

Gibson Traffic Consultants, Inc.

Transportation Planners and Traffic Engineers

MEMORANDUM

To: Kevin Nielsen

Title: Marysville Public Works Director

From: Edward Koltonowski

Subject: Cherry Point Coal Export Facility Rail Operations; GTC #11-036

Date: June 15, 2011

This memorandum is to identify some of the possible Rail Impacts associated with transport of coal to the proposed Cherry Point Facility on the City of Marysville WA. We understand a terminal capable of exporting 54 million tons of coal per year is proposed north of Bellingham.

GTC understands that the probable route of the coal delivery trains for Cherry Point would be from Wyoming/Montana, through Spokane, along the Columbia River and then up from the south from Seattle north to Bellingham and then to Cherry Point, along the Burlington Northern Santa Fe mainline. The route follows the rail tracks that run north south directly through the heart of the business district of the City of Marysville Washington. According to the applicant's *Project Information Document* (Feb. 2011), full buildout of the coal export facility would result in 9 full northbound trains along this line a day, which equates to 18 train trips a day, however, nothing in the project materials specifies a maximum. The 18 trains per day round trip could be increased if export capacity of the proposed port were expanded in the future. Each train may be over 1.5 miles long, which at 30 miles per hour would mean approximately 6-7 minutes between train approach warming/gate closure and ultimate gate opening or at 5 miles per hour could take approximately 14-18 minutes to clear a crossing. The 18 trains per day would equate to approximately one additional coal train every 1.3 hours, all day long, in addition to existing train traffic.

The BNSF rail way tracks bisect all of the major arterial roads that connect the City business and residential areas with I-5. Preliminary review indicated that the additional trains from the Cherry Point operations would have a significant impact on the commercial district and quality of life for the City of Marysville. We have the following comments based on preliminary research:

- 1. The City is finalizing its downtown vision plan. A downtown bisected by 16-18 coal train trips per day rumbling through its "green downtown" for several hours a day is not part of that vision.
- 2. The City's downtown access plan has identified major east west improvement needs (i.e. additional lanes on SR-528) under the I-5 structure and an extension east of 1st Street alternative corridor south of the mall. Both these future critical links have at-grade crossing that the traffic modeling by HDR shows are significantly impacted by the train movements. This would result in their 1st Street and I-5/SR-528 improvements would be negated when a train crosses in the peak hour.
- 3. Due to speed restriction approach warning, trains through Marysville downtown means the barriers are down for approximately 6-8 minutes (over 400 seconds) for the larger (over one mile long) freight trains. This is the equivalent of 3-4 continuous red lights cycles in a row for a normal signal on 4th Street. The Institute of Traffic Engineers identifies an average delay of over 80 seconds as level of service F the city's standard for normal roadway operation is LOS D i.e. allowing only 60 seconds as the worst delay for normal conditions.
- 4. With the increase in number of long coal trains, the nightmare scenario for the city is having all its I-5 entrances blocked at the same time, i.e. SR-528, 88th and 116th. The recent capacity improvement on 116th Street completed by the city would be negated by the increased coal train activity.

5. Marysville is one of the largest cities with the highest traffic volume j that does not have at least one grade-separated crossing for its major access. For example look at Everett to the south; it's last major at grade rail crossing (Pacific Avenue) was grade separated over a decade ago and it carries less traffic than SR-528 or 88th Street.

GTC#: 11-036

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- 6. A single long train will close the gates from 1st North to 88th Street at the same time the rail crossing between 88th Street and 1st Street carry approximately 7,000 PM peak hour trips or over 80,000 daily trips. The rail crossing to the north at 116th Street also carries approximately 20,000 daily trips. The addition of just 16 train trips will block the Marysville main lifeline to I-5 for an additional 2-3 hours a day.
- 7. Within the last 5 years there have been approximately 30 accidents at rail crossings in the City of Marysville, nearly half involving the actual rail gates and one with a vehicle struck by a train in December 2008 causing serous injury to two people at the 88th Street crossing. The remainder was mainly rear ends of vehicles stopping for the gate closures (based on the State's accident data base).
- 8. Already today the presence of a long freight train during the peak hours creates back ups from the I-5 ramps onto the mainline. The Puget Sound Regional Council (PSRC), the City of Marysville and Tulalip Tribes have identified capacity improvement needs at both the 88th Street and 116th Street interchanges due to existing congestion at these ramps. WSDOT over the last few years has already maximized the queuing capacity of the ramps through deviations to standards to restripe shoulders to accommodate the queuing created when trains block access from I-5 to the City. Adding 18 trains per day to existing levels will likely exacerbate this problem by a significant factor. Any environmental review of rail line impacts should study this current condition and likely increased impact, including costs to mitigate the effects.
- 9. The City of Marysville, John McCoy (State Representative), and Tulalip Tribes have long envisioned a passenger train station on the Marysville line (Policy Point T-9c.1 of the Marysville Adopted Transportation Element). The increased coal train activity hampers that plan.
- 10. The Cherry Point applicant argues that the coal train activity will only bring train activity back up to the level it was before the economic crash, and therefore there is no impact. This is misleading because as soon as the economic recovery really starts to take hold, those previous train activities will also pick up, as well vehicular traffic on the roads. At that point, even greater impacts will begin.
- 11. Train delays at crossings are often eliminated by constructing grade separation, which allows traffic to pass over or under railroad tracks. The City's transportation element Policy T-1E.6 identifies a priority in needing to minimize the number of at grade-crossings. While grade separation is desired in the City plan, these improvements are typically multi-million dollar solutions and funding is not yet planned.

This analysis of possible rail line impacts associated with the increase of 18 trains per day serving the Cherry Point Coal export facility is preliminary and is intended to illustrate some of the potential problems and areas deserving detailed study during the SEPA review for the facility. This preliminary analysis suggests potentially severe consequences for the City's transportation plan and improvements, with increases in risk of accidents.

CC: Jon Nehring, Mayor Gloria Hirashima, City of Marysville **Rail Crossing Inventory**

Cross Stree RR	MP	DOT#	Permit No	Use	Signal W/I	r PreSignal
1st	38.48	084630B		Public at Grade		
4th	38.68	084640G		Public at Grade	YES	
8th	38.95	084644J		Public at Grade		
Grove	39.32	084646X		Public at Grade	•	
80th	39.8	084647E		Public at Grade	YES	
Private	40.02	084648L		Residential		ver,
Private	40.11	084649T		Residential		
88th	40.34	084650M		Public at Grade	YES	YES
Private (92	40.6	084651U		Residential		e e e e e e e e e e e e e e e e e e e
Private	40.8	084652B	CX93-16124	Residential	•	
104th	41.2	084653H		Public at Grade		
116th	42.04	084654P		Public at Grade	YES	YES
122nd	42.45	084657K		Public at Grade		
124th (Priv	42.55	084658S		Industrial		
128th (Priv	42.82	084660T		Industrial	YES	YES
Private	43.1	084661A		Industrial		
136th	43.35	084664V		Public at Grade	YES	
Private	45.5	084668X		Farm		
172nd	45.9	084669E		Public at Grade		+
Smoky Poir	0.16	092077P		Public at Grade		
128th	0.63	092080X		Public at Grade		
136th	1.23	092081L		Public at Grade		
152nd	1.36	092083T		Public at Grade		
51st	1.8	092082L		Public at Grade		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 6/20/2011

Crossing No.:

084630B

Update Reason:

Changed Crossing

Effective Begin-Date of Record: 02/26/07

Railroad:

BNSF BNSF Rwy Co. [BNSF]

Type and Positiion:

Public At Grade

Part I Location and Classification of Crossing

Division:

NORTHWEST

State:

WA

End-Date of Record:

Subdivision:

BELLINGHAM

County:

SNOHOMISH

Branch or Line Name:

Initiating Agency Railroad

PA J-US CAN BDR

City:

Near MARYSVILLE

Railroad Milepost:

0038.49

Street or Road Name:

1ST ST

RailRoad I.D. No.:

0050

Highway Type & No.:

FAM2692

Nearest RR Timetable Stn:

MARYSVILLE

HSR Corridor ID: County Map Ref. No.:

31 3C

Parent Railroad: Crossing Owner:

48.0490984

ENS Sign Installed:

Longitude:

-122.1804926

Passenger Service:

AMTRAK

Lat/Long Source:

Actual

Avg Passenger Train Count:

Quiet Zone:

Latitude:

No

Adjacent Crossing with Separate Number:

Private Crossing Information:

Category:

Public Access:

Specify Signs:

Specify Signals:

ST/RR A

ST/RR B

ST/RR C

ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact:

(800)832-5452

Railroad Contact:

(913)551-4540

State Contact:

(360)664-1262

Part II Railroad Information

Number of Daily Train Movements:

Less Than One Movement Per Day: No

Total Trains:

19

Total Switching: Typical Speed Range Over Crossing: From

Day Thru:

10

30

Type and Number of Tracks:

Main:

0 Other

Maximum Time Table Speed: Specify:

Does Another RR Operate a Separate Track at Crossing? Does Another RR Operate Over Your Track at Crossing?

to 30 mph

No Yes: ATK

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 084630B Continued

Effective Begin-Date of Record: 02/26/07

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:

2

Highway Stop Signs:

Advanced Warning:

Yes

Hump Crossing Sign:

0

Pavement Markings:

No Markings

Other Signs:

Specify:

0

Train Activated Devices:

Mast Mounted FL:

Gates:

2 0 4 Quad or Full Barrier: Total Number FL Pairs:

Cantilevered FL (Over):

2 0 Cantilevered FL (Not over):

Other Flashing Lights: Highway Traffic Signals:

0

Specify Other Flashing Lights: Wigwags:

Bells:

Other Train Activated

Warning Devices:

Special Warning Devices Not

Train Activated: Type of Train Detection:

Constant Warning Time

Channelization:

Track Equipped with Train Signals?

Yes

Traffic Light

Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development:

Commercial

Smallest Crossing Angle:

Are Truck Pullout Lanes Present?

60 to 90 Degrees

No

Number of Traffic Lanes

Crossing Railroad:

2

Is Highway Paved? Crossing Surface:

Yes Asphalt

If Other:

Nearby Intersecting

Highway?

Less than 75 feet

Is it Signalized?

Does Track Run Down a

Street?

Nο

Is Crossing Illuminated?

Is Commercial Power Available? Yes

Part V: Highway Information

Highway System:

Other FA Highway - Not NHS

Functional Classification of

Urban Collector*

Is Crossing on State

Highway System:

No

Annual Average Daily

Traffic (AADT):

002790

AADT Year:

Road at Crossing:

1993

Estimated Percent Trucks: Posted Highway Speed:

11 0

Avg. No of School Buses per Day:

0

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 6/20/2011

Crossing No.:

084650M

Update Reason:

Changed Crossing

Effective Begin-Date of Record: 08/17/06

Railroad:

BNSF BNSF Rwy Co. [BNSF]

End-Date of Record:

Initiating Agency Railroad

Type and Positiion:

Public At Grade

Part I Location and Classification of Crossing

Division:

NORTHWEST

State:

WA

Subdivision:

BELLINGHAM

County:

SNOHOMISH In MARYSVILLE

Branch or Line Name:

PA J-US CAN BDR

City:

Railroad Milepost:

0040.34

Street or Road Name: Highway Type & No.:

88TH ST.N.E. CO67240

RailRoad I.D. No.: Nearest RR Timetable Stn: 0050 MARYSVILLE

HSR Corridor ID:

31-3A

Parent Railroad: Crossing Owner:

County Map Ref. No.: 48.0755967

-122.1763071

ENS Sign Installed: Passenger Service:

AMTRAK

Lat/Long Source:

Actual

Avg Passenger Train Count:

Quiet Zone:

Latitude:

Longitude:

No

Adjacent Crossing with

Separate Number:

Private Crossing Information:

Category:

Public Access:

Specify Signs:

Specify Signals:

ST/RR A

ST/RR B

ST/RR C

ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact:

(800)832-5452

Railroad Contact:

(913)551-4540

State Contact:

(360)664-1262

Part II Railroad Information

Number of Daily Train Movements:

Less Than One Movement Per Day: No

Total Trains:

19

Total Switching:

to 50 mph

0

Day Thru:

10 50

Typical Speed Range Over Crossing: From Type and Number of Tracks:

Main:

0 Other

Maximum Time Table Speed: Specify:

Does Another RR Operate a Separate Track at Crossing?

No

Does Another RR Operate Over Your Track at Crossing?

Yes: ATK

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 084650M

Continued

Effective Begin-Date of Record: 08/17/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:

0

Highway Stop Signs:

Advanced Warning: Pavement Markings: Yes

Hump Crossing Sign:

0

Stop Lines and RR Xing Symbols

Other Signs:

Specify:

Train Activated Devices:

Gates:

4 Quad or Full Barrier:

0

Mast Mounted FL:

0 0

Yes

Total Number FL Pairs: Cantilevered FL (Not over):

n n

Cantilevered FL (Over): Other Flashing Lights:

Highway Traffic Signals: 0 Specify Other Flashing Lights: Wigwags:

Bells:

Other Train Activated

Warning Devices:

Special Warning Devices Not Train Activated:

Constant Warning Time

Channelization:

Track Equipped with

Traffic Light

Type of Train Detection:

Simultaneous Preemption

Train Signals? Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development:

Residential

Smallest Crossing Angle:

Are Truck Pullout Lanes Present?

60 to 90 Degrees

No

Number of Traffic Lanes

Crossing Railroad:

3 Yes

is Highway Paved? Crossing Surface:

Asphalt

If Other:

Nearby Intersecting

Highway?

Less than 75 feet

Is it Signalized?

Does Track Run Down a

Street?

Nο

Is Crossing Illuminated?

