11	1,417	RES-S	ACP	18	16	**18**	Moderate	V Poor	71	8	**17**
2553	251	269	1260	20	Beachcrest Dr	Petit Pl	Beach Crest Dr	1,178	13	1,702	RES-S	ACP	19	25	**21**	Moderate	V Poor	74	7	**20**
1969	924	630	1270	10	Beans Bight Rd	Beans Bight	Upper Farms Rd	1,004	11	1,227	COL	ACP	30	39	**33**	Weak	Poor	65	5	**32**
1392	415	442	1280	10	Beaver Bend	Eaglecliff Rd	NORTH END	154	35	599	RES-U	ACP	92	77	**87**	Moderate	Excellent	5	3	**86**
1408	656	690	1290	10	Beck Rd	Pleasant Beach Dr	Bluff St	498	18	996	RES-S	ACP	89	70	**82**	Moderate	V Good	8	3	**82**
2196	649	683	1290	20	Beck Rd	Bluff St	Lytle Rd	517	17	977	RES-S	ACP	87	68	**81**	Moderate	V Good	5	4	**81**
2194	651	685	1290	30	Beck Rd	Lytle Rd	Mattson Pl	589	18	1,178	RES-S	ACP	84	65	**78**	Moderate	V Good	12	4	**77**
2193	652	686	1290	40	Beck Rd	Mattson Pl	West Blakely Rd	681	12	908	RES-S	ACP	94	83	**91**	Moderate	Excellent	2	4	**90**
2281	561	591	1300	10	Belfair Ave	Hilltop Dr	Radio School Rd	834	17	1,575	RES-U	ACP	71	56	**66**	Moderate	Good	26	3	**65**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
1204	677	713	1170	90	Baker Hill Rd	Lynwood Center Rd	Cottage View Ln	211	10.0	10.0	10.0	10.0	10.0	9.5	10.0	9.3	10.0	10.0
1203	677	713	1170	100	Baker Hill Rd	Cottage View Ln	Dotson Loop	93	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.4	10.0	10.0
1202	677	713	1170	110	Baker Hill Rd	Dotson Loop	Dotson Loop	217	9.1	10.0	10.0	10.0	10.0	9.3	10.0	9.4	10.0	10.0
2170	677	713	1170	120	Baker Hill Rd	Dotson Loop	Blakely Heights Dr	486	8.9	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2169	678	714	1170	130	Baker Hill Rd	Blakely Heights Dr	Blakely Heights Dr	1,045	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
1410	681	717	1170	140	Baker Hill Rd	Blakely Heights Dr	Blakely Ave	388	10.0	9.7	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2224	620	654	1190	10	Barkentine Rd	Blakely Hill Rd	Tunnelwood Ct	191	10.0	9.6	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2226	618	652	1190	20	Barkentine Rd	Tunnelwood Ct	Alpena Pl	1,254	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.4	10.0
2228	616	650	1190	30	Barkentine Rd	Alpena Pl	Mill Heights Rd	609	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2058	802	844	1200	10	Barthrop Pl	NW END	Meadowmeer Circle	390	10.0	10.0	10.0	10.0	10.0	9.5	10.0	9.5	8.2	10.0
1234	775	814	1210	10	Battle Point Dr	Miller Rd	Private	2,066	7.1	10.0	10.0	10.0	8.1	9.6	10.0	9.4	10.0	10.0
1233	775	814	1210	20	Battle Point Dr	Private	Salmon Run Ln	378	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.3	10.0	10.0
1231	775	814	1210	30	Battle Point Dr	Salmon Run Ln	Fox Cove Ln	639	6.7	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2082	775	814	1210	40	Battle Point Dr	Fox Cove Ln	Beach St	860	7.3	9.9	10.0	10.0	10.0	9.5	10.0	9.3	10.0	10.0
2710	75	83	1210	50	Battle Point Dr	Beach St	Forest Glade Ln	256	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.5	10.0	10.0
2712	73	81	1210	60	Battle Point Dr	Forest Glade Ln	Cala Woods Ln	866	7.7	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
1005	73	81	1210	70	Battle Point Dr	Cala Woods Ln	Tolo Rd	996	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2088	769	807	1210	80	Battle Point Dr	Tolo Rd	North Tolo Rd	1,326	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2086	771	809	1210	90	Battle Point Dr	North Tolo Rd	Skinner Rd	1,295	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.2	10.0	10.0
2084	773	811	1210	110	Battle Point Dr	Skinner Rd	Frey St	2,197	8.6	10.0	10.0	10.0	10.0	9.2	10.0	9.3	9.9	10.0
2083	774	812	1210	120	Battle Point Dr	Frey St	Morgan Ave	439	8.8	10.0	10.0	10.0	10.0	9.4	10.0	9.3	10.0	10.0
2722	62	70	1230	10	Bayhill Rd	Miller Rd	Matsu Pl	255	8.6	10.0	10.0	10.0	9.5	9.1	10.0	9.5	8.6	7.4
2038	828	871	1230	30	Bayhill Rd	Matsu Pl	Sunset Dr	382	6.2	10.0	10.0	10.0	10.0	9.5	9.9	9.5	9.1	9.5
2039	827	870	1230	40	Bayhill Rd	Sunset Dr	Penny Pl	764	7.7	10.0	8.2	10.0	9.2	7.8	10.0	9.6	8.8	10.0
2759	19	22	1240	10	Bayview Blvd	Maple St	Herron St	561	10.0	9.9	10.0	10.0	10.0	9.4	10.0	9.3	10.0	10.0
2068	790	829	1240	20	Bayview Blvd	Herron St	SE END	337	10.0	9.6	10.0	10.0	10.0	9.6	10.0	9.3	10.0	10.0
1419	764	802	1250	10	Beach St	Madrona Way	Battle Point Dr	216	8.0	10.0	10.0	10.0	10.0	9.3	10.0	9.5	6.3	10.0
1091	251	269	1260	10	Beachcrest Dr	Madison Ave	Petit Pl	1,159	10.0	9.9	5.4	10.0	7.7	8.7	10.0	8.7	9.3	9.7
2553	251	269	1260	20	Beachcrest Dr	Petit Pl	Beach Crest Dr	1,178	7.3	10.0	6.4	10.0	9.6	9.5	10.0	8.7	9.2	10.0
1969	924	630	1270	10	Beans Bight Rd	Beans Bight	Upper Farms Rd	1,004	10.0	9.7	4.7	10.0	10.0	9.5	10.0	9.5	9.0	10.0
1392	415	442	1280	10	Beaver Bend	Eaglecliff Rd	NORTH END	154	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.4	10.0	10.0
1408	656	690	1290	10	Beck Rd	Pleasant Beach Dr	Bluff St	498	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.4	9.5	10.0
2196	649	683	1290	20	Beck Rd	Bluff St	Lytle Rd	517	10.0	9.9	10.0	10.0	10.0	9.9	10.0	9.5	9.5	9.5
2194	651	685	1290	30	Beck Rd	Lytle Rd	Mattson Pl	589	10.0	10.0	10.0	10.0	10.0	9.9	10.0	9.3	8.6	10.0
2193	652	686	1290	40	Beck Rd	Mattson Pl	West Blakely Rd	681	10.0	10.0	10.0	10.0	9.6	10.0	10.0	9.3	10.0	10.0
2281	561	591	1300	10	Belfair Ave	Hilltop Dr	Radio School Rd	834	9.3	10.0	8.4	10.0	10.0	9.9	10.0	9.4	9.7	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
1204	677	713	1170	90	Baker Hill Rd	Lynwood Center Rd	Cottage View Ln	211	1210	1210 - Baker Hill Rd	6	2,440	6,353	87	Moderate	SART	ACP
1203	677	713	1170	100	Baker Hill Rd	Cottage View Ln	Dotson Loop	93	1210	1210 - Baker Hill Rd	6	2,440	6,353	87	Moderate	SART	ACP
1202	677	713	1170	110	Baker Hill Rd	Dotson Loop	Dotson Loop	217	1210	1210 - Baker Hill Rd	6	2,440	6,353	87	Moderate	SART	ACP
2170	677	713	1170	120	Baker Hill Rd	Dotson Loop	Blakely Heights Dr	486	1210	1210 - Baker Hill Rd	6	2,440	6,353	87	Moderate	SART	ACP
2169	678	714	1170	130	Baker Hill Rd	Blakely Heights Dr	Blakely Heights Dr	1,045	1210	1210 - Baker Hill Rd	6	2,440	6,353	87	Moderate	SART	ACP
1410	681	717	1170	140	Baker Hill Rd	Blakely Heights Dr	Blakely Ave	388	1210	1210 - Baker Hill Rd	6	2,440	6,353	87	Moderate	SART	ACP
2224	620	654	1190	10	Barkentine Rd	Blakely Hill Rd	Tunnelwood Ct	191	1220	1220 - Barkentine Rd	3	2,054	3,943	88	Moderate	RES-S	ACP
2226	618	652	1190	20	Barkentine Rd	Tunnelwood Ct	Alpena Pl	1,254	1220	1220 - Barkentine Rd	3	2,054	3,943	88	Moderate	RES-S	ACP
2228	616	650	1190	30	Barkentine Rd	Alpena Pl	Mill Heights Rd	609	1220	1220 - Barkentine Rd	3	2,054	3,943	88	Moderate	RES-S	ACP
2058	802	844	1200	10	Barthrop Pl	NW END	Meadowmeer Circle	390	1230	1230 - Barthrop Pl	1	390	867	73	Moderate	RES-U	ACP
1234	775	814	1210	10	Battle Point Dr	Miller Rd	Private	2,066	1240	1240 - Battle Point Dr	2	2,444	4,742	59	Moderate	COL	ACP
1233	775	814	1210	20	Battle Point Dr	Private	Salmon Run Ln	378	1240	1240 - Battle Point Dr	2	2,444	4,742	59	Moderate	COL	ACP
1231	775	814	1210	30	Battle Point Dr	Salmon Run Ln	Fox Cove Ln	639	1250	1250 - Battle Point Dr	4	2,621	5,561	66	Moderate	COL	ACP
2082	775	814	1210	40	Battle Point Dr	Fox Cove Ln	Beach St	860	1250	1250 - Battle Point Dr	4	2,621	5,561	66	Moderate	COL	ACP
2710	75	83	1210	50	Battle Point Dr	Beach St	Forest Glade Ln	256	1250	1250 - Battle Point Dr	4	2,621	5,561	66	Moderate	COL	ACP
2712	73	81	1210	60	Battle Point Dr	Forest Glade Ln	Cala Woods Ln	866	1250	1250 - Battle Point Dr	4	2,621	5,561	66	Moderate	COL	ACP
1005	73	81	1210	70	Battle Point Dr	Cala Woods Ln	Tolo Rd	996	1260	1260 - Battle Point Dr	3	3,617	7,673	90	Moderate	COL	ACP
2088	769	807	1210	80	Battle Point Dr	Tolo Rd	North Tolo Rd	1,326	1260	1260 - Battle Point Dr	3	3,617	7,673	90	Moderate	COL	ACP
2086	771	809	1210	90	Battle Point Dr	North Tolo Rd	Skinner Rd	1,295	1260	1260 - Battle Point Dr	3	3,617	7,673	90	Moderate	COL	ACP
2084	773	811	1210	110	Battle Point Dr	Skinner Rd	Frey St	2,197	1270	1270 - Battle Point Dr	2	2,636	5,858	70	Moderate	COL	ACP
2083	774	812	1210	120	Battle Point Dr	Frey St	Morgan Ave	439	1270	1270 - Battle Point Dr	2	2,636	5,858	70	Moderate	COL	ACP
2722	62	70	1230	10	Bayhill Rd	Miller Rd	Matsu Pl	255	1280	1280 - Bayhill Rd	1	255	538	32	Strong	RES-S	ACP
2038	828	871	1230	30	Bayhill Rd	Matsu Pl	Sunset Dr	382	1290	1290 - Bayhill Rd	2	1,146	1,952	32	Weak	RES-S	ACP
2039	827	870	1230	40	Bayhill Rd	Sunset Dr	Penny Pl	764	1290	1290 - Bayhill Rd	2	1,146	1,952	32	Weak	RES-S	ACP
2759	19	22	1240	10	Bayview Blvd	Maple St	Herron St	561	1300	1300 - Bayview Blvd	2	898	1,572	85	Moderate	RES-S	ACP
2068	790	829	1240	20	Bayview Blvd	Herron St	SE END	337	1300	1300 - Bayview Blvd	2	898	1,572	85	Moderate	RES-S	ACP
1419	764	802	1250	10	Beach St	Madrona Way	Battle Point Dr	216	1310	1310 - Beach St	1	216	360	38	Moderate	RES-S	ACP
1091	251	269	1260	10	Beachcrest Dr	Madison Ave	Petit Pl	1,159	1320	1320 - Beachcrest Dr	2	2,337	3,118	19	Moderate	RES-S	ACP
2553	251	269	1260	20	Beachcrest Dr	Petit Pl	Beach Crest Dr	1,178	1320	1320 - Beachcrest Dr	2	2,337	3,118	19	Moderate	RES-S	ACP
1969	924	630	1270	10	Beans Bight Rd	Beans Bight	Upper Farms Rd	1,004	1330	1330 - Beans Bight Rd	1	1,004	1,227	32	Weak	COL	ACP
1392	415	442	1280	10	Beaver Bend	Eaglecliff Rd	NORTH END	154	1340	1340 - Beaver Bend	1	154	599	86	Moderate	RES-U	ACP
1408	656	690	1290	10	Beck Rd	Pleasant Beach Dr	Bluff St	498	1350	1350 - Beck Rd	4	2,285	4,059	82	Moderate	RES-S	ACP
2196	649	683	1290	20	Beck Rd	Bluff St	Lytle Rd	517	1350	1350 - Beck Rd	4	2,285	4,059	82	Moderate	RES-S	ACP
2194	651	685	1290	30	Beck Rd	Lytle Rd	Mattson Pl	589	1350	1350 - Beck Rd	4	2,285	4,059	82	Moderate	RES-S	ACP
2193	652	686	1290	40	Beck Rd	Mattson Pl	West Blakely Rd	681	1350	1350 - Beck Rd	4	2,285	4,059	82	Moderate	RES-S	ACP
2281	561	591	1300	10	Belfair Ave	Hilltop Dr	Radio School Rd	834	1360	1360 - Belfair Ave	1	834	1,575	65	Moderate	RES-U	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014							
													Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
1405	565	595	1310	10	Belfair Ave	Fort Ward Hill Rd	Soundview Dr	164	16	292	RES-U	ACP	37	28	**34**	Strong	Poor	34	3	**34**
2030	837	882	1320	10	Bergman Rd	Manzanita Rd	Peterson Hill Rd	2,121	24	5,656	COL	ACP	58	33	**50**	Moderate	Marginal	38	3	**49**
2031	836	881	1320	20	Bergman Rd	Peterson Hill Rd	Miller Rd	1,516	22	3,706	COL	ACP	72	50	**65**	Moderate	Good	24	4	**64**
1954	941	857	1330	10	Beverly Ln	Mandus Olson Rd	Maiden Ln	185	19	391	RES-S	ACP	59	50	**56**	Moderate	Fair	39	3	**55**
2520	288	309	1340	10	Bill Point Bluff	SOUTH END	Bill Point Hill	257	35	999	RES-S	ACP	95	85	**92**	Moderate	Excellent	0	5	**92**
2012	861	909	1340	20	Bill Point Bluff	Bill Point Hill	NORTH END	118	35	459	RES-S	ACP	95	85	**92**	Moderate	Excellent	1	4	**92**
2521	287	308	1350	10	Bill Point Circle	Bill Point Dr	NE END	291	24	776	RES-S	ACP	89	70	**83**	Moderate	V Good	4	7	**82**
2518	290	311	1360	10	Bill Point Crest	SW END	Bill Point Dr	530	27	1,590	RES-S	ACP	93	81	**89**	Moderate	Excellent	3	4	**89**
2522	286	307	1370	10	Bill Point Ct	SW END	Bill Point Dr	440	28	1,369	RES-S	ACP	91	71	**84**	Moderate	V Good	2	3	**84**
2524	284	304	1380	10	Bill Point Dr	Old Creosote Rd	Bill Point Crest	423	17	799	RES-S	ACP	72	49	**64**	Moderate	Good	24	4	**64**
2528	280	299	1380	20	Bill Point Dr	Bill Point Crest	Bill Point View	344	23	879	RES-S	ACP	84	65	**78**	Moderate	V Good	12	4	**77**
2527	281	300	1380	30	Bill Point Dr	Bill Point View	Bill Point Circle	264	29	851	RES-S	ACP	67	40	**58**	Moderate	Fair	30	3	**57**
2526	282	301	1380	40	Bill Point Dr	Bill Point Circle	Bill Point Ct	309	24	824	RES-S	ACP	93	81	**89**	Moderate	Excellent	3	4	**89**
2525	283	302	1380	50	Bill Point Dr	Bill Point Ct	Old Creosote Rd	299	24	797	RES-S	ACP	87	68	**81**	Moderate	V Good	9	4	**80**
2519	289	310	1390	10	Bill Point Hill	Bill Point View	Bill Point Bluff	365	27	1,095	RES-S	ACP	93	80	**89**	Moderate	Excellent	3	4	**88**
2643	154	169	1400	10	Bill Point View	SOUTH END	Bill Point Hill	446	26	1,288	RES-S	ACP	85	67	**79**	Moderate	V Good	11	4	**79**
2523	285	305	1400	20	Bill Point View	Bill Point Hill	Bill Point Dr	223	26	644	RES-S	ACP	93	79	**88**	Moderate	Excellent	3	4	**88**
2368	466	493	1410	10	Bjune Dr	Madison Ave	Shannon Dr	475	40	2,111	RES-U	ACP	79	60	**73**	Moderate	V Good	11	10	**72**
2369	465	492	1410	20	Bjune Dr	Shannon Dr	Brien Dr	125	28	389	RES-U	ACP	90	70	**83**	Moderate	V Good	2	9	**83**
2373	461	488	1410	30	Bjune Dr	Brien Dr	Bjune Dr	573	24	1,528	RES-U	ACP	85	67	**79**	Moderate	V Good	0	15	**78**
2374	460	487	1420	10	Bjune Dr	Bjune Dr	Winslow Way	349	28	1,086	RES-U	ACP	91	72	**85**	Moderate	V Good	6	3	**84**
2244	600	632	1430	10	Blakely Ave	Blakely Hill Rd	Three T Rd	703	19	1,484	COL	ACP	80	61	**74**	Moderate	V Good	16	4	**73**
2536	269	288	1430	20	Blakely Ave	Three T Rd	Country Club Rd	1,163	20	2,584	COL	ACP	73	52	**66**	Moderate	Good	24	3	**66**
2210	635	669	1430	30	Blakely Ave	Country Club Rd	Tani Creek Rd	1,604	22	3,921	SART	ACP	81	62	**74**	Moderate	V Good	16	4	**74**
2535	270	289	1430	40	Blakely Ave	Tani Creek Rd	Oddfellows Rd	288	21	672	SART	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2212	633	667	1430	50	Blakely Ave	Oddfellows Rd	Birkland Rd	1,379	21	3,218	SART	ACP	86	68	**80**	Moderate	V Good	9	4	**80**
2213	632	666	1430	60	Blakely Ave	Birkland Rd	West Blakely Rd	971	21	2,266	SART	ACP	74	72	**73**	Moderate	V Good	5	4	**72**
1195	631	665	1430	70	Blakely Ave	West Blakely Rd	Elephant Ln	30	21	70	SART	ACP	77	61	**71**	Strong	V Good	1	23	**71**
1193	631	665	1430	80	Blakely Ave	Elephant Ln	Blakely School driveway	1,547	22	3,782	SART	ACP	67	66	**67**	Moderate	Good	27	7	**66**
1192	631	665	1430	90	Blakely Ave	Blakely School driveway	Blakely School driveway	407	23	1,040	SART	ACP	94	84	**91**	Moderate	Excellent	0	4	**90**
2214	631	665	1430	100	Blakely Ave	Blakely School driveway	Baker Hill Rd	74	23	189	SART	ACP	70	47	**62**	Moderate	Good	23	7	**62**
1028	26	29	1430	110	Blakely Ave	Baker Hill Rd	Mabrey Ln	493	24	1,315	SART	ACP	76	59	**70**	Moderate	V Good	20	4	**70**
1027	26	29	1430	120	Blakely Ave	Mabrey Ln	Avalon Ln	204	23	521	SART	ACP	91	74	**86**	Moderate	Excellent	5	3	**85**
2752	26	29	1430	130	Blakely Ave	Avalon Ln	Old Mill Rd	4,333	25	12,036	SART	ACP	93	81	**89**	Moderate	Excellent	4	3	**89**
1199	638	672	1430	140	Blakely Ave	Old Mill Rd	Sandpiper Ln	442	23	1,130	SART	ACP	94	83	**90**	Moderate	Excellent	2	4	**90**
2173	674	710	1440	10	Blakely Ct	Blakely Heights Dr	SE END	425	23	1,086	RES-S	ACP	91	74	**85**	Moderate	Excellent	3	6	**85**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
1405	565	595	1310	10	Belfair Ave	Fort Ward Hill Rd	Soundview Dr	164	10.0	10.0	10.0	10.0	7.1	9.2	10.0	9.4	8.1	6.8
2030	837	882	1320	10	Bergman Rd	Manzanita Rd	Peterson Hill Rd	2,121	6.6	10.0	10.0	10.0	10.0	9.3	10.0	9.4	9.9	10.0
2031	836	881	1320	20	Bergman Rd	Peterson Hill Rd	Miller Rd	1,516	8.1	10.0	10.0	10.0	10.0	9.2	10.0	9.3	10.0	10.0
1954	941	857	1330	10	Beverly Ln	Mandus Olson Rd	Maiden Ln	185	8.9	9.9	10.0	10.0	10.0	9.2	10.0	9.6	7.2	10.0
2520	288	309	1340	10	Bill Point Bluff	SOUTH END	Bill Point Hill	257	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2012	861	909	1340	20	Bill Point Bluff	Bill Point Hill	NORTH END	118	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2521	287	308	1350	10	Bill Point Circle	Bill Point Dr	NE END	291	10.0	9.6	10.0	10.0	10.0	9.4	10.0	9.3	10.0	10.0
2518	290	311	1360	10	Bill Point Crest	SW END	Bill Point Dr	530	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.3	10.0	10.0
2522	286	307	1370	10	Bill Point Ct	SW END	Bill Point Dr	440	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.4	10.0	9.5
2524	284	304	1380	10	Bill Point Dr	Old Creosote Rd	Bill Point Crest	423	7.9	10.0	10.0	10.0	10.0	9.4	10.0	9.3	10.0	10.0
2528	280	299	1380	20	Bill Point Dr	Bill Point Crest	Bill Point View	344	10.0	10.0	10.0	10.0	10.0	8.3	10.0	9.2	10.0	10.0
2527	281	300	1380	30	Bill Point Dr	Bill Point View	Bill Point Circle	264	8.1	10.0	10.0	10.0	10.0	9.5	10.0	9.4	8.9	10.0
2526	282	301	1380	40	Bill Point Dr	Bill Point Circle	Bill Point Ct	309	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.2	10.0	10.0
2525	283	302	1380	50	Bill Point Dr	Bill Point Ct	Old Creosote Rd	299	10.0	10.0	10.0	10.0	10.0	8.7	10.0	9.3	10.0	10.0
2519	289	310	1390	10	Bill Point Hill	Bill Point View	Bill Point Bluff	365	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.3	10.0	10.0
2643	154	169	1400	10	Bill Point View	SOUTH END	Bill Point Hill	446	9.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2523	285	305	1400	20	Bill Point View	Bill Point Hill	Bill Point Dr	223	10.0	10.0	10.0	10.0	10.0	9.5	10.0	9.3	10.0	10.0
2368	466	493	1410	10	Bjune Dr	Madison Ave	Shannon Dr	475	10.0	9.1	10.0	10.0	10.0	9.8	10.0	9.4	8.8	10.0
2369	465	492	1410	20	Bjune Dr	Shannon Dr	Brien Dr	125	10.0	9.3	10.0	10.0	10.0	9.8	10.0	9.4	10.0	10.0
2373	461	488	1410	30	Bjune Dr	Brien Dr	Bjune Dr	573	10.0	8.5	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2374	460	487	1420	10	Bjune Dr	Bjune Dr	Winslow Way	349	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.4	9.6	10.0
2244	600	632	1430	10	Blakely Ave	Blakely Hill Rd	Three T Rd	703	9.8	10.0	10.0	10.0	9.8	8.2	10.0	9.3	10.0	10.0
2536	269	288	1430	20	Blakely Ave	Three T Rd	Country Club Rd	1,163	9.0	10.0	10.0	10.0	8.5	8.9	10.0	9.5	10.0	10.0
2210	635	669	1430	30	Blakely Ave	Country Club Rd	Tani Creek Rd	1,604	8.9	9.9	10.0	10.0	10.0	9.7	10.0	9.4	9.6	10.0
2535	270	289	1430	40	Blakely Ave	Tani Creek Rd	Oddfellows Rd	288	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2212	633	667	1430	50	Blakely Ave	Oddfellows Rd	Birkland Rd	1,379	10.0	9.9	10.0	10.0	10.0	9.9	10.0	9.3	8.9	10.0
2213	632	666	1430	60	Blakely Ave	Birkland Rd	West Blakely Rd	971	10.0	9.9	10.0	10.0	10.0	9.9	10.0	9.4	9.5	7.8
1195	631	665	1430	70	Blakely Ave	West Blakely Rd	Elephant Ln	30	10.0	7.4	10.0	10.0	10.0	9.9	10.0	9.7	10.0	10.0
1193	631	665	1430	80	Blakely Ave	Elephant Ln	Blakely School driveway	1,547	8.8	9.5	9.1	10.0	10.0	9.9	10.0	9.6	9.3	10.0
1192	631	665	1430	90	Blakely Ave	Blakely School driveway	Blakely School driveway	407	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.8
2214	631	665	1430	100	Blakely Ave	Blakely School driveway	Baker Hill Rd	74	10.0	9.6	10.0	10.0	10.0	9.3	10.0	9.3	7.7	10.0
1028	26	29	1430	110	Blakely Ave	Baker Hill Rd	Mabrey Ln	493	8.4	9.9	10.0	10.0	10.0	9.9	10.0	9.4	9.5	10.0
1027	26	29	1430	120	Blakely Ave	Mabrey Ln	Avalon Ln	204	10.0	10.0	10.0	10.0	10.0	9.2	10.0	9.4	10.0	10.0
2752	26	29	1430	130	Blakely Ave	Avalon Ln	Old Mill Rd	4,333	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.5	10.0	10.0
1199	638	672	1430	140	Blakely Ave	Old Mill Rd	Sandpiper Ln	442	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	10.0
2173	674	710	1440	10	Blakely Ct	Blakely Heights Dr	SE END	425	10.0	9.7	10.0	10.0	10.0	9.5	10.0	9.3	10.0	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
1405	565	595	1310	10	Belfair Ave	Fort Ward Hill Rd	Soundview Dr	164	1370	1370 - Belfair Ave	1	164	292	**34**	Strong	RES-U	ACP
2030	837	882	1320	10	Bergman Rd	Manzanita Rd	Peterson Hill Rd	2,121	1380	1380 - Bergman Rd	2	3,637	9,362	**55**	Moderate	COL	ACP
2031	836	881	1320	20	Bergman Rd	Peterson Hill Rd	Miller Rd	1,516	1380	1380 - Bergman Rd	2	3,637	9,362	**55**	Moderate	COL	ACP
1954	941	857	1330	10	Beverly Ln	Mandus Olson Rd	Maiden Ln	185	1390	1390 - Beverly Ln	1	185	391	**55**	Moderate	RES-S	ACP
2520	288	309	1340	10	Bill Point Bluff	SOUTH END	Bill Point Hill	257	1400	1400 - Bill Point Bluff	2	375	1,458	**92**	Moderate	RES-S	ACP
2012	861	909	1340	20	Bill Point Bluff	Bill Point Hill	NORTH END	118	1400	1400 - Bill Point Bluff	2	375	1,458	**92**	Moderate	RES-S	ACP
2521	287	308	1350	10	Bill Point Circle	Bill Point Dr	NE END	291	1410	1410 - Bill Point Circle	1	291	776	**82**	Moderate	RES-S	ACP
2518	290	311	1360	10	Bill Point Crest	SW END	Bill Point Dr	530	1420	1420 - Bill Point Crest	1	530	1,590	**89**	Moderate	RES-S	ACP
2522	286	307	1370	10	Bill Point Ct	SW END	Bill Point Dr	440	1430	1430 - Bill Point Ct	1	440	1,369	**84**	Moderate	RES-S	ACP
2524	284	304	1380	10	Bill Point Dr	Old Creosote Rd	Bill Point Crest	423	1440	1440 - Bill Point Dr	5	1,639	4,150	**73**	Moderate	RES-S	ACP
2528	280	299	1380	20	Bill Point Dr	Bill Point Crest	Bill Point View	344	1440	1440 - Bill Point Dr	5	1,639	4,150	**73**	Moderate	RES-S	ACP
2527	281	300	1380	30	Bill Point Dr	Bill Point View	Bill Point Circle	264	1440	1440 - Bill Point Dr	5	1,639	4,150	**73**	Moderate	RES-S	ACP
2526	282	301	1380	40	Bill Point Dr	Bill Point Circle	Bill Point Ct	309	1440	1440 - Bill Point Dr	5	1,639	4,150	**73**	Moderate	RES-S	ACP
2525	283	302	1380	50	Bill Point Dr	Bill Point Ct	Old Creosote Rd	299	1440	1440 - Bill Point Dr	5	1,639	4,150	**73**	Moderate	RES-S	ACP
2519	289	310	1390	10	Bill Point Hill	Bill Point View	Bill Point Bluff	365	1450	1450 - Bill Point Hill	1	365	1,095	**88**	Moderate	RES-S	ACP
2643	154	169	1400	10	Bill Point View	SOUTH END	Bill Point Hill	446	1460	1460 - Bill Point View	2	669	1,933	**82**	Moderate	RES-S	ACP
2523	285	305	1400	20	Bill Point View	Bill Point Hill	Bill Point Dr	223	1460	1460 - Bill Point View	2	669	1,933	**82**	Moderate	RES-S	ACP
2368	466	493	1410	10	Bjune Dr	Madison Ave	Shannon Dr	475	1470	1470 - Bjune Dr	3	1,173	4,028	**75**	Moderate	RES-U	ACP
2369	465	492	1410	20	Bjune Dr	Shannon Dr	Brien Dr	125	1470	1470 - Bjune Dr	3	1,173	4,028	**75**	Moderate	RES-U	ACP
2373	461	488	1410	30	Bjune Dr	Brien Dr	Bjune Dr	573	1470	1470 - Bjune Dr	3	1,173	4,028	**75**	Moderate	RES-U	ACP
2374	460	487	1420	10	Bjune Dr	Bjune Dr	Winslow Way	349	1480	1480 - Bjune Dr	1	349	1,086	**84**	Moderate	RES-U	ACP
2244	600	632	1430	10	Blakely Ave	Blakely Hill Rd	Three T Rd	703	1490	1490 - Blakely Ave	2	1,866	4,069	**68**	Moderate	COL	ACP
2536	269	288	1430	20	Blakely Ave	Three T Rd	Country Club Rd	1,163	1490	1490 - Blakely Ave	2	1,866	4,069	**68**	Moderate	COL	ACP
2210	635	669	1430	30	Blakely Ave	Country Club Rd	Tani Creek Rd	1,604	1500	1500 - Blakely Ave	2	1,892	4,593	**77**	Moderate	SART	ACP
2535	270	289	1430	40	Blakely Ave	Tani Creek Rd	Oddfellows Rd	288	1500	1500 - Blakely Ave	2	1,892	4,593	**77**	Moderate	SART	ACP
2212	633	667	1430	50	Blakely Ave	Oddfellows Rd	Birkland Rd	1,379	1510	1510 - Blakely Ave	4	3,927	9,335	**72**	Moderate	SART	ACP
2213	632	666	1430	60	Blakely Ave	Birkland Rd	West Blakely Rd	971	1510	1510 - Blakely Ave	4	3,927	9,335	**72**	Moderate	SART	ACP
1195	631	665	1430	70	Blakely Ave	West Blakely Rd	Elephant Ln	30	1510	1510 - Blakely Ave	4	3,927	9,335	**72**	Moderate	SART	ACP
1193	631	665	1430	80	Blakely Ave	Elephant Ln	Blakely School driveway	1,547	1510	1510 - Blakely Ave	4	3,927	9,335	**72**	Moderate	SART	ACP
1192	631	665	1430	90	Blakely Ave	Blakely School driveway	Blakely School driveway	407	1520	1520 - Blakely Ave	4	1,178	3,065	**79**	Moderate	SART	ACP
2214	631	665	1430	100	Blakely Ave	Blakely School driveway	Baker Hill Rd	74	1520	1520 - Blakely Ave	4	1,178	3,065	**79**	Moderate	SART	ACP
1028	26	29	1430	110	Blakely Ave	Baker Hill Rd	Mabrey Ln	493	1520	1520 - Blakely Ave	4	1,178	3,065	**79**	Moderate	SART	ACP
1027	26	29	1430	120	Blakely Ave	Mabrey Ln	Avalon Ln	204	1520	1520 - Blakely Ave	4	1,178	3,065	**79**	Moderate	SART	ACP
2752	26	29	1430	130	Blakely Ave	Avalon Ln	Old Mill Rd	4,333	1530	1530 - Blakely Ave	2	4,775	13,166	**89**	Moderate	SART	ACP
1199	638	672	1430	140	Blakely Ave	Old Mill Rd	Sandpiper Ln	442	1530	1530 - Blakely Ave	2	4,775	13,166	**89**	Moderate	SART	ACP
2173	674	710	1440	10	Blakely Ct	Blakely Heights Dr	SE END	425	1540	1540 - Blakely Ct	1	425	1,086	**85**	Moderate	RES-S	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary **6/1/2014**

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2175	672	708	1450	10	Blakely Ct	SOUTH END	Blakely Heights Dr	577	20	1,282	RES-S	ACP	91	74	**86**	Moderate	Excellent	5	3	**85**
2171	676	712	1460	10	Blakely Heights Ct	Blakely Heights Dr	EAST END	552	21	1,288	RES-S	ACP	29	19	**26**	Moderate	Poor	69	3	**25**
2168	679	715	1480	10	Blakely Heights Dr	Baker Hill Rd	Blakely Ct	300	20	667	RES-S	ACP	93	81	**89**	Moderate	Excellent	2	4	**89**
2174	673	709	1480	20	Blakely Heights Dr	Blakely Ct	Blakely Ct	833	22	2,036	RES-S	ACP	80	61	**74**	Moderate	V Good	15	4	**73**
2172	675	711	1480	30	Blakely Heights Dr	Blakely Ct	Blakely Heights Ct	944	21	2,203	RES-S	ACP	85	66	**78**	Moderate	V Good	11	5	**78**
1020	2	2	1480	40	Blakely Heights Dr	Blakely Heights Ct	Baker Hill Rd	399	22	975	RES-S	ACP	71	48	**63**	Moderate	Good	26	3	**63**
2216	629	663	1490	10	Blakely Hill Rd	Blakely Ave	Barkentine Rd	1,882	20	4,182	COL	ACP	27	39	**31**	Moderate	Poor	60	11	**30**
2229	615	649	1490	20	Blakely Hill Rd	Barkentine Rd	Old Mill Rd	327	22	799	COL	ACP	6	33	**15**	Weak	V Poor	90	4	**14**
2696	90	101	1500	10	Blakely Rd	Pleasant Beach Dr	Oddfellows Rd	1,139	17	2,151	RES-S	ACP	89	70	**83**	Moderate	V Good	8	3	**83**
2733	46	50	1510	10	Bligh Ct	Springridge Rd	SE END	344	30	1,147	RES-S	ACP	70	53	**64**	Moderate	Good	23	7	**64**
2665	128	141	1520	10	Blue Heron Ave	Wallace Way	Ihland Pl	369	22	902	RES-U	ACP	51	34	**45**	Moderate	Marginal	35	15	**44**
2380	452	479	1520	20	Blue Heron Ave	Ihland Pl	NORTH END	166	25	461	RES-U	ACP	39	52	**43**	Moderate	Marginal	32	29	**42**
2476	342	365	1530	10	Blue Wave Pl	Capstan Dr	EAST END	258	33	946	RES-U	ACP	81	62	**75**	Moderate	V Good	6	13	**74**
1377	335	357	1540	10	Bluefin Pl	Sea Ray Pl	EAST END	129	42	602	RES-U	ACP	84	65	**78**	Moderate	V Good	13	3	**77**
2473	346	369	1550	10	Bluefin Pl	Capstan Dr	EAST END	129	41	588	RES-U	ACP	75	54	**68**	Moderate	Good	21	4	**67**
2250	594	625	1560	10	Bolero Dr	Fort Ward Hill Rd	Yankee Girl Circle	689	21	1,608	RES-S	ACP	91	74	**86**	Moderate	Excellent	5	4	**85**
2254	590	621	1560	20	Bolero Dr	Yankee Girl Circle	Intrepid Ct	1,203	13	1,738	RES-S	ACP	93	81	**89**	Moderate	Excellent	3	4	**89**
2252	592	623	1560	30	Bolero Dr	Intrepid Ct	EAST END	314	12	419	RES-S	ACP	94	83	**90**	Moderate	Excellent	1	5	**90**
2370	464	491	1570	10	Brien Dr	Bjune Dr	Bjune Dr	821	36	3,284	RES-U	ACP	73	52	**66**	Moderate	Good	16	10	**66**
2372	462	489	1575	10	Brien Dr	SE END	Bjune Dr	222	16	395	RES-U	ACP	3	44	**16**	Weak	V Poor	93	2	**16**
2070	788	827	1580	10	Brigham Rd	NE Blue Heron Ln	Olympic Terrace Ave	663	20	1,473	RES-U	ACP	94	83	**91**	Moderate	Excellent	1	5	**90**
2409	422	449	1610	10	Brookcliff Ln	WEST END	Ferncliff Ave	476	21	1,111	RES-U	ACP	89	70	**83**	Moderate	V Good	7	3	**82**
1432	853	900	1620	10	Broom St	SOUTH END	County Road 226	140	15	233	RES-S	ACP	22	25	**23**	Weak	V Poor	75	3	**22**
2016	855	902	1620	20	Broom St	County Road 226	County Park Rd	829	17	1,566	RES-S	ACP	39	31	**36**	Strong	Poor	38	23	**36**
2150	700	736	1630	10	Bucklin Hill Rd	Fletcher Bay Rd	Lynwood Center Rd	1,025	19	2,164	RES-S	ACP	52	58	**54**	Weak	Fair	42	3	**53**
1208	691	727	1630	30	Bucklin Hill Rd	Ridge Ln	Old Woods Ln	634	20	1,409	SART	ACP	93	79	**88**	Moderate	Excellent	2	5	**88**
2157	691	727	1630	40	Bucklin Hill Rd	Old Woods Ln	Blakely Ave	273	21	637	SART	ACP	93	79	**88**	Moderate	Excellent	1	6	**88**
2681	108	121	1630	50	Bucklin Hill Rd	Blakely Ave	Eagle Harbor Rd	1,846	33	6,769	SART	ACP	80	69	**76**	Moderate	V Good	11	9	**76**
1966	927	0	1630	60	Bucklin Hill Rd	Eagle Harbor Rd	Eagle Harbor Rd	921	23	2,354	SART	ACP	83	65	**77**	Moderate	V Good	9	8	**76**
1126	385	411	1640	10	Byron Dr	Ruddy Duck Ln	Eleanor Pl	360	21	840	RES-S	ACP	80	74	**78**	Moderate	V Good	15	4	**77**
2441	385	411	1640	20	Byron Dr	Eleanor Pl	Grand Ave	962	23	2,458	RES-S	ACP	68	45	**60**	Moderate	Good	25	7	**60**
2603	199	217	1650	10	Cambridge Crest Way	Phelps Rd	Trail Heights Ct	467	20	1,038	RES-S	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
1053	198	216	1650	20	Cambridge Crest Way	Trail Heights Ct	Cambridge Crest Way	886	24	2,363	RES-S	ACP	93	80	**89**	Moderate	Excellent	1	6	**89**
2604	198	216	1660	10	Cambridge Crest Way	Cambridge Crest Way	NORTH END	499	18	998	RES-S	ACP	94	82	**90**	Moderate	Excellent	1	5	**90**
2648	149	163	1670	10	Capstan Dr	High School Rd	Sea Ray Pl	184	22	450	RES-U	ACP	90	70	**83**	Moderate	V Good	6	4	**83**
2479	336	358	1670	20	Capstan Dr	Sea Ray Pl	Bluefin Pl	314	22	768	RES-U	ACP	94	83	**91**	Moderate	Excellent	0	6	**90**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2175	672	708	1450	10	Blakely Ct	SOUTH END	Blakely Heights Dr	577	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.4	10.0	10.0
2171	676	712	1460	10	Blakely Heights Ct	Blakely Heights Dr	EAST END	552	8.4	10.0	6.8	10.0	10.0	8.0	10.0	9.5	9.1	10.0
2168	679	715	1480	10	Blakely Heights Dr	Baker Hill Rd	Blakely Ct	300	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.2	10.0	10.0
2174	673	709	1480	20	Blakely Heights Dr	Blakely Ct	Blakely Ct	833	9.1	10.0	10.0	10.0	10.0	9.1	10.0	9.4	10.0	9.9
2172	675	711	1480	30	Blakely Heights Dr	Blakely Ct	Blakely Heights Ct	944	9.6	9.9	10.0	10.0	10.0	9.0	10.0	9.4	10.0	10.0
1020	2	2	1480	40	Blakely Heights Dr	Blakely Heights Ct	Baker Hill Rd	399	8.4	10.0	10.0	10.0	8.9	9.2	10.0	9.4	10.0	10.0
2216	629	663	1490	10	Blakely Hill Rd	Blakely Ave	Barkentine Rd	1,882	8.4	9.1	7.3	10.0	8.9	9.0	10.0	9.2	9.2	9.8
2229	615	649	1490	20	Blakely Hill Rd	Barkentine Rd	Old Mill Rd	327	8.3	9.8	3.4	10.0	10.0	9.5	10.0	9.5	9.5	10.0
2696	90	101	1500	10	Blakely Rd	Pleasant Beach Dr	Oddfellows Rd	1,139	9.6	10.0	10.0	10.0	9.3	9.9	10.0	9.4	10.0	10.0
2733	46	50	1510	10	Bligh Ct	Springridge Rd	SE END	344	10.0	9.5	7.8	10.0	10.0	9.9	10.0	9.5	10.0	10.0
2665	128	141	1520	10	Blue Heron Ave	Wallace Way	Ihland Pl	369	8.7	8.5	8.6	10.0	10.0	9.5	10.0	9.5	9.4	10.0
2380	452	479	1520	20	Blue Heron Ave	Ihland Pl	NORTH END	166	8.1	6.7	8.6	10.0	10.0	9.9	10.0	9.6	10.0	10.0
2476	342	365	1530	10	Blue Wave Pl	Capstan Dr	EAST END	258	10.0	8.7	10.0	10.0	10.0	9.2	10.0	9.4	10.0	10.0
1377	335	357	1540	10	Bluefin Pl	Sea Ray Pl	EAST END	129	10.0	10.0	10.0	10.0	10.0	9.2	10.0	9.4	9.1	10.0
2473	346	369	1550	10	Bluefin Pl	Capstan Dr	EAST END	129	10.0	10.0	10.0	10.0	10.0	7.0	10.0	9.2	10.0	10.0
2250	594	625	1560	10	Bolero Dr	Fort Ward Hill Rd	Yankee Girl Circle	689	10.0	9.9	10.0	10.0	10.0	9.3	10.0	9.4	10.0	10.0
2254	590	621	1560	20	Bolero Dr	Yankee Girl Circle	Intrepid Ct	1,203	10.0	9.9	10.0	10.0	9.3	10.0	10.0	9.4	10.0	10.0
2252	592	623	1560	30	Bolero Dr	Intrepid Ct	EAST END	314	10.0	9.9	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2370	464	491	1570	10	Brien Dr	Bjune Dr	Bjune Dr	821	8.5	9.2	10.0	10.0	10.0	9.7	10.0	9.4	10.0	10.0
2372	462	489	1575	10	Brien Dr	SE END	Bjune Dr	222	8.5	10.0	2.9	10.0	10.0	9.6	10.0	9.7	9.4	9.7
2070	788	827	1580	10	Brigham Rd	NE Blue Heron Ln	Olympic Terrace Ave	663	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.1	10.0	10.0
2409	422	449	1610	10	Brookcliff Ln	WEST END	Ferncliff Ave	476	10.0	10.0	9.8	10.0	10.0	9.3	10.0	9.4	10.0	10.0
1432	853	900	1620	10	Broom St	SOUTH END	County Road 226	140	10.0	10.0	7.3	10.0	6.3	5.5	10.0	9.4	10.0	10.0
2016	855	902	1620	20	Broom St	County Road 226	County Park Rd	829	9.3	9.6	8.3	10.0	8.5	9.0	10.0	6.4	10.0	10.0
2150	700	736	1630	10	Bucklin Hill Rd	Fletcher Bay Rd	Lynwood Center Rd	1,025	5.7	10.0	10.0	10.0	10.0	9.9	10.0	9.5	10.0	9.5
1208	691	727	1630	30	Bucklin Hill Rd	Ridge Ln	Old Woods Ln	634	10.0	9.8	10.0	10.0	10.0	9.7	10.0	9.4	10.0	10.0
2157	691	727	1630	40	Bucklin Hill Rd	Old Woods Ln	Blakely Ave	273	10.0	9.7	10.0	10.0	10.0	9.9	10.0	9.3	10.0	10.0
2681	108	121	1630	50	Bucklin Hill Rd	Blakely Ave	Eagle Harbor Rd	1,846	8.9	9.3	10.0	10.0	10.0	9.9	10.0	9.5	9.9	10.0
1966	927	0	1630	60	Bucklin Hill Rd	Eagle Harbor Rd	Eagle Harbor Rd	921	10.0	9.4	9.1	10.0	10.0	10.0	10.0	9.5	10.0	10.0
1126	385	411	1640	10	Byron Dr	Ruddy Duck Ln	Eleanor Pl	360	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.4	8.2	9.8
2441	385	411	1640	20	Byron Dr	Eleanor Pl	Grand Ave	962	9.1	9.5	10.0	10.0	10.0	9.3	10.0	9.6	8.4	10.0
2603	199	217	1650	10	Cambridge Crest Way	Phelps Rd	Trail Heights Ct	467	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
1053	198	216	1650	20	Cambridge Crest Way	Trail Heights Ct	Cambridge Crest Way	886	10.0	9.8	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2604	198	216	1660	10	Cambridge Crest Way	Cambridge Crest Way	NORTH END	499	10.0	9.9	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2648	149	163	1670	10	Capstan Dr	High School Rd	Sea Ray Pl	184	10.0	10.0	10.0	10.0	10.0	9.1	10.0	9.3	10.0	10.0
2479	336	358	1670	20	Capstan Dr	Sea Ray Pl	Bluefin Pl	314	10.0	9.7	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2175	672	708	1450	10	Blakely Ct	SOUTH END	Blakely Heights Dr	577	1550	1550 - Blakely Ct	1	577	1,282	**85**	Moderate	RES-S	ACP
2171	676	712	1460	10	Blakely Heights Ct	Blakely Heights Dr	EAST END	552	1560	1560 - Blakely Heights Ct	1	552	1,288	**25**	Moderate	RES-S	ACP
2168	679	715	1480	10	Blakely Heights Dr	Baker Hill Rd	Blakely Ct	300	1570	1570 - Blakely Heights Dr	4	2,476	5,881	**75**	Moderate	RES-S	ACP
2174	673	709	1480	20	Blakely Heights Dr	Blakely Ct	Blakely Ct	833	1570	1570 - Blakely Heights Dr	4	2,476	5,881	**75**	Moderate	RES-S	ACP
2172	675	711	1480	30	Blakely Heights Dr	Blakely Ct	Blakely Heights Ct	944	1570	1570 - Blakely Heights Dr	4	2,476	5,881	**75**	Moderate	RES-S	ACP
1020	2	2	1480	40	Blakely Heights Dr	Blakely Heights Ct	Baker Hill Rd	399	1570	1570 - Blakely Heights Dr	4	2,476	5,881	**75**	Moderate	RES-S	ACP
2216	629	663	1490	10	Blakely Hill Rd	Blakely Ave	Barkentine Rd	1,882	1580	1580 - Blakely Hill Rd	2	2,209	4,982	**27**	Moderate	COL	ACP
2229	615	649	1490	20	Blakely Hill Rd	Barkentine Rd	Old Mill Rd	327	1580	1580 - Blakely Hill Rd	2	2,209	4,982	**27**	Moderate	COL	ACP
2696	90	101	1500	10	Blakely Rd	Pleasant Beach Dr	Oddfellows Rd	1,139	1590	1590 - Blakely Rd	1	1,139	2,151	**83**	Moderate	RES-S	ACP
2733	46	50	1510	10	Bligh Ct	Springridge Rd	SE END	344	1600	1600 - Bligh Ct	1	344	1,147	**64**	Moderate	RES-S	ACP
2665	128	141	1520	10	Blue Heron Ave	Wallace Way	Ihland Pl	369	1610	1610 - Blue Heron Ave	2	535	1,363	**43**	Moderate	RES-U	ACP
2380	452	479	1520	20	Blue Heron Ave	Ihland Pl	NORTH END	166	1610	1610 - Blue Heron Ave	2	535	1,363	**43**	Moderate	RES-U	ACP
2476	342	365	1530	10	Blue Wave Pl	Capstan Dr	EAST END	258	1620	1620 - Blue Wave Pl	1	258	946	**74**	Moderate	RES-U	ACP
1377	335	357	1540	10	Bluefin Pl	Sea Ray Pl	EAST END	129	1630	1630 - Bluefin Pl	1	129	602	**77**	Moderate	RES-U	ACP
2473	346	369	1550	10	Bluefin Pl	Capstan Dr	EAST END	129	1640	1640 - Bluefin Pl	1	129	588	**67**	Moderate	RES-U	ACP
2250	594	625	1560	10	Bolero Dr	Fort Ward Hill Rd	Yankee Girl Circle	689	1650	1650 - Bolero Dr	3	2,206	3,764	**88**	Moderate	RES-S	ACP
2254	590	621	1560	20	Bolero Dr	Yankee Girl Circle	Intrepid Ct	1,203	1650	1650 - Bolero Dr	3	2,206	3,764	**88**	Moderate	RES-S	ACP
2252	592	623	1560	30	Bolero Dr	Intrepid Ct	EAST END	314	1650	1650 - Bolero Dr	3	2,206	3,764	**88**	Moderate	RES-S	ACP
2370	464	491	1570	10	Brien Dr	Bjune Dr	Bjune Dr	821	1660	1660 - Brien Dr	1	821	3,284	**66**	Moderate	RES-U	ACP
2372	462	489	1575	10	Brien Dr	SE END	Bjune Dr	222	1670	1670 - Brien Dr	1	222	395	**16**	Weak	RES-U	ACP
2070	788	827	1580	10	Brigham Rd	NE Blue Heron Ln	Olympic Terrace Ave	663	1680	1680 - Brigham Rd	1	663	1,473	**90**	Moderate	RES-U	ACP
2409	422	449	1610	10	Brookcliff Ln	WEST END	Ferncliff Ave	476	1690	1690 - Brookcliff Ln	1	476	1,111	**82**	Moderate	RES-U	ACP
1432	853	900	1620	10	Broom St	SOUTH END	County Road 226	140	1700	1700 - Broom St	2	969	1,799	**34**	Strong	RES-S	ACP
2016	855	902	1620	20	Broom St	County Road 226	County Park Rd	829	1700	1700 - Broom St	2	969	1,799	**34**	Strong	RES-S	ACP
2150	700	736	1630	10	Bucklin Hill Rd	Fletcher Bay Rd	Lynwood Center Rd	1,025	1710	1710 - Bucklin Hill Rd	1	1,025	2,164	**53**	Weak	RES-S	ACP
1208	691	727	1630	30	Bucklin Hill Rd	Ridge Ln	Old Woods Ln	634	1720	1720 - Bucklin Hill Rd	4	3,674	11,168	**78**	Moderate	SART	ACP
2157	691	727	1630	40	Bucklin Hill Rd	Old Woods Ln	Blakely Ave	273	1720	1720 - Bucklin Hill Rd	4	3,674	11,168	**78**	Moderate	SART	ACP
2681	108	121	1630	50	Bucklin Hill Rd	Blakely Ave	Eagle Harbor Rd	1,846	1720	1720 - Bucklin Hill Rd	4	3,674	11,168	**78**	Moderate	SART	ACP
1966	927	0	1630	60	Bucklin Hill Rd	Eagle Harbor Rd	Eagle Harbor Rd	921	1720	1720 - Bucklin Hill Rd	4	3,674	11,168	**78**	Moderate	SART	ACP
1126	385	411	1640	10	Byron Dr	Ruddy Duck Ln	Eleanor Pl	360	1730	1730 - Byron Dr	2	1,322	3,298	**64**	Moderate	RES-S	ACP
2441	385	411	1640	20	Byron Dr	Eleanor Pl	Grand Ave	962	1730	1730 - Byron Dr	2	1,322	3,298	**64**	Moderate	RES-S	ACP
2603	199	217	1650	10	Cambridge Crest Way	Phelps Rd	Trail Heights Ct	467	1740	1740 - Cambridge Crest Way	2	1,353	3,400	**90**	Moderate	RES-S	ACP
1053	198	216	1650	20	Cambridge Crest Way	Trail Heights Ct	Cambridge Crest Way	886	1740	1740 - Cambridge Crest Way	2	1,353	3,400	**90**	Moderate	RES-S	ACP
2604	198	216	1660	10	Cambridge Crest Way	Cambridge Crest Way	NORTH END	499	1750	1750 - Cambridge Crest Way	1	499	998	**90**	Moderate	RES-S	ACP
2648	149	163	1670	10	Capstan Dr	High School Rd	Sea Ray Pl	184	1760	1760 - Capstan Dr	7	1,846	4,905	**83**	Moderate	RES-U	ACP
2479	336	358	1670	20	Capstan Dr	Sea Ray Pl	Bluefin Pl	314	1760	1760 - Capstan Dr	7	1,846	4,905	**83**	Moderate	RES-U	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014							
													Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2474	345	368	1670	30	Capstan Dr	Bluefin Pl	Midships Pl	188	22	460	RES-U	ACP	94	83	**91**	Moderate	Excellent	1	5	**90**
2478	338	360	1670	40	Capstan Dr	Midships Pl	Tidal Pl	280	22	684	RES-U	ACP	89	70	**83**	Moderate	V Good	2	9	**82**
2477	340	362	1670	50	Capstan Dr	Tidal Pl	Blue Wave Pl	374	23	956	RES-U	ACP	92	75	**86**	Moderate	Excellent	2	7	**86**
2649	147	161	1670	60	Capstan Dr	Blue Wave Pl	Coral Pl	285	23	728	RES-U	ACP	88	69	**82**	Moderate	V Good	3	9	**81**
2475	343	366	1670	70	Capstan Dr	Coral Pl	NORTH END	221	35	859	RES-U	ACP	79	60	**73**	Moderate	V Good	12	9	**72**
2505	307	328	1680	10	Carole Pl	Lovgreen Rd	NORTH END	562	14	874	RES-U	ACP	31	45	**36**	Weak	Poor	61	9	**34**
1994	894	240	1690	10	Cascade Ave	Sunrise Dr	John St	343	13	495	RES-S	ACP	61	48	**57**	Moderate	Fair	34	5	**56**
1131	440	467	1710	10	Cave Ave	Winslow Way	Gilmore	657	18	1,314	RES-S	ACP	54	32	**47**	Moderate	Marginal	36	5	**46**
2392	440	467	1710	20	Cave Ave	Gilmore	Kaleetan Pl	327	19	690	RES-S	ACP	35	21	**30**	Moderate	Poor	61	4	**30**
2395	437	464	1710	30	Cave Ave	Kaleetan Pl	NORTH END	338	19	714	RES-S	ACP	64	36	**55**	Moderate	Fair	27	9	**54**
2061	799	840	1730	10	Chadwick Pl	Meadowmeer Circle	NW END	364	18	728	RES-U	ACP	80	61	**73**	Moderate	V Good	17	3	**73**
2255	589	620	1740	10	Charisma Circle	Yankee Girl Circle	NW END	748	14	1,164	RES-S	ACP	67	52	**62**	Moderate	Good	31	2	**62**
2506	305	326	1750	10	Charles Pl	Lovgreen Rd	NORTH END	344	19	726	RES-U	ACP	92	78	**88**	Moderate	Excellent	4	3	**87**
2760	16	19	1760	10	Chatham Pl	Meadowmeer Circle	NE END	374	24	997	RES-U	ACP	72	49	**64**	Moderate	Good	22	6	**64**
2600	202	220	1770	10	Chatri Pl	Sumanee Pl	NORTH END	277	20	616	RES-U	ACP	97	88	**94**	Moderate	Excellent	0	3	**94**
2658	135	148	1780	10	Cherry Ave	Wing Point Way	Dingley Rd	1,337	26	3,862	RES-U	ACP	82	63	**76**	Moderate	V Good	12	6	**75**
9003	404	431	1780	20	Cherry Ave	Dingley Rd	Preston St	351	22	858	RES-U	ACP	54	67	**58**	Weak	Fair	42	4	**57**
2423	404	431	1780	30	Cherry Ave	Preston St	Aaron Ave	1,753	22	4,285	RES-U	ACP	88	69	**81**	Moderate	V Good	8	4	**81**
1387	355	380	1790	10	Commodore Ln	High School Rd	Kings Pl	183	26	529	RES-U	ACP	92	77	**87**	Moderate	Excellent	4	4	**86**
2650	146	160	1790	20	Commodore Ln	Kings Pl	Elizabeth Pl	316	22	772	RES-U	ACP	94	82	**90**	Moderate	Excellent	1	5	**90**
2472	347	370	1790	30	Commodore Ln	Elizabeth Pl	Arthur Pl	322	21	751	RES-U	ACP	65	37	**56**	Moderate	Fair	30	5	**55**
1987	902	373	1790	40	Commodore Ln	Arthur Pl	Whited Pl	192	23	491	RES-U	ACP	60	58	**60**	Moderate	Fair	33	7	**59**
1359	145	159	1790	50	Commodore Ln	Whited Pl	Jeanette Pl	138	23	353	RES-U	ACP	36	36	**36**	Moderate	Poor	55	9	**35**
2651	143	157	1790	60	Commodore Ln	Jeanette Pl	Lewis Pl	179	23	457	RES-U	ACP	36	47	**40**	Moderate	Poor	49	15	**39**
1451	903	376	1790	70	Commodore Ln	Lewis Pl	Susan Pl	148	23	378	RES-U	ACP	75	54	**68**	Moderate	Good	12	14	**67**
2471	352	377	1790	80	Commodore Ln	Susan Pl	Edna Pl	171	25	475	RES-U	ACP	55	59	**56**	Moderate	Fair	34	12	**55**
2470	353	378	1790	90	Commodore Ln	Edna Pl	NW END	630	30	2,100	RES-U	ACP	38	41	**39**	Moderate	Poor	52	5	**38**
1381	344	367	1820	10	Coral Pl	Capstan Pl	EAST END	215	34	812	RES-U	ACP	47	30	**42**	Moderate	Marginal	40	13	**41**
1401	519	546	1830	10	Cosgrove St	Shepard Way	Cosgrove St	173	21	404	RES-U	ACP	92	78	**88**	Moderate	Excellent	4	4	**87**
2748	30	33	1830	20	Cosgrove St	Cosgrove St	Cosgrove St	223	16	396	RES-U	ACP	91	75	**86**	Moderate	Excellent	4	4	**86**
2320	517	544	1830	30	Cosgrove St	Cosgrove St	Cosgrove St	537	16	955	RES-U	ACP	93	81	**89**	Moderate	Excellent	3	4	**89**
1400	518	545	1840	10	Cosgrove St	Cosgrove St	Wyatt Way	329	21	768	RES-U	ACP	94	82	**90**	Moderate	Excellent	2	5	**89**
2692	95	108	1850	10	Country Club Rd	Blakely Ave	Fort Ward Hill Rd	1,082	23	2,765	COL	ACP	74	54	**68**	Moderate	Good	20	6	**67**
1038	96	109	1850	20	Country Club Rd	Fort Ward Hill Rd	Private	2,277	22	5,566	COL	ACP	82	64	**76**	Moderate	V Good	15	3	**76**
2691	96	109	1850	30	Country Club Rd	Private	Toe Jam Hill Rd	768	25	2,133	COL	ACP	64	56	**61**	Moderate	Good	32	4	**60**
1018	555	585	1850	40	Country Club Rd	Toe Jam Hill Rd	Private	80	25	222	COL	ACP	94	82	**90**	Moderate	Excellent	1	5	**90**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2474	345	368	1670	30	Capstan Dr	Bluefin Pl	Midships Pl	188	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2478	338	360	1670	40	Capstan Dr	Midships Pl	Tidal Pl	280	10.0	9.3	10.0	10.0	10.0	9.7	10.0	9.4	10.0	10.0
2477	340	362	1670	50	Capstan Dr	Tidal Pl	Blue Wave Pl	374	10.0	9.6	10.0	10.0	10.0	9.9	10.0	9.4	9.9	10.0
2649	147	161	1670	60	Capstan Dr	Blue Wave Pl	Coral Pl	285	10.0	9.2	10.0	10.0	10.0	9.6	10.0	9.5	10.0	10.0
2475	343	366	1670	70	Capstan Dr	Coral Pl	NORTH END	221	10.0	9.2	10.0	10.0	10.0	9.7	10.0	9.5	8.8	10.0
2505	307	328	1680	10	Carole Pl	Lovgreen Rd	NORTH END	562	4.9	10.0	9.1	10.0	9.8	9.7	10.0	8.4	10.0	10.0
1994	894	240	1690	10	Cascade Ave	Sunrise Dr	John St	343	10.0	9.9	6.9	10.0	10.0	9.6	10.0	9.2	10.0	10.0
1131	440	467	1710	10	Cave Ave	Winslow Way	Gilmore	657	8.5	9.8	9.6	10.0	10.0	9.4	10.0	9.5	8.3	9.4
2392	440	467	1710	20	Cave Ave	Gilmore	Kaleetan Pl	327	5.8	9.9	10.0	10.0	10.0	9.1	10.0	9.4	8.0	10.0
2395	437	464	1710	30	Cave Ave	Kaleetan Pl	NORTH END	338	10.0	9.3	10.0	10.0	10.0	8.8	10.0	9.4	7.6	10.0
2061	799	840	1730	10	Chadwick Pl	Meadowmeer Circle	NW END	364	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.4	8.3	10.0
2255	589	620	1740	10	Charisma Circle	Yankee Girl Circle	NW END	748	10.0	10.0	7.6	10.0	9.8	9.1	10.0	9.6	10.0	10.0
2506	305	326	1750	10	Charles Pl	Lovgreen Rd	NORTH END	344	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	9.4	10.0
2760	16	19	1760	10	Chatham Pl	Meadowmeer Circle	NE END	374	9.0	9.5	9.4	10.0	10.0	9.6	10.0	9.6	9.5	10.0
2600	202	220	1770	10	Chatri Pl	Sumanee Pl	NORTH END	277	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2658	135	148	1780	10	Cherry Ave	Wing Point Way	Dingley Rd	1,337	10.0	9.5	9.6	10.0	10.0	9.9	10.0	9.6	9.0	10.0
9003	404	431	1780	20	Cherry Ave	Dingley Rd	Preston St	351	5.6	9.9	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0
2423	404	431	1780	30	Cherry Ave	Preston St	Aaron Ave	1,753	10.0	9.9	10.0	10.0	10.0	9.0	10.0	9.4	9.8	10.0
1387	355	380	1790	10	Commodore Ln	High School Rd	Kings Pl	183	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.3	10.0	10.0
2650	146	160	1790	20	Commodore Ln	Kings Pl	Elizabeth Pl	316	10.0	10.0	10.0	9.9	10.0	9.8	10.0	9.2	10.0	10.0
2472	347	370	1790	30	Commodore Ln	Elizabeth Pl	Arthur Pl	322	10.0	9.8	8.1	10.0	10.0	9.2	10.0	9.3	9.3	10.0
1987	902	373	1790	40	Commodore Ln	Arthur Pl	Whited Pl	192	10.0	9.4	8.8	10.0	10.0	9.9	10.0	9.5	7.5	10.0
1359	145	159	1790	50	Commodore Ln	Whited Pl	Jeanette Pl	138	9.1	9.2	7.1	10.0	10.0	9.5	10.0	9.5	8.1	10.0
2651	143	157	1790	60	Commodore Ln	Jeanette Pl	Lewis Pl	179	10.0	8.5	6.6	10.0	10.0	9.7	10.0	9.5	8.5	10.0
1451	903	376	1790	70	Commodore Ln	Lewis Pl	Susan Pl	148	10.0	8.6	10.0	10.0	10.0	9.8	10.0	9.5	8.7	10.0
2471	352	377	1790	80	Commodore Ln	Susan Pl	Edna Pl	171	10.0	8.9	6.7	10.0	10.0	9.9	10.0	9.5	10.0	10.0
2470	353	378	1790	90	Commodore Ln	Edna Pl	NW END	630	10.0	9.7	5.5	10.0	10.0	9.5	10.0	9.4	9.5	9.5
1381	344	367	1820	10	Coral Pl	Capstan Pl	EAST END	215	8.2	8.8	10.0	10.0	10.0	9.0	10.0	9.5	8.0	10.0
1401	519	546	1830	10	Cosgrove St	Shepard Way	Cosgrove St	173	10.0	10.0	10.0	10.0	10.0	9.5	10.0	9.3	10.0	10.0
2748	30	33	1830	20	Cosgrove St	Cosgrove St	Cosgrove St	223	10.0	9.9	10.0	10.0	10.0	9.4	10.0	9.3	10.0	10.0
2320	517	544	1830	30	Cosgrove St	Cosgrove St	Cosgrove St	537	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.3	10.0	10.0
1400	518	545	1840	10	Cosgrove St	Cosgrove St	Wyatt Way	329	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.2	10.0	10.0
2692	95	108	1850	10	Country Club Rd	Blakely Ave	Fort Ward Hill Rd	1,082	10.0	9.6	10.0	10.0	9.4	9.3	10.0	9.4	8.5	10.0
1038	96	109	1850	20	Country Club Rd	Fort Ward Hill Rd	Private	2,277	9.5	10.0	10.0	10.0	10.0	9.9	10.0	9.5	8.8	10.0
2691	96	109	1850	30	Country Club Rd	Private	Toe Jam Hill Rd	768	7.3	10.0	10.0	10.0	10.0	9.9	10.0	9.3	9.3	10.0
1018	555	585	1850	40	Country Club Rd	Toe Jam Hill Rd	Private	80	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.1	10.0	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2474	345	368	1670	30	Capstan Dr	Bluefin Pl	Midships Pl	188	1760	1760 - Capstan Dr	7	1,846	4,905	**83**	Moderate	RES-U	ACP
2478	338	360	1670	40	Capstan Dr	Midships Pl	Tidal Pl	280	1760	1760 - Capstan Dr	7	1,846	4,905	**83**	Moderate	RES-U	ACP
2477	340	362	1670	50	Capstan Dr	Tidal Pl	Blue Wave Pl	374	1760	1760 - Capstan Dr	7	1,846	4,905	**83**	Moderate	RES-U	ACP
2649	147	161	1670	60	Capstan Dr	Blue Wave Pl	Coral Pl	285	1760	1760 - Capstan Dr	7	1,846	4,905	**83**	Moderate	RES-U	ACP
2475	343	366	1670	70	Capstan Dr	Coral Pl	NORTH END	221	1760	1760 - Capstan Dr	7	1,846	4,905	**83**	Moderate	RES-U	ACP
2505	307	328	1680	10	Carole Pl	Lovgreen Rd	NORTH END	562	1770	1770 - Carole Pl	1	562	874	**34**	Weak	RES-U	ACP
1994	894	240	1690	10	Cascade Ave	Sunrise Dr	John St	343	1780	1780 - Cascade Ave	1	343	495	**56**	Moderate	RES-S	ACP
1131	440	467	1710	10	Cave Ave	Winslow Way	Gilmore	657	1790	1790 - Cave Ave	3	1,322	2,718	**44**	Moderate	RES-S	ACP
2392	440	467	1710	20	Cave Ave	Gilmore	Kaleetan Pl	327	1790	1790 - Cave Ave	3	1,322	2,718	**44**	Moderate	RES-S	ACP
2395	437	464	1710	30	Cave Ave	Kaleetan Pl	NORTH END	338	1790	1790 - Cave Ave	3	1,322	2,718	**44**	Moderate	RES-S	ACP
2061	799	840	1730	10	Chadwick Pl	Meadowmeer Circle	NW END	364	1800	1800 - Chadwick Pl	1	364	728	**73**	Moderate	RES-U	ACP
2255	589	620	1740	10	Charisma Circle	Yankee Girl Circle	NW END	748	1810	1810 - Charisma Circle	1	748	1,164	**62**	Moderate	RES-S	ACP
2506	305	326	1750	10	Charles Pl	Lovgreen Rd	NORTH END	344	1820	1820 - Charles Pl	1	344	726	**87**	Moderate	RES-U	ACP
2760	16	19	1760	10	Chatham Pl	Meadowmeer Circle	NE END	374	1830	1830 - Chatham Pl	1	374	997	**64**	Moderate	RES-U	ACP
2600	202	220	1770	10	Chatri Pl	Sumanee Pl	NORTH END	277	1840	1840 - Chatri Pl	1	277	616	**94**	Moderate	RES-U	ACP
2658	135	148	1780	10	Cherry Ave	Wing Point Way	Dingley Rd	1,337	1850	1850 - Cherry Ave	3	3,441	9,006	**76**	Moderate	RES-U	ACP
9003	404	431	1780	20	Cherry Ave	Dingley Rd	Preston St	351	1850	1850 - Cherry Ave	3	3,441	9,006	**76**	Moderate	RES-U	ACP
2423	404	431	1780	30	Cherry Ave	Preston St	Aaron Ave	1,753	1850	1850 - Cherry Ave	3	3,441	9,006	**76**	Moderate	RES-U	ACP
1387	355	380	1790	10	Commodore Ln	High School Rd	Kings Pl	183	1860	1860 - Commodore Ln	9	2,279	6,306	**55**	Moderate	RES-U	ACP
2650	146	160	1790	20	Commodore Ln	Kings Pl	Elizabeth Pl	316	1860	1860 - Commodore Ln	9	2,279	6,306	**55**	Moderate	RES-U	ACP
2472	347	370	1790	30	Commodore Ln	Elizabeth Pl	Arthur Pl	322	1860	1860 - Commodore Ln	9	2,279	6,306	**55**	Moderate	RES-U	ACP
1987	902	373	1790	40	Commodore Ln	Arthur Pl	Whited Pl	192	1860	1860 - Commodore Ln	9	2,279	6,306	**55**	Moderate	RES-U	ACP
1359	145	159	1790	50	Commodore Ln	Whited Pl	Jeanette Pl	138	1860	1860 - Commodore Ln	9	2,279	6,306	**55**	Moderate	RES-U	ACP
2651	143	157	1790	60	Commodore Ln	Jeanette Pl	Lewis Pl	179	1860	1860 - Commodore Ln	9	2,279	6,306	**55**	Moderate	RES-U	ACP
1451	903	376	1790	70	Commodore Ln	Lewis Pl	Susan Pl	148	1860	1860 - Commodore Ln	9	2,279	6,306	**55**	Moderate	RES-U	ACP
2471	352	377	1790	80	Commodore Ln	Susan Pl	Edna Pl	171	1860	1860 - Commodore Ln	9	2,279	6,306	**55**	Moderate	RES-U	ACP
2470	353	378	1790	90	Commodore Ln	Edna Pl	NW END	630	1860	1860 - Commodore Ln	9	2,279	6,306	**55**	Moderate	RES-U	ACP
1381	344	367	1820	10	Coral Pl	Capstan Pl	EAST END	215	1870	1870 - Coral Pl	1	215	812	**41**	Moderate	RES-U	ACP
1401	519	546	1830	10	Cosgrove St	Shepard Way	Cosgrove St	173	1880	1880 - Cosgrove St	3	933	1,755	**88**	Moderate	RES-U	ACP
2748	30	33	1830	20	Cosgrove St	Cosgrove St	Cosgrove St	223	1880	1880 - Cosgrove St	3	933	1,755	**88**	Moderate	RES-U	ACP
2320	517	544	1830	30	Cosgrove St	Cosgrove St	Cosgrove St	537	1880	1880 - Cosgrove St	3	933	1,755	**88**	Moderate	RES-U	ACP
1400	518	545	1840	10	Cosgrove St	Cosgrove St	Wyatt Way	329	1890	1890 - Cosgrove St	1	329	768	**89**	Moderate	RES-U	ACP
2692	95	108	1850	10	Country Club Rd	Blakely Ave	Fort Ward Hill Rd	1,082	1900	1900 - Country Club Rd	4	4,207	10,687	**71**	Moderate	COL	ACP
1038	96	109	1850	20	Country Club Rd	Fort Ward Hill Rd	Private	2,277	1900	1900 - Country Club Rd	4	4,207	10,687	**71**	Moderate	COL	ACP
2691	96	109	1850	30	Country Club Rd	Private	Toe Jam Hill Rd	768	1900	1900 - Country Club Rd	4	4,207	10,687	**71**	Moderate	COL	ACP
1018	555	585	1850	40	Country Club Rd	Toe Jam Hill Rd	Private	80	1900	1900 - Country Club Rd	4	4,207	10,687	**71**	Moderate	COL	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary **6/1/2014**