Is Commercial Power Available? Yes

Part V: Highway Information

Highway System:

Non-Federal-aid

Functional Classification of

Rural Local

is Crossing on State

Highway System:

No

Road at Crossing:

Annual Average Daily

Traffic (AADT):

002122

AADT Year:

1993

Estimated Percent Trucks: Posted Highway Speed:

06 0

Avg. No of School Buses per Day:

0

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 6/20/2011

Crossing No.:

084654P

Update Reason:

Changed Crossing

Effective Begin-Date of Record: 08/17/06

Railroad:

BNSF BNSF Rwy Co. [BNSF]

Public At Grade

Initiating Agency Railroad Type and Positiion:

Part I Location and Classification of Crossing

Division:

NORTHWEST

State:

WA

End-Date of Record:

Subdivision:

BELLINGHAM

County:

SNOHOMISH

Branch or Line Name:

PA J-US CAN BDR

City:

Near MARYSVILLE

Railroad Milepost:

0042.04

Street or Road Name:

116TH ST. N.E.

RailRoad I.D. No.:

0050

Highway Type & No.:

CO68400

Nearest RR Timetable Stn:

KRUSE JCT

HSR Corridor ID: County Map Ref. No.:

31-3A

Parent Railroad: Crossing Owner:

48.0999926 -122.1755875

ENS Sign Installed: Passenger Service:

AMTRAK

Lat/Long Source:

Actual

Avg Passenger Train Count:

Quiet Zone:

Latitude: Longitude:

No

Adjacent Crossing with

Separate Number:

Private Crossing Information:

Category:

Public Access:

Specify Signs:

Specify Signals:

ST/RR A

ST/RR B

ST/RR C

ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact:

(800)832-5452

Railroad Contact:

(913)551-4540

State Contact:

(360)664-1262

Part II Railroad Information

Number of Daily Train Movements:

Less Than One Movement Per Day: No

Total Trains:

19

Total Switching:

Day Thru:

10 79

Typical Speed Range Over Crossing: From Type and Number of Tracks:

Main:

Other 0

to 79 mph

Maximum Time Table Speed: Specify:

Does Another RR Operate a Separate Track at Crossing?

No

Does Another RR Operate Over Your Track at Crossing?

Yes: ATK

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 084654P

Continued

Effective Begin-Date of Record: 08/17/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:

2

Highway Stop Signs:

0

Advanced Warning: Pavement Markings: Yes

No Markings

Hump Crossing Sign:

Other Signs:

Specify:

0

Train Activated Devices:

Gates:

Mast Mounted FL: 2

Cantilevered FL (Over): 2 Other Flashing Lights:

Highway Traffic Signals:

Other Train Activated Warning Devices: Channelization:

Track Equipped with Train Signals?

0

2

0

Yes

4 Quad or Full Barrier:

Total Number FL Pairs:

Cantilevered FL (Not over): Specify Other Flashing Lights:

Wigwags:

Bells:

n

Special Warning Devices Not

Train Activated:

Type of Train Detection:

Interconnection/Preemption:

Traffic Light

DC/AFO

No

Simultaneous Preemption

Part IV: Physical Characteristics

Type of Development:

Residential

Smallest Crossing Angle:

Are Truck Pullout Lanes Present?

60 to 90 Degrees

Number of Traffic Lanes Crossing Railroad:

Is Highway Paved?

Yes

1

Crossing Surface: Rubber

Nearby Intersecting

Highway?

Less than 75 feet

Is it Signalized?

If Other:

Does Track Run Down a

Street?

No

Is Crossing Illuminated?

Is Commercial Power Available? Yes

Part V: Highway Information

Highway System:

Non-Federal-aid

Functional Classification of

Rural Local

Is Crossing on State

Highway System:

No

Road at Crossina:

AADT Year:

Annual Average Daily

Traffic (AADT):

Avg. No of School Buses per Day:

1993 0

Estimated Percent Trucks: Posted Highway Speed:

03 n

012880

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 6/20/2011

Crossing No.:

084640G

Update Reason:

Changed Crossing

Effective Begin-Date of Record: 02/26/07

Railroad:

BNSF BNSF Rwy Co. [BNSF]

Type and Positiion:

Public At Grade

Part I Location and Classification of Crossing

Division:

NORTHWEST

State:

WA

End-Date of Record:

Subdivision:

BELLINGHAM

County:

SNOHOMISH

Branch or Line Name:

Initiating Agency Railroad

PA J-US CAN BDR

Citv:

In MARYSVILLE

Railroad Milepost:

0038.68

Street or Road Name:

SR 528 (4TH ST)

RailRoad I.D. No.:

0050

Highway Type & No.:

SR 528

Nearest RR Timetable Stn:

MARYSVILLE

HSR Corridor ID:

31-3C

Parent Railroad:

County Map Ref. No.:

48.0518478

Crossing Owner:

Latitude: Longitude:

-122.1800427

ENS Sign Installed: Passenger Service:

AMTRAK

Lat/Long Source:

Actual

Avg Passenger Train Count:

Quiet Zone:

No

Adjacent Crossing with Separate Number:

Private Crossing Information:

Category:

Public Access:

Specify Signs:

Specify Signals:

ST/RR A

ST/RR B

ST/RR C

ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact:

(800)832-5452

Railroad Contact:

(913)551-4540

State Contact:

(360)664-1262

Part II Railroad Information

Number of Daily Train Movements:

Less Than One Movement Per Day: No

Total Trains:

19

Total Switching:

Day Thru:

10

Typical Speed Range Over Crossing: From

1 to 30 mph Maximum Time Table Speed:

30

Type and Number of Tracks:

Main:

Other

0

Specify:

Does Another RR Operate a Separate Track at Crossing?

No

Does Another RR Operate Over Your Track at Crossing?

Yes: ATK

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 084640G

Continued

Effective Begin-Date of Record: 02/26/07

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:

2

Highway Stop Signs: Hump Crossing Sign:

4 Quad or Full Barrier:

Total Number FL Pairs:

Cantilevered FL (Not over):

0

n

0

Advanced Warning:

Yes

Specify:

Pavement Markings:

No Markings

Other Signs:

Train Activated Devices:

Other Flashing Lights:

Other Train Activated Warning Devices:

Highway Traffic Signals:

Gates:

Mast Mounted FL: 0 Cantilevered FL (Over):

2 0

2

Specify Other Flashing Lights: Special Warning Devices Not

Bells:

0

Train Activated:

Type of Train Detection:

Constant Warning Time

No

Track Equipped with

Train Signals?

Channelization:

Yes

Traffic Light Interconnection/Preemption: Simultaneous Preemption

Part IV: Physical Characteristics

Type of Development:

Commercial

Smallest Crossing Angle:

Are Truck Pullout Lanes Present?

60 to 90 Degrees

Number of Traffic Lanes

Crossing Railroad:

Yes

Is Highway Paved? Crossing Surface:

Rubber

If Other:

Nearby Intersecting

Highway?

Less than 75 feet

Is it Signalized?

Does Track Run Down a

Street?

No

Is Crossing Illuminated?

Is Commercial Power Available? Yes

Part V: Highway Information

Highway System:

Other FA Highway - Not NHS

Functional Classification of Road at Crossing:

Urban Other Principal

Is Crossing on State

Highway System:

Annual Average Daily Traffic (AADT):

Yes 023550

AADT Year:

1993

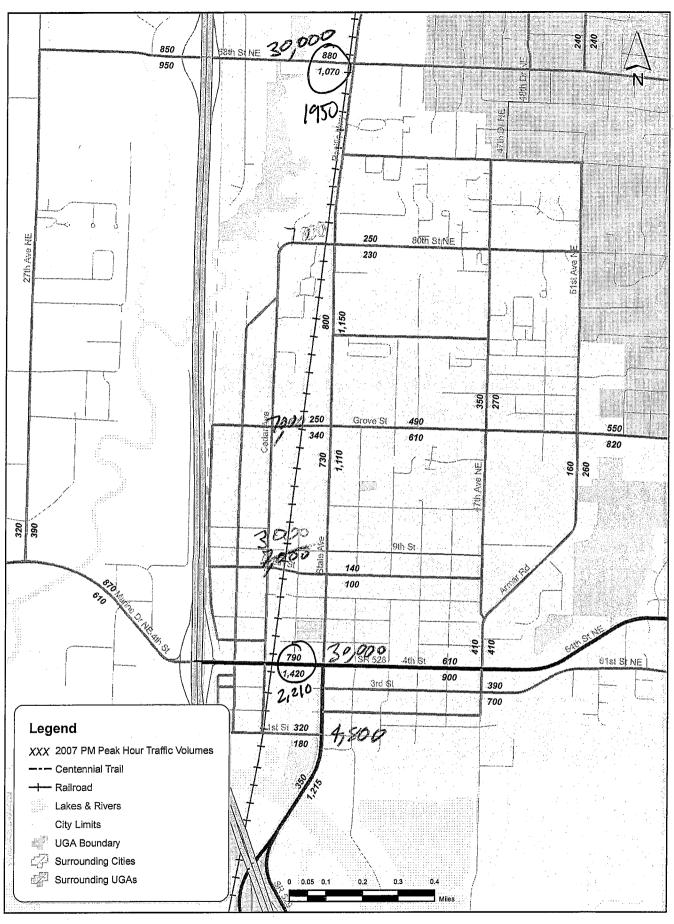
Estimated Percent Trucks:

08

Avg. No of School Buses per Day:

Posted Highway Speed: 0

Counts at Crossings



Marysville WASHINGTON

Figure 3
2007 PM Peak Hour Directional Traffic Volumes - Downtown Area

A - 14 Group

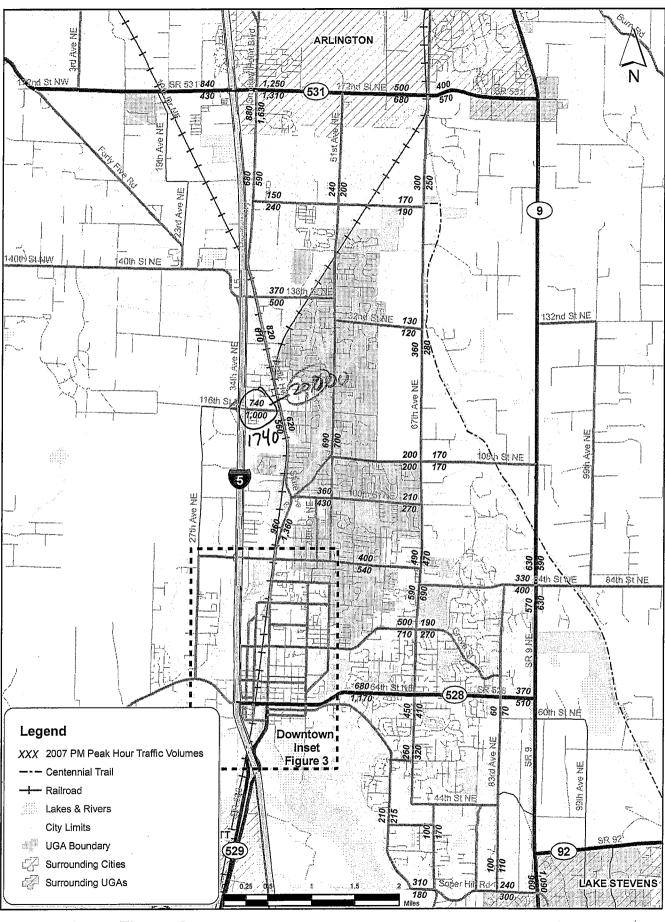




Figure 2
2007 PM Peak Hour Directional Traffic Volumes



LOCATION	OO ST NE WE E	10.26 AVE NE	LVCICU	L WA 90201	Site:	MARYSVILLE
LOCATION: WEATHER:	88 ST NE WB E, 3 MIXED	O 36 AVE NE			Date:	10/5/2010
CLIENT:	INT					Tuesday
				me, per Channel nnel: W/B		
	Interval		Cilai	Interval		
	Begin			Begin		
	12:00 AM	20	68	12:00 PM	212	954
	12:15 AM	22	•	12:15 PM	231	
	12:30 AM	12		12:30 PM	252	
	12:45 AM	14		12:45 PM	259	
	1:00 AM	7	43	1:00 PM	223	963
	1:15 AM	15		1:15 PM	251	
	1:30 AM	10		1:30 PM	237	
	1:45 AM	11		1:45 PM	252	
	2:00 AM	12	68	2:00 PM	224	943
	2:15 AM	19		2:15 PM	231	
	2:30 AM	14		2:30 PM	236	
	2:45 AM	23		2:45 PM	252	
	3:00 AM	19	108	3:00 PM	219	869
	3:15 AM	24		3:15 PM	198	
	3:30 AM	29		3:30 PM	217	
	3:45 AM	36		3:45 PM	235	
	4:00 AM	43	339	4:00 PM	239	927
	4:15 AM	76		4:15 PM	244	
	4:30 AM	108		4:30 PM	236	
	4:45 AM	112		4:45 PM	208	
	5:00 AM	. 125	633	5:00 PM	237	999
	5:15 AM	176		5:15 PM	266	
	5:30 AM	175		5:30 PM	244	
	5:45 AM	157		5:45 PM	252	
	6:00 AM	219	898	6:00 PM	249	868
	6:15 AM	215		6:15 PM	218	
	6:30 AM	231	•	6:30 PM	195	
	6:45 AM	233		6:45 PM	206	
	7:00 AM	236	1074	7:00 PM	190	622
	7:15 AM	271		7:15 PM	175	
	7:30 AM	303		7:30 PM	146	
	7:45 AM	264		7:45 PM	111	<u>.</u>
	8:00 AM	233	863	8:00 PM	108	441
	8:15 AM	220		8:15 PM	137	
	8:30 AM	176		8:30 PM	121	
	8:45 AM	234	24007-2471	8:45 PM	75	deal Money Mark Colon Continue
	9:00 AM	230	864	9:00 PM	109	364
	9:15 AM	209		9:15 PM	95	
	9:30 AM	245		9:30 PM	92	
	9:45 AM	180		9:45 PM	68	
	10:00 AM	206	851	10:00 PM	56	203
	10:15 AM	220		10:15 PM	59	
	10:30 AM	227	4	10:30 PM	39	
	10:45 AM	198		10:45 PM	49	
	11:00 AM	184	897	11:00 PM	27	105
	11:15 AM	229		11:15 PM	27	
	11:30 AM	239		11:30 PM	26	
	11:45 AM	245	<u>W/B</u>	11:45 PM	25	