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2286	555	585	1850	50	Country Club Rd	Private	Upper Farms Rd	3,796	19	8,014	COL	ACP	19	35	**24**	Moderate	V Poor	71	8	**23**
2730	51	57	1860	10	County Park Rd	West Port Madison Rd	Gordon Dr	649	20	1,442	COL	ACP	94	82	**90**	Moderate	Excellent	3	3	**89**
2731	50	56	1860	20	County Park Rd	Gordon Dr	Grotle Rd	565	19	1,193	COL	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
1948	948	902	1860	30	County Park Rd	Grotle Rd	Broom St	580	16	1,031	RES-S	ACP	46	35	**42**	Moderate	Marginal	51	3	**42**
1996	892	232	1890	10	Crown Dr	Kenwood Ave	Day Rd	671	19	1,417	RES-U	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
1264	898	286	1900	10	Crystal Springs Rd	Point White Dr	Crystal Springs Hill Ln	3,228	22	7,891	COL	ACP	53	56	**54**	Weak	Fair	43	4	**53**
1016	898	286	1900	20	Crystal Springs Rd	Crystal Springs Hill Ln	Crystal Ln	223	19	471	COL	ACP	97	88	**94**	Moderate	Excellent	0	3	**94**
1263	898	286	1900	30	Crystal Springs Rd	Crystal Ln	Private	261	21	609	COL	ACP	62	43	**55**	Moderate	Fair	22	17	**54**
1600	1363	286	1900	40	Crystal Springs Rd	Private	Private	479	20	1,064	COL	ACP	63	64	**63**	Moderate	Good	25	9	**62**
1015	1363	286	1900	50	Crystal Springs Rd	Private	Baker Hill Rd	3,380	20	7,511	COL	ACP	71	59	**67**	Moderate	Good	22	3	**66**
2540	264	283	1900	60	Crystal Springs Rd	Baker Hill Rd	Sullivan Rd	362	19	764	COL	ACP	47	33	**43**	Moderate	Marginal	44	8	**42**
1095	265	284	1900	70	Crystal Springs Rd	Sullivan Rd	Crystal Springs Rd	3,447	18	6,894	RES-S	ACP	41	57	**46**	Moderate	Marginal	45	4	**45**
2486	328	350	1910	10	Daniel Ct	Madison Ave	NW END	812	25	2,256	RES-S	ACP	77	58	**71**	Moderate	V Good	12	11	**70**
2182	664	698	1920	10	Dapple Ct	Palamino Dr	EAST END	1,176	22	2,875	RES-U	ACP	37	37	**37**	Moderate	Poor	57	6	**36**
1257	833	878	1930	10	Day Rd	Manzanita Rd	Private	3,230	22	7,896	COL	ACP	91	79	**87**	Moderate	Excellent	1	3	**87**
1255	833	878	1930	20	Day Rd	Private	Private	91	22	222	COL	ACP	100	91	**97**	Moderate	Excellent	0	0	**97**
1253	833	878	1930	30	Day Rd	Private	Private	552	23	1,411	COL	ACP	100	90	**97**	Moderate	Excellent	0	0	**96**
1251	833	878	1930	40	Day Rd	Private	Private	132	23	337	COL	ACP	98	89	**95**	Moderate	Excellent	0	3	**94**
1249	833	878	1930	50	Day Rd	Private	Private	225	24	600	COL	ACP	97	88	**94**	Moderate	Excellent	0	3	**94**
1248	833	878	1930	60	Day Rd	Private	Private	136	24	363	COL	ACP	97	88	**94**	Moderate	Excellent	0	3	**93**
1246	833	878	1930	70	Day Rd	Private	Private	202	23	516	COL	ACP	93	82	**89**	Moderate	Excellent	0	6	**89**
1245	833	878	1930	80	Day Rd	Private	Private	369	22	902	COL	ACP	87	68	**81**	Moderate	V Good	8	5	**80**
2034	833	878	1930	90	Day Rd	Private	Miller Rd	98	22	240	COL	ACP	91	72	**84**	Moderate	V Good	1	8	**84**
1031	57	64	1930	100	Day Rd	Miller Rd	State Route 305	451	24	1,203	SART	ACP	94	81	**89**	Moderate	Excellent	2	4	**89**
1371	293	314	1930	110	Day Rd	State Route 305	Phelps Rd	100	33	367	SART	ACP	82	63	**75**	Moderate	V Good	5	13	**75**
1061	210	228	1930	120	Day Rd	Phelps Rd	Island School	741	23	1,894	SART	ACP	83	64	**77**	Moderate	V Good	14	4	**76**
1059	210	228	1930	130	Day Rd	Island School	Island School	173	22	423	SART	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
1057	210	228	1930	140	Day Rd	Island School	Private	162	22	396	SART	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2593	210	228	1930	150	Day Rd	Private	Vista Dr	2,125	24	5,667	SART	ACP	70	53	**64**	Moderate	Good	27	4	**64**
2591	212	230	1930	160	Day Rd	Vista Dr	Crown Dr	340	21	793	SART	ACP	93	80	**89**	Moderate	Excellent	3	4	**88**
2590	213	231	1930	170	Day Rd	Crown Dr	Madison Ave	825	22	2,017	SART	ACP	94	82	**90**	Moderate	Excellent	2	4	**90**
2571	233	251	1930	180	Day Rd	Madison Ave	Sunrise Dr	2,653	23	6,780	SART	ACP	70	82	**74**	Weak	V Good	28	2	**73**
2414	417	444	1940	10	Deercliff Rd	WEST END	Eaglecliff Rd	153	28	476	RES-U	ACP	60	35	**52**	Moderate	Fair	25	16	**51**
2663	130	143	1940	20	Deercliff Rd	Eaglecliff Rd	Fawn Pl	454	25	1,261	RES-U	ACP	32	30	**32**	Strong	Poor	40	28	**31**
2662	131	144	1940	30	Deercliff Rd	Fawn Pl	Isaac Ave	269	22	658	RES-U	ACP	35	31.6	**34**	Strong	Poor	25	37	**33**
2262	582	612	1950	10	Devenny Ave	SOUTH END	Evergreen Ave	177	11	216	RES-U	ACP	72	50	**65**	Moderate	Good	23	5	**64**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2286	555	585	1850	50	Country Club Rd	Private	Upper Farms Rd	3,796	8.0	9.5	6.3	10.0	9.0	9.4	10.0	9.2	9.3	9.7
2730	51	57	1860	10	County Park Rd	West Port Madison Rd	Gordon Dr	649	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.4	10.0	10.0
2731	50	56	1860	20	County Park Rd	Gordon Dr	Grotle Rd	565	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
1948	948	902	1860	30	County Park Rd	Grotle Rd	Broom St	580	8.7	10.0	7.3	10.0	8.8	9.1	10.0	9.5	10.0	10.0
1996	892	232	1890	10	Crown Dr	Kenwood Ave	Day Rd	671	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
1264	898	286	1900	10	Crystal Springs Rd	Point White Dr	Crystal Springs Hill Ln	3,228	8.1	9.8	10.0	10.0	10.0	6.5	9.9	9.6	10.0	10.0
1016	898	286	1900	20	Crystal Springs Rd	Crystal Springs Hill Ln	Crystal Ln	223	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0
1263	898	286	1900	30	Crystal Springs Rd	Crystal Ln	Private	261	8.8	8.2	10.0	10.0	10.0	8.5	10.0	9.5	10.0	10.0
1600	1363	286	1900	40	Crystal Springs Rd	Private	Private	479	7.7	9.1	10.0	10.0	10.0	9.4	10.0	9.6	10.0	9.6
1015	1363	286	1900	50	Crystal Springs Rd	Private	Baker Hill Rd	3,380	9.0	10.0	9.5	10.0	10.0	9.4	10.0	9.5	9.5	9.4
2540	264	283	1900	60	Crystal Springs Rd	Baker Hill Rd	Sullivan Rd	362	8.8	9.3	7.1	10.0	9.8	9.5	10.0	9.6	10.0	10.0
1095	265	284	1900	70	Crystal Springs Rd	Sullivan Rd	Crystal Springs Rd	3,447	9.4	9.7	7.4	10.0	9.6	9.2	10.0	9.7	9.3	8.7
2486	328	350	1910	10	Daniel Ct	Madison Ave	NW END	812	10.0	9.0	9.3	10.0	10.0	9.3	10.0	9.5	10.0	10.0
2182	664	698	1920	10	Dapple Ct	Palamino Dr	EAST END	1,176	9.4	9.6	6.9	10.0	8.2	9.2	10.0	9.6	9.2	10.0
1257	833	878	1930	10	Day Rd	Manzanita Rd	Private	3,230	10.0	10.0	10.0	10.0	10.0	9.9	10.0	9.5	10.0	9.4
1255	833	878	1930	20	Day Rd	Private	Private	91	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
1253	833	878	1930	30	Day Rd	Private	Private	552	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
1251	833	878	1930	40	Day Rd	Private	Private	132	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0
1249	833	878	1930	50	Day Rd	Private	Private	225	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
1248	833	878	1930	60	Day Rd	Private	Private	136	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
1246	833	878	1930	70	Day Rd	Private	Private	202	10.0	9.8	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.8
1245	833	878	1930	80	Day Rd	Private	Private	369	10.0	9.8	10.0	10.0	8.3	10.0	10.0	9.3	10.0	10.0
2034	833	878	1930	90	Day Rd	Private	Miller Rd	98	10.0	9.2	10.0	10.0	10.0	9.8	10.0	9.7	10.0	10.0
1031	57	64	1930	100	Day Rd	Miller Rd	State Route 305	451	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.2	10.0	10.0
1371	293	314	1930	110	Day Rd	State Route 305	Phelps Rd	100	10.0	8.7	10.0	10.0	10.0	9.2	10.0	9.5	10.0	10.0
1061	210	228	1930	120	Day Rd	Phelps Rd	Island School	741	8.8	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	10.0
1059	210	228	1930	130	Day Rd	Island School	Island School	173	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
1057	210	228	1930	140	Day Rd	Island School	Private	162	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2593	210	228	1930	150	Day Rd	Private	Vista Dr	2,125	8.0	10.0	10.0	10.0	10.0	8.9	10.0	9.4	10.0	10.0
2591	212	230	1930	160	Day Rd	Vista Dr	Crown Dr	340	10.0	10.0	10.0	10.0	10.0	9.5	10.0	9.4	10.0	10.0
2590	213	231	1930	170	Day Rd	Crown Dr	Madison Ave	825	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2571	233	251	1930	180	Day Rd	Madison Ave	Sunrise Dr	2,653	8.8	10.0	9.3	10.0	8.3	9.9	10.0	9.6	9.8	10.0
2414	417	444	1940	10	Deercliff Rd	WEST END	Eaglecliff Rd	153	9.6	8.5	9.4	10.0	10.0	9.3	10.0	9.4	8.7	10.0
2663	130	143	1940	20	Deercliff Rd	Eaglecliff Rd	Fawn Pl	454	10.0	6.8	7.0	10.0	10.0	9.4	10.0	9.5	9.3	10.0
2662	131	144	1940	30	Deercliff Rd	Fawn Pl	Isaac Ave	269	10.0	5.7	8.1	10.0	10.0	9.4	10.0	9.5	9.8	9.6
2262	582	612	1950	10	Devenny Ave	SOUTH END	Evergreen Ave	177	10.0	10.0	10.0	10.0	9.6	7.0	10.0	9.1	10.0	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary: Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2286	555	585	1850	50	Country Club Rd	Private	Upper Farms Rd	3,796	1910	1910 - Country Club Rd	1	3,796	8,014	**23**	Moderate	COL	ACP
2730	51	57	1860	10	County Park Rd	West Port Madison Rd	Gordon Dr	649	1920	1920 - County Park Rd	2	1,214	2,635	**91**	Moderate	COL	ACP
2731	50	56	1860	20	County Park Rd	Gordon Dr	Grotle Rd	565	1920	1920 - County Park Rd	2	1,214	2,635	**91**	Moderate	COL	ACP
1948	948	902	1860	30	County Park Rd	Grotle Rd	Broom St	580	1930	1930 - County Park Rd	1	580	1,031	**42**	Moderate	RES-S	ACP
1996	892	232	1890	10	Crown Dr	Kenwood Ave	Day Rd	671	1940	1940 - Crown Dr	1	671	1,417	**93**	Moderate	RES-U	ACP
1264	898	286	1900	10	Crystal Springs Rd	Point White Dr	Crystal Springs Hill Ln	3,228	1950	1950 - Crystal Springs Rd	1	3,228	7,891	**53**	Weak	COL	ACP
1016	898	286	1900	20	Crystal Springs Rd	Crystal Springs Hill Ln	Crystal Ln	223	1960	1960 - Crystal Springs Rd	1	223	471	**94**	Moderate	COL	ACP
1263	898	286	1900	30	Crystal Springs Rd	Crystal Ln	Private	261	1970	1970 - Crystal Springs Rd	2	740	1,673	**59**	Moderate	COL	ACP
1600	1363	286	1900	40	Crystal Springs Rd	Private	Private	479	1970	1970 - Crystal Springs Rd	2	740	1,673	**59**	Moderate	COL	ACP
1015	1363	286	1900	50	Crystal Springs Rd	Private	Baker Hill Rd	3,380	1980	1980 - Crystal Springs Rd	2	3,742	8,275	**64**	Moderate	COL	ACP
2540	264	283	1900	60	Crystal Springs Rd	Baker Hill Rd	Sullivan Rd	362	1980	1980 - Crystal Springs Rd	2	3,742	8,275	**64**	Moderate	COL	ACP
1095	265	284	1900	70	Crystal Springs Rd	Sullivan Rd	Crystal Springs Rd	3,447	1990	1990 - Crystal Springs Rd	1	3,447	6,894	**45**	Moderate	RES-S	ACP
2486	328	350	1910	10	Daniel Ct	Madison Ave	NW END	812	2000	2000 - Daniel Ct	1	812	2,256	**70**	Moderate	RES-S	ACP
2182	664	698	1920	10	Dapple Ct	Palamino Dr	EAST END	1,176	2010	2010 - Dapple Ct	1	1,176	2,875	**36**	Moderate	RES-U	ACP
1257	833	878	1930	10	Day Rd	Manzanita Rd	Private	3,230	2020	2020 - Day Rd	1	3,230	7,896	**87**	Moderate	COL	ACP
1255	833	878	1930	20	Day Rd	Private	Private	91	2030	2030 - Day Rd	8	1,805	4,591	**91**	Moderate	COL	ACP
1253	833	878	1930	30	Day Rd	Private	Private	552	2030	2030 - Day Rd	8	1,805	4,591	**91**	Moderate	COL	ACP
1251	833	878	1930	40	Day Rd	Private	Private	132	2030	2030 - Day Rd	8	1,805	4,591	**91**	Moderate	COL	ACP
1249	833	878	1930	50	Day Rd	Private	Private	225	2030	2030 - Day Rd	8	1,805	4,591	**91**	Moderate	COL	ACP
1248	833	878	1930	60	Day Rd	Private	Private	136	2030	2030 - Day Rd	8	1,805	4,591	**91**	Moderate	COL	ACP
1246	833	878	1930	70	Day Rd	Private	Private	202	2030	2030 - Day Rd	8	1,805	4,591	**91**	Moderate	COL	ACP
1245	833	878	1930	80	Day Rd	Private	Private	369	2030	2030 - Day Rd	8	1,805	4,591	**91**	Moderate	COL	ACP
2034	833	878	1930	90	Day Rd	Private	Miller Rd	98	2030	2030 - Day Rd	8	1,805	4,591	**91**	Moderate	COL	ACP
1031	57	64	1930	100	Day Rd	Miller Rd	State Route 305	451	2040	2040 - Day Rd	5	1,627	4,282	**83**	Moderate	SART	ACP
1371	293	314	1930	110	Day Rd	State Route 305	Phelps Rd	100	2040	2040 - Day Rd	5	1,627	4,282	**83**	Moderate	SART	ACP
1061	210	228	1930	120	Day Rd	Phelps Rd	Island School	741	2040	2040 - Day Rd	5	1,627	4,282	**83**	Moderate	SART	ACP
1059	210	228	1930	130	Day Rd	Island School	Island School	173	2040	2040 - Day Rd	5	1,627	4,282	**83**	Moderate	SART	ACP
1057	210	228	1930	140	Day Rd	Island School	Private	162	2040	2040 - Day Rd	5	1,627	4,282	**83**	Moderate	SART	ACP
2593	210	228	1930	150	Day Rd	Private	Vista Dr	2,125	2050	2050 - Day Rd	1	2,125	5,667	**64**	Moderate	SART	ACP
2591	212	230	1930	160	Day Rd	Vista Dr	Crown Dr	340	2060	2060 - Day Rd	2	1,165	2,810	**89**	Moderate	SART	ACP
2590	213	231	1930	170	Day Rd	Crown Dr	Madison Ave	825	2060	2060 - Day Rd	2	1,165	2,810	**89**	Moderate	SART	ACP
2571	233	251	1930	180	Day Rd	Madison Ave	Sunrise Dr	2,653	2070	2070 - Day Rd	1	2,653	6,780	**73**	Weak	SART	ACP
2414	417	444	1940	10	Deercliff Rd	WEST END	Eaglecliff Rd	153	2080	2080 - Deercliff Rd	3	876	2,395	**36**	Strong	RES-U	ACP
2663	130	143	1940	20	Deercliff Rd	Eaglecliff Rd	Fawn Pl	454	2080	2080 - Deercliff Rd	3	876	2,395	**36**	Strong	RES-U	ACP
2662	131	144	1940	30	Deercliff Rd	Fawn Pl	Isaac Ave	269	2080	2080 - Deercliff Rd	3	876	2,395	**36**	Strong	RES-U	ACP
2262	582	612	1950	10	Devenny Ave	SOUTH END	Evergreen Ave	177	2090	2090 - Devenny Ave	1	177	216	**64**	Moderate	RES-U	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014: Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2159	689	725	1960	10	Diamond Dr	SOUTH END	Diamond Pl	1,013	26	2,926	RES-S	ACP	87	68	**80**	Moderate	V Good	3	10	**80**
1389	401	428	1970	10	Dingley Rd	Cherry Ave	Alder Ave	232	25	644	RES-U	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
2745	33	37	1970	20	Dingley Rd	Alder Ave	Park Ave	428	27	1,284	RES-U	ACP	93	78	**88**	Moderate	Excellent	1	7	**87**
1453	909	423	1980	10	Dingley Rd	WEST END	Fairview Ave	376	14	585	RES-U	ACP	63	40	**56**	Moderate	Fair	31	5	**55**
1997	890	171	2000	10	Dolphin Dr	Agatewood Rd	Agate Pass Rd	1,305	22	3,190	COL	ACP	85	68	**79**	Moderate	V Good	12	3	**78**
1368	271	290	2000	20	Dolphin Dr	Agate Pass Rd	Agate Point Rd	1,301	22	3,180	COL	ACP	95	86	**92**	Moderate	Excellent	1	4	**92**
2399	433	460	2010	10	Donald Pl	Eagle Pl	NE END	669	20	1,487	RES-U	ACP	72	50	**65**	Moderate	Good	17	11	**64**
2283	559	589	2020	10	Douglas Dr	Hilltop Dr	Radio School Rd	1,126	21	2,627	RES-U	ACP	85	66	**78**	Moderate	V Good	9	6	**78**
2284	557	587	2020	20	Douglas Dr	Radio School Rd	NORTH END	518	23	1,324	RES-U	ACP	61	40	**54**	Moderate	Fair	34	5	**53**
2304	537	566	2070	10	Eagle Harbor Rd	Bucklin Hill Rd	Eagle Harbor Ln	2,817	22	6,886	SART	ACP	74	61	**70**	Moderate	Good	23	4	**69**
1174	537	566	2070	20	Eagle Harbor Rd	Eagle Harbor Ln	Harbor Crest Dr	151	21	352	SART	ACP	93	82	**89**	Moderate	Excellent	0	3	**89**
2682	107	120	2070	30	Eagle Harbor Rd	Harbor Crest Dr	Wimsey Ave	2,265	23	5,788	SART	ACP	89	72	**84**	Moderate	V Good	7	3	**83**
2301	540	569	2070	40	Eagle Harbor Rd	Wimsey Ave	Rose Lp	1,083	22	2,647	SART	ACP	74	69	**72**	Moderate	V Good	20	3	**72**
2299	542	571	2070	60	Eagle Harbor Rd	Rose Lp	Rose Lp	1,312	23	3,353	SART	ACP	71	61	**68**	Moderate	Good	7	4	**67**
2297	544	573	2070	70	Eagle Harbor Rd	Rose Lp	Packard Ln	807	23	2,062	SART	ACP	85	66	**78**	Moderate	V Good	11	5	**78**
1176	544	573	2070	80	Eagle Harbor Rd	Packard Ln	New Sweden Ave	514	22	1,256	SART	ACP	86	67	**80**	Moderate	V Good	7	7	**79**
2296	545	574	2070	90	Eagle Harbor Rd	New Sweden Ave	Ward Ave	299	25	831	SART	ACP	90	70	**84**	Moderate	V Good	5	5	**83**
2290	551	580	2070	100	Eagle Harbor Rd	Ward Ave	Taylor Ave	1,013	22	2,476	SART	ACP	83	72	**79**	Moderate	V Good	11	6	**78**
2289	552	581	2070	120	Eagle Harbor Rd	Taylor Ave	Rockaway Beach Rd	2,506	24	6,683	COL	ACP	67	88	**74**	Moderate	V Good	19	14	**73**
1980	912	461	2090	10	Eagle Pl	Eagle Place	Irene Pl	190	18	380	RES-U	ACP	25	15	**22**	Moderate	V Poor	68	7	**21**
2403	428	455	2090	20	Eagle Pl	Irene Pl	Hawley Way	229	20	509	RES-U	ACP	86	67	**80**	Moderate	V Good	11	3	**79**
2400	431	458	2090	30	Eagle Pl	Hawley Way	Donald Pl	194	22	474	RES-U	ACP	67	42	**59**	Moderate	Fair	29	3	**58**
1394	432	459	2090	40	Eagle Pl	Donald Pl	NORTH END	186	15	310	RES-U	ACP	51	36	**46**	Moderate	Marginal	33	15	**45**
2398	434	461	2100	10	Eagle Place	Ferncliff Ave	Eagle Pl	595	18	1,190	RES-U	ACP	82	64	**76**	Moderate	V Good	14	4	**76**
2413	418	445	2110	10	Eaglecliff Rd	Deercliff Rd	Beaver Bend	719	25	1,997	RES-U	ACP	37	57	**43**	Moderate	Marginal	38	26	**42**
2664	129	142	2110	20	Eaglecliff Rd	Beaver Bend	Ferncliff Ave	358	26	1,034	RES-U	ACP	21	49	**30**	Weak	Poor	77	3	**29**
1169	526	554	2120	10	Eakin Dr	Eakin Dr	Eakin Dr	789	15	1,315	RES-U	ACP	37	30	**35**	Moderate	Poor	58	5	**34**
1171	526	554	2120	20	Eakin Dr	Eakin Dr	Wyatt Way	752	19	1,588	RES-U	ACP	83	64	**77**	Moderate	V Good	11	7	**76**
2494	319	340	2130	10	Eastwind Ct	NW END	Windsong Lp	266	31	916	RES-S	ACP	69	45	**61**	Moderate	Good	15	17	**60**
1386	354	379	2140	10	Edna Pl	Commodore Ln	EAST END	119	40	529	RES-U	ACP	82	64	**76**	Moderate	V Good	14	3	**76**
1382	348	371	2150	10	Elizabeth Pl	WEST END	Commodore Ln	255	21	595	RES-U	ACP	9	16	**11**	Weak	V Poor	89	2	**11**
2606	196	214	2160	10	Ellingsen Rd	Ellingsen	Phelps Rd	2,430	16	4,320	RES-S	ACP	59	58	**59**	Weak	Fair	38	3	**58**
2165	683	719	2170	10	Emerald Way	SW END	Ruby Way	81	12	108	RES-S	ACP	97	87	**94**	Moderate	Excellent	0	4	**93**
2698	88	99	2170	20	Emerald Way	Ruby Way	Lynwood Center Rd	479	24	1,277	RES-S	ACP	82	64	**76**	Moderate	V Good	13	5	**76**
2514	296	317	2190	20	Eric Ave	Kenneth Pl	Katharine Pl	430	23	1,099	RES-U	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2511	299	320	2190	30	Eric Ave	Katharine Pl	Madison Ave	254	21	593	RES-U	ACP	92	78	**88**	Moderate	Excellent	4	4	**87**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2159	689	725	1960	10	Diamond Dr	SOUTH END	Diamond Pl	1,013	10.0	9.1	9.7	10.0	10.0	10.0	10.0	9.4	9.9	10.0
1389	401	428	1970	10	Dingley Rd	Cherry Ave	Alder Ave	232	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2745	33	37	1970	20	Dingley Rd	Alder Ave	Park Ave	428	10.0	9.7	10.0	10.0	10.0	9.9	10.0	9.3	10.0	10.0
1453	909	423	1980	10	Dingley Rd	WEST END	Fairview Ave	376	10.0	9.8	7.8	10.0	9.3	9.5	10.0	9.4	9.7	10.0
1997	890	171	2000	10	Dolphin Dr	Agatewood Rd	Agate Pass Rd	1,305	8.9	10.0	10.0	10.0	10.0	9.9	10.0	9.4	10.0	10.0
1368	271	290	2000	20	Dolphin Dr	Agate Pass Rd	Agate Point Rd	1,301	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.4	10.0	10.0
2399	433	460	2010	10	Donald Pl	Eagle Pl	NE END	669	9.5	10.0	10.0	10.0	10.0	9.1	10.0	7.9	9.3	10.0
2283	559	589	2020	10	Douglas Dr	Hilltop Dr	Radio School Rd	1,126	10.0	9.6	9.2	10.0	9.7	10.0	10.0	9.4	10.0	10.0
2284	557	587	2020	20	Douglas Dr	Radio School Rd	NORTH END	518	8.4	9.7	9.2	10.0	10.0	9.6	10.0	9.5	9.0	10.0
2304	537	566	2070	10	Eagle Harbor Rd	Bucklin Hill Rd	Eagle Harbor Ln	2,817	8.4	10.0	9.4	10.0	10.0	9.9	10.0	9.4	9.8	10.0
1174	537	566	2070	20	Eagle Harbor Rd	Eagle Harbor Ln	Harbor Crest Dr	151	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	10.0	9.4
2682	107	120	2070	30	Eagle Harbor Rd	Harbor Crest Dr	Wimsey Ave	2,265	9.5	10.0	10.0	10.0	10.0	9.9	10.0	9.4	9.8	10.0
2301	540	569	2070	40	Eagle Harbor Rd	Wimsey Ave	Rose Lp	1,083	8.7	10.0	10.0	10.0	8.2	10.0	10.0	9.5	10.0	9.5
2299	542	571	2070	60	Eagle Harbor Rd	Rose Lp	Rose Lp	1,312	10.0	9.9	10.0	10.0	10.0	9.2	10.0	9.4	9.8	7.9
2297	544	573	2070	70	Eagle Harbor Rd	Rose Lp	Packard Ln	807	10.0	9.8	10.0	10.0	10.0	8.5	10.0	9.4	10.0	10.0
1176	544	573	2070	80	Eagle Harbor Rd	Packard Ln	New Sweden Ave	514	10.0	9.5	10.0	10.0	10.0	9.0	10.0	9.4	10.0	10.0
2296	545	574	2070	90	Eagle Harbor Rd	New Sweden Ave	Ward Ave	299	10.0	9.9	10.0	10.0	10.0	9.3	10.0	9.3	10.0	10.0
2290	551	580	2070	100	Eagle Harbor Rd	Ward Ave	Taylor Ave	1,013	10.0	9.7	9.0	10.0	10.0	9.9	10.0	9.4	10.0	10.0
2289	552	581	2070	120	Eagle Harbor Rd	Taylor Ave	Rockaway Beach Rd	2,506	10.0	9.1	8.6	10.0	9.5	10.0	10.0	8.7	9.7	10.0
1980	912	461	2090	10	Eagle Pl	Eagle Place	Irene Pl	190	4.3	10.0	10.0	10.0	10.0	8.0	10.0	8.7	10.0	10.0
2403	428	455	2090	20	Eagle Pl	Irene Pl	Hawley Way	229	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.5	9.0	10.0
2400	431	458	2090	30	Eagle Pl	Hawley Way	Donald Pl	194	8.7	10.0	10.0	10.0	10.0	8.8	10.0	9.4	9.0	10.0
1394	432	459	2090	40	Eagle Pl	Donald Pl	NORTH END	186	7.6	9.3	10.0	10.0	8.6	9.4	10.0	8.2	10.0	10.0
2398	434	461	2100	10	Eagle Place	Ferncliff Ave	Eagle Pl	595	10.0	9.9	10.0	10.0	10.0	9.3	10.0	9.4	8.9	10.0
2413	418	445	2110	10	Eaglecliff Rd	Deercliff Rd	Beaver Bend	719	8.9	7.1	8.0	10.0	10.0	9.7	10.0	9.6	9.4	10.0
2664	129	142	2110	20	Eaglecliff Rd	Beaver Bend	Ferncliff Ave	358	6.1	10.0	6.6	10.0	10.0	9.7	10.0	9.5	9.5	10.0
1169	526	554	2120	10	Eakin Dr	Eakin Dr	Eakin Dr	789	6.2	9.6	8.5	10.0	10.0	9.4	10.0	9.5	9.7	10.0
1171	526	554	2120	20	Eakin Dr	Eakin Dr	Wyatt Way	752	10.0	9.6	10.0	10.0	10.0	9.6	10.0	9.4	9.0	10.0
2494	319	340	2130	10	Eastwind Ct	NW END	Windsong Lp	266	8.8	8.3	10.0	10.0	10.0	9.6	10.0	9.5	10.0	10.0
1386	354	379	2140	10	Edna Pl	Commodore Ln	EAST END	119	10.0	10.0	10.0	10.0	10.0	8.9	10.0	9.4	9.2	10.0
1382	348	371	2150	10	Elizabeth Pl	WEST END	Commodore Ln	255	7.4	10.0	7.8	10.0	10.0	6.0	10.0	9.6	8.3	10.0
2606	196	214	2160	10	Ellingsen Rd	Ellingsen	Phelps Rd	2,430	8.9	10.0	7.4	10.0	10.0	9.9	10.0	9.5	10.0	10.0
2165	683	719	2170	10	Emerald Way	SW END	Ruby Way	81	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2698	88	99	2170	20	Emerald Way	Ruby Way	Lynwood Center Rd	479	9.2	9.8	10.0	10.0	10.0	9.9	10.0	9.5	9.4	10.0
2514	296	317	2190	20	Eric Ave	Kenneth Pl	Katharine Pl	430	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2511	299	320	2190	30	Eric Ave	Katharine Pl	Madison Ave	254	10.0	10.0	10.0	10.0	10.0	9.9	10.0	9.4	9.6	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2159	689	725	1960	10	Diamond Dr	SOUTH END	Diamond Pl	1,013	2100	2100 - Diamond Dr	1	1,013	2,926	**80**	Moderate	RES-S	ACP
1389	401	428	1970	10	Dingley Rd	Cherry Ave	Alder Ave	232	2110	2110 - Dingley Rd	2	660	1,928	**89**	Moderate	RES-U	ACP
2745	33	37	1970	20	Dingley Rd	Alder Ave	Park Ave	428	2110	2110 - Dingley Rd	2	660	1,928	**89**	Moderate	RES-U	ACP
1453	909	423	1980	10	Dingley Rd	WEST END	Fairview Ave	376	2120	2120 - Dingley Rd	1	376	585	**55**	Moderate	RES-U	ACP
1997	890	171	2000	10	Dolphin Dr	Agatewood Rd	Agate Pass Rd	1,305	2130	2130 - Dolphin Dr	2	2,606	6,370	**85**	Moderate	COL	ACP
1368	271	290	2000	20	Dolphin Dr	Agate Pass Rd	Agate Point Rd	1,301	2130	2130 - Dolphin Dr	2	2,606	6,370	**85**	Moderate	COL	ACP
2399	433	460	2010	10	Donald Pl	Eagle Pl	NE END	669	2140	2140 - Donald Pl	1	669	1,487	**64**	Moderate	RES-U	ACP
2283	559	589	2020	10	Douglas Dr	Hilltop Dr	Radio School Rd	1,126	2150	2150 - Douglas Dr	2	1,644	3,951	**70**	Moderate	RES-U	ACP
2284	557	587	2020	20	Douglas Dr	Radio School Rd	NORTH END	518	2150	2150 - Douglas Dr	2	1,644	3,951	**70**	Moderate	RES-U	ACP
2304	537	566	2070	10	Eagle Harbor Rd	Bucklin Hill Rd	Eagle Harbor Ln	2,817	2160	2160 - Eagle Harbor Rd	1	2,817	6,886	**69**	Moderate	SART	ACP
1174	537	566	2070	20	Eagle Harbor Rd	Eagle Harbor Ln	Harbor Crest Dr	151	2170	2170 - Eagle Harbor Rd	3	3,499	8,788	**80**	Moderate	SART	ACP
2682	107	120	2070	30	Eagle Harbor Rd	Harbor Crest Dr	Wimsey Ave	2,265	2170	2170 - Eagle Harbor Rd	3	3,499	8,788	**80**	Moderate	SART	ACP
2301	540	569	2070	40	Eagle Harbor Rd	Wimsey Ave	Rose Lp	1,083	2170	2170 - Eagle Harbor Rd	3	3,499	8,788	**80**	Moderate	SART	ACP
2299	542	571	2070	60	Eagle Harbor Rd	Rose Lp	Rose Lp	1,312	2180	2180 - Eagle Harbor Rd	5	3,945	9,978	**75**	Moderate	SART	ACP
2297	544	573	2070	70	Eagle Harbor Rd	Rose Lp	Packard Ln	807	2180	2180 - Eagle Harbor Rd	5	3,945	9,978	**75**	Moderate	SART	ACP
1176	544	573	2070	80	Eagle Harbor Rd	Packard Ln	New Sweden Ave	514	2180	2180 - Eagle Harbor Rd	5	3,945	9,978	**75**	Moderate	SART	ACP
2296	545	574	2070	90	Eagle Harbor Rd	New Sweden Ave	Ward Ave	299	2180	2180 - Eagle Harbor Rd	5	3,945	9,978	**75**	Moderate	SART	ACP
2290	551	580	2070	100	Eagle Harbor Rd	Ward Ave	Taylor Ave	1,013	2180	2180 - Eagle Harbor Rd	5	3,945	9,978	**75**	Moderate	SART	ACP
2289	552	581	2070	120	Eagle Harbor Rd	Taylor Ave	Rockaway Beach Rd	2,506	2190	2190 - Eagle Harbor Rd	1	2,506	6,683	**73**	Moderate	COL	ACP
1980	912	461	2090	10	Eagle Pl	Eagle Place	Irene Pl	190	2200	2200 - Eagle Pl	4	799	1,673	**54**	Moderate	RES-U	ACP
2403	428	455	2090	20	Eagle Pl	Irene Pl	Hawley Way	229	2200	2200 - Eagle Pl	4	799	1,673	**54**	Moderate	RES-U	ACP
2400	431	458	2090	30	Eagle Pl	Hawley Way	Donald Pl	194	2200	2200 - Eagle Pl	4	799	1,673	**54**	Moderate	RES-U	ACP
1394	432	459	2090	40	Eagle Pl	Donald Pl	NORTH END	186	2200	2200 - Eagle Pl	4	799	1,673	**54**	Moderate	RES-U	ACP
2398	434	461	2100	10	Eagle Place	Ferncliff Ave	Eagle Pl	595	2210	2210 - Eagle Place	1	595	1,190	**76**	Moderate	RES-U	ACP
2413	418	445	2110	10	Eaglecliff Rd	Deercliff Rd	Beaver Bend	719	2220	2220 - Eaglecliff Rd	2	1,077	3,031	**38**	Moderate	RES-U	ACP
2664	129	142	2110	20	Eaglecliff Rd	Beaver Bend	Ferncliff Ave	358	2220	2220 - Eaglecliff Rd	2	1,077	3,031	**38**	Moderate	RES-U	ACP
1169	526	554	2120	10	Eakin Dr	Eakin Dr	Eakin Dr	789	2230	2230 - Eakin Dr	2	1,541	2,903	**57**	Moderate	RES-U	ACP
1171	526	554	2120	20	Eakin Dr	Eakin Dr	Wyatt Way	752	2230	2230 - Eakin Dr	2	1,541	2,903	**57**	Moderate	RES-U	ACP
2494	319	340	2130	10	Eastwind Ct	NW END	Windsong Lp	266	2240	2240 - Eastwind Ct	1	266	916	**60**	Moderate	RES-S	ACP
1386	354	379	2140	10	Edna Pl	Commodore Ln	EAST END	119	2250	2250 - Edna Pl	1	119	529	**76**	Moderate	RES-U	ACP
1382	348	371	2150	10	Elizabeth Pl	WEST END	Commodore Ln	255	2260	2260 - Elizabeth Pl	1	255	595	**11**	Weak	RES-U	ACP
2606	196	214	2160	10	Ellingsen Rd	Ellingsen	Phelps Rd	2,430	2270	2270 - Ellingsen Rd	1	2,430	4,320	**58**	Weak	RES-S	ACP
2165	683	719	2170	10	Emerald Way	SW END	Ruby Way	81	2280	2280 - Emerald Way	2	560	1,385	**77**	Moderate	RES-S	ACP
2698	88	99	2170	20	Emerald Way	Ruby Way	Lynwood Center Rd	479	2280	2280 - Emerald Way	2	560	1,385	**77**	Moderate	RES-S	ACP
2514	296	317	2190	20	Eric Ave	Kenneth Pl	Katharine Pl	430	2290	2290 - Eric Ave	2	684	1,692	**91**	Moderate	RES-U	ACP
2511	299	320	2190	30	Eric Ave	Katharine Pl	Madison Ave	254	2290	2290 - Eric Ave	2	684	1,692	**91**	Moderate	RES-U	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary **6/1/2014**

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
1140	446	473	2200	10	Ericksen Ave	Winslow Way	Private	424	29	1,366	COL	ACP	93	81	**89**	Moderate	Excellent	2	5	**89**
2386	446	473	2200	20	Ericksen Ave	Private	Wyatt St	908	27	2,724	COL	ACP	85	67	**79**	Moderate	V Good	1	13	**78**
1141	447	474	2200	30	Ericksen Ave	Wyatt St	Wintersweet Rd	367	28	1,142	COL	ACP	92	77	**87**	Moderate	Excellent	1	7	**86**
2385	447	474	2200	40	Ericksen Ave	Wintersweet Rd	Knetchel Way	295	26	852	COL	ACP	84	69	**79**	Moderate	V Good	6	10	**78**
2384	448	475	2200	50	Ericksen Ave	Knetchel Way	Wallace Way	664	31	2,287	COL	ACP	54	56	**55**	Moderate	Fair	40	6	**54**
2631	169	186	2220	10	Euclid Ave	Washington Ave	Euclid Ave	584	22	1,428	RES-U	ACP	89	70	**83**	Moderate	V Good	6	5	**82**
2632	168	185	2220	20	Euclid Ave	Euclid Ave	Meigs St	1,405	22	3,434	RES-U	ACP	86	68	**80**	Moderate	V Good	10	4	**80**
9004	38	42	2220	30	Euclid Ave	Meigs St	Lafayette St	364	20	809	RES-U	ACP	34	26	**32**	Moderate	Poor	61	5	**31**
2740	38	42	2220	40	Euclid Ave	Lafayette St	Euclid Ave	876	20	1,947	RES-U	ACP	31	37	**33**	Weak	Poor	65	4	**32**
2767	5	5	2220	50	Euclid Ave	Euclid Ave	Endicott St	93	19	196	RES-U	ACP	79	60	**73**	Moderate	V Good	18	3	**72**
2633	167	184	2220	60	Euclid Ave	Endicott St	Lafayette St	757	19	1,598	RES-U	ACP	44	46	**45**	Weak	Marginal	52	4	**44**
2766	6	6	2240	10	Euclid Ave	Euclid Ave	Endicott St	1,711	15	2,852	RES-U	ACP	75	54	**68**	Moderate	Good	21	4	**67**
2620	182	200	2240	20	Euclid Ave	Endicott St	Lafayette St	404	19	853	RES-U	ACP	87	68	**81**	Moderate	V Good	9	4	**80**
2617	185	203	2240	30	Euclid Ave	Lafayette St	Phelps Rd	2,275	23	5,814	RES-U	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
2261	583	613	2280	10	Evergreen Ave	Fort Ward Hill Rd	Parade Grounds Ave	405	17	765	RES-U	ACP	67	42	**59**	Moderate	Fair	21	12	**58**
2268	576	606	2280	20	Evergreen Ave	Parade Grounds Ave	Devenny Ave	116	17	219	RES-U	ACP	70	50	**64**	Moderate	Good	18	12	**63**
2263	581	611	2280	30	Evergreen Ave	Devenny Ave	Parkview Dr	229	20	509	RES-U	ACP	86	68	**80**	Moderate	V Good	9	4	**80**
1177	548	577	2290	10	Ewing St	Ward Ave	Main St	206	21	481	RES-S	ACP	44	30	**40**	Moderate	Poor	52	4	**39**
2293	548	577	2290	20	Ewing St	Main St	SE END	172	23	440	RES-S	ACP	36	17	**30**	Moderate	Poor	61	3	**29**
1366	206	224	2300	10	Fairfield Pl	Teem Loop Rd	SE END	244	20	542	RES-U	ACP	89	70	**82**	Moderate	V Good	5	6	**82**
2427	399	425	2310	10	Fairview Ave	Madrona Dr	NORTH END	298	23	762	RES-U	ACP	33	25	**31**	Moderate	Poor	63	3	**30**
2429	397	423	2330	10	Fairview Ave	SOUTH END	Dingley Rd	582	22	1,423	RES-U	ACP	64	47	**58**	Moderate	Fair	28	8	**57**
1092	261	279	2340	10	Falk Rd	Manitou Beach Dr	Duncan Ln	1,451	20	3,224	RES-S	ACP	82	64	**76**	Moderate	V Good	14	4	**76**
2543	261	279	2340	20	Falk Rd	Duncan Ln	Valley Rd	1,323	18	2,646	RES-S	ACP	64	49	**59**	Moderate	Fair	33	3	**58**
1393	416	443	2350	10	Fawn Pl	Deercliff Rd	NE END	48	64	341	RES-U	ACP	34	22	**30**	Moderate	Poor	62	3	**29**
2439	387	413	2360	10	Fenton Rd	Grand Ave	NE END	440	18	880	RES-S	ACP	85	66	**79**	Moderate	V Good	9	6	**78**
2397	435	462	2370	10	Ferncliff Ave	Eagle Place	Hawley Way	376	31	1,295	SART	ACP	73	58	**68**	Moderate	Good	20	7	**67**
2406	425	452	2370	20	Ferncliff Ave	Hawley Way	Wing Point Way	948	29	3,055	SART	ACP	76	67	**73**	Moderate	V Good	11	13	**72**
2416	411	438	2370	30	Ferncliff Ave	Wing Point Way	Tiffany Meadows Dr	692	31	2,384	SART	ACP	67	62	**65**	Moderate	Good	22	12	**65**
2408	423	450	2370	40	Ferncliff Ave	Tiffany Meadows Dr	Brookcliff Ln	204	29	657	SART	ACP	70	59	**66**	Moderate	Good	22	8	**66**
2410	421	448	2370	50	Ferncliff Ave	Brookcliff Ln	Klickitat Pl	204	26	589	SART	ACP	63	60	**62**	Moderate	Good	23	14	**61**
2412	419	446	2370	60	Ferncliff Ave	Klickitat Pl	Eaglecliff Rd	457	28	1,422	SART	ACP	93	80	**89**	Moderate	Excellent	0	7	**88**
2746	32	36	2370	70	Ferncliff Ave	Eaglecliff Rd	Deercliff Rd	278	29	896	SART	ACP	76	57	**70**	Moderate	Good	15	9	**69**
2661	132	145	2370	90	Ferncliff Ave	Deercliff Rd	Ferncliff Avenue	816	30	2,720	SART	ACP	71	55	**66**	Moderate	Good	16	13	**65**
1019	1	1	2370	100	Ferncliff Ave	High School Rd	Ruddy Duck Ln	510	21	1,190	COL	ACP	64	52	**60**	Moderate	Good	26	10	**59**
2771	1	1	2370	110	Ferncliff Ave	Ruddy Duck Ln	Ruddy Duck Ln	110	24	293	COL	ACP	55	66	**58**	Weak	Fair	38	8	**57**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
1140	446	473	2200	10	Ericksen Ave	Winslow Way	Private	424	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	9.9	10.0
2386	446	473	2200	20	Ericksen Ave	Private	Wyatt St	908	10.0	8.8	10.0	10.0	10.0	9.9	10.0	9.3	9.9	10.0
1141	447	474	2200	30	Ericksen Ave	Wyatt St	Wintersweet Rd	367	10.0	9.5	10.0	10.0	10.0	9.9	10.0	9.4	10.0	10.0
2385	447	474	2200	40	Ericksen Ave	Wintersweet Rd	Knetchel Way	295	10.0	9.1	10.0	10.0	10.0	10.0	10.0	9.5	9.2	10.0
2384	448	475	2200	50	Ericksen Ave	Knetchel Way	Wallace Way	664	6.2	9.6	10.0	10.0	10.0	9.9	10.0	9.5	9.6	10.0
2631	169	186	2220	10	Euclid Ave	Washington Ave	Euclid Ave	584	10.0	9.8	10.0	10.0	9.6	9.4	10.0	9.4	10.0	10.0
2632	168	185	2220	20	Euclid Ave	Euclid Ave	Meigs St	1,405	9.3	10.0	10.0	10.0	10.0	9.6	10.0	9.3	9.9	10.0
9004	38	42	2220	30	Euclid Ave	Meigs St	Lafayette St	364	9.0	9.8	6.4	10.0	10.0	8.5	10.0	9.4	9.5	10.0
2740	38	42	2220	40	Euclid Ave	Lafayette St	Euclid Ave	876	6.9	9.8	6.9	10.0	10.0	9.5	10.0	9.5	10.0	10.0
2767	5	5	2220	50	Euclid Ave	Euclid Ave	Endicott St	93	10.0	10.0	9.0	10.0	10.0	9.8	10.0	9.5	9.2	10.0
2633	167	184	2220	60	Euclid Ave	Endicott St	Lafayette St	757	7.0	9.9	8.1	10.0	10.0	9.7	10.0	9.5	9.7	10.0
2766	6	6	2240	10	Euclid Ave	Euclid Ave	Endicott St	1,711	10.0	9.8	9.1	10.0	9.8	9.8	10.0	9.5	8.8	10.0
2620	182	200	2240	20	Euclid Ave	Endicott St	Lafayette St	404	10.0	9.9	10.0	10.0	8.6	9.7	10.0	9.4	10.0	10.0
2617	185	203	2240	30	Euclid Ave	Lafayette St	Phelps Rd	2,275	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2261	583	613	2280	10	Evergreen Ave	Fort Ward Hill Rd	Parade Grounds Ave	405	10.0	8.9	10.0	10.0	10.0	9.2	10.0	9.5	8.1	10.0
2268	576	606	2280	20	Evergreen Ave	Parade Grounds Ave	Devenny Ave	116	10.0	8.9	10.0	10.0	10.0	9.7	10.0	9.4	8.0	10.0
2263	581	611	2280	30	Evergreen Ave	Devenny Ave	Parkview Dr	229	10.0	10.0	10.0	10.0	9.6	8.9	10.0	9.2	10.0	10.0
1177	548	577	2290	10	Ewing St	Ward Ave	Main St	206	10.0	10.0	6.6	10.0	9.2	9.0	10.0	9.3	9.1	10.0
2293	548	577	2290	20	Ewing St	Main St	SE END	172	10.0	10.0	7.1	10.0	10.0	7.0	10.0	9.4	8.6	10.0
1366	206	224	2300	10	Fairfield Pl	Teem Loop Rd	SE END	244	10.0	9.6	10.0	10.0	10.0	9.3	10.0	9.4	10.0	10.0
2427	399	425	2310	10	Fairview Ave	Madrona Dr	NORTH END	298	7.6	10.0	6.9	10.0	10.0	9.2	10.0	9.4	9.5	10.0
2429	397	423	2330	10	Fairview Ave	SOUTH END	Dingley Rd	582	10.0	9.4	10.0	10.0	10.0	9.2	10.0	9.3	7.2	10.0
1092	261	279	2340	10	Falk Rd	Manitou Beach Dr	Duncan Ln	1,451	8.6	10.0	10.0	10.0	10.0	9.9	10.0	9.3	10.0	10.0
2543	261	279	2340	20	Falk Rd	Duncan Ln	Valley Rd	1,323	8.4	10.0	10.0	10.0	10.0	7.4	10.0	9.5	10.0	10.0
1393	416	443	2350	10	Fawn Pl	Deercliff Rd	NE END	48	10.0	10.0	5.5	10.0	10.0	9.1	10.0	9.4	8.6	10.0
2439	387	413	2360	10	Fenton Rd	Grand Ave	NE END	440	10.0	9.7	10.0	10.0	10.0	8.7	10.0	9.3	10.0	10.0
2397	435	462	2370	10	Ferncliff Ave	Eagle Place	Hawley Way	376	10.0	9.4	9.4	10.0	10.0	9.7	10.0	9.6	8.5	10.0
2406	425	452	2370	20	Ferncliff Ave	Hawley Way	Wing Point Way	948	10.0	8.7	8.9	10.0	10.0	10.0	10.0	9.6	10.0	10.0
2416	411	438	2370	30	Ferncliff Ave	Wing Point Way	Tiffany Meadows Dr	692	10.0	8.8	8.8	10.0	10.0	10.0	10.0	9.6	8.8	10.0
2408	423	450	2370	40	Ferncliff Ave	Tiffany Meadows Dr	Brookcliff Ln	204	10.0	9.3	7.8	10.0	10.0	9.9	10.0	9.5	10.0	10.0
2410	421	448	2370	50	Ferncliff Ave	Brookcliff Ln	Klickitat Pl	204	10.0	8.6	7.8	10.0	10.0	9.9	10.0	9.4	10.0	10.0
2412	419	446	2370	60	Ferncliff Ave	Klickitat Pl	Eaglecliff Rd	457	10.0	9.5	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2746	32	36	2370	70	Ferncliff Ave	Eaglecliff Rd	Deercliff Rd	278	10.0	9.2	8.6	10.0	10.0	9.9	10.0	9.6	10.0	10.0
2661	132	145	2370	90	Ferncliff Ave	Deercliff Rd	Ferncliff Avenue	816	10.0	8.7	8.4	10.0	10.0	9.9	10.0	9.5	10.0	10.0
1019	1	1	2370	100	Ferncliff Ave	High School Rd	Ruddy Duck Ln	510	8.6	9.1	10.0	10.0	10.0	9.8	10.0	9.5	8.6	10.0
2771	1	1	2370	110	Ferncliff Ave	Ruddy Duck Ln	Ruddy Duck Ln	110	7.9	9.3	10.0	10.0	10.0	10.0	10.0	9.6	7.8	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary: Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
1140	446	473	2200	10	Ericksen Ave	Winslow Way	Private	424	2300	2300 - Ericksen Ave	5	2,658	8,371	**74**	Moderate	COL	ACP
2386	446	473	2200	20	Ericksen Ave	Private	Wyatt St	908	2300	2300 - Ericksen Ave	5	2,658	8,371	**74**	Moderate	COL	ACP
1141	447	474	2200	30	Ericksen Ave	Wyatt St	Wintersweet Rd	367	2300	2300 - Ericksen Ave	5	2,658	8,371	**74**	Moderate	COL	ACP
2385	447	474	2200	40	Ericksen Ave	Wintersweet Rd	Knetchel Way	295	2300	2300 - Ericksen Ave	5	2,658	8,371	**74**	Moderate	COL	ACP
2384	448	475	2200	50	Ericksen Ave	Knetchel Way	Wallace Way	664	2300	2300 - Ericksen Ave	5	2,658	8,371	**74**	Moderate	COL	ACP
2631	169	186	2220	10	Euclid Ave	Washington Ave	Euclid Ave	584	2310	2310 - Euclid Ave	2	1,989	4,862	**80**	Moderate	RES-U	ACP
2632	168	185	2220	20	Euclid Ave	Euclid Ave	Meigs St	1,405	2310	2310 - Euclid Ave	2	1,989	4,862	**80**	Moderate	RES-U	ACP
9004	38	42	2220	30	Euclid Ave	Meigs St	Lafayette St	364	2320	2320 - Euclid Ave	2	1,240	2,756	**32**	Weak	RES-U	ACP
2740	38	42	2220	40	Euclid Ave	Lafayette St	Euclid Ave	876	2320	2320 - Euclid Ave	2	1,240	2,756	**32**	Weak	RES-U	ACP
2767	5	5	2220	50	Euclid Ave	Euclid Ave	Endicott St	93	2330	2330 - Euclid Ave	2	850	1,794	**47**	Weak	RES-U	ACP
2633	167	184	2220	60	Euclid Ave	Endicott St	Lafayette St	757	2330	2330 - Euclid Ave	2	850	1,794	**47**	Weak	RES-U	ACP
2766	6	6	2240	10	Euclid Ave	Euclid Ave	Endicott St	1,711	2340	2340 - Euclid Ave	1	1,711	2,852	**67**	Moderate	RES-U	ACP
2620	182	200	2240	20	Euclid Ave	Endicott St	Lafayette St	404	2350	2350 - Euclid Ave	2	2,679	6,667	**90**	Moderate	RES-U	ACP
2617	185	203	2240	30	Euclid Ave	Lafayette St	Phelps Rd	2,275	2350	2350 - Euclid Ave	2	2,679	6,667	**90**	Moderate	RES-U	ACP
2261	583	613	2280	10	Evergreen Ave	Fort Ward Hill Rd	Parade Grounds Ave	405	2360	2360 - Evergreen Ave	3	750	1,493	**66**	Moderate	RES-U	ACP
2268	576	606	2280	20	Evergreen Ave	Parade Grounds Ave	Devenny Ave	116	2360	2360 - Evergreen Ave	3	750	1,493	**66**	Moderate	RES-U	ACP
2263	581	611	2280	30	Evergreen Ave	Devenny Ave	Parkview Dr	229	2360	2360 - Evergreen Ave	3	750	1,493	**66**	Moderate	RES-U	ACP
1177	548	577	2290	10	Ewing St	Ward Ave	Main St	206	2370	2370 - Ewing St	2	378	920	**34**	Moderate	RES-S	ACP
2293	548	577	2290	20	Ewing St	Main St	SE END	172	2370	2370 - Ewing St	2	378	920	**34**	Moderate	RES-S	ACP
1366	206	224	2300	10	Fairfield Pl	Teem Loop Rd	SE END	244	2380	2380 - Fairfield Pl	1	244	542	**82**	Moderate	RES-U	ACP
2427	399	425	2310	10	Fairview Ave	Madrona Dr	NORTH END	298	2390	2390 - Fairview Ave	1	298	762	**30**	Moderate	RES-U	ACP
2429	397	423	2330	10	Fairview Ave	SOUTH END	Dingley Rd	582	2400	2400 - Fairview Ave	1	582	1,423	**57**	Moderate	RES-U	ACP
1092	261	279	2340	10	Falk Rd	Manitou Beach Dr	Duncan Ln	1,451	2410	2410 - Falk Rd	2	2,774	5,870	**68**	Moderate	RES-S	ACP
2543	261	279	2340	20	Falk Rd	Duncan Ln	Valley Rd	1,323	2410	2410 - Falk Rd	2	2,774	5,870	**68**	Moderate	RES-S	ACP
1393	416	443	2350	10	Fawn Pl	Deercliff Rd	NE END	48	2420	2420 - Fawn Pl	1	48	341	**29**	Moderate	RES-U	ACP
2439	387	413	2360	10	Fenton Rd	Grand Ave	NE END	440	2430	2430 - Fenton Rd	1	440	880	**78**	Moderate	RES-S	ACP
2397	435	462	2370	10	Ferncliff Ave	Eagle Place	Hawley Way	376	2440	2440 - Ferncliff Ave	7	3,159	10,298	**71**	Moderate	SART	ACP
2406	425	452	2370	20	Ferncliff Ave	Hawley Way	Wing Point Way	948	2440	2440 - Ferncliff Ave	7	3,159	10,298	**71**	Moderate	SART	ACP
2416	411	438	2370	30	Ferncliff Ave	Wing Point Way	Tiffany Meadows Dr	692	2440	2440 - Ferncliff Ave	7	3,159	10,298	**71**	Moderate	SART	ACP
2408	423	450	2370	40	Ferncliff Ave	Tiffany Meadows Dr	Brookcliff Ln	204	2440	2440 - Ferncliff Ave	7	3,159	10,298	**71**	Moderate	SART	ACP
2410	421	448	2370	50	Ferncliff Ave	Brookcliff Ln	Klickitat Pl	204	2440	2440 - Ferncliff Ave	7	3,159	10,298	**71**	Moderate	SART	ACP
2412	419	446	2370	60	Ferncliff Ave	Klickitat Pl	Eaglecliff Rd	457	2440	2440 - Ferncliff Ave	7	3,159	10,298	**71**	Moderate	SART	ACP
2746	32	36	2370	70	Ferncliff Ave	Eaglecliff Rd	Deercliff Rd	278	2440	2440 - Ferncliff Ave	7	3,159	10,298	**71**	Moderate	SART	ACP
2661	132	145	2370	90	Ferncliff Ave	Deercliff Rd	Ferncliff Avenue	816	2450	2450 - Ferncliff Ave	1	816	2,720	**65**	Moderate	SART	ACP
1019	1	1	2370	100	Ferncliff Ave	High School Rd	Ruddy Duck Ln	510	2460	2460 - Ferncliff Ave	6	2,646	7,608	**68**	Moderate	COL	ACP
2771	1	1	2370	110	Ferncliff Ave	Ruddy Duck Ln	Ruddy Duck Ln	110	2460	2460 - Ferncliff Ave	6	2,646	7,608	**68**	Moderate	COL	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014							
													Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
1388	384	410	2370	120	Ferncliff Ave	Ruddy Duck Ln	Garibaldi Lp	150	28	467	COL	ACP	77	64	**73**	Moderate	V Good	18	5	**72**
1124	382	408	2370	130	Ferncliff Ave	Garibaldi Lp	Private	149	27	447	COL	ACP	65	65	**65**	Moderate	Good	14	20	**65**
2443	382	408	2370	140	Ferncliff Ave	Private	Garibaldi Lp	269	28	837	COL	ACP	90	71	**84**	Moderate	V Good	1	9	**83**
2442	383	409	2370	150	Ferncliff Ave	Garibaldi Lp	Grand Ave	1,458	27	4,374	COL	ACP	76	56	**70**	Moderate	Good	10	13	**69**
2462	363	388	2370	170	Ferncliff Ave	Casey St	Yaquina Ave	998	23	2,550	COL	ACP	91	73	**85**	Moderate	Excellent	6	3	**84**
2467	358	383	2370	180	Ferncliff Ave	Yaquina Ave	Lofgren Rd	1,144	23	2,924	COL	ACP	67	67	**67**	Moderate	Good	25	3	**66**
1629	1283	336	2410	10	Fieldstone Ln	Koura Rd	Leslie Ln	348	21	812	RES-S	ACP	67	43	**59**	Moderate	Fair	22	11	**59**
1300	1282	335	2410	20	Fieldstone Ln	Leslie Ln	Koura Farm Dr	120	25	333	RES-S	ACP	66	52	**61**	Moderate	Good	20	14	**60**
1630	1282	335	2410	30	Fieldstone Ln	Koura Farm Dr	Jordan Dr	355	21	828	RES-S	ACP	62	44	**56**	Moderate	Fair	23	16	**55**
1642	1262	314	2410	40	Fieldstone Ln	Jordan Dr	NORTH END	397	21	926	RES-S	ACP	71	48	**64**	Moderate	Good	26	3	**63**
2365	469	496	2420	10	Finch Pl	SOUTH END	Winslow Way	297	23	759	RES-S	ACP	30	52	**37**	Weak	Poor	65	5	**36**
2735	44	48	2430	10	Finch Rd	Wyatt Way	New Holland Ct	475	29	1,531	SART	ACP	74	53	**67**	Moderate	Good	22	4	**66**
2749	29	32	2430	20	Finch Rd	New Holland Ct	Sportsman Club Rd	833	22	2,036	SART	ACP	94	82	**90**	Moderate	Excellent	1	5	**89**
2310	531	559	2430	30	Finch Rd	Sportsman Club Rd	High School Rd	1,325	21	3,092	COL	ACP	95	85	**92**	Moderate	Excellent	1	4	**92**
2345	491	518	2440	10	Fir Acres Dr	Grow Ave	Fir Acres Dr	438	26	1,265	RES-U	ACP	69	61	**66**	Moderate	Good	28	3	**65**
2344	492	519	2440	20	Fir Acres Dr	Fir Acres Dr	Grow Ave	438	26	1,265	RES-U	ACP	54	25	**45**	Moderate	Marginal	40	6	**44**
1977	915	519	2460	10	Fir Acres Dr	Fir Acres Dr	EAST END	143	16	254	RES-U	ACP	54	30	**46**	Moderate	Marginal	41	5	**45**
2149	701	737	2470	10	Fletcher Bay Rd	Lynwood Center Rd	Vincent Rd	666	21	1,554	SART	ACP	85	68	**79**	Moderate	V Good	13	3	**79**
2151	699	735	2470	20	Fletcher Bay Rd	Vincent Rd	Bucklin Hill Rd	190	22	464	SART	ACP	83	64	**77**	Moderate	V Good	14	3	**76**
2147	703	739	2470	30	Fletcher Bay Rd	Bucklin Hill Rd	Island Center Rd	3,892	21	9,081	SART	ACP	93	78	**88**	Moderate	Excellent	5	3	**87**
1098	291	312	2470	40	Fletcher Bay Rd	Island Center Rd	Johnson Farm Ln	315	26	910	SART	ACP	100	94	**98**	Moderate	Excellent	0	0	**97**
2517	291	312	2470	50	Fletcher Bay Rd	Johnson Farm Ln	High School Rd	1,990	23	5,086	SART	ACP	87	74	**83**	Moderate	V Good	9	3	**82**
1209	705	741	2470	60	Fletcher Bay Rd	High School Rd	Gregg Farm Ln	1,062	24	2,832	SART	ACP	72	72	**72**	Weak	V Good	25	4	**71**
1007	705	741	2470	70	Fletcher Bay Rd	Gregg Farm Ln	Berganio Ln	781	21	1,822	SART	ACP	80	83	**81**	Moderate	V Good	17	3	**80**
2145	705	741	2470	80	Fletcher Bay Rd	Berganio Ln	New Brooklyn Rd	1,181	28	3,674	SART	ACP	82	76	**80**	Moderate	V Good	5	13	**80**
2131	722	759	2480	10	Fletcher Bay Rd	Woodbank Dr	Foster St	336	21	784	RES-S	ACP	76	56	**70**	Moderate	Good	20	4	**69**
2130	723	760	2480	20	Fletcher Bay Rd	Foster St	Potlatch St	311	21	726	RES-S	ACP	94	84	**91**	Moderate	Excellent	1	4	**90**
2125	728	765	2480	30	Fletcher Bay Rd	Potlatch St	Springridge Rd	328	22	802	SART	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2704	82	92	2480	40	Fletcher Bay Rd	Springridge Rd	Pitcairn Pl	795	25	2,208	SART	ACP	92	76	**86**	Moderate	Excellent	4	4	**86**
2121	734	771	2480	50	Fletcher Bay Rd	Pitcairn Pl	New Brooklyn Rd	331	25	919	SART	ACP	97	88	**94**	Moderate	Excellent	0	3	**93**
9000	0		2490	10	Fletcher Landing	WEST END	Hansen Rd	192	20	427	RES-U	ACP	37	43	**39**	Moderate	Poor	56	7	**38**
2136	714	751	2490	20	Fletcher Landing	Hansen Rd	Woodbank Dr	794	19	1,676	RES-U	ACP	18	34	**23**	Moderate	V Poor	70	3	**22**
1337	595	626	2500	10	Fort Ward Hill Rd	South Beach Rd	Watch Hill Dr	1,044	21	2,436	COL	ACP	75	54	**68**	Moderate	Good	19	6	**67**
2249	595	626	2500	20	Fort Ward Hill Rd	Watch Hill Dr	Evergreen Ave	620	23	1,584	COL	ACP	62	48	**57**	Moderate	Fair	29	9	**56**
1179	580	610	2500	30	Fort Ward Hill Rd	Evergreen Ave	Victorian Ln	776	23	1,983	COL	ACP	79	60	**73**	Moderate	V Good	14	6	**72**
2273	571	601	2500	40	Fort Ward Hill Rd	Victorian Ln	Olympic Dr	386	21	901	COL	ACP	77	58	**71**	Moderate	V Good	19	4	**70**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
1388	384	410	2370	120	Ferncliff Ave	Ruddy Duck Ln	Garibaldi Lp	150	8.1	9.8	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
1124	382	408	2370	130	Ferncliff Ave	Garibaldi Lp	Private	149	10.0	7.8	10.0	10.0	10.0	10.0	10.0	9.5	8.2	10.0
2443	382	408	2370	140	Ferncliff Ave	Private	Garibaldi Lp	269	10.0	9.3	10.0	10.0	10.0	9.9	10.0	9.4	10.0	10.0
2442	383	409	2370	150	Ferncliff Ave	Garibaldi Lp	Grand Ave	1,458	10.0	10.0	10.0	10.0	10.0	9.5	10.0	7.7	9.2	10.0
2462	363	388	2370	170	Ferncliff Ave	Casey St	Yaquina Ave	998	10.0	10.0	10.0	10.0	10.0	9.2	10.0	9.4	10.0	10.0
2467	358	383	2370	180	Ferncliff Ave	Yaquina Ave	Lofgren Rd	1,144	7.4	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.4
1629	1283	336	2410	10	Fieldstone Ln	Koura Rd	Leslie Ln	348	10.0	9.0	10.0	10.0	9.6	9.5	10.0	9.4	7.9	10.0
1300	1282	335	2410	20	Fieldstone Ln	Leslie Ln	Koura Farm Dr	120	10.0	8.6	10.0	10.0	10.0	9.8	10.0	9.4	7.7	10.0
1630	1282	335	2410	30	Fieldstone Ln	Koura Farm Dr	Jordan Dr	355	10.0	8.4	10.0	10.0	10.0	9.6	10.0	9.4	7.5	10.0
1642	1262	314	2410	40	Fieldstone Ln	Jordan Dr	NORTH END	397	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.5	7.0	10.0
2365	469	496	2420	10	Finch Pl	SOUTH END	Winslow Way	297	8.6	9.7	5.1	10.0	10.0	9.8	10.0	9.5	9.8	10.0
2735	44	48	2430	10	Finch Rd	Wyatt Way	New Holland Ct	475	8.4	9.9	10.0	10.0	9.2	9.6	10.0	9.3	10.0	10.0
2749	29	32	2430	20	Finch Rd	New Holland Ct	Sportsman Club Rd	833	10.0	9.8	10.0	10.0	10.0	9.8	10.0	9.4	10.0	10.0
2310	531	559	2430	30	Finch Rd	Sportsman Club Rd	High School Rd	1,325	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.4	10.0	10.0
2345	491	518	2440	10	Fir Acres Dr	Grow Ave	Fir Acres Dr	438	9.0	9.9	10.0	10.0	10.0	9.9	10.0	9.6	7.7	10.0
2344	492	519	2440	20	Fir Acres Dr	Fir Acres Dr	Grow Ave	438	9.0	9.5	10.0	10.0	10.0	7.8	10.0	9.5	8.2	10.0
1977	915	519	2460	10	Fir Acres Dr	Fir Acres Dr	EAST END	143	7.7	10.0	10.0	10.0	10.0	7.3	10.0	9.1	10.0	10.0
2149	701	737	2470	10	Fletcher Bay Rd	Lynwood Center Rd	Vincent Rd	666	10.0	10.0	10.0	10.0	8.9	8.9	10.0	9.5	10.0	10.0
2151	699	735	2470	20	Fletcher Bay Rd	Vincent Rd	Bucklin Hill Rd	190	10.0	10.0	10.0	10.0	7.5	9.6	10.0	9.5	10.0	10.0
2147	703	739	2470	30	Fletcher Bay Rd	Bucklin Hill Rd	Island Center Rd	3,892	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.5	9.7	10.0
1098	291	312	2470	40	Fletcher Bay Rd	Island Center Rd	Johnson Farm Ln	315	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2517	291	312	2470	50	Fletcher Bay Rd	Johnson Farm Ln	High School Rd	1,990	9.1	10.0	10.0	10.0	10.0	9.9	10.0	9.4	10.0	10.0
1209	705	741	2470	60	Fletcher Bay Rd	High School Rd	Gregg Farm Ln	1,062	7.6	10.0	10.0	10.0	10.0	9.7	10.0	9.4	10.0	10.0
1007	705	741	2470	70	Fletcher Bay Rd	Gregg Farm Ln	Berganio Ln	781	8.2	10.0	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0
2145	705	741	2470	80	Fletcher Bay Rd	Berganio Ln	New Brooklyn Rd	1,181	10.0	10.0	10.0	10.0	9.2	9.8	10.0	7.7	10.0	10.0
2131	722	759	2480	10	Fletcher Bay Rd	Woodbank Dr	Foster St	336	8.5	10.0	10.0	10.0	10.0	9.2	10.0	9.3	10.0	10.0
2130	723	760	2480	20	Fletcher Bay Rd	Foster St	Potlatch St	311	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2125	728	765	2480	30	Fletcher Bay Rd	Potlatch St	Springridge Rd	328	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2704	82	92	2480	40	Fletcher Bay Rd	Springridge Rd	Pitcairn Pl	795	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.3	9.8	10.0
2121	734	771	2480	50	Fletcher Bay Rd	Pitcairn Pl	New Brooklyn Rd	331	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
9000	0		2490	10	Fletcher Landing	WEST END	Hansen Rd	192	10.0	9.5	6.3	10.0	10.0	9.6	10.0	9.4	8.0	10.0
2136	714	751	2490	20	Fletcher Landing	Hansen Rd	Woodbank Dr	794	8.6	9.9	5.8	10.0	10.0	9.0	10.0	9.6	9.1	8.9
1337	595	626	2500	10	Fort Ward Hill Rd	South Beach Rd	Watch Hill Dr	1,044	9.6	9.5	10.0	10.0	9.0	9.3	10.0	9.6	9.2	10.0
2249	595	626	2500	20	Fort Ward Hill Rd	Watch Hill Dr	Evergreen Ave	620	8.6	9.2	9.5	10.0	10.0	9.7	10.0	9.5	9.0	10.0
1179	580	610	2500	30	Fort Ward Hill Rd	Evergreen Ave	Victorian Ln	776	9.5	9.6	10.0	10.0	10.0	9.8	10.0	9.5	8.9	10.0
2273	571	601	2500	40	Fort Ward Hill Rd	Victorian Ln	Olympic Dr	386	10.0	9.9	9.3	10.0	10.0	8.6	10.0	9.4	9.7	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
1388	384	410	2370	120	Ferncliff Ave	Ruddy Duck Ln	Garibaldi Lp	150	2460	2460 - Ferncliff Ave	6	2,646	7,608	**68**	Moderate	COL	ACP
1124	382	408	2370	130	Ferncliff Ave	Garibaldi Lp	Private	149	2460	2460 - Ferncliff Ave	6	2,646	7,608	**68**	Moderate	COL	ACP
2443	382	408	2370	140	Ferncliff Ave	Private	Garibaldi Lp	269	2460	2460 - Ferncliff Ave	6	2,646	7,608	**68**	Moderate	COL	ACP
2442	383	409	2370	150	Ferncliff Ave	Garibaldi Lp	Grand Ave	1,458	2460	2460 - Ferncliff Ave	6	2,646	7,608	**68**	Moderate	COL	ACP
2462	363	388	2370	170	Ferncliff Ave	Casey St	Yaquina Ave	998	2470	2470 - Ferncliff Ave	2	2,142	5,474	**75**	Moderate	COL	ACP
2467	358	383	2370	180	Ferncliff Ave	Yaquina Ave	Lofgren Rd	1,144	2470	2470 - Ferncliff Ave	2	2,142	5,474	**75**	Moderate	COL	ACP
1629	1283	336	2410	10	Fieldstone Ln	Koura Rd	Leslie Ln	348	2480	2480 - Fieldstone Ln	4	1,220	2,900	**59**	Moderate	RES-S	ACP
1300	1282	335	2410	20	Fieldstone Ln	Leslie Ln	Koura Farm Dr	120	2480	2480 - Fieldstone Ln	4	1,220	2,900	**59**	Moderate	RES-S	ACP
1630	1282	335	2410	30	Fieldstone Ln	Koura Farm Dr	Jordan Dr	355	2480	2480 - Fieldstone Ln	4	1,220	2,900	**59**	Moderate	RES-S	ACP
1642	1262	314	2410	40	Fieldstone Ln	Jordan Dr	NORTH END	397	2480	2480 - Fieldstone Ln	4	1,220	2,900	**59**	Moderate	RES-S	ACP
2365	469	496	2420	10	Finch Pl	SOUTH END	Winslow Way	297	2490	2490 - Finch Pl	1	297	759	**36**	Weak	RES-S	ACP
2735	44	48	2430	10	Finch Rd	Wyatt Way	New Holland Ct	475	2500	2500 - Finch Rd	2	1,308	3,567	**79**	Moderate	SART	ACP
2749	29	32	2430	20	Finch Rd	New Holland Ct	Sportsman Club Rd	833	2500	2500 - Finch Rd	2	1,308	3,567	**79**	Moderate	SART	ACP
2310	531	559	2430	30	Finch Rd	Sportsman Club Rd	High School Rd	1,325	2510	2510 - Finch Rd	1	1,325	3,092	**92**	Moderate	COL	ACP
2345	491	518	2440	10	Fir Acres Dr	Grow Ave	Fir Acres Dr	438	2520	2520 - Fir Acres Dr	2	876	2,531	**54**	Moderate	RES-U	ACP
2344	492	519	2440	20	Fir Acres Dr	Fir Acres Dr	Grow Ave	438	2520	2520 - Fir Acres Dr	2	876	2,531	**54**	Moderate	RES-U	ACP
1977	915	519	2460	10	Fir Acres Dr	Fir Acres Dr	EAST END	143	2530	2530 - Fir Acres Dr	1	143	254	**45**	Moderate	RES-U	ACP
2149	701	737	2470	10	Fletcher Bay Rd	Lynwood Center Rd	Vincent Rd	666	2540	2540 - Fletcher Bay Rd	3	4,748	11,100	**86**	Moderate	SART	ACP
2151	699	735	2470	20	Fletcher Bay Rd	Vincent Rd	Bucklin Hill Rd	190	2540	2540 - Fletcher Bay Rd	3	4,748	11,100	**86**	Moderate	SART	ACP
2147	703	739	2470	30	Fletcher Bay Rd	Bucklin Hill Rd	Island Center Rd	3,892	2540	2540 - Fletcher Bay Rd	3	4,748	11,100	**86**	Moderate	SART	ACP
1098	291	312	2470	40	Fletcher Bay Rd	Island Center Rd	Johnson Farm Ln	315	2550	2550 - Fletcher Bay Rd	2	2,305	5,996	**85**	Moderate	SART	ACP
2517	291	312	2470	50	Fletcher Bay Rd	Johnson Farm Ln	High School Rd	1,990	2550	2550 - Fletcher Bay Rd	2	2,305	5,996	**85**	Moderate	SART	ACP
1209	705	741	2470	60	Fletcher Bay Rd	High School Rd	Gregg Farm Ln	1,062	2560	2560 - Fletcher Bay Rd	3	3,024	8,329	**77**	Moderate	SART	ACP
1007	705	741	2470	70	Fletcher Bay Rd	Gregg Farm Ln	Berganio Ln	781	2560	2560 - Fletcher Bay Rd	3	3,024	8,329	**77**	Moderate	SART	ACP
2145	705	741	2470	80	Fletcher Bay Rd	Berganio Ln	New Brooklyn Rd	1,181	2560	2560 - Fletcher Bay Rd	3	3,024	8,329	**77**	Moderate	SART	ACP
2131	722	759	2480	10	Fletcher Bay Rd	Woodbank Dr	Foster St	336	2570	2570 - Fletcher Bay Rd	2	647	1,510	**79**	Moderate	RES-S	ACP
2130	723	760	2480	20	Fletcher Bay Rd	Foster St	Potlatch St	311	2570	2570 - Fletcher Bay Rd	2	647	1,510	**79**	Moderate	RES-S	ACP
2125	728	765	2480	30	Fletcher Bay Rd	Potlatch St	Springridge Rd	328	2580	2580 - Fletcher Bay Rd	3	1,454	3,930	**89**	Moderate	SART	ACP
2704	82	92	2480	40	Fletcher Bay Rd	Springridge Rd	Pitcairn Pl	795	2580	2580 - Fletcher Bay Rd	3	1,454	3,930	**89**	Moderate	SART	ACP
2121	734	771	2480	50	Fletcher Bay Rd	Pitcairn Pl	New Brooklyn Rd	331	2580	2580 - Fletcher Bay Rd	3	1,454	3,930	**89**	Moderate	SART	ACP
9000	0		2490	10	Fletcher Landing	WEST END	Hansen Rd	192	2590	2590 - Fletcher Landing	2	986	2,103	**26**	Moderate	RES-U	ACP
2136	714	751	2490	20	Fletcher Landing	Hansen Rd	Woodbank Dr	794	2590	2590 - Fletcher Landing	2	986	2,103	**26**	Moderate	RES-U	ACP
1337	595	626	2500	10	Fort Ward Hill Rd	South Beach Rd	Watch Hill Dr	1,044	2600	2600 - Fort Ward Hill Rd	5	3,423	8,364	**67**	Moderate	COL	ACP
2249	595	626	2500	20	Fort Ward Hill Rd	Watch Hill Dr	Evergreen Ave	620	2600	2600 - Fort Ward Hill Rd	5	3,423	8,364	**67**	Moderate	COL	ACP
1179	580	610	2500	30	Fort Ward Hill Rd	Evergreen Ave	Victorian Ln	776	2600	2600 - Fort Ward Hill Rd	5	3,423	8,364	**67**	Moderate	COL	ACP
2273	571	601	2500	40	Fort Ward Hill Rd	Victorian Ln	Olympic Dr	386	2600	2600 - Fort Ward Hill Rd	5	3,423	8,364	**67**	Moderate	COL	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

														Condition Summary		6/1/2014			
GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
1178	568	598	2500	50	Fort Ward Hill Rd	Olympic Dr	Belfair Ave	597	22	1,459	COL	ACP	79	59	**72**	Moderate	V Good	18	3	**72**
2278	564	594	2500	70	Fort Ward Hill Rd	Belfair Ave	Kitsap Ave	1,207	22	2,950	COL	ACP	79	60	**73**	Moderate	V Good	16	5	**72**
2260	584	614	2500	80	Fort Ward Hill Rd	Kitsap Ave	Sunny Hill Circle	675	21	1,575	COL	ACP	68	53	**63**	Moderate	Good	28	5	**62**
2258	586	617	2500	90	Fort Ward Hill Rd	Sunny Hill Circle	Bolero Dr	1,563	23	3,994	COL	ACP	6	29	**14**	Moderate	V Poor	78	8	**13**
2257	587	618	2500	100	Fort Ward Hill Rd	Bolero Dr	Country Club Rd	1,060	21	2,473	COL	ACP	95	86	**92**	Moderate	Excellent	0	5	**92**
2134	716	753	2510	10	Foster Rd	Hansen Rd	Jennie St	1,025	20	2,278	COL	ACP	85	66	**79**	Moderate	V Good	12	4	**78**
2135	715	752	2510	30	Foster Rd	Jennie St	Foster St	347	20	771	COL	ACP	79	63	**74**	Moderate	V Good	17	4	**73**
2127	726	763	2520	20	Foster St	Foster Rd	Fletcher Bay Rd	633	18	1,266	COL	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
2080	777	816	2530	10	Frey St	Battle Point Dr	Olympic View Dr	209	18	418	COL	ACP	94	83	**90**	Moderate	Excellent	2	4	**90**
2757	21	24	2530	20	Frey St	Olympic View Dr	Kirk Ave	515	18	1,030	COL	ACP	71	58	**67**	Moderate	Good	25	4	**66**
1960	934	815	2530	30	Frey St	Kirk Ave	Laurelwood Ln	287	17	542	COL	ACP	90	70	**83**	Moderate	V Good	4	7	**83**
2714	71	79	2530	40	Frey St	Laurelwood Ln	Arrow Point Dr	311	19	657	COL	ACP	93	78	**88**	Moderate	Excellent	4	4	**87**
2006	876	927	2540	10	Genevieve Pl	Koura Rd	SE END	346	26	1,000	RES-S	ACP	52	33	**46**	Strong	Marginal	29	6	**45**
2347	489	516	2560	10	Gideon St	Grow Ave	EAST END	564	21	1,316	RES-U	ACP	90	70	**83**	Moderate	V Good	5	5	**83**
2017	852	899	2570	10	Gordon Dr	County Park Rd	NE END	1,028	15	1,713	RES-S	ACP	16	40	**24**	Weak	V Poor	80	4	**23**
2313	528	556	2580	10	Gowen Pl	SOUTH END	Wyatt Way	1,408	11	1,721	RES-S	ACP	24	33	**27**	Weak	Poor	70	3	**26**
2531	277	296	2590	10	Grand Ave	Yeomalt Point Dr	Pleasant Ln	489	27	1,467	COL	ACP	86	68	**80**	Moderate	V Good	10	3	**80**
2533	275	294	2590	20	Grand Ave	Pleasant Ln	Aaron Ave	1,667	23	4,260	COL	ACP	88	81	**86**	Moderate	Excellent	6	6	**85**
2653	141	155	2590	30	Grand Ave	Aaron Ave	Byron Dr	293	26	846	COL	ACP	94	83	**90**	Moderate	Excellent	1	4	**90**
1123	377	402	2590	40	Grand Ave	Byron Dr	Broomgerrie Ln	708	25	1,967	COL	ACP	91	75	**86**	Moderate	Excellent	5	3	**85**
2448	377	402	2590	50	Grand Ave	Broomgerrie Ln	Fenton Rd	1,220	22	2,982	COL	ACP	91	83	**89**	Moderate	Excellent	1	3	**88**
2440	386	412	2590	60	Grand Ave	Fenton Rd	Ferncliff Ave	479	23	1,224	COL	ACP	95	84	**91**	Moderate	Excellent	2	3	**91**
2466	359	384	2600	10	Green Spot Pl	Lofgren Rd	NW END	934	12	1,245	RES-S	ACP	42	22	**35**	Moderate	Poor	51	4	**35**
2108	748	786	2610	10	Grizdale Ln	WEST END	Hudson Ct	838	22	2,048	RES-S	ACP	89	70	**83**	Moderate	V Good	5	5	**83**
2105	751	789	2610	20	Grizdale Ln	Hudson Ct	Stager Ct	447	21	1,043	RES-S	ACP	52	35	**47**	Moderate	Marginal	42	6	**46**
2103	753	791	2610	30	Grizdale Ln	Stager Ct	New Brooklyn Rd	236	19	498	RES-S	ACP	65	50	**60**	Moderate	Fair	29	6	**59**
1438	865	916	2620	10	Grotle Rd	SOUTH END	County Park Rd	965	12	1,287	RES-S	ACP	3	21	**9**	Weak	V Poor	94	3	**9**
2349	487	514	2630	10	Grow Ave	Winslow Way	Grow Village	342	25	950	COL	ACP	84	65	**77**	Moderate	V Good	13	4	**77**
1163	487	514	2630	20	Grow Ave	Grow Village	Shepard Way	314	25	872	COL	ACP	86	68	**80**	Moderate	V Good	10	4	**80**
2352	484	511	2630	40	Grow Ave	Shepard Way	Grow Pl	493	28	1,534	COL	ACP	71	48	**64**	Moderate	Good	25	4	**63**
1157	484	511	2630	50	Grow Ave	Grow Pl	Wyatt Way	162	28	504	COL	ACP	81	62	**75**	Moderate	V Good	16	3	**74**
2338	498	525	2630	60	Grow Ave	Wyatt Way	Gideon St	301	25	836	RES-U	ACP	63	39	**55**	Moderate	Fair	33	4	**54**
2348	488	515	2630	70	Grow Ave	Gideon St	Fir Acres Dr	378	26	1,092	RES-U	ACP	94	82	**90**	Moderate	Excellent	2	4	**90**
2346	490	517	2630	80	Grow Ave	Fir Acres Dr	Fir Acres Dr	218	23	557	RES-U	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2669	121	134	2630	90	Grow Ave	Fir Acres Dr	Wallace Way	428	25	1,189	RES-U	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2670	120	133	2630	100	Grow Ave	Wallace Way	Ihland Way	664	24	1,771	RES-U	ACP	86	67	**80**	Moderate	V Good	9	4	**80**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
1178	568	598	2500	50	Fort Ward Hill Rd	Olympic Dr	Belfair Ave	597	10.0	10.0	9.5	10.0	10.0	8.2	10.0	9.4	10.0	10.0
2278	564	594	2500	70	Fort Ward Hill Rd	Belfair Ave	Kitsap Ave	1,207	10.0	9.7	9.8	10.0	10.0	9.1	10.0	9.5	9.1	10.0
2260	584	614	2500	80	Fort Ward Hill Rd	Kitsap Ave	Sunny Hill Circle	675	8.9	9.7	9.6	10.0	9.3	9.9	10.0	9.6	8.8	10.0
2258	586	617	2500	90	Fort Ward Hill Rd	Sunny Hill Circle	Bolero Dr	1,563	9.1	9.2	5.6	10.0	8.5	9.6	10.0	9.7	8.1	9.1
2257	587	618	2500	100	Fort Ward Hill Rd	Bolero Dr	Country Club Rd	1,060	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2134	716	753	2510	10	Foster Rd	Hansen Rd	Jennie St	1,025	8.9	10.0	10.0	10.0	10.0	9.9	10.0	9.3	10.0	10.0
2135	715	752	2510	30	Foster Rd	Jennie St	Foster St	347	8.2	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2127	726	763	2520	20	Foster St	Foster Rd	Fletcher Bay Rd	633	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2080	777	816	2530	10	Frey St	Battle Point Dr	Olympic View Dr	209	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2757	21	24	2530	20	Frey St	Olympic View Dr	Kirk Ave	515	7.5	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
1960	934	815	2530	30	Frey St	Kirk Ave	Laurelwood Ln	287	10.0	9.6	10.0	10.0	10.0	9.6	10.0	9.4	9.9	10.0
2714	71	79	2530	40	Frey St	Laurelwood Ln	Arrow Point Dr	311	10.0	10.0	10.0	10.0	10.0	9.5	10.0	9.3	10.0	10.0
2006	876	927	2540	10	Genevieve Pl	Koura Rd	SE END	346	10.0	9.6	7.6	10.0	10.0	9.4	10.0	9.4	10.0	8.4
2347	489	516	2560	10	Gideon St	Grow Ave	EAST END	564	10.0	9.8	10.0	10.0	10.0	9.9	10.0	9.4	9.4	10.0
2017	852	899	2570	10	Gordon Dr	County Park Rd	NE END	1,028	9.1	9.9	3.2	10.0	9.8	9.6	10.0	9.5	10.0	10.0
2313	528	556	2580	10	Gowen Pl	SOUTH END	Wyatt Way	1,408	10.0	9.9	7.8	10.0	7.9	9.5	10.0	9.5	5.6	9.7
2531	277	296	2590	10	Grand Ave	Yeomalt Point Dr	Pleasant Ln	489	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	8.7	10.0
2533	275	294	2590	20	Grand Ave	Pleasant Ln	Aaron Ave	1,667	10.0	9.6	10.0	10.0	10.0	9.9	10.0	9.5	9.3	10.0
2653	141	155	2590	30	Grand Ave	Aaron Ave	Byron Dr	293	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
1123	377	402	2590	40	Grand Ave	Byron Dr	Broomgerrie Ln	708	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.4	10.0	10.0
2448	377	402	2590	50	Grand Ave	Broomgerrie Ln	Fenton Rd	1,220	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.5	10.0	9.4
2440	386	412	2590	60	Grand Ave	Fenton Rd	Ferncliff Ave	479	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.4	10.0	10.0
2466	359	384	2600	10	Green Spot Pl	Lofgren Rd	NW END	934	10.0	9.9	7.6	10.0	8.2	7.7	10.0	9.5	9.7	9.6
2108	748	786	2610	10	Grizdale Ln	WEST END	Hudson Ct	838	10.0	9.8	10.0	10.0	10.0	9.5	10.0	9.3	9.8	10.0
2105	751	789	2610	20	Grizdale Ln	Hudson Ct	Stager Ct	447	9.1	9.6	7.8	10.0	10.0	9.4	10.0	9.5	9.2	10.0
2103	753	791	2610	30	Grizdale Ln	Stager Ct	New Brooklyn Rd	236	10.0	9.7	7.4	10.0	10.0	9.6	10.0	9.2	10.0	10.0
1438	865	916	2620	10	Grotle Rd	SOUTH END	County Park Rd	965	10.0	10.0	3.7	10.0	10.0	7.8	10.0	9.5	8.1	10.0
2349	487	514	2630	10	Grow Ave	Winslow Way	Grow Village	342	10.0	10.0	10.0	10.0	10.0	8.2	10.0	9.4	10.0	10.0
1163	487	514	2630	20	Grow Ave	Grow Village	Shepard Way	314	9.2	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	10.0
2352	484	511	2630	40	Grow Ave	Shepard Way	Grow Pl	493	8.7	10.0	10.0	10.0	10.0	9.6	10.0	9.4	8.6	10.0
1157	484	511	2630	50	Grow Ave	Grow Pl	Wyatt Way	162	10.0	9.9	10.0	10.0	10.0	8.7	10.0	9.5	9.2	10.0
2338	498	525	2630	60	Grow Ave	Wyatt Way	Gideon St	301	8.2	10.0	10.0	10.0	10.0	7.7	10.0	9.4	10.0	10.0
2348	488	515	2630	70	Grow Ave	Gideon St	Fir Acres Dr	378	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	10.0
2346	490	517	2630	80	Grow Ave	Fir Acres Dr	Fir Acres Dr	218	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2669	121	134	2630	90	Grow Ave	Fir Acres Dr	Wallace Way	428	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2670	120	133	2630	100	Grow Ave	Wallace Way	Ihland Way	664	10.0	9.9	10.0	10.0	8.7	9.9	10.0	9.4	9.7	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary: Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
1178	568	598	2500	50	Fort Ward Hill Rd	Olympic Dr	Belfair Ave	597	2600	2600 - Fort Ward Hill Rd	5	3,423	8,364	**67**	Moderate	COL	ACP
2278	564	594	2500	70	Fort Ward Hill Rd	Belfair Ave	Kitsap Ave	1,207	2610	2610 - Fort Ward Hill Rd	2	1,882	4,525	**68**	Moderate	COL	ACP
2260	584	614	2500	80	Fort Ward Hill Rd	Kitsap Ave	Sunny Hill Circle	675	2610	2610 - Fort Ward Hill Rd	2	1,882	4,525	**68**	Moderate	COL	ACP
2258	586	617	2500	90	Fort Ward Hill Rd	Sunny Hill Circle	Bolero Dr	1,563	2620	2620 - Fort Ward Hill Rd	1	1,563	3,994	**13**	Moderate	COL	ACP
2257	587	618	2500	100	Fort Ward Hill Rd	Bolero Dr	Country Club Rd	1,060	2630	2630 - Fort Ward Hill Rd	1	1,060	2,473	**92**	Moderate	COL	ACP
2134	716	753	2510	10	Foster Rd	Hansen Rd	Jennie St	1,025	2640	2640 - Foster Rd	1	1,025	2,278	**78**	Moderate	COL	ACP
2135	715	752	2510	30	Foster Rd	Jennie St	Foster St	347	2650	2650 - Foster Rd	1	347	771	**73**	Moderate	COL	ACP
2127	726	763	2520	20	Foster St	Foster Rd	Fletcher Bay Rd	633	2660	2660 - Foster St	1	633	1,266	**91**	Moderate	COL	ACP
2080	777	816	2530	10	Frey St	Battle Point Dr	Olympic View Dr	209	2670	2670 - Frey St	4	1,322	2,647	**79**	Moderate	COL	ACP
2757	21	24	2530	20	Frey St	Olympic View Dr	Kirk Ave	515	2670	2670 - Frey St	4	1,322	2,647	**79**	Moderate	COL	ACP
1960	934	815	2530	30	Frey St	Kirk Ave	Laurelwood Ln	287	2670	2670 - Frey St	4	1,322	2,647	**79**	Moderate	COL	ACP
2714	71	79	2530	40	Frey St	Laurelwood Ln	Arrow Point Dr	311	2670	2670 - Frey St	4	1,322	2,647	**79**	Moderate	COL	ACP
2006	876	927	2540	10	Genevieve Pl	Koura Rd	SE END	346	2680	2680 - Genevieve Pl	1	346	1,000	**45**	Strong	RES-S	ACP
2347	489	516	2560	10	Gideon St	Grow Ave	EAST END	564	2690	2690 - Gideon St	1	564	1,316	**83**	Moderate	RES-U	ACP
2017	852	899	2570	10	Gordon Dr	County Park Rd	NE END	1,028	2700	2700 - Gordon Dr	1	1,028	1,713	**23**	Weak	RES-S	ACP
2313	528	556	2580	10	Gowen Pl	SOUTH END	Wyatt Way	1,408	2710	2710 - Gowen Pl	1	1,408	1,721	**26**	Weak	RES-S	ACP
2531	277	296	2590	10	Grand Ave	Yeomalt Point Dr	Pleasant Ln	489	2720	2720 - Grand Ave	3	2,449	6,574	**85**	Moderate	COL	ACP
2533	275	294	2590	20	Grand Ave	Pleasant Ln	Aaron Ave	1,667	2720	2720 - Grand Ave	3	2,449	6,574	**85**	Moderate	COL	ACP
2653	141	155	2590	30	Grand Ave	Aaron Ave	Byron Dr	293	2720	2720 - Grand Ave	3	2,449	6,574	**85**	Moderate	COL	ACP
1123	377	402	2590	40	Grand Ave	Byron Dr	Broomgerrie Ln	708	2730	2730 - Grand Ave	3	2,407	6,173	**88**	Moderate	COL	ACP
2448	377	402	2590	50	Grand Ave	Broomgerrie Ln	Fenton Rd	1,220	2730	2730 - Grand Ave	3	2,407	6,173	**88**	Moderate	COL	ACP
2440	386	412	2590	60	Grand Ave	Fenton Rd	Ferncliff Ave	479	2730	2730 - Grand Ave	3	2,407	6,173	**88**	Moderate	COL	ACP
2466	359	384	2600	10	Green Spot Pl	Lofgren Rd	NW END	934	2740	2740 - Green Spot Pl	1	934	1,245	**35**	Moderate	RES-S	ACP
2108	748	786	2610	10	Grizdale Ln	WEST END	Hudson Ct	838	2750	2750 - Grizdale Ln	3	1,521	3,590	**69**	Moderate	RES-S	ACP
2105	751	789	2610	20	Grizdale Ln	Hudson Ct	Stager Ct	447	2750	2750 - Grizdale Ln	3	1,521	3,590	**69**	Moderate	RES-S	ACP
2103	753	791	2610	30	Grizdale Ln	Stager Ct	New Brooklyn Rd	236	2750	2750 - Grizdale Ln	3	1,521	3,590	**69**	Moderate	RES-S	ACP
1438	865	916	2620	10	Grotle Rd	SOUTH END	County Park Rd	965	2760	2760 - Grotle Rd	1	965	1,287	**9**	Weak	RES-S	ACP
2349	487	514	2630	10	Grow Ave	Winslow Way	Grow Village	342	2770	2770 - Grow Ave	2	656	1,822	**78**	Moderate	COL	ACP
1163	487	514	2630	20	Grow Ave	Grow Village	Shepard Way	314	2770	2770 - Grow Ave	2	656	1,822	**78**	Moderate	COL	ACP
2352	484	511	2630	40	Grow Ave	Shepard Way	Grow Pl	493	2780	2780 - Grow Ave	2	655	2,038	**65**	Moderate	COL	ACP
1157	484	511	2630	50	Grow Ave	Grow Pl	Wyatt Way	162	2780	2780 - Grow Ave	2	655	2,038	**65**	Moderate	COL	ACP
2338	498	525	2630	60	Grow Ave	Wyatt Way	Gideon St	301	2790	2790 - Grow Ave	6	2,657	7,300	**75**	Moderate	RES-U	ACP
2348	488	515	2630	70	Grow Ave	Gideon St	Fir Acres Dr	378	2790	2790 - Grow Ave	6	2,657	7,300	**75**	Moderate	RES-U	ACP
2346	490	517	2630	80	Grow Ave	Fir Acres Dr	Fir Acres Dr	218	2790	2790 - Grow Ave	6	2,657	7,300	**75**	Moderate	RES-U	ACP
2669	121	134	2630	90	Grow Ave	Fir Acres Dr	Wallace Way	428	2790	2790 - Grow Ave	6	2,657	7,300	**75**	Moderate	RES-U	ACP
2670	120	133	2630	100	Grow Ave	Wallace Way	Ihland Way	664	2790	2790 - Grow Ave	6	2,657	7,300	**75**	Moderate	RES-U	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

															Condition Summary		6/1/2014			
GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2342	494	521	2630	110	Grow Ave	Ihland Way	High School Rd	668	25	1,856	RES-U	ACP	59	46	**55**	Moderate	Fair	37	4	**54**
2153	695	731	2640	10	Haley Lp	Ridge Ln	Ridge Ln	1,914	15	3,190	RES-S	ACP	95	85	**92**	Moderate	Excellent	0	5	**92**
2537	268	287	2650	10	Halls Hill Rd	Blakely Ave	Rockaway Bluff Rd	2,078	19	4,387	SART	ACP	51	31	**44**	Moderate	Marginal	46	3	**43**
1972	921	584	2650	20	Halls Hill Rd	Rockaway Bluff Rd	Rockaway Beach Rd	1,297	20	2,882	SART	ACP	71	49	**64**	Moderate	Good	26	3	**63**
1537	1429	750	2660	10	Hansen Rd	Springridge Rd	Sunset Pl	2,752	20	6,116	COL	ACP	47	44	**46**	Moderate	Marginal	38	3	**45**
2138	712	749	2660	20	Hansen Rd	Sunset Pl	Cove Landing	181	18	362	COL	ACP	51	43	**48**	Strong	Marginal	4	45	**47**
1536	1430	744	2660	30	Hansen Rd	Cove Landing	Sunset Pl	937	13	1,353	COL	ACP	40	31	**37**	Moderate	Poor	41	8	**36**
2140	710	746	2660	40	Hansen Rd	Sunset Pl	Foster Rd	843	17	1,592	COL	ACP	17	19	**18**	Moderate	V Poor	77	3	**17**
2703	83	94	2660	50	Hansen Rd	Foster Rd	Fletcher Landing	395	19	834	RES-U	ACP	22	6	**16**	Moderate	V Poor	75	4	**16**
2303	538	567	2670	10	Harbor Crest Dr	SOUTH END	Eagle Harbor Rd	1,381	24	3,683	RES-S	ACP	20	40	**26**	Moderate	Poor	67	5	**26**
1981	911	452	2700	10	Hawley Way	Ferncliff Ave	Morrill Pl	268	17	506	RES-U	ACP	78	59	**72**	Moderate	V Good	17	5	**71**
2405	426	453	2700	20	Hawley Way	Morrill Pl	Eagle Pl	331	17	625	RES-U	ACP	53	38	**48**	Moderate	Marginal	44	3	**47**
1561	429	456	2700	30	Hawley Way	Eagle Pl	EAST END	778	17	1,470	RES-U	ACP	71	48	**64**	Moderate	Good	25	4	**63**
2025	842	889	2710	10	Henderson Rd	Hidden Cove Rd	Ralston Rd	1,272	23	3,251	RES-S	ACP	44	62	**50**	Moderate	Marginal	32	25	**49**
2020	847	894	2710	20	Henderson Rd	Ralston Rd	Seabold Rd	2,624	18	5,248	RES-S	ACP	34	40	**36**	Moderate	Poor	46	9	**35**
1342	18	21	2720	10	Herron St	Maple St	Bayview Blvd	326	19	688	RES-U	ACP	62	42	**56**	Moderate	Fair	34	3	**54**
2026	841	888	2730	10	Hidden Cove Ln	SOUTH END	Hidden Cove Rd	340	24	907	RES-S	ACP	68	43	**59**	Moderate	Fair	26	7	**59**
2027	840	887	2740	10	Hidden Cove Rd	WEST END	Silven Ave	138	15	230	RES-S	ACP	47	14	**37**	Strong	Poor	24	26	**36**
1260	840	887	2740	20	Hidden Cove Rd	Silven Ave	Hidden Cove Ln	335	15	558	RES-S	ACP	25	18	**22**	Moderate	V Poor	63	3	**22**
1369	272	291	2740	30	Hidden Cove Rd	Hidden Cove Ln	Henderson Rd	333	18	666	RES-S	ACP	50	29	**43**	Moderate	Marginal	44	6	**42**
2728	54	60	2740	40	Hidden Cove Rd	Henderson Rd	Komedal Rd	645	20	1,433	COL	ACP	97	87	**94**	Moderate	Excellent	0	4	**93**
1025	14	17	2740	50	Hidden Cove Rd	Komedal Rd	Private	674	22	1,648	COL	ACP	100	90	**96**	Moderate	Excellent	0	1	**96**
2762	14	17	2740	60	Hidden Cove Rd	Private	Stranne Rd	648	22	1,584	COL	ACP	100	91	**97**	Moderate	Excellent	0	0	**97**
1259	839	885	2740	70	Hidden Cove Rd	Stranne Rd	Toad Holler Pl	43	27	129	COL	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
1258	839	885	2740	80	Hidden Cove Rd	Toad Holler Pl	State Route 305	516	18	1,032	COL	ACP	92	78	**88**	Moderate	Excellent	0	3	**87**
1045	165	182	2740	90	Hidden Cove Rd	State Route 305	Hidden Heights Ln	1,301	21	3,036	COL	ACP	92	76	**86**	Moderate	Excellent	4	4	**86**
2635	165	182	2740	100	Hidden Cove Rd	Hidden Heights Ln	Selfors Ln	3,766	22	9,206	COL	ACP	81	62	**75**	Moderate	V Good	11	4	**74**
2608	194	212	2740	110	Hidden Cove Rd	Selfors Ln	Spargur Loop Rd	1,326	21	3,094	COL	ACP	91	74	**86**	Moderate	Excellent	3	5	**85**
2613	189	207	2740	120	Hidden Cove Rd	Spargur Loop Rd	Phelps Rd	1,457	22	3,562	COL	ACP	94	88	**92**	Moderate	Excellent	0	0	**92**
1026	25	28	2750	10	High School Rd	Fletcher Bay Rd	Westerly Ln	3,746	23	9,573	SART	ACP	80	81	**80**	Moderate	V Good	13	3	**80**
2753	25	28	2750	20	High School Rd	Westerly Ln	Sands Ave	354	24	944	SART	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
1116	372	397	2750	30	High School Rd	Sands Ave	Private	335	26	968	SART	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
1114	372	397	2750	40	High School Rd	Private	Private	306	25	850	SART	ACP	94	83	**90**	Moderate	Excellent	3	3	**90**
2453	372	397	2750	50	High School Rd	Private	Finch Rd	682	25	1,894	SART	ACP	95	84	**91**	Moderate	Excellent	3	3	**91**
2454	371	396	2750	60	High School Rd	Finch Rd	Sportman Club Rd	606	26	1,751	SART	ACP	71	59	**67**	Moderate	Good	25	4	**66**
2455	370	395	2750	70	High School Rd	Sportman Club Rd	Weaver Ave	715	30	2,383	SART	ACP	88	75	**84**	Moderate	V Good	0	12	**83**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2342	494	521	2630	110	Grow Ave	Ihland Way	High School Rd	668	9.6	9.9	8.7	10.0	9.1	9.7	9.9	9.6	8.3	10.0
2153	695	731	2640	10	Haley Lp	Ridge Ln	Ridge Ln	1,914	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2537	268	287	2650	10	Halls Hill Rd	Blakely Ave	Rockaway Bluff Rd	2,078	6.4	10.0	10.0	10.0	9.5	8.6	10.0	9.4	10.0	10.0
1972	921	584	2650	20	Halls Hill Rd	Rockaway Bluff Rd	Rockaway Beach Rd	1,297	8.6	10.0	10.0	10.0	10.0	8.2	10.0	9.5	10.0	10.0
1537	1429	750	2660	10	Hansen Rd	Springridge Rd	Sunset Pl	2,752	9.2	9.9	7.9	10.0	10.0	9.7	10.0	9.6	9.0	8.6
2138	712	749	2660	20	Hansen Rd	Sunset Pl	Cove Landing	181	10.0	8.0	10.0	10.0	10.0	9.4	10.0	4.7	10.0	10.0
1536	1430	744	2660	30	Hansen Rd	Cove Landing	Sunset Pl	937	8.4	10.0	9.2	10.0	9.1	8.5	10.0	8.6	9.6	8.5
2140	710	746	2660	40	Hansen Rd	Sunset Pl	Foster Rd	843	6.5	9.9	7.0	10.0	9.3	8.7	10.0	9.5	9.9	9.7
2703	83	94	2660	50	Hansen Rd	Foster Rd	Fletcher Landing	395	8.1	9.9	6.5	10.0	10.0	7.6	10.0	9.4	9.3	10.0
2303	538	567	2670	10	Harbor Crest Dr	SOUTH END	Eagle Harbor Rd	1,381	7.9	10.0	6.1	10.0	10.0	9.5	10.0	9.1	9.5	8.9
1981	911	452	2700	10	Hawley Way	Ferncliff Ave	Morrill Pl	268	10.0	9.7	9.2	10.0	10.0	9.5	10.0	9.5	9.4	10.0
2405	426	453	2700	20	Hawley Way	Morrill Pl	Eagle Pl	331	8.7	10.0	8.2	10.0	10.0	9.5	10.0	9.5	8.7	10.0
1561	429	456	2700	30	Hawley Way	Eagle Pl	EAST END	778	8.4	10.0	10.0	10.0	10.0	9.4	10.0	9.4	9.3	10.0
2025	842	889	2710	10	Henderson Rd	Hidden Cove Rd	Ralston Rd	1,272	10.0	9.1	7.5	10.0	9.7	10.0	10.0	6.8	9.3	10.0
2020	847	894	2710	20	Henderson Rd	Ralston Rd	Seabold Rd	2,624	8.3	10.0	8.0	10.0	9.6	9.4	10.0	8.3	9.5	8.7
1342	18	21	2720	10	Herron St	Maple St	Bayview Blvd	326	7.6	10.0	10.0	10.0	10.0	9.5	10.0	9.4	9.0	10.0
2026	841	888	2730	10	Hidden Cove Ln	SOUTH END	Hidden Cove Rd	340	8.1	9.7	9.7	9.9	10.0	9.3	10.0	9.3	10.0	10.0
2027	840	887	2740	10	Hidden Cove Rd	WEST END	Silven Ave	138	8.2	10.0	10.0	10.0	10.0	9.0	10.0	5.4	10.0	9.6
1260	840	887	2740	20	Hidden Cove Rd	Silven Ave	Hidden Cove Ln	335	7.5	10.0	6.9	10.0	10.0	9.1	10.0	9.4	9.8	8.9
1369	272	291	2740	30	Hidden Cove Rd	Hidden Cove Ln	Henderson Rd	333	10.0	9.7	7.4	10.0	9.4	9.2	10.0	9.4	8.8	10.0
2728	54	60	2740	40	Hidden Cove Rd	Henderson Rd	Komedal Rd	645	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
1025	14	17	2740	50	Hidden Cove Rd	Komedal Rd	Private	674	10.0	9.9	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2762	14	17	2740	60	Hidden Cove Rd	Private	Stranne Rd	648	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
1259	839	885	2740	70	Hidden Cove Rd	Stranne Rd	Toad Holler Pl	43	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
1258	839	885	2740	80	Hidden Cove Rd	Toad Holler Pl	State Route 305	516	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.5
1045	165	182	2740	90	Hidden Cove Rd	State Route 305	Hidden Heights Ln	1,301	10.0	9.9	10.0	10.0	9.3	9.9	10.0	9.4	10.0	10.0
2635	165	182	2740	100	Hidden Cove Rd	Hidden Heights Ln	Selfors Ln	3,766	10.0	9.8	9.8	10.0	8.9	9.5	10.0	9.5	10.0	9.5
2608	194	212	2740	110	Hidden Cove Rd	Selfors Ln	Spargur Loop Rd	1,326	10.0	9.7	10.0	10.0	9.2	10.0	10.0	9.5	10.0	10.0
2613	189	207	2740	120	Hidden Cove Rd	Spargur Loop Rd	Phelps Rd	1,457	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3
1026	25	28	2750	10	High School Rd	Fletcher Bay Rd	Westerly Ln	3,746	9.0	10.0	10.0	10.0	10.0	9.9	10.0	9.5	9.7	9.5
2753	25	28	2750	20	High School Rd	Westerly Ln	Sands Ave	354	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
1116	372	397	2750	30	High School Rd	Sands Ave	Private	335	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
1114	372	397	2750	40	High School Rd	Private	Private	306	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.6	10.0
2453	372	397	2750	50	High School Rd	Private	Finch Rd	682	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.5	10.0	10.0
2454	371	396	2750	60	High School Rd	Finch Rd	Sportman Club Rd	606	8.6	10.0	10.0	9.9	10.0	8.4	10.0	9.5	10.0	10.0
2455	370	395	2750	70	High School Rd	Sportman Club Rd	Weaver Ave	715	10.0	8.9	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2342	494	521	2630	110	Grow Ave	Ihland Way	High School Rd	668	2790	2790 - Grow Ave	6	2,657	7,300	**75**	Moderate	RES-U	ACP
2153	695	731	2640	10	Haley Lp	Ridge Ln	Ridge Ln	1,914	2800	2800 - Haley Lp	1	1,914	3,190	**92**	Moderate	RES-S	ACP
2537	268	287	2650	10	Halls Hill Rd	Blakely Ave	Rockaway Bluff Rd	2,078	2810	2810 - Halls Hill Rd	2	3,375	7,269	**51**	Moderate	SART	ACP
1972	921	584	2650	20	Halls Hill Rd	Rockaway Bluff Rd	Rockaway Beach Rd	1,297	2810	2810 - Halls Hill Rd	2	3,375	7,269	**51**	Moderate	SART	ACP
1537	1429	750	2660	10	Hansen Rd	Springridge Rd	Sunset Pl	2,752	2820	2820 - Hansen Rd	2	2,933	6,478	**45**	Moderate	COL	ACP
2138	712	749	2660	20	Hansen Rd	Sunset Pl	Cove Landing	181	2820	2820 - Hansen Rd	2	2,933	6,478	**45**	Moderate	COL	ACP
1536	1430	744	2660	30	Hansen Rd	Cove Landing	Sunset Pl	937	2830	2830 - Hansen Rd	2	1,780	2,946	**26**	Moderate	COL	ACP
2140	710	746	2660	40	Hansen Rd	Sunset Pl	Foster Rd	843	2830	2830 - Hansen Rd	2	1,780	2,946	**26**	Moderate	COL	ACP
2703	83	94	2660	50	Hansen Rd	Foster Rd	Fletcher Landing	395	2840	2840 - Hansen Rd	1	395	834	**16**	Moderate	RES-U	ACP
2303	538	567	2670	10	Harbor Crest Dr	SOUTH END	Eagle Harbor Rd	1,381	2850	2850 - Harbor Crest Dr	1	1,381	3,683	**26**	Moderate	RES-S	ACP
1981	911	452	2700	10	Hawley Way	Ferncliff Ave	Morrill Pl	268	2860	2860 - Hawley Way	3	1,377	2,601	**61**	Moderate	RES-U	ACP
2405	426	453	2700	20	Hawley Way	Morrill Pl	Eagle Pl	331	2860	2860 - Hawley Way	3	1,377	2,601	**61**	Moderate	RES-U	ACP
1561	429	456	2700	30	Hawley Way	Eagle Pl	EAST END	778	2860	2860 - Hawley Way	3	1,377	2,601	**61**	Moderate	RES-U	ACP
2025	842	889	2710	10	Henderson Rd	Hidden Cove Rd	Ralston Rd	1,272	2870	2870 - Henderson Rd	2	3,896	8,499	**41**	Moderate	RES-S	ACP
2020	847	894	2710	20	Henderson Rd	Ralston Rd	Seabold Rd	2,624	2870	2870 - Henderson Rd	2	3,896	8,499	**41**	Moderate	RES-S	ACP
1342	18	21	2720	10	Herron St	Maple St	Bayview Blvd	326	2880	2880 - Herron St	1	326	688	**54**	Moderate	RES-U	ACP
2026	841	888	2730	10	Hidden Cove Ln	SOUTH END	Hidden Cove Rd	340	2890	2890 - Hidden Cove Ln	1	340	907	**59**	Moderate	RES-S	ACP
2027	840	887	2740	10	Hidden Cove Rd	WEST END	Silven Ave	138	2900	2900 - Hidden Cove Rd	3	806	1,454	**34**	Moderate	RES-S	ACP
1260	840	887	2740	20	Hidden Cove Rd	Silven Ave	Hidden Cove Ln	335	2900	2900 - Hidden Cove Rd	3	806	1,454	**34**	Moderate	RES-S	ACP
1369	272	291	2740	30	Hidden Cove Rd	Hidden Cove Ln	Henderson Rd	333	2900	2900 - Hidden Cove Rd	3	806	1,454	**34**	Moderate	RES-S	ACP
2728	54	60	2740	40	Hidden Cove Rd	Henderson Rd	Komedal Rd	645	2910	2910 - Hidden Cove Rd	6	3,827	8,862	**91**	Moderate	COL	ACP
1025	14	17	2740	50	Hidden Cove Rd	Komedal Rd	Private	674	2910	2910 - Hidden Cove Rd	6	3,827	8,862	**91**	Moderate	COL	ACP
2762	14	17	2740	60	Hidden Cove Rd	Private	Stranne Rd	648	2910	2910 - Hidden Cove Rd	6	3,827	8,862	**91**	Moderate	COL	ACP
1259	839	885	2740	70	Hidden Cove Rd	Stranne Rd	Toad Holler Pl	43	2910	2910 - Hidden Cove Rd	6	3,827	8,862	**91**	Moderate	COL	ACP
1258	839	885	2740	80	Hidden Cove Rd	Toad Holler Pl	State Route 305	516	2910	2910 - Hidden Cove Rd	6	3,827	8,862	**91**	Moderate	COL	ACP
1045	165	182	2740	90	Hidden Cove Rd	State Route 305	Hidden Heights Ln	1,301	2910	2910 - Hidden Cove Rd	6	3,827	8,862	**91**	Moderate	COL	ACP
2635	165	182	2740	100	Hidden Cove Rd	Hidden Heights Ln	Selfors Ln	3,766	2920	2920 - Hidden Cove Rd	1	3,766	9,206	**74**	Moderate	COL	ACP
2608	194	212	2740	110	Hidden Cove Rd	Selfors Ln	Spargur Loop Rd	1,326	2930	2930 - Hidden Cove Rd	2	2,783	6,656	**89**	Moderate	COL	ACP
2613	189	207	2740	120	Hidden Cove Rd	Spargur Loop Rd	Phelps Rd	1,457	2930	2930 - Hidden Cove Rd	2	2,783	6,656	**89**	Moderate	COL	ACP
1026	25	28	2750	10	High School Rd	Fletcher Bay Rd	Westerly Ln	3,746	2940	2940 - High School Rd	5	5,423	14,229	**84**	Moderate	SART	ACP
2753	25	28	2750	20	High School Rd	Westerly Ln	Sands Ave	354	2940	2940 - High School Rd	5	5,423	14,229	**84**	Moderate	SART	ACP
1116	372	397	2750	30	High School Rd	Sands Ave	Private	335	2940	2940 - High School Rd	5	5,423	14,229	**84**	Moderate	SART	ACP
1114	372	397	2750	40	High School Rd	Private	Private	306	2940	2940 - High School Rd	5	5,423	14,229	**84**	Moderate	SART	ACP
2453	372	397	2750	50	High School Rd	Private	Finch Rd	682	2940	2940 - High School Rd	5	5,423	14,229	**84**	Moderate	SART	ACP
2454	371	396	2750	60	High School Rd	Finch Rd	Sportman Club Rd	606	2950	2950 - High School Rd	6	2,498	7,689	**80**	Moderate	SART	ACP
2455	370	395	2750	70	High School Rd	Sportman Club Rd	Weaver Ave	715	2950	2950 - High School Rd	6	2,498	7,689	**80**	Moderate	SART	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary 6/1/2014