24 Hour Volume W/B 14964

12:00 AM - 12:00 PM

Count 6706

Peak Hour 7:00 AM

Volume 1074

Factor 0.89

12:00 PM - 12:00 AM

<u>W/B</u> 8258 5:15 PM 1011 0.95

LOCATION: WEATHER:	88 ST NE WB E, 3 MIXED	O 36 AVE NE			4.4	Site: Date:	MARYSVILL 10/6/201
CLIENT:	INT		Daily Volu	ıme, per Channel			Wednesda
			Char	nnel: W/B		•	
	Interval				Interval		
	Begin				Begin		
	12:00 AM	32	71		12:00 PM	209	865
	12:15 AM	18			12:15 PM	204	4
	12:30 AM	10			12:30 PM	201	
	12:45 AM	11	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	12:45 PM	251	
	1:00 AM	15	61		1:00 PM	233	971
	1:15 AM	20	•	•	1:15 PM	259	
	1:30 AM	13	,		1:30 PM	243	
	1:45 AM	13			1:45 PM	236	
	2:00 AM	14	73		2:00 PM	214	897
	2:15 AM	21			2:15 PM	236	
	2:30 AM	14			2:30 PM	209	
	2:45 AM	24	· · · · · · · · · · · · · · · · · · ·		2:45 PM	238	
	3:00 AM	12	94		3:00 PM	223	884
	3:15 AM	24			3:15 PM	214	
	3:30 AM	. 32			3:30 PM	226	
	3:45 AM	26			3:45 PM	221	
	4:00 AM	39	335		4:00 PM	230	880
	4:15 AM	72			4:15 PM	228	
	4:30 AM	115			4:30 PM	190	
	4:45 AM	109			4:45 PM	232	
	5:00 AM	131	662		5:00 PM	249	959
	5:15 AM	147			5:15 PM	235	
	5:30 AM	193			5:30 PM	235	
	5:45 AM	191			.5:45 PM	240	
	6:00 AM	209	888		6:00 PM	214	861
	6:15 AM	208			6:15 PM	223	
	6:30 AM	224			6:30 PM	243	
	6:45 AM	247			6:45 PM	181	F.C.
	7:00 AM	233	1089		7:00 PM	149	567
	7:15 AM	285			7:15 PM	151	
	7:30 AM	280			7:30 PM	144	
	7:45 AM	291			7:45 PM	123	474
	8:00 AM	234	849		8:00 PM	122	471
	8:15 AM	196			8:15 PM	109	
	8:30 AM	223			8:30 PM	137	*
	8:45 AM	196		 	8:45 PM	103	275
	9:00 AM	212	883		9:00 PM	109	375
	9:15 AM	238			9:15 PM	105	
	9:30 AM	251 183			9:30 PM	91 70	
	9:45 AM	182	705		9:45 PM	70	176
	10:00 AM	202	795		10:00 PM 10:15 PM	61	.Τ./.Ω
	10:15 AM	199				48 43	
	10:30 AM	199			10:30 PM	43	
	10:45 AM	195	022		10:45 PM	24	126
	11:00 AM	210	923		11:00 PM	27 30	126
	11:15 AM	249			11:15 PM	30 43	
	11:30 AM	248			11:30 PM 11:45 PM	42 27	
	11:45 AM	216	W/B		TT'42 KM		

12:00 AM - 12:00 PM

Count 6723

Peak Hour 7:15 AM

Volume 1090

Factor 0.94

12:00 PM - 12:00 AM

<u>W/B</u> 8032 12:45 PM 986 0.95

LOCATION: 88 ST NE WEATHER: 3 MIXED CLIENT: INT	WB E/O 36 AVE NE			Site: Date:	MARYSVILLE 10/7/2010 Thursday
			ıme, per Channel	·····	·
7		Char	nnel: W/B		
Interval			Interval	*	
Begin 12:00 AM	22	90	Begin 12:00 PM	222	932
12:00 AM 12:15 AM	22	90	12:15 PM	233	932
12:15 AM 12:30 AM	24		12:30 PM	220	
12:45 AM	22		12:35 PM	257.	,
1:00 AM	11	68	1:00 PM	232	874
1:15 AM	15	00	1:15 PM	226	O7-4
1:30 AM	15		1:30 PM	234	•
1:45 AM	27		1:45 PM	182	
2:00 AM	19	64	2:00 PM	201	935
2:15 AM	8	0-1	2:15 PM	255	555
2:30 AM	20		2:30 PM	220	
2:45 AM	17		2:45 PM	259	
3:00 AM	22	115	3:00 PM	216	896
3:15 AM	23		3:15 PM	209	
3:30 AM	34		3:30 PM	232	
3:45 AM	36		3:45 PM	239	
4:00 AM	42	328	4:00 PM	226	928
4:15 AM	75		4:15 PM	214	
4:30 AM	110		4:30 PM	257	
4:45 AM	101		4:45 PM	231	
5:00 AM	135	668	5:00 PM	225	979
5:15 AM	152		5:15 PM	266	
5:30 AM	197		5:30 PM	267	
5:45 AM	184		5:45 PM	221	
6:00 AM	204	894	6:00 PM	250	830
6:15 AM	232		6:15 PM	.203	
6:30 AM	233		6:30 PM	220	
6:45 AM	225		6:45 PM	157	
7:00 AM	251	1048	7:00 PM	187	601
7:15 AM	245		7:15 PM	152	
7:30 AM	282		7:30 PM	129	
7:45 AM	270		7:45 PM	133	
8:00 AM	195	845	8:00 PM	113	428
8:15 AM	222	•	8:15 PM	114	
8:30 AM	211		8:30 PM	90	
8:45 AM	217		8:45 PM	111	
9:00 AM	226	891	9:00 PM	124	403
9:15 AM	234		9:15 PM	104	
9:30 AM	231		9:30 PM	94	
9:45 AM	200		9:45 PM	81	105
10:00 AM	198	833	10:00 PM	65	192
10:15 AM	186		10:15 PM	59 30	
10:30 AM	218		10:30 PM	39	
10:45 AM	231	OFC	10:45 PM	29	127
11:00 AM	206	856	11:00 PM	36	137
11:15 AM	230		11:15 PM	37 35	
11:30 AM	196		11:30 PM	35 30	
11:45 AM	224	W/B	11:45 PM	29	

24 Hour Volume 14835

12:00	AM - 12:00 PM	12:00 PM - 12:00 AM
	<u>W/B</u>	<u>W/B</u>
Count	6700	8135
Peak Hour	7:00 AM	5:15 PM
Volume	1048	1004
Factor	0.93	0.94

LOCATION: WEATHER:	88 ST NE EB E/ 3 MIXED	/O 36 AVE NE	LVCICI	IT WA 98201		Site: Date:	MARYSVILLE 10/5/2010
CLIENT:	INT		Daily Mail	imo nor Channel	,		Tuesday
	· · · · · · · · · · · · · · · · · · ·			ume, per Channel nnel: E/B			
	Interval		Cito	illici. L/D	Interval	4.0	
	Begin				Begin	# 4	
	12:00 AM	45	142	*	12:00 PM	249	927
	12:15 AM	47			12:15 PM	232	
	12:30 AM	25			12:30 PM	243	
	12:45 AM	25			12:45 PM	203	
	1:00 AM	25	92		1:00 PM	266	998
	1:15 AM	36			1:15 PM	220	
	1:30 AM	. 14			1:30 PM	238	
	1:45 AM	17			1:45 PM	274	
	2:00 AM	21	84		2:00 PM	301	1221
	2:15 AM	22			2:15 PM	301	
	2:30 AM	19			2:30 PM	320	
	2:45 AM	22			2:45 PM	299	
	3:00 AM	17	. 49		3:00 PM	338	1368
	3:15 AM	16			3:15 PM	355	
	3:30 AM	8			3:30 PM	344	
	3:45 AM	8			3:45 PM	331	
	4:00 AM	14	68		4:00 PM	344	1478
	4:15 AM	6			4:15 PM	329	
	4:30 AM	19			4:30 PM	414	•
	4:45 AM	29			4:45 PM	391	
	5:00 AM	18	134		5:00 PM	349	1361
	5:15 AM	21			5:15 PM	339	
	5:30 AM	43			5:30 PM	373	
	5:45 AM	52			5:45 PM	300	
	6:00 AM	56	325		6:00 PM	305	1132
	6:15 AM	74			6:15 PM	281	
	6:30 AM	77			6:30 PM	294	
	6:45 AM	118			6:45 PM	252	 .
	7:00 AM	110	551		7:00 PM	256	870
	7:15 AM	109			7:15 PM	219	
	7:30 AM	156			7:30 PM	215	
	7:45 AM	176			7:45 PM	180	
	8:00 AM	119	578		8:00 PM	140	564
	8:15 AM	135			8:15 PM	170	
	8:30 AM	142			8:30 PM	138	
	8:45 AM	182			8:45 PM	116	
	9:00 AM	150	653		9:00 PM	142	516
	9:15 AM	189			9:15 PM	135	
	9:30 AM	158			9:30 PM	128	
	9:45 AM	156			9:45 PM	111	
	10:00 AM	166	701		10:00 PM	109	350
	10:15 AM	192			10:15 PM	76	
	10:30 AM	149			10:30 PM	83	
	10:45 AM	194	000	-	10:45 PM	82	255
	11:00 AM	187	826		11:00 PM	69 75	256
	11:15 AM	186			11:15 PM	75 63	
	11:30 AM	226			11:30 PM	62 50	
	11:45 AM	227	<u>E/B</u>		11:45 PM	50	

24 Hour Volume 15244

12:00 AM - 12:00 PM

12:00 PM - 12:00 AM

<u>E/B</u> 11041 4:30 PM 1493 0.90

LOCATION:	88 ST NE EB E	O 36 AVE NE	Evere	tt WA 98201		Site:	MARYSVILLE
WEATHER: CLIENT:	3 MIXED INT	O SO AVE NE				Date:	10/6/2010 Wednesday
				ume, per Channel			
	T		Cha	nnel: E/B	Turbow cal		
	Interval				Interval		
	Begin		1		Begin 12.00 PM	240	943
	12:00 AM	50	157	•	12:00 PM	240	943
	12:15 AM	39	*		12:15 PM	206	
	12:30 AM	45			12:30 PM	264	
	12:45 AM	23	0.7		12:45 PM	233	982
	1:00 AM	27	· 97·		1:00 PM	243 242	962
	1:15 AM	24			1:15 PM	236	•
	1:30 AM	23		٠.	1:30 PM	256 261	•
	1:45 AM	23	02		1:45 PM		1125
	2:00 AM	22	92		2:00 PM	268	1125
	2:15 AM	27			2:15 PM	263	•
	2:30 AM	19			2:30 PM	309 385	
	2:45 AM	24			2:45 PM	285	1182
	3:00 AM	13	41	•	3:00 PM	281	1182
	3:15 AM	5			3:15 PM	303	
	3:30 AM	9			3:30 PM	308	
	3:45 AM	14		-	3:45 PM	290	1232
	4:00 AM	11	59		4:00 PM	306	1232
	4:15 AM	6			4:15 PM	298	
	4:30 AM	17			4:30 PM	251	
	4:45 AM	25	147		4:45 PM	377	1283
	5:00 AM	24	143		5:00 PM	325	1283
	5:15 AM	32			5:15 PM	310	
	5:30 AM	32			5:30 PM	312	
	5:45 AM	55	352		5:45 PM	336	1099
	6:00 AM	68	352		6:00 PM	298 287	1099
	6:15 AM	73			6:15 PM	266	
	6:30 AM	89 122			6:30 PM 6:45 PM	248	
	6:45 AM		541			257	856
	7:00 AM	97 133	541		7:00 PM 7:15 PM	220	636
	7:15 AM	122			7:30 PM	197	
	7:30 AM	150 172			7:45 PM	182	
	7:45 AM	145	607		8:00 PM	195	628
	8:00 AM		607		8:15 PM	175	026
	8:15 AM	150 128			8:30 PM	128	
	8:30 AM	184			8:45 PM	130	
	8:45 AM	178	695		9:00 PM	139	512
	9:00 AM	207	093		9:15 PM	129	312
	9:15 AM 9:30 AM	207 155			9:15 PM 9:30 PM	106	
	9:30 AM 9:45 AM	155 155			9:45 PM	138	
 -	10:00 AM	166	682	-	10:00 PM	131	412
		176	002		10:15 PM	109	714
	10:15 AM	138			10:30 PM	77	
	10:30 AM	202			10:30 PM 10:45 PM	95	
***	10:45 AM		787		11:00 PM	95 97	285
	11:00 AM	195	/8/			73	203
	11:15 AM	201			11:15 PM	73 57	
	11:30 AM	194 107			11:30 PM 11:45 PM	57 58	
	11:45 AM	197	E/B		TT.42 FM	J0	