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2480	334	356	2750	80	High School Rd	Weaver Ave	Capstan Dr	381	29	1,228	SART	ACP	94	83	**91**	Moderate	Excellent	0	6	**90**
1112	369	394	2750	90	High School Rd	Capstan Dr	Shanti Ln	403	26	1,164	SART	ACP	90	79	**86**	Moderate	Excellent	0	10	**86**
2456	369	394	2750	100	High School Rd	Shanti Ln	Commodore Ln	250	27	750	SART	ACP	83	73	**79**	Moderate	V Good	9	8	**79**
1043	142	156	2750	110	High School Rd	Commodore Ln	Ananda Pl	143	26	413	SART	ACP	82	67	**77**	Moderate	V Good	0	18	**76**
2652	142	156	2750	130	High School Rd	Private	Lovell Ave	138	27	414	SART	ACP	72	69	**71**	Moderate	V Good	22	6	**70**
1111	368	393	2750	140	High School Rd	Lovell Ave	Private	159	28	495	SART	ACP	88	73	**83**	Moderate	V Good	2	10	**82**
2457	368	393	2750	150	High School Rd	Private	Grow Ave	160	28	498	SART	ACP	87	79	**85**	Moderate	V Good	0	13	**84**
1118	373	398	2750	160	High School Rd	Grow Ave	Private	354	35	1,377	SART	ACP	93	80	**89**	Moderate	Excellent	0	7	**88**
1117	373	398	2750	170	High School Rd	Private	Private	138	26	399	SART	ACP	94	85	**91**	Moderate	Excellent	0	6	**91**
2452	373	398	2750	180	High School Rd	Private	Madison Ave	498	29	1,605	SART	ACP	96	86	**93**	Moderate	Excellent	0	4	**92**
2451	374	399	2750	190	High School Rd	Madison Ave	State Route 305	1,351	40	6,004	SART	ACP	57	67	**60**	Weak	Good	35	7	**59**
1121	376	401	2760	10	High School Rd	State Route 305	Polly's Ln	603	43	2,881	SART	ACP	72	57	**67**	Moderate	Good	22	6	**66**
1119	376	401	2760	20	High School Rd	Polly's Ln	Stonecress Ln	367	36	1,468	SART	ACP	71	73	**72**	Moderate	V Good	20	8	**71**
2449	376	401	2760	30	High School Rd	Stonecress Ln	Ferncliff Avenue	315	36	1,260	SART	ACP	81	66	**76**	Moderate	V Good	15	4	**76**
2655	139	153	2760	40	High School Rd	Ferncliff Avenue	Alexander Pl	957	29	3,084	RES-U	ACP	78	59	**72**	Moderate	V Good	15	6	**71**
2444	381	407	2760	50	High School Rd	Alexander Pl	Aaron Ave	510	26	1,473	RES-U	ACP	94	82	**90**	Moderate	Excellent	3	4	**90**
2274	570	600	2770	10	Hilltop Dr	Parkview Dr	Belfair Ave	210	23	537	RES-U	ACP	90	70	**83**	Moderate	V Good	6	4	**83**
2734	45	49	2770	20	Hilltop Dr	Belfair Ave	Virginia Ct	154	20	342	RES-U	ACP	92	75	**86**	Moderate	Excellent	5	4	**86**
2685	102	115	2770	30	Hilltop Dr	Virginia Ct	Douglas Dr	357	22	873	RES-U	ACP	77	58	**71**	Moderate	V Good	18	5	**70**
2280	562	592	2770	40	Hilltop Dr	Douglas Dr	Private	192	20	427	RES-U	ACP	55	21	**44**	Moderate	Marginal	42	4	**43**
2107	749	787	2780	10	Hudson Ct	SW END	Grizdale Ln	383	22	936	RES-S	ACP	81	62	**75**	Moderate	V Good	16	3	**74**
2394	438	465	2790	10	Hyak Pl	SOUTH END	Kaleetan Pl	165	32	587	RES-S	ACP	91	73	**85**	Moderate	Excellent	5	4	**85**
2556	248	266	2800	20	Hyla Ave	Albertson Rd	Valley Rd	650	12	867	RES-S	ACP	40	26	**36**	Moderate	Poor	44	3	**35**
2381	451	478	2820	10	Ihland Pl	Madison Ave	Blue Heron Ave	707	22	1,728	RES-U	ACP	29	38	**32**	Moderate	Poor	56	16	**31**
2672	118	131	2830	10	Ihland Way	Lovell Ave	Grow Ave	323	21	754	RES-U	ACP	51	33	**45**	Moderate	Marginal	44	5	**44**
2340	496	523	2830	20	Ihland Way	Grow Ave	Nakata Ave	311	21	726	RES-U	ACP	60	63	**61**	Moderate	Good	22	3	**60**
2363	471	498	2830	30	Ihland Way	Nakata Ave	EAST END	325	26	939	RES-U	ACP	66	54	**62**	Moderate	Good	30	4	**61**
2251	593	624	2840	10	Intrepid Ct	SE END	Bolero Dr	249	13	360	RES-S	ACP	77	57	**71**	Moderate	V Good	20	3	**70**
2401	430	457	2850	10	Irene Pl	Eagle Pl	NE END	394	16	700	RES-U	ACP	79	59	**72**	Moderate	V Good	17	4	**72**
2415	413	440	2860	10	Isaac Ave	SOUTH END	Deercliff Rd	779	28	2,424	RES-U	ACP	76	56	**70**	Moderate	Good	19	4	**69**
1017	669	704	2870	10	Island Ave	SOUTH END	Island Ave	295	16	524	RES-S	ACP	24	24	**24**	Weak	V Poor	73	3	**23**
2178	669	704	2870	20	Island Ave	Island Ave	Baker Hill Rd	359	16	638	RES-S	ACP	11	35	**19**	Weak	V Poor	85	3	**19**
2146	704	740	2880	10	Island Center Rd	Vincent Rd	Fletcher Bay Rd	4,066	19	8,584	RES-S	ACP	47	38	**44**	Moderate	Marginal	44	6	**43**
1358	144	158	2890	10	Jeanette Pl	WEST END	Commodore Ln	230	25	639	RES-U	ACP	47	46	**47**	Weak	Marginal	50	3	**46**
1993	895	244	2900	10	John Ave	John St	Torvanger Rd	243	20	540	RES-S	ACP	49	30	**43**	Moderate	Marginal	48	3	**42**
2581	222	240	2910	10	John St	Cascade Ave	John Ave	377	20	838	RES-S	ACP	36	40	**37**	Moderate	Poor	46	2	**37**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2480	334	356	2750	80	High School Rd	Weaver Ave	Capstan Dr	381	10.0	9.6	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0
1112	369	394	2750	90	High School Rd	Capstan Dr	Shanti Ln	403	10.0	9.1	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0
2456	369	394	2750	100	High School Rd	Shanti Ln	Commodore Ln	250	10.0	9.3	10.0	10.0	10.0	10.0	10.0	9.5	8.9	10.0
1043	142	156	2750	110	High School Rd	Commodore Ln	Ananda Pl	143	10.0	8.0	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0
2652	142	156	2750	130	High School Rd	Private	Lovell Ave	138	10.0	9.6	10.0	10.0	10.0	10.0	10.0	9.4	7.3	10.0
1111	368	393	2750	140	High School Rd	Lovell Ave	Private	159	10.0	9.1	10.0	10.0	10.0	10.0	10.0	9.5	9.7	10.0
2457	368	393	2750	150	High School Rd	Private	Grow Ave	160	10.0	8.7	10.0	10.0	10.0	10.0	10.0	9.6	10.0	10.0
1118	373	398	2750	160	High School Rd	Grow Ave	Private	354	10.0	9.5	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0
1117	373	398	2750	170	High School Rd	Private	Private	138	10.0	9.6	10.0	10.0	10.0	10.0	10.0	9.5	10.0	10.0
2452	373	398	2750	180	High School Rd	Private	Madison Ave	498	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2451	374	399	2750	190	High School Rd	Madison Ave	State Route 305	1,351	8.3	9.3	8.6	10.0	10.0	10.0	10.0	9.6	9.3	10.0
1121	376	401	2760	10	High School Rd	State Route 305	Polly's Ln	603	7.8	9.7	10.0	10.0	10.0	9.9	10.0	9.3	10.0	10.0
1119	376	401	2760	20	High School Rd	Polly's Ln	Stonecress Ln	367	8.6	9.3	9.3	10.0	10.0	10.0	10.0	9.6	10.0	10.0
2449	376	401	2760	30	High School Rd	Stonecress Ln	Ferncliff Avenue	315	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.5	8.1	10.0
2655	139	153	2760	40	High School Rd	Ferncliff Avenue	Alexander Pl	957	10.0	9.7	10.0	10.0	10.0	9.9	10.0	9.3	8.2	10.0
2444	381	407	2760	50	High School Rd	Alexander Pl	Aaron Ave	510	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.4	10.0	10.0
2274	570	600	2770	10	Hilltop Dr	Parkview Dr	Belfair Ave	210	10.0	10.0	10.0	10.0	10.0	9.1	10.0	9.3	10.0	10.0
2734	45	49	2770	20	Hilltop Dr	Belfair Ave	Virginia Ct	154	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.4	10.0	10.0
2685	102	115	2770	30	Hilltop Dr	Virginia Ct	Douglas Dr	357	10.0	10.0	10.0	10.0	10.0	7.5	10.0	9.1	10.0	10.0
2280	562	592	2770	40	Hilltop Dr	Douglas Dr	Private	192	7.2	10.0	10.0	10.0	10.0	7.8	10.0	9.3	10.0	10.0
2107	749	787	2780	10	Hudson Ct	SW END	Grizdale Ln	383	9.4	10.0	9.7	10.0	10.0	9.3	10.0	9.4	9.7	10.0
2394	438	465	2790	10	Hyak Pl	SOUTH END	Kaleetan Pl	165	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.3	9.9	10.0
2556	248	266	2800	20	Hyla Ave	Albertson Rd	Valley Rd	650	10.0	10.0	6.9	10.0	10.0	8.5	10.0	9.4	9.7	8.5
2381	451	478	2820	10	Ihland Pl	Madison Ave	Blue Heron Ave	707	7.1	8.3	8.2	10.0	10.0	9.6	10.0	9.6	9.1	10.0
2672	118	131	2830	10	Ihland Way	Lovell Ave	Grow Ave	323	10.0	9.9	6.4	10.0	9.4	9.2	10.0	9.3	10.0	10.0
2340	496	523	2830	20	Ihland Way	Grow Ave	Nakata Ave	311	10.0	10.0	7.8	10.0	10.0	10.0	10.0	9.5	10.0	8.2
2363	471	498	2830	30	Ihland Way	Nakata Ave	EAST END	325	7.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2251	593	624	2840	10	Intrepid Ct	SE END	Bolero Dr	249	10.0	10.0	8.2	10.0	10.0	9.8	10.0	9.5	10.0	10.0
2401	430	457	2850	10	Irene Pl	Eagle Pl	NE END	394	8.5	10.0	10.0	10.0	10.0	9.6	10.0	9.3	10.0	10.0
2415	413	440	2860	10	Isaac Ave	SOUTH END	Deercliff Rd	779	10.0	9.9	8.9	10.0	10.0	9.6	10.0	9.4	9.4	10.0
1017	669	704	2870	10	Island Ave	SOUTH END	Island Ave	295	7.8	10.0	6.0	10.0	10.0	8.2	10.0	9.5	10.0	10.0
2178	669	704	2870	20	Island Ave	Island Ave	Baker Hill Rd	359	8.0	10.0	4.4	10.0	8.7	9.5	10.0	9.6	9.8	9.9
2146	704	740	2880	10	Island Center Rd	Vincent Rd	Fletcher Bay Rd	4,066	9.1	9.8	8.0	10.0	8.6	9.7	10.0	9.2	9.1	9.7
1358	144	158	2890	10	Jeanette Pl	WEST END	Commodore Ln	230	10.0	10.0	7.7	10.0	10.0	8.5	10.0	9.5	7.9	10.0
1993	895	244	2900	10	John Ave	John St	Torvanger Rd	243	10.0	10.0	6.8	10.0	9.4	9.4	10.0	9.5	8.9	10.0
2581	222	240	2910	10	John St	Cascade Ave	John Ave	377	10.0	10.0	7.2	10.0	8.5	9.6	10.0	9.6	9.0	8.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2480	334	356	2750	80	High School Rd	Weaver Ave	Capstan Dr	381	2950	2950 - High School Rd	6	2,498	7,689	**80**	Moderate	SART	ACP
1112	369	394	2750	90	High School Rd	Capstan Dr	Shanti Ln	403	2950	2950 - High School Rd	6	2,498	7,689	**80**	Moderate	SART	ACP
2456	369	394	2750	100	High School Rd	Shanti Ln	Commodore Ln	250	2950	2950 - High School Rd	6	2,498	7,689	**80**	Moderate	SART	ACP
1043	142	156	2750	110	High School Rd	Commodore Ln	Ananda Pl	143	2950	2950 - High School Rd	6	2,498	7,689	**80**	Moderate	SART	ACP
2652	142	156	2750	130	High School Rd	Private	Lovell Ave	138	2960	2960 - High School Rd	7	2,798	10,791	**72**	Weak	SART	ACP
1111	368	393	2750	140	High School Rd	Lovell Ave	Private	159	2960	2960 - High School Rd	7	2,798	10,791	**72**	Weak	SART	ACP
2457	368	393	2750	150	High School Rd	Private	Grow Ave	160	2960	2960 - High School Rd	7	2,798	10,791	**72**	Weak	SART	ACP
1118	373	398	2750	160	High School Rd	Grow Ave	Private	354	2960	2960 - High School Rd	7	2,798	10,791	**72**	Weak	SART	ACP
1117	373	398	2750	170	High School Rd	Private	Private	138	2960	2960 - High School Rd	7	2,798	10,791	**72**	Weak	SART	ACP
2452	373	398	2750	180	High School Rd	Private	Madison Ave	498	2960	2960 - High School Rd	7	2,798	10,791	**72**	Weak	SART	ACP
2451	374	399	2750	190	High School Rd	Madison Ave	State Route 305	1,351	2960	2960 - High School Rd	7	2,798	10,791	**72**	Weak	SART	ACP
1121	376	401	2760	10	High School Rd	State Route 305	Polly's Ln	603	2970	2970 - High School Rd	3	1,285	5,609	**69**	Moderate	SART	ACP
1119	376	401	2760	20	High School Rd	Polly's Ln	Stonecress Ln	367	2970	2970 - High School Rd	3	1,285	5,609	**69**	Moderate	SART	ACP
2449	376	401	2760	30	High School Rd	Stonecress Ln	Ferncliff Avenue	315	2970	2970 - High School Rd	3	1,285	5,609	**69**	Moderate	SART	ACP
2655	139	153	2760	40	High School Rd	Ferncliff Avenue	Alexander Pl	957	2980	2980 - High School Rd	2	1,467	4,557	**77**	Moderate	RES-U	ACP
2444	381	407	2760	50	High School Rd	Alexander Pl	Aaron Ave	510	2980	2980 - High School Rd	2	1,467	4,557	**77**	Moderate	RES-U	ACP
2274	570	600	2770	10	Hilltop Dr	Parkview Dr	Belfair Ave	210	2990	2990 - Hilltop Dr	4	913	2,178	**70**	Moderate	RES-U	ACP
2734	45	49	2770	20	Hilltop Dr	Belfair Ave	Virginia Ct	154	2990	2990 - Hilltop Dr	4	913	2,178	**70**	Moderate	RES-U	ACP
2685	102	115	2770	30	Hilltop Dr	Virginia Ct	Douglas Dr	357	2990	2990 - Hilltop Dr	4	913	2,178	**70**	Moderate	RES-U	ACP
2280	562	592	2770	40	Hilltop Dr	Douglas Dr	Private	192	2990	2990 - Hilltop Dr	4	913	2,178	**70**	Moderate	RES-U	ACP
2107	749	787	2780	10	Hudson Ct	SW END	Grizdale Ln	383	3000	3000 - Hudson Ct	1	383	936	**74**	Moderate	RES-S	ACP
2394	438	465	2790	10	Hyak Pl	SOUTH END	Kaleetan Pl	165	3010	3010 - Hyak Pl	1	165	587	**85**	Moderate	RES-S	ACP
2556	248	266	2800	20	Hyla Ave	Albertson Rd	Valley Rd	650	3020	3020 - Hyla Ave	1	650	867	**35**	Moderate	RES-S	ACP
2381	451	478	2820	10	Ihland Pl	Madison Ave	Blue Heron Ave	707	3030	3030 - Ihland Pl	1	707	1,728	**31**	Moderate	RES-U	ACP
2672	118	131	2830	10	Ihland Way	Lovell Ave	Grow Ave	323	3040	3040 - Ihland Way	3	959	2,418	**56**	Moderate	RES-U	ACP
2340	496	523	2830	20	Ihland Way	Grow Ave	Nakata Ave	311	3040	3040 - Ihland Way	3	959	2,418	**56**	Moderate	RES-U	ACP
2363	471	498	2830	30	Ihland Way	Nakata Ave	EAST END	325	3040	3040 - Ihland Way	3	959	2,418	**56**	Moderate	RES-U	ACP
2251	593	624	2840	10	Intrepid Ct	SE END	Bolero Dr	249	3050	3050 - Intrepid Ct	1	249	360	**70**	Moderate	RES-S	ACP
2401	430	457	2850	10	Irene Pl	Eagle Pl	NE END	394	3060	3060 - Irene Pl	1	394	700	**72**	Moderate	RES-U	ACP
2415	413	440	2860	10	Isaac Ave	SOUTH END	Deercliff Rd	779	3070	3070 - Isaac Ave	1	779	2,424	**69**	Moderate	RES-U	ACP
1017	669	704	2870	10	Island Ave	SOUTH END	Island Ave	295	3080	3080 - Island Ave	2	654	1,163	**21**	Weak	RES-S	ACP
2178	669	704	2870	20	Island Ave	Island Ave	Baker Hill Rd	359	3080	3080 - Island Ave	2	654	1,163	**21**	Weak	RES-S	ACP
2146	704	740	2880	10	Island Center Rd	Vincent Rd	Fletcher Bay Rd	4,066	3090	3090 - Island Center Rd	1	4,066	8,584	**43**	Moderate	RES-S	ACP
1358	144	158	2890	10	Jeanette Pl	WEST END	Commodore Ln	230	3100	3100 - Jeanette Pl	1	230	639	**46**	Weak	RES-U	ACP
1993	895	244	2900	10	John Ave	John St	Torvanger Rd	243	3110	3110 - John Ave	1	243	540	**42**	Moderate	RES-S	ACP
2581	222	240	2910	10	John St	Cascade Ave	John Ave	377	3120	3120 - John St	1	377	838	**37**	Moderate	RES-S	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014							
													Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2000	883	80	2930	10	Justin Ct	Miller Rd	NORTH END	1,622	20	3,604	RES-S	ACP	82	64	**76**	Moderate	V Good	12	6	**76**
2393	439	466	2940	10	Kaleetan Pl	Cave Ave	Hyak Pl	150	24	400	RES-S	ACP	60	27	**49**	Moderate	Marginal	35	6	**48**
2396	436	463	2940	20	Kaleetan Pl	Hyak Pl	NORTH END	150	30	500	RES-S	ACP	52	39	**48**	Moderate	Marginal	45	3	**47**
2622	178	196	2950	10	Kallgren Rd	Valley Rd	Roberts Rd	1,317	22	3,219	RES-S	ACP	63	33	**53**	Moderate	Fair	33	4	**52**
2626	174	192	2950	20	Kallgren Rd	Roberts Rd	Winther Rd	1,312	20	2,916	RES-S	ACP	75	67	**73**	Moderate	V Good	22	3	**72**
1046	176	194	2950	30	Kallgren Rd	Winther Rd	Blackster Ln	670	20	1,489	RES-S	ACP	70	46	**62**	Moderate	Good	26	3	**61**
2624	176	194	2950	40	Kallgren Rd	Blackster Ln	Summer Berry Ln	794	20	1,764	RES-S	ACP	76	56	**70**	Moderate	Good	20	3	**69**
1551	1441	194	2950	50	Kallgren Rd	Summer Berry Ln	Winter View Ln	508	19	1,072	RES-S	ACP	86	67	**80**	Moderate	V Good	11	4	**79**
2513	297	318	2960	10	Katharine Pl	Eric Ave	NORTH END	285	30	950	RES-U	ACP	34	52	**40**	Moderate	Marginal	42	3	**39**
1425	807	849	2970	10	Katy Ln	SOUTH END	Meadowmeer Rd	149	32	530	RES-U	ACP	68	53	**63**	Moderate	Good	14	18	**62**
2515	295	316	2980	10	Kenneth Pl	Eric Ave	NORTH END	238	22	582	RES-U	ACP	94	81	**89**	Moderate	Excellent	2	5	**89**
1995	893	232	2990	10	Kenwood Ave	Vista Dr	Crown Dr	330	18	660	RES-U	ACP	94	81	**89**	Moderate	Excellent	2	4	**89**
2007	875	926	3000	10	Killdeer Ln	SOUTH END	Koura Rd	127	42	593	RES-S	ACP	64	35	**54**	Strong	Fair	17	16	**53**
1447	888	160	3010	10	Kings Pl	WEST END	Commodore Ln	257	22	628	RES-S	ACP	12	8	**11**	Moderate	V Poor	84	4	**11**
2259	585	615	3030	10	Kitsap Ave	Fort Ward Hill Rd	Soundview Dr	594	18	1,188	RES-U	ACP	59	47	**55**	Moderate	Fair	32	7	**54**
2277	566	596	3030	20	Kitsap Ave	Soundview Dr	Private	503	20	1,118	RES-U	ACP	55	34	**48**	Moderate	Marginal	31	14	**47**
2411	420	447	3040	10	Klickitat Pl	WEST END	Ferncliff Ave	702	26	2,028	RES-U	ACP	82	64	**76**	Moderate	V Good	11	7	**76**
1142	455	482	3050	10	Knetchel Way	Madison Ave	Homstead Pl	605	22	1,479	RES-U	ACP	26	35	**29**	Moderate	Poor	60	7	**28**
2378	455	482	3050	20	Knetchel Way	Homstead Pl	Wintersweet Rd	219	36	876	RES-U	ACP	24	24	**24**	Moderate	V Poor	70	7	**23**
1012	455	482	3050	30	Knetchel Way	Wintersweet Rd	Ericksen Ave	162	32	576	RES-U	ACP	14	47	**25**	Weak	V Poor	78	8	**24**
1079	231	249	3060	20	Knight Rd	Private	Private	282	18	564	RES-S	ACP	53	46	**51**	Moderate	Fair	30	3	**50**
1081	231	249	3060	30	Knight Rd	Private	Stonebridge Ln	309	14	481	RES-S	ACP	37	51	**42**	Moderate	Marginal	44	3	**41**
1082	231	249	3060	40	Knight Rd	Stonebridge Ln	Sunrise Dr	650	16	1,156	RES-S	ACP	36	45	**39**	Weak	Poor	61	3	**38**
2024	843	890	3080	10	Komedal Rd	Hidden Cove Rd	Ralston Rd	1,273	21	2,970	COL	ACP	87	68	**80**	Moderate	V Good	10	3	**80**
2765	8	8	3080	20	Komedal Rd	Ralston Rd	Seabold Church Rd	1,318	20	2,929	COL	ACP	87	68	**81**	Moderate	V Good	10	3	**80**
2729	53	59	3080	30	Komedal Rd	Seabold Church Rd	Seabold Rd	1,320	20	2,933	COL	ACP	93	81	**89**	Moderate	Excellent	2	4	**89**
2208	637	671	3090	10	Kono Rd	WEST END	Tani Creek Rd	1,289	17	2,435	RES-S	ACP	92	77	**87**	Moderate	Excellent	5	3	**87**
2051	813	855	3100	10	Koura Farm Dr	WEST END	Fieldstone Ln	658	15	1,097	RES-S	ACP	86	67	**80**	Moderate	V Good	11	3	**79**
1457	943	867	3110	10	Koura Rd	Williams Ln	Olympic Terrace Ave	653	16	1,161	COL	ACP	86	67	**80**	Moderate	V Good	12	3	**79**
2041	825	868	3110	20	Koura Rd	Olympic Terrace Ave	Miller Rd	1,088	19	2,297	COL	ACP	94	83	**90**	Moderate	Excellent	2	4	**90**
2721	63	71	3120	10	Koura Rd	Miller Rd	Hart Ln	899	25	2,497	SART	ACP	93	81	**89**	Moderate	Excellent	1	6	**89**
1428	823	866	3120	20	Koura Rd	Hart Ln	Abies Dr	92	22	225	SART	ACP	69	56	**65**	Moderate	Good	30	1	**64**
1422	795	836	3120	30	Koura Rd	Abies Dr	Genevieve Pl	185	23	473	SART	ACP	81	70	**77**	Moderate	V Good	0	19	**77**
2044	821	864	3120	40	Koura Rd	Genevieve Pl	Pinyon Ave	808	21	1,885	SART	ACP	89	80	**86**	Moderate	Excellent	0	11	**86**
1953	942	863	3120	50	Koura Rd	Pinyon Ave	Mandus Olson Rd	305	22	746	SART	ACP	80	86	**82**	Moderate	V Good	20	0	**81**
2718	66	74	3120	60	Koura Rd	Mandus Olson Rd	Killdeer Ln	219	22	535	SART	ACP	80	89	**83**	Moderate	V Good	20	0	**83**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2000	883	80	2930	10	Justin Ct	Miller Rd	NORTH END	1,622	10.0	10.0	9.4	10.0	10.0	9.2	10.0	8.9	10.0	10.0
2393	439	466	2940	10	Kaleetan Pl	Cave Ave	Hyak Pl	150	10.0	10.0	10.0	10.0	10.0	5.2	10.0	9.0	9.9	10.0
2396	436	463	2940	20	Kaleetan Pl	Hyak Pl	NORTH END	150	7.3	10.0	9.2	10.0	10.0	9.6	10.0	9.5	8.9	10.0
2622	178	196	2950	10	Kallgren Rd	Valley Rd	Roberts Rd	1,317	8.6	9.8	9.6	10.0	9.9	7.9	10.0	9.4	10.0	10.0
2626	174	192	2950	20	Kallgren Rd	Roberts Rd	Winther Rd	1,312	10.0	10.0	8.1	10.0	10.0	9.7	10.0	9.5	10.0	10.0
1046	176	194	2950	30	Kallgren Rd	Winther Rd	Blackster Ln	670	8.8	10.0	10.0	10.0	10.0	7.9	10.0	9.4	10.0	9.9
2624	176	194	2950	40	Kallgren Rd	Blackster Ln	Summer Berry Ln	794	8.9	10.0	10.0	10.0	10.0	8.6	10.0	9.4	10.0	10.0
1551	1441	194	2950	50	Kallgren Rd	Summer Berry Ln	Winter View Ln	508	10.0	10.0	9.3	10.0	10.0	9.7	10.0	9.3	9.8	10.0
2513	297	318	2960	10	Katharine Pl	Eric Ave	NORTH END	285	8.5	10.0	7.3	10.0	10.0	9.8	10.0	9.5	10.0	7.3
1425	807	849	2970	10	Katy Ln	SOUTH END	Meadowmeer Rd	149	10.0	8.1	10.0	10.0	10.0	9.9	10.0	9.5	8.3	10.0
2515	295	316	2980	10	Kenneth Pl	Eric Ave	NORTH END	238	10.0	9.9	10.0	10.0	10.0	9.7	10.0	9.2	10.0	10.0
1995	893	232	2990	10	Kenwood Ave	Vista Dr	Crown Dr	330	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.2	10.0	10.0
2007	875	926	3000	10	Killdeer Ln	SOUTH END	Koura Rd	127	10.0	8.3	8.6	10.0	10.0	9.5	10.0	9.5	10.0	9.6
1447	888	160	3010	10	Kings Pl	WEST END	Commodore Ln	257	8.5	9.9	6.8	10.0	10.0	6.2	10.0	9.5	8.6	10.0
2259	585	615	3030	10	Kitsap Ave	Fort Ward Hill Rd	Soundview Dr	594	10.0	9.4	8.7	10.0	7.7	9.7	10.0	9.5	9.1	9.7
2277	566	596	3030	20	Kitsap Ave	Soundview Dr	Private	503	10.0	9.4	8.4	10.0	9.4	9.0	10.0	8.4	9.2	10.0
2411	420	447	3040	10	Klickitat Pl	WEST END	Ferncliff Ave	702	10.0	9.5	10.0	10.0	10.0	8.7	10.0	9.4	9.8	10.0
1142	455	482	3050	10	Knetchel Way	Madison Ave	Homstead Pl	605	7.9	10.0	9.5	10.0	10.0	9.6	10.0	8.7	6.0	9.0
2378	455	482	3050	20	Knetchel Way	Homstead Pl	Wintersweet Rd	219	8.5	9.5	6.7	10.0	10.0	9.2	10.0	9.5	7.8	10.0
1012	455	482	3050	30	Knetchel Way	Wintersweet Rd	Ericksen Ave	162	8.9	9.2	4.6	10.0	10.0	9.8	10.0	9.6	8.5	10.0
1079	231	249	3060	20	Knight Rd	Private	Private	282	10.0	10.0	7.3	10.0	10.0	9.7	10.0	9.5	10.0	8.2
1081	231	249	3060	30	Knight Rd	Private	Stonebridge Ln	309	10.0	10.0	5.8	10.0	10.0	9.8	10.0	9.4	10.0	8.1
1082	231	249	3060	40	Knight Rd	Stonebridge Ln	Sunrise Dr	650	10.0	10.0	5.8	10.0	10.0	9.6	10.0	9.5	7.9	10.0
2024	843	890	3080	10	Komedal Rd	Hidden Cove Rd	Ralston Rd	1,273	9.3	10.0	10.0	10.0	10.0	9.4	10.0	9.5	10.0	10.0
2765	8	8	3080	20	Komedal Rd	Ralston Rd	Seabold Church Rd	1,318	9.1	10.0	10.0	10.0	10.0	9.9	10.0	9.4	10.0	10.0
2729	53	59	3080	30	Komedal Rd	Seabold Church Rd	Seabold Rd	1,320	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.2	10.0	10.0
2208	637	671	3090	10	Kono Rd	WEST END	Tani Creek Rd	1,289	10.0	10.0	10.0	10.0	9.1	9.9	10.0	9.4	10.0	10.0
2051	813	855	3100	10	Koura Farm Dr	WEST END	Fieldstone Ln	658	10.0	10.0	10.0	10.0	8.7	9.6	10.0	9.4	9.7	10.0
1457	943	867	3110	10	Koura Rd	Williams Ln	Olympic Terrace Ave	653	10.0	10.0	9.4	10.0	10.0	9.9	10.0	9.5	9.4	10.0
2041	825	868	3110	20	Koura Rd	Olympic Terrace Ave	Miller Rd	1,088	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	9.8	10.0
2721	63	71	3120	10	Koura Rd	Miller Rd	Hart Ln	899	10.0	9.9	10.0	10.0	10.0	9.8	9.8	9.4	10.0	10.0
1428	823	866	3120	20	Koura Rd	Hart Ln	Abies Dr	92	10.0	10.0	7.1	10.0	10.0	9.8	10.0	9.8	10.0	10.0
1422	795	836	3120	30	Koura Rd	Abies Dr	Genevieve Pl	185	10.0	9.9	10.0	10.0	10.0	10.0	6.8	9.4	10.0	10.0
2044	821	864	3120	40	Koura Rd	Genevieve Pl	Pinyon Ave	808	10.0	10.0	10.0	10.0	10.0	10.0	8.3	9.5	10.0	10.0
1953	942	863	3120	50	Koura Rd	Pinyon Ave	Mandus Olson Rd	305	10.0	10.0	10.0	10.0	10.0	9.8	10.0	10.0	7.6	10.0
2718	66	74	3120	60	Koura Rd	Mandus Olson Rd	Killdeer Ln	219	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	7.5	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2000	883	80	2930	10	Justin Ct	Miller Rd	NORTH END	1,622	3130	3130 - Justin Ct	1	1,622	3,604	**76**	Moderate	RES-S	ACP
2393	439	466	2940	10	Kaleetan Pl	Cave Ave	Hyak Pl	150	3140	3140 - Kaleetan Pl	2	300	900	**48**	Moderate	RES-S	ACP
2396	436	463	2940	20	Kaleetan Pl	Hyak Pl	NORTH END	150	3140	3140 - Kaleetan Pl	2	300	900	**48**	Moderate	RES-S	ACP
2622	178	196	2950	10	Kallgren Rd	Valley Rd	Roberts Rd	1,317	3150	3150 - Kallgren Rd	2	2,629	6,135	**62**	Moderate	RES-S	ACP
2626	174	192	2950	20	Kallgren Rd	Roberts Rd	Winther Rd	1,312	3150	3150 - Kallgren Rd	2	2,629	6,135	**62**	Moderate	RES-S	ACP
1046	176	194	2950	30	Kallgren Rd	Winther Rd	Blackster Ln	670	3160	3160 - Kallgren Rd	3	1,972	4,326	**69**	Moderate	RES-S	ACP
2624	176	194	2950	40	Kallgren Rd	Blackster Ln	Summer Berry Ln	794	3160	3160 - Kallgren Rd	3	1,972	4,326	**69**	Moderate	RES-S	ACP
1551	1441	194	2950	50	Kallgren Rd	Summer Berry Ln	Winter View Ln	508	3160	3160 - Kallgren Rd	3	1,972	4,326	**69**	Moderate	RES-S	ACP
2513	297	318	2960	10	Katharine Pl	Eric Ave	NORTH END	285	3170	3170 - Katharine Pl	1	285	950	**39**	Moderate	RES-U	ACP
1425	807	849	2970	10	Katy Ln	SOUTH END	Meadowmeer Rd	149	3180	3180 - Katy Ln	1	149	530	**62**	Moderate	RES-U	ACP
2515	295	316	2980	10	Kenneth Pl	Eric Ave	NORTH END	238	3190	3190 - Kenneth Pl	1	238	582	**89**	Moderate	RES-U	ACP
1995	893	232	2990	10	Kenwood Ave	Vista Dr	Crown Dr	330	3200	3200 - Kenwood Ave	1	330	660	**89**	Moderate	RES-U	ACP
2007	875	926	3000	10	Killdeer Ln	SOUTH END	Koura Rd	127	3210	3210 - Killdeer Ln	1	127	593	**53**	Strong	RES-S	ACP
1447	888	160	3010	10	Kings Pl	WEST END	Commodore Ln	257	3220	3220 - Kings Pl	1	257	628	**11**	Moderate	RES-S	ACP
2259	585	615	3030	10	Kitsap Ave	Fort Ward Hill Rd	Soundview Dr	594	3230	3230 - Kitsap Ave	2	1,097	2,306	**51**	Moderate	RES-U	ACP
2277	566	596	3030	20	Kitsap Ave	Soundview Dr	Private	503	3230	3230 - Kitsap Ave	2	1,097	2,306	**51**	Moderate	RES-U	ACP
2411	420	447	3040	10	Klickitat Pl	WEST END	Ferncliff Ave	702	3240	3240 - Klickitat Pl	1	702	2,028	**76**	Moderate	RES-U	ACP
1142	455	482	3050	10	Knetchel Way	Madison Ave	Homstead Pl	605	3250	3250 - Knetchel Way	3	986	2,931	**26**	Moderate	RES-U	ACP
2378	455	482	3050	20	Knetchel Way	Homstead Pl	Wintersweet Rd	219	3250	3250 - Knetchel Way	3	986	2,931	**26**	Moderate	RES-U	ACP
1012	455	482	3050	30	Knetchel Way	Wintersweet Rd	Ericksen Ave	162	3250	3250 - Knetchel Way	3	986	2,931	**26**	Moderate	RES-U	ACP
1079	231	249	3060	20	Knight Rd	Private	Private	282	3260	3260 - Knight Rd	3	1,241	2,200	**42**	Weak	RES-S	ACP
1081	231	249	3060	30	Knight Rd	Private	Stonebridge Ln	309	3260	3260 - Knight Rd	3	1,241	2,200	**42**	Weak	RES-S	ACP
1082	231	249	3060	40	Knight Rd	Stonebridge Ln	Sunrise Dr	650	3260	3260 - Knight Rd	3	1,241	2,200	**42**	Weak	RES-S	ACP
2024	843	890	3080	10	Komedal Rd	Hidden Cove Rd	Ralston Rd	1,273	3270	3270 - Komedal Rd	3	3,911	8,833	**83**	Moderate	COL	ACP
2765	8	8	3080	20	Komedal Rd	Ralston Rd	Seabold Church Rd	1,318	3270	3270 - Komedal Rd	3	3,911	8,833	**83**	Moderate	COL	ACP
2729	53	59	3080	30	Komedal Rd	Seabold Church Rd	Seabold Rd	1,320	3270	3270 - Komedal Rd	3	3,911	8,833	**83**	Moderate	COL	ACP
2208	637	671	3090	10	Kono Rd	WEST END	Tani Creek Rd	1,289	3280	3280 - Kono Rd	1	1,289	2,435	**87**	Moderate	RES-S	ACP
2051	813	855	3100	10	Koura Farm Dr	WEST END	Fieldstone Ln	658	3290	3290 - Koura Farm Dr	1	658	1,097	**79**	Moderate	RES-S	ACP
1457	943	867	3110	10	Koura Rd	Williams Ln	Olympic Terrace Ave	653	3300	3300 - Koura Rd	2	1,741	3,458	**86**	Moderate	COL	ACP
2041	825	868	3110	20	Koura Rd	Olympic Terrace Ave	Miller Rd	1,088	3300	3300 - Koura Rd	2	1,741	3,458	**86**	Moderate	COL	ACP
2721	63	71	3120	10	Koura Rd	Miller Rd	Hart Ln	899	3310	3310 - Koura Rd	6	2,508	6,361	**85**	Moderate	SART	ACP
1428	823	866	3120	20	Koura Rd	Hart Ln	Abies Dr	92	3310	3310 - Koura Rd	6	2,508	6,361	**85**	Moderate	SART	ACP
1422	795	836	3120	30	Koura Rd	Abies Dr	Genevieve Pl	185	3310	3310 - Koura Rd	6	2,508	6,361	**85**	Moderate	SART	ACP
2044	821	864	3120	40	Koura Rd	Genevieve Pl	Pinyon Ave	808	3310	3310 - Koura Rd	6	2,508	6,361	**85**	Moderate	SART	ACP
1953	942	863	3120	50	Koura Rd	Pinyon Ave	Mandus Olson Rd	305	3310	3310 - Koura Rd	6	2,508	6,361	**85**	Moderate	SART	ACP
2718	66	74	3120	60	Koura Rd	Mandus Olson Rd	Killdeer Ln	219	3310	3310 - Koura Rd	6	2,508	6,361	**85**	Moderate	SART	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014: Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
1243	814	856	3120	70	Koura Rd	Killdeer Ln	Fieldstone Ln	441	22	1,078	SART	ACP	80	90	**84**	Moderate	V Good	20	0	**83**
2050	814	856	3120	80	Koura Rd	Fieldstone Ln	Blue Pond Pl	429	22	1,049	SART	ACP	80	75	**78**	Moderate	V Good	17	3	**78**
2053	811	853	3120	90	Koura Rd	Blue Pond Pl	Meadowmeer Circle	739	22	1,806	SART	ACP	80	87	**82**	Moderate	V Good	20	0	**81**
1423	803	845	3120	100	Koura Rd	Meadowmeer Circle	Forest Ln	138	22	337	SART	ACP	76	88	**80**	Moderate	V Good	15	0	**80**
1239	796	837	3120	110	Koura Rd	Forest Ln	Fairmount LN	1,012	22	2,474	SART	ACP	95	90	**93**	Moderate	Excellent	1	5	**93**
1237	796	837	3120	120	Koura Rd	Fairmount LN	Private	707	22	1,728	SART	ACP	91	74.8	**86**	Moderate	Excellent	0	9	**85**
2064	796	837	3120	130	Koura Rd	Private	State Route 305	1,457	23	3,723	SART	ACP	90	71	**84**	Moderate	V Good	6	4	**83**
2616	186	204	3140	20	Lafayette Ave	Euclid Ave	Sunrise Dr	2,939	21	6,858	COL	ACP	60	49	**56**	Moderate	Fair	37	3	**55**
2618	184	202	3150	10	Lafayette St	WEST END	Euclid Ave	384	19	811	RES-S	ACP	54	29	**46**	Moderate	Marginal	43	3	**45**
2634	166	183	3150	20	Lafayette St	Euclid Ave	Lafayette Ave	648	18	1,296	RES-S	ACP	73	53	**67**	Moderate	Good	20	7	**66**
2184	662	696	3160	10	Lariat Lp	Baker Hill Rd	Baker Hill Rd	1,815	21	4,235	RES-U	ACP	33	38	**35**	Weak	Poor	64	4	**34**
2004	878	929	3170	10	Larix Pl	SE END	Abies Dr	311	31	1,071	RES-U	ACP	90	70	**84**	Moderate	V Good	3	6	**83**
2155	693	729	3190	10	Ledgestone Lp	Ridge Ln	EAST END	1,359	15	2,265	RES-S	ACP	81	62	**74**	Moderate	V Good	17	3	**74**
1343	39	43	3210	10	Lewis Pl	Commodore Ln	EAST END	120	39	520	RES-U	ACP	89	70	**83**	Moderate	V Good	7	4	**82**
2308	533	561	3220	10	Lightmoor Ct	Sportsman Club Rd	EAST END	257	34	971	RES-S	ACP	91	74	**86**	Moderate	Excellent	4	5	**85**
2463	362	387	3230	10	Lofgren Rd	Moran Rd	Green Spot Pl	1,900	21	4,433	COL	ACP	90	70	**83**	Moderate	V Good	6	4	**83**
2559	245	263	3240	10	Logg Rd NE	Valley Rd	Gertie Johnson Rd	582	17	1,099	RES-S	ACP	12	17	**14**	Weak	V Poor	82	3	**13**
1397	481	508	3250	10	Lovell Ave	SOUTH END	Parfitt Way	118	16	210	RES-U	ACP	62	32	**52**	Moderate	Fair	28	10	**51**
1152	475	502	3250	20	Lovell Ave	Parfitt Way	Glen Hollow Pl	683	20	1,518	RES-U	ACP	32	17	**27**	Moderate	Poor	52	16	**26**
2359	475	502	3250	30	Lovell Ave	Glen Hollow Pl	Winslow Way	187	20	416	RES-U	ACP	65	37	**56**	Moderate	Fair	31	4	**55**
1168	503	530	3260	10	Lovell Ave	Wyatt Way	Pierce Court	183	24	488	RES-U	ACP	80	61	**73**	Moderate	V Good	17	4	**73**
2333	503	530	3260	20	Lovell Ave	Pierce Court	Annie Rose	466	25	1,294	RES-U	ACP	77	58	**71**	Moderate	V Good	15	8	**70**
1998	887	130	3260	30	Lovell Ave	Annie Rose	Moji Ln	331	24	883	RES-U	ACP	70	46	**62**	Moderate	Good	24	7	**61**
2337	499	526	3260	40	Lovell Ave	Moji Ln	Wallace Way	343	23	877	RES-U	ACP	56	32	**48**	Moderate	Marginal	39	5	**47**
1167	495	522	3260	50	Lovell Ave	Wallace Way	Janelle Pl	180	24	480	RES-U	ACP	49	32	**43**	Moderate	Marginal	47	4	**42**
1165	495	522	3260	60	Lovell Ave	Janelle Pl	Alford Pl	408	24	1,088	RES-U	ACP	67	41	**58**	Moderate	Fair	28	5	**58**
2341	495	522	3260	70	Lovell Ave	Alford Pl	Ihland Way	79	22	193	RES-U	ACP	65	37	**56**	Moderate	Fair	29	6	**55**
2339	497	524	3260	80	Lovell Ave	Ihland Way	Horizon Pl	166	24	443	RES-U	ACP	53	33	**46**	Moderate	Marginal	41	6	**45**
2335	501	528	3260	90	Lovell Ave	Horizon Pl	High School Rd	502	22	1,227	RES-U	ACP	48	29	**42**	Moderate	Marginal	43	9	**41**
2500	312	333	3270	10	Lovgreen Rd	WEST END	County Rd 260	82	18	164	RES-S	ACP	52	64	**56**	Weak	Fair	45	3	**55**
1103	312	333	3270	20	Lovgreen Rd	County Rd 260	State Route 305	2,831	19	5,977	RES-S	ACP	45	72	**54**	Weak	Fair	50	5	**53**
2501	311	332	3280	10	Lovgreen Rd	State Route 305	Pleasant Pl	503	22	1,230	COL	ACP	61	73	**65**	Moderate	Good	27	9	**64**
2504	308	329	3280	20	Lovgreen Rd	Pleasant Pl	Carole Pl	208	22	508	COL	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
1374	306	327	3280	30	Lovgreen Rd	Carole Pl	Charles Pl	312	23	797	COL	ACP	92	78	**87**	Moderate	Excellent	5	3	**87**
1373	304	325	3280	40	Lovgreen Rd	Charles Pl	Viewcrest Pl	325	22	794	COL	ACP	97	87	**94**	Moderate	Excellent	0	4	**93**
2508	302	323	3280	50	Lovgreen Rd	Viewcrest Pl	Madison Ave	1,348	23	3,445	COL	ACP	69	52	**63**	Moderate	Good	28	3	**62**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
1243	814	856	3120	70	Koura Rd	Killdeer Ln	Fieldstone Ln	441	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	7.5	10.0
2050	814	856	3120	80	Koura Rd	Fieldstone Ln	Blue Pond Pl	429	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	7.9	10.0
2053	811	853	3120	90	Koura Rd	Blue Pond Pl	Meadowmeer Circle	739	10.0	10.0	10.0	10.0	10.0	10.0	9.9	10.0	7.5	10.0
1423	803	845	3120	100	Koura Rd	Meadowmeer Circle	Forest Ln	138	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.2	8.9
1239	796	837	3120	110	Koura Rd	Forest Ln	Fairmount LN	1,012	10.0	9.5	10.0	10.0	10.0	10.0	9.7	10.0	9.9	10.0
1237	796	837	3120	120	Koura Rd	Fairmount LN	Private	707	10.0	9.6	10.0	10.0	10.0	10.0	9.6	9.4	10.0	10.0
2064	796	837	3120	130	Koura Rd	Private	State Route 305	1,457	9.5	10.0	10.0	10.0	10.0	9.9	10.0	9.3	10.0	10.0
2616	186	204	3140	20	Lafayette Ave	Euclid Ave	Sunrise Dr	2,939	6.8	10.0	10.0	10.0	9.7	9.2	10.0	9.5	10.0	10.0
2618	184	202	3150	10	Lafayette St	WEST END	Euclid Ave	384	10.0	9.9	7.4	10.0	9.0	8.7	10.0	9.5	9.6	10.0
2634	166	183	3150	20	Lafayette St	Euclid Ave	Lafayette Ave	648	10.0	9.6	8.2	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2184	662	696	3160	10	Lariat Lp	Baker Hill Rd	Baker Hill Rd	1,815	8.9	9.9	5.7	10.0	9.1	9.5	10.0	9.5	9.8	10.0
2004	878	929	3170	10	Larix Pl	SE END	Abies Dr	311	10.0	9.6	10.0	10.0	10.0	9.5	10.0	9.5	10.0	10.0
2155	693	729	3190	10	Ledgestone Lp	Ridge Ln	EAST END	1,359	9.4	10.0	9.2	10.0	10.0	9.7	10.0	9.5	9.9	10.0
1343	39	43	3210	10	Lewis Pl	Commodore Ln	EAST END	120	10.0	10.0	10.0	10.0	10.0	9.0	10.0	9.3	10.0	10.0
2308	533	561	3220	10	Lightmoor Ct	Sportsman Club Rd	EAST END	257	10.0	9.8	10.0	10.0	10.0	9.6	10.0	9.3	9.9	10.0
2463	362	387	3230	10	Lofgren Rd	Moran Rd	Green Spot Pl	1,900	10.0	10.0	10.0	9.8	10.0	9.2	10.0	9.4	10.0	10.0
2559	245	263	3240	10	Logg Rd NE	Valley Rd	Gertie Johnson Rd	582	7.5	9.8	5.9	10.0	9.4	9.0	10.0	9.7	9.0	9.8
1397	481	508	3250	10	Lovell Ave	SOUTH END	Parfitt Way	118	7.9	9.2	10.0	10.0	10.0	8.9	10.0	9.3	10.0	10.0
1152	475	502	3250	20	Lovell Ave	Parfitt Way	Glen Hollow Pl	683	8.9	9.0	9.1	10.0	9.4	8.2	10.0	8.6	7.8	10.0
2359	475	502	3250	30	Lovell Ave	Glen Hollow Pl	Winslow Way	187	8.1	10.0	10.0	10.0	10.0	9.2	10.0	9.3	9.0	10.0
1168	503	530	3260	10	Lovell Ave	Wyatt Way	Pierce Court	183	10.0	10.0	10.0	10.0	10.0	9.2	10.0	9.3	8.6	10.0
2333	503	530	3260	20	Lovell Ave	Pierce Court	Annie Rose	466	9.9	9.4	10.0	10.0	10.0	9.2	10.0	9.6	9.0	10.0
1998	887	130	3260	30	Lovell Ave	Annie Rose	Moji Ln	331	8.4	9.6	10.0	10.0	10.0	9.0	10.0	9.3	9.8	10.0
2337	499	526	3260	40	Lovell Ave	Moji Ln	Wallace Way	343	7.7	9.8	10.0	10.0	10.0	8.4	10.0	9.4	9.3	10.0
1167	495	522	3260	50	Lovell Ave	Wallace Way	Janelle Pl	180	8.6	9.9	10.0	10.0	10.0	9.3	10.0	9.4	6.5	10.0
1165	495	522	3260	60	Lovell Ave	Janelle Pl	Alford Pl	408	8.0	9.9	10.0	10.0	10.0	8.7	9.8	9.3	10.0	10.0
2341	495	522	3260	70	Lovell Ave	Alford Pl	Ihland Way	79	7.6	9.7	10.0	10.0	10.0	9.0	10.0	9.3	10.0	10.0
2339	497	524	3260	80	Lovell Ave	Ihland Way	Horizon Pl	166	6.3	9.8	10.0	10.0	10.0	9.0	10.0	9.2	10.0	10.0
2335	501	528	3260	90	Lovell Ave	Horizon Pl	High School Rd	502	7.9	9.2	8.9	10.0	10.0	9.1	10.0	9.5	9.4	10.0
2500	312	333	3270	10	Lovgreen Rd	WEST END	County Rd 260	82	10.0	10.0	5.5	10.0	10.0	10.0	10.0	9.5	10.0	10.0
1103	312	333	3270	20	Lovgreen Rd	County Rd 260	State Route 305	2,831	9.4	9.7	6.0	10.0	9.8	9.9	10.0	9.6	9.6	10.0
2501	311	332	3280	10	Lovgreen Rd	State Route 305	Pleasant Pl	503	10.0	9.2	7.4	10.0	10.0	10.0	10.0	9.6	9.9	9.6
2504	308	329	3280	20	Lovgreen Rd	Pleasant Pl	Carole Pl	208	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
1374	306	327	3280	30	Lovgreen Rd	Carole Pl	Charles Pl	312	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.5	10.0	10.0
1373	304	325	3280	40	Lovgreen Rd	Charles Pl	Viewcrest Pl	325	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2508	302	323	3280	50	Lovgreen Rd	Viewcrest Pl	Madison Ave	1,348	7.6	10.0	10.0	10.0	10.0	9.6	10.0	9.5	9.7	10.0

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
1243	814	856	3120	70	Koura Rd	Killdeer Ln	Fieldstone Ln	441	3320	3320 - Koura Rd	5	2,759	6,744	**85**	Moderate	SART	ACP
2050	814	856	3120	80	Koura Rd	Fieldstone Ln	Blue Pond Pl	429	3320	3320 - Koura Rd	5	2,759	6,744	**85**	Moderate	SART	ACP
2053	811	853	3120	90	Koura Rd	Blue Pond Pl	Meadowmeer Circle	739	3320	3320 - Koura Rd	5	2,759	6,744	**85**	Moderate	SART	ACP
1423	803	845	3120	100	Koura Rd	Meadowmeer Circle	Forest Ln	138	3320	3320 - Koura Rd	5	2,759	6,744	**85**	Moderate	SART	ACP
1239	796	837	3120	110	Koura Rd	Forest Ln	Fairmount LN	1,012	3320	3320 - Koura Rd	5	2,759	6,744	**85**	Moderate	SART	ACP
1237	796	837	3120	120	Koura Rd	Fairmount LN	Private	707	3330	3330 - Koura Rd	2	2,164	5,452	**84**	Moderate	SART	ACP
2064	796	837	3120	130	Koura Rd	Private	State Route 305	1,457	3330	3330 - Koura Rd	2	2,164	5,452	**84**	Moderate	SART	ACP
2616	186	204	3140	20	Lafayette Ave	Euclid Ave	Sunrise Dr	2,939	3340	3340 - Lafayette Ave	1	2,939	6,858	**55**	Moderate	COL	ACP
2618	184	202	3150	10	Lafayette St	WEST END	Euclid Ave	384	3350	3350 - Lafayette St	2	1,032	2,107	**58**	Moderate	RES-S	ACP
2634	166	183	3150	20	Lafayette St	Euclid Ave	Lafayette Ave	648	3350	3350 - Lafayette St	2	1,032	2,107	**58**	Moderate	RES-S	ACP
2184	662	696	3160	10	Lariat Lp	Baker Hill Rd	Baker Hill Rd	1,815	3360	3360 - Lariat Lp	1	1,815	4,235	**34**	Weak	RES-U	ACP
2004	878	929	3170	10	Larix Pl	SE END	Abies Dr	311	3370	3370 - Larix Pl	1	311	1,071	**83**	Moderate	RES-U	ACP
2155	693	729	3190	10	Ledgestone Lp	Ridge Ln	EAST END	1,359	3380	3380 - Ledgestone Lp	1	1,359	2,265	**74**	Moderate	RES-S	ACP
1343	39	43	3210	10	Lewis Pl	Commodore Ln	EAST END	120	3390	3390 - Lewis Pl	1	120	520	**82**	Moderate	RES-U	ACP
2308	533	561	3220	10	Lightmoor Ct	Sportsman Club Rd	EAST END	257	3400	3400 - Lightmoor Ct	1	257	971	**85**	Moderate	RES-S	ACP
2463	362	387	3230	10	Lofgren Rd	Moran Rd	Green Spot Pl	1,900	3410	3410 - Lofgren Rd	1	1,900	4,433	**83**	Moderate	COL	ACP
2559	245	263	3240	10	Logg Rd NE	Valley Rd	Gertie Johnson Rd	582	3420	3420 - Logg Rd NE	1	582	1,099	**13**	Weak	RES-S	ACP
1397	481	508	3250	10	Lovell Ave	SOUTH END	Parfitt Way	118	3430	3430 - Lovell Ave	3	988	2,143	**34**	Moderate	RES-U	ACP
1152	475	502	3250	20	Lovell Ave	Parfitt Way	Glen Hollow Pl	683	3430	3430 - Lovell Ave	3	988	2,143	**34**	Moderate	RES-U	ACP
2359	475	502	3250	30	Lovell Ave	Glen Hollow Pl	Winslow Way	187	3430	3430 - Lovell Ave	3	988	2,143	**34**	Moderate	RES-U	ACP
1168	503	530	3260	10	Lovell Ave	Wyatt Way	Pierce Court	183	3440	3440 - Lovell Ave	9	2,658	6,973	**55**	Moderate	RES-U	ACP
2333	503	530	3260	20	Lovell Ave	Pierce Court	Annie Rose	466	3440	3440 - Lovell Ave	9	2,658	6,973	**55**	Moderate	RES-U	ACP
1998	887	130	3260	30	Lovell Ave	Annie Rose	Moji Ln	331	3440	3440 - Lovell Ave	9	2,658	6,973	**55**	Moderate	RES-U	ACP
2337	499	526	3260	40	Lovell Ave	Moji Ln	Wallace Way	343	3440	3440 - Lovell Ave	9	2,658	6,973	**55**	Moderate	RES-U	ACP
1167	495	522	3260	50	Lovell Ave	Wallace Way	Janelle Pl	180	3440	3440 - Lovell Ave	9	2,658	6,973	**55**	Moderate	RES-U	ACP
1165	495	522	3260	60	Lovell Ave	Janelle Pl	Alford Pl	408	3440	3440 - Lovell Ave	9	2,658	6,973	**55**	Moderate	RES-U	ACP
2341	495	522	3260	70	Lovell Ave	Alford Pl	Ihland Way	79	3440	3440 - Lovell Ave	9	2,658	6,973	**55**	Moderate	RES-U	ACP
2339	497	524	3260	80	Lovell Ave	Ihland Way	Horizon Pl	166	3440	3440 - Lovell Ave	9	2,658	6,973	**55**	Moderate	RES-U	ACP
2335	501	528	3260	90	Lovell Ave	Horizon Pl	High School Rd	502	3440	3440 - Lovell Ave	9	2,658	6,973	**55**	Moderate	RES-U	ACP
2500	312	333	3270	10	Lovgreen Rd	WEST END	County Rd 260	82	3450	3450 - Lovgreen Rd	2	2,913	6,141	**53**	Weak	RES-S	ACP
1103	312	333	3270	20	Lovgreen Rd	County Rd 260	State Route 305	2,831	3450	3450 - Lovgreen Rd	2	2,913	6,141	**53**	Weak	RES-S	ACP
2501	311	332	3280	10	Lovgreen Rd	State Route 305	Pleasant Pl	503	3460	3460 - Lovgreen Rd	5	2,696	6,775	**71**	Moderate	COL	ACP
2504	308	329	3280	20	Lovgreen Rd	Pleasant Pl	Carole Pl	208	3460	3460 - Lovgreen Rd	5	2,696	6,775	**71**	Moderate	COL	ACP
1374	306	327	3280	30	Lovgreen Rd	Carole Pl	Charles Pl	312	3460	3460 - Lovgreen Rd	5	2,696	6,775	**71**	Moderate	COL	ACP
1373	304	325	3280	40	Lovgreen Rd	Charles Pl	Viewcrest Pl	325	3460	3460 - Lovgreen Rd	5	2,696	6,775	**71**	Moderate	COL	ACP
2508	302	323	3280	50	Lovgreen Rd	Viewcrest Pl	Madison Ave	1,348	3460	3460 - Lovgreen Rd	5	2,696	6,775	**71**	Moderate	COL	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014							
													Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
1037	85	96	3290	10	Lynwood Center Rd	Point White Dr	Woodson Ln	511	21	1,192	SART	ACP	87	69	**81**	Moderate	V Good	9	3	**81**
2701	85	96	3290	20	Lynwood Center Rd	Woodson Ln	Baker Hill Rd	308	27	924	SART	ACP	78	58	**72**	Moderate	V Good	18	4	**71**
2167	680	716	3290	30	Lynwood Center Rd	Baker Hill Rd	Emerald Way	1,996	23	5,101	SART	ACP	69	77	**72**	Weak	V Good	24	7	**71**
1206	682	718	3290	40	Lynwood Center Rd	Emerald Way	Jade Ln	735	24	1,960	SART	ACP	56	60	**57**	Moderate	Fair	36	8	**56**
1205	682	718	3290	50	Lynwood Center Rd	Jade Ln	Opal Ridge Ln	694	23	1,774	SART	ACP	81	73	**78**	Moderate	V Good	15	3	**78**
2166	682	718	3290	60	Lynwood Center Rd	Opal Ridge Ln	Fletcher Bay Rd	1,440	26	4,160	SART	ACP	92	77	**87**	Moderate	Excellent	5	3	**86**
2769	3	3	3290	70	Lynwood Center Rd	Fletcher Bay Rd	Lynwood Center Rd	508	23	1,298	SART	ACP	99	91	**96**	Moderate	Excellent	1	0	**96**
2152	697	733	3290	80	Lynwood Center Rd	Lynwood Center Rd	Bucklin Hill Rd	549	23	1,403	SART	ACP	84	65	**78**	Moderate	V Good	11	4	**77**
2188	658	692	3300	10	Lytle Rd	SOUTH END	Pleasant Beach Dr	197	20	438	RES-S	ACP	27	5	**20**	Moderate	V Poor	65	9	**19**
2199	646	680	3300	20	Lytle Rd	Pleasant Beach Dr	Beck Rd	519	18	1,038	RES-S	ACP	93	81	**89**	Moderate	Excellent	2	4	**89**
1560	650	684	3300	30	Lytle Rd	Beck Rd	NORTH END	1,277	19	2,696	RES-U	ACP	92	76	**86**	Moderate	Excellent	0	8	**86**
1978	914	500	3310	10	Madison Ave	Parfitt Way	Bjune Dr	616	28	1,916	SART	ACP	93	78	**88**	Moderate	Excellent	1	7	**87**
2738	41	45	3310	20	Madison Ave	Bjune Dr	Winslow Way	249	28	775	COL	ACP	90	71	**84**	Moderate	V Good	2	8	**83**
2367	467	494	3310	30	Madison Ave	Winslow Way	Henshaw Ln	431	46	2,203	SART	ACP	45	32	**41**	Moderate	Marginal	40	15	**40**
1151	467	494	3310	40	Madison Ave	Henshaw Ln	Madrona Way	641	46	3,276	SART	ACP	37	35	**36**	Strong	Poor	37	26	**35**
2747	31	34	3310	50	Madison Ave	Madrona Way	Wyatt St	250	45	1,250	SART	ACP	38	51	**43**	Moderate	Marginal	41	21	**42**
2377	456	483	3310	60	Madison Ave	Wyatt St	Knetchel Way	660	37	2,713	SART	ACP	21	30	**24**	Moderate	V Poor	60	19	**23**
2379	454	481	3310	70	Madison Ave	Knetchel Way	Wallace Way	665	36	2,660	SART	ACP	58	48	**55**	Moderate	Fair	32	10	**54**
2383	449	476	3310	80	Madison Ave	Wallace Way	Ihland Pl	652	36	2,608	SART	ACP	37	52	**42**	Moderate	Marginal	39	24	**41**
2382	450	477	3310	90	Madison Ave	Ihland Pl	High School Rd	677	32	2,407	SART	ACP	33	41	**35**	Moderate	Poor	47	20	**34**
1109	366	391	3310	100	Madison Ave	High School Rd	Private	948	27	2,844	SART	ACP	64	61	**63**	Moderate	Good	20	16	**62**
1108	366	391	3310	110	Madison Ave	Private	Private	301	28	936	SART	ACP	83	83	**83**	Moderate	V Good	9	8	**83**
1107	366	391	3310	120	Madison Ave	Private	Private	389	28	1,210	SART	ACP	78	76	**77**	Moderate	V Good	11	11	**76**
1106	366	391	3310	130	Madison Ave	Private	Private	62	28	193	SART	ACP	69	60	**66**	Moderate	Good	19	13	**65**
2459	366	391	3310	140	Madison Ave	Private	New Brooklyn Rd	1,007	27	3,021	SART	ACP	66	66	**66**	Weak	Good	29	5	**65**
2450	375	400	3310	150	Madison Ave	New Brooklyn Rd	State Route 305	653	30	2,177	SART	ACP	88	69	**81**	Moderate	V Good	7	5	**81**
2469	356	381	3310	160	Madison Ave	State Route 305	Yaquina Ave	551	24	1,469	SART	ACP	71	68	**70**	Moderate	V Good	20	9	**69**
2481	333	355	3330	10	Madison Ave	State Route 305	Moran Rd	79	28	246	SART	ACP	90	70	**83**	Moderate	V Good	6	4	**83**
2641	157	172	3330	20	Madison Ave	Moran Rd	Manitou Beach Dr	283	27	849	SART	ACP	94	82	**90**	Moderate	Excellent	3	3	**89**
2549	255	273	3330	30	Madison Ave	Manitou Beach Dr	Beachcrest Dr	1367	27	4,101	SART	ACP	85	80.8	**84**	Moderate	V Good	0	15	**83**
2483	331	353	3330	40	Madison Ave	Beachcrest Dr	Timberlane Pl	499	23	1,275	SART	ACP	90	95.8	**92**	Moderate	Excellent	0	10	**92**
2485	329	351	3330	50	Madison Ave	Timberlane Pl	Daniel Ct	343	26	991	SART	ACP	97	87.8	**94**	Moderate	Excellent	0	3	**93**
2487	327	349	3330	60	Madison Ave	Daniel Ct	Valley Rd	1,805	25	5,014	SART	ACP	89	85	**88**	Moderate	Excellent	6	4	**87**
1945	951	348	3330	70	Madison Ave	Valley Rd	Windsong Lp	625	22	1,528	SART	ACP	95	85	**91**	Moderate	Excellent	1	4	**91**
2646	151	165	3330	80	Madison Ave	Windsong Lp	Morgan Rd	678	22	1,657	SART	ACP	96	88	**93**	Moderate	Excellent	4	0	**93**
2497	315	336	3330	90	Madison Ave	Morgan Rd	Idel Weiss Ln	1,018	28	3,167	SART	ACP	90	89	**90**	Moderate	Excellent	7	3	**89**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
1037	85	96	3290	10	Lynwood Center Rd	Point White Dr	Woodson Ln	511	10.0	10.0	9.4	10.0	10.0	9.9	10.0	9.4	9.7	10.0
2701	85	96	3290	20	Lynwood Center Rd	Woodson Ln	Baker Hill Rd	308	10.0	9.9	10.0	10.0	10.0	8.8	10.0	9.4	8.8	10.0
2167	680	716	3290	30	Lynwood Center Rd	Baker Hill Rd	Emerald Way	1,996	9.2	9.4	9.4	10.0	10.0	9.9	10.0	9.7	8.8	10.0
1206	682	718	3290	40	Lynwood Center Rd	Emerald Way	Jade Ln	735	9.5	9.3	10.0	10.0	9.4	9.4	10.0	9.5	7.0	10.0
1205	682	718	3290	50	Lynwood Center Rd	Jade Ln	Opal Ridge Ln	694	8.8	10.0	10.0	10.0	10.0	9.4	10.0	9.4	10.0	10.0
2166	682	718	3290	60	Lynwood Center Rd	Opal Ridge Ln	Fletcher Bay Rd	1,440	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.3	10.0
2769	3	3	3290	70	Lynwood Center Rd	Fletcher Bay Rd	Lynwood Center Rd	508	10.0	10.0	10.0	10.0	10.0	9.8	10.0	10.0	10.0	10.0
2152	697	733	3290	80	Lynwood Center Rd	Lynwood Center Rd	Bucklin Hill Rd	549	10.0	9.8	10.0	10.0	10.0	8.4	10.0	9.5	10.0	10.0
2188	658	692	3300	10	Lytle Rd	SOUTH END	Pleasant Beach Dr	197	5.9	10.0	10.0	10.0	10.0	7.8	10.0	8.4	8.7	10.0
2199	646	680	3300	20	Lytle Rd	Pleasant Beach Dr	Beck Rd	519	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	9.9	10.0
1560	650	684	3300	30	Lytle Rd	Beck Rd	NORTH END	1,277	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	10.0	10.0
1978	914	500	3310	10	Madison Ave	Parfitt Way	Bjune Dr	616	10.0	9.6	10.0	10.0	10.0	9.9	10.0	9.3	10.0	10.0
2738	41	45	3310	20	Madison Ave	Bjune Dr	Winslow Way	249	10.0	9.4	10.0	10.0	10.0	10.0	10.0	9.4	9.7	10.0
2367	467	494	3310	30	Madison Ave	Winslow Way	Henshaw Ln	431	9.1	8.4	9.0	10.0	10.0	9.4	10.0	9.5	7.8	10.0
1151	467	494	3310	40	Madison Ave	Henshaw Ln	Madrona Way	641	8.3	7.1	10.0	10.0	10.0	9.5	10.0	9.5	7.8	10.0
2747	31	34	3310	50	Madison Ave	Madrona Way	Wyatt St	250	8.3	7.7	9.2	10.0	10.0	9.8	10.0	9.6	8.0	10.0
2377	456	483	3310	60	Madison Ave	Wyatt St	Knetchel Way	660	7.0	8.0	9.6	10.0	10.0	9.5	10.0	9.6	6.9	10.0
2379	454	481	3310	70	Madison Ave	Knetchel Way	Wallace Way	665	9.1	9.0	10.0	10.0	10.0	9.8	10.0	9.6	7.3	10.0
2383	449	476	3310	80	Madison Ave	Wallace Way	Ihland Pl	652	9.3	7.2	10.0	10.0	10.0	9.8	10.0	9.6	6.2	10.0
2382	450	477	3310	90	Madison Ave	Ihland Pl	High School Rd	677	8.9	7.8	9.0	10.0	10.0	9.6	10.0	9.6	7.0	10.0
1109	366	391	3310	100	Madison Ave	High School Rd	Private	948	10.0	8.4	10.0	10.0	10.0	9.9	10.0	9.5	7.6	10.0
1108	366	391	3310	110	Madison Ave	Private	Private	301	10.0	9.3	10.0	10.0	10.0	10.0	10.0	9.6	8.9	10.0
1107	366	391	3310	120	Madison Ave	Private	Private	389	10.0	9.0	10.0	10.0	10.0	10.0	10.0	9.4	8.6	10.0
1106	366	391	3310	130	Madison Ave	Private	Private	62	10.0	8.5	9.3	10.0	10.0	9.9	10.0	9.9	8.6	10.0
2459	366	391	3310	140	Madison Ave	Private	New Brooklyn Rd	1,007	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.3	6.3	10.0
2450	375	400	3310	150	Madison Ave	New Brooklyn Rd	State Route 305	653	10.0	9.7	10.0	10.0	10.0	10.0	10.0	9.4	9.1	10.0
2469	356	381	3310	160	Madison Ave	State Route 305	Yaquina Ave	551	10.0	9.2	8.3	10.0	10.0	10.0	10.0	9.5	9.7	10.0
2481	333	355	3330	10	Madison Ave	State Route 305	Moran Rd	79	10.0	10.0	10.0	10.0	10.0	9.1	10.0	9.2	10.0	10.0
2641	157	172	3330	20	Madison Ave	Moran Rd	Manitou Beach Dr	283	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.4	10.0	10.0
2549	255	273	3330	30	Madison Ave	Manitou Beach Dr	Beachcrest Dr	1367	10.0	8.5	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2483	331	353	3330	40	Madison Ave	Beachcrest Dr	Timberlane Pl	499	10.0	8.9	10.0	10.0	10.0	10.0	10.0	9.8	10.0	10.0
2485	329	351	3330	50	Madison Ave	Timberlane Pl	Daniel Ct	343	10.0	9.6	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2487	327	349	3330	60	Madison Ave	Daniel Ct	Valley Rd	1,805	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.5	9.3	9.8
1945	951	348	3330	70	Madison Ave	Valley Rd	Windsong Lp	625	10.0	9.9	10.0	10.0	10.0	9.8	10.0	9.4	10.0	10.0
2646	151	165	3330	80	Madison Ave	Windsong Lp	Morgan Rd	678	10.0	10.0	10.0	10.0	9.1	10.0	10.0	10.0	10.0	10.0
2497	315	336	3330	90	Madison Ave	Morgan Rd	Idel Weiss Ln	1,018	10.0	9.7	9.3	10.0	10.0	10.0	10.0	10.0	10.0	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
1037	85	96	3290	10	Lynwood Center Rd	Point White Dr	Woodson Ln	511	3470	3470 - Lynwood Center Rd	4	3,550	9,177	**69**	Weak	SART	ACP
2701	85	96	3290	20	Lynwood Center Rd	Woodson Ln	Baker Hill Rd	308	3470	3470 - Lynwood Center Rd	4	3,550	9,177	**69**	Weak	SART	ACP
2167	680	716	3290	30	Lynwood Center Rd	Baker Hill Rd	Emerald Way	1,996	3470	3470 - Lynwood Center Rd	4	3,550	9,177	**69**	Weak	SART	ACP
1206	682	718	3290	40	Lynwood Center Rd	Emerald Way	Jade Ln	735	3470	3470 - Lynwood Center Rd	4	3,550	9,177	**69**	Weak	SART	ACP
1205	682	718	3290	50	Lynwood Center Rd	Jade Ln	Opal Ridge Ln	694	3480	3480 - Lynwood Center Rd	4	3,191	8,635	**85**	Moderate	SART	ACP
2166	682	718	3290	60	Lynwood Center Rd	Opal Ridge Ln	Fletcher Bay Rd	1,440	3480	3480 - Lynwood Center Rd	4	3,191	8,635	**85**	Moderate	SART	ACP
2769	3	3	3290	70	Lynwood Center Rd	Fletcher Bay Rd	Lynwood Center Rd	508	3480	3480 - Lynwood Center Rd	4	3,191	8,635	**85**	Moderate	SART	ACP
2152	697	733	3290	80	Lynwood Center Rd	Lynwood Center Rd	Bucklin Hill Rd	549	3480	3480 - Lynwood Center Rd	4	3,191	8,635	**85**	Moderate	SART	ACP
2188	658	692	3300	10	Lytle Rd	SOUTH END	Pleasant Beach Dr	197	3490	3490 - Lytle Rd	2	716	1,476	**68**	Moderate	RES-S	ACP
2199	646	680	3300	20	Lytle Rd	Pleasant Beach Dr	Beck Rd	519	3490	3490 - Lytle Rd	2	716	1,476	**68**	Moderate	RES-S	ACP
1560	650	684	3300	30	Lytle Rd	Beck Rd	NORTH END	1,277	3500	3500 - Lytle Rd	1	1,277	2,696	**86**	Moderate	RES-U	ACP
1978	914	500	3310	10	Madison Ave	Parfitt Way	Bjune Dr	616	3510	3510 - Madison Ave	1	616	1,916	**87**	Moderate	SART	ACP
2738	41	45	3310	20	Madison Ave	Bjune Dr	Winslow Way	249	3520	3520 - Madison Ave	1	249	775	**83**	Moderate	COL	ACP
2367	467	494	3310	30	Madison Ave	Winslow Way	Henshaw Ln	431	3530	3530 - Madison Ave	4	1,982	9,442	**34**	Moderate	SART	ACP
1151	467	494	3310	40	Madison Ave	Henshaw Ln	Madrona Way	641	3530	3530 - Madison Ave	4	1,982	9,442	**34**	Moderate	SART	ACP
2747	31	34	3310	50	Madison Ave	Madrona Way	Wyatt St	250	3530	3530 - Madison Ave	4	1,982	9,442	**34**	Moderate	SART	ACP
2377	456	483	3310	60	Madison Ave	Wyatt St	Knetchel Way	660	3530	3530 - Madison Ave	4	1,982	9,442	**34**	Moderate	SART	ACP
2379	454	481	3310	70	Madison Ave	Knetchel Way	Wallace Way	665	3540	3540 - Madison Ave	3	1,994	7,675	**43**	Moderate	SART	ACP
2383	449	476	3310	80	Madison Ave	Wallace Way	Ihland Pl	652	3540	3540 - Madison Ave	3	1,994	7,675	**43**	Moderate	SART	ACP
2382	450	477	3310	90	Madison Ave	Ihland Pl	High School Rd	677	3540	3540 - Madison Ave	3	1,994	7,675	**43**	Moderate	SART	ACP
1109	366	391	3310	100	Madison Ave	High School Rd	Private	948	3550	3550 - Madison Ave	4	1,700	5,184	**69**	Moderate	SART	ACP
1108	366	391	3310	110	Madison Ave	Private	Private	301	3550	3550 - Madison Ave	4	1,700	5,184	**69**	Moderate	SART	ACP
1107	366	391	3310	120	Madison Ave	Private	Private	389	3550	3550 - Madison Ave	4	1,700	5,184	**69**	Moderate	SART	ACP
1106	366	391	3310	130	Madison Ave	Private	Private	62	3550	3550 - Madison Ave	4	1,700	5,184	**69**	Moderate	SART	ACP
2459	366	391	3310	140	Madison Ave	Private	New Brooklyn Rd	1,007	3560	3560 - Madison Ave	3	2,211	6,667	**71**	Moderate	SART	ACP
2450	375	400	3310	150	Madison Ave	New Brooklyn Rd	State Route 305	653	3560	3560 - Madison Ave	3	2,211	6,667	**71**	Moderate	SART	ACP
2469	356	381	3310	160	Madison Ave	State Route 305	Yaquina Ave	551	3560	3560 - Madison Ave	3	2,211	6,667	**71**	Moderate	SART	ACP
2481	333	355	3330	10	Madison Ave	State Route 305	Moran Rd	79	3570	3570 - Madison Ave	5	2,571	7,462	**87**	Moderate	SART	ACP
2641	157	172	3330	20	Madison Ave	Moran Rd	Manitou Beach Dr	283	3570	3570 - Madison Ave	5	2,571	7,462	**87**	Moderate	SART	ACP
2549	255	273	3330	30	Madison Ave	Manitou Beach Dr	Beachcrest Dr	1367	3570	3570 - Madison Ave	5	2,571	7,462	**87**	Moderate	SART	ACP
2483	331	353	3330	40	Madison Ave	Beachcrest Dr	Timberlane Pl	499	3570	3570 - Madison Ave	5	2,571	7,462	**87**	Moderate	SART	ACP
2485	329	351	3330	50	Madison Ave	Timberlane Pl	Daniel Ct	343	3570	3570 - Madison Ave	5	2,571	7,462	**87**	Moderate	SART	ACP
2487	327	349	3330	60	Madison Ave	Daniel Ct	Valley Rd	1,805	3580	3580 - Madison Ave	2	2,430	6,542	**88**	Moderate	SART	ACP
1945	951	348	3330	70	Madison Ave	Valley Rd	Windsong Lp	625	3580	3580 - Madison Ave	2	2,430	6,542	**88**	Moderate	SART	ACP
2646	151	165	3330	80	Madison Ave	Windsong Lp	Morgan Rd	678	3590	3590 - Madison Ave	3	2,018	5,647	**88**	Moderate	SART	ACP
2497	315	336	3330	90	Madison Ave	Morgan Rd	Idel Weiss Ln	1,018	3590	3590 - Madison Ave	3	2,018	5,647	**88**	Moderate	SART	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary 6/1/2014

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2499	313	334	3330	100	Madison Ave	Idel Weiss Ln	Lovgreen Rd	322	23	823	SART	ACP	77	70	**75**	Moderate	V Good	13	10	**74**
2502	310	331	3330	110	Madison Ave	Lovgreen Rd	Viewcrest Ave	485	22	1,186	SART	ACP	93	79	**88**	Moderate	Excellent	4	3	**88**
2644	153	167	3330	120	Madison Ave	Viewcrest Ave	Eric Ave	389	23	994	SART	ACP	87	68	**80**	Moderate	V Good	10	3	**80**
2512	298	319	3330	130	Madison Ave	Eric Ave	Day Rd	1,760	25	4,889	SART	ACP	78	65	**74**	Moderate	V Good	17	4	**73**
1101	292	313	3330	140	Madison Ave	Day Rd	Mary Sam Ln	958	29	3,087	COL	ACP	98	94	**97**	Moderate	Excellent	2	0	**96**
1100	292	313	3330	150	Madison Ave	Mary Sam Ln	Raccoon Ln	33	30	110	COL	ACP	100	100	**100**	Moderate	Excellent	0	0	**100**
1099	292	313	3330	160	Madison Ave	Raccoon Ln	Private	342	27	1,026	COL	ACP	94	83	**90**	Moderate	Excellent	2	4	**90**
2516	292	313	3330	170	Madison Ave	Private	Torvanger Rd	2,676	28	8,325	COL	ACP	96	86	**92**	Moderate	Excellent	0	4	**92**
1071	227	245	3330	180	Madison Ave	Torvanger Rd	Private	1,358	26	3,923	COL	ACP	100	94	**98**	Moderate	Excellent	0	0	**97**
2577	227	245	3330	190	Madison Ave	Private	Phelps Rd	826	23	2,111	COL	ACP	93	79	**88**	Moderate	Excellent	4	3	**88**
2431	395	421	3380	10	Madrona Dr	Wing Point Way	Fairview Ave	298	23	762	RES-U	ACP	68	43	**60**	Moderate	Fair	28	4	**59**
2426	400	426	3380	20	Madrona Dr	Fairview Ave	Dingley Rd	1,210	21	2,823	RES-U	ACP	52	29	**44**	Strong	Marginal	29	9	**44**
2433	393	419	3380	30	Madrona Dr	Dingley Rd	Yeomalt Point Dr	445	12	593	RES-S	ACP	46	21	**38**	Moderate	Poor	49	4	**37**
2096	760	798	3360	10	Madrona Way	SOUTH END	Olympus Beach Way	873	16	1,552	RES-S	ACP	11	15	**12**	Weak	V Poor	85	3	**12**
2711	74	82	3360	20	Madrona Way	Olympus Beach Way	Beach St	115	16	204	RES-S	ACP	16	30	**21**	Weak	V Poor	80	4	**20**
1150	458	485	3370	10	Madrona Way	Madison Ave	Private	291	25	808	RES-U	ACP	47	32	**42**	Moderate	Marginal	45	8	**41**
1149	458	485	3370	20	Madrona Way	Private	Private	199	20	442	RES-U	ACP	23	11	**19**	Moderate	V Poor	74	3	**18**
1148	458	485	3370	30	Madrona Way	Private	Private	185	20	411	RES-U	ACP	33	19	**29**	Moderate	Poor	64	3	**28**
2049	815	857	3390	10	Maiden Ln	Beverly Ln	NORTH END	492	25	1,367	RES-S	ACP	51	33	**45**	Moderate	Marginal	45	4	**44**
1266	932	796	3400	10	Mandus Olson Rd	New Brooklyn Rd	Coyote Farm Ln	1,320	21	3,080	RES-S	ACP	65	65	**65**	Moderate	Good	25	10	**65**
1962	932	796	3400	20	Mandus Olson Rd	Coyote Farm Ln	NW END	3,938	23	10,064	RES-S	ACP	25	57	**36**	Moderate	Poor	51	14	**35**
1427	817	859	3410	10	Mandus Olson Rd	SOUTH END	Beverly Ln	180	22	440	RES-S	ACP	94	82	**90**	Moderate	Excellent	0	6	**90**
2047	818	860	3410	20	Mandus Olson Rd	Beverly Ln	Meadowmeer Ln	314	24	837	RES-S	ACP	82	86	**83**	Moderate	V Good	0	18	**83**
2045	820	863	3410	30	Mandus Olson Rd	Meadowmeer Ln	Koura Rd	833	21	1,944	RES-S	ACP	57	82	**65**	Moderate	Good	21	23	**65**
1094	263	281	3420	10	Manitou Beach Dr	Madison Ave	Edgecombe Pl	697	23	1,781	COL	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2541	263	281	3420	20	Manitou Beach Dr	Edgecombe Pl	Murden Cove Dr	200	21	467	COL	ACP	97	87	**94**	Moderate	Excellent	0	4	**93**
2550	254	272	3420	30	Manitou Beach Dr	Murden Cove Dr	Murden Cove Dr	315	21	735	COL	ACP	92	77	**87**	Moderate	Excellent	5	3	**87**
2743	35	39	3420	40	Manitou Beach Dr	Murden Cove Dr	Beach Crest Dr	1,721	23	4,398	COL	ACP	50	59	**53**	Weak	Fair	48	3	**52**
2551	253	271	3420	50	Manitou Beach Dr	Beach Crest Dr	Falk Rd	872	21	2,035	COL	ACP	49	58	**52**	Weak	Fair	48	3	**51**
2542	262	280	3420	60	Manitou Beach Dr	Falk Rd	Manitou Park Blvd	1,026	19	2,166	COL	ACP	26	39	**30**	Moderate	Poor	62	13	**29**
1044	158	173	3420	70	Manitou Beach Dr	Manitou Park Blvd	Private	436	19	920	COL	ACP	17	40	**25**	Moderate	V Poor	66	16	**24**
2640	158	173	3420	80	Manitou Beach Dr	Private	Ocean Dr	430	21	1,003	COL	ACP	15	32	**21**	Moderate	V Poor	68	16	**20**
2547	257	275	3420	90	Manitou Beach Dr	Ocean Dr	Mountain View Rd	862	19	1,820	COL	ACP	17	48	**27**	Moderate	Poor	60	23	**26**
1991	897	278	3420	100	Manitou Beach Dr	Mountain View Rd	Valley Rd	402	20	893	COL	ACP	5	24	**11**	Moderate	V Poor	81	13	**11**
2545	259	277	3430	10	Manitou Park Blvd	Manitou Beach Dr	NE END	1,956	18	3,912	RES-S	ACP	18	26	**21**	Moderate	V Poor	57	15	**20**
1052	192	210	3450	10	Manual Rd	SW END	Little Harbor Ln	98	21	229	RES-S	ACP	67	94	**76**	Weak	V Good	33	0	**75**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2499	313	334	3330	100	Madison Ave	Idel Weiss Ln	Lovgreen Rd	322	10.0	9.0	10.0	10.0	10.0	10.0	10.0	9.5	8.4	10.0
2502	310	331	3330	110	Madison Ave	Lovgreen Rd	Viewcrest Ave	485	10.0	10.0	10.0	10.0	9.3	9.9	10.0	9.4	10.0	10.0
2644	153	167	3330	120	Madison Ave	Viewcrest Ave	Eric Ave	389	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	8.7	10.0
2512	298	319	3330	130	Madison Ave	Eric Ave	Day Rd	1,760	8.3	10.0	10.0	10.0	10.0	9.9	10.0	9.3	10.0	9.8
1101	292	313	3330	140	Madison Ave	Day Rd	Mary Sam Ln	958	10.0	10.0	10.0	10.0	9.6	10.0	10.0	10.0	10.0	10.0
1100	292	313	3330	150	Madison Ave	Mary Sam Ln	Raccoon Ln	33	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
1099	292	313	3330	160	Madison Ave	Raccoon Ln	Private	342	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	10.0
2516	292	313	3330	170	Madison Ave	Private	Torvanger Rd	2,676	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
1071	227	245	3330	180	Madison Ave	Torvanger Rd	Private	1,358	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2577	227	245	3330	190	Madison Ave	Private	Phelps Rd	826	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	10.0
2431	395	421	3380	10	Madrona Dr	Wing Point Way	Fairview Ave	298	9.0	9.9	10.0	10.0	10.0	9.2	10.0	9.5	8.4	10.0
2426	400	426	3380	20	Madrona Dr	Fairview Ave	Dingley Rd	1,210	8.9	9.8	9.6	10.0	8.8	9.5	10.0	8.7	9.3	8.7
2433	393	419	3380	30	Madrona Dr	Dingley Rd	Yeomalt Point Dr	445	10.0	10.0	7.0	10.0	10.0	9.2	10.0	9.2	8.4	9.9
2096	760	798	3360	10	Madrona Way	SOUTH END	Olympus Beach Way	873	6.6	10.0	8.1	10.0	10.0	7.1	10.0	9.4	8.2	10.0
2711	74	82	3360	20	Madrona Way	Olympus Beach Way	Beach St	115	5.3	10.0	10.0	10.0	10.0	9.1	10.0	9.3	6.4	10.0
1150	458	485	3370	10	Madrona Way	Madison Ave	Private	291	10.0	9.5	6.6	10.0	10.0	9.1	10.0	9.3	9.4	10.0
1149	458	485	3370	20	Madrona Way	Private	Private	199	8.5	10.0	4.8	10.0	10.0	9.0	10.0	9.4	10.0	10.0
1148	458	485	3370	30	Madrona Way	Private	Private	185	10.0	10.0	4.8	10.0	10.0	9.1	10.0	9.4	9.3	10.0
2049	815	857	3390	10	Maiden Ln	Beverly Ln	NORTH END	492	8.6	9.8	8.1	10.0	10.0	8.9	10.0	9.5	9.3	10.0
1266	932	796	3400	10	Mandus Olson Rd	New Brooklyn Rd	Coyote Farm Ln	1,320	10.0	9.9	8.5	10.0	8.4	10.0	10.0	8.3	9.7	10.0
1962	932	796	3400	20	Mandus Olson Rd	Coyote Farm Ln	NW END	3,938	9.0	9.8	7.0	10.0	9.1	9.9	10.0	7.7	9.2	8.8
1427	817	859	3410	10	Mandus Olson Rd	SOUTH END	Beverly Ln	180	10.0	9.7	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2047	818	860	3410	20	Mandus Olson Rd	Beverly Ln	Meadowmeer Ln	314	10.0	7.8	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2045	820	863	3410	30	Mandus Olson Rd	Meadowmeer Ln	Koura Rd	833	10.0	7.5	8.1	10.0	10.0	10.0	10.0	9.6	9.8	10.0
1094	263	281	3420	10	Manitou Beach Dr	Madison Ave	Edgecombe Pl	697	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2541	263	281	3420	20	Manitou Beach Dr	Edgecombe Pl	Murden Cove Dr	200	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2550	254	272	3420	30	Manitou Beach Dr	Murden Cove Dr	Murden Cove Dr	315	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.4	10.0	10.0
2743	35	39	3420	40	Manitou Beach Dr	Murden Cove Dr	Beach Crest Dr	1,721	5.6	10.0	10.0	10.0	10.0	9.2	10.0	9.5	10.0	10.0
2551	253	271	3420	50	Manitou Beach Dr	Beach Crest Dr	Falk Rd	872	5.1	10.0	10.0	10.0	10.0	9.9	10.0	9.4	10.0	10.0
2542	262	280	3420	60	Manitou Beach Dr	Falk Rd	Manitou Park Blvd	1,026	6.5	9.3	7.7	10.0	10.0	9.6	10.0	8.7	9.6	10.0
1044	158	173	3420	70	Manitou Beach Dr	Manitou Park Blvd	Private	436	6.5	8.2	6.9	10.0	10.0	9.7	10.0	9.6	10.0	10.0
2640	158	173	3420	80	Manitou Beach Dr	Private	Ocean Dr	430	7.3	8.2	7.2	10.0	10.0	8.5	10.0	9.6	9.5	10.0
2547	257	275	3420	90	Manitou Beach Dr	Ocean Dr	Mountain View Rd	862	7.2	9.1	7.5	10.0	9.6	9.8	10.0	7.0	9.4	10.0
1991	897	278	3420	100	Manitou Beach Dr	Mountain View Rd	Valley Rd	402	7.2	8.6	6.3	10.0	9.4	9.5	10.0	9.7	8.5	10.0
2545	259	277	3430	10	Manitou Park Blvd	Manitou Beach Dr	NE END	1,956	8.3	9.6	7.0	10.0	10.0	9.2	10.0	7.9	9.4	8.8
1052	192	210	3450	10	Manual Rd	SW END	Little Harbor Ln	98	10.0	10.0	6.7	10.0	10.0	10.0	10.0	10.0	10.0	10.0

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary: Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2499	313	334	3330	100	Madison Ave	Idel Weiss Ln	Lovgreen Rd	322	3590	3590 - Madison Ave	3	2,018	5,647	**88**	Moderate	SART	ACP
2502	310	331	3330	110	Madison Ave	Lovgreen Rd	Viewcrest Ave	485	3600	3600 - Madison Ave	3	2,634	7,069	**77**	Moderate	SART	ACP
2644	153	167	3330	120	Madison Ave	Viewcrest Ave	Eric Ave	389	3600	3600 - Madison Ave	3	2,634	7,069	**77**	Moderate	SART	ACP
2512	298	319	3330	130	Madison Ave	Eric Ave	Day Rd	1,760	3600	3600 - Madison Ave	3	2,634	7,069	**77**	Moderate	SART	ACP
1101	292	313	3330	140	Madison Ave	Day Rd	Mary Sam Ln	958	3610	3610 - Madison Ave	4	4,009	12,548	**93**	Moderate	COL	ACP
1100	292	313	3330	150	Madison Ave	Mary Sam Ln	Raccoon Ln	33	3610	3610 - Madison Ave	4	4,009	12,548	**93**	Moderate	COL	ACP
1099	292	313	3330	160	Madison Ave	Raccoon Ln	Private	342	3610	3610 - Madison Ave	4	4,009	12,548	**93**	Moderate	COL	ACP
2516	292	313	3330	170	Madison Ave	Private	Torvanger Rd	2,676	3610	3610 - Madison Ave	4	4,009	12,548	**93**	Moderate	COL	ACP
1071	227	245	3330	180	Madison Ave	Torvanger Rd	Private	1,358	3620	3620 - Madison Ave	2	2,184	6,034	**94**	Moderate	COL	ACP
2577	227	245	3330	190	Madison Ave	Private	Phelps Rd	826	3620	3620 - Madison Ave	2	2,184	6,034	**94**	Moderate	COL	ACP
2431	395	421	3380	10	Madrona Dr	Wing Point Way	Fairview Ave	298	3630	3630 - Madrona Dr	2	1,508	3,585	**47**	Strong	RES-U	ACP
2426	400	426	3380	20	Madrona Dr	Fairview Ave	Dingley Rd	1,210	3630	3630 - Madrona Dr	2	1,508	3,585	**47**	Strong	RES-U	ACP
2433	393	419	3380	30	Madrona Dr	Dingley Rd	Yeomalt Point Dr	445	3640	3640 - Madrona Dr	1	445	593	**37**	Moderate	RES-S	ACP
2096	760	798	3360	10	Madrona Way	SOUTH END	Olympus Beach Way	873	3650	3650 - Madrona Way	2	988	1,756	**13**	Weak	RES-S	ACP
2711	74	82	3360	20	Madrona Way	Olympus Beach Way	Beach St	115	3650	3650 - Madrona Way	2	988	1,756	**13**	Weak	RES-S	ACP
1150	458	485	3370	10	Madrona Way	Madison Ave	Private	291	3660	3660 - Madrona Way	3	675	1,662	**32**	Moderate	RES-U	ACP
1149	458	485	3370	20	Madrona Way	Private	Private	199	3660	3660 - Madrona Way	3	675	1,662	**32**	Moderate	RES-U	ACP
1148	458	485	3370	30	Madrona Way	Private	Private	185	3660	3660 - Madrona Way	3	675	1,662	**32**	Moderate	RES-U	ACP
2049	815	857	3390	10	Maiden Ln	Beverly Ln	NORTH END	492	3670	3670 - Maiden Ln	1	492	1,367	**44**	Moderate	RES-S	ACP
1266	932	796	3400	10	Mandus Olson Rd	New Brooklyn Rd	Coyote Farm Ln	1,320	3680	3680 - Mandus Olson Rd	1	1,320	3,080	**65**	Moderate	RES-S	ACP
1962	932	796	3400	20	Mandus Olson Rd	Coyote Farm Ln	NW END	3,938	3690	3690 - Mandus Olson Rd	1	3,938	10,064	**35**	Moderate	RES-S	ACP
1427	817	859	3410	10	Mandus Olson Rd	SOUTH END	Beverly Ln	180	3700	3700 - Mandus Olson Rd	3	1,327	3,221	**73**	Moderate	RES-S	ACP
2047	818	860	3410	20	Mandus Olson Rd	Beverly Ln	Meadowmeer Ln	314	3700	3700 - Mandus Olson Rd	3	1,327	3,221	**73**	Moderate	RES-S	ACP
2045	820	863	3410	30	Mandus Olson Rd	Meadowmeer Ln	Koura Rd	833	3700	3700 - Mandus Olson Rd	3	1,327	3,221	**73**	Moderate	RES-S	ACP
1094	263	281	3420	10	Manitou Beach Dr	Madison Ave	Edgecombe Pl	697	3710	3710 - Manitou Beach Dr	3	1,212	2,983	**91**	Moderate	COL	ACP
2541	263	281	3420	20	Manitou Beach Dr	Edgecombe Pl	Murden Cove Dr	200	3710	3710 - Manitou Beach Dr	3	1,212	2,983	**91**	Moderate	COL	ACP
2550	254	272	3420	30	Manitou Beach Dr	Murden Cove Dr	Murden Cove Dr	315	3710	3710 - Manitou Beach Dr	3	1,212	2,983	**91**	Moderate	COL	ACP
2743	35	39	3420	40	Manitou Beach Dr	Murden Cove Dr	Beach Crest Dr	1,721	3720	3720 - Manitou Beach Dr	2	2,593	6,433	**52**	Weak	COL	ACP
2551	253	271	3420	50	Manitou Beach Dr	Beach Crest Dr	Falk Rd	872	3720	3720 - Manitou Beach Dr	2	2,593	6,433	**52**	Weak	COL	ACP
2542	262	280	3420	60	Manitou Beach Dr	Falk Rd	Manitou Park Blvd	1,026	3730	3730 - Manitou Beach Dr	5	3,156	6,803	**24**	Moderate	COL	ACP
1044	158	173	3420	70	Manitou Beach Dr	Manitou Park Blvd	Private	436	3730	3730 - Manitou Beach Dr	5	3,156	6,803	**24**	Moderate	COL	ACP
2640	158	173	3420	80	Manitou Beach Dr	Private	Ocean Dr	430	3730	3730 - Manitou Beach Dr	5	3,156	6,803	**24**	Moderate	COL	ACP
2547	257	275	3420	90	Manitou Beach Dr	Ocean Dr	Mountain View Rd	862	3730	3730 - Manitou Beach Dr	5	3,156	6,803	**24**	Moderate	COL	ACP
1991	897	278	3420	100	Manitou Beach Dr	Mountain View Rd	Valley Rd	402	3730	3730 - Manitou Beach Dr	5	3,156	6,803	**24**	Moderate	COL	ACP
2545	259	277	3430	10	Manitou Park Blvd	Manitou Beach Dr	NE END	1,956	3740	3740 - Manitou Park Blvd	1	1,956	3,912	**20**	Moderate	RES-S	ACP
1052	192	210	3450	10	Manual Rd	SW END	Little Harbor Ln	98	3750	3750 - Manual Rd	2	705	1,038	**32**	Weak	RES-S	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014: Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2610	192	210	3450	20	Manual Rd	Little Harbor Ln	EAST END	607	12	809	RES-S	ACP	19	25	**21**	Weak	V Poor	76	5	**20**
2032	835	880	3460	10	Manzanita Pl	Peterson Hill Rd	NE END	651	21	1,519	RES-S	ACP	13	16	**14**	Moderate	V Poor	75	2	**13**
1950	946	882	3470	10	Manzanita Rd	Bergman Rd	Day Rd	846	17	1,598	COL	ACP	94	82	**90**	Moderate	Excellent	2	4	**89**
1030	55	61	3470	20	Manzanita Rd	Day Rd	Jay ST (pvt)	1,229	20	2,731	COL	ACP	94	81	**89**	Moderate	Excellent	1	4	**89**
2727	55	61	3470	30	Manzanita Rd	Jay ST (pvt)	Hidden Cove Rd	2,704	16	4,807	COL	ACP	86	69	**80**	Moderate	V Good	10	4	**80**
1421	791	830	3480	10	Maple St	Bayview Blvd	Herron St	280	16	498	RES-U	ACP	89	70	**83**	Moderate	V Good	7	4	**82**
2148	702	738	3500	10	Marshall Rd	Private	Vincent Rd	1,567	19	3,308	RES-S	ACP	46	30	**41**	Moderate	Marginal	47	7	**40**
2003	879	930	3510	10	Matsu Pl	SE END	Bayhill Rd	363	28	1,129	RES-S	ACP	47	45	**46**	Weak	Marginal	50	3	**45**
2234	610	644	3520	10	McDonald Ave	Old Mill Rd	Eagle Harbor Rd	2,442	21	5,698	COL	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
2008	874	925	3540	10	Meadowlark Ln	SOUTH END	Koura Rd	212	35	824	RES-S	ACP	73	52	**66**	Moderate	Good	9	17	**66**
2057	804	846	3550	10	Meadowmeer Circle	Koura Rd	Meadowmeer Rd	341	21	796	RES-U	ACP	82	64	**76**	Moderate	V Good	14	4	**76**
9001	804	846	3550	20	Meadowmeer Circle	Meadowmeer Rd	Barthrop Pl	585	21	1,365	RES-U	ACP	84	65	**78**	Moderate	V Good	12	4	**77**
1240	801	842	3550	30	Meadowmeer Circle	Barthrop Pl	Astor Ct NE	238	20	529	RES-U	ACP	77	75	**76**	Weak	V Good	20	3	**76**
2059	801	842	3550	40	Meadowmeer Circle	Astor Ct NE	Chatham Pl	244	20	542	RES-U	ACP	75	63	**71**	Moderate	V Good	18	7	**70**
2060	800	841	3550	50	Meadowmeer Circle	Chatham Pl	Tyler Pl	605	19	1,277	RES-U	ACP	27	66	**39**	Weak	Poor	67	6	**38**
2062	798	839	3550	60	Meadowmeer Circle	Tyler Pl	Chadwick Pl	406	21	947	RES-U	ACP	54	69	**59**	Weak	Fair	39	7	**58**
1955	940	840	3550	70	Meadowmeer Circle	Chadwick Pl	Private	155	20	344	RES-U	ACP	55	55	**55**	Weak	Fair	42	3	**54**
2763	12	12	3560	10	Meadowmeer Ln	WEST END	Meer Ct	469	27	1,407	RES-S	ACP	71	48	**63**	Moderate	Good	19	11	**63**
2048	816	858	3560	20	Meadowmeer Ln	Meer Ct	Mandus Olson Rd	222	20	493	RES-S	ACP	52	46	**50**	Moderate	Fair	43	4	**50**
2055	809	851	3570	10	Meadowmeer Rd	Meadowmeer Circle	Peggy Ln	288	18	576	RES-U	ACP	67	48	**61**	Moderate	Good	27	6	**60**
2056	805	847	3570	20	Meadowmeer Rd	Peggy Ln	Medway Ln	413	19	872	RES-U	ACP	65	65	**65**	Weak	Good	31	4	**64**
2054	810	852	3570	30	Meadowmeer Rd	Medway Ln	Katy Ln	329	21	768	RES-U	ACP	72	64	**69**	Moderate	Good	22	7	**69**
2716	68	76	3570	40	Meadowmeer Rd	Katy Ln	Renny Ln	236	21	551	RES-U	ACP	43	41	**43**	Weak	Marginal	54	3	**42**
1426	808	850	3580	10	Medway Ln	SOUTH END	Meadowmeer Rd	147	36	588	RES-U	ACP	78	59	**72**	Moderate	V Good	15	6	**71**
2764	11	11	3590	10	Meer Ct	Meadowmeer Ln	NORTH END	152	36	608	RES-S	ACP	61	39	**54**	Strong	Fair	15	23	**53**
2621	180	198	3600	10	Meigs St	Euclid Ave	Washington Ave	412	12	549	RES-S	ACP	93	81	**89**	Moderate	Excellent	2	4	**89**
1379	339	361	3610	10	Midships Pl	SW END	Capstan Dr	78	52	451	RES-U	ACP	82	63	**75**	Moderate	V Good	11	8	**75**
9002	606	639	3620	10	Mill Heights Rd	NW END	Barkentine Rd	700	18	1,400	RES-S	ACP	94	82	**90**	Moderate	Excellent	2	4	**89**
2238	606	639	3620	20	Mill Heights Rd	Barkentine Rd	Rockaway Bluff Rd	420	18	840	RES-S	ACP	55	50	**53**	Moderate	Fair	36	9	**53**
2709	76	84	3630	10	Miller Rd	Fletcher Bay Rd	Battle Point Dr	2,026	22	4,952	SART	ACP	94	83	**90**	Moderate	Excellent	3	3	**90**
1227	767	805	3630	20	Miller Rd	Battle Point Dr	Private	323	30	1,077	SART	ACP	93	81	**89**	Moderate	Excellent	2	5	**89**
1226	767	805	3630	30	Miller Rd	Private	Private	421	29	1,357	SART	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2090	767	805	3630	40	Miller Rd	Private	Tolo Rd	1,490	24	3,973	SART	ACP	95	85	**92**	Moderate	Excellent	1	4	**92**
2713	72	80	3630	50	Miller Rd	Tolo Rd	Justin Ct	1,761	25	4,892	SART	ACP	89	78	**85**	Moderate	Excellent	8	3	**85**
2629	171	188	3630	60	Miller Rd	Justin Ct	Arrow Point Dr	1,564	25	4,344	SART	ACP	95	86	**92**	Moderate	Excellent	1	4	**92**
2072	786	825	3630	70	Miller Rd	Arrow Point Dr	Koura Rd	879	24	2,344	SART	ACP	97	87	**94**	Moderate	Excellent	0	4	**93**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2610	192	210	3450	20	Manual Rd	Little Harbor Ln	EAST END	607	10.0	9.8	4.8	10.0	10.0	7.2	10.0	9.3	9.5	10.0
2032	835	880	3460	10	Manzanita Pl	Peterson Hill Rd	NE END	651	7.7	10.0	6.1	10.0	10.0	9.3	10.0	9.6	8.8	8.7
1950	946	882	3470	10	Manzanita Rd	Bergman Rd	Day Rd	846	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	10.0
1030	55	61	3470	20	Manzanita Rd	Day Rd	Jay ST (pvt)	1,229	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	9.8
2727	55	61	3470	30	Manzanita Rd	Jay ST (pvt)	Hidden Cove Rd	2,704	10.0	9.8	9.1	10.0	10.0	9.9	10.0	9.4	10.0	10.0
1421	791	830	3480	10	Maple St	Bayview Blvd	Herron St	280	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.3	9.8	10.0
2148	702	738	3500	10	Marshall Rd	Private	Vincent Rd	1,567	8.9	9.4	8.1	10.0	9.3	9.4	10.0	9.6	8.6	10.0
2003	879	930	3510	10	Matsu Pl	SE END	Bayhill Rd	363	10.0	10.0	5.2	10.0	10.0	9.6	10.0	9.4	10.0	10.0
2234	610	644	3520	10	McDonald Ave	Old Mill Rd	Eagle Harbor Rd	2,442	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2008	874	925	3540	10	Meadowlark Ln	SOUTH END	Koura Rd	212	10.0	8.2	9.5	10.0	10.0	9.3	10.0	9.5	10.0	10.0
2057	804	846	3550	10	Meadowmeer Circle	Koura Rd	Meadowmeer Rd	341	10.0	9.9	9.3	10.0	10.0	9.9	10.0	9.4	9.3	10.0
9001	804	846	3550	20	Meadowmeer Circle	Meadowmeer Rd	Barthrop Pl	585	10.0	10.0	10.0	10.0	10.0	9.9	10.0	9.3	8.6	10.0
1240	801	842	3550	30	Meadowmeer Circle	Barthrop Pl	Astor Ct NE	238	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	7.5	10.0
2059	801	842	3550	40	Meadowmeer Circle	Astor Ct NE	Chatham Pl	244	10.0	9.5	10.0	10.0	10.0	9.9	10.0	9.4	7.9	10.0
2060	800	841	3550	50	Meadowmeer Circle	Chatham Pl	Tyler Pl	605	10.0	9.5	4.4	10.0	10.0	10.0	10.0	9.6	8.6	10.0
2062	798	839	3550	60	Meadowmeer Circle	Tyler Pl	Chadwick Pl	406	10.0	9.4	7.3	10.0	10.0	9.9	10.0	9.5	8.6	10.0
1955	940	840	3550	70	Meadowmeer Circle	Chadwick Pl	Private	155	10.0	10.0	7.2	10.0	10.0	9.9	10.0	9.5	8.3	10.0
2763	12	12	3560	10	Meadowmeer Ln	WEST END	Meer Ct	469	8.9	9.0	10.0	10.0	10.0	9.5	10.0	9.5	9.4	10.0
2048	816	858	3560	20	Meadowmeer Ln	Meer Ct	Mandus Olson Rd	222	10.0	10.0	6.6	10.0	10.0	9.5	10.0	9.3	9.3	10.0
2055	809	851	3570	10	Meadowmeer Rd	Meadowmeer Circle	Peggy Ln	288	10.0	9.7	9.4	10.0	10.0	9.6	10.0	9.3	7.7	10.0
2056	805	847	3570	20	Meadowmeer Rd	Peggy Ln	Medway Ln	413	10.0	9.9	8.5	10.0	9.7	10.0	10.0	9.5	8.2	10.0
2054	810	852	3570	30	Meadowmeer Rd	Medway Ln	Katy Ln	329	10.0	9.5	9.3	10.0	10.0	10.0	10.0	9.5	8.1	10.0
2716	68	76	3570	40	Meadowmeer Rd	Katy Ln	Renny Ln	236	10.0	10.0	6.7	10.0	10.0	9.6	10.0	9.5	7.8	10.0
1426	808	850	3580	10	Medway Ln	SOUTH END	Meadowmeer Rd	147	10.0	9.6	10.0	10.0	10.0	9.4	10.0	9.4	8.6	10.0
2764	11	11	3590	10	Meer Ct	Meadowmeer Ln	NORTH END	152	10.0	7.4	8.9	10.0	10.0	9.4	10.0	9.6	10.0	10.0
2621	180	198	3600	10	Meigs St	Euclid Ave	Washington Ave	412	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.2	10.0	10.0
1379	339	361	3610	10	Midships Pl	SW END	Capstan Dr	78	10.0	9.3	10.0	10.0	10.0	9.5	10.0	9.6	9.1	10.0
9002	606	639	3620	10	Mill Heights Rd	NW END	Barkentine Rd	700	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	10.0
2238	606	639	3620	20	Mill Heights Rd	Barkentine Rd	Rockaway Bluff Rd	420	6.4	9.3	10.0	10.0	10.0	9.7	10.0	9.5	10.0	10.0
2709	76	84	3630	10	Miller Rd	Fletcher Bay Rd	Battle Point Dr	2,026	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.5	10.0	10.0
1227	767	805	3630	20	Miller Rd	Battle Point Dr	Private	323	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.2	10.0	10.0
1226	767	805	3630	30	Miller Rd	Private	Private	421	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2090	767	805	3630	40	Miller Rd	Private	Tolo Rd	1,490	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2713	72	80	3630	50	Miller Rd	Tolo Rd	Justin Ct	1,761	9.2	10.0	10.0	10.0	10.0	9.9	10.0	9.5	10.0	10.0
2629	171	188	3630	60	Miller Rd	Justin Ct	Arrow Point Dr	1,564	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.4	10.0	10.0
2072	786	825	3630	70	Miller Rd	Arrow Point Dr	Koura Rd	879	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2610	192	210	3450	20	Manual Rd	Little Harbor Ln	EAST END	607	3750	3750 - Manual Rd	2	705	1,038	**32**	Weak	RES-S	ACP
2032	835	880	3460	10	Manzanita Pl	Peterson Hill Rd	NE END	651	3760	3760 - Manzanita Pl	1	651	1,519	**13**	Moderate	RES-S	ACP
1950	946	882	3470	10	Manzanita Rd	Bergman Rd	Day Rd	846	3770	3770 - Manzanita Rd	2	2,075	4,329	**89**	Moderate	COL	ACP
1030	55	61	3470	20	Manzanita Rd	Day Rd	Jay ST (pvt)	1,229	3770	3770 - Manzanita Rd	2	2,075	4,329	**89**	Moderate	COL	ACP
2727	55	61	3470	30	Manzanita Rd	Jay ST (pvt)	Hidden Cove Rd	2,704	3780	3780 - Manzanita Rd	1	2,704	4,807	**80**	Moderate	COL	ACP
1421	791	830	3480	10	Maple St	Bayview Blvd	Herron St	280	3790	3790 - Maple St	1	280	498	**82**	Moderate	RES-U	ACP
2148	702	738	3500	10	Marshall Rd	Private	Vincent Rd	1,567	3800	3800 - Marshall Rd	1	1,567	3,308	**40**	Moderate	RES-S	ACP
2003	879	930	3510	10	Matsu Pl	SE END	Bayhill Rd	363	3810	3810 - Matsu Pl	1	363	1,129	**45**	Weak	RES-S	ACP
2234	610	644	3520	10	McDonald Ave	Old Mill Rd	Eagle Harbor Rd	2,442	3820	3820 - McDonald Ave	1	2,442	5,698	**91**	Moderate	COL	ACP
2008	874	925	3540	10	Meadowlark Ln	SOUTH END	Koura Rd	212	3830	3830 - Meadowlark Ln	1	212	824	**66**	Moderate	RES-S	ACP
2057	804	846	3550	10	Meadowmeer Circle	Koura Rd	Meadowmeer Rd	341	3840	3840 - Meadowmeer Circle	7	2,574	5,801	**63**	Weak	RES-U	ACP
9001	804	846	3550	20	Meadowmeer Circle	Meadowmeer Rd	Barthrop Pl	585	3840	3840 - Meadowmeer Circle	7	2,574	5,801	**63**	Weak	RES-U	ACP
1240	801	842	3550	30	Meadowmeer Circle	Barthrop Pl	Astor Ct NE	238	3840	3840 - Meadowmeer Circle	7	2,574	5,801	**63**	Weak	RES-U	ACP
2059	801	842	3550	40	Meadowmeer Circle	Astor Ct NE	Chatham Pl	244	3840	3840 - Meadowmeer Circle	7	2,574	5,801	**63**	Weak	RES-U	ACP
2060	800	841	3550	50	Meadowmeer Circle	Chatham Pl	Tyler Pl	605	3840	3840 - Meadowmeer Circle	7	2,574	5,801	**63**	Weak	RES-U	ACP
2062	798	839	3550	60	Meadowmeer Circle	Tyler Pl	Chadwick Pl	406	3840	3840 - Meadowmeer Circle	7	2,574	5,801	**63**	Weak	RES-U	ACP
1955	940	840	3550	70	Meadowmeer Circle	Chadwick Pl	Private	155	3840	3840 - Meadowmeer Circle	7	2,574	5,801	**63**	Weak	RES-U	ACP
2763	12	12	3560	10	Meadowmeer Ln	WEST END	Meer Ct	469	3850	3850 - Meadowmeer Ln	2	691	1,900	**59**	Moderate	RES-S	ACP
2048	816	858	3560	20	Meadowmeer Ln	Meer Ct	Mandus Olson Rd	222	3850	3850 - Meadowmeer Ln	2	691	1,900	**59**	Moderate	RES-S	ACP
2055	809	851	3570	10	Meadowmeer Rd	Meadowmeer Circle	Peggy Ln	288	3860	3860 - Meadowmeer Rd	4	1,266	2,766	**60**	Weak	RES-U	ACP
2056	805	847	3570	20	Meadowmeer Rd	Peggy Ln	Medway Ln	413	3860	3860 - Meadowmeer Rd	4	1,266	2,766	**60**	Weak	RES-U	ACP
2054	810	852	3570	30	Meadowmeer Rd	Medway Ln	Katy Ln	329	3860	3860 - Meadowmeer Rd	4	1,266	2,766	**60**	Weak	RES-U	ACP
2716	68	76	3570	40	Meadowmeer Rd	Katy Ln	Renny Ln	236	3860	3860 - Meadowmeer Rd	4	1,266	2,766	**60**	Weak	RES-U	ACP
1426	808	850	3580	10	Medway Ln	SOUTH END	Meadowmeer Rd	147	3870	3870 - Medway Ln	1	147	588	**71**	Moderate	RES-U	ACP
2764	11	11	3590	10	Meer Ct	Meadowmeer Ln	NORTH END	152	3880	3880 - Meer Ct	1	152	608	**53**	Strong	RES-S	ACP
2621	180	198	3600	10	Meigs St	Euclid Ave	Washington Ave	412	3890	3890 - Meigs St	1	412	549	**89**	Moderate	RES-S	ACP
1379	339	361	3610	10	Midships Pl	SW END	Capstan Dr	78	3900	3900 - Midships Pl	1	78	451	**75**	Moderate	RES-U	ACP
9002	606	639	3620	10	Mill Heights Rd	NW END	Barkentine Rd	700	3910	3910 - Mill Heights Rd	2	1,120	2,240	**76**	Moderate	RES-S	ACP
2238	606	639	3620	20	Mill Heights Rd	Barkentine Rd	Rockaway Bluff Rd	420	3910	3910 - Mill Heights Rd	2	1,120	2,240	**76**	Moderate	RES-S	ACP
2709	76	84	3630	10	Miller Rd	Fletcher Bay Rd	Battle Point Dr	2,026	3920	3920 - Miller Rd	3	2,770	7,386	**90**	Moderate	SART	ACP
1227	767	805	3630	20	Miller Rd	Battle Point Dr	Private	323	3920	3920 - Miller Rd	3	2,770	7,386	**90**	Moderate	SART	ACP
1226	767	805	3630	30	Miller Rd	Private	Private	421	3920	3920 - Miller Rd	3	2,770	7,386	**90**	Moderate	SART	ACP
2090	767	805	3630	40	Miller Rd	Private	Tolo Rd	1,490	3930	3930 - Miller Rd	2	3,251	8,865	**88**	Moderate	SART	ACP
2713	72	80	3630	50	Miller Rd	Tolo Rd	Justin Ct	1,761	3930	3930 - Miller Rd	2	3,251	8,865	**88**	Moderate	SART	ACP
2629	171	188	3630	60	Miller Rd	Justin Ct	Arrow Point Dr	1,564	3940	3940 - Miller Rd	2	2,443	6,688	**92**	Moderate	SART	ACP
2072	786	825	3630	70	Miller Rd	Arrow Point Dr	Koura Rd	879	3940	3940 - Miller Rd	2	2,443	6,688	**92**	Moderate	SART	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary **6/1/2014**

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2761	15	18	3630	90	Miller Rd	Koura Rd	Bay Hill Rd W	1,535	25	4,264	SART	ACP	97	88	**94**	Moderate	Excellent	0	3	**93**
1002	15	18	3630	100	Miller Rd	Bay Hill Rd W	Bayhill Rd	29	25	81	SART	ACP	97	87	**94**	Moderate	Excellent	1	2	**93**
2724	59	67	3630	110	Miller Rd	Bayhill Rd	Peterson Hill Rd	216	25	600	SART	ACP	96	87	**93**	Moderate	Excellent	0	4	**92**
2723	60	68	3630	120	Miller Rd	Peterson Hill Rd	Lovgreen Rd	1,306	24	3,483	SART	ACP	89	79	**86**	Moderate	Excellent	8	3	**86**
1445	881	66	3630	130	Miller Rd	Lovgreen Rd	Bergman Rd	1,595	24	4,253	SART	ACP	94	83	**90**	Moderate	Excellent	3	3	**90**
1034	58	66	3630	140	Miller Rd	Bergman Rd	Private	1,064	23	2,719	SART	ACP	100	90	**97**	Moderate	Excellent	0	0	**96**
1033	58	66	3630	150	Miller Rd	Private	Private	45	23	115	SART	ACP	100	90	**97**	Moderate	Excellent	0	0	**96**
1032	58	66	3630	160	Miller Rd	Private	Private	374	24	997	SART	ACP	100	90	**97**	Moderate	Excellent	0	0	**96**
2725	58	66	3630	170	Miller Rd	Private	Day Rd	519	25	1,442	SART	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2596	207	225	3640	10	Millstone Pl	SW END	Teem Loop Rd	247	19	521	RES-S	ACP	93	79	**88**	Moderate	Excellent	1	6	**88**
1068	221	239	3650	10	Misty Vale Pl	Sunrise Dr	Woodhaven Ln	862	22	2,107	RES-S	ACP	64	73	**67**	Weak	Good	29	6	**67**
2582	221	239	3650	20	Misty Vale Pl	Woodhaven Ln	Spray Falls St	696	21	1,624	RES-S	ACP	80	77	**79**	Moderate	V Good	6	13	**79**
2586	217	235	3650	30	Misty Vale Pl	Spray Falls St	NORTH END	388	30	1,293	RES-S	ACP	72	58	**67**	Moderate	Good	25	4	**67**
1399	511	538	3670	10	Moji Ln	Weaver Ave	Strawberry Ln	435	22	1,063	RES-U	ACP	92	76	**86**	Moderate	Excellent	3	5	**86**
2328	508	535	3670	20	Moji Ln	Strawberry Ln	Village Circle	296	20	658	RES-U	ACP	71	48	**63**	Moderate	Good	25	4	**62**
2336	500	527	3680	10	Moji Ln	WEST END	Lovell Ave	518	20	1,151	RES-U	ACP	93	80	**89**	Moderate	Excellent	3	4	**88**
2067	792	832	3690	10	Monte Vista Dr	SW END	Monte Vista Pl	1,282	22	3,134	RES-U	ACP	25	33	**28**	Moderate	Poor	66	9	**27**
2066	793	834	3690	20	Monte Vista Dr	Monte Vista Pl	Olympic Terrace Ave	325	20	722	RES-U	ACP	28	36	**30**	Weak	Poor	69	3	**30**
2715	69	77	3700	10	Monte Vista Pl	SOUTH END	Monte Vista Dr	332	26	959	RES-U	ACP	40	37	**39**	Moderate	Poor	56	4	**38**
2464	361	386	3710	10	Moran Rd	Yaquina Ave	Lofgren Rd	995	23	2,543	RES-S	ACP	84	68	**79**	Moderate	V Good	13	3	**78**
2465	360	385	3710	20	Moran Rd	Lofgren Rd	Madison Ave	1,958	25	5,439	COL	ACP	74	62	**70**	Moderate	V Good	19	3	**69**
2404	427	454	3750	10	Morrill Pl	Hawley Way	NORTH END	477	13	689	RES-U	ACP	86	67	**79**	Moderate	V Good	10	4	**79**
2548	256	274	3760	10	Mountain View Rd	Manitou Beach Dr	SE END	767	16	1,364	RES-S	ACP	10	11	**10**	Weak	V Poor	85	5	**10**
2005	877	928	3770	10	Murden Cove Dr	Manitou Beach Dr	Manitou Beach Dr	1,943	20	4,318	RES-U	ACP	44	48	**45**	Weak	Marginal	50	6	**44**
2343	493	520	3780	10	Nakata Ave	Taurnic	Ihland Way	663	27	1,989	RES-U	ACP	60	50	**56**	Moderate	Fair	33	7	**55**
2362	472	499	3790	10	Nakata Pl	Ihland Way	NE END	392	34	1,481	RES-U	ACP	40	53	**44**	Moderate	Marginal	47	13	**43**
1023	4	4	3800	10	New Brooklyn Rd	Fletcher Bay Rd	Holly Farm Ln	1,518	23	3,879	SART	ACP	91	76.6	**87**	Moderate	Excellent	1	3	**86**
1021	4	4	3800	20	New Brooklyn Rd	Holly Farm Ln	Cherry Orchard Ln	1,972	24	5,259	SART	ACP	84	80	**83**	Moderate	V Good	13	3	**82**
2768	4	4	3800	30	New Brooklyn Rd	Cherry Orchard Ln	Mandus Olson Rd	669	23	1,710	SART	ACP	99	90	**96**	Moderate	Excellent	0	1	**96**
2101	755	793	3800	40	New Brooklyn Rd	Mandus Olson Rd	Sands Ave	1,327	21	3,096	SART	ACP	93	81.1	**89**	Moderate	Excellent	1	4	**89**
2756	22	25	3800	60	New Brooklyn Rd	Sands Ave	Grizdale Ln	1,971	24	5,256	SART	ACP	93	88	**91**	Moderate	Excellent	1	0	**91**
2116	740	778	3800	70	New Brooklyn Rd	Grizdale Ln	Sportman Club Rd	1,234	26	3,565	SART	ACP	95	88	**93**	Moderate	Excellent	1	4	**92**
2705	81	90	3800	90	New Brooklyn Rd	Sportman Club Rd	North Town Dr	489	33	1,793	SART	ACP	86	67	**79**	Moderate	V Good	11	4	**79**
1225	759	797	3800	100	New Brooklyn Rd	North Town Dr	Three Tree Ln	1,120	27	3,360	SART	ACP	69	60	**66**	Moderate	Good	27	4	**65**
2097	759	797	3800	110	New Brooklyn Rd	Three Tree Ln	Madison Ave	449	25	1,247	SART	ACP	70	46	**62**	Moderate	Good	27	4	**61**
2312	529	557	3810	10	New Holland Ct	WEST END	Finch RD	738	20	1,640	RES-S	ACP	86	68	**80**	Moderate	V Good	7	7	**80**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2761	15	18	3630	90	Miller Rd	Koura Rd	Bay Hill Rd W	1,535	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
1002	15	18	3630	100	Miller Rd	Bay Hill Rd W	Bayhill Rd	29	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.6	10.0	10.0
2724	59	67	3630	110	Miller Rd	Bayhill Rd	Peterson Hill Rd	216	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2723	60	68	3630	120	Miller Rd	Peterson Hill Rd	Lovgreen Rd	1,306	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.5	9.4	10.0
1445	881	66	3630	130	Miller Rd	Lovgreen Rd	Bergman Rd	1,595	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.4	10.0	10.0
1034	58	66	3630	140	Miller Rd	Bergman Rd	Private	1,064	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
1033	58	66	3630	150	Miller Rd	Private	Private	45	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
1032	58	66	3630	160	Miller Rd	Private	Private	374	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2725	58	66	3630	170	Miller Rd	Private	Day Rd	519	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2596	207	225	3640	10	Millstone Pl	SW END	Teem Loop Rd	247	10.0	9.7	10.0	10.0	10.0	9.9	10.0	9.3	10.0	10.0
1068	221	239	3650	10	Misty Vale Pl	Sunrise Dr	Woodhaven Ln	862	10.0	9.5	7.6	10.0	8.9	10.0	10.0	9.3	10.0	10.0
2582	221	239	3650	20	Misty Vale Pl	Woodhaven Ln	Spray Falls St	696	10.0	8.7	9.4	10.0	10.0	10.0	10.0	9.6	10.0	10.0
2586	217	235	3650	30	Misty Vale Pl	Spray Falls St	NORTH END	388	8.2	9.9	10.0	10.0	10.0	8.8	10.0	9.6	10.0	10.0
1399	511	538	3670	10	Moji Ln	Weaver Ave	Strawberry Ln	435	10.0	9.9	10.0	10.0	10.0	9.7	10.0	9.5	10.0	10.0
2328	508	535	3670	20	Moji Ln	Strawberry Ln	Village Circle	296	8.0	10.0	10.0	10.0	10.0	9.2	10.0	9.2	9.9	10.0
2336	500	527	3680	10	Moji Ln	WEST END	Lovell Ave	518	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.4	10.0	10.0
2067	792	832	3690	10	Monte Vista Dr	SW END	Monte Vista Pl	1,282	10.0	10.0	6.7	10.0	10.0	8.0	10.0	8.4	7.7	10.0
2066	793	834	3690	20	Monte Vista Dr	Monte Vista Pl	Olympic Terrace Ave	325	8.1	10.0	6.1	10.0	9.7	9.4	10.0	9.4	9.2	10.0
2715	69	77	3700	10	Monte Vista Pl	SOUTH END	Monte Vista Dr	332	10.0	10.0	5.5	10.0	10.0	8.5	10.0	9.3	10.0	10.0
2464	361	386	3710	10	Moran Rd	Yaquina Ave	Lofgren Rd	995	10.0	9.9	9.0	10.0	9.8	10.0	10.0	9.5	9.8	10.0
2465	360	385	3710	20	Moran Rd	Lofgren Rd	Madison Ave	1,958	9.2	10.0	10.0	10.0	8.4	9.6	10.0	9.5	9.9	9.4
2404	427	454	3750	10	Morrill Pl	Hawley Way	NORTH END	477	10.0	10.0	10.0	10.0	10.0	8.6	10.0	9.2	10.0	10.0
2548	256	274	3760	10	Mountain View Rd	Manitou Beach Dr	SE END	767	8.7	10.0	6.6	10.0	9.0	8.0	10.0	9.1	7.4	10.0
2005	877	928	3770	10	Murden Cove Dr	Manitou Beach Dr	Manitou Beach Dr	1,943	8.0	9.5	7.9	10.0	8.8	9.7	10.0	9.6	9.6	10.0
2343	493	520	3780	10	Nakata Ave	Taurnic	Ihland Way	663	10.0	9.4	7.3	10.0	10.0	9.8	10.0	9.5	9.4	10.0
2362	472	499	3790	10	Nakata Pl	Ihland Way	NE END	392	9.0	9.4	6.3	10.0	10.0	9.9	10.0	8.4	10.0	10.0
1023	4	4	3800	10	New Brooklyn Rd	Fletcher Bay Rd	Holly Farm Ln	1,518	10.0	10.0	10.0	10.0	10.0	9.9	10.0	9.5	10.0	9.4
1021	4	4	3800	20	New Brooklyn Rd	Holly Farm Ln	Cherry Orchard Ln	1,972	10.0	10.0	10.0	10.0	8.8	9.9	10.0	9.6	9.1	10.0
2768	4	4	3800	30	New Brooklyn Rd	Cherry Orchard Ln	Mandus Olson Rd	669	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.9	10.0	10.0
2101	755	793	3800	40	New Brooklyn Rd	Mandus Olson Rd	Sands Ave	1,327	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	9.8
2756	22	25	3800	60	New Brooklyn Rd	Sands Ave	Grizdale Ln	1,971	10.0	10.0	10.0	10.0	10.0	9.8	10.0	10.0	10.0	9.3
2116	740	778	3800	70	New Brooklyn Rd	Grizdale Ln	Sportman Club Rd	1,234	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2705	81	90	3800	90	New Brooklyn Rd	Sportman Club Rd	North Town Dr	489	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.3	8.9	10.0
1225	759	797	3800	100	New Brooklyn Rd	North Town Dr	Three Tree Ln	1,120	7.4	10.0	10.0	10.0	10.0	9.9	10.0	9.3	9.8	10.0
2097	759	797	3800	110	New Brooklyn Rd	Three Tree Ln	Madison Ave	449	8.1	10.0	10.0	10.0	10.0	9.4	10.0	9.4	9.5	10.0
2312	529	557	3810	10	New Holland Ct	WEST END	Finch RD	738	10.0	9.5	9.5	10.0	10.0	9.6	10.0	9.5	10.0	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary: Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2761	15	18	3630	90	Miller Rd	Koura Rd	Bay Hill Rd W	1,535	3950	3950 - Miller Rd	4	3,086	8,427	**90**	Moderate	SART	ACP
1002	15	18	3630	100	Miller Rd	Bay Hill Rd W	Bayhill Rd	29	3950	3950 - Miller Rd	4	3,086	8,427	**90**	Moderate	SART	ACP
2724	59	67	3630	110	Miller Rd	Bayhill Rd	Peterson Hill Rd	216	3950	3950 - Miller Rd	4	3,086	8,427	**90**	Moderate	SART	ACP
2723	60	68	3630	120	Miller Rd	Peterson Hill Rd	Lovgreen Rd	1,306	3950	3950 - Miller Rd	4	3,086	8,427	**90**	Moderate	SART	ACP
1445	881	66	3630	130	Miller Rd	Lovgreen Rd	Bergman Rd	1,595	3960	3960 - Miller Rd	5	3,597	9,526	**93**	Moderate	SART	ACP
1034	58	66	3630	140	Miller Rd	Bergman Rd	Private	1,064	3960	3960 - Miller Rd	5	3,597	9,526	**93**	Moderate	SART	ACP
1033	58	66	3630	150	Miller Rd	Private	Private	45	3960	3960 - Miller Rd	5	3,597	9,526	**93**	Moderate	SART	ACP
1032	58	66	3630	160	Miller Rd	Private	Private	374	3960	3960 - Miller Rd	5	3,597	9,526	**93**	Moderate	SART	ACP
2725	58	66	3630	170	Miller Rd	Private	Day Rd	519	3960	3960 - Miller Rd	5	3,597	9,526	**93**	Moderate	SART	ACP
2596	207	225	3640	10	Millstone Pl	SW END	Teem Loop Rd	247	3970	3970 - Millstone Pl	1	247	521	**88**	Moderate	RES-S	ACP
1068	221	239	3650	10	Misty Vale Pl	Sunrise Dr	Woodhaven Ln	862	3980	3980 - Misty Vale Pl	3	1,946	5,024	**70**	Moderate	RES-S	ACP
2582	221	239	3650	20	Misty Vale Pl	Woodhaven Ln	Spray Falls St	696	3980	3980 - Misty Vale Pl	3	1,946	5,024	**70**	Moderate	RES-S	ACP
2586	217	235	3650	30	Misty Vale Pl	Spray Falls St	NORTH END	388	3980	3980 - Misty Vale Pl	3	1,946	5,024	**70**	Moderate	RES-S	ACP
1399	511	538	3670	10	Moji Ln	Weaver Ave	Strawberry Ln	435	3990	3990 - Moji Ln	2	731	1,721	**77**	Moderate	RES-U	ACP
2328	508	535	3670	20	Moji Ln	Strawberry Ln	Village Circle	296	3990	3990 - Moji Ln	2	731	1,721	**77**	Moderate	RES-U	ACP
2336	500	527	3680	10	Moji Ln	WEST END	Lovell Ave	518	4000	4000 - Moji Ln	1	518	1,151	**88**	Moderate	RES-U	ACP
2067	792	832	3690	10	Monte Vista Dr	SW END	Monte Vista Pl	1,282	4010	4010 - Monte Vista Dr	2	1,607	3,856	**28**	Moderate	RES-U	ACP
2066	793	834	3690	20	Monte Vista Dr	Monte Vista Pl	Olympic Terrace Ave	325	4010	4010 - Monte Vista Dr	2	1,607	3,856	**28**	Moderate	RES-U	ACP
2715	69	77	3700	10	Monte Vista Pl	SOUTH END	Monte Vista Dr	332	4020	4020 - Monte Vista Pl	1	332	959	**38**	Moderate	RES-U	ACP
2464	361	386	3710	10	Moran Rd	Yaquina Ave	Lofgren Rd	995	4030	4030 - Moran Rd	1	995	2,543	**78**	Moderate	RES-S	ACP
2465	360	385	3710	20	Moran Rd	Lofgren Rd	Madison Ave	1,958	4040	4040 - Moran Rd	1	1,958	5,439	**69**	Moderate	COL	ACP
2404	427	454	3750	10	Morrill Pl	Hawley Way	NORTH END	477	4050	4050 - Morrill Pl	1	477	689	**79**	Moderate	RES-U	ACP
2548	256	274	3760	10	Mountain View Rd	Manitou Beach Dr	SE END	767	4060	4060 - Mountain View Rd	1	767	1,364	**10**	Weak	RES-S	ACP
2005	877	928	3770	10	Murden Cove Dr	Manitou Beach Dr	Manitou Beach Dr	1,943	4070	4070 - Murden Cove Dr	1	1,943	4,318	**44**	Weak	RES-U	ACP
2343	493	520	3780	10	Nakata Ave	Taurnic	Ihland Way	663	4080	4080 - Nakata Ave	1	663	1,989	**55**	Moderate	RES-U	ACP
2362	472	499	3790	10	Nakata Pl	Ihland Way	NE END	392	4090	4090 - Nakata Pl	1	392	1,481	**43**	Moderate	RES-U	ACP
1023	4	4	3800	10	New Brooklyn Rd	Fletcher Bay Rd	Holly Farm Ln	1,518	4100	4100 - New Brooklyn Rd	2	3,490	9,138	**84**	Moderate	SART	ACP
1021	4	4	3800	20	New Brooklyn Rd	Holly Farm Ln	Cherry Orchard Ln	1,972	4100	4100 - New Brooklyn Rd	2	3,490	9,138	**84**	Moderate	SART	ACP
2768	4	4	3800	30	New Brooklyn Rd	Cherry Orchard Ln	Mandus Olson Rd	669	4110	4110 - New Brooklyn Rd	2	1,996	4,806	**91**	Moderate	SART	ACP
2101	755	793	3800	40	New Brooklyn Rd	Mandus Olson Rd	Sands Ave	1,327	4110	4110 - New Brooklyn Rd	2	1,996	4,806	**91**	Moderate	SART	ACP
2756	22	25	3800	60	New Brooklyn Rd	Sands Ave	Grizdale Ln	1,971	4120	4120 - New Brooklyn Rd	2	3,205	8,821	**92**	Moderate	SART	ACP
2116	740	778	3800	70	New Brooklyn Rd	Grizdale Ln	Sportman Club Rd	1,234	4120	4120 - New Brooklyn Rd	2	3,205	8,821	**92**	Moderate	SART	ACP
2705	81	90	3800	90	New Brooklyn Rd	Sportman Club Rd	North Town Dr	489	4130	4130 - New Brooklyn Rd	3	2,058	6,400	**68**	Moderate	SART	ACP
1225	759	797	3800	100	New Brooklyn Rd	North Town Dr	Three Tree Ln	1,120	4130	4130 - New Brooklyn Rd	3	2,058	6,400	**68**	Moderate	SART	ACP
2097	759	797	3800	110	New Brooklyn Rd	Three Tree Ln	Madison Ave	449	4130	4130 - New Brooklyn Rd	3	2,058	6,400	**68**	Moderate	SART	ACP
2312	529	557	3810	10	New Holland Ct	WEST END	Finch RD	738	4140	4140 - New Holland Ct	1	738	1,640	**80**	Moderate	RES-S	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014							
													Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2311	530	558	3820	10	New London Ct	New Holland Ct	EAST END	331	33	1,214	RES-S	ACP	79	60	**73**	Moderate	V Good	6	14	**73**
2230	614	648	3830	10	New Sweden Ave	Old Mill Rd	Pine St	1,338	21	3,122	COL	ACP	78	58.4	**71**	Moderate	V Good	19	3	**71**
2232	612	646	3830	20	New Sweden Ave	Pine St	Eagle Harbor Rd	2,680	21	6,253	COL	ACP	57	46.4	**53**	Moderate	Fair	40	3	**53**
2321	516	543	3840	10	Nicholson Pl	SOUTH END	Wyatt Way	552	24	1,472	RES-S	ACP	50	25	**42**	Moderate	Marginal	40	11	**41**
1442	870	921	3860	10	North St	Agate Pass Rd	Agate Point Rd	558	23	1,426	RES-S	ACP	94	82	**90**	Moderate	Excellent	3	3	**90**
1441	868	919	3870	10	North St	Agate Point Rd	EAST END	604	18	1,208	RES-S	ACP	90	71	**84**	Moderate	V Good	5	4	**84**
2085	772	810	3880	10	North Tolo Rd	NW END	Battle Point Dr	1,476	12	1,968	RES-S	ACP	88	69	**81**	Moderate	V Good	9	3	**81**
2492	321	342	3950	10	Northwind Ct	Windsong Lp	NW END	204	35	793	RES-S	ACP	76	56	**70**	Moderate	Good	9	15	**69**
2546	258	276	3960	10	Ocean Dr	Manitou Beach Dr	EAST END	536	19	1,132	RES-S	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2695	91	102	3970	10	Oddfellows Rd	Pleasant Beach Dr	West Blakely Rd	993	20	2,207	COL	ACP	74	53	**67**	Moderate	Good	24	2	**66**
2206	639	673	3970	20	Oddfellows Rd	West Blakely Rd	Blakely Ave	2,028	22	4,957	COL	ACP	63	42	**56**	Moderate	Fair	34	3	**55**
1666	1233	285	3980	10	Olallie Ln NE	SW END	Skinner Rd	1,722	12	2,296	RES-S	ACP	83	64	**76**	Moderate	V Good	14	4	**76**
2218	627	661	3990	10	Old Creosote Rd	Taylor Ave	Welfare Ave	672	21	1,568	RES-S	ACP	93	81	**89**	Moderate	Excellent	2	5	**89**
1967	926	659	3990	20	Old Creosote Rd	Welfare Ave	Bill Point Dr	1,137	18	2,274	RES-S	ACP	66	44	**59**	Moderate	Fair	30	4	**58**
1989	899	298	3990	30	Old Creosote Rd	Bill Point Dr	Bill Point Dr	1,133	21	2,644	RES-S	ACP	90	70	**84**	Moderate	V Good	6	3	**83**
2744	34	38	3990	40	Old Creosote Rd	Bill Point Dr	Eagle Harbor Rd	754	19	1,592	RES-S	ACP	69	58	**65**	Moderate	Good	19	2	**64**
2215	630	664	4000	10	Old Mill Rd	Blakely Ave	Cemetary Access	3,099	18	6,198	COL	ACP	13	30	**18**	Moderate	V Poor	70	15	**18**
1189	630	664	4000	20	Old Mill Rd	Cemetary Access	Cemetary Access	245	18	490	COL	ACP	60	33	**51**	Moderate	Fair	37	3	**50**
1191	630	664	4000	30	Old Mill Rd	Cemetary Access	McDonald Ave	2,820	20	6,267	COL	ACP	27	34	**29**	Weak	Poor	68	3	**28**
2235	609	643	4000	40	Old Mill Rd	McDonald Ave	Woodsman Way	1,513	21	3,530	COL	ACP	33	36	**34**	Weak	Poor	62	4	**33**
1182	609	643	4000	50	Old Mill Rd	Woodsman Way	New Sweden Ave	1,860	21	4,340	COL	ACP	42	50	**45**	Weak	Marginal	54	4	**44**
2233	611	645	4000	60	Old Mill Rd	New Sweden Ave	Taylor Ave	659	22	1,611	COL	ACP	34	44	**37**	Moderate	Poor	55	11	**36**
1971	922	597	4010	10	Olympic Dr	Fort Ward Hill Rd	Soundview Dr	153	13	221	RES-U	ACP	3	17	**8**	Weak	V Poor	90	7	**7**
1244	824	867	4020	10	Olympic Terrace Ave	Koura Rd	Blue Heron Ln	342	22	836	COL	ACP	58	22	**46**	Moderate	Marginal	38	4	**45**
2042	824	867	4020	20	Olympic Terrace Ave	Blue Heron Ln	Brigham Rd	969	22	2,369	COL	ACP	18	25	**20**	Weak	V Poor	79	3	**20**
1235	787	826	4020	30	Olympic Terrace Ave	Brigham Rd	Honeysuckle Ln	497	24	1,325	COL	ACP	9	19	**12**	Moderate	V Poor	78	14	**12**
2071	787	826	4020	40	Olympic Terrace Ave	Honeysuckle Ln	Monte Vista Dr	638	20	1,418	COL	ACP	9	20	**13**	Weak	V Poor	84	7	**12**
2069	789	828	4020	50	Olympic Terrace Ave	Monte Vista Dr	Maple St	247	18	494	COL	ACP	14	30	**19**	Weak	V Poor	76	10	**18**
2095	761	799	4040	10	Olympus Beach Way	Madrona Way	Olympus Beach Way	909	15	1,515	RES-S	ACP	63	42	**56**	Moderate	Fair	34	4	**55**
2093	763	801	4050	10	Olympus Beach Way	Olympus Beach Way	NORTH END	730	14	1,136	RES-S	ACP	33	36	**34**	Moderate	Poor	55	9	**33**
1617	1304	357	4060	10	Packard Ln	Eagle Harbor Rd	Private	461	14	717	RES-S	ACP	25	28	**26**	Weak	Poor	70	4	**25**
1789	1127	177	4060	20	Packard Ln	Private	Packard Ln	152	12	203	RES-S	ACP	62	32	**52**	Moderate	Fair	34	4	**51**
2183	663	697	4070	10	Palamino Dr	Palamino Ln	Dapple Ct	396	21	924	RES-U	ACP	23	25	**23**	Moderate	V Poor	65	12	**22**
2181	665	699	4070	20	Palamino Dr	Dapple Ct	Baker Hill Rd	864	20	1,920	RES-U	ACP	24	39	**29**	Moderate	Poor	64	11	**28**
2688	99	112	4080	10	Parade Grounds Ave	Evergreen Ave	Parade Grounds Ave	325	17	614	RES-U	ACP	90	71	**84**	Moderate	V Good	6	3	**83**
2265	579	609	4080	20	Parade Grounds Ave	Parade Grounds Ave	NW END	71	16	126	RES-U	ACP	96	87	**93**	Moderate	Excellent	0	4	**92**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2311	530	558	3820	10	New London Ct	New Holland Ct	EAST END	331	10.0	8.6	10.0	10.0	10.0	9.1	10.0	9.5	10.0	10.0
2230	614	648	3830	10	New Sweden Ave	Old Mill Rd	Pine St	1,338	8.6	10.0	10.0	10.0	10.0	9.2	10.0	9.4	10.0	10.0
2232	612	646	3830	20	New Sweden Ave	Pine St	Eagle Harbor Rd	2,680	6.1	10.0	10.0	10.0	10.0	9.6	10.0	9.4	10.0	10.0
2321	516	543	3840	10	Nicholson Pl	SOUTH END	Wyatt Way	552	8.3	10.0	10.0	10.0	10.0	7.7	10.0	8.1	9.0	10.0
1442	870	921	3860	10	North St	Agate Pass Rd	Agate Point Rd	558	10.0	10.0	9.7	10.0	10.0	10.0	10.0	9.4	10.0	10.0
1441	868	919	3870	10	North St	Agate Point Rd	EAST END	604	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.3	10.0	9.8
2085	772	810	3880	10	North Tolo Rd	NW END	Battle Point Dr	1,476	10.0	10.0	9.4	10.0	9.3	9.9	10.0	9.4	10.0	10.0
2492	321	342	3950	10	Northwind Ct	Windsong Lp	NW END	204	10.0	8.5	10.0	10.0	10.0	9.2	10.0	9.4	9.6	10.0
2546	258	276	3960	10	Ocean Dr	Manitou Beach Dr	EAST END	536	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2695	91	102	3970	10	Oddfellows Rd	Pleasant Beach Dr	West Blakely Rd	993	9.2	10.0	10.0	10.0	10.0	8.3	10.0	9.6	9.5	10.0
2206	639	673	3970	20	Oddfellows Rd	West Blakely Rd	Blakely Ave	2,028	8.6	10.0	10.0	10.0	10.0	7.0	10.0	9.5	10.0	10.0
1666	1233	285	3980	10	Olallie Ln NE	SW END	Skinner Rd	1,722	10.0	10.0	9.1	10.0	9.7	9.9	10.0	9.3	9.7	10.0
2218	627	661	3990	10	Old Creosote Rd	Taylor Ave	Welfare Ave	672	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.2	10.0	10.0
1967	926	659	3990	20	Old Creosote Rd	Welfare Ave	Bill Point Dr	1,137	7.8	10.0	10.0	10.0	9.2	9.1	10.0	9.3	10.0	10.0
1989	899	298	3990	30	Old Creosote Rd	Bill Point Dr	Bill Point Dr	1,133	9.5	10.0	10.0	10.0	10.0	9.7	10.0	9.4	10.0	10.0
2744	34	38	3990	40	Old Creosote Rd	Bill Point Dr	Eagle Harbor Rd	754	9.4	10.0	10.0	10.0	10.0	8.2	10.0	9.6	10.0	8.7
2215	630	664	4000	10	Old Mill Rd	Blakely Ave	Cemetary Access	3,099	8.4	9.9	6.6	10.0	8.5	9.4	9.9	7.5	8.7	9.7
1189	630	664	4000	20	Old Mill Rd	Cemetary Access	Cemetary Access	245	10.0	10.0	7.5	10.0	9.5	9.4	10.0	9.5	9.3	10.0
1191	630	664	4000	30	Old Mill Rd	Cemetary Access	McDonald Ave	2,820	8.4	9.9	7.1	10.0	8.5	9.6	10.0	9.6	8.2	9.7
2235	609	643	4000	40	Old Mill Rd	McDonald Ave	Woodsman Way	1,513	8.8	9.7	6.9	10.0	9.4	9.6	10.0	9.6	8.2	10.0
1182	609	643	4000	50	Old Mill Rd	Woodsman Way	New Sweden Ave	1,860	8.5	9.7	7.5	10.0	9.2	9.6	10.0	9.6	8.9	10.0
2233	611	645	4000	60	Old Mill Rd	New Sweden Ave	Taylor Ave	659	8.5	8.9	7.0	10.0	10.0	9.7	10.0	9.6	8.9	10.0
1971	922	597	4010	10	Olympic Dr	Fort Ward Hill Rd	Soundview Dr	153	7.4	10.0	7.6	10.0	10.0	6.8	10.0	8.8	7.6	10.0
1244	824	867	4020	10	Olympic Terrace Ave	Koura Rd	Blue Heron Ln	342	10.0	10.0	7.6	10.0	10.0	8.0	10.0	9.3	10.0	10.0
2042	824	867	4020	20	Olympic Terrace Ave	Blue Heron Ln	Brigham Rd	969	6.1	9.9	7.6	10.0	9.6	8.8	10.0	9.5	9.0	10.0
1235	787	826	4020	30	Olympic Terrace Ave	Brigham Rd	Honeysuckle Ln	497	8.6	9.2	5.1	10.0	10.0	9.4	10.0	8.7	8.7	10.0
2071	787	826	4020	40	Olympic Terrace Ave	Honeysuckle Ln	Monte Vista Dr	638	8.4	9.5	4.7	10.0	8.7	9.3	10.0	9.6	9.4	10.0
2069	789	828	4020	50	Olympic Terrace Ave	Monte Vista Dr	Maple St	247	7.0	9.1	7.0	10.0	8.0	9.6	9.7	9.7	9.3	10.0
2095	761	799	4040	10	Olympus Beach Way	Madrona Way	Olympus Beach Way	909	9.0	9.9	8.1	10.0	10.0	9.6	10.0	9.5	9.8	10.0
2093	763	801	4050	10	Olympus Beach Way	Olympus Beach Way	NORTH END	730	9.3	9.3	6.6	10.0	10.0	9.4	10.0	9.5	8.6	9.6
1617	1304	357	4060	10	Packard Ln	Eagle Harbor Rd	Private	461	5.6	9.8	8.1	10.0	9.5	9.3	10.0	9.5	9.7	10.0
1789	1127	177	4060	20	Packard Ln	Private	Packard Ln	152	10.0	10.0	7.3	10.0	10.0	9.1	10.0	9.3	10.0	10.0
2183	663	697	4070	10	Palamino Dr	Palamino Ln	Dapple Ct	396	9.2	8.9	6.0	10.0	10.0	9.2	10.0	9.4	8.5	10.0
2181	665	699	4070	20	Palamino Dr	Dapple Ct	Baker Hill Rd	864	8.8	8.9	6.3	10.0	9.1	9.5	10.0	9.5	8.9	10.0
2688	99	112	4080	10	Parade Grounds Ave	Evergreen Ave	Parade Grounds Ave	325	10.0	10.0	10.0	10.0	10.0	9.9	10.0	9.4	9.3	10.0
2265	579	609	4080	20	Parade Grounds Ave	Parade Grounds Ave	NW END	71	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2311	530	558	3820	10	New London Ct	New Holland Ct	EAST END	331	4150	4150 - New London Ct	1	331	1,214	**73**	Moderate	RES-S	ACP
2230	614	648	3830	10	New Sweden Ave	Old Mill Rd	Pine St	1,338	4160	4160 - New Sweden Ave	1	1,338	3,122	**71**	Moderate	COL	ACP
2232	612	646	3830	20	New Sweden Ave	Pine St	Eagle Harbor Rd	2,680	4170	4170 - New Sweden Ave	1	2,680	6,253	**53**	Moderate	COL	ACP
2321	516	543	3840	10	Nicholson Pl	SOUTH END	Wyatt Way	552	4180	4180 - Nicholson Pl	1	552	1,472	**41**	Moderate	RES-S	ACP
1442	870	921	3860	10	North St	Agate Pass Rd	Agate Point Rd	558	4190	4190 - North St	1	558	1,426	**90**	Moderate	RES-S	ACP
1441	868	919	3870	10	North St	Agate Point Rd	EAST END	604	4200	4200 - North St	1	604	1,208	**84**	Moderate	RES-S	ACP
2085	772	810	3880	10	North Tolo Rd	NW END	Battle Point Dr	1,476	4210	4210 - North Tolo Rd	1	1,476	1,968	**81**	Moderate	RES-S	ACP
2492	321	342	3950	10	Northwind Ct	Windsong Lp	NW END	204	4220	4220 - Northwind Ct	1	204	793	**69**	Moderate	RES-S	ACP
2546	258	276	3960	10	Ocean Dr	Manitou Beach Dr	EAST END	536	4230	4230 - Ocean Dr	1	536	1,132	**93**	Moderate	RES-S	ACP
2695	91	102	3970	10	Oddfellows Rd	Pleasant Beach Dr	West Blakely Rd	993	4240	4240 - Oddfellows Rd	2	3,021	7,164	**59**	Moderate	COL	ACP
2206	639	673	3970	20	Oddfellows Rd	West Blakely Rd	Blakely Ave	2,028	4240	4240 - Oddfellows Rd	2	3,021	7,164	**59**	Moderate	COL	ACP
1666	1233	285	3980	10	Olallie Ln NE	SW END	Skinner Rd	1,722	4250	4250 - Olallie Ln NE	1	1,722	2,296	**76**	Moderate	RES-S	ACP
2218	627	661	3990	10	Old Creosote Rd	Taylor Ave	Welfare Ave	672	4260	4260 - Old Creosote Rd	4	3,696	8,077	**74**	Moderate	RES-S	ACP
1967	926	659	3990	20	Old Creosote Rd	Welfare Ave	Bill Point Dr	1,137	4260	4260 - Old Creosote Rd	4	3,696	8,077	**74**	Moderate	RES-S	ACP
1989	899	298	3990	30	Old Creosote Rd	Bill Point Dr	Bill Point Dr	1,133	4260	4260 - Old Creosote Rd	4	3,696	8,077	**74**	Moderate	RES-S	ACP
2744	34	38	3990	40	Old Creosote Rd	Bill Point Dr	Eagle Harbor Rd	754	4260	4260 - Old Creosote Rd	4	3,696	8,077	**74**	Moderate	RES-S	ACP
2215	630	664	4000	10	Old Mill Rd	Blakely Ave	Cemetary Access	3,099	4270	4270 - Old Mill Rd	1	3,099	6,198	**18**	Moderate	COL	ACP
1189	630	664	4000	20	Old Mill Rd	Cemetary Access	Cemetary Access	245	4280	4280 - Old Mill Rd	2	3,065	6,757	**30**	Weak	COL	ACP
1191	630	664	4000	30	Old Mill Rd	Cemetary Access	McDonald Ave	2,820	4280	4280 - Old Mill Rd	2	3,065	6,757	**30**	Weak	COL	ACP
2235	609	643	4000	40	Old Mill Rd	McDonald Ave	Woodsman Way	1,513	4290	4290 - Old Mill Rd	1	1,513	3,530	**33**	Weak	COL	ACP
1182	609	643	4000	50	Old Mill Rd	Woodsman Way	New Sweden Ave	1,860	4300	4300 - Old Mill Rd	2	2,519	5,951	**42**	Weak	COL	ACP
2233	611	645	4000	60	Old Mill Rd	New Sweden Ave	Taylor Ave	659	4300	4300 - Old Mill Rd	2	2,519	5,951	**42**	Weak	COL	ACP
1971	922	597	4010	10	Olympic Dr	Fort Ward Hill Rd	Soundview Dr	153	4310	4310 - Olympic Dr	1	153	221	**7**	Weak	RES-U	ACP
1244	824	867	4020	10	Olympic Terrace Ave	Koura Rd	Blue Heron Ln	342	4320	4320 - Olympic Terrace Ave	5	2,693	6,442	**20**	Weak	COL	ACP
2042	824	867	4020	20	Olympic Terrace Ave	Blue Heron Ln	Brigham Rd	969	4320	4320 - Olympic Terrace Ave	5	2,693	6,442	**20**	Weak	COL	ACP
1235	787	826	4020	30	Olympic Terrace Ave	Brigham Rd	Honeysuckle Ln	497	4320	4320 - Olympic Terrace Ave	5	2,693	6,442	**20**	Weak	COL	ACP
2071	787	826	4020	40	Olympic Terrace Ave	Honeysuckle Ln	Monte Vista Dr	638	4320	4320 - Olympic Terrace Ave	5	2,693	6,442	**20**	Weak	COL	ACP
2069	789	828	4020	50	Olympic Terrace Ave	Monte Vista Dr	Maple St	247	4320	4320 - Olympic Terrace Ave	5	2,693	6,442	**20**	Weak	COL	ACP
2095	761	799	4040	10	Olympus Beach Way	Madrona Way	Olympus Beach Way	909	4330	4330 - Olympus Beach Way	1	909	1,515	**55**	Moderate	RES-S	ACP
2093	763	801	4050	10	Olympus Beach Way	Olympus Beach Way	NORTH END	730	4340	4340 - Olympus Beach Way	1	730	1,136	**33**	Moderate	RES-S	ACP
1617	1304	357	4060	10	Packard Ln	Eagle Harbor Rd	Private	461	4350	4350 - Packard Ln	2	613	920	**31**	Weak	RES-S	ACP
1789	1127	177	4060	20	Packard Ln	Private	Packard Ln	152	4350	4350 - Packard Ln	2	613	920	**31**	Weak	RES-S	ACP
2183	663	697	4070	10	Palamino Dr	Palamino Ln	Dapple Ct	396	4360	4360 - Palamino Dr	2	1,260	2,844	**26**	Moderate	RES-U	ACP
2181	665	699	4070	20	Palamino Dr	Dapple Ct	Baker Hill Rd	864	4360	4360 - Palamino Dr	2	1,260	2,844	**26**	Moderate	RES-U	ACP
2688	99	112	4080	10	Parade Grounds Ave	Evergreen Ave	Parade Grounds Ave	325	4370	4370 - Parade Grounds Ave	2	396	740	**85**	Moderate	RES-U	ACP
2265	579	609	4080	20	Parade Grounds Ave	Parade Grounds Ave	NW END	71	4370	4370 - Parade Grounds Ave	2	396	740	**85**	Moderate	RES-U	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary 6/1/2014