E/B 24 Hour Volume 14792

12:00 AM - 12:00 PM

E/B
Count 4253
Peak Hour 10:45 AM
Volume 792
Factor 0.98

12:00 PM - 12:00 AM

<u>E/B</u> 10539 4:45 PM 1324 0.88

			Everen	. WA 98201		
LOCATION: WEATHER: CLIENT:	88 ST NE EB E/ 3 MIXED INT	O 36 AVE NE			Site: Date:	MARYSVILLE 10/7/2010 Thursday
CLIENT.	IIVI		Daily Volu	me, per Channel		marsaay
		••		nnel: E/B		
	Interval			Interval		
	Begin			Begin		
	12:00 AM	50	184	12:00 PM	237	933
	12:15 AM	55		12:15 PM	246	
	12:30 AM	48	•	12:30 PM	240	
	12:45 AM	31		12:45 PM	210	
	1:00 AM	26	109	1:00 PM	262	962
	1:15 AM	33		1:15 PM	. 222	
	1:30 AM	27		1:30 PM	245	•
	1:45 AM	23		1:45 PM	233	
	2:00 AM	21	92	2:00 PM	309	1200
	2:15 AM	26		2:15 PM	272	
	2:30 AM	19		2:30 PM	296	
	2:45 AM	26		2:45 PM	323	
	3:00 AM	16	64	3:00 PM	296	1249
	3:15 AM	13		3:15 PM	302	
	3:30 AM	14		3:30 PM	298	
	3:45 AM	21		3:45 PM	353	
	4:00 AM	12	66	4:00 PM	333	1264
	4:15 AM	15		4:15 PM	312	
	4:30 AM	23		4:30 PM	280	
	4:45 AM	16		4:45 PM	339	
	5:00 AM	22	127	5:00 PM	252	1272
	5:15 AM	24		5:15 PM	321	
	5:30 AM	29		5:30 PM	338	
	5:45 AM	52		5:45 PM	361	
	6:00 AM	51	317	6:00 PM	297	1120
	6:15 AM	72		6:15 PM	277	
	6:30 AM	75		6:30 PM	292	
	6:45 AM	119		6:45 PM	254	
	7:00 AM	118	554	7:00 PM	224	721
	7:15 AM	141		7:15 PM	172	
	7:30 AM	140		7:30 PM	180	
	7:45 AM	155		7:45 PM	145	
	8:00 AM	149	583	8:00 PM	165	666
	8:15 AM	149		8:15 PM	188	
	8:30 AM	120		8:30 PM	163	
	8:45 AM	165		8:45 PM	150	
	9:00 AM	139	668	9:00 PM	140	562
	9:15 AM	205		9:15 PM	153	
	9:30 AM	154		9:30 PM	140	
	9:45 AM	170		9:45 PM	129	· · · · · · · · · · · · · · · · · · ·
	10:00 AM	181	693	10:00 PM	112	355
	10:15 AM	171		10:15 PM	102	
	10:30 AM	148		10:30 PM	70	
	10:45 AM	193		10:45 PM	71	
	11:00 AM	193	810	11:00 PM	76	279
	11:15 AM	215		11:15 PM	97	
	11:30 AM	190		11:30 PM	51	
	11:45 AM	212		11:45 PM	55	

24 Hour Volume 14850

12:00 AM - 12:00 PM

| E/B | | Count | 4267 | | Peak Hour | 11:00 AM | Volume | 810 | Factor | 0.94

12:00 PM - 12:00 AM

<u>E/B</u> 10583 5:15 PM 1317 0.91

LOCATION: WEATHER: CLIENT:

88 ST NE WB E/O 36 AVE NE 3 MIXED INT

24 Hour Speed Channel: A Tube

MARYSVILLE 10/5/2010 Tuesday

Site: Date:

mph Total	0 -	15 - < 20	20 - < 25 < 25	25 -	30 -	35 - <	40 - < 45	45 -	50 - 77 -	55 -	. 60 . . 65	65 -	70 -
				14	17			33	1	3	0	0	1
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	27							2	5	0	0.0	o C) (
	88							2	-	20	o O	O	v C
		2 3						3	0	0	C) C	0
	82	1 0		CONTRACTOR	and the second second second	ie inchina a.		1	0	0	0	0	0
9:00 AM	86	T		2000				0			0	0	
	92	1 3	A CONTRACTOR OF THE CONTRACTOR		The Company of the Co			2	0		0	0	0
11:00 AM	70	7						2	H	0	0	O	C
	49	0				Y CONTRACTOR OF THE PARTY OF TH	Access Commence and Commence an	0	0	0	0	С	C
		.0							0	0	0		
	50	0 1						Ţ	0	0	0	O	C
3:00 PM	50	0						2		0	O		
	62	1 2						T	0	0	0	0	0
5:00 PM	50	0							O	0	Č		
	61	0						0	H	0	0	0	
7:00 PM		0 0						m	0	0	0	0	
								2	0	0	0	0	
9:00 PM 1	12	0								0	0	0	
	108	0 0	-Ω					2		0	0	0	0
								0	0	0	0	O	O
lotal 180,			98	334			174	46	11	2	0	0	
%	9.0							2.5	9.0	0.1	0.0	0.0	0.2
Percentile Speeds	ş	10 %	15 %	50 %	85 %	90 <u>%</u>							
(indini)		20.0			0.00	4.							
10 mph Pace Speed Number in Pace	pee		29.9 - 39.9 1173 (64.9 %)	- 39.9 1.9 %)	Average Minimum Maximum	, F E	34.0 - 4.9 - 93.1 -	hdm hdm					
Speeds Exceeded	7	티			5 mph							٠.	
Count		3.5 % 63		0.3 % 6	0.2 % 4								

A - 22

Snohomish County Traffic Operations 3000 Rockefeller Admin 5-W Everett WA 98201

88 ST NE WB E/O 36 AVE NE 3 MIXED INT LOCATION: WEATHER: CLIENT:

24 Hour Speed Channel: A Tube

MARYSVILLE 10/6/2010 Wednesday

Site: Date:

чdш	Total	0 - 51 >	15 - < 20	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	09	65 -	70 -
12:00 AM	47	-			10	16	7	5	3		7	3		V 200
1.00 AM		100			20	ייי	20) C) (C) (O () (C
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2:00 AIM	4	O		Т	Π	1/	13		7	0	0	0	0	0
3:00 AM	74	0		N	=	24	24		4	0	0	0	0	C
4:00 AM	123	0	•	4	6	37	49		4		c	C		
S:OO AM	124			6	, C	25	7 7		· 0	· ·) C) C	o c	
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7:00 AM	54	7	0	Φ	σ	7	15		7	0	0	0	O	0
8:00 AM	105	0	4	2	21	25	30	20	3	0	0	0	С	C
9:00 AM	8			Ç	96	24	3-1		C		, c		·ic	
10:00 AM	64	C	0	7	δ <u>Γ</u>	σF	14) C) c)	5
11.00 AM	<u>6</u> 8				C	200			1					-
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2:00 PM	26	0	2	7	16	21	10			H	0	0	0	-
3:00 PM	99	Ö	6	7	13	-25	17		m	.0		C	C	C
4:00 PM	59	0	-	2	13	24	-		C	_	-	c		
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2000	700		V		77	7.0	910		· ·		> [ο .	0	D
2.00	0 0)	-		Z T	Ω,	28		n	5	5	Ο:	-	0
10:00 PM	100	0	7	D.	11	34	31		4	-	ы	0	0	0
11:00 PM	54	0		4	6	13	19	9	2	0	0	0	0	0
Total	1811	4	24	78	362	299	521		53	2	4	0	,	-
%		0.2	1.3	4.3	20.0	33.1	28.8	8.8	2.9	0.3	0.2	0.0	0.1	0.1
:	,													
Percentile Speeds (mph)	speeds		10 % 26.2	15 % 27.9	34.2	85 % 39.9	90 % 40.9							
10 mnh Dage Snood	Poor S			0				6	<u>.</u> 1 2					
Number in Pace	ace		Ħ	23.9 - 39.9 1161 (64.1 %)		Average Minimum Maximum	_ =	34.0 11.5 88.2	34.0 mpn 11.5 mph 88.2 mph					
Speeds Exceeded	pepea		45 mph	55 mph		65 mph								
Count			5.5 % 64	5.0		% r % r								
			5			7								

88 ST NE WB E/O 36 AVE NE 3 MIXED INT LOCATION: WEATHER: CLIENT:

24 Hour Speed Channel: A Tube

MARYSVILLE 10/7/2010 Thursday

Site: Date:

70 - 700 - 700 /	0	Ö	0	H	O.) C) C) C) C	o'C		0) C			0	0	C	0	Ö	T	0.1					
65 - 70		O	0	o č	0	+ C	200	D)C	0.0	X.C	0.0	C) C	c)) 		0		O	Ò	2	0.1					
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55 -		О	0	5	26	5 0	0.0) c	0	oc) -	0	0	0	ic.)*+	į	C	0	0	O	0		E	0.2					
50 - < 55	0	-	0	-	n	7.0		-	10	C) C	0	0	o	С			C	0	1		0	0	13	0.7					
45 - 50		0	- T	-1.0	OT	+: u	מי) C		C	5	-	0		C) 		0	2	0	m	4	7	40	2.1		hdn	ndu Hdu		
40 - < 45	3	ומו	٠	7.	10	70) 	15	9	'n	Ž	m	8	m	2.5	~) C	2	6	9	8	8	2	153	8.1		33.9 г	8.2 mpn 72.9 mph		
35 - < 40	18	17	13	22	70	200	7.1	30	C	23	17	8	30	18	14	4	15.	15	28	35	38	25	16	557	29.5	90 <u>%</u> 40.9				
30 -	17	13	14	73 23	57	37	19	28	29	37	26	30	20	24	28	20	21	24	37	31	39	42	29	634	33.6	85 % 9 39.9	erage	Maximum	딉	ş m
25 - < 30	17	ο,	OT	7. 2.	17	14	¥.	14	20	14	17	19	15	15	10	15	15	13	20	19	12	17	15	358	19.0	50 % 8				0.2 % 3
20 - < 25	2	Υ	- C	7:7	4	2	,	-		4	9	8	6	4	5	5	3	3	9	9	5	ო	5	100	5.3	15 % 27.9	29.9 - 39.9	c'co) o	55 mph	0.4 % 7
15 - < 20	0	5+	- C)	10	-		-	H	0	,,,	Ŧ	7	0	7	e	0	-	7	0	0	0	0	17	0.0	10 % 26.2	ר ד	77	mph 5	3.2 % 60
0 - < 15	0	5 (0.0) c	0	0	0	-	0	0	Ţ	0	O	7	0	0		0	0	0	0	0	T	7	0.4				41	
Total	58	45 7	40	120	123	92	71	91	88	81	75	70	62	29	63	61		58	103	86	107	66	70	1886		spea	Speed	1)	pep	
mph	12:00 AM	1:00 AIV	2.00 AN	4:00 AM	5:00 AW	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	Z:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Total	%	Percentile Speeds (mph)	10 mph Pace Speed		Speeds Exceeded	Count

88 ST NE EB E/O 36 AVE NE	3 MIXED	-
		—
LOCATION	WEATHER:	CLIENT:

Speed	A Tube
24 Hour	Channel:

MARYSVILLE 10/5/2010 Tuesday

Site: Date:

. hdm T	12.00 AM		2:00 AM	3:00 AM	4:00 AM	E-OO AM	MA 00.4	2.00 AM	Z:UU AIY	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Total	%	Percentile Speeds	(udu)	10 mph Pace Speed Number in Pace	Speeds Exceeded	1000
Total	0/	60	55	30	50	Ca) (U C	85	82	76	105	86	88	69	22	24	21	25	73	112	126	121	130	113	1873		spec		Speed	pep	
0 - < 15	2	> C	c)	c	0).c		j	2	O	0	0	0	0	2	LO.	5	9	Ţ	0	0	0	0	0	55	1.2				٠,	
15 - < 20	1 20	1 C	c	o c	-	1.0	v c) (5	Н		-	0	T	Ó	5	0	7	9	2	,	2	0	-	0	88 ;	2.0	10 %	25.8	¥	45 mph	2.8 %
20 - < 25	, 2,	0	٠	1		T	7) c	7)	2	ഗ	5	G	æ	ო	∞	4	4	2	9	9	4	7	9		06	8. 8.	15 %	27.5	29.9 - 39.9 1205 (64.3 %)	55 m	0.4 %
25 - < 30	2	CT O	7	, Çanılınınınınınınınınınınınınınınınınının	, α	2.5	111	/T	16	17	15	25	13	17	Ŋ	11	L	+ 1	9	18	17	27	23	15	. 16	334	17.8	20 %	34.2	•		
30 -	25	96	7.7	5	د			out the same																		593		85 %	39.9	Average Minimum Maximum	mph 5	0.1 %
35 -		25 17						- Caracterian						To add commenced														% 06	40.9	. = E		
40 - < 45		ر د	4							12		_		and the second second second	8									15		183				33. 3. 76.		
45 - < 50	2000	7	7 ~	70) 	O .	4	η	T	ന	7	2	2	2	2	0	Č	C		r		-	H	3			2.0			33.7 mph 3.4 mph 76.2 mph		
50 - < 55	5	7		T) C) C	5	0	0	-	O	0		0	0	0	C	C	00	-	T	0	9	0		8	4.0					
55 -	000)	-	T	O	0	50	0	0	0	0	0	0	0	0	0	C	C	0	0	0	0	0	0	0	T	0.1					
60 - 65	60) c	5.0) 		90	0	0	0	0	0	9	0	1	O) C	C) C	0	0	7	0	T		4	0.2					
65 -		0	5 C) C	5 C	-	5 (0	0	0	0	0	C	0) c	c	o C	C	0	0	0	0	O	0			0.1					
70 -	× 200	0(0				O)	0	O	0	0	0		C) <u> </u>) -		C	0 0	0	0	0	0	0	0	T	0.1					

LOCATION: 88 ST NE EB E/O 36 AVE NE WEATHER: 3 MIXED CLIENT: INT

Site: Date:

MARYSVILLE 10/6/2010 Wednesday

> 24 Hour Speed Channel: A Tube

hdm	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - 50	50	55 - < 60	60 - <	65 -	70 - <
12:00 AM	06	0	0	3	18	28		1	0	0			0	0
1:00 AM 7:00 AM	70 58	0.0	o:c	0	14	28 71	24	4	00	00	00	0	0.0	0.0
3:00 AM	33	0	0	20	7				0	o c	00	20	0	20
4:00 AM	33	0		2	2	X		4	0	0	0	0	0	0
5:00 AM	74	0	Ţ	T	9				5	0	0	0	0	0
6:00 AM	97	П	0	က	17				3	0	0	0	0	0
Z:00 AM	103	7	0	2	12				3	0	0 .	O	0	0
8:00 AM	107	0	2	9	20					T	0	0	0	H
9:00 AM		-	0	2	15				4	0	0	o	0,0	0
10:00 AM	100		2	4	20				2	0	0	0	0	0
11:00 AM	83	0	-1	÷.	6 T				2	ä	o	O	0	0
12:00 PM	73	0	က	2	16				2	2	+1	0	0	0
1:00 PM	8	7-1)	7	7	15					2	0	0	0	0
2:00 PM	69	რ	2	2	16				3	0	0	0	0	0
3:00 PM	. 65	m	2	7	17				0	0	T	0	0	0
4:00 PM		ო	4	m	17				0	0	× - -	C	c	c
5:00 PM		D	17		10				0	0	0	0	0	Č
6:00 PM		0	0	9	15				æ	0	0	0	0	0
7:00 PM		0	0	13	18						0	0	0	0
8:00 PM		0	T	5	19				2	0	0	0	0	0
Md 00:6	130	0	0	ტ	19				4	7	0	0	0	0
10:00 PM	131	0	2	7	19				ღ	Н	-1	0	0	0
11:00 PM		Ō	0	4	22			12		2	0	0	Q	0
Total	2015	19	34	92	360				43	11	4	0	0	1
%		0.0	1.7	4.7	17.9				2.1	0.5	0.2	0.0	0.0	0.0
			2	L	č	Ĺ	0							
rercentile speeds (mph)	speeds		25.8	27.5	34.2	39.9	40.9 40.9							
10 mnh Pace Sneed	Speed			70 0		Openon.		22.0	400					
Number in Pace	Pace		12	1292 (64.1 %)		Minimum Maximum	5	5.7 mph	i da i					
								1 1	:					

65 mph 0.0 %

55 mph 0.2 % 5

45 mph 2.9 % 59

Speeds Exceeded

Count

ations M ΰ

MARYSVILLE 10/7/2010 Thursday

Site: Date:

Snohomish County Traffic Operat	3000 Rockefeller Admin 5-W	Everett WA 98201				24 Hour Speed	Channel: A Tube
			88 ST NE EB E/O 36 AVE NE	3 MIXED	LNI		
			LOCATION:	WEATHER:	CLIENT:		

hdm	Total	0-	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - 50	50 - < 55	55 -	. 60 - . 65 -	65 -	70 -
12:00 AM	95	1	0	m	19	38	23				0	0	,	0
1:00 AM	76	0	0		7	29	21	ō	0	T	T	0	0	O
2:00 AM	2	0	7	-	11	21	29	9		0	0	0		0
3:00 AM	77	-1		m	Ξ	12	13	T		0	0			0
4:00 AM	43	0	-	-	8	17	11	Ж		C	C		C	
5:00 AM	74		2	4	19			7		0	0			, ,
6:00 AM	102	T	T	3	20		CATAMAN CANADA VALVA	6		C	0		o C	, ,
7:00 AM	101	2	0		16			, j						, ,
8:00 AM	97	0	0	6	17			17	2	0	C			
9:00 AM	66	o	7	Ln	21			œ) C		ı	
10:00 AM	110	3	3	8	17	33	31	12	3	C	C	0	TC	
11:00 AM	66	lo	O	7	9					, e	·ic			
12:00 PM	76	0	0	4	22			<u>ر</u>		C	c			
1:00 PM	06	0		O	15				Ż)	OC		Ċ	
2:00 PM	71	2	ю	5	15					C	C			
3:00 PM	65	8	3	7						0	0		PiC	
4:00 PM	46	,	٣	16	σ) C	7			
S:00 PM	25		9		'nα) -	o c	1,C		P	
6:00 PM	2.5	7	9	1 α	14				4) C			O C	
7.00 PM	112	10	C	N W							> C		and the contract of the contra	
8:00 PM	124	2	2	2	رة 15		71	71	2	T -	DIC) 		-1.0
MOUO	71.7	r.c	, ,	Д					V C	410	O I C			
NG 00:01	277)); -	2	2.5				0,0					
10.00 TE	777			٥	75				7	>))
MH 00:TT	131	ם כ		ς .	70				4	0	0		O	
lotal	20/1	27	36	119	388			202	48	S	2			
%		1.3	1.7	5.7	18.7				2.3	0.2	0.1	0.1	0.1	0.1
0 111110	-		ò	L	Č	L	. 0							
(mph)	speeds		25.4	27.0	34.2	39.9	40.9							
10 mph Pace Speed Number in Pace	e Speed		Ħ	29.9 - 39.9 1299 (62.7 %)		Average Minimum Maximum	- -	33.6 1.5 119.7	33.6 mph 1.5 mph 119.7 mph					
Speeds Exceeded	popor		AF muh	1 1 1		444								
Speeds Excl	מפספ		3.0 %	0.4 %		0.2 %								
Count			62	;		i Tu								
						,								

3000 Rockefeller Ave. ADM-W-5 Everett WA. 98201

: 116 ST NE WB E/O I-5 NB RAMPS Location

Weather 2 MIXED : SCREENLINE

Site:

Date:

MARYSVILLE

3/27/2007

Tuesday Client AM/PM Volume (1 channel/pg., 15 Min.) Channel: W/B Interval Interval Begin Begin 45 112 439 00:00 14 12:00 110 12:15 00:15 11 95 00:30 12 12:30 12:45 122 00:45 8 28 135 466 5 13:00 01:00 4 127 13:15 01:15 8 13:30 122 01:30 01:45 13:45 82 11 02:00 8 24 14:00 153 539 14:15 02:15 5 124 4 02:30 14:30 132 7 02:45 14:45 130 9 47 541 03:00 15:00 143 03:15 9 15:15 118 148 03:30 14 15:30 15:45 132 03:45 15 19 150 16:00 170 563 04:00 148 04:15 26 16:15 04:30 57 16:30 132 04:45 48 16:45 113 492 05:00 87 363 17:00 115 05:15 82 17:15 147 05:30 108 17:30 120 05:45 86 17:45 110 435 397 06:00 89 18:00 130 102 06:15 106 18:15 110 102 06:30 18:30 100 18:45 93 06:45 294 102 07:00 111 418 19:00 95 63 19:15 07:15 19:30 66 113 07:30 99 19<u>:45</u> 63 07:45 235 92 395 20:00 67 08:00 88 20:15 65 08:15 08:30 109 20:30 59 08:45 106 20:45 44 09:00 100 353 21:00 56 192 37 09:15 80 21:15 87 56 09:30 21:30 86 43 09:45 21:45 10:00 89 376 22:00 43 121 10:15 82 22:15 26 27 10:30 85 22:30 25 10:45 120 22:45 23:00 17 69 11:00 134 488 11:15 102 23:15 24 12 11:30 144 23:30 108 23:45 16 11:45 Totals 4386 12 Hours 3084 24 Hours 7470 **Peak Hours** 10:45 PM 15:30 AΜ Volume 500 598 0.87 0.88 Factor

Report Date: 4/13/2007 12:16

3000 Rockefeller Ave. ADM-W-5 Everett WA. 98201

Site:

Date:

MARYSVILLE

3/28/2007

Location 116 ST NE WB E/O I-5 NB RAMPS

Weather 2 MIXED Client : SCREENLINE

Wednesday AM/PM Volume (1 channel/pg., 15 Min.) Channel: W/B Interval Interval Begin Begin 00:00 9 52 12:00 125 507 00:15 19 12:15 117 00:30 17 12:30 134 00:45 12:45 131 3 444 01:00 30 13:00 126 10 92 01:15 13:15 01:30 8 13:30 108 9 13:45 01:45 118 02:00 13 42 14:00 121 548 131 02:15 11 14:15 02:30 6 14:30 138 02:45 12 14:45 158 03:00 8 46 15:00 141 606 03:15 10 15:15 163 03:30 13 15:30 153 03:45 15 15:45 149 04:00 31 139 16:00 142 565 24 147 04:15 16:15 38 139 04:30 16:30 04:45 137 46 16:45 524 05:00 73 355 17:00 132 159 05:15 81 17:15 17:30 122 05:30 111 05:45 90 17:45 111 06:00 87 379 18:00 118 473 116 06:15 88 18:15 06:30 88 18:30 121 06:45 18:45 118 116 336 07:00 115 432 19:00 96 07:15 106 19:15 81 19:30 94 07:30 110 19:45 65 07:45 101 99 397 95 272 08:00 20:00 97 20:15 67 08:15 08:30 96 20:30 55 08:45 105 20:45 55 09:00 95 333 21:00 43 160 72 09:15 21:15 38 09:30 87 21:30 41 09:45 79 21:45 38 114 10:00 95 368 22:00 44 26 10:15 77 22:15 26 10:30 103 22:30 10:45 93 22:45 18 23:00 28 78 106 495 11:00 18 131 23:15 11:15 140 18 11:30 23:30 11:45 118 23:45 14 Totals 3068 4627 12 Hours 24 Hours 7695 **Peak Hours** AM 11:00 PM 14:45 Volume 495 615 Factor 0.88 0.94

3000 Rockefeller Ave. ADM-W-5 Everett WA. 98201

Weather : 2 MIXED Date: 3/27/2007 Client : SCREENLINE Tuesday AM/PM Volume (1 channel/pg., 15 Min.) Channel: E/B Interval Interval Begin Begin 00:00 17 54 12:00 125 587 00:15 10 12:15 147 170 00:30 16 12:30 00:45 11 12:45 145 19 74 13:00 120 538 01:00 21 13:15 131 01:15 01:30 11 13:30 140 01:45 23 13:45 147 675 02:00 5 38 14:00 168 02:15 12 14:15 167 02:30 6 14:30 163 02:45 15 14:45 177 763 03:00 4 43 15:00 162 195 03:15 12 15:15 7 15:30 215 03:30 20 15:45 191 03:45 221 876 04:00 21 98 16:00 15 216 04:15 16:15 23 216 04:30 16:30 39 16:45 223 04:45 35 219 17:00 207 882 05:00 35 228 05:15 17:15 05:30 65 17:30 215 05:45 84 17:45 232 18:00 06:00 72 396 173 583 06:15 77 18:15 140 06:30 105 18:30 153 06:45 142 18:45 117 418 415 07:00 93 19:00 118 07:15 86 19:15 113 07:30 108 19:30 93 07:45 131 19:45 91 08:00 92 405 20:00 94 343 08:15 82 20:15 90 91 08:30 93 20:30 08:45 138 20:45 68 264 09:00 100 426 21:00 76 71 09:15 111 21:15 09:30 114 21:30 56 09:45 101 21:45 61 96 517 54 169 10:00 22:00 39 137 10:15 22:15 10:30 139 22:30 31 <u>22</u>:45 145 45 10:45 493 31 98 11:00 110 23:00 23:15 123 34 11:15 11:30 148 23:30 16 11:45 112 23:45 17 Totals 6193 12 Hours 3181 24 Hours 9374 **Peak Hours** AM 10:15 PM 17:00 Volume 531 882 Factor 0.92 0.95

Report Date: 4/13/2007 14:27

Location

: 116 ST NE EB E/O I-5 NB RAMPS

MARYSVILLE

Site:

3000 Rockefeller Ave. ADM-W-5 Everett WA. 98201

Location : 116 ST NE EB E/O I-5 NB RAMPS

Weather : 2 MIXED Client : SCREENLINE

Site: Date:

AM/PM Volume (1 channel/pg., 15 Min.) Channel: E/B Interval Interval Begin Begin 00:00 22 71 12:00 128 547 00:15 12:15 133 13 00:30 18 12:30 149 00:45 18 12:45 137 01:00 12 52 13:00 160 604 01:15 14 13:15 146 01:30 12 13:30 149 01:45 14 13:45 149 9 41 633 02:00 14:00 136 02:15 10 14:15 168 02:30 7 14:30 164 15 165 02:45 14:45 819 9 43 15:00 188 03:00 9 15:15 199 03:15 15:30 204 03:30 11 15:45 228 03:45 14 13 79 16:00 187 853 04:00 14 16:15 228 04:15 04:30 18 16:30 209 34 16:45 229 04:45 29 827 05:00 211 17:00 214 05:15 38 238 17:15 05:30 53 17:30 183 05:45 91 17:45 192 53 367 178 644 06:00 18:00 67 186 06:15 18:15 06:30 113 18:30 150 06:45 134 18:45 130 443 07:00 81 429 19:00 137 07:15 100 19:15 103 07:30 137 19:30 102 07:45 111 19:45 101 356 08:00 81 375 20:00 84 99 08:15 91 20:15 79 100 08:30 20:30 94 103 20:45 08:45 76 291 91 378 21:00 09:00 88 72 09:15 21:15 92 21:30 85 09:30 107 21<u>:45</u> 58 09:45 176 10:00 107 464 22:00 47 122 22:15 45 10:15 10:30 22:30 38 120 10:45 115 22:45 46 25 93 11:00 113 466 23:00 11:15 93 23:15 28 23:30 18 11:30 142 23:45 22 11:45 118 Totals 2976 6286 12 Hours 24 Hours 9262 **Peak Hours** PM AΜ 10:15 16:30 Volume 470 890 0.96 0.93 Factor