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2687	100	113	4090	10	Parade Grounds Ave	Parade Grounds Ave	Parade Grounds Ave	487	16	866	RES-U	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
2267	577	607	4090	20	Parade Grounds Ave	Parade Grounds Ave	Parkview Dr	108	9	108	RES-U	ACP	88	69	**82**	Moderate	V Good	7	4	**82**
2358	476	503	4120	10	Parfitt Way	Lovell Ave	Wood Ave	484	19	1,022	RES-U	ACP	52	34	**46**	Moderate	Marginal	30	18	**45**
2361	473	500	4120	30	Parfitt Way	Wood Ave	Madison Ave	766	24	2,043	COL	ACP	43	40	**42**	Moderate	Marginal	43	14	**41**
2422	405	432	4130	10	Park Ave	Wing Point Way	Willow Ave	776	24	2,069	COL	ACP	92	78	**88**	Moderate	Excellent	4	4	**87**
2428	398	424	4140	10	Park Ave	Willow Ave	Dingley Rd	577	25	1,603	COL	ACP	75	53.8	**68**	Moderate	Good	21	4	**67**
2438	388	414	4140	20	Park Ave	Dingley Rd	Yeomalt Point Dr	444	29	1,431	COL	ACP	94	83	**91**	Moderate	Excellent	1	5	**90**
2270	574	604	4150	10	Parkview Dr	Pointview Ln	Evergreen Ave	1,191	12	1,588	RES-U	ACP	14	27	**18**	Weak	V Poor	79	5	**18**
2272	572	602	4150	20	Parkview Dr	Evergreen Ave	Parade Grounds Ave	867	19	1,830	RES-U	ACP	68	61	**66**	Moderate	Good	25	7	**65**
2271	573	603	4150	40	Parkview Dr	Hilltop Dr	Parade Grounds Ave	28	19	59	RES-U	ACP	95	86	**92**	Moderate	Excellent	1	4	**92**
2269	575	605	4150	50	Parkview Dr	Parade Grounds Ave	Fort Ward Hill Rd	377	18	754	RES-U	ACP	73	51	**66**	Moderate	Good	21	6	**65**
2161	687	723	4160	10	Pearl Ct	SW END	Ruby Way	159	27	477	RES-S	ACP	95	85	**92**	Moderate	Excellent	1	4	**91**
2717	67	75	4170	10	Peggy Ln	SE END	Meadowmeer Rd	126	40	560	RES-S	ACP	69	44	**61**	Moderate	Good	24	3	**60**
2033	834	879	4180	10	Peterson Hill Rd	Miller Rd	Manzanita Pl	475	20	1,056	RES-S	ACP	84	66	**78**	Moderate	V Good	13	3	**78**
2726	56	63	4180	20	Peterson Hill Rd	Manzanita Pl	Bergman Rd	1,994	21	4,653	RES-S	ACP	58	38	**51**	Moderate	Fair	35	4	**51**
1064	211	229	4190	10	Phelps Rd	Day Rd	Fire Station	540	22	1,320	SART	ACP	95	85	**92**	Moderate	Excellent	1	4	**92**
1063	211	229	4190	20	Phelps Rd	Fire Station	Fire Station	154	22	376	SART	ACP	100	96	**99**	Moderate	Excellent	0	0	**98**
1062	211	229	4190	30	Phelps Rd	Fire Station	Private	1,620	25	4,500	SART	ACP	93	85	**90**	Moderate	Excellent	3	3	**90**
2592	211	229	4190	40	Phelps Rd	Private	Sumanee Pl	218	25	606	SART	ACP	100	90	**97**	Moderate	Excellent	0	0	**96**
1054	200	218	4190	50	Phelps Rd	Sumanee Pl	Fern Creek Ln	567	25	1,575	SART	ACP	85	79	**83**	Moderate	V Good	12	3	**82**
2602	200	218	4190	60	Phelps Rd	Fern Creek Ln	Cambridge Crest Way	1,411	25	3,919	SART	ACP	73	84	**77**	Weak	V Good	23	4	**76**
2638	161	178	4190	70	Phelps Rd	Cambridge Crest Way	Ellingsen Rd	1,547	24	4,125	SART	ACP	100	92	**97**	Moderate	Excellent	0	0	**97**
2607	195	213	4190	80	Phelps Rd	Ellingsen Rd	Hidden Cove Rd	274	23	700	SART	ACP	100	95	**98**	Moderate	Excellent	0	1	**97**
2609	193	211	4190	90	Phelps Rd	Hidden Cove Rd	Madison Ave	1,028	23	2,627	SART	ACP	94	81	**89**	Moderate	Excellent	1	4	**89**
2636	163	180	4200	10	Phelps Rd	Madison Ave	Euclid Ave	750	22	1,833	COL	ACP	86	67	**80**	Moderate	V Good	10	3	**79**
2637	162	179	4200	20	Phelps Rd	Euclid Ave	Washington Ave	43	37	177	COL	ACP	80	61	**73**	Moderate	V Good	16	4	**73**
1602	1361	0	4210	10	Pierce Court	WEST END	EAST END	508	23	1,298	RES-U	ACP	91	74	**86**	Moderate	Excellent	4	4	**85**
1968	613	647	4215	10	Pine St	WEST END	New Sweden Ave	637	12	849	RES-S	ACP	9	53	**23**	Weak	V Poor	78	13	**22**
1555	1411	657	4220	10	Pine Way	Taylor Ave	SE END	689	15	1,148	RES-S	ACP	32	53	**39**	Moderate	Poor	40	29	**38**
2719	65	73	4230	10	Pinyon Ave	Koura Rd	Abies Dr	569	21	1,328	RES-S	ACP	83	65	**77**	Moderate	V Good	14	3	**77**
2046	819	862	4230	20	Pinyon Ave	Abies Dr	NORTH END	469	28	1,459	RES-S	ACP	81	62	**75**	Moderate	V Good	13	6	**74**
2122	733	770	4240	10	Pitcairn Pl	Fletcher Bay Rd	NORTH END	163	38	688	RES-S	ACP	54	37	**49**	Strong	Marginal	24	22	**48**
2205	640	674	4250	10	Pleasant Beach Dr	Fort Ward State Park Access	Fort St	78	15	130	RES-S	ACP	3	15	**7**	Strong	V Poor	61	3	**7**
2202	643	677	4250	20	Pleasant Beach Dr	Fort St	Campbell St	1,701	18	3,402	RES-S	ACP	15	38	**22**	Moderate	V Poor	55	20	**22**
2203	642	676	4250	30	Pleasant Beach Dr	Campbell St	Blakely Rd	225	22	550	RES-S	ACP	82	63	**76**	Moderate	V Good	13	6	**75**
2200	645	679	4250	40	Pleasant Beach Dr	Blakely Rd	Oddfellows Rd	1,433	22	3,503	RES-S	ACP	68	43	**60**	Moderate	Fair	18	12	**59**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2687	100	113	4090	10	Parade Grounds Ave	Parade Grounds Ave	Parade Grounds Ave	487	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2267	577	607	4090	20	Parade Grounds Ave	Parade Grounds Ave	Parkview Dr	108	10.0	10.0	10.0	10.0	10.0	8.9	10.0	9.2	10.0	10.0
2358	476	503	4120	10	Parfitt Way	Lovell Ave	Wood Ave	484	8.8	8.9	10.0	9.9	9.5	8.9	10.0	8.3	8.9	10.0
2361	473	500	4120	30	Parfitt Way	Wood Ave	Madison Ave	766	9.1	8.6	8.1	10.0	10.0	9.6	10.0	9.6	8.4	10.0
2422	405	432	4130	10	Park Ave	Wing Point Way	Willow Ave	776	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.3	10.0	10.0
2428	398	424	4140	10	Park Ave	Willow Ave	Dingley Rd	577	9.1	9.9	10.0	10.0	9.4	9.2	10.0	9.5	9.5	9.9
2438	388	414	4140	20	Park Ave	Dingley Rd	Yeomalt Point Dr	444	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2270	574	604	4150	10	Parkview Dr	Pointview Ln	Evergreen Ave	1,191	10.0	9.7	4.3	10.0	10.0	9.5	10.0	9.6	7.7	9.7
2272	572	602	4150	20	Parkview Dr	Evergreen Ave	Parade Grounds Ave	867	10.0	9.6	7.6	10.0	10.0	9.9	10.0	9.3	10.0	10.0
2271	573	603	4150	40	Parkview Dr	Hilltop Dr	Parade Grounds Ave	28	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.4	10.0	10.0
2269	575	605	4150	50	Parkview Dr	Parade Grounds Ave	Fort Ward Hill Rd	377	8.4	9.7	10.0	10.0	10.0	9.2	10.0	9.3	10.0	10.0
2161	687	723	4160	10	Pearl Ct	SW END	Ruby Way	159	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2717	67	75	4170	10	Peggy Ln	SE END	Meadowmeer Rd	126	8.7	10.0	10.0	10.0	10.0	9.4	10.0	9.5	9.1	9.4
2033	834	879	4180	10	Peterson Hill Rd	Miller Rd	Manzanita Pl	475	10.0	10.0	10.0	10.0	9.1	9.4	10.0	9.5	9.4	10.0
2726	56	63	4180	20	Peterson Hill Rd	Manzanita Pl	Bergman Rd	1,994	7.2	9.9	10.0	10.0	9.5	9.2	10.0	9.5	10.0	9.6
1064	211	229	4190	10	Phelps Rd	Day Rd	Fire Station	540	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	9.9	10.0
1063	211	229	4190	20	Phelps Rd	Fire Station	Fire Station	154	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
1062	211	229	4190	30	Phelps Rd	Fire Station	Private	1,620	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.5	10.0	9.8
2592	211	229	4190	40	Phelps Rd	Private	Sumanee Pl	218	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
1054	200	218	4190	50	Phelps Rd	Sumanee Pl	Fern Creek Ln	567	10.0	10.0	10.0	10.0	10.0	8.3	10.0	9.5	10.0	10.0
2602	200	218	4190	60	Phelps Rd	Fern Creek Ln	Cambridge Crest Way	1,411	10.0	9.8	10.0	10.0	10.0	6.8	10.0	9.4	10.0	10.0
2638	161	178	4190	70	Phelps Rd	Cambridge Crest Way	Ellingsen Rd	1,547	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2607	195	213	4190	80	Phelps Rd	Ellingsen Rd	Hidden Cove Rd	274	10.0	9.9	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2609	193	211	4190	90	Phelps Rd	Hidden Cove Rd	Madison Ave	1,028	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	9.8
2636	163	180	4200	10	Phelps Rd	Madison Ave	Euclid Ave	750	10.0	10.0	10.0	10.0	9.4	9.0	10.0	9.4	10.0	9.9
2637	162	179	4200	20	Phelps Rd	Euclid Ave	Washington Ave	43	10.0	10.0	10.0	10.0	10.0	7.7	10.0	9.2	10.0	10.0
1602	1361	0	4210	10	Pierce Court	WEST END	EAST END	508	10.0	9.9	10.0	10.0	10.0	9.4	10.0	9.3	10.0	10.0
1968	613	647	4215	10	Pine St	WEST END	New Sweden Ave	637	10.0	9.4	2.7	10.0	9.1	9.9	10.0	8.5	10.0	10.0
1555	1411	657	4220	10	Pine Way	Taylor Ave	SE END	689	6.0	10.0	10.0	10.0	10.0	9.9	10.0	4.8	9.9	10.0
2719	65	73	4230	10	Pinyon Ave	Koura Rd	Abies Dr	569	10.0	10.0	9.3	10.0	10.0	9.9	10.0	9.5	9.3	10.0
2046	819	862	4230	20	Pinyon Ave	Abies Dr	NORTH END	469	10.0	9.7	9.1	10.0	10.0	9.7	10.0	9.3	9.8	10.0
2122	733	770	4240	10	Pitcairn Pl	Fletcher Bay Rd	NORTH END	163	10.0	7.6	8.2	10.0	10.0	9.5	10.0	9.5	9.8	10.0
2205	640	674	4250	10	Pleasant Beach Dr	Fort Ward State Park Access	Fort St	78	8.6	9.9	7.6	10.0	10.0	9.4	10.0	9.7	7.6	5.8
2202	643	677	4250	20	Pleasant Beach Dr	Fort St	Campbell St	1,701	10.0	9.8	6.4	10.0	9.1	9.6	10.0	6.7	8.4	8.7
2203	642	676	4250	30	Pleasant Beach Dr	Campbell St	Blakely Rd	225	10.0	9.6	10.0	10.0	10.0	9.6	10.0	9.5	8.7	10.0
2200	645	679	4250	40	Pleasant Beach Dr	Blakely Rd	Oddfellows Rd	1,433	10.0	9.5	9.4	10.0	9.3	9.3	10.0	8.6	9.6	9.7

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary: Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2687	100	113	4090	10	Parade Grounds Ave	Parade Grounds Ave	Parade Grounds Ave	487	4380	4380 - Parade Grounds Ave	2	595	974	**90**	Moderate	RES-U	ACP
2267	577	607	4090	20	Parade Grounds Ave	Parade Grounds Ave	Parkview Dr	108	4380	4380 - Parade Grounds Ave	2	595	974	**90**	Moderate	RES-U	ACP
2358	476	503	4120	10	Parfitt Way	Lovell Ave	Wood Ave	484	4390	4390 - Parfitt Way	1	484	1,022	**45**	Moderate	RES-U	ACP
2361	473	500	4120	30	Parfitt Way	Wood Ave	Madison Ave	766	4400	4400 - Parfitt Way	1	766	2,043	**41**	Moderate	COL	ACP
2422	405	432	4130	10	Park Ave	Wing Point Way	Willow Ave	776	4410	4410 - Park Ave	1	776	2,069	**87**	Moderate	COL	ACP
2428	398	424	4140	10	Park Ave	Willow Ave	Dingley Rd	577	4420	4420 - Park Ave	2	1,021	3,033	**78**	Moderate	COL	ACP
2438	388	414	4140	20	Park Ave	Dingley Rd	Yeomalt Point Dr	444	4420	4420 - Park Ave	2	1,021	3,033	**78**	Moderate	COL	ACP
2270	574	604	4150	10	Parkview Dr	Pointview Ln	Evergreen Ave	1,191	4430	4430 - Parkview Dr	1	1,191	1,588	**18**	Weak	RES-U	ACP
2272	572	602	4150	20	Parkview Dr	Evergreen Ave	Parade Grounds Ave	867	4440	4440 - Parkview Dr	1	867	1,830	**65**	Moderate	RES-U	ACP
2271	573	603	4150	40	Parkview Dr	Hilltop Dr	Parade Grounds Ave	28	4450	4450 - Parkview Dr	2	405	813	**67**	Moderate	RES-U	ACP
2269	575	605	4150	50	Parkview Dr	Parade Grounds Ave	Fort Ward Hill Rd	377	4450	4450 - Parkview Dr	2	405	813	**67**	Moderate	RES-U	ACP
2161	687	723	4160	10	Pearl Ct	SW END	Ruby Way	159	4460	4460 - Pearl Ct	1	159	477	**91**	Moderate	RES-S	ACP
2717	67	75	4170	10	Peggy Ln	SE END	Meadowmeer Rd	126	4470	4470 - Peggy Ln	1	126	560	**60**	Moderate	RES-S	ACP
2033	834	879	4180	10	Peterson Hill Rd	Miller Rd	Manzanita Pl	475	4480	4480 - Peterson Hill Rd	2	2,469	5,708	**56**	Moderate	RES-S	ACP
2726	56	63	4180	20	Peterson Hill Rd	Manzanita Pl	Bergman Rd	1,994	4480	4480 - Peterson Hill Rd	2	2,469	5,708	**56**	Moderate	RES-S	ACP
1064	211	229	4190	10	Phelps Rd	Day Rd	Fire Station	540	4490	4490 - Phelps Rd	3	2,314	6,196	**91**	Moderate	SART	ACP
1063	211	229	4190	20	Phelps Rd	Fire Station	Fire Station	154	4490	4490 - Phelps Rd	3	2,314	6,196	**91**	Moderate	SART	ACP
1062	211	229	4190	30	Phelps Rd	Fire Station	Private	1,620	4490	4490 - Phelps Rd	3	2,314	6,196	**91**	Moderate	SART	ACP
2592	211	229	4190	40	Phelps Rd	Private	Sumanee Pl	218	4500	4500 - Phelps Rd	3	2,196	6,100	**80**	Weak	SART	ACP
1054	200	218	4190	50	Phelps Rd	Sumanee Pl	Fern Creek Ln	567	4500	4500 - Phelps Rd	3	2,196	6,100	**80**	Weak	SART	ACP
2602	200	218	4190	60	Phelps Rd	Fern Creek Ln	Cambridge Crest Way	1,411	4500	4500 - Phelps Rd	3	2,196	6,100	**80**	Weak	SART	ACP
2638	161	178	4190	70	Phelps Rd	Cambridge Crest Way	Ellingsen Rd	1,547	4510	4510 - Phelps Rd	3	2,849	7,453	**94**	Moderate	SART	ACP
2607	195	213	4190	80	Phelps Rd	Ellingsen Rd	Hidden Cove Rd	274	4510	4510 - Phelps Rd	3	2,849	7,453	**94**	Moderate	SART	ACP
2609	193	211	4190	90	Phelps Rd	Hidden Cove Rd	Madison Ave	1,028	4510	4510 - Phelps Rd	3	2,849	7,453	**94**	Moderate	SART	ACP
2636	163	180	4200	10	Phelps Rd	Madison Ave	Euclid Ave	750	4520	4520 - Phelps Rd	2	793	2,010	**78**	Moderate	COL	ACP
2637	162	179	4200	20	Phelps Rd	Euclid Ave	Washington Ave	43	4520	4520 - Phelps Rd	2	793	2,010	**78**	Moderate	COL	ACP
1602	1361	0	4210	10	Pierce Court	WEST END	EAST END	508	4530	4530 - Pierce Court	1	508	1,298	**85**	Moderate	RES-U	ACP
1968	613	647	4215	10	Pine St	WEST END	New Sweden Ave	637	4540	4540 - Pine St	1	637	849	**22**	Weak	RES-S	ACP
1555	1411	657	4220	10	Pine Way	Taylor Ave	SE END	689	4550	4550 - Pine Way	1	689	1,148	**38**	Moderate	RES-S	ACP
2719	65	73	4230	10	Pinyon Ave	Koura Rd	Abies Dr	569	4560	4560 - Pinyon Ave	2	1,038	2,787	**75**	Moderate	RES-S	ACP
2046	819	862	4230	20	Pinyon Ave	Abies Dr	NORTH END	469	4560	4560 - Pinyon Ave	2	1,038	2,787	**75**	Moderate	RES-S	ACP
2122	733	770	4240	10	Pitcairn Pl	Fletcher Bay Rd	NORTH END	163	4570	4570 - Pitcairn Pl	1	163	688	**48**	Strong	RES-S	ACP
2205	640	674	4250	10	Pleasant Beach Dr	Fort Ward State Park Access	Fort St	78	4580	4580 - Pleasant Beach Dr	2	1,779	3,532	**21**	Moderate	RES-S	ACP
2202	643	677	4250	20	Pleasant Beach Dr	Fort St	Campbell St	1,701	4580	4580 - Pleasant Beach Dr	2	1,779	3,532	**21**	Moderate	RES-S	ACP
2203	642	676	4250	30	Pleasant Beach Dr	Campbell St	Blakely Rd	225	4590	4590 - Pleasant Beach Dr	2	1,658	4,053	**62**	Moderate	RES-S	ACP
2200	645	679	4250	40	Pleasant Beach Dr	Blakely Rd	Oddfellows Rd	1,433	4590	4590 - Pleasant Beach Dr	2	1,658	4,053	**62**	Moderate	RES-S	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary **6/1/2014**

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2198	647	681	4250	50	Pleasant Beach Dr	Oddfellows Rd	Lytle Rd	230	23	588	COL	ACP	71	48	**64**	Moderate	Good	26	3	**63**
2197	648	682	4250	60	Pleasant Beach Dr	Lytle Rd	Beck Rd	1,347	23	3,442	COL	ACP	78	60	**72**	Moderate	V Good	19	2	**72**
2187	659	693	4250	70	Pleasant Beach Dr	Beck Rd	Point White Dr	1,927	24	5,139	COL	ACP	59	44	**54**	Moderate	Fair	37	4	**53**
2532	276	295	4260	10	Pleasant Ln	Grand Ave	NE END	394	14	613	RES-S	ACP	13	21	**16**	Moderate	V Poor	79	8	**15**
2503	309	330	4270	10	Pleasant Pl	Lovgreen Rd	NORTH END	467	29	1,505	RES-S	ACP	73	51	**65**	Moderate	Good	22	5	**65**
2615	187	205	4280	10	Point Monroe Dr	Lafayette Ave	Pt Monroe Dr	2,495	16	4,436	RES-S	ACP	16	37	**23**	Moderate	V Poor	70	6	**22**
2538	267	286	4290	10	Point White Dr	Crystal Springs Rd	Tara Ln	2,642	22	6,458	COL	ACP	91	77	**86**	Moderate	Excellent	3	7	**86**
1096	267	286	4290	20	Point White Dr	Tara Ln	Lynwood Center Rd	5,170	21	12,063	COL	ACP	81	70	**77**	Moderate	V Good	14	5	**77**
1582	1387	0	4310	10	Preston St	Cherry Ave	Alder Ave	240	22	587	RES-U	ACP	87	69	**81**	Moderate	V Good	6	6	**81**
1556	1410	591	4340	10	Radio School Rd	Belfair Ave	Robertson Ave	382	25	1,061	RES-U	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
2282	560	590	4340	20	Radio School Rd	Robertson Ave	Douglas Dr	177	22	433	RES-U	ACP	67	42	**59**	Moderate	Fair	29	4	**58**
1404	558	588	4340	30	Radio School Rd	Douglas Dr	EAST END	214	32	761	RES-U	ACP	57	54	**56**	Moderate	Fair	36	7	**55**
2022	845	892	4350	10	Ralston Rd	Henderson Rd	Komedal Rd	656	25	1,822	COL	ACP	78	58	**71**	Moderate	V Good	5	13	**70**
2011	862	913	4360	10	Reitan Rd	SOUTH END	State Route 305	959	11	1,172	RES-S	ACP	60	33	**51**	Strong	Fair	5	15	**50**
2628	172	190	4360	20	Reitan Rd	State Route 305	State Route 305	1,579	14	2,456	RES-S	ACP	49	25	**41**	Moderate	Marginal	36	3	**40**
2186	660	694	4380	10	Rhodes End	WEST END	Sorrel Way	1,177	20	2,616	RES-U	ACP	43	54	**46**	Moderate	Marginal	41	16	**45**
2700	86	97	4390	10	Ridge Ln	Bucklin Hill Rd	Haley Lp	328	24	875	RES-S	ACP	93	81	**89**	Moderate	Excellent	3	4	**89**
2154	694	730	4390	20	Ridge Ln	Haley Lp	Esperione Ln	498	24	1,328	RES-S	ACP	95	85	**92**	Moderate	Excellent	1	4	**92**
1014	694	730	4390	30	Ridge Ln	Esperione Ln	Haley Lp	510	18	1,020	RES-S	ACP	85	70	**80**	Moderate	V Good	11	4	**80**
2699	87	98	4390	40	Ridge Ln	Haley Lp	Ledgestone Lp	214	22	523	RES-S	ACP	88	69	**82**	Moderate	V Good	7	5	**82**
2156	692	728	4390	50	Ridge Ln	Ledgestone Lp	Private	419	16	745	RES-S	ACP	69	60	**66**	Moderate	Good	28	3	**65**
2568	236	254	4400	10	Roberts Rd	WEST END	Kallgren Rd	636	14	989	RES-S	ACP	46	47	**46**	Weak	Marginal	51	3	**45**
2625	175	193	4400	20	Roberts Rd	Kallgren Rd	Sunrise Dr	1,320	14	2,053	RES-S	ACP	54	58	**55**	Weak	Fair	43	3	**54**
2279	563	593	4410	10	Robertson Ave	Radio School Rd	Soundview Dr	665	18	1,330	RES-U	ACP	64	61	**63**	Moderate	Good	31	5	**62**
2417	410	437	4420	10	Robinwood Dr	Wing Point Way	Wing Point Way	870	17	1,643	RES-U	ACP	31	18	**27**	Moderate	Poor	60	8	**26**
2287	554	584	4430	10	Rockaway Beach Rd	Halls Hill Rd	Creosote Pl	6,211	19	13,112	SART	ACP	72	60	**68**	Moderate	Good	21	7	**67**
2684	103	116	4430	20	Rockaway Beach Rd	Creosote Pl	Eagle Harbor Rd	186	22	455	SART	ACP	66	61	**64**	Moderate	Good	26	8	**63**
1350	94	107	4440	10	Rockaway Bluff Rd	Halls Hill Rd	Wacky Nut Way	1,015	20	2,256	RES-S	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2751	27	30	4440	20	Rockaway Bluff Rd	Wacky Nut Way	Boulder Pl	409	21	954	RES-S	ACP	88	69	**82**	Moderate	V Good	7	5	**82**
1181	602	635	4440	30	Rockaway Bluff Rd	Boulder Pl	Warabi Ln	853	20	1,896	RES-S	ACP	94	82	**90**	Moderate	Excellent	1	5	**90**
2242	602	635	4440	40	Rockaway Bluff Rd	Warabi Ln	Mill Heights Rd	103	20	229	RES-S	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
2566	238	256	4450	10	Rodal Ct	Sunrise Dr	NW END	366	27	1,098	RES-S	ACP	85	66	**79**	Moderate	V Good	11	4	**78**
2217	628	662	4460	10	Ronald Ct	WEST END	Taylor Ave	345	15	575	RES-S	ACP	71	49	**64**	Moderate	Good	24	5	**63**
2329	507	534	4470	10	Rosario Pl	Weaver Ave	NW END	624	28	1,941	RES-S	ACP	94	82	**90**	Moderate	Excellent	2	4	**89**
1557	543	572	4475	10	Rose Ave	SOUTH END	Eagle Harbor Rd	1,721	20	3,824	RES-S	ACP	74	65	**71**	Moderate	V Good	16	9	**71**
1973	920	570	4480	10	Rose Lp	Eagle Harbor Rd	Eagle Harbor Rd	3,310	16	5,884	RES-S	ACP	9	23	**14**	Moderate	V Poor	76	6	**13**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2198	647	681	4250	50	Pleasant Beach Dr	Oddfellows Rd	Lytle Rd	230	10.0	10.0	10.0	10.0	10.0	6.3	10.0	9.4	10.0	10.0
2197	648	682	4250	60	Pleasant Beach Dr	Lytle Rd	Beck Rd	1,347	10.0	10.0	10.0	10.0	10.0	7.8	10.0	9.6	9.5	10.0
2187	659	693	4250	70	Pleasant Beach Dr	Beck Rd	Point White Dr	1,927	8.3	9.8	10.0	10.0	10.0	7.3	10.0	9.5	9.8	10.0
2532	276	295	4260	10	Pleasant Ln	Grand Ave	NE END	394	4.7	9.9	10.0	10.0	9.4	8.0	10.0	8.7	8.5	10.0
2503	309	330	4270	10	Pleasant Pl	Lovgreen Rd	NORTH END	467	10.0	9.7	8.1	10.0	9.8	9.7	10.0	9.5	10.0	10.0
2615	187	205	4280	10	Point Monroe Dr	Lafayette Ave	Pt Monroe Dr	2,495	8.1	9.8	6.8	10.0	10.0	9.4	10.0	9.1	8.0	9.1
2538	267	286	4290	10	Point White Dr	Crystal Springs Rd	Tara Ln	2,642	9.8	9.6	10.0	10.0	10.0	9.9	10.0	9.5	10.0	10.0
1096	267	286	4290	20	Point White Dr	Tara Ln	Lynwood Center Rd	5,170	8.7	9.7	10.0	10.0	10.0	9.9	10.0	9.5	9.9	10.0
1582	1387	0	4310	10	Preston St	Cherry Ave	Alder Ave	240	10.0	9.5	10.0	10.0	10.0	9.6	10.0	9.5	9.6	10.0
1556	1410	591	4340	10	Radio School Rd	Belfair Ave	Robertson Ave	382	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2282	560	590	4340	20	Radio School Rd	Robertson Ave	Douglas Dr	177	7.6	10.0	10.0	10.0	10.0	9.2	10.0	9.2	10.0	10.0
1404	558	588	4340	30	Radio School Rd	Douglas Dr	EAST END	214	10.0	9.7	6.6	10.0	10.0	9.8	10.0	9.2	9.9	10.0
2022	845	892	4350	10	Ralston Rd	Henderson Rd	Komedal Rd	656	10.0	10.0	10.0	10.0	10.0	9.3	10.0	7.6	10.0	9.5
2011	862	913	4360	10	Reitan Rd	SOUTH END	State Route 305	959	10.0	10.0	10.0	10.0	10.0	9.2	10.0	7.4	10.0	7.5
2628	172	190	4360	20	Reitan Rd	State Route 305	State Route 305	1,579	8.4	10.0	10.0	10.0	9.3	9.3	10.0	9.5	8.5	8.4
2186	660	694	4380	10	Rhodes End	WEST END	Sorrel Way	1,177	10.0	8.3	6.1	10.0	10.0	9.9	10.0	9.4	9.8	10.0
2700	86	97	4390	10	Ridge Ln	Bucklin Hill Rd	Haley Lp	328	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.3	10.0	10.0
2154	694	730	4390	20	Ridge Ln	Haley Lp	Esperione Ln	498	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.3	9.9	10.0
1014	694	730	4390	30	Ridge Ln	Esperione Ln	Haley Lp	510	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.4	8.6	10.0
2699	87	98	4390	40	Ridge Ln	Haley Lp	Ledgestone Lp	214	10.0	9.8	10.0	10.0	10.0	9.4	10.0	9.4	9.7	10.0
2156	692	728	4390	50	Ridge Ln	Ledgestone Lp	Private	419	7.5	10.0	10.0	10.0	10.0	9.9	10.0	9.4	9.6	10.0
2568	236	254	4400	10	Roberts Rd	WEST END	Kallgren Rd	636	5.8	10.0	9.2	10.0	9.8	9.7	10.0	9.5	10.0	10.0
2625	175	193	4400	20	Roberts Rd	Kallgren Rd	Sunrise Dr	1,320	9.2	10.0	6.5	10.0	9.8	9.9	10.0	9.5	10.0	10.0
2279	563	593	4410	10	Robertson Ave	Radio School Rd	Soundview Dr	665	9.0	9.8	9.0	10.0	10.0	9.9	10.0	9.5	8.6	10.0
2417	410	437	4420	10	Robinwood Dr	Wing Point Way	Wing Point Way	870	9.2	9.5	6.5	10.0	9.1	8.4	10.0	9.4	9.7	9.9
2287	554	584	4430	10	Rockaway Beach Rd	Halls Hill Rd	Creosote Pl	6,211	8.6	9.4	9.6	10.0	10.0	9.7	10.0	9.6	9.9	10.0
2684	103	116	4430	20	Rockaway Beach Rd	Creosote Pl	Eagle Harbor Rd	186	10.0	9.4	10.0	10.0	10.0	9.9	10.0	9.3	6.9	10.0
1350	94	107	4440	10	Rockaway Bluff Rd	Halls Hill Rd	Wacky Nut Way	1,015	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2751	27	30	4440	20	Rockaway Bluff Rd	Wacky Nut Way	Boulder Pl	409	10.0	9.8	10.0	10.0	10.0	9.9	10.0	9.4	9.3	10.0
1181	602	635	4440	30	Rockaway Bluff Rd	Boulder Pl	Warabi Ln	853	10.0	9.9	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2242	602	635	4440	40	Rockaway Bluff Rd	Warabi Ln	Mill Heights Rd	103	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2566	238	256	4450	10	Rodal Ct	Sunrise Dr	NW END	366	10.0	10.0	9.1	10.0	10.0	9.7	10.0	9.3	10.0	10.0
2217	628	662	4460	10	Ronald Ct	WEST END	Taylor Ave	345	8.3	9.8	10.0	10.0	10.0	8.9	10.0	9.4	10.0	10.0
2329	507	534	4470	10	Rosario Pl	Weaver Ave	NW END	624	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	10.0
1557	543	572	4475	10	Rose Ave	SOUTH END	Eagle Harbor Rd	1,721	10.0	9.1	8.5	10.0	9.8	10.0	10.0	9.6	10.0	10.0
1973	920	570	4480	10	Rose Lp	Eagle Harbor Rd	Eagle Harbor Rd	3,310	7.7	9.7	6.0	10.0	8.6	9.1	10.0	9.4	9.8	8.9

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2198	647	681	4250	50	Pleasant Beach Dr	Oddfellows Rd	Lytle Rd	230	4600	4600 - Pleasant Beach Dr	3	3,504	9,169	**61**	Moderate	COL	ACP
2197	648	682	4250	60	Pleasant Beach Dr	Lytle Rd	Beck Rd	1,347	4600	4600 - Pleasant Beach Dr	3	3,504	9,169	**61**	Moderate	COL	ACP
2187	659	693	4250	70	Pleasant Beach Dr	Beck Rd	Point White Dr	1,927	4600	4600 - Pleasant Beach Dr	3	3,504	9,169	**61**	Moderate	COL	ACP
2532	276	295	4260	10	Pleasant Ln	Grand Ave	NE END	394	4610	4610 - Pleasant Ln	1	394	613	**15**	Moderate	RES-S	ACP
2503	309	330	4270	10	Pleasant Pl	Lovgreen Rd	NORTH END	467	4620	4620 - Pleasant Pl	1	467	1,505	**65**	Moderate	RES-S	ACP
2615	187	205	4280	10	Point Monroe Dr	Lafayette Ave	Pt Monroe Dr	2,495	4630	4630 - Point Monroe Dr	1	2,495	4,436	**22**	Moderate	RES-S	ACP
2538	267	286	4290	10	Point White Dr	Crystal Springs Rd	Tara Ln	2,642	4640	4640 - Point White Dr	1	2,642	6,458	**86**	Moderate	COL	ACP
1096	267	286	4290	20	Point White Dr	Tara Ln	Lynwood Center Rd	5,170	4650	4650 - Point White Dr	1	5,170	12,063	**77**	Moderate	COL	ACP
1582	1387	0	4310	10	Preston St	Cherry Ave	Alder Ave	240	4660	4660 - Preston St	1	240	587	**81**	Moderate	RES-U	ACP
1556	1410	591	4340	10	Radio School Rd	Belfair Ave	Robertson Ave	382	4670	4670 - Radio School Rd	3	773	2,255	**72**	Moderate	RES-U	ACP
2282	560	590	4340	20	Radio School Rd	Robertson Ave	Douglas Dr	177	4670	4670 - Radio School Rd	3	773	2,255	**72**	Moderate	RES-U	ACP
1404	558	588	4340	30	Radio School Rd	Douglas Dr	EAST END	214	4670	4670 - Radio School Rd	3	773	2,255	**72**	Moderate	RES-U	ACP
2022	845	892	4350	10	Ralston Rd	Henderson Rd	Komedal Rd	656	4680	4680 - Ralston Rd	1	656	1,822	**70**	Moderate	COL	ACP
2011	862	913	4360	10	Reitan Rd	SOUTH END	State Route 305	959	4690	4690 - Reitan Rd	2	2,538	3,628	**44**	Moderate	RES-S	ACP
2628	172	190	4360	20	Reitan Rd	State Route 305	State Route 305	1,579	4690	4690 - Reitan Rd	2	2,538	3,628	**44**	Moderate	RES-S	ACP
2186	660	694	4380	10	Rhodes End	WEST END	Sorrel Way	1,177	4700	4700 - Rhodes End	1	1,177	2,616	**45**	Moderate	RES-U	ACP
2700	86	97	4390	10	Ridge Ln	Bucklin Hill Rd	Haley Lp	328	4710	4710 - Ridge Ln	5	1,969	4,491	**83**	Moderate	RES-S	ACP
2154	694	730	4390	20	Ridge Ln	Haley Lp	Esperione Ln	498	4710	4710 - Ridge Ln	5	1,969	4,491	**83**	Moderate	RES-S	ACP
1014	694	730	4390	30	Ridge Ln	Esperione Ln	Haley Lp	510	4710	4710 - Ridge Ln	5	1,969	4,491	**83**	Moderate	RES-S	ACP
2699	87	98	4390	40	Ridge Ln	Haley Lp	Ledgestone Lp	214	4710	4710 - Ridge Ln	5	1,969	4,491	**83**	Moderate	RES-S	ACP
2156	692	728	4390	50	Ridge Ln	Ledgestone Lp	Private	419	4710	4710 - Ridge Ln	5	1,969	4,491	**83**	Moderate	RES-S	ACP
2568	236	254	4400	10	Roberts Rd	WEST END	Kallgren Rd	636	4720	4720 - Roberts Rd	2	1,956	3,043	**51**	Weak	RES-S	ACP
2625	175	193	4400	20	Roberts Rd	Kallgren Rd	Sunrise Dr	1,320	4720	4720 - Roberts Rd	2	1,956	3,043	**51**	Weak	RES-S	ACP
2279	563	593	4410	10	Robertson Ave	Radio School Rd	Soundview Dr	665	4730	4730 - Robertson Ave	1	665	1,330	**62**	Moderate	RES-U	ACP
2417	410	437	4420	10	Robinwood Dr	Wing Point Way	Wing Point Way	870	4740	4740 - Robinwood Dr	1	870	1,643	**26**	Moderate	RES-U	ACP
2287	554	584	4430	10	Rockaway Beach Rd	Halls Hill Rd	Creosote Pl	6,211	4750	4750 - Rockaway Beach Rd	2	6,397	13,567	**67**	Moderate	SART	ACP
2684	103	116	4430	20	Rockaway Beach Rd	Creosote Pl	Eagle Harbor Rd	186	4750	4750 - Rockaway Beach Rd	2	6,397	13,567	**67**	Moderate	SART	ACP
1350	94	107	4440	10	Rockaway Bluff Rd	Halls Hill Rd	Wacky Nut Way	1,015	4760	4760 - Rockaway Bluff Rd	4	2,380	5,334	**90**	Moderate	RES-S	ACP
2751	27	30	4440	20	Rockaway Bluff Rd	Wacky Nut Way	Boulder Pl	409	4760	4760 - Rockaway Bluff Rd	4	2,380	5,334	**90**	Moderate	RES-S	ACP
1181	602	635	4440	30	Rockaway Bluff Rd	Boulder Pl	Warabi Ln	853	4760	4760 - Rockaway Bluff Rd	4	2,380	5,334	**90**	Moderate	RES-S	ACP
2242	602	635	4440	40	Rockaway Bluff Rd	Warabi Ln	Mill Heights Rd	103	4760	4760 - Rockaway Bluff Rd	4	2,380	5,334	**90**	Moderate	RES-S	ACP
2566	238	256	4450	10	Rodal Ct	Sunrise Dr	NW END	366	4770	4770 - Rodal Ct	1	366	1,098	**78**	Moderate	RES-S	ACP
2217	628	662	4460	10	Ronald Ct	WEST END	Taylor Ave	345	4780	4780 - Ronald Ct	1	345	575	**63**	Moderate	RES-S	ACP
2329	507	534	4470	10	Rosario Pl	Weaver Ave	NW END	624	4790	4790 - Rosario Pl	1	624	1,941	**89**	Moderate	RES-S	ACP
1557	543	572	4475	10	Rose Ave	SOUTH END	Eagle Harbor Rd	1,721	4800	4800 - Rose Ave	1	1,721	3,824	**71**	Moderate	RES-S	ACP
1973	920	570	4480	10	Rose Lp	Eagle Harbor Rd	Eagle Harbor Rd	3,310	4810	4810 - Rose Lp	1	3,310	5,884	**13**	Moderate	RES-S	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary **6/1/2014**

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2163	685	721	4490	10	Ruby Pl	Ruby Way	NORTH END	532	24	1,419	RES-S	ACP	93	81	**89**	Moderate	Excellent	3	4	**89**
2162	686	722	4500	10	Ruby Way	Diamond Pl	Pearl Ct	492	22	1,203	RES-S	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
2164	684	720	4500	20	Ruby Way	Pearl Ct	Ruby Pl	120	22	293	RES-S	ACP	94	82	**90**	Moderate	Excellent	2	5	**90**
2158	690	726	4500	30	Ruby Way	Ruby Pl	Emerald Way	271	21	632	RES-S	ACP	94	83	**90**	Moderate	Excellent	1	5	**90**
1222	756	794	4530	10	Sands Ave	High School Rd	Quail Hill Rd	1,305	19	2,755	RES-S	ACP	39	46	**41**	Moderate	Marginal	48	9	**40**
1008	756	794	4530	20	Sands Ave	Quail Hill Rd	Walden Ln	1,082	19	2,284	RES-S	ACP	48	54	**50**	Moderate	Marginal	42	7	**49**
2100	756	794	4530	30	Sands Ave	Walden Ln	New Brooklyn Rd	253	21	590	RES-S	ACP	61	40	**54**	Moderate	Fair	29	4	**53**
2099	757	795	4540	10	Sands Ave	New Brooklyn Rd	Ruys Ln	988	18	1,976	RES-S	ACP	94	83	**91**	Moderate	Excellent	1	5	**90**
1223	757	795	4540	20	Sands Ave	Ruys Ln	Paulanna Rd	983	21	2,294	RES-S	ACP	93	80	**89**	Moderate	Excellent	2	5	**89**
1443	871	922	4550	10	Sanwick Pl	NW END	Agate Pass Rd	1,332	15	2,220	RES-S	ACP	71	49	**64**	Moderate	Good	25	4	**63**
1378	337	359	4560	10	Sea Ray Pl	WEST END	Capstan Dr	228	36	912	RES-U	ACP	95	86	**92**	Moderate	Excellent	0	5	**92**
1261	844	891	4570	10	Seabold Church Rd	Komedal Rd	State Route 305	670	22	1,638	RES-S	ACP	42	37	**40**	Moderate	Marginal	52	3	**40**
1949	947	894	4580	10	Seabold Rd	Henderson Rd	Harvey Rd	207	16	368	COL	ACP	21	26	**22**	Weak	V Poor	74	5	**22**
1346	52	58	4580	20	Seabold Rd	Harvey Rd	Komedal Rd	450	15	750	RES-S	ACP	11	30	**17**	Weak	V Poor	82	7	**17**
1430	848	895	4580	30	Seabold Rd	Komedal Rd	Alma Pl	98	38	414	RES-S	ACP	86	67	**80**	Moderate	V Good	8	6	**79**
1333	849	896	4580	40	Seabold Rd	Alma Pl	State Route 305	251	26	725	COL	ACP	92	75	**86**	Moderate	Excellent	5	4	**86**
2237	607	641	4590	10	Seaborn Rd	Blakely Ave	EAST END	2,489	20	5,531	RES-S	ACP	16	24	**18**	Moderate	V Poor	75	2	**18**
2611	191	209	4600	10	Selfors Ln	WEST END	Hidden Cove Rd	384	13	555	RES-S	ACP	15	13	**14**	Moderate	V Poor	64	13	**14**
2371	463	490	4610	10	Shannon Dr	SE END	Bjune Dr	768	30	2,560	RES-U	ACP	27	21	**25**	Moderate	Poor	69	3	**24**
2319	520	547	4620	10	Shepard Way	Weaver Rd	Bromley Pl	358	24	955	RES-S	ACP	87	68	**81**	Moderate	V Good	10	3	**80**
1361	155	170	4620	20	Shepard Way	Bromley Pl	Cosgrove St	176	25	489	RES-S	ACP	86	67	**80**	Moderate	V Good	5	9	**79**
1402	523	551	4620	30	Shepard Way	Cosgrove St	EAST END	124	24	331	RES-S	ACP	95	85	**92**	Moderate	Excellent	1	4	**92**
1459	953	0	4630	10	Silven Ave	SOUTH END	Hidden Cove Rd	620	23	1,584	RES-S	ACP	93	80	**89**	Moderate	Excellent	1	6	**89**
2014	858	906	4640	10	Sivertson Rd	SW END	Sivertson Rd	2,077	17	3,923	RES-S	ACP	72	60	**68**	Moderate	Good	24	4	**68**
1439	866	917	4640	20	Sivertson Rd	Sivertson Rd	West Port Madison Rd	319	17	603	RES-S	ACP	93	81	**89**	Moderate	Excellent	3	4	**89**
2009	873	924	4660	10	Skinner Rd	Olallie Ln NE	Battle Point Dr	1,420	14	2,209	RES-S	ACP	81	62	**75**	Moderate	V Good	17	2	**74**
2018	851	898	4670	10	Skogen Ln	SOUTH END	West Port Madison Rd	2,029	17	3,833	RES-S	ACP	27	33	**29**	Weak	Poor	66	7	**28**
2185	661	695	4680	10	Sorrel Way	Private	Rhodes End	558	17	1,054	RES-U	ACP	33	26	**31**	Moderate	Poor	56	9	**30**
1999	884	100	4680	20	Sorrel Way	Rhodes End	Baker Hill Rd	773	24	2,061	RES-U	ACP	29	41	**33**	Weak	Poor	68	3	**32**
2276	567	597	4690	10	Soundview Dr	Olympic Dr	Belfair Ave	604	17	1,141	RES-U	ACP	10	15	**12**	Weak	V Poor	86	3	**11**
2750	28	31	4690	20	Soundview Dr	Belfair Ave	Robertson Ave	1,110	19	2,343	RES-U	ACP	71	53	**65**	Moderate	Good	26	3	**64**
2686	101	114	4690	30	Soundview Dr	Robertson Ave	Kitsap Ave	388	20	862	RES-U	ACP	46	40	**44**	Moderate	Marginal	49	5	**43**
2248	596	627	4700	10	South Beach Rd	NW END	Fort Ward Hill Rd	846	22	2,068	COL	ACP	85	66	**78**	Moderate	V Good	12	3	**78**
1599	1364	628	4700	20	South Beach Rd	Fort Ward Hill Rd	Toe Jam Hill Rd	4,676	15	7,793	COL	ACP	4	41	**16**	Weak	V Poor	80	16	**15**
1376	325	346	4710	10	Southwind Ct	SOUTH END	Windsong Lp	101	47	527	RES-S	ACP	66	39	**57**	Strong	Fair	3	26	**56**
2612	190	208	4720	10	Spargur Loop Rd	Hidden Cove Rd	Phelps Rd	3,325	13	4,803	RES-S	ACP	39	30	**36**	Moderate	Poor	53	8	**36**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2163	685	721	4490	10	Ruby Pl	Ruby Way	NORTH END	532	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.3	10.0	10.0
2162	686	722	4500	10	Ruby Way	Diamond Pl	Pearl Ct	492	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2164	684	720	4500	20	Ruby Way	Pearl Ct	Ruby Pl	120	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2158	690	726	4500	30	Ruby Way	Ruby Pl	Emerald Way	271	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.1	10.0	10.0
1222	756	794	4530	10	Sands Ave	High School Rd	Quail Hill Rd	1,305	6.9	9.9	8.8	10.0	9.8	9.7	10.0	8.5	9.5	9.6
1008	756	794	4530	20	Sands Ave	Quail Hill Rd	Walden Ln	1,082	8.8	9.4	7.4	10.0	9.3	9.9	10.0	9.6	9.9	9.6
2100	756	794	4530	30	Sands Ave	Walden Ln	New Brooklyn Rd	253	8.3	9.9	9.3	10.0	10.0	9.5	10.0	9.5	9.8	9.2
2099	757	795	4540	10	Sands Ave	New Brooklyn Rd	Ruys Ln	988	10.0	9.9	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
1223	757	795	4540	20	Sands Ave	Ruys Ln	Paulanna Rd	983	9.8	10.0	10.0	10.0	10.0	10.0	10.0	9.2	10.0	10.0
1443	871	922	4550	10	Sanwick Pl	NW END	Agate Pass Rd	1,332	7.6	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	10.0
1378	337	359	4560	10	Sea Ray Pl	WEST END	Capstan Dr	228	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
1261	844	891	4570	10	Seabold Church Rd	Komedal Rd	State Route 305	670	8.6	10.0	7.1	10.0	10.0	9.5	10.0	9.5	9.1	9.6
1949	947	894	4580	10	Seabold Rd	Henderson Rd	Harvey Rd	207	10.0	10.0	3.4	10.0	10.0	8.8	10.0	9.1	10.0	10.0
1346	52	58	4580	20	Seabold Rd	Harvey Rd	Komedal Rd	450	7.9	9.5	4.2	10.0	10.0	9.3	10.0	9.5	10.0	10.0
1430	848	895	4580	30	Seabold Rd	Komedal Rd	Alma Pl	98	10.0	9.3	9.3	10.0	10.0	9.9	10.0	9.8	10.0	10.0
1333	849	896	4580	40	Seabold Rd	Alma Pl	State Route 305	251	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.3	10.0	10.0
2237	607	641	4590	10	Seaborn Rd	Blakely Ave	EAST END	2,489	7.9	10.0	7.0	10.0	10.0	8.1	10.0	9.7	8.6	9.1
2611	191	209	4600	10	Selfors Ln	WEST END	Hidden Cove Rd	384	8.4	10.0	6.3	10.0	9.1	8.9	10.0	7.7	10.0	8.9
2371	463	490	4610	10	Shannon Dr	SE END	Bjune Dr	768	8.9	9.9	7.5	10.0	10.0	8.8	10.0	9.6	6.9	10.0
2319	520	547	4620	10	Shepard Way	Weaver Rd	Bromley Pl	358	10.0	10.0	10.0	10.0	10.0	9.5	10.0	9.5	9.2	10.0
1361	155	170	4620	20	Shepard Way	Bromley Pl	Cosgrove St	176	10.0	9.3	10.0	10.0	10.0	9.2	10.0	9.5	10.0	10.0
1402	523	551	4620	30	Shepard Way	Cosgrove St	EAST END	124	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
1459	953	0	4630	10	Silven Ave	SOUTH END	Hidden Cove Rd	620	10.0	9.7	10.0	10.0	10.0	9.9	10.0	9.4	10.0	10.0
2014	858	906	4640	10	Sivertson Rd	SW END	Sivertson Rd	2,077	7.6	10.0	10.0	10.0	10.0	9.9	10.0	9.3	10.0	10.0
1439	866	917	4640	20	Sivertson Rd	Sivertson Rd	West Port Madison Rd	319	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.3	10.0	10.0
2009	873	924	4660	10	Skinner Rd	Olallie Ln NE	Battle Point Dr	1,420	9.5	10.0	9.6	10.0	8.6	9.7	10.0	9.6	10.0	10.0
2018	851	898	4670	10	Skogen Ln	SOUTH END	West Port Madison Rd	2,029	6.5	10.0	8.8	10.0	8.4	8.2	10.0	8.8	9.8	10.0
2185	661	695	4680	10	Sorrel Way	Private	Rhodes End	558	10.0	9.2	7.1	10.0	8.2	9.5	10.0	9.6	8.1	9.7
1999	884	100	4680	20	Sorrel Way	Rhodes End	Baker Hill Rd	773	9.4	9.9	5.1	10.0	9.3	9.6	10.0	9.5	9.2	10.0
2276	567	597	4690	10	Soundview Dr	Olympic Dr	Belfair Ave	604	8.3	9.9	6.4	10.0	9.1	9.2	10.0	9.5	6.9	10.0
2750	28	31	4690	20	Soundview Dr	Belfair Ave	Robertson Ave	1,110	10.0	9.9	8.9	10.0	10.0	9.5	10.0	9.5	8.7	10.0
2686	101	114	4690	30	Soundview Dr	Robertson Ave	Kitsap Ave	388	10.0	9.7	6.5	10.0	9.3	9.6	10.0	9.5	9.0	10.0
2248	596	627	4700	10	South Beach Rd	NW END	Fort Ward Hill Rd	846	10.0	9.9	9.6	10.0	10.0	9.3	10.0	9.6	9.5	10.0
1599	1364	628	4700	20	South Beach Rd	Fort Ward Hill Rd	Toe Jam Hill Rd	4,676	6.5	9.5	7.2	10.0	9.0	9.5	10.0	7.9	8.6	10.0
1376	325	346	4710	10	Southwind Ct	SOUTH END	Windsong Lp	101	10.0	7.1	10.0	10.0	10.0	9.5	10.0	9.5	10.0	9.4
2612	190	208	4720	10	Spargur Loop Rd	Hidden Cove Rd	Phelps Rd	3,325	8.9	9.9	7.6	10.0	8.6	9.1	10.0	8.7	9.2	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2163	685	721	4490	10	Ruby Pl	Ruby Way	NORTH END	532	4820	4820 - Ruby Pl	1	532	1,419	89	Moderate	RES-S	ACP
2162	686	722	4500	10	Ruby Way	Diamond Pl	Pearl Ct	492	4830	4830 - Ruby Way	3	883	2,128	91	Moderate	RES-S	ACP
2164	684	720	4500	20	Ruby Way	Pearl Ct	Ruby Pl	120	4830	4830 - Ruby Way	3	883	2,128	91	Moderate	RES-S	ACP
2158	690	726	4500	30	Ruby Way	Ruby Pl	Emerald Way	271	4830	4830 - Ruby Way	3	883	2,128	91	Moderate	RES-S	ACP
1222	756	794	4530	10	Sands Ave	High School Rd	Quail Hill Rd	1,305	4840	4840 - Sands Ave	3	2,640	5,630	45	Moderate	RES-S	ACP
1008	756	794	4530	20	Sands Ave	Quail Hill Rd	Walden Ln	1,082	4840	4840 - Sands Ave	3	2,640	5,630	45	Moderate	RES-S	ACP
2100	756	794	4530	30	Sands Ave	Walden Ln	New Brooklyn Rd	253	4840	4840 - Sands Ave	3	2,640	5,630	45	Moderate	RES-S	ACP
2099	757	795	4540	10	Sands Ave	New Brooklyn Rd	Ruys Ln	988	4850	4850 - Sands Ave	2	1,971	4,270	89	Moderate	RES-S	ACP
1223	757	795	4540	20	Sands Ave	Ruys Ln	Paulanna Rd	983	4850	4850 - Sands Ave	2	1,971	4,270	89	Moderate	RES-S	ACP
1443	871	922	4550	10	Sanwick Pl	NW END	Agate Pass Rd	1,332	4860	4860 - Sanwick Pl	1	1,332	2,220	63	Moderate	RES-S	ACP
1378	337	359	4560	10	Sea Ray Pl	WEST END	Capstan Dr	228	4870	4870 - Sea Ray Pl	1	228	912	92	Moderate	RES-U	ACP
1261	844	891	4570	10	Seabold Church Rd	Komedal Rd	State Route 305	670	4880	4880 - Seabold Church Rd	1	670	1,638	40	Moderate	RES-S	ACP
1949	947	894	4580	10	Seabold Rd	Henderson Rd	Harvey Rd	207	4890	4890 - Seabold Rd	1	207	368	22	Weak	COL	ACP
1346	52	58	4580	20	Seabold Rd	Harvey Rd	Komedal Rd	450	4900	4900 - Seabold Rd	2	548	1,164	39	Weak	RES-S	ACP
1430	848	895	4580	30	Seabold Rd	Komedal Rd	Alma Pl	98	4900	4900 - Seabold Rd	2	548	1,164	39	Weak	RES-S	ACP
1333	849	896	4580	40	Seabold Rd	Alma Pl	State Route 305	251	4910	4910 - Seabold Rd	1	251	725	86	Moderate	COL	ACP
2237	607	641	4590	10	Seaborn Rd	Blakely Ave	EAST END	2,489	4920	4920 - Seaborn Rd	1	2,489	5,531	18	Moderate	RES-S	ACP
2611	191	209	4600	10	Selfors Ln	WEST END	Hidden Cove Rd	384	4930	4930 - Selfors Ln	1	384	555	14	Moderate	RES-S	ACP
2371	463	490	4610	10	Shannon Dr	SE END	Bjune Dr	768	4940	4940 - Shannon Dr	1	768	2,560	24	Moderate	RES-U	ACP
2319	520	547	4620	10	Shepard Way	Weaver Rd	Bromley Pl	358	4950	4950 - Shepard Way	3	658	1,774	82	Moderate	RES-S	ACP
1361	155	170	4620	20	Shepard Way	Bromley Pl	Cosgrove St	176	4950	4950 - Shepard Way	3	658	1,774	82	Moderate	RES-S	ACP
1402	523	551	4620	30	Shepard Way	Cosgrove St	EAST END	124	4950	4950 - Shepard Way	3	658	1,774	82	Moderate	RES-S	ACP
1459	953	0	4630	10	Silven Ave	SOUTH END	Hidden Cove Rd	620	4960	4960 - Silven Ave	1	620	1,584	89	Moderate	RES-S	ACP
2014	858	906	4640	10	Sivertson Rd	SW END	Sivertson Rd	2,077	4970	4970 - Sivertson Rd	2	2,396	4,526	71	Moderate	RES-S	ACP
1439	866	917	4640	20	Sivertson Rd	Sivertson Rd	West Port Madison Rd	319	4970	4970 - Sivertson Rd	2	2,396	4,526	71	Moderate	RES-S	ACP
2009	873	924	4660	10	Skinner Rd	Olallie Ln NE	Battle Point Dr	1,420	4980	4980 - Skinner Rd	1	1,420	2,209	74	Moderate	RES-S	ACP
2018	851	898	4670	10	Skogen Ln	SOUTH END	West Port Madison Rd	2,029	4990	4990 - Skogen Ln	1	2,029	3,833	28	Weak	RES-S	ACP
2185	661	695	4680	10	Sorrel Way	Private	Rhodes End	558	5000	5000 - Sorrel Way	2	1,331	3,115	32	Weak	RES-U	ACP
1999	884	100	4680	20	Sorrel Way	Rhodes End	Baker Hill Rd	773	5000	5000 - Sorrel Way	2	1,331	3,115	32	Weak	RES-U	ACP
2276	567	597	4690	10	Soundview Dr	Olympic Dr	Belfair Ave	604	5010	5010 - Soundview Dr	3	2,102	4,346	46	Moderate	RES-U	ACP
2750	28	31	4690	20	Soundview Dr	Belfair Ave	Robertson Ave	1,110	5010	5010 - Soundview Dr	3	2,102	4,346	46	Moderate	RES-U	ACP
2686	101	114	4690	30	Soundview Dr	Robertson Ave	Kitsap Ave	388	5010	5010 - Soundview Dr	3	2,102	4,346	46	Moderate	RES-U	ACP
2248	596	627	4700	10	South Beach Rd	NW END	Fort Ward Hill Rd	846	5020	5020 - South Beach Rd	1	846	2,068	78	Moderate	COL	ACP
1599	1364	628	4700	20	South Beach Rd	Fort Ward Hill Rd	Toe Jam Hill Rd	4,676	5030	5030 - South Beach Rd	1	4,676	7,793	15	Weak	COL	ACP
1376	325	346	4710	10	Southwind Ct	SOUTH END	Windsong Lp	101	5040	5040 - Southwind Ct	1	101	527	56	Strong	RES-S	ACP
2612	190	208	4720	10	Spargur Loop Rd	Hidden Cove Rd	Phelps Rd	3,325	5050	5050 - Spargur Loop Rd	1	3,325	4,803	36	Moderate	RES-S	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary **6/1/2014**

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2307	534	562	4730	10	Sportsman Club Rd	Finch Rd	Lightmoor Ct	274	30	913	SART	ACP	78	62	**73**	Moderate	V Good	16	6	**72**
2309	532	560	4730	20	Sportsman Club Rd	Lightmoor Ct	High School Rd	1,185	32	4,213	SART	ACP	75	66	**72**	Moderate	V Good	20	5	**71**
2109	747	785	4730	30	Sportsman Club Rd	High School Rd	New Brooklyn Rd	2,966	28	9,228	SART	ACP	83	81	**82**	Moderate	V Good	10	3	**82**
2110	746	784	4730	40	Sportsman Club Rd	New Brooklyn Rd	North Town Dr	1,214	24	3,237	SART	ACP	93	82	**89**	Moderate	Excellent	4	3	**89**
1218	737	775	4730	50	Sportsman Club Rd	North Town Dr	Private	482	26	1,392	SART	ACP	100	90	**96**	Moderate	Excellent	1	0	**96**
1216	737	775	4730	60	Sportsman Club Rd	Private	Private	269	27	807	SART	ACP	93	81	**89**	Moderate	Excellent	2	5	**89**
1215	737	775	4730	70	Sportsman Club Rd	Private	Private	136	28	423	SART	ACP	92	96	**93**	Moderate	Excellent	8	0	**93**
2118	737	775	4730	80	Sportsman Club Rd	Private	Wardwell Rd	1,866	32	6,635	SART	ACP	93	79	**88**	Moderate	Excellent	4	3	**88**
1219	741	779	4730	90	Sportsman Club Rd	Wardwell Rd	State Route 305	215	31	741	SART	ACP	89	69	**82**	Moderate	V Good	7	4	**82**
1598	1365	768	4770	10	Springridge Rd	SOUTH END	Hansen Rd	1,740	20	3,867	RES-S	ACP	46	60	**51**	Weak	Fair	45	4	**50**
2143	707	743	4770	20	Springridge Rd	Hansen Rd	Mitchell Ln	1,319	18	2,638	COL	ACP	43	60	**48**	Moderate	Marginal	46	11	**47**
1210	707	743	4770	30	Springridge Rd	Mitchell Ln	Wild Cherry Ln	664	19	1,402	COL	ACP	43	60	**49**	Weak	Marginal	46	10	**48**
2144	706	742	4770	40	Springridge Rd	Wild Cherry Ln	Fletcher Bay Rd	1,315	21	3,068	COL	ACP	53	66	**57**	Weak	Fair	39	9	**56**
1213	730	767	4770	50	Springridge Rd	Fletcher Bay Rd	Driscoll Ln NE	466	23	1,191	RES-S	ACP	67	59	**64**	Moderate	Good	27	6	**64**
2124	730	767	4770	60	Springridge Rd	Driscoll Ln NE	Bligh Ct	259	23	662	RES-S	ACP	80	61	**74**	Moderate	V Good	3	17	**73**
1334	729	766	4770	70	Springridge Rd	Bligh Ct	Fletcher Blvd	140	22	342	RES-S	ACP	75	54	**68**	Moderate	Good	22	4	**67**
1416	729	766	4770	80	Springridge Rd	Fletcher Blvd	NORTH END	43	70	334	RES-S	ACP	72	49	**64**	Moderate	Good	25	3	**64**
2104	752	790	4780	10	Stager Ct	Grizdale Ln	EAST END	424	23	1,084	RES-S	ACP	79	59	**72**	Moderate	V Good	17	4	**72**
2029	838	884	4800	10	Stranne Rd	Hidden Cove Rd	NORTH END	627	12	836	RES-S	ACP	10	70	**30**	Weak	Poor	67	20	**29**
2327	509	536	4810	10	Strawberry Ln	Weaver Ave	Moji Ln	588	22	1,437	RES-U	ACP	94	83	**90**	Moderate	Excellent	2	4	**90**
2539	266	285	4820	10	Sullivan Rd	Crystal Springs Rd	EAST END	706	19	1,490	RES-S	ACP	67	56	**63**	Strong	Good	7	10	**63**
2594	209	227	4830	10	Sumanee Pl	Phelps Rd	Chatri Pl	226	23	578	RES-S	ACP	82	63	**76**	Moderate	V Good	14	4	**75**
2601	201	219	4830	20	Sumanee Pl	Chatri Pl	Teem Loop Rd	568	21	1,325	RES-S	ACP	93	79	**88**	Moderate	Excellent	4	3	**88**
2597	205	223	4830	30	Sumanee Pl	Teem Loop Rd	Teem Loop Rd	602	20	1,338	RES-S	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
1055	204	222	4830	40	Sumanee Pl	Teem Loop Rd	Sumanee Pl	1,042	19	2,200	RES-S	ACP	95	85	**92**	Moderate	Excellent	1	4	**92**
2598	204	222	4830	50	Sumanee Pl	Sumanee Pl	NW END	478	19	1,009	RES-S	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2689	98	111	4840	10	Sunny Hill Circle	Fort Ward Hill Rd	NE END	1,236	17	2,335	RES-S	ACP	57	65	**60**	Weak	Fair	40	3	**59**
2558	246	264	4860	10	Sunrise Dr	Duncan Ln	Albertson Rd	660	10	733	RES-S	ACP	18	48	**28**	Weak	Poor	77	4	**27**
2557	247	265	4860	20	Sunrise Dr	Albertson Rd	Valley Rd	661	17	1,249	RES-S	ACP	17	27	**20**	Moderate	V Poor	74	9	**20**
2565	239	257	4870	10	Sunrise Dr	SOUTH END	Rodal Ct	385	23	984	SART	ACP	97	88	**94**	Moderate	Excellent	0	3	**93**
2567	237	255	4870	20	Sunrise Dr	Rodal Ct	Roberts Rd	910	21	2,123	SART	ACP	85	67	**79**	Moderate	V Good	2	3	**78**
1089	235	253	4870	30	Sunrise Dr	Roberts Rd	Private	244	21	569	SART	ACP	77	57	**70**	Strong	V Good	2	4	**70**
2569	235	253	4870	40	Sunrise Dr	Private	Winther Rd	1,071	22	2,618	SART	ACP	86	67	**80**	Moderate	V Good	10	3	**80**
1087	234	252	4870	50	Sunrise Dr	Winther Rd	Sasquatch Ln	456	21	1,064	SART	ACP	80	61	**74**	Moderate	V Good	16	4	**73**
1086	234	252	4870	60	Sunrise Dr	Sasquatch Ln	Private	198	21	462	SART	ACP	96	87	**93**	Moderate	Excellent	0	4	**92**
1085	234	252	4870	70	Sunrise Dr	Private	Private	877	22	2,144	SART	ACP	68	62	**66**	Moderate	Good	29	3	**66**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)										
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2307	534	562	4730	10	Sportsman Club Rd	Finch Rd	Lightmoor Ct	274	10.0	9.7	10.0	10.0	10.0	10.0	10.0	9.3	8.0	10.0
2309	532	560	4730	20	Sportsman Club Rd	Lightmoor Ct	High School Rd	1,185	9.6	9.7	9.1	10.0	10.0	9.9	10.0	9.6	9.1	10.0
2109	747	785	4730	30	Sportsman Club Rd	High School Rd	New Brooklyn Rd	2,966	10.0	10.0	10.0	10.0	10.0	8.7	10.0	9.6	9.9	9.5
2110	746	784	4730	40	Sportsman Club Rd	New Brooklyn Rd	North Town Dr	1,214	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.5	9.9	10.0
1218	737	775	4730	50	Sportsman Club Rd	North Town Dr	Private	482	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.9	10.0
1216	737	775	4730	60	Sportsman Club Rd	Private	Private	269	10.0	9.8	10.0	10.0	10.0	10.0	10.0	9.4	9.8	10.0
1215	737	775	4730	70	Sportsman Club Rd	Private	Private	136	10.0	10.0	10.0	10.0	10.0	8.8	10.0	10.0	10.0	10.0
2118	737	775	4730	80	Sportsman Club Rd	Private	Wardwell Rd	1,866	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.5	9.9	10.0
1219	741	779	4730	90	Sportsman Club Rd	Wardwell Rd	State Route 305	215	10.0	10.0	10.0	10.0	10.0	9.0	10.0	9.2	10.0	10.0
1598	1365	768	4770	10	Springridge Rd	SOUTH END	Hansen Rd	1,740	9.6	10.0	6.3	10.0	10.0	9.9	10.0	9.4	9.6	9.4
2143	707	743	4770	20	Springridge Rd	Hansen Rd	Mitchell Ln	1,319	9.1	9.8	7.4	10.0	10.0	9.9	10.0	8.4	8.7	9.9
1210	707	743	4770	30	Springridge Rd	Mitchell Ln	Wild Cherry Ln	664	10.0	9.2	5.7	10.0	10.0	9.9	10.0	9.3	9.7	10.0
2144	706	742	4770	40	Springridge Rd	Wild Cherry Ln	Fletcher Bay Rd	1,315	10.0	9.3	6.5	10.0	10.0	10.0	10.0	9.5	9.6	10.0
1213	730	767	4770	50	Springridge Rd	Fletcher Bay Rd	Driscoll Ln NE	466	10.0	9.7	7.4	10.0	10.0	9.9	10.0	9.3	10.0	10.0
2124	730	767	4770	60	Springridge Rd	Driscoll Ln NE	Bligh Ct	259	10.0	8.3	10.0	10.0	10.0	9.6	10.0	9.4	10.0	10.0
1334	729	766	4770	70	Springridge Rd	Bligh Ct	Fletcher Blvd	140	10.0	10.0	8.4	10.0	10.0	9.1	10.0	9.3	10.0	10.0
1416	729	766	4770	80	Springridge Rd	Fletcher Blvd	NORTH END	43	10.0	10.0	10.0	10.0	10.0	9.2	10.0	9.4	7.5	10.0
2104	752	790	4780	10	Stager Ct	Grizdale Ln	EAST END	424	8.8	9.9	10.0	10.0	10.0	9.2	10.0	9.3	10.0	10.0
2029	838	884	4800	10	Stranne Rd	Hidden Cove Rd	NORTH END	627	10.0	10.0	3.3	10.0	10.0	10.0	10.0	6.4	10.0	9.6
2327	509	536	4810	10	Strawberry Ln	Weaver Ave	Moji Ln	588	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2539	266	285	4820	10	Sullivan Rd	Crystal Springs Rd	EAST END	706	10.0	10.0	9.3	10.0	10.0	9.9	10.0	8.2	10.0	8.0
2594	209	227	4830	10	Sumanee Pl	Phelps Rd	Chatri Pl	226	10.0	10.0	8.8	10.0	10.0	9.7	10.0	9.3	10.0	10.0
2601	201	219	4830	20	Sumanee Pl	Chatri Pl	Teem Loop Rd	568	10.0	10.0	9.6	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2597	205	223	4830	30	Sumanee Pl	Teem Loop Rd	Teem Loop Rd	602	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
1055	204	222	4830	40	Sumanee Pl	Teem Loop Rd	Sumanee Pl	1,042	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2598	204	222	4830	50	Sumanee Pl	Sumanee Pl	NW END	478	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2689	98	111	4840	10	Sunny Hill Circle	Fort Ward Hill Rd	NE END	1,236	6.7	10.0	10.0	10.0	9.4	9.9	10.0	9.5	9.3	10.0
2558	246	264	4860	10	Sunrise Dr	Duncan Ln	Albertson Rd	660	10.0	9.9	4.5	10.0	9.1	7.3	10.0	9.3	10.0	10.0
2557	247	265	4860	20	Sunrise Dr	Albertson Rd	Valley Rd	661	7.2	9.8	6.8	10.0	8.9	9.5	10.0	8.7	9.1	10.0
2565	239	257	4870	10	Sunrise Dr	SOUTH END	Rodal Ct	385	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2567	237	255	4870	20	Sunrise Dr	Rodal Ct	Roberts Rd	910	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.4	10.0	8.8
1089	235	253	4870	30	Sunrise Dr	Roberts Rd	Private	244	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	7.9
2569	235	253	4870	40	Sunrise Dr	Private	Winther Rd	1,071	9.5	10.0	10.0	10.0	10.0	9.2	10.0	9.5	10.0	9.9
1087	234	252	4870	50	Sunrise Dr	Winther Rd	Sasquatch Ln	456	8.4	10.0	10.0	10.0	10.0	9.9	10.0	9.3	10.0	10.0
1086	234	252	4870	60	Sunrise Dr	Sasquatch Ln	Private	198	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
1085	234	252	4870	70	Sunrise Dr	Private	Private	877	7.2	10.0	10.0	10.0	10.0	9.8	10.0	9.5	10.0	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary: Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2307	534	562	4730	10	Sportsman Club Rd	Finch Rd	Lightmoor Ct	274	5060	5060 - Sportsman Club Rd	2	1,459	5,127	71	Moderate	SART	ACP
2309	532	560	4730	20	Sportsman Club Rd	Lightmoor Ct	High School Rd	1,185	5060	5060 - Sportsman Club Rd	2	1,459	5,127	71	Moderate	SART	ACP
2109	747	785	4730	30	Sportsman Club Rd	High School Rd	New Brooklyn Rd	2,966	5070	5070 - Sportsman Club Rd	1	2,966	9,228	82	Moderate	SART	ACP
2110	746	784	4730	40	Sportsman Club Rd	New Brooklyn Rd	North Town Dr	1,214	5080	5080 - Sportsman Club Rd	4	2,101	5,860	91	Moderate	SART	ACP
1218	737	775	4730	50	Sportsman Club Rd	North Town Dr	Private	482	5080	5080 - Sportsman Club Rd	4	2,101	5,860	91	Moderate	SART	ACP
1216	737	775	4730	60	Sportsman Club Rd	Private	Private	269	5080	5080 - Sportsman Club Rd	4	2,101	5,860	91	Moderate	SART	ACP
1215	737	775	4730	70	Sportsman Club Rd	Private	Private	136	5080	5080 - Sportsman Club Rd	4	2,101	5,860	91	Moderate	SART	ACP
2118	737	775	4730	80	Sportsman Club Rd	Private	Wardwell Rd	1,866	5090	5090 - Sportsman Club Rd	2	2,081	7,375	87	Moderate	SART	ACP
1219	741	779	4730	90	Sportsman Club Rd	Wardwell Rd	State Route 305	215	5090	5090 - Sportsman Club Rd	2	2,081	7,375	87	Moderate	SART	ACP
1598	1365	768	4770	10	Springridge Rd	SOUTH END	Hansen Rd	1,740	5100	5100 - Springridge Rd	1	1,740	3,867	50	Weak	RES-S	ACP
2143	707	743	4770	20	Springridge Rd	Hansen Rd	Mitchell Ln	1,319	5110	5110 - Springridge Rd	3	3,298	7,108	51	Weak	COL	ACP
1210	707	743	4770	30	Springridge Rd	Mitchell Ln	Wild Cherry Ln	664	5110	5110 - Springridge Rd	3	3,298	7,108	51	Weak	COL	ACP
2144	706	742	4770	40	Springridge Rd	Wild Cherry Ln	Fletcher Bay Rd	1,315	5110	5110 - Springridge Rd	3	3,298	7,108	51	Weak	COL	ACP
1213	730	767	4770	50	Springridge Rd	Fletcher Bay Rd	Driscoll Ln NE	466	5120	5120 - Springridge Rd	4	908	2,529	67	Moderate	RES-S	ACP
2124	730	767	4770	60	Springridge Rd	Driscoll Ln NE	Bligh Ct	259	5120	5120 - Springridge Rd	4	908	2,529	67	Moderate	RES-S	ACP
1334	729	766	4770	70	Springridge Rd	Bligh Ct	Fletcher Blvd	140	5120	5120 - Springridge Rd	4	908	2,529	67	Moderate	RES-S	ACP
1416	729	766	4770	80	Springridge Rd	Fletcher Blvd	NORTH END	43	5120	5120 - Springridge Rd	4	908	2,529	67	Moderate	RES-S	ACP
2104	752	790	4780	10	Stager Ct	Grizdale Ln	EAST END	424	5130	5130 - Stager Ct	1	424	1,084	72	Moderate	RES-S	ACP
2029	838	884	4800	10	Stranne Rd	Hidden Cove Rd	NORTH END	627	5140	5140 - Stranne Rd	1	627	836	29	Weak	RES-S	ACP
2327	509	536	4810	10	Strawberry Ln	Weaver Ave	Moji Ln	588	5150	5150 - Strawberry Ln	1	588	1,437	90	Moderate	RES-U	ACP
2539	266	285	4820	10	Sullivan Rd	Crystal Springs Rd	EAST END	706	5160	5160 - Sullivan Rd	1	706	1,490	63	Strong	RES-S	ACP
2594	209	227	4830	10	Sumanee Pl	Phelps Rd	Chatri Pl	226	5170	5170 - Sumanee Pl	5	2,916	6,450	90	Moderate	RES-S	ACP
2601	201	219	4830	20	Sumanee Pl	Chatri Pl	Teem Loop Rd	568	5170	5170 - Sumanee Pl	5	2,916	6,450	90	Moderate	RES-S	ACP
2597	205	223	4830	30	Sumanee Pl	Teem Loop Rd	Teem Loop Rd	602	5170	5170 - Sumanee Pl	5	2,916	6,450	90	Moderate	RES-S	ACP
1055	204	222	4830	40	Sumanee Pl	Teem Loop Rd	Sumanee Pl	1,042	5170	5170 - Sumanee Pl	5	2,916	6,450	90	Moderate	RES-S	ACP
2598	204	222	4830	50	Sumanee Pl	Sumanee Pl	NW END	478	5170	5170 - Sumanee Pl	5	2,916	6,450	90	Moderate	RES-S	ACP
2689	98	111	4840	10	Sunny Hill Circle	Fort Ward Hill Rd	NE END	1,236	5180	5180 - Sunny Hill Circle	1	1,236	2,335	59	Weak	RES-S	ACP
2558	246	264	4860	10	Sunrise Dr	Duncan Ln	Albertson Rd	660	5190	5190 - Sunrise Dr	2	1,321	1,982	22	Moderate	RES-S	ACP
2557	247	265	4860	20	Sunrise Dr	Albertson Rd	Valley Rd	661	5190	5190 - Sunrise Dr	2	1,321	1,982	22	Moderate	RES-S	ACP
2565	239	257	4870	10	Sunrise Dr	SOUTH END	Rodal Ct	385	5200	5200 - Sunrise Dr	4	2,610	6,295	80	Moderate	SART	ACP
2567	237	255	4870	20	Sunrise Dr	Rodal Ct	Roberts Rd	910	5200	5200 - Sunrise Dr	4	2,610	6,295	80	Moderate	SART	ACP
1089	235	253	4870	30	Sunrise Dr	Roberts Rd	Private	244	5200	5200 - Sunrise Dr	4	2,610	6,295	80	Moderate	SART	ACP
2569	235	253	4870	40	Sunrise Dr	Private	Winther Rd	1,071	5200	5200 - Sunrise Dr	4	2,610	6,295	80	Moderate	SART	ACP
1087	234	252	4870	50	Sunrise Dr	Winther Rd	Sasquatch Ln	456	5210	5210 - Sunrise Dr	4	2,622	6,215	72	Moderate	SART	ACP
1086	234	252	4870	60	Sunrise Dr	Sasquatch Ln	Private	198	5210	5210 - Sunrise Dr	4	2,622	6,215	72	Moderate	SART	ACP
1085	234	252	4870	70	Sunrise Dr	Private	Private	877	5210	5210 - Sunrise Dr	4	2,622	6,215	72	Moderate	SART	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary **6/1/2014**

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2570	234	252	4870	80	Sunrise Dr	Private	Day Rd	1,091	21	2,546	SART	ACP	78	65	**74**	Moderate	V Good	18	3	**73**
1083	232	250	4870	90	Sunrise Dr	Day Rd	Sunrose Ln	837	24	2,232	COL	ACP	83	64	**77**	Moderate	V Good	14	3	**76**
2572	232	250	4870	100	Sunrise Dr	Sunrose Ln	Knight Rd	502	21	1,171	COL	ACP	91	71	**84**	Moderate	V Good	3	3	**84**
1078	230	248	4870	110	Sunrise Dr	Knight Rd	Private	341	22	834	COL	ACP	87	68	**81**	Moderate	V Good	10	3	**80**
1077	230	248	4870	120	Sunrise Dr	Private	Private	1,317	20	2,927	COL	ACP	80	61	**74**	Moderate	V Good	14	4	**73**
2574	230	248	4870	130	Sunrise Dr	Private	Cascade Ave	354	21	826	COL	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
2579	225	243	4870	140	Sunrise Dr	Cascade Ave	Torvanger Rd	640	24	1,707	COL	ACP	95	85	**92**	Moderate	Excellent	1	4	**91**
1075	228	246	4880	10	Sunrise Dr	Torvanger Rd	Sunrise Bluff Ln	572	22	1,398	COL	ACP	90	70	**84**	Moderate	V Good	7	3	**83**
1073	228	246	4880	20	Sunrise Dr	Sunrise Bluff Ln	Woodhaven Ln	749	25	2,081	COL	ACP	83	64	**77**	Moderate	V Good	13	4	**76**
1072	228	246	4880	30	Sunrise Dr	Woodhaven Ln	Puget Bluff Ln	70	25	194	COL	ACP	97	88	**94**	Moderate	Excellent	0	3	**93**
2576	228	246	4880	40	Sunrise Dr	Puget Bluff Ln	Misty Vale Pl	577	23	1,475	COL	ACP	94	83	**91**	Moderate	Excellent	1	4	**90**
1066	216	234	4880	50	Sunrise Dr	Misty Vale Pl	Private	894	22	2,185	COL	ACP	95	85	**92**	Moderate	Excellent	1	4	**91**
1065	216	234	4880	60	Sunrise Dr	Private	Morning Ln	141	22	345	COL	ACP	95	84	**91**	Moderate	Excellent	3	3	**91**
2587	216	234	4880	70	Sunrise Dr	Morning Ln	Sunrise Pl	309	21	721	COL	ACP	94	83	**90**	Moderate	Excellent	3	3	**90**
1051	188	206	4880	80	Sunrise Dr	Sunrise Pl	Private	372	22	909	COL	ACP	94	83	**91**	Moderate	Excellent	2	3	**90**
1050	188	206	4880	90	Sunrise Dr	Private	Private	436	21	1,017	COL	ACP	92	77	**87**	Moderate	Excellent	4	3	**87**
1048	188	206	4880	100	Sunrise Dr	Private	Private	256	22	626	COL	ACP	97	88	**94**	Moderate	Excellent	0	3	**93**
1047	188	206	4880	110	Sunrise Dr	Private	Private	258	21	602	COL	ACP	97	88	**94**	Moderate	Excellent	0	3	**93**
2614	188	206	4880	120	Sunrise Dr	Private	Lafayette Ave	664	21	1,549	COL	ACP	83	65	**77**	Moderate	V Good	13	4	**77**
1958	937	818	4900	10	Sunset Ave	Morgan Ave	NE END	1,109	12	1,479	RES-S	ACP	80	61	**74**	Moderate	V Good	13	7	**73**
1952	944	869	4910	10	Sunset Dr	Matsu Pl	Bayhill Rd	1,683	15	2,805	RES-U	ACP	69	45	**61**	Moderate	Good	28	3	**60**
1385	351	376	4930	10	Susan Pl	WEST END	Commodore Ln	225	34	850	RES-U	ACP	87	68	**81**	Moderate	V Good	10	3	**80**
2209	636	670	4940	10	Tani Creek Rd	SOUTH END	Kono Rd	1,368	20	3,040	RES-S	ACP	92	76	**87**	Moderate	Excellent	4	4	**86**
2285	556	586	4940	20	Tani Creek Rd	Kono Rd	Blakely Ave	1,214	20	2,698	RES-S	ACP	78	59	**72**	Moderate	V Good	17	5	**71**
2364	470	497	4950	10	Taurnic	SW END	Wallace Way	342	31	1,178	RES-U	ACP	60	27	**49**	Moderate	Marginal	35	5	**48**
1184	621	655	4960	10	Taylor Ave	Old Mill Rd	Pine Way	1,338	22	3,271	COL	ACP	58	50	**55**	Moderate	Fair	39	3	**54**
1186	622	656	4960	20	Taylor Ave	Pine Way	NE Wiggins Rd	1,294	21	3,019	COL	ACP	65	39	**56**	Moderate	Fair	31	4	**55**
2222	622	656	4960	30	Taylor Ave	NE Wiggins Rd	Ronald Ct	637	20	1,416	COL	ACP	74	53	**67**	Moderate	Good	22	4	**67**
2694	92	103	4960	50	Taylor Ave	Old Creosote Rd	Eagle Harbor Rd	1,373	20	3,051	COL	ACP	89	70	**82**	Moderate	V Good	8	3	**82**
2639	160	177	4970	10	Teem Loop Rd	Sumanee Pl	Fairfield Pl	579	19	1,222	RES-S	ACP	94	83	**91**	Moderate	Excellent	1	5	**90**
2595	208	226	4970	20	Teem Loop Rd	Fairfield Pl	Millstone Pl	382	20	849	RES-S	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
2599	203	221	4970	30	Teem Loop Rd	Millstone Pl	Sumanee Pl	1,155	19	2,438	RES-S	ACP	89	70	**82**	Moderate	V Good	8	4	**82**
2236	608	642	4975	10	Three T Rd	Blakely Ave	Blakely Ave	926	24	2,469	RES-S	ACP	53	49	**52**	Moderate	Fair	42	5	**51**
1380	341	363	4980	10	Tidal Pl	Capstan Dr	EAST END	322	31	1,109	RES-U	ACP	85	66	**78**	Moderate	V Good	8	4	**78**
1130	424	451	4990	10	Tiffany Meadows Dr	Wing Point Way	Santa Clara Ln NE LN	200	22	489	RES-U	ACP	90	70	**83**	Moderate	V Good	7	4	**83**
1129	424	451	4990	20	Tiffany Meadows Dr	Santa Clara Ln NE LN	Willa LN	808	19	1,706	RES-U	ACP	92	77	**87**	Moderate	Excellent	4	4	**87**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2570	234	252	4870	80	Sunrise Dr	Private	Day Rd	1,091	8.4	10.0	10.0	10.0	10.0	9.6	10.0	9.4	10.0	10.0
1083	232	250	4870	90	Sunrise Dr	Day Rd	Sunrose Ln	837	8.9	10.0	10.0	10.0	10.0	9.6	10.0	9.4	10.0	10.0
2572	232	250	4870	100	Sunrise Dr	Sunrose Ln	Knight Rd	502	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.5	10.0	9.5
1078	230	248	4870	110	Sunrise Dr	Knight Rd	Private	341	10.0	10.0	10.0	10.0	10.0	8.6	10.0	9.4	10.0	10.0
1077	230	248	4870	120	Sunrise Dr	Private	Private	1,317	10.0	10.0	10.0	10.0	10.0	7.9	10.0	9.3	10.0	9.8
2574	230	248	4870	130	Sunrise Dr	Private	Cascade Ave	354	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2579	225	243	4870	140	Sunrise Dr	Cascade Ave	Torvanger Rd	640	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
1075	228	246	4880	10	Sunrise Dr	Torvanger Rd	Sunrise Bluff Ln	572	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.5	9.5	10.0
1073	228	246	4880	20	Sunrise Dr	Sunrise Bluff Ln	Woodhaven Ln	749	8.8	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	10.0
1072	228	246	4880	30	Sunrise Dr	Woodhaven Ln	Puget Bluff Ln	70	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2576	228	246	4880	40	Sunrise Dr	Puget Bluff Ln	Misty Vale Pl	577	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
1066	216	234	4880	50	Sunrise Dr	Misty Vale Pl	Private	894	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
1065	216	234	4880	60	Sunrise Dr	Private	Morning Ln	141	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.5	10.0	10.0
2587	216	234	4880	70	Sunrise Dr	Morning Ln	Sunrise Pl	309	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.4	10.0	10.0
1051	188	206	4880	80	Sunrise Dr	Sunrise Pl	Private	372	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.4	10.0	10.0
1050	188	206	4880	90	Sunrise Dr	Private	Private	436	10.0	10.0	10.0	10.0	10.0	9.5	10.0	9.4	10.0	9.8
1048	188	206	4880	100	Sunrise Dr	Private	Private	256	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
1047	188	206	4880	110	Sunrise Dr	Private	Private	258	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2614	188	206	4880	120	Sunrise Dr	Private	Lafayette Ave	664	8.8	10.0	10.0	10.0	10.0	9.9	10.0	9.3	10.0	10.0
1958	937	818	4900	10	Sunset Ave	Morgan Ave	NE END	1,109	10.0	10.0	10.0	10.0	8.8	8.9	10.0	8.8	10.0	10.0
1952	944	869	4910	10	Sunset Dr	Matsu Pl	Bayhill Rd	1,683	9.2	10.0	9.8	10.0	10.0	9.4	10.0	9.5	8.3	10.0
1385	351	376	4930	10	Susan Pl	WEST END	Commodore Ln	225	10.0	10.0	10.0	10.0	10.0	9.5	10.0	9.4	9.3	10.0
2209	636	670	4940	10	Tani Creek Rd	SOUTH END	Kono Rd	1,368	10.0	9.9	10.0	10.0	9.3	9.9	10.0	9.4	10.0	10.0
2285	556	586	4940	20	Tani Creek Rd	Kono Rd	Blakely Ave	1,214	10.0	9.8	8.8	10.0	9.6	9.9	10.0	9.3	9.7	10.0
2364	470	497	4950	10	Taurnic	SW END	Wallace Way	342	8.8	9.7	9.7	10.0	10.0	8.4	10.0	9.5	8.8	10.0
1184	621	655	4960	10	Taylor Ave	Old Mill Rd	Pine Way	1,338	7.2	10.0	10.0	10.0	10.0	9.5	10.0	9.5	8.8	9.9
1186	622	656	4960	20	Taylor Ave	Pine Way	NE Wiggins Rd	1,294	8.1	9.9	10.0	10.0	9.2	8.7	10.0	9.3	10.0	10.0
2222	622	656	4960	30	Taylor Ave	NE Wiggins Rd	Ronald Ct	637	8.0	10.0	10.0	10.0	10.0	9.6	10.0	9.3	10.0	10.0
2694	92	103	4960	50	Taylor Ave	Old Creosote Rd	Eagle Harbor Rd	1,373	10.0	10.0	10.0	10.0	9.4	9.3	10.0	9.4	10.0	10.0
2639	160	177	4970	10	Teem Loop Rd	Sumanee Pl	Fairfield Pl	579	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
2595	208	226	4970	20	Teem Loop Rd	Fairfield Pl	Millstone Pl	382	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2599	203	221	4970	30	Teem Loop Rd	Millstone Pl	Sumanee Pl	1,155	10.0	9.9	9.8	10.0	9.4	10.0	10.0	9.5	9.7	10.0
2236	608	642	4975	10	Three T Rd	Blakely Ave	Blakely Ave	926	10.0	9.8	7.4	10.0	8.9	9.7	10.0	9.4	9.0	10.0
1380	341	363	4980	10	Tidal Pl	Capstan Dr	EAST END	322	10.0	9.8	10.0	10.0	10.0	9.5	10.0	9.5	9.4	9.6
1130	424	451	4990	10	Tiffany Meadows Dr	Wing Point Way	Santa Clara Ln NE LN	200	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.4	9.7	10.0
1129	424	451	4990	20	Tiffany Meadows Dr	Santa Clara Ln NE LN	Willa LN	808	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.3	9.9	10.0