File: S:\TES\TRAFFIC\Max\INCOMING\REG WORK STEVE\03270727.JDF

MARYSVILLE

3/28/2007

Wednesday

Snohomish County Traffic Analysis & Design 3000 Rockefeller Ave. ADM-W-5 Everett WA. 98201

MARYSVILLE 3/27/2007 Tuesday

Site: Date:

		70 -	< 200	0	0	0	0	0	0	0	0	0	0	0	1	T	0	Ŧ	I	ᆔ	0	2	0	0	0	0	0	7 0	0.3
		- 59	< 70	0	Ō	0	0	-	0	0	0	H	0	0	0	0	0	T	0	0	0	0	0	0	0	0	0	ر 0	0.1
		- 09	< 65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0.0
1	Min.) e	- 52	< 60	0	0	0	T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	→ 6	0.0
zvelett WA. 9620	Hour Speed (60 Min.) Channel: A Tube	- 05	< 55	0	Ö	0	0	2	ĸ	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	10,	4.0
באפופון	Hour Spe Channel	45 -	< 50	H	1	Н	5	9	5	4	1	+	3	Т	1	1	0	0	Ŧ	T	1	T	0		0	-	Ţ	, 38	7.7
	24	40 -	< 45	2	2	7	9	15	17	15	12	14	6	4	3	5.	5	T	5	æ	4	9	2	-	4	3	4	144	6.0
		35 -	< 40	9																								278 574	
		30 -	< 35	10																								353	
RAMPS		25 -	< 30	13	œ	4	7	17	27	26	18	17	29	15	33	32	23	22	26	18	24	21	20	24	25	27	16	492	7.17
116 ST NE WB E/O I-5 NB RAMPS 2 MIXED SCREENLINE		20 -	< 25	m	Ŧ.	0	4	8	22	13	15	23	27	25	. 16	25	18	16	22	24	19	17	27	35	28	. 13	13	414	797
: WB E/O NE		15 -	< 20	н	3																					13		310	•
16 ST NE W MIXED CREENLINE		- 0	< 15	0	Ö	0	0	m	7	10	13	7	17	æ	18	15	18	o	14	24	11	11	14	13	4	ĸ	1	220	7.
	:		Total	36	25	19	41	86	133	134	118	113	148	103	111	117	104	94	113	106	103	93	92	118	112	92	59	2270	
Location Weather Client		udu		00:00	01:00	02:00	03:00	04:00	02:00	00:90	02:00		00:60		11:00	12:00	13:00	14:00	15:00	16:00	17:00		19:00	1	21:00	-	23:00	Total	0,6

85 % 90 % 36.8 39.4	Average Minimum Maximum	65 mph
50 % 26.6	9.5 %)	55 mnh
15 % 17.1	19.5 - 29.5 925 (40.7 %)	
$\frac{10 \%}{15.2}$	92.	45 mph
Percentile Speeds (mph)	10 mph Pace Speed Number in pace	Speeds Exceeded

27.3 mph 0.2 mph 157.4 mph

65 mph 0.4 %	10
0.5 % 0.5 %	11
45 mpn 2.6 %	29
Exceeded	

Count

File: S:\TES\TRAFFIC\Max\INCOMING\REG WORK STEVE\03270725.JDF

Snohomish County Traffic Analysis & Design 3000 Rockefeller Ave. ADM-W-5 Everett WA. 98201

MARYSVILLE 3/28/2007 Wednesday

Site: Date:

		70 -	< 200	0	0	0	0	0	0	0	0	0	0		0	1	2	1	4	4	0	1	0	0	0	0	0	14	9.0
		65 -	< 70	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0.1
		- 09	< 65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
_,	lin.)		< 60	0	0	0	T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.0
A. 9820.	ed (60 M A Tube	- 05	< 55	0	0	Η	0	4	1	0	H	0	T	0	0	Ţ	0	2	0	0	0	0	0	0	0	0	0	11	0.5
everett WA. 9820	24 Hour Speed (60 Min. Channel: A Tube	45 -	< 50	0	0	0	0	4	9	4	10	2	3	0	0	П	Ţ	-1	0	ᆏ	1	П	0	T	0	T	. 2	39	1.8
11	24 F	- 04	< 45	1	1	4	œ	15	. 22	13	16	11	12	æ	4	4	12	Т	е	5	4	4	ń	0	9	7	4	168	7.6
				12	4	ო	œ	24	24	22	18	11	29	14	12	က	12	4	2	ω	11	4	2	4	9	18	13	268	12.1
		30 -		11	5	7	13	18	20	27	22	11	20	6	17	13	14	13	8	9	9	15	14	20	19	16	14	338	15.3
MPS			< 30	11	5	7	10	18	30	26	21	22	30	19	28	19	24	28	12	24	15	18	22	28	21	17	12	467	21.1
E/O I-5 NB RAMPS		20 -		2	4	5	2	9	21	16	18	19	18	22	22	24	20	19	20	24	14	16	34	31	32	11	11	411	18.5
/B E/0 I- :		15 -	İ	4		0	ō	4	15	13	10	13	13	13	16	17	18	6	17	6	14	ᆔ	25	13	12	9	. 5	259	11.7
16 ST NE WB MIXED SCREENLINE		-0		7	0	0	0	1		11	14	23	13	7	12	10	11	16	15	18	16	23	17	16	5	0	0	237	10.7
: 116 : 2 M: : SCR			-	43	21	27	42	94	146	132	132	112	139	93	111	93	114	94	81	66	82	93	117	113	101	76	61	2216	
Location Weather Client		uph T		00:00	01:00	02:00	03:00	04:00	02:00	00:90	02:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	%

Percentile Speeds	10 %	15 %	20 %	85 %	% 06
(mph)	14.6	17.1	27.1	38.5	40.3

(mph)	14.6	14.6 17.1	27.1	38.5	40.3
10 mph Pace Speed		19.5 - 29.5	3.5	Aver	age
Number in pace	89	897 (40.5 %)	(%	Mini	Minimum
		,		Maxi	faximum

27.8 mph 0.2 mph 157.4 mph

65 mph 0.8 % 17	
55 mph 0.8 % 18	
45 mph 3.1 % 68	

File: S:\TES\TRAFFIC\Max\INCOMING\REG WORK STEVE\03270727.JDF

Snohomish County Traffic Analysis & Design 3000 Rockefeller Ave. ADM-W-5 Everett WA. 98201

: 116 ST NE EB E/O I-5 NB RAMPS : 2 MIXED : SCREENLINE

Location Weather Client

Site: Date:

MARYSVILLE 3/27/2007 Tuesday

24 Hour Speed (60 Min.)

	70 -	< 200	0	0	C	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	65 -	< 70	0	0	С	C	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	1	0	Ţ	0	0	m	0.1
	- 09	< 65	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0.1
· III	55 -	> 60	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0.1
ed (ou r A Tube	50 -	< 55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Channel:	45 -	< 50	ᆔ	0	0	0	0	1	Ţ	0	0	0	1	2	Ŧ	0	-	0	0	0	1	1	2	0	Т	Ţ	14	9.0
1 47	40 -	< 45	m	4	1	2	4	9	1	4	Э	2	0	5	٣	2	m		Э	1	5	9	0	7	-	1	69	2.9
	35 -	< 40	4	Ŋ	S	T	7	4	9	6	6	. 12	9	m	12	6	7	9	ω	9	52	4	11	17	24	9	186	7.7
	30 -	< 35	12	7	က	7	6	26	19	14	14	16	19	27	27	24	20	13	18	25	24	27	25	34	16	13	439	18.2
	25 -	< 30	12	23	7	6	29	36	59	49	49	39	41	42	33	38	42	44	45	38	49	48	20	58	38	28	906	37.6
	20 -		æ	12	7	7	11	. 15	27	29	24	33	42	29	25	32	36	25	29	14	23	30	31	.21	20	22	552	22.9
	15 -		5	8	0	1	4	6	13	φ.	12	12	13	8	9	13	7	11	ø	9	∞	10	7	7	7	7	185	7.7
	- 0		н	2	0	3	2	0	က	m	е	ന	4	4	7	2	ო	0	7	Ŧ	, - 1	2	0	2	-	0	49	2.0
		Total	46	61	23	30	99	86	129	116	114	118	126	120	114	120	120	101	113	92	118	129	126	147	103	. 78	2408	
	mph		00:00	1:00	02:00	3:00	4:00				08:00		0.00		-				April 200		***************************************						Total	%
			Ö	0	Ö	0	Ó	0	Ö	O	O	0	T	, ,	-	T	-	+	Ţ	H	1.	Ţ	2	2	2	2		

ercentile Speeds 10% 15% 15% mph) 20.1 21.6	10 mph Pace Speed 22.2 - 32.2 Number in pace 1563 (64.9 %)
6 50 %	22.2 - 32.2
6 27.5	3 (64.9 %)
85 % 33.3	Aver
90 %	Average
35,3	Minimum

33,3 35,3	Average Minimum Maximum
27.5	6)
21.6	22.2 - 32.2 1563 (64.9 %)
0.1	2 1563

27.6 mph 8.3 mph 66.6 mph

65 mph 0.1 %
55 mph 0,3 %

Speeds Exceeded

Count

65 mph 0.1 %
55 mph 0.3 % 8
45 mph 0.9 % 22

File: S:\TES\TRAFFIC\Max\INCOMING\REG WORK STEVE\03270727.JDF

Snohomish County Traffic Analysis & Design 3000 Rockefeller Ave. ADM-W-5 Everett WA. 98201

: 116 ST NE EB E/O I-5 NB RAMPS : 2 MIXED : SCREENLINE

Location Weather Client

Site: Date:

MARYSVILLE 3/28/2007 Wednesday

24 Hour Speed (60 Min.)

	70 -	< 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0.0
	65 -	< 70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	- 09	< 65	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0.1
e (IIII.)	55 -	< 60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
eed (60) I: A Tub	50 -	< 55	0	0	0	0	F	0	0	0	0	0	0	0	Ħ	0	0	0	0	0	0	1	T	0	0	0	4	0.2
Channe	45 -	< 50	0	0	0	0	0	Ţ	-	Ţ	0	0	0	0	0	0	0	1	0	0	0	2	Ţ	1	0	0	8	0.3
7	- 04	< 45		2	Ю	2	2	4	4	3	9	8	9	0	2	4	H	6	2	0	-	2	2	4	2	1	65	2.7
	35 -	< 40	m	9	М	4	9	7	13	10	무	8	13	11	8	6	∞	7	∞	œ	17	13	∞	8	10	ĸ	202	8,3
	30 -	< 35	13	9	10	8	16	27	19	31	25	20	24	27	24	26	19	13	12	14	21	36	33	30	28	24	206	20.7
	25 -	< 30	25	16	10	13	21	41	42	53	52	45	44	39	36	47	49		28	47	49	- 56	43	58	39	32	911	37.3
	20 -	< 25	17	σ	9	4	10	17	19	21	27	22	31	31	32	33	32	26	18	16	30	23	36	27	25	15	527	21.6
	15 -	< 20	4	2	ო	2	2	8	16	10	10	14	13	9	7	8	13	9	æ	9	6	5	2	2	10	. 3	175	7.2
	- 0	< 15	0	2	1	0	. 2	2	0	T	2	9	4	7	6	Ŧ	2	7	0	0	0	0	T	1	H	. 0	43	1.8
		Total	63	43	36	33	63	107	114	130	133	124	135	121	119	128	124	83	76	92	127	138	127	134	115	78	2443	
	mph		00:00	01:00	02:00	03:00	04:00	02:00	00:90	00:20	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	%
			30000000		A. decimal.				200			M	***************************************		***************************************		0.00		200		Availabetic		autous.		Part Comment			

Percentile Speeds	10 %	15 %	20 %	85 %	% 06	
(mph)	20.6	21.9	27.5	34.0	36.1	

34.0 35.1	Average Minimum Maximum
	2.8 %)
20.0 21.9 2/.5	22.8 - 32.8 1572 (64.3 %)
20.0	15.
(iiidiii)	10 mph Pace Speed Number in pace

27.9 mph 7.9 mph 64.1 mph

65 mph 0.0 % 0	
55 mph 0.1 % 2	
45 mph 0.6 % 14	
ls Exceeded	

nanaays enaade	45 IIIIII	10 L O
Count	14	

City of Marysville 80 Columbia Avenue Marysville, WA 98270 360-363-8100

Page 1 Date Printed: 02-Apr-09

1st St Geddes Site Code:

Start	17-Mar-09		· · · · · · · · · · · · · · · · · · ·	
Time	Tue	Channel 1	Channel 2	Total
12:00 AM 01:00			* ************************************	
02:00		*	*	*
03:00 04:00			*	
05:00 06:00				是是一些人们可以不同人的。
07:00				
08:00 09:00				本是正是一个时间的数据文化中,1940年的各种中国中国大学中国的大学的基础的数 <mark>。</mark>
10:00 11:00			omij.	
12:00 PM 01:00		*		
02:00 03:00		205 172	253 319	458 491
04:00	da madhid da sa sa sa	132	263	395
05:00 06:00		84 42	189 107	273 · · · · · · · · · · · · · · · · · · ·
07:00 08:00		39 29	60 39	99 <u>(***********************************</u>
09:00 10:00	\$4,539. 6	17 17	25 7	42. 24
11:00	waayayay w	4	9	JENE UN 1879EN 1880 A SERVICE PRESIDENT (1880 A 1880 A
Total		741	1271	2012
Percent		36.8%	63.2%	
AM Peak				
Vol.				45.00
PM Peak		14:00	15:00	15:00
Vol.		205	319	491

Page 2 Date Printed: 02-Apr-09

Start	18-Mar-09			
Time	Wed	Channel 1	Channel 2	Total
12:00 AM		8	13	21
01:00		3	6	
02:00	and the second second second	5	6	11
03:00		10		**************************************
04:00 05:00	والامامو والمتلوس الم	26 32	27 56	
06:00		82	110	192
07:00				2012/01/01 10 10 10 10 10 10 10 10 10 10 10 10 1
08:00		46 63	110	173
09:00		73	112	
10:00		103	144	247
11:00	er a paking	122	182	304
12:00 PM	eer was personal total	101	196	297 \$ \$
		133 185	209 280	465
02:00 03:00	January Variate Armi	153	200 277	430
04:00	Missim Striet.	137	272	409
05:00	Jednich er	92	166	258.
06:00	*	67	87	154
07:00		40	72	是一点,并没有不是一种的人,就是一种的人,但是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
08:00		25	41	66
09:00		14	27	29至5年中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国
10:00 11:00	or carry's gay ay.	9 - 5 5-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	18 ************9	- 14.00 miles (1986) 1986
Total	- <u>1 1 1 28 11 11</u>	1534	2503	4037
Percent		38.0%	62.0%	, , , , , , , , , , , , , , , , , , ,
AM Peak	· · · · · · · · · · · · · · · · · · ·	11:00	11:00	11:00
Vol.		122	182	304
PM Peak		14:00	14:00	14:00
Vol.		185	280	465

Page 3 Date Printed: 02-Apr-09

Start	19-Mar-09			
Time	Thu	Channel 1	Channel 2	Total
12:00 AM		7	4	. 11
01:00	Mac New Miles	9	3.	
02:00		. 3	4	
03:00		.9		14년 - 1915년 (1915년 - 1915년 - 1 101
04:00	en mentekski da k	83	18	
05:00		345	60	405 424
06:00	and an amount of	292	132	######################################
07:00		47	98	194 - 194 - 1948 - 1940
08:00		76 21.000 - 683	118 121 - 125	
10:00	TV-Quite a 5, 5	95	154	**************************************
11:00	gleg egegen Se	122	203	325
12:00 PM	200 Mary 60	104	190	294
01:00	(Marian)	157	197	
02:00		187	271	458
03:00		163	307	470
04:00		109	245	354
05:00		80	152	232
06:00		51	106	157 (2103) (2104)
07:00		46	57	o de la comparta de la composición de la propertir de la composición de la comparta de la composición de la co 55 -
08:00 09:00		19 15	36 18	
10:00	art di zir a na	7	12	19
11:00		12	1 3 3 44	0 1
Total		2121	2525	4646
Percent		45.7%	54.3%	
AM Peak		05:00	11:00	06:00
Vol.		345	203	424
PM Peak		14:00	15:00	15:00 470
Vol.		187	307	470

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Time Fri Channel 1 Channel 2 12:00 AM 8 5 01:00 3 4 02:00 5 3 03:00 9 9 04:00 32 27 05:00 30 44 06:00 72 99 07:00 52 91 08:00 76 114 09:00 80 137 10:00 86 158 11:00 136 204 12:00 PM 122 215 01:00 128 266 02:00 232 366 03:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 09:00 34 80 09:00 17 39 10:00 21 25	Start	20-Mar-09		<u></u>	
12:00 AM				Channel 2	Total
02:00 5 3 03:00 9 9 04:00 32 27 05:00 30 44 06:00 72 99 07:00 52 91 08:00 76 114 09:00 80 137 10:00 88 158 11:00 136 204 12:00 PM 122 215 01:00 128 266 02:00 232 366 03:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25	12:00 AM		8		13
03:00 9 9 04:00 32 27 05:00 30 44 06:00 72 99 07:00 52 91 08:00 76 114 09:00 80 137 10:00 88 158 11:00 136 204 12:00 PM 122 215 01:00 128 266 02:00 232 366 03:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25				4	
04:00 32 27 05:00 30 44 06:00 72 99 07:00 52 91 08:00 76 114 09:00 80 137 10:00 88 158 11:00 136 204 12:00 PM 122 215 01:00 128 266 02:00 232 366 03:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25			_		
06:00 72 99 07:00 52 91 08:00 76 114 09:00 80 137 10:00 88 158 11:00 136 204 12:00 PM 122 215 01:00 128 266 02:00 232 366 03:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25	04:00			27	59
07:00 52 91 08:00 76 114 09:00 80 137 10:00 88 158 11:00 136 204 12:00 PM 122 215 01:00 128 266 02:00 232 366 03:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25					24. 17. 1. 19. 19. 19. 19. 19. 19. 19. 19. 19.
08:00 76 114 09:00 80 137 10:00 88 158 11:00 136 204 12:00 PM 122 215 01:00 128 266 02:00 232 366 03:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25		Q4140 E49 (258)			表现在1000000000000000000000000000000000000
10:00 88 158 11:00 136 204 12:00 PM 122 215 01:00 128 266 02:00 232 366 02:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25	08:00		76	114	190
11:00 136 204 12:00 PM 122 215 01:00 128 266 02:00 232 366 03:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25				137	217) 246
12:00 PM 122 215 01:00 128 266 02:00 232 366 03:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25					
02:00 232 366 03:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25		W. 199	122	215	337
03:00 252 392 04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25		geardeligat			· \$98年年日的本本大学中的工作。在1982年中的一年,自然的企業的企業的主义的。 598
04:00 126 363 05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25				A MANAGE REAL PROPERTY. To Print to the court forty	$6\widetilde{4}\widetilde{4}$
05:00 75 295 06:00 52 147 07:00 34 80 08:00 36 59 09:00 17 39 10:00 21 25					489
07:00 08:00 36 59 09:00 17 39 10:00 21 25	05:00		2 1 1 1		
10:00 21 25 25 25 25 25 25 25 25 25 25 25 25 25		0.000 (0.			199
10:00 21 25 25 25 25 25 25 25 25 25 25 25 25 25		THE CHANGE	36	59	95
The state of the s			17	39	表。 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
	10:00 11:00	u es sur arbrigaçõe	21 8	25 18 - 18 - 18	
		No. 14 Test No. 14			4854
Percent 34.9% 65.1%	Percent				44.00
7 WY CORK					11:00 340
Vol. 136 204 PM Peak 15:00 15:00					15:00
Vol. 252 392					644

Page 5 Date Printed: 02-Apr-09

Start	21-Mar-09 Sat	Channel 1	Channel 2	Total
Time 12:00 AM	Sai	Charmer 1	24	32
01:00	, ajajettas ti	12	. 6	3. 14. 14. 14. 14. 14. 14. 14. 14. 14. 14
02:00	12.44.31	2	3	
03:00		6	3	
04:00		6	11	17
05:00		9.	9	· 大學學學學學學學學學學學學學學學學學學學學學學學學學學學學學學學學學學學學
06:00 07:00	y. 405+11000.	17 : 131 : 조명	25 47	
08:00		43	88	131
09:00	Visor Aggr	::::::::::::::::::::::::::::::::::::::	117	144 CONTRACTOR CONTRACTOR OF CONTRACTOR CONT
10:00		103	169	272
11:00		118	215	
12:00 PM		82	173	
01:00		92	169	261
02:00		80	145	225 215
03:00		80	135	215 - 1. 1997 - 1997 - 1997 - 1997 - 1998 - 1998 - 1998 - 1997
04:00 05:00	one out passage was	61 68	150 118	186
06:00	teat the earlier	48	94	142
07:00	grig Peder	36	53	
08:00		25	42	67
09:00		22	28	
10:00	ransakan kangan	16	20 12	36 24: 24: 18: 18: 18: 18: 18: 18: 18: 18: 18: 18
11:00 Total	A Company of the Comp	12 1058	1856	24. 2914
Percent		36.3%	63.7%	2011
AM Peak	·	11:00	11:00	11:00
Vol.		118	215	333
PM Peak		13:00	12:00	13:00
Vol.		92	173	261

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Start	22-Mar-09			
Time	Sun	Channel 1	Channel 2	Total
12:00 AM		5	5	10
01:00		10	<u>.</u>	description of the control of the co
02:00		4	5	
03:00		S-1-90 47 3		. 5. 经营业的基本的 化多数 电流系统 美国 电压力 "是一个是一个是是是不是一个的人的 经分分额额。 8
04:00 	s neu station et et	4 Teimieviäseege		
06:00	amining on the	5	19	24
07:00	H. J. H. H. P.	22		######################################
08:00	15.00 F & 5.00 - 8.00	34	64	98
09:00		33	74	
10:00		50	108	158
11:00		77	122	199
12:00 PM		69	140	
01:00			131	
02:00	gravia po portega esta	. 80		198 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156 - 156
03:00 04:00		46 65	110 122	187 - 1871 - 1872
05:00			103	74
06:00	5 (14 to 5 1) 1	33	69	102
07:00		25	35	######################################
08:00		20	28	48
09:00		18	24	
10:00	isawejerjetija ia i	9		16 14° - 18' - 19' - 19' - 19' - 19' - 19' - 19' - 19' - 19' - 19' - 19' - 19' - 19' - 19' - 19' - 19' - 19' - 19
11:00	YMPHLA []	758	11 1350	2108
Total Percent		36.0%	64.0%	2100
AM Peak		11:00	11:00	11:00
Vol.		77	122	199
PM Peak		14:00	12:00	12:00
Vol.		80	140	209

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Start	23-Mar-09			
Time	Mon	Channel 1	Channel 2	Total
12:00 AM		3	2	5
01:00	백화학생각	2	2	
02:00		2	2	4
03:00	기계 생각하다	4	4	
04:00	V	30	26	56
05:00		32	53	85 * 25 * 25 * 25 * 25 * 25 * 25 * 25 *
06:00	The same of the same of	89 55	100 108	
07:00 08:00			110	48.7)
09:00	ardas religias	72	123	- 0.00 m 4.4 m 7.4 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m
10:00	mantanta di Pa	115	169	284
11:00		121	200	321
12:00 PM	1011	107	207	314
01:00	halisanisa.	120	196	316
02:00		157	253	410
03:00		145	326	471
04:00		123	296	419
05:00		80		209
06:00		30	69	99
07:00		23	58	BURNES AND
08:00	40101101111111111111111111111111111111	12 11	35	47 700-141 148-15-400-1415-1410-1410-1410-1410-1410-14
00.00		#14477771111111111111111111111111111111	24	25.
10:00 11:00	attan seta Tibilita		18 6	
Total		1417	2516	3933
Percent		36.0%	64.0%	
AM Peak		11:00	11:00	11:00
Vol.		121	200	321
PM Peak		14:00	15:00	15:00
Vol.		157	326	471

Page 8 Date Printed: 02-Apr-09

Start	24-Mar-09			
Time	Tue	Channel 1	Channel 2	Total
12:00 AM		6	3	9
01:00		3	5	. 1988)
02:00	u en la lative se sala la compresión de la	5	1	
03:00			3	-01: 1
04:00 05:00	niem in de Partier	24	25 57	
06:00		91	111	202
07:00	tetukénés As	JUL 56	99	#2869#67## ##2000XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
08:00	ar et haraketik ratus	64	108	172
09:00		69	166	3. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
10:00		100	147	247
11:00		122	201	323
12:00 PM	e in with the section of the	129	202	331
01:00		135	201	
02:00	latini kasa kali tuttan s	157	234	391
03:00		152		466 . 418
04:00	ANIBALARISARIA (N. 1974)	109 82	309 154	236
06:00		45	88	133
07:00	William Control	30	63	
08:00		18	39	57 - 12 (20) (12) (12) (13) (14) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15
09:00				35.
10:00		9	18	27 22.
11:00	erundaji, dabreh	10	12	4054
Total		1469	2582	4051
Percent AM Peak		36.3% 11:00	63.7% 11:00	11:00
Vol.		122	201	323
PM Peak		14:00	15:00	15:00
Vol.		157	314	466

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Start	25-Mar-09			
Time	Wed	Channel 1	Channel 2	Total
12:00 AM		7	5	12
01:00	पर स्थापुत्रहान	목 목 113.	4	
02:00		6	6	12
03:00		4	3	。这种是智慧的理性中的基础的基础的图像是一个自己的。
04:00		25	30	55
05:00		39	54	
06:00		89	112	201 (第4、1998年) (2014年 - 1845年) (2014年 - 1845年 - 1845年) (2014年 - 1845年
07:00 08:00	A Director dis	66 74	106 111	172° - 1850 - 1860 - 18
00:00		79	124	
10:00		87	141	228
11:00		102	188	290
12:00 PM		119	184	303
	8450000	147	208	355
02:00		173	215	388
03:00		164	314	478
04:00		117	264	381
05:00		91	174	
06:00		46	104	
07:00		40	74	
08:00	gi kewang jijang sah	20 12	51 32	71 \$440 - 41 (%) 141 (200)
09:00 10:00	Prof. Franchis	8	14	9, 11, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1
11:00	e granger		9	
Total	<u> </u>	1523	2527	4050
Percent		37.6%	62.4%	
AM Peak	,	11:00	11:00	11:00
Vol.		102	188	290
PM Peak		14:00	15:00	15:00
Vol.		173	314	478