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary: Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2570	234	252	4870	80	Sunrise Dr	Private	Day Rd	1,091	5210	5210 - Sunrise Dr	4	2,622	6,215	**72**	Moderate	SART	ACP
1083	232	250	4870	90	Sunrise Dr	Day Rd	Sunrose Ln	837	5220	5220 - Sunrise Dr	4	2,997	7,164	**77**	Moderate	COL	ACP
2572	232	250	4870	100	Sunrise Dr	Sunrose Ln	Knight Rd	502	5220	5220 - Sunrise Dr	4	2,997	7,164	**77**	Moderate	COL	ACP
1078	230	248	4870	110	Sunrise Dr	Knight Rd	Private	341	5220	5220 - Sunrise Dr	4	2,997	7,164	**77**	Moderate	COL	ACP
1077	230	248	4870	120	Sunrise Dr	Private	Private	1,317	5220	5220 - Sunrise Dr	4	2,997	7,164	**77**	Moderate	COL	ACP
2574	230	248	4870	130	Sunrise Dr	Private	Cascade Ave	354	5230	5230 - Sunrise Dr	2	994	2,533	**91**	Moderate	COL	ACP
2579	225	243	4870	140	Sunrise Dr	Cascade Ave	Torvanger Rd	640	5230	5230 - Sunrise Dr	2	994	2,533	**91**	Moderate	COL	ACP
1075	228	246	4880	10	Sunrise Dr	Torvanger Rd	Sunrise Bluff Ln	572	5240	5240 - Sunrise Dr	5	2,862	7,333	**85**	Moderate	COL	ACP
1073	228	246	4880	20	Sunrise Dr	Sunrise Bluff Ln	Woodhaven Ln	749	5240	5240 - Sunrise Dr	5	2,862	7,333	**85**	Moderate	COL	ACP
1072	228	246	4880	30	Sunrise Dr	Woodhaven Ln	Puget Bluff Ln	70	5240	5240 - Sunrise Dr	5	2,862	7,333	**85**	Moderate	COL	ACP
2576	228	246	4880	40	Sunrise Dr	Puget Bluff Ln	Misty Vale Pl	577	5240	5240 - Sunrise Dr	5	2,862	7,333	**85**	Moderate	COL	ACP
1066	216	234	4880	50	Sunrise Dr	Misty Vale Pl	Private	894	5240	5240 - Sunrise Dr	5	2,862	7,333	**85**	Moderate	COL	ACP
1065	216	234	4880	60	Sunrise Dr	Private	Morning Ln	141	5250	5250 - Sunrise Dr	7	2,436	5,769	**87**	Moderate	COL	ACP
2587	216	234	4880	70	Sunrise Dr	Morning Ln	Sunrise Pl	309	5250	5250 - Sunrise Dr	7	2,436	5,769	**87**	Moderate	COL	ACP
1051	188	206	4880	80	Sunrise Dr	Sunrise Pl	Private	372	5250	5250 - Sunrise Dr	7	2,436	5,769	**87**	Moderate	COL	ACP
1050	188	206	4880	90	Sunrise Dr	Private	Private	436	5250	5250 - Sunrise Dr	7	2,436	5,769	**87**	Moderate	COL	ACP
1048	188	206	4880	100	Sunrise Dr	Private	Private	256	5250	5250 - Sunrise Dr	7	2,436	5,769	**87**	Moderate	COL	ACP
1047	188	206	4880	110	Sunrise Dr	Private	Private	258	5250	5250 - Sunrise Dr	7	2,436	5,769	**87**	Moderate	COL	ACP
2614	188	206	4880	120	Sunrise Dr	Private	Lafayette Ave	664	5250	5250 - Sunrise Dr	7	2,436	5,769	**87**	Moderate	COL	ACP
1958	937	818	4900	10	Sunset Ave	Morgan Ave	NE END	1,109	5260	5260 - Sunset Ave	1	1,109	1,479	**73**	Moderate	RES-S	ACP
1952	944	869	4910	10	Sunset Dr	Matsu Pl	Bayhill Rd	1,683	5270	5270 - Sunset Dr	1	1,683	2,805	**60**	Moderate	RES-U	ACP
1385	351	376	4930	10	Susan Pl	WEST END	Commodore Ln	225	5280	5280 - Susan Pl	1	225	850	**80**	Moderate	RES-U	ACP
2209	636	670	4940	10	Tani Creek Rd	SOUTH END	Kono Rd	1,368	5290	5290 - Tani Creek Rd	2	2,582	5,738	**79**	Moderate	RES-S	ACP
2285	556	586	4940	20	Tani Creek Rd	Kono Rd	Blakely Ave	1,214	5290	5290 - Tani Creek Rd	2	2,582	5,738	**79**	Moderate	RES-S	ACP
2364	470	497	4950	10	Taurnic	SW END	Wallace Way	342	5300	5300 - Taurnic	1	342	1,178	**48**	Moderate	RES-U	ACP
1184	621	655	4960	10	Taylor Ave	Old Mill Rd	Pine Way	1,338	5310	5310 - Taylor Ave	3	3,269	7,706	**57**	Moderate	COL	ACP
1186	622	656	4960	20	Taylor Ave	Pine Way	NE Wiggins Rd	1,294	5310	5310 - Taylor Ave	3	3,269	7,706	**57**	Moderate	COL	ACP
2222	622	656	4960	30	Taylor Ave	NE Wiggins Rd	Ronald Ct	637	5310	5310 - Taylor Ave	3	3,269	7,706	**57**	Moderate	COL	ACP
2694	92	103	4960	50	Taylor Ave	Old Creosote Rd	Eagle Harbor Rd	1,373	5320	5320 - Taylor Ave	1	1,373	3,051	**82**	Moderate	COL	ACP
2639	160	177	4970	10	Teem Loop Rd	Sumanee Pl	Fairfield Pl	579	5330	5330 - Teem Loop Rd	3	2,116	4,510	**86**	Moderate	RES-S	ACP
2595	208	226	4970	20	Teem Loop Rd	Fairfield Pl	Millstone Pl	382	5330	5330 - Teem Loop Rd	3	2,116	4,510	**86**	Moderate	RES-S	ACP
2599	203	221	4970	30	Teem Loop Rd	Millstone Pl	Sumanee Pl	1,155	5330	5330 - Teem Loop Rd	3	2,116	4,510	**86**	Moderate	RES-S	ACP
2236	608	642	4975	10	Three T Rd	Blakely Ave	Blakely Ave	926	5340	5340 - Three T Rd	1	926	2,469	**51**	Moderate	RES-S	ACP
1380	341	363	4980	10	Tidal Pl	Capstan Dr	EAST END	322	5350	5350 - Tidal Pl	1	322	1,109	**78**	Moderate	RES-U	ACP
1130	424	451	4990	10	Tiffany Meadows Dr	Wing Point Way	Santa Clara Ln NE LN	200	5360	5360 - Tiffany Meadows Dr	3	1,190	2,579	**86**	Moderate	RES-U	ACP
1129	424	451	4990	20	Tiffany Meadows Dr	Santa Clara Ln NE LN	Willa LN	808	5360	5360 - Tiffany Meadows Dr	3	1,190	2,579	**86**	Moderate	RES-U	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014: Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2407	424	451	4990	30	Tiffany Meadows Dr	Willa LN	Ferncliff Ave	182	19	384	RES-U	ACP	90	71	**84**	Moderate	V Good	6	4	**84**
2484	330	352	5000	10	Timberlane Pl	Madison Ave	EAST END	936	30	3,120	RES-S	ACP	21	45	**29**	Strong	Poor	24	56	**28**
1180	597	628	5010	10	Toe Jam Hill Rd	South Beach Rd	South Beach Dr	196	18	392	COL	ACP	5	24	**11**	Moderate	V Poor	68	27	**11**
2247	597	628	5010	20	Toe Jam Hill Rd	South Beach Dr	Country Club Rd	6,290	21	14,677	COL	ACP	34	45	**37**	Moderate	Poor	49	7	**36**
2089	768	806	5020	10	Tolo Rd	Battle Point Dr	Nelson Hill Ln	1,892	21	4,415	COL	ACP	76	59	**70**	Moderate	V Good	17	3	**70**
1228	768	806	5020	20	Tolo Rd	Nelson Hill Ln	Miller Rd	2,486	22	6,077	COL	ACP	77	66	**73**	Moderate	V Good	18	4	**72**
1562	#####		5025	10	Tolo Rd	NW END	Battle Point Dr	1,395	18	2,790	RES-S	ACP	41	55	**46**	Weak	Marginal	55	4	**45**
1076	229	247	5030	10	Torvanger Rd	Madison Ave	Farmview Ln	1,802	21	4,205	COL	ACP	95	85	**92**	Moderate	Excellent	1	4	**91**
2575	229	247	5030	20	Torvanger Rd	Farmview Ln	Sunrise Dr	1,087	20	2,416	COL	ACP	93	79	**88**	Moderate	Excellent	3	4	**88**
1070	226	244	5040	10	Torvanger Rd	Sunrise Dr	Torvanger Rd	326	21	761	RES-S	ACP	56	28	**47**	Moderate	Marginal	41	3	**46**
2605	197	215	5050	10	Trail Heights Ct	SW END	Cambridge Crest Way	326	24	869	RES-S	ACP	94	82	**90**	Moderate	Excellent	1	5	**90**
1559	1432	788	5060	10	Trimble Ave	Grizdale Ln	Laughing Salmon Ln	173	25	481	RES-S	ACP	91	74	**85**	Moderate	Excellent	5	4	**85**
2106	750	788	5060	20	Trimble Ave	Laughing Salmon Ln	NORTH END	632	23	1,615	RES-S	ACP	58	48	**55**	Moderate	Fair	39	3	**54**
2225	619	653	5070	10	Tunnelwood Ct	SE END	Barkentine Rd	413	21	964	RES-S	ACP	79	60	**73**	Moderate	V Good	18	3	**72**
1956	939	841	5080	10	Tyler Pl	Meadowmeer Circle	NW END	238	19	502	RES-U	ACP	81	62	**75**	Moderate	V Good	15	4	**74**
2245	599	630	5090	10	Upper Farms Rd	Beans Bight Rd	Country Club Rd	2,336	18	4,672	COL	ACP	13	31	**19**	Moderate	V Poor	75	4	**18**
1458	952	0	5100	10	Valley Rd	Madison Ave	Parkhill Pl	835	22	2,041	SART	ACP	95	85	**92**	Moderate	Excellent	1	4	**91**
2564	240	258	5100	20	Valley Rd	Parkhill Pl	Kallgren Rd	494	23	1,262	SART	ACP	86	75	**82**	Moderate	V Good	0	14	**82**
2627	173	191	5100	30	Valley Rd	Kallgren Rd	Hyla Ave	658	22	1,608	SART	ACP	84	77	**82**	Moderate	V Good	2	14	**81**
2554	250	268	5100	40	Valley Rd	Hyla Ave	Sunrise Dr	659	23	1,684	SART	ACP	95	84	**91**	Moderate	Excellent	1	4	**91**
1992	896	263	5100	50	Valley Rd	Sunrise Dr	Logg Rd NE	337	21	786	COL	ACP	34	34	**34**	Moderate	Poor	44	13	**33**
2562	242	260	5100	60	Valley Rd	Logg Rd NE	Falk Rd	313	23	800	COL	ACP	18	32	**23**	Moderate	V Poor	72	10	**22**
2544	260	278	5100	70	Valley Rd	Falk Rd	Manitou Beach Dr	602	20	1,338	COL	ACP	7	23	**13**	Moderate	V Poor	80	13	**12**
2077	781	820	5110	20	Venice Lp	Kirk Ave	Arrow Point Dr	608	19	1,284	RES-S	ACP	30	31	**30**	Weak	Poor	66	4	**29**
2758	20	23	5115	10	Venice Lp	Arrow Point Dr	Kirk Ave	1,463	20	3,251	RES-S	ACP	17	20	**18**	Weak	V Poor	80	3	**17**
2509	301	322	5120	10	Viewcrest Ave	Viewcrest Pl	Madison Ave	1,312	20	2,916	RES-S	ACP	68	49	**62**	Moderate	Good	21	11	**61**
2507	303	324	5130	10	Viewcrest Pl	Lovgreen Rd	Viewcrest Ave	495	18	990	RES-S	ACP	75	54	**68**	Moderate	Good	22	4	**67**
2323	514	541	5140	10	Village Circle	Weaver Ave	Village Circle	289	23	739	RES-U	ACP	91	74	**86**	Moderate	Excellent	2	7	**85**
2675	115	128	5140	20	Village Circle	Village Circle	Village Circle	574	21	1,339	RES-U	ACP	91	74	**85**	Moderate	Excellent	6	3	**85**
1975	917	535	5140	30	Village Circle	Village Circle	Moji Ln	256	20	569	RES-U	ACP	85	66	**79**	Moderate	V Good	9	6	**78**
2324	513	540	5150	10	Village Circle	Village Circle	Village Circle	373	20	829	RES-U	ACP	88	69	**82**	Moderate	V Good	6	6	**81**
2332	504	531	5150	20	Village Circle	Village Circle	Village Circle	617	20	1,371	RES-U	ACP	93	81	**89**	Moderate	Excellent	2	4	**89**
2331	505	532	5160	10	Village Circle	SOUTH END	Village Circle	168	17	317	RES-U	ACP	63	52	**59**	Moderate	Fair	22	15	**58**
2702	84	95	5170	10	Vincent Rd	Marshall Rd	Kojima Ave	1,046	20	2,324	RES-S	ACP	97	88	**94**	Moderate	Excellent	0	3	**94**
1036	84	95	5170	20	Vincent Rd	Kojima Ave	Fletcher Bay Rd	1,717	24	4,579	RES-S	ACP	81	78	**80**	Moderate	V Good	15	4	**80**
2630	170	187	5180	10	Virginia Ct	Hilltop Dr	SE END	573	20	1,273	RES-U	ACP	8	18	**11**	Weak	V Poor	88	4	**11**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2407	424	451	4990	30	Tiffany Meadows Dr	Willa LN	Ferncliff Ave	182	10.0	10.0	10.0	10.0	10.0	9.2	10.0	9.3	10.0	10.0
2484	330	352	5000	10	Timberlane Pl	Madison Ave	EAST END	936	9.6	3.3	8.2	10.0	10.0	9.7	10.0	9.6	10.0	10.0
1180	597	628	5010	10	Toe Jam Hill Rd	South Beach Rd	South Beach Dr	196	8.8	6.9	4.9	10.0	10.0	9.3	10.0	9.5	10.0	10.0
2247	597	628	5010	20	Toe Jam Hill Rd	South Beach Dr	Country Club Rd	6,290	8.7	10.0	7.4	10.0	8.8	9.5	10.0	8.8	9.7	8.7
2089	768	806	5020	10	Tolo Rd	Battle Point Dr	Nelson Hill Ln	1,892	10.0	10.0	10.0	10.0	10.0	9.5	10.0	9.4	8.4	9.5
1228	768	806	5020	20	Tolo Rd	Nelson Hill Ln	Miller Rd	2,486	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	7.7	9.8
1562	#####		5025	10	Tolo Rd	NW END	Battle Point Dr	1,395	8.4	9.9	6.1	10.0	10.0	9.9	10.0	9.4	10.0	10.0
1076	229	247	5030	10	Torvanger Rd	Madison Ave	Farmview Ln	1,802	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2575	229	247	5030	20	Torvanger Rd	Farmview Ln	Sunrise Dr	1,087	10.0	10.0	10.0	10.0	10.0	9.9	10.0	9.3	9.7	10.0
1070	226	244	5040	10	Torvanger Rd	Sunrise Dr	Torvanger Rd	326	10.0	10.0	6.6	10.0	10.0	9.2	10.0	9.4	9.7	10.0
2605	197	215	5050	10	Trail Heights Ct	SW END	Cambridge Crest Way	326	10.0	9.9	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
1559	1432	788	5060	10	Trimble Ave	Grizdale Ln	Laughing Salmon Ln	173	10.0	10.0	10.0	10.0	10.0	9.3	10.0	9.3	10.0	10.0
2106	750	788	5060	20	Trimble Ave	Laughing Salmon Ln	NORTH END	632	9.1	10.0	8.5	10.0	10.0	9.7	10.0	9.5	8.4	10.0
2225	619	653	5070	10	Tunnelwood Ct	SE END	Barkentine Rd	413	8.3	10.0	10.0	10.0	10.0	9.9	10.0	9.4	10.0	10.0
1956	939	841	5080	10	Tyler Pl	Meadowmeer Circle	NW END	238	10.0	10.0	10.0	10.0	10.0	9.9	10.0	9.3	8.2	10.0
2245	599	630	5090	10	Upper Farms Rd	Beans Bight Rd	Country Club Rd	2,336	7.9	9.7	6.4	10.0	9.1	9.2	10.0	9.7	8.8	9.1
1458	952	0	5100	10	Valley Rd	Madison Ave	Parkhill Pl	835	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.3	10.0	10.0
2564	240	258	5100	20	Valley Rd	Parkhill Pl	Kallgren Rd	494	10.0	10.0	10.0	10.0	10.0	10.0	10.0	7.4	10.0	10.0
2627	173	191	5100	30	Valley Rd	Kallgren Rd	Hyla Ave	658	10.0	10.0	10.0	10.0	10.0	9.7	10.0	7.5	10.0	10.0
2554	250	268	5100	40	Valley Rd	Hyla Ave	Sunrise Dr	659	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.2	10.0	10.0
1992	896	263	5100	50	Valley Rd	Sunrise Dr	Logg Rd NE	337	9.2	8.7	6.8	10.0	10.0	9.5	10.0	9.6	10.0	8.8
2562	242	260	5100	60	Valley Rd	Logg Rd NE	Falk Rd	313	8.6	9.1	5.6	10.0	10.0	9.5	10.0	9.6	8.5	10.0
2544	260	278	5100	70	Valley Rd	Falk Rd	Manitou Beach Dr	602	6.8	8.6	6.1	10.0	10.0	9.4	10.0	9.6	9.2	10.0
2077	781	820	5110	20	Venice Lp	Kirk Ave	Arrow Point Dr	608	7.9	9.9	6.4	10.0	10.0	8.9	10.0	9.4	9.7	10.0
2758	20	23	5115	10	Venice Lp	Arrow Point Dr	Kirk Ave	1,463	7.1	10.0	5.9	10.0	9.6	8.8	9.9	9.6	9.8	10.0
2509	301	322	5120	10	Viewcrest Ave	Viewcrest Pl	Madison Ave	1,312	9.2	9.8	9.3	10.0	10.0	9.8	10.0	8.3	9.4	10.0
2507	303	324	5130	10	Viewcrest Pl	Lovgreen Rd	Viewcrest Ave	495	8.5	10.0	9.6	10.0	10.0	9.6	10.0	9.4	10.0	10.0
2323	514	541	5140	10	Village Circle	Weaver Ave	Village Circle	289	10.0	9.6	10.0	10.0	10.0	9.7	10.0	9.4	10.0	10.0
2675	115	128	5140	20	Village Circle	Village Circle	Village Circle	574	10.0	10.0	9.7	10.0	10.0	9.6	10.0	9.4	10.0	10.0
1975	917	535	5140	30	Village Circle	Village Circle	Moji Ln	256	10.0	10.0	10.0	10.0	10.0	8.7	10.0	8.9	10.0	10.0
2324	513	540	5150	10	Village Circle	Village Circle	Village Circle	373	10.0	9.7	10.0	10.0	10.0	9.5	10.0	9.4	9.7	10.0
2332	504	531	5150	20	Village Circle	Village Circle	Village Circle	617	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.2	10.0	10.0
2331	505	532	5160	10	Village Circle	SOUTH END	Village Circle	168	7.8	8.5	10.0	10.0	10.0	9.8	10.0	9.4	10.0	10.0
2702	84	95	5170	10	Vincent Rd	Marshall Rd	Kojima Ave	1,046	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.4	10.0	10.0
1036	84	95	5170	20	Vincent Rd	Kojima Ave	Fletcher Bay Rd	1,717	10.0	9.9	8.5	10.0	10.0	10.0	10.0	9.4	10.0	10.0
2630	170	187	5180	10	Virginia Ct	Hilltop Dr	SE END	573	7.4	9.8	4.8	10.0	10.0	9.3	10.0	9.5	9.3	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary: Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2407	424	451	4990	30	Tiffany Meadows Dr	Willa LN	Ferncliff Ave	182	5360	5360 - Tiffany Meadows Dr	3	1,190	2,579	**86**	Moderate	RES-U	ACP
2484	330	352	5000	10	Timberlane Pl	Madison Ave	EAST END	936	5370	5370 - Timberlane Pl	1	936	3,120	**28**	Strong	RES-S	ACP
1180	597	628	5010	10	Toe Jam Hill Rd	South Beach Rd	South Beach Dr	196	5380	5380 - Toe Jam Hill Rd	2	6,486	15,069	**36**	Moderate	COL	ACP
2247	597	628	5010	20	Toe Jam Hill Rd	South Beach Dr	Country Club Rd	6,290	5380	5380 - Toe Jam Hill Rd	2	6,486	15,069	**36**	Moderate	COL	ACP
2089	768	806	5020	10	Tolo Rd	Battle Point Dr	Nelson Hill Ln	1,892	5390	5390 - Tolo Rd	1	1,892	4,415	**70**	Moderate	COL	ACP
1228	768	806	5020	20	Tolo Rd	Nelson Hill Ln	Miller Rd	2,486	5400	5400 - Tolo Rd	1	2,486	6,077	**72**	Moderate	COL	ACP
1562	#####		5025	10	Tolo Rd	NW END	Battle Point Dr	1,395	5410	5410 - Tolo Rd	1	1,395	2,790	**45**	Weak	RES-S	ACP
1076	229	247	5030	10	Torvanger Rd	Madison Ave	Farmview Ln	1,802	5420	5420 - Torvanger Rd	2	2,889	6,620	**90**	Moderate	COL	ACP
2575	229	247	5030	20	Torvanger Rd	Farmview Ln	Sunrise Dr	1,087	5420	5420 - Torvanger Rd	2	2,889	6,620	**90**	Moderate	COL	ACP
1070	226	244	5040	10	Torvanger Rd	Sunrise Dr	Torvanger Rd	326	5430	5430 - Torvanger Rd	1	326	761	**46**	Moderate	RES-S	ACP
2605	197	215	5050	10	Trail Heights Ct	SW END	Cambridge Crest Way	326	5440	5440 - Trail Heights Ct	1	326	869	**90**	Moderate	RES-S	ACP
1559	1432	788	5060	10	Trimble Ave	Grizdale Ln	Laughing Salmon Ln	173	5450	5450 - Trimble Ave	2	805	2,096	**61**	Moderate	RES-S	ACP
2106	750	788	5060	20	Trimble Ave	Laughing Salmon Ln	NORTH END	632	5450	5450 - Trimble Ave	2	805	2,096	**61**	Moderate	RES-S	ACP
2225	619	653	5070	10	Tunnelwood Ct	SE END	Barkentine Rd	413	5460	5460 - Tunnelwood Ct	1	413	964	**72**	Moderate	RES-S	ACP
1956	939	841	5080	10	Tyler Pl	Meadowmeer Circle	NW END	238	5470	5470 - Tyler Pl	1	238	502	**74**	Moderate	RES-U	ACP
2245	599	630	5090	10	Upper Farms Rd	Beans Bight Rd	Country Club Rd	2,336	5480	5480 - Upper Farms Rd	1	2,336	4,672	**18**	Moderate	COL	ACP
1458	952	0	5100	10	Valley Rd	Madison Ave	Parkhill Pl	835	5490	5490 - Valley Rd	4	2,646	6,596	**87**	Moderate	SART	ACP
2564	240	258	5100	20	Valley Rd	Parkhill Pl	Kallgren Rd	494	5490	5490 - Valley Rd	4	2,646	6,596	**87**	Moderate	SART	ACP
2627	173	191	5100	30	Valley Rd	Kallgren Rd	Hyla Ave	658	5490	5490 - Valley Rd	4	2,646	6,596	**87**	Moderate	SART	ACP
2554	250	268	5100	40	Valley Rd	Hyla Ave	Sunrise Dr	659	5490	5490 - Valley Rd	4	2,646	6,596	**87**	Moderate	SART	ACP
1992	896	263	5100	50	Valley Rd	Sunrise Dr	Logg Rd NE	337	5500	5500 - Valley Rd	3	1,252	2,924	**20**	Moderate	COL	ACP
2562	242	260	5100	60	Valley Rd	Logg Rd NE	Falk Rd	313	5500	5500 - Valley Rd	3	1,252	2,924	**20**	Moderate	COL	ACP
2544	260	278	5100	70	Valley Rd	Falk Rd	Manitou Beach Dr	602	5500	5500 - Valley Rd	3	1,252	2,924	**20**	Moderate	COL	ACP
2077	781	820	5110	20	Venice Lp	Kirk Ave	Arrow Point Dr	608	5510	5510 - Venice Lp	1	608	1,284	**29**	Weak	RES-S	ACP
2758	20	23	5115	10	Venice Lp	Arrow Point Dr	Kirk Ave	1,463	5520	5520 - Venice Lp	1	1,463	3,251	**17**	Weak	RES-S	ACP
2509	301	322	5120	10	Viewcrest Ave	Viewcrest Pl	Madison Ave	1,312	5530	5530 - Viewcrest Ave	1	1,312	2,916	**61**	Moderate	RES-S	ACP
2507	303	324	5130	10	Viewcrest Pl	Lovgreen Rd	Viewcrest Ave	495	5540	5540 - Viewcrest Pl	1	495	990	**67**	Moderate	RES-S	ACP
2323	514	541	5140	10	Village Circle	Weaver Ave	Village Circle	289	5550	5550 - Village Circle	3	1,119	2,647	**84**	Moderate	RES-U	ACP
2675	115	128	5140	20	Village Circle	Village Circle	Village Circle	574	5550	5550 - Village Circle	3	1,119	2,647	**84**	Moderate	RES-U	ACP
1975	917	535	5140	30	Village Circle	Village Circle	Moji Ln	256	5550	5550 - Village Circle	3	1,119	2,647	**84**	Moderate	RES-U	ACP
2324	513	540	5150	10	Village Circle	Village Circle	Village Circle	373	5560	5560 - Village Circle	2	990	2,200	**86**	Moderate	RES-U	ACP
2332	504	531	5150	20	Village Circle	Village Circle	Village Circle	617	5560	5560 - Village Circle	2	990	2,200	**86**	Moderate	RES-U	ACP
2331	505	532	5160	10	Village Circle	SOUTH END	Village Circle	168	5570	5570 - Village Circle	1	168	317	**58**	Moderate	RES-U	ACP
2702	84	95	5170	10	Vincent Rd	Marshall Rd	Kojima Ave	1,046	5580	5580 - Vincent Rd	2	2,763	6,903	**84**	Moderate	RES-S	ACP
1036	84	95	5170	20	Vincent Rd	Kojima Ave	Fletcher Bay Rd	1,717	5580	5580 - Vincent Rd	2	2,763	6,903	**84**	Moderate	RES-S	ACP
2630	170	187	5180	10	Virginia Ct	Hilltop Dr	SE END	573	5590	5590 - Virginia Ct	1	573	1,273	**11**	Weak	RES-U	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2589	214	232	5190	10	Vista Dr	Kenwood Ave	Day Rd	664	5600	5600 - Vista Dr	1	664	1,549	**93**	Moderate	RES-U	ACP
2671	119	132	5200	10	Wallace Way	Lovell Ave	Grow Ave	324	5610	5610 - Wallace Way	2	633	1,613	**31**	Moderate	RES-U	ACP
1976	916	520	5200	20	Wallace Way	Grow Ave	Taurnic	309	5610	5610 - Wallace Way	2	633	1,613	**31**	Moderate	RES-U	ACP
1395	453	480	5210	10	Wallace Way	Madison Ave	Blue Heron Ave	509	5620	5620 - Wallace Way	2	978	3,160	**36**	Moderate	RES-U	ACP
1979	913	475	5210	20	Wallace Way	Blue Heron Ave	Ericksen Ave	469	5620	5620 - Wallace Way	2	978	3,160	**36**	Moderate	RES-U	ACP
2292	549	578	5220	10	Ward Ave	Eagle Harbor Rd	Ewing St	628	5630	5630 - Ward Ave	1	628	1,535	**62**	Moderate	RES-S	ACP
1221	744	782	5230	10	Wardwell Rd	Wardwell Rd	Triple Crown Dr	498	5640	5640 - Wardwell Rd	3	1,293	1,868	**12**	Moderate	RES-S	ACP
2112	744	782	5230	20	Wardwell Rd	Triple Crown Dr	Wardwell Rd	492	5640	5640 - Wardwell Rd	3	1,293	1,868	**12**	Moderate	RES-S	ACP
1552	1439	782	5230	30	Wardwell Rd	Wardwell Rd	NORTH END	303	5640	5640 - Wardwell Rd	3	1,293	1,868	**12**	Moderate	RES-S	ACP
2111	745	783	5235	10	Wardwell Rd	Wardwell Rd	Sportsman Club Rd	2,095	5650	5650 - Wardwell Rd	1	2,095	5,354	**24**	Moderate	COL	ACP
2619	183	201	5240	10	Washington Ave	Euclid Ave	Euclid Ave	419	5660	5660 - Washington Ave	4	1,930	4,678	**47**	Weak	RES-U	ACP
1029	36	40	5240	20	Washington Ave	Euclid Ave	State St	848	5660	5660 - Washington Ave	4	1,930	4,678	**47**	Weak	RES-U	ACP
2742	36	40	5240	30	Washington Ave	State St	Meigs St	305	5660	5660 - Washington Ave	4	1,930	4,678	**47**	Weak	RES-U	ACP
2741	37	41	5240	40	Washington Ave	Meigs St	Lafayette St	358	5660	5660 - Washington Ave	4	1,930	4,678	**47**	Weak	RES-U	ACP
2678	112	125	5250	10	Weaver Ave	Weaver Rd	Village Circle	443	5670	5670 - Weaver Ave	5	2,659	7,044	**71**	Moderate	COL	ACP
2325	512	539	5250	20	Weaver Ave	Village Circle	Moji Ln	646	5670	5670 - Weaver Ave	5	2,659	7,044	**71**	Moderate	COL	ACP
2674	116	129	5250	30	Weaver Ave	Moji Ln	Strawberry Ln	168	5670	5670 - Weaver Ave	5	2,659	7,044	**71**	Moderate	COL	ACP
2326	510	537	5250	40	Weaver Ave	Strawberry Ln	Rosario Pl	877	5670	5670 - Weaver Ave	5	2,659	7,044	**71**	Moderate	COL	ACP
2330	506	533	5250	50	Weaver Ave	Rosario Pl	High School Rd	525	5670	5670 - Weaver Ave	5	2,659	7,044	**71**	Moderate	COL	ACP
2679	111	124	5260	20	Weaver Rd	Private	Shepard Way	13	5680	5680 - Weaver Rd	2	642	1,562	**66**	Moderate	RES-U	ACP
2316	524	552	5260	30	Weaver Rd	Shepard Way	Weaver Ave	629	5680	5680 - Weaver Rd	2	642	1,562	**66**	Moderate	RES-U	ACP
2219	626	660	5270	10	Welfare Ave	Old Creosote Rd	NORTH END	1,325	5690	5690 - Welfare Ave	1	1,325	2,944	**34**	Moderate	RES-S	ACP
2191	654	688	5280	10	West Blakely Rd	Oddfellows Rd	Beck Rd	449	5700	5700 - West Blakely Rd	2	1,061	2,512	**31**	Moderate	COL	ACP
2192	653	687	5280	20	West Blakely Rd	Beck Rd	Blakely Ave	612	5700	5700 - West Blakely Rd	2	1,061	2,512	**31**	Moderate	COL	ACP
1339	9	9	5290	10	West Port Madison Rd	State Route 305	Sivertson Rd	3,699	5710	5710 - West Port Madison Rd	1	3,699	9,042	**82**	Moderate	COL	ACP
1434	857	905	5290	20	West Port Madison Rd	Sivertson Rd	Skogen Ln	1,113	5720	5720 - West Port Madison Rd	2	1,676	3,540	**85**	Moderate	COL	ACP
2001	882	57	5290	30	West Port Madison Rd	Skogen Ln	County Park Rd	563	5720	5720 - West Port Madison Rd	2	1,676	3,540	**85**	Moderate	COL	ACP
2490	323	344	5300	10	Westwind Ct	SOUTH END	Windsong Lp	114	5730	5730 - Westwind Ct	1	114	570	**77**	Moderate	RES-S	ACP
1384	350	374	5310	10	Whited Pl	Commodre Ln	EAST END	130	5740	5740 - Whited Pl	1	130	433	**37**	Moderate	RES-U	ACP
1639	1266	318	5330	10	Williams Ln	WEST END	Koura Rd	674	5750	5750 - Williams Ln	1	674	899	**88**	Moderate	COL	ACP
1982	910	424	5340	10	Willow Ave	Park Ave	EAST END	415	5760	5760 - Willow Ave	1	415	646	**61**	Moderate	RES-U	ACP
2302	539	568	5350	10	Wimsey Ave	SW END	Eagle Harbor Rd	1,260	5770	5770 - Wimsey Ave	1	1,260	3,920	**41**	Weak	RES-S	ACP
2647	150	164	5360	10	Windsong Lp	Madison Ave	Windsong Lp	329	5780	5780 - Windsong Lp	6	2,176	5,335	**83**	Moderate	RES-S	ACP
2488	326	347	5360	20	Windsong Lp	Windsong Lp	Southwind Ct	115	5780	5780 - Windsong Lp	6	2,176	5,335	**83**	Moderate	RES-S	ACP
2489	324	345	5360	30	Windsong Lp	Southwind Ct	Westwind Ct	324	5780	5780 - Windsong Lp	6	2,176	5,335	**83**	Moderate	RES-S	ACP
2491	322	343	5360	40	Windsong Lp	Westwind Ct	Northwind Ct	554	5780	5780 - Windsong Lp	6	2,176	5,335	**83**	Moderate	RES-S	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Condition Summary 6/1/2014							
													Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
2493	320	341	5360	50	Windsong Lp	Northwind Ct	Eastwind Ct	688	21	1,605	RES-S	ACP	87	68	**81**	Moderate	V Good	9	4	**80**
2495	318	339	5360	60	Windsong Lp	Eastwind Ct	Windsong Lp	166	23	424	RES-S	ACP	95	85	**92**	Moderate	Excellent	0	5	**91**
2430	396	422	5400	10	Wing Point Rd	Private	Wing Point Dr	388	20	862	RES-U	ACP	73	52	**66**	Moderate	Good	20	7	**65**
1127	396	422	5400	20	Wing Point Rd	Wing Point Dr	Wing Point Way	1,392	25	3,867	RES-U	ACP	66	50	**61**	Moderate	Good	28	6	**60**
1390	412	439	5410	10	Wing Point Way	Ferncliff Ave	Robinwood Dr	163	24	435	COL	ACP	77	57	**70**	Moderate	V Good	19	4	**70**
2418	409	436	5410	20	Wing Point Way	Robinwood Dr	Tiffany Meadows Dr	276	25	767	COL	ACP	86	67	**80**	Moderate	V Good	10	4	**79**
1040	134	147	5410	30	Wing Point Way	Tiffany Meadows Dr	Talon Ct	941	24	2,509	COL	ACP	64	35	**54**	Moderate	Fair	33	3	**53**
2659	134	147	5410	40	Wing Point Way	Talon Ct	Azalea Ave	370	23	946	COL	ACP	54	26	**45**	Moderate	Marginal	43	3	**44**
2739	40	44	5410	50	Wing Point Way	Azalea Ave	Cherry Ave	873	24	2,328	COL	ACP	79	59	**72**	Moderate	V Good	19	3	**71**
2660	133	146	5410	60	Wing Point Way	Cherry Ave	Alder Ave	336	26	971	COL	ACP	61	41	**54**	Moderate	Fair	34	5	**53**
2421	406	433	5410	70	Wing Point Way	Alder Ave	Park Ave	326	25	906	COL	ACP	75	54	**68**	Moderate	Good	21	4	**67**
2657	136	149	5410	80	Wing Point Way	Park Ave	Wing Point Rd	236	19	498	COL	ACP	62	47	**57**	Moderate	Fair	24	14	**56**
1983	908	421	5410	90	Wing Point Way	Wing Point Rd	Madrone Dr	181	18	362	COL	ACP	92	78	**87**	Moderate	Excellent	4	4	**87**
2354	480	507	5420	10	Winslow Way	Lovell Ave	Grow Ave	324	20	720	RES-S	ACP	20	13	**18**	Weak	V Poor	77	3	**17**
2353	482	509	5420	20	Winslow Way	Grow Ave	Wood Ave	163	21	380	COL	ACP	36	50	**40**	Weak	Marginal	60	4	**39**
1154	477	504	5420	30	Winslow Way	Wood Ave	Hall Brothers Lp NW	72	25	200	COL	ACP	79	59	**72**	Moderate	V Good	17	4	**71**
1153	477	504	5420	40	Winslow Way	Hall Brothers Lp NW	Hall Brothers Lp NW	191	31	658	COL	ACP	43	31	**39**	Moderate	Poor	44	12	**38**
2357	477	504	5420	50	Winslow Way	Hall Brothers Lp NW	Finch Pl	251	28	781	COL	ACP	36	39	**37**	Weak	Poor	60	4	**36**
2366	468	495	5420	60	Winslow Way	Finch Pl	Madison Ave	295	32	1,049	COL	ACP	41	34	**39**	Moderate	Poor	52	7	**38**
2388	444	471	5420	110	Winslow Way	Ericksen Ave	Bjune Dr	74	44	362	SART	ACP	93	81	**89**	Moderate	Excellent	2	5	**89**
1134	443	470	5420	120	Winslow Way	Bjune Dr	Private	398	26	1,150	SART	ACP	96	87	**93**	Moderate	Excellent	0	4	**93**
1009	443	470	5420	130	Winslow Way	Private	Private	187	47	977	SART	ACP	94	82	**90**	Moderate	Excellent	1	5	**90**
2389	443	470	5420	140	Winslow Way	Private	Olympic Dr	50	47	261	SART	ACP	89	70	**83**	Moderate	V Good	1	10	**82**
2391	441	468	5420	150	Winslow Way	Olympic Dr	Cave Ave	259	46	1,324	SART	ACP	81	62	**74**	Moderate	V Good	6	13	**74**
2645	152	166	5430	10	Winther Rd	Madison Ave	Kallgren Rd	1,323	19	2,793	COL	ACP	78	59	**72**	Moderate	V Good	18	4	**71**
2623	177	195	5430	20	Winther Rd	Kallgren Rd	Sunrise Dr	1,320	19	2,787	COL	ACP	73	52	**66**	Moderate	Good	23	4	**66**
2355	479	506	5440	10	Wood Ave	Stetson Ln	Parfitt Way	562	21	1,311	RES-U	ACP	47	28	**41**	Moderate	Marginal	50	3	**40**
2356	478	505	5450	10	Wood Ave	Parfitt Way	Winslow Way	881	21	2,056	RES-U	ACP	61	44	**55**	Moderate	Fair	29	10	**54**
2133	717	754	5460	10	Woodbank Dr	Fletcher Landing	Fletcher Bay Rd	356	18	712	RES-U	ACP	55	32	**48**	Moderate	Marginal	41	3	**47**
2132	721	758	5460	20	Woodbank Dr	Fletcher Bay Rd	Bay St	959	18	1,918	RES-U	ACP	64	40	**56**	Moderate	Fair	33	3	**55**
1146	457	484	5470	10	Wyatt St	Madison Ave	Homstead Pl	346	22	846	COL	ACP	64	78	**69**	Moderate	Good	21	14	**68**
1144	457	484	5470	20	Wyatt St	Homstead Pl	Winslow Mews	390	31	1,343	COL	ACP	38	56	**44**	Moderate	Marginal	47	14	**43**
2376	457	484	5470	30	Wyatt St	Winslow Mews	Ericksen Ave	241	25	669	COL	ACP	63	49	**58**	Moderate	Fair	33	4	**57**
2306	535	563	5480	10	Wyatt Way	Eagle Harbor Rd	Finch Rd	630	34	2,380	SART	ACP	46	49	**47**	Moderate	Marginal	40	15	**46**
2680	110	123	5480	20	Wyatt Way	Finch Rd	Gowen Pl	441	30	1,470	SART	ACP	94	82	**90**	Moderate	Excellent	3	3	**90**
2314	527	555	5480	30	Wyatt Way	Gowen Pl	Eakin Dr	443	27	1,329	SART	ACP	82	63	**75**	Moderate	V Good	15	3	**75**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
2493	320	341	5360	50	Windsong Lp	Northwind Ct	Eastwind Ct	688	10.0	10.0	10.0	10.0	8.7	9.5	10.0	9.4	10.0	10.0
2495	318	339	5360	60	Windsong Lp	Eastwind Ct	Windsong Lp	166	10.0	9.9	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
2430	396	422	5400	10	Wing Point Rd	Private	Wing Point Dr	388	9.2	9.5	9.4	10.0	10.0	9.4	10.0	9.5	9.7	10.0
1127	396	422	5400	20	Wing Point Rd	Wing Point Dr	Wing Point Way	1,392	9.3	9.7	8.4	10.0	10.0	9.7	10.0	9.4	9.5	10.0
1390	412	439	5410	10	Wing Point Way	Ferncliff Ave	Robinwood Dr	163	8.7	10.0	10.0	10.0	10.0	9.0	10.0	9.3	10.0	10.0
2418	409	436	5410	20	Wing Point Way	Robinwood Dr	Tiffany Meadows Dr	276	10.0	10.0	10.0	10.0	10.0	8.5	10.0	9.3	10.0	10.0
1040	134	147	5410	30	Wing Point Way	Tiffany Meadows Dr	Talon Ct	941	7.8	10.0	10.0	10.0	10.0	8.3	10.0	9.5	10.0	10.0
2659	134	147	5410	40	Wing Point Way	Talon Ct	Azalea Ave	370	7.7	10.0	10.0	10.0	10.0	7.0	10.0	9.4	10.0	10.0
2739	40	44	5410	50	Wing Point Way	Azalea Ave	Cherry Ave	873	9.1	10.0	10.0	10.0	10.0	8.6	10.0	9.5	10.0	10.0
2660	133	146	5410	60	Wing Point Way	Cherry Ave	Alder Ave	336	10.0	10.0	10.0	10.0	10.0	5.1	10.0	9.1	10.0	10.0
2421	406	433	5410	70	Wing Point Way	Alder Ave	Park Ave	326	10.0	10.0	10.0	10.0	10.0	7.0	10.0	9.3	10.0	10.0
2657	136	149	5410	80	Wing Point Way	Park Ave	Wing Point Rd	236	10.0	9.7	7.9	10.0	10.0	9.7	10.0	7.9	9.9	10.0
1983	908	421	5410	90	Wing Point Way	Wing Point Rd	Madrone Dr	181	10.0	10.0	10.0	10.0	10.0	9.4	10.0	9.3	10.0	10.0
2354	480	507	5420	10	Winslow Way	Lovell Ave	Grow Ave	324	6.3	10.0	9.3	10.0	10.0	7.8	10.0	9.5	7.5	10.0
2353	482	509	5420	20	Winslow Way	Grow Ave	Wood Ave	163	10.0	9.8	7.3	10.0	10.0	9.8	10.0	9.5	6.0	10.0
1154	477	504	5420	30	Winslow Way	Wood Ave	Hall Brothers Lp NW	72	10.0	10.0	8.5	10.0	10.0	9.6	10.0	9.3	10.0	10.0
1153	477	504	5420	40	Winslow Way	Hall Brothers Lp NW	Hall Brothers Lp NW	191	9.6	8.9	6.8	10.0	10.0	9.2	10.0	9.4	9.6	10.0
2357	477	504	5420	50	Winslow Way	Hall Brothers Lp NW	Finch Pl	251	8.5	9.9	7.1	10.0	10.0	9.5	10.0	9.5	8.3	10.0
2366	468	495	5420	60	Winslow Way	Finch Pl	Madison Ave	295	10.0	9.5	7.0	10.0	10.0	9.5	10.0	9.5	7.7	10.0
2388	444	471	5420	110	Winslow Way	Ericksen Ave	Bjune Dr	74	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.1	10.0	10.0
1134	443	470	5420	120	Winslow Way	Bjune Dr	Private	398	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.3	10.0	10.0
1009	443	470	5420	130	Winslow Way	Private	Private	187	10.0	10.0	10.0	10.0	10.0	9.8	10.0	9.1	10.0	10.0
2389	443	470	5420	140	Winslow Way	Private	Olympic Dr	50	10.0	9.1	10.0	10.0	10.0	9.8	10.0	9.5	10.0	10.0
2391	441	468	5420	150	Winslow Way	Olympic Dr	Cave Ave	259	10.0	8.8	9.7	10.0	9.7	9.7	10.0	9.3	10.0	10.0
2645	152	166	5430	10	Winther Rd	Madison Ave	Kallgren Rd	1,323	8.7	10.0	10.0	10.0	10.0	9.2	10.0	9.3	10.0	10.0
2623	177	195	5430	20	Winther Rd	Kallgren Rd	Sunrise Dr	1,320	8.6	10.0	10.0	10.0	10.0	8.6	10.0	9.4	10.0	10.0
2355	479	506	5440	10	Wood Ave	Stetson Ln	Parfitt Way	562	9.1	10.0	9.6	10.0	10.0	8.8	10.0	9.5	6.4	10.0
2356	478	505	5450	10	Wood Ave	Parfitt Way	Winslow Way	881	10.0	9.1	10.0	10.0	10.0	9.6	10.0	9.4	6.7	10.0
2133	717	754	5460	10	Woodbank Dr	Fletcher Landing	Fletcher Bay Rd	356	9.4	10.0	9.0	10.0	10.0	9.3	10.0	9.4	7.4	10.0
2132	721	758	5460	20	Woodbank Dr	Fletcher Bay Rd	Bay St	959	9.0	10.0	8.6	10.0	10.0	9.6	10.0	9.5	9.1	10.0
1146	457	484	5470	10	Wyatt St	Madison Ave	Homstead Pl	346	10.0	9.3	8.1	10.0	10.0	10.0	10.0	8.4	9.7	10.0
1144	457	484	5470	20	Wyatt St	Homstead Pl	Winslow Mews	390	9.3	8.5	7.8	10.0	10.0	9.9	10.0	9.6	7.8	10.0
2376	457	484	5470	30	Wyatt St	Winslow Mews	Ericksen Ave	241	10.0	10.0	7.5	10.0	9.5	9.6	10.0	9.2	9.7	10.0
2306	535	563	5480	10	Wyatt Way	Eagle Harbor Rd	Finch Rd	630	7.8	8.5	8.4	10.0	10.0	9.8	10.0	9.5	9.9	10.0
2680	110	123	5480	20	Wyatt Way	Finch Rd	Gowen Pl	441	10.0	10.0	10.0	10.0	10.0	9.6	10.0	9.4	10.0	10.0
2314	527	555	5480	30	Wyatt Way	Gowen Pl	Eakin Dr	443	8.9	10.0	10.0	10.0	10.0	9.2	10.0	9.5	10.0	10.0

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary								
									Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
2493	320	341	5360	50	Windsong Lp	Northwind Ct	Eastwind Ct	688	5780	5780 - Windsong Lp	6	2,176	5,335	**83**	Moderate	RES-S	ACP
2495	318	339	5360	60	Windsong Lp	Eastwind Ct	Windsong Lp	166	5780	5780 - Windsong Lp	6	2,176	5,335	**83**	Moderate	RES-S	ACP
2430	396	422	5400	10	Wing Point Rd	Private	Wing Point Dr	388	5790	5790 - Wing Point Rd	2	1,780	4,729	**61**	Moderate	RES-U	ACP
1127	396	422	5400	20	Wing Point Rd	Wing Point Dr	Wing Point Way	1,392	5790	5790 - Wing Point Rd	2	1,780	4,729	**61**	Moderate	RES-U	ACP
1390	412	439	5410	10	Wing Point Way	Ferncliff Ave	Robinwood Dr	163	5800	5800 - Wing Point Way	2	439	1,201	**76**	Moderate	COL	ACP
2418	409	436	5410	20	Wing Point Way	Robinwood Dr	Tiffany Meadows Dr	276	5800	5800 - Wing Point Way	2	439	1,201	**76**	Moderate	COL	ACP
1040	134	147	5410	30	Wing Point Way	Tiffany Meadows Dr	Talon Ct	941	5810	5810 - Wing Point Way	7	3,263	8,519	**60**	Moderate	COL	ACP
2659	134	147	5410	40	Wing Point Way	Talon Ct	Azalea Ave	370	5810	5810 - Wing Point Way	7	3,263	8,519	**60**	Moderate	COL	ACP
2739	40	44	5410	50	Wing Point Way	Azalea Ave	Cherry Ave	873	5810	5810 - Wing Point Way	7	3,263	8,519	**60**	Moderate	COL	ACP
2660	133	146	5410	60	Wing Point Way	Cherry Ave	Alder Ave	336	5810	5810 - Wing Point Way	7	3,263	8,519	**60**	Moderate	COL	ACP
2421	406	433	5410	70	Wing Point Way	Alder Ave	Park Ave	326	5810	5810 - Wing Point Way	7	3,263	8,519	**60**	Moderate	COL	ACP
2657	136	149	5410	80	Wing Point Way	Park Ave	Wing Point Rd	236	5810	5810 - Wing Point Way	7	3,263	8,519	**60**	Moderate	COL	ACP
1983	908	421	5410	90	Wing Point Way	Wing Point Rd	Madrone Dr	181	5810	5810 - Wing Point Way	7	3,263	8,519	**60**	Moderate	COL	ACP
2354	480	507	5420	10	Winslow Way	Lovell Ave	Grow Ave	324	5820	5820 - Winslow Way	1	324	720	**17**	Weak	RES-S	ACP
2353	482	509	5420	20	Winslow Way	Grow Ave	Wood Ave	163	5830	5830 - Winslow Way	5	972	3,068	**40**	Moderate	COL	ACP
1154	477	504	5420	30	Winslow Way	Wood Ave	Hall Brothers Lp NW	72	5830	5830 - Winslow Way	5	972	3,068	**40**	Moderate	COL	ACP
1153	477	504	5420	40	Winslow Way	Hall Brothers Lp NW	Hall Brothers Lp NW	191	5830	5830 - Winslow Way	5	972	3,068	**40**	Moderate	COL	ACP
2357	477	504	5420	50	Winslow Way	Hall Brothers Lp NW	Finch Pl	251	5830	5830 - Winslow Way	5	972	3,068	**40**	Moderate	COL	ACP
2366	468	495	5420	60	Winslow Way	Finch Pl	Madison Ave	295	5830	5830 - Winslow Way	5	972	3,068	**40**	Moderate	COL	ACP
2388	444	471	5420	110	Winslow Way	Ericksen Ave	Bjune Dr	74	5840	5840 - Winslow Way	5	968	4,073	**85**	Moderate	SART	ACP
1134	443	470	5420	120	Winslow Way	Bjune Dr	Private	398	5840	5840 - Winslow Way	5	968	4,073	**85**	Moderate	SART	ACP
1009	443	470	5420	130	Winslow Way	Private	Private	187	5840	5840 - Winslow Way	5	968	4,073	**85**	Moderate	SART	ACP
2389	443	470	5420	140	Winslow Way	Private	Olympic Dr	50	5840	5840 - Winslow Way	5	968	4,073	**85**	Moderate	SART	ACP
2391	441	468	5420	150	Winslow Way	Olympic Dr	Cave Ave	259	5840	5840 - Winslow Way	5	968	4,073	**85**	Moderate	SART	ACP
2645	152	166	5430	10	Winther Rd	Madison Ave	Kallgren Rd	1,323	5850	5850 - Winther Rd	2	2,643	5,580	**68**	Moderate	COL	ACP
2623	177	195	5430	20	Winther Rd	Kallgren Rd	Sunrise Dr	1,320	5850	5850 - Winther Rd	2	2,643	5,580	**68**	Moderate	COL	ACP
2355	479	506	5440	10	Wood Ave	Stetson Ln	Parfitt Way	562	5860	5860 - Wood Ave	1	562	1,311	**40**	Moderate	RES-U	ACP
2356	478	505	5450	10	Wood Ave	Parfitt Way	Winslow Way	881	5870	5870 - Wood Ave	1	881	2,056	**54**	Moderate	RES-U	ACP
2133	717	754	5460	10	Woodbank Dr	Fletcher Landing	Fletcher Bay Rd	356	5880	5880 - Woodbank Dr	2	1,315	2,630	**53**	Moderate	RES-U	ACP
2132	721	758	5460	20	Woodbank Dr	Fletcher Bay Rd	Bay St	959	5880	5880 - Woodbank Dr	2	1,315	2,630	**53**	Moderate	RES-U	ACP
1146	457	484	5470	10	Wyatt St	Madison Ave	Homstead Pl	346	5890	5890 - Wyatt St	3	977	2,859	**54**	Moderate	COL	ACP
1144	457	484	5470	20	Wyatt St	Homstead Pl	Winslow Mews	390	5890	5890 - Wyatt St	3	977	2,859	**54**	Moderate	COL	ACP
2376	457	484	5470	30	Wyatt St	Winslow Mews	Ericksen Ave	241	5890	5890 - Wyatt St	3	977	2,859	**54**	Moderate	COL	ACP
2306	535	563	5480	10	Wyatt Way	Eagle Harbor Rd	Finch Rd	630	5900	5900 - Wyatt Way	5	2,366	7,783	**68**	Moderate	SART	ACP
2680	110	123	5480	20	Wyatt Way	Finch Rd	Gowen Pl	441	5900	5900 - Wyatt Way	5	2,366	7,783	**68**	Moderate	SART	ACP
2314	527	555	5480	30	Wyatt Way	Gowen Pl	Eakin Dr	443	5900	5900 - Wyatt Way	5	2,366	7,783	**68**	Moderate	SART	ACP

Bainbridge Island

Inventory, Condition Summary and Analysis Results

Condition Summary **6/1/2014**

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Pavement Width (ft)	Pavement Area (yd2)	Agency Functional Class	Pavetype	Surface Distress Index (SDI)	Roughness Index (RI)	Pavement Condition Index (PCI)	Strength Rating	Condition Rating	Load Associated Deducts (LADD)	Non-Load Deducts (NLAD)	Current PCI (10/1/2014)
1403	525	553	5480	40	Wyatt Way	Eakin Dr	Weaver Ave	431	28	1,341	SART	ACP	62	51	**59**	Moderate	Fair	34	4	**58**
1446	886	125	5480	50	Wyatt Way	Weaver Ave	Cosgrove St	421	27	1,263	SART	ACP	93	79	**88**	Moderate	Excellent	3	4	**88**
2676	114	127	5480	60	Wyatt Way	Cosgrove St	Nicholson Pl	409	27	1,227	SART	ACP	93	81	**89**	Moderate	Excellent	1	5	**89**
2322	515	542	5480	70	Wyatt Way	Nicholson Pl	Lovell Ave	493	29	1,589	SART	ACP	79	60	**73**	Moderate	V Good	17	3	**72**
2737	42	46	5480	80	Wyatt Way	Lovell Ave	Grow Ave	322	25	894	SART	ACP	60	38	**52**	Moderate	Fair	36	4	**51**
1162	486	513	5480	90	Wyatt Way	Grow Ave	Root Path	297	20	660	SART	ACP	63	46	**57**	Moderate	Fair	35	3	**56**
1161	486	513	5480	100	Wyatt Way	Root Path	John Adams Ln	265	22	648	SART	ACP	62	42	**55**	Moderate	Fair	35	4	**54**
2350	486	513	5480	110	Wyatt Way	John Adams Ln	Madison Ave	424	21	989	SART	ACP	47	38	**44**	Moderate	Marginal	49	4	**43**
2253	591	622	5490	10	Yankee Girl Circle	Bolero Dr	Charisma Circle	219	16	389	RES-S	ACP	88	69	**82**	Moderate	V Good	6	6	**81**
2256	588	619	5490	20	Yankee Girl Circle	Charisma Circle	NE END	817	13	1,180	RES-S	ACP	94	82	**90**	Moderate	Excellent	2	4	**90**
1004	904	386	5500	10	Yaquina Ave	Moran Rd	Burlingame Ct	361	21	842	RES-S	ACP	59	50	**56**	Moderate	Fair	35	6	**56**
1986	904	386	5500	20	Yaquina Ave	Burlingame Ct	Madison Ave	120	22	293	RES-S	ACP	91	71	**84**	Moderate	V Good	2	8	**84**
2461	364	389	5500	30	Yaquina Ave	Madison Ave	Hemlock St	160	32	569	RES-S	ACP	44	51	**47**	Weak	Marginal	50	6	**46**
1003	364	389	5500	40	Yaquina Ave	Hemlock St	Springwood Ave	652	21	1,521	RES-S	ACP	52	57	**54**	Weak	Fair	42	6	**53**
1097	273	292	5500	50	Yaquina Ave	Springwood Ave	Cedar St	652	24	1,739	RES-S	ACP	58	64	**60**	Weak	Good	37	5	**59**
2534	273	292	5500	60	Yaquina Ave	Cedar St	Ferncliff Ave	516	27	1,548	RES-S	ACP	48	50	**49**	Weak	Marginal	47	5	**48**
2468	357	382	5500	70	Yaquina Ave	Ferncliff Ave	EAST END	639	15	1,065	RES-S	ACP	58	59	**58**	Weak	Fair	39	3	**57**
2436	390	416	5510	10	Yeomalt Pl	Yeomalt Point Dr	NORTH END	316	19	667	RES-S	ACP	24	16	**22**	Moderate	V Poor	63	4	**21**
2437	389	415	5520	10	Yeomalt Point Dr	Grand Ave	Yeomalt Pl	950	20	2,111	RES-U	ACP	22	19	**21**	Moderate	V Poor	58	2	**20**
2435	391	417	5520	20	Yeomalt Point Dr	Yeomalt Pl	Madrona Dr	216	20	480	RES-S	ACP	45	25	**39**	Moderate	Poor	52	3	**38**

Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Distress Ratings (0 to 10 Score)									
									Rutting (ACP Only)	L&T Cracking / Linear Crk	Alligator Cracking Divided Slab / Blow Up	Map Crk / Crnr Brk / D Crk	Edge Cracking Joint Spall / Sealant	Distortions / Faulting	Bleeding / Polished Agg	Raveling / Scaling / CAL	Patches / Patching	Potholes / Punchouts
1403	525	553	5480	40	Wyatt Way	Eakin Dr	Weaver Ave	431	7.3	10.0	10.0	10.0	10.0	8.9	10.0	9.3	10.0	10.0
1446	886	125	5480	50	Wyatt Way	Weaver Ave	Cosgrove St	421	10.0	10.0	10.0	10.0	10.0	9.6	9.9	9.3	10.0	10.0
2676	114	127	5480	60	Wyatt Way	Cosgrove St	Nicholson Pl	409	10.0	10.0	10.0	10.0	10.0	9.8	9.8	9.2	10.0	10.0
2322	515	542	5480	70	Wyatt Way	Nicholson Pl	Lovell Ave	493	10.0	10.0	10.0	10.0	10.0	7.5	9.9	9.5	10.0	10.0
2737	42	46	5480	80	Wyatt Way	Lovell Ave	Grow Ave	322	6.8	10.0	10.0	10.0	10.0	9.2	10.0	9.2	10.0	10.0
1162	486	513	5480	90	Wyatt Way	Grow Ave	Root Path	297	8.4	10.0	10.0	10.0	10.0	8.7	10.0	9.5	8.7	10.0
1161	486	513	5480	100	Wyatt Way	Root Path	John Adams Ln	265	8.3	10.0	10.0	10.0	10.0	9.5	10.0	9.4	8.1	10.0
2350	486	513	5480	110	Wyatt Way	John Adams Ln	Madison Ave	424	8.4	9.8	9.0	10.0	10.0	9.1	10.0	9.5	7.8	10.0
2253	591	622	5490	10	Yankee Girl Circle	Bolero Dr	Charisma Circle	219	10.0	9.7	10.0	10.0	8.9	9.8	10.0	9.4	10.0	10.0
2256	588	619	5490	20	Yankee Girl Circle	Charisma Circle	NE END	817	10.0	10.0	10.0	10.0	10.0	9.7	10.0	9.3	10.0	10.0
1004	904	386	5500	10	Yaquina Ave	Moran Rd	Burlingame Ct	361	10.0	9.7	7.8	10.0	10.0	9.8	10.0	9.5	8.6	10.0
1986	904	386	5500	20	Yaquina Ave	Burlingame Ct	Madison Ave	120	10.0	9.4	10.0	10.0	10.0	9.8	10.0	9.4	10.0	10.0
2461	364	389	5500	30	Yaquina Ave	Madison Ave	Hemlock St	160	8.1	9.6	7.7	10.0	10.0	9.8	10.0	9.5	9.1	10.0
1003	364	389	5500	40	Yaquina Ave	Hemlock St	Springwood Ave	652	10.0	9.6	6.5	10.0	10.0	9.9	10.0	9.5	9.2	10.0
1097	273	292	5500	50	Yaquina Ave	Springwood Ave	Cedar St	652	9.1	9.7	7.9	10.0	10.0	9.9	10.0	9.6	9.3	10.0
2534	273	292	5500	60	Yaquina Ave	Cedar St	Ferncliff Ave	516	7.4	9.7	8.0	10.0	10.0	9.8	10.0	9.6	9.9	10.0
2468	357	382	5500	70	Yaquina Ave	Ferncliff Ave	EAST END	639	8.5	10.0	7.6	10.0	10.0	9.9	10.0	9.4	10.0	10.0
2436	390	416	5510	10	Yeomalt Pl	Yeomalt Point Dr	NORTH END	316	7.2	10.0	10.0	10.0	10.0	7.4	10.0	9.4	7.8	8.9
2437	389	415	5520	10	Yeomalt Point Dr	Grand Ave	Yeomalt Pl	950	9.0	10.0	9.0	10.0	9.6	7.4	10.0	9.6	7.6	7.9
2435	391	417	5520	20	Yeomalt Point Dr	Yeomalt Pl	Madrona Dr	216	10.0	10.0	7.9	10.0	10.0	8.6	10.0	9.5	7.3	10.0

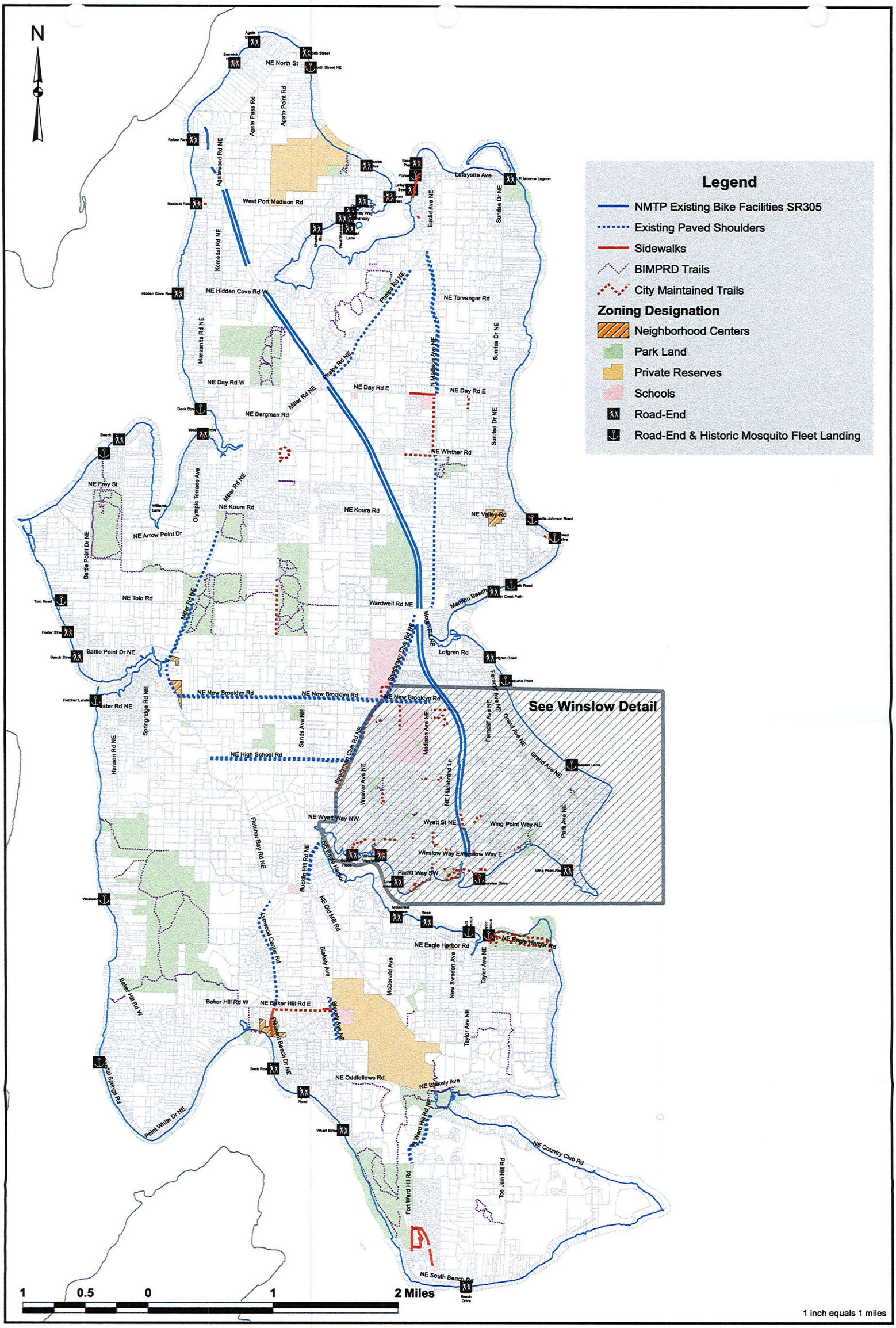
Bainbridge Island

Inventory, Condition Summary and Analysis Results

GISID	Agency ID	ADAMAPKEY	Street Number	Block Number	On Street	From Street	To Street	Pavement Length (ft)	Projects Summary: Project ID	Project Description	Project Block Count	Project Length (ft)	Project Area (Yd2)	Project Current PCI	Project Strength	Project FunCL	Project Pavetype
1403	525	553	5480	40	Wyatt Way	Eakin Dr	Weaver Ave	431	5900	5900 - Wyatt Way	5	2,366	7,783	**68**	Moderate	SART	ACP
1446	886	125	5480	50	Wyatt Way	Weaver Ave	Cosgrove St	421	5900	5900 - Wyatt Way	5	2,366	7,783	**68**	Moderate	SART	ACP
2676	114	127	5480	60	Wyatt Way	Cosgrove St	Nicholson Pl	409	5910	5910 - Wyatt Way	6	2,210	6,007	**64**	Moderate	SART	ACP
2322	515	542	5480	70	Wyatt Way	Nicholson Pl	Lovell Ave	493	5910	5910 - Wyatt Way	6	2,210	6,007	**64**	Moderate	SART	ACP
2737	42	46	5480	80	Wyatt Way	Lovell Ave	Grow Ave	322	5910	5910 - Wyatt Way	6	2,210	6,007	**64**	Moderate	SART	ACP
1162	486	513	5480	90	Wyatt Way	Grow Ave	Root Path	297	5910	5910 - Wyatt Way	6	2,210	6,007	**64**	Moderate	SART	ACP
1161	486	513	5480	100	Wyatt Way	Root Path	John Adams Ln	265	5910	5910 - Wyatt Way	6	2,210	6,007	**64**	Moderate	SART	ACP
2350	486	513	5480	110	Wyatt Way	John Adams Ln	Madison Ave	424	5910	5910 - Wyatt Way	6	2,210	6,007	**64**	Moderate	SART	ACP
2253	591	622	5490	10	Yankee Girl Circle	Bolero Dr	Charisma Circle	219	5920	5920 - Yankee Girl Circle	2	1,036	1,569	**88**	Moderate	RES-S	ACP
2256	588	619	5490	20	Yankee Girl Circle	Charisma Circle	NE END	817	5920	5920 - Yankee Girl Circle	2	1,036	1,569	**88**	Moderate	RES-S	ACP
1004	904	386	5500	10	Yaquina Ave	Moran Rd	Burlingame Ct	361	5930	5930 - Yaquina Ave	4	1,293	3,226	**55**	Weak	RES-S	ACP
1986	904	386	5500	20	Yaquina Ave	Burlingame Ct	Madison Ave	120	5930	5930 - Yaquina Ave	4	1,293	3,226	**55**	Weak	RES-S	ACP
2461	364	389	5500	30	Yaquina Ave	Madison Ave	Hemlock St	160	5930	5930 - Yaquina Ave	4	1,293	3,226	**55**	Weak	RES-S	ACP
1003	364	389	5500	40	Yaquina Ave	Hemlock St	Springwood Ave	652	5930	5930 - Yaquina Ave	4	1,293	3,226	**55**	Weak	RES-S	ACP
1097	273	292	5500	50	Yaquina Ave	Springwood Ave	Cedar St	652	5940	5940 - Yaquina Ave	3	1,807	4,352	**55**	Weak	RES-S	ACP
2534	273	292	5500	60	Yaquina Ave	Cedar St	Ferncliff Ave	516	5940	5940 - Yaquina Ave	3	1,807	4,352	**55**	Weak	RES-S	ACP
2468	357	382	5500	70	Yaquina Ave	Ferncliff Ave	EAST END	639	5940	5940 - Yaquina Ave	3	1,807	4,352	**55**	Weak	RES-S	ACP
2436	390	416	5510	10	Yeomalt Pl	Yeomalt Point Dr	NORTH END	316	5950	5950 - Yeomalt Pl	1	316	667	**21**	Moderate	RES-S	ACP
2437	389	415	5520	10	Yeomalt Point Dr	Grand Ave	Yeomalt Pl	950	5960	5960 - Yeomalt Point Dr	1	950	2,111	**20**	Moderate	RES-U	ACP
2435	391	417	5520	20	Yeomalt Point Dr	Yeomalt Pl	Madrona Dr	216	5970	5970 - Yeomalt Point Dr	1	216	480	**38**	Moderate	RES-S	ACP

APPENDIX I:

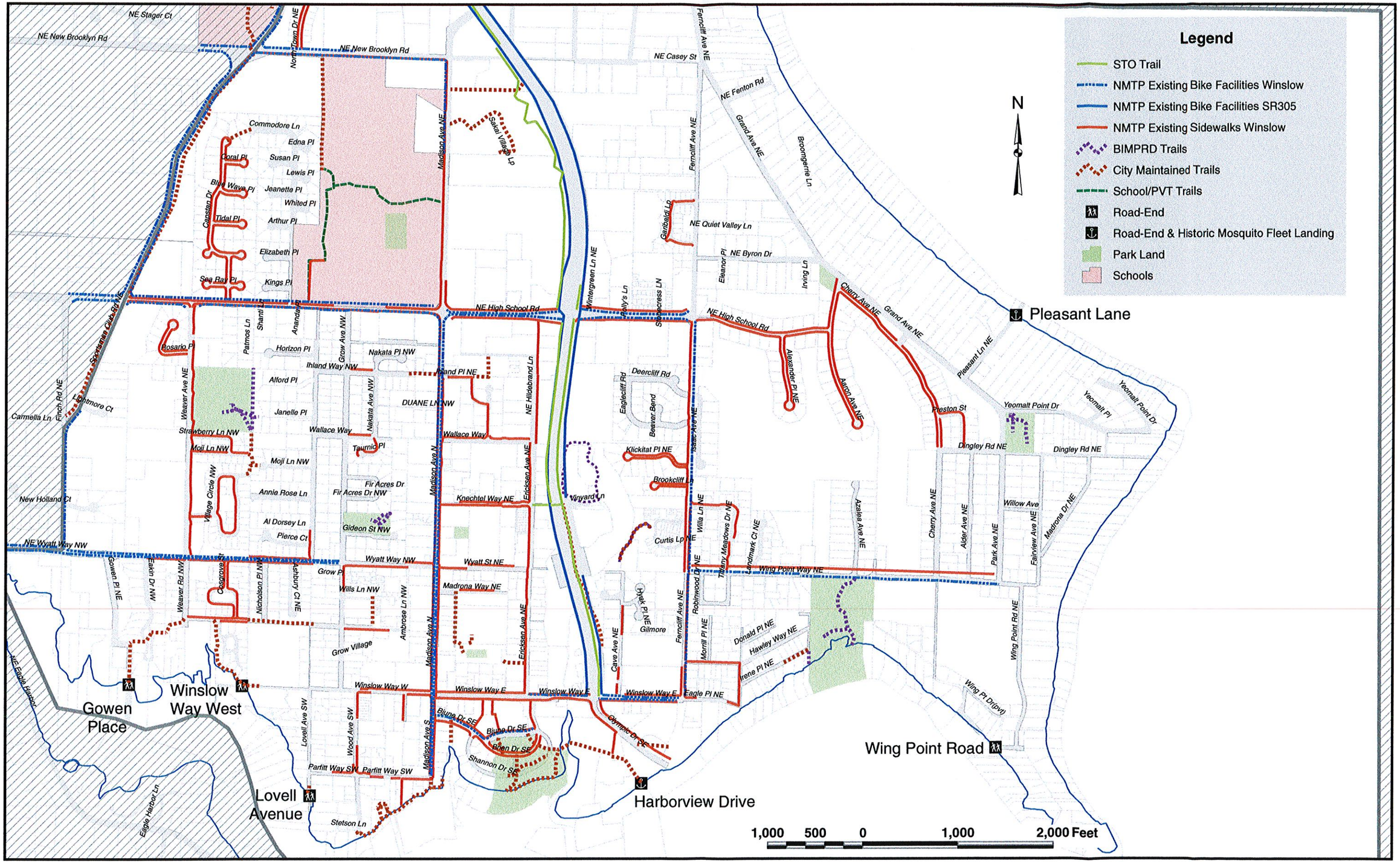
NON-MOTORIZED EXISTING FACILITIES MAPS



January 2003 Updated May 2016

Non-Motorized System Plan
Map A: Existing Non-Motorized Facilities

CITY OF BAINBRIDGE ISLAND



Non-Motorized Transportation Plan
Map B: Existing Non-Motorized Facilities

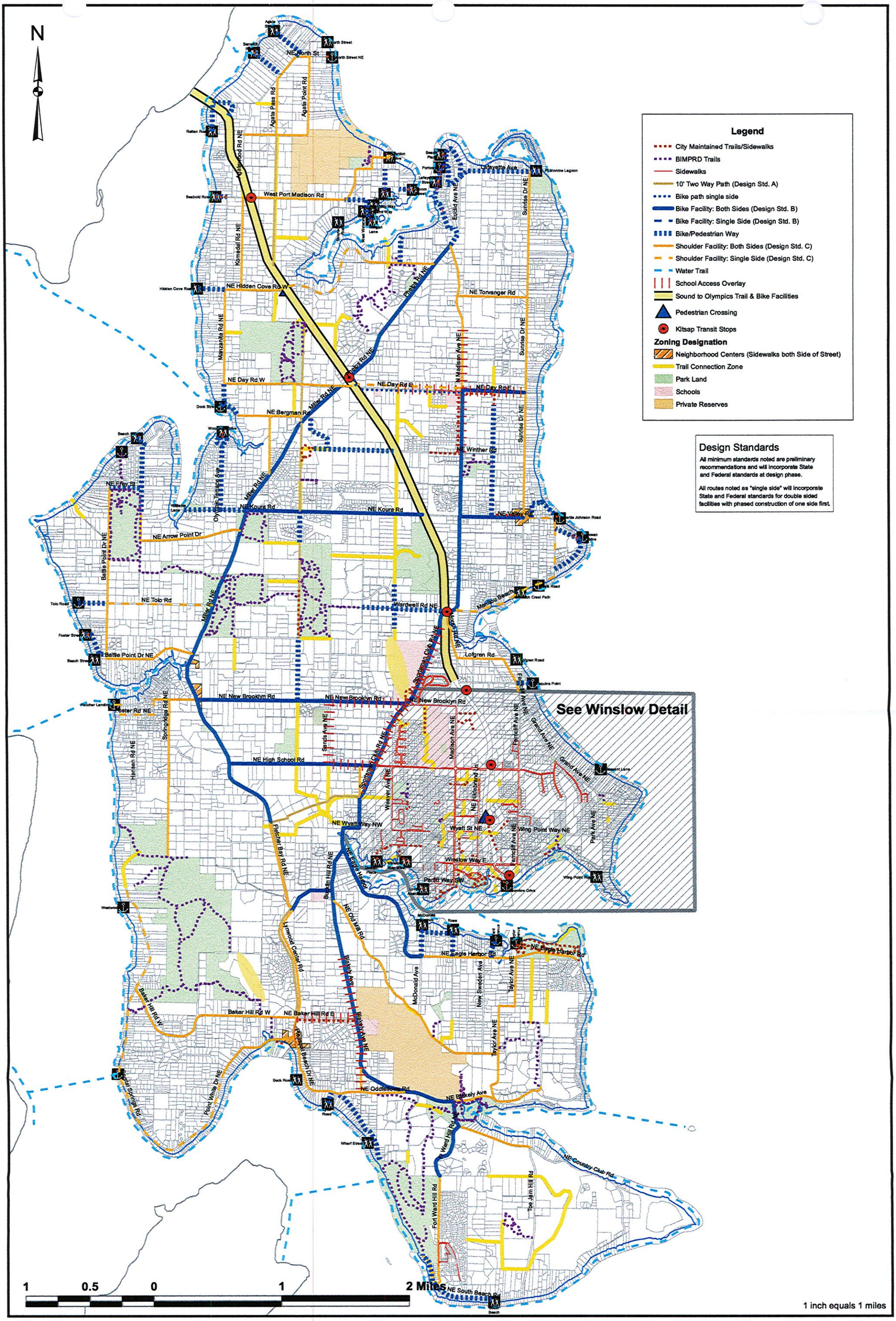
CITY OF BAINBRIDGE ISLAND

1:11,163

January 2003,
Updated Aug 2016

APPENDIX J:

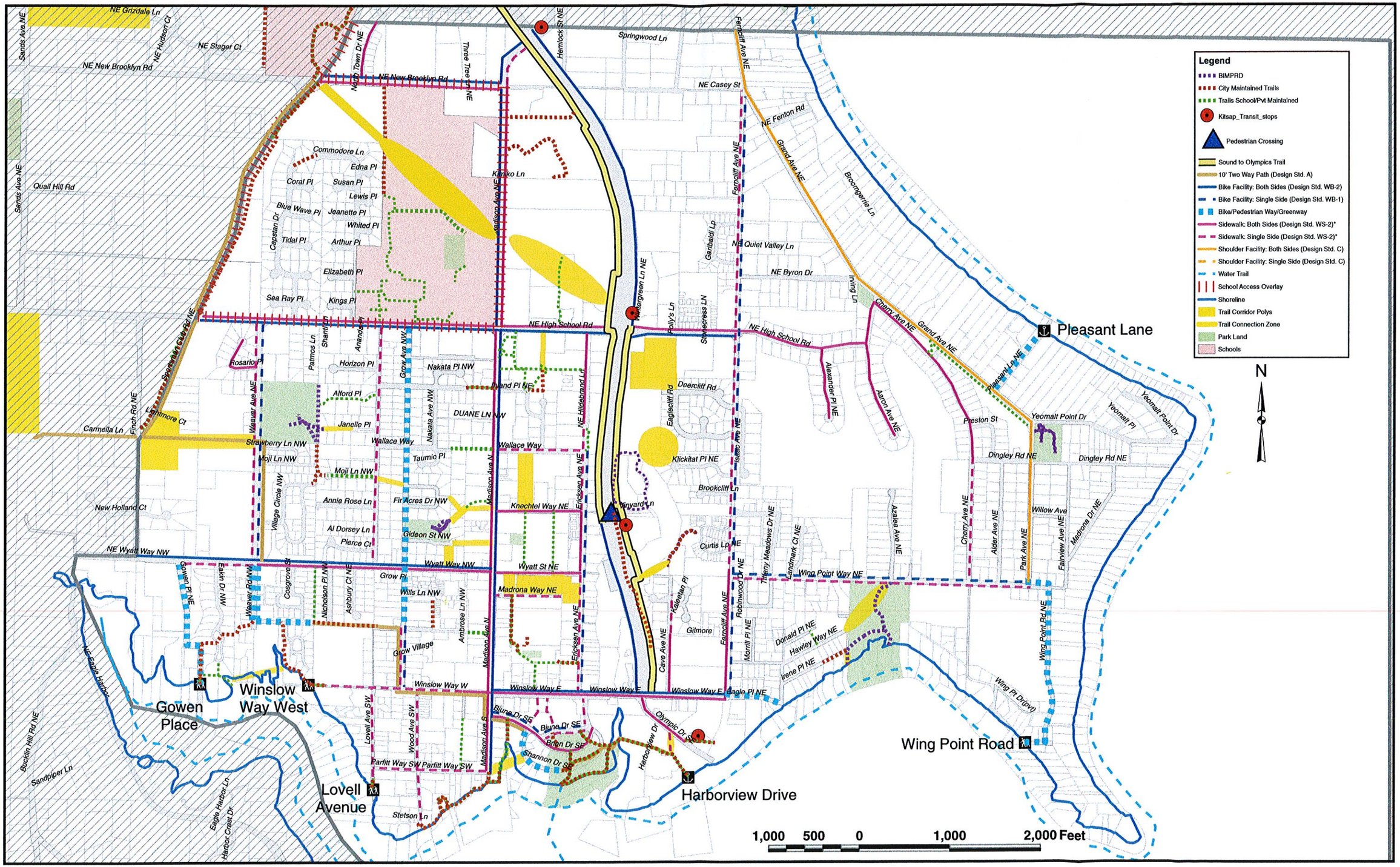
NON-MOTORIZED PLANNED FACILITIES MAP



Non-Motorized System Plan
Map C: (Minimum Standards)

January 2003 Updated July 2016

CITY OF BAINBRIDGE ISLAND



Non-Motorized Transportation Plan
Map D: Winslow System Plan (Minimum Standards)

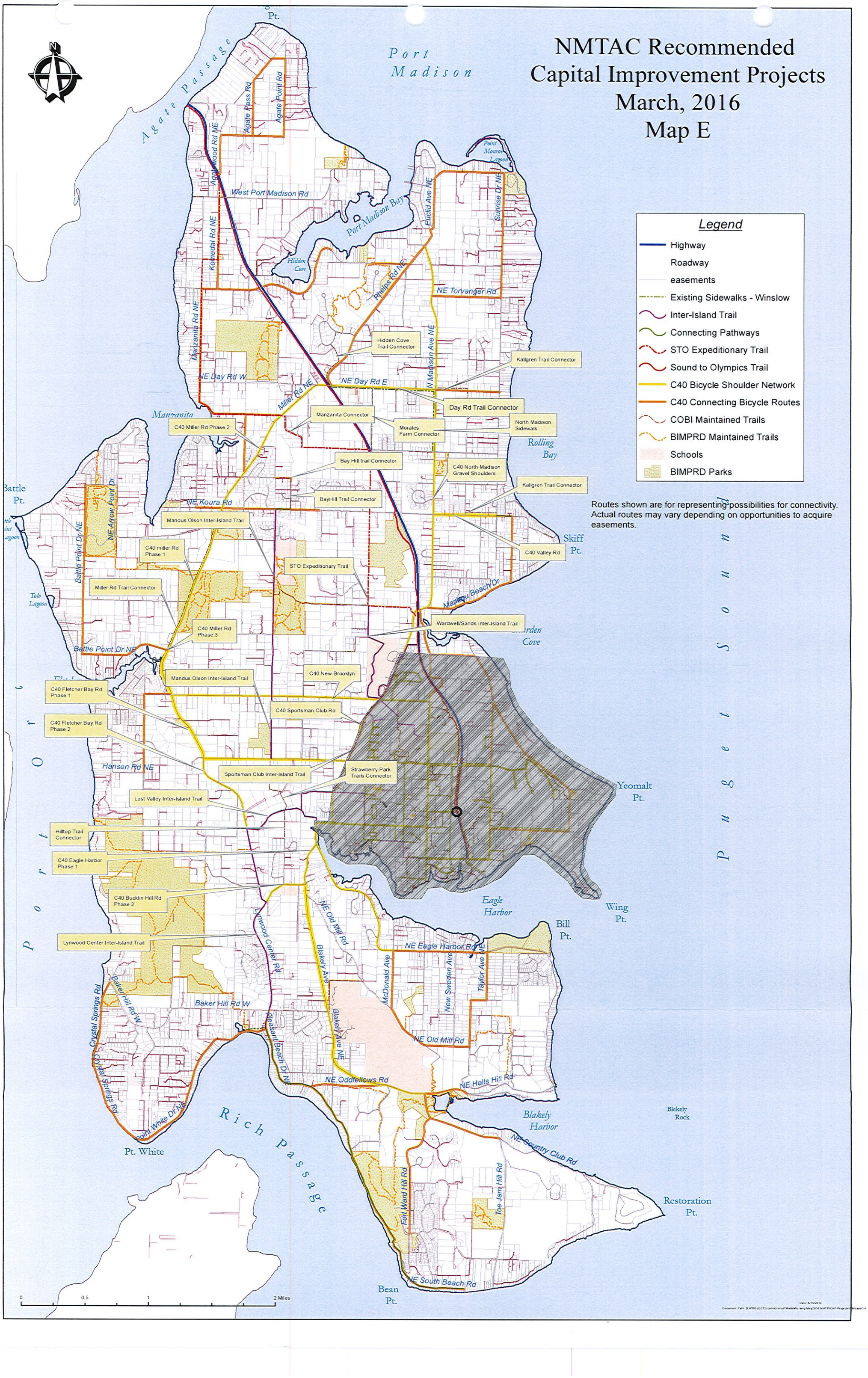
1:11,750

January 2003,
Updated July 2016

APPENDIX K:

NON-MOTORIZED CAPITAL IMPROVEMENTS PROJECTS MAPS

NMTAC Recommended Capital Improvement Projects March, 2016 Map E



Legend

- Highway
- Roadway
- easements
- Existing Sidewalks - Winslow
- Inter-Island Trail
- Connecting Pathways
- STO Expeditionary Trail
- Sound to Olympics Trail
- C40 Bicycle Shoulder Network
- C40 Connecting Bicycle Routes
- COBI Maintained Trails
- BIMPRD Maintained Trails
- Schools
- BIMPRD Parks

Routes shown are for representing possibilities for connectivity. Actual routes may vary depending on opportunities to acquire easements.

NMTAC Recommended Capital Improvement Projects March, 2016 Map F

C40 New Brooklyn

C40 Sportsman Club Rd

Sportsman Club Inter-Island Trail

Strawberry Park Trails Connector

Lost Valley Inter-Island Trail

C40 Eagle Harbor Phase 1

C40 Bucklin Hill Rd Phase 2

Schools Inter-Island Trails

Schools Inter-island Trail Connector

Madison Sidewalk Improvements

Grow Ave Sidewalk Improvements

Knechtel Trail Connector

Shepard Inter-Island Trail Phase 2

Grow AveSidewalk Improvements

Knetchtel Trail Connector

Crossing

Wyatt Trail Connector

Wyatt Sidewalk

Cave Ave Trail Connector

Shepard & Weaver Greenway

Shepard Way Inter-Island Trail Phase 1

Erickson Ave Bike Climbing Sharrow

Olympic Dr NM Improvements Phase 2

Waterfront Park Bridge Decking Improvements

Shepard Way Inter-Island Trail Phase 1

NE New Brooklyn Rd

Madison Ave NE

Fernciff Ave NE

Grand Ave NE

Park Ave NE

Wyatt St NE

Ericksen Ave NE

Madison Ave N

Winslow Way W

Winslow Way E

Parfitt Way SW

Wing Point Way NE

Park Ave NE

Legend

- Highway
- Roadway
- Existing Sidewalks - Winslow
- Inter-Island Trail
- Connecting Pathways
- STO Expeditionary Trail
- Sound to Olympics Trail
- C40 Bicycle Shoulder Network
- C40 Connecting Bicycle Routes
- COBI Maintained Trails
- BIMPRD Maintained Trails
- Streams
- Wetlands
- Schools
- BIMPRD Parks

N

Routes shown are for representing Actual routes may vary depending easements.

Yeoma Pt.

Eagle

0 0.1 0.2 0.4 Miles

Date: 8/15/2016

Document Path: D:\PROJECTS\JohnGrinterTrails\Working May2016 NMTP\CAP Projects.i