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Time Thu Channel 1 Channel 2 Total 12:00 AM 3 4 01:00 3 2 02:00 4 8 1 03:00 8 7 4 04:00 25 25 5 05:00 36 48 8 06:00 80 102 18 07:00 51 104 15 08:00 60 94 15 09:00 86 95 18 10:00 112 193 30 11:00 112 184 29 12:00 PM 120 174 29 01:00 127 210 33 02:00 187 326 51 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 09:00 12 16 2 <th>Start</th> <th>26-Mar-09</th> <th><u> </u></th> <th></th> <th></th>	Start	26-Mar-09	<u> </u>		
01:00 3 2 02:00 4 8 03:00 8 7 04:00 25 25 05:00 36 48 06:00 80 102 08:00 51 104 08:00 60 94 09:00 86 95 10:00 112 193 10:00 112 184 12:00 PM 120 174 20:00 PM 127 210 02:00 187 326 04:00 125 315 04:00 125 315 04:00 125 315 04:00 125 315 06:00 51 100 06:00 51 100 09:00 12 16 09:00 12 16 10:00 7 8 09:00 12 16 10:00 7 8 10:00 13 19 10:00				Channel 2	Total
02:00 4 8 1 03:00 8 7 1 04:00 25 25 5 05:00 36 48 8 06:00 80 102 18 07:00 51 104 15 08:00 60 94 15 09:00 86 95 18 10:00 112 193 30 11:00 112 184 29 12:00 PM 120 174 29 01:00 127 210 33 02:00 187 244 29 01:00 127 210 33 02:00 187 326 51 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 7					7
03:00 8 7 1 04:00 25 25 5 05:00 36 48 8 06:00 80 102 18 07:00 51 104 15 08:00 60 94 15 08:00 86 95 18 10:00 112 193 30 11:00 112 184 29 12:00 PM 120 174 29 01:00 127 210 33 02:00 187 244 43 03:00 187 326 51 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 7 8 1 Total 1537 2599 41 Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 30 PM Peak 14:00 15:00 15:			3		
04:00 25 25 5 05:00 36 48 8 06:00 80 102 18 07:00 51 104 15 08:00 60 94 15 09:00 86 95 18 10:00 112 193 30 11:00 112 184 29 12:00 PM 120 174 29 01:00 127 210 33 02:00 187 244 43 03:00 187 326 51 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 7 8 1 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00		16 M. NO 14 ST ST	4 3:00-3:15-0	8 7 0.00.0 7	
05:00 36 48 8 06:00 80 102 18 07:00 51 104 15 08:00 60 94 15 08:00 86 95 18 10:00 112 193 30 11:00 112 184 29 12:00 PM 120 174 29 01:00 127 210 33 02:00 187 244 43 03:00 187 326 51 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 11:00 7 8 1 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00		e William III		25	
06:00 80 102 18 07:00 51 104 15 08:00 60 94 15 09:00 86 95 18 10:00 112 193 30 11:00 12 184 29 12:00 PM 120 174 29 01:00 127 210 33 02:00 187 244 29 03:00 187 326 51 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 11:00 7 8 1 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 Nol. 112 193<		Alva ima			
08:00 60 94 15 09:00 86 95 18 10:00 112 193 30 11:00 112 184 29 12:00 PM 120 174 29 01:00 127 210 33 02:00 187 326 51 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 10:00 Vol. 112 193 30 PM Peak 14:00 15:00 15:00				102	182
09:00 86 95 18 10:00 112 193 30 11:00 112 184 29 12:00 PM 120 174 29 01:00 127 210 33 02:00 187 244 43 03:00 187 326 51 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 10:00 Vol. 112 193 30 PM Peak 14:00 15:00 15:00		şmin mədəli	51	104	
10:00 112 193 30 11:00 112 184 29 12:00 PM 120 174 29 01:00 127 210 33 02:00 187 244 43 03:00 187 326 51 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 11:00 7 8 1 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 PM Peak 14:00 15:00		tar Maria and American S			
11:00 112 184 29 12:00 PM 120 174 29 01:00 127 210 33 02:00 187 244 43 03:00 187 326 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 08:00 23 44 66 09:00 12 16 09:00 13 19 3 11:00 7 8 1 3 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 10:00 Vol. 112 193 30 PM Peak 14:00 15:00	44 44 44 44	要为自身,然			大红,"我们就是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
12:00 PM 120 174 29 01:00 127 210 33 02:00 187 244 43 03:00 187 326 51 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 11:00 7 8 31 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 10:00 Vol. 112 193 30 PM Peak 14:00 15:00 15:00		er diteriorismo (r			I
01:00 127 210 33 02:00 187 244 43 03:00 187 326 551 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 11:00 7 8 1 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 10:0 Vol. 112 193 30 PM Peak 14:00 15:00 15:0		rode i territoria			294
02:00 187 244 03:00 187 326 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 7 8 3 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 30 PM Peak 14:00 15:00 15:00		gan strange.			(1) - 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1
03:00 187 326 04:00 125 315 44 05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 11:00 7 8 1 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 30 PM Peak 14:00 15:00 15:0			187	244	431
05:00 79 219 29 06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 11:00 7 8 1 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 30 PM Peak 14:00 15:00 15:0			187		513
06:00 51 100 15 07:00 26 58 8 08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 11:00 7 8 1 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 PM Peak 14:00 15:00					440
07:00 26 58 08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 11:00 7 8 1 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 PM Peak 14:00 15:00					298
08:00 23 44 6 09:00 12 16 2 10:00 13 19 3 11:00 7 8 1 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 PM Peak 14:00 15:00 15:0 15:0		onegownegog neregt			151
09:00 12 16 2 10:00 13 19 3 11:00 7 8 1 Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 30 PM Peak 14:00 15:00 15:0		THE TO EAST			67
10:00 13 19 11:00 7 8 Total 1537 2599 Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 PM Peak 14:00 15:00 15:0 15:0					$2\tilde{\mathbf{s}}.$
Total 1537 2599 413 Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 PM Peak 14:00 15:00 15:00 15:00		* 1 11 4 M			32
Percent 37.2% 62.8% AM Peak 10:00 10:00 Vol. 112 193 30 PM Peak 14:00 15:00 15:00			7		
AM Peak 10:00 10:00 Vol. 112 193 30 PM Peak 14:00 15:00 15:00					4136
Vol. 112 193 30 PM Peak 14:00 15:00 15:00					10:00
PM Peak 14:00 15:00 15:0					305
1 M 1 Out					15:00
VUI. 101 320	Vol.		187	326	513

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Start	27-Mar-09	. <u>.</u>		
Time	Fri	Channel 1	Channel 2	Total
12:00 AM		. 9	8	17
01:00		6	10	等的主要被使用的工作的主要的工作。
02:00		3	7	10 我的最高就是最高,也是我们的我们的是不是我们的人,但是我们的人的人,但是我们的人的人,就是我们的人们的人们的人们的人们的人们的人们的人们的人们的人们的人们们们
03:00		7.	9	
04:00	The state of the state of the	37 46	42 48	
05:00 06:00		105	113	-8548
07:00	or seems by	78	99	
08:00	35. WEST 11. 15.	98	102	200
09:00	ACAMBIN (A)	89	122	
10:00		135	178	313
11:00		142	237	37.9
12:00 PM		142	217	359
01:00		141	218	表表表表表表表表表表表表表表表表表表表表表表表表表表表表表表表表表表表表表
02:00	versioners may seem to	151	272	423 4 73
03:00	And the February	167	306	
04:00	> tirriserticitet 800000	107	330	437 291
05:00		101	190 129	291 187
06:00 07:00	njastar mangin st	58 46	129 81	
08:00		22	44	66
09:00	i granteti ji	23	39	$oldsymbol{e}_{i,j}$
10:00		17	27	44
11:00	\[\frac{1}{2} \]	14	7	21
Total		1744	2835	4579
Percent		38.1%	61.9%	44.00
AM Peak		11:00	11:00	11:00 379
Vol.		142 15:00	237 16:00	15:00
PM Peak Vol.		167	330	473
VOI.		107	330	.,,,

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	00.1100			
Start	28-Mar-09	a	0, 10	Total
Time	Sat	Channel 1	Channel 2	24
12:00 AM	LINE CONTRACTOR	8	16	- 24 - 28 March - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 -
01:00		3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 -	3	
02:00 03:00	arvinita Cirar	ى ئىرىللەر ئالىرىلەر ئالىرىلىدى	4 o metalistic	1985 1987 1987 1986 19
03:00	May am say profes	2	16	A CONTROL CONTROL NO SEE CONTROL SAN CONTROL C
04.00	popular (g. Balet).	75.54 F (110)	/ NS 10 21	Paragon (1997) *** (1997) ** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (1997) *** (199
06:00	Manifer is	23	41	64
07:00	wale te the file	⊬ु≒्ः 37 .		###
08:00	*1. 1	55	129	184
09:00	F T AT T	> ± 58	165	223
10:00		78	249	327
11:00	Maria de la	71	255	326
12:00 PM		95	289	384
01:00		112	255	367
02:00	ad i tri kittir at	81	235	316
03:00		78	179	257 -
04:00	******	59	231	290
05:00		59	158	4.17. · · · · · · · · · · · · · · · · · · ·
06:00		58	146	204
07:00		22	85	还是自己是由于这个的,但是一个是一个是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
08:00	saa waxaa aa a	16	60	76
09:00		10	61	: 77 美學 (2世紀) (2 年)
10:00	na palbanan neman	17 - 10	36 19	######################################
11:00 Total	CANAL	974	2742	3716
Percent		26.2%	73.8%	
AM Peak		10:00	11:00	10:00
Vol.		78	255	327
PM Peak		13:00	12:00	12:00
Vol.		112	289	384

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Start Time	29-Mar-09 Sun	Channel 1	Channel 2	Total
12:00 AM		5	15	20
01:00		4	्राक्ष्य ४ - 6	
02:00		8	0	8
03:00		3	# P 4 Y 5	
04:00		4	12 - 5 100 (149 (159 a) a	- 16 - 18 - 18 - 18 - 18 - 18 - 18 - 18 - 18
05:00 06:00		6	14 26	물리를 보고 있다. 하지막 수 있는 것은 것을 하는 것이 없는 것이
07:00		:::::::::::::::::::::::::::::::::::	60	
08:00		31	116	147
09:00		62	107	建设建设的电影电影等的,全体的多数电影,是国际电影的一个全部发展的。169。
10:00		63	103	166
11:00		70	139	209
12:00 PM	1976 MS 27 2 - 6 17 2 1 2 2	72	132	204
01:00		75 84	133 138	The state of the s
02:00 03:00	Zeschendalande	. 64 58	120	178
04:00		62	82	946, 1944 - 1945, 1946, 1946, 1946, 1946, 1946, 1946, 1946, 1946, 1946, 1946, 1946, 1946, 1946, 1946, 1946, 19 144
05:00		. 58	118	260 C. N. 18 C. S. C.
06:00		26	69	95
07:00	hinayan 1	33	49	
08:00	N/M6/8/75 N/45 1/40	18	30 30	48 夏龙星是1000年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年
09:00 10:00	TIMERARO	. 19 7	8	생물은 생물을 하는 것 같은 것 같은 하는 것 같은 것이 되는 것들은 것이 되는 것을 하는 것이 되는 것을 하는 br>- 15
11:00		 	3:000 S 40:	
Total		795	1522	2317
Percent		34.3%	65.7%	
AM Peak		11:00	11:00	11:00 209
Vol.		70	139	14:00
PM Peak Vol.		14:00 84	14:00 138	222
VOI.		04	100	

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Start Time	30-Mar-09 Mon	Channel 1	Channel 2	Total
12:00 AM	MOH	3	5	8
01:00	and the second second	is an armio	ં કું કું કું કું કું કું કું કું કું કુ	
02:00		3	2	5
03:00		2	5	
04:00		18	21	39
05:00		34	50 92	. 188 年至1915年 1925年 19
06:00 07:00	Additional view	67 52	92 52	40 8 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
08:00	erymin i v	72	102	Pro Decembra de como mais con comencia en especial de contrata de como en en el como de como de como de 174.
09:00	ragezakê	79	127	
10:00		106	171	277
11:00		127	176	303
12:00 PM		113	200	313
01:00			203	325
02:00	moseconomento	135	255	390
03:00		137	311	448 . 435
04:00	North Carlot Control (1981)	130	305	430 241 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 -
05:00 06:00		73 31	168 87	ने के देश हैं के लिए हैं है है कि है जिस के स्थाप के स्थाप के के स्थाप के किस है है है । जिस के स्थाप के स्थाप 118
07:00	galany ya 19	.: 26	72	TENERAL REPORT OF THE PROPERTY
08:00		14	43	57
09:00	医阴影管	19	22	是要是是被推进的。这种被解释的现在分词,但是是不是一个是一个一个
10:00		9	14	23
11:00		8.	7	
Total		1380	2493	3873
Percent		35.6%	64.4%	11:00
AM Peak		11:00 127	11:00 176	303
Vol. PM Peak		15:00	15:00	15:00
Vol.		137	311	448
VOI.		107	311	

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Start	31-Mar-09			
Time	Tue	Channel 1	Channel 2	Total
12:00 AM		3	3	6
01:00		14 (14 (4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	2 2 (2) (2) (2) (2) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4
02:00	this elektrik beken i sw	4	4	8 7 ************************************
03:00 04:00		20	4 29	사는 사람들이 하는 사람들이 함께 하는 것이 되는 사람들이 되었다. 그 사람들이 되었다는 것이 되었다고 말했다. 그는 사람들이 되었다는 것이 되었다. 49
05:00	e galajang di	20 35	56	91) - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 -
06:00	· Praidin	69	93	162
07:00		45	110	连接等。但不然用一定经验是按过的多层类的重要是是是严电量等等等基础55
08:00		80	123	203
09:00		96	123	(1) [2] 安全的特殊的 (1) 安全的 (1) [2] [2] [2] [3] [3] [4] [4] [4] [4] [4] [4] [4] [4] [4] [4
10:00	tie i staa wat e t	118	198	316
11:00 12:00 PM	ang Gilpha Aglas	118. 132	209 207	327 . 339
01:00	, 34 jig els ii, jeejj	132 147	207 221	
02:00		184	230	414
03:00		177	THE PROPERTY OF A SAME ASSESSMENT OF	498
04:00	anta temperature in	160	265	425
05:00		110	187	京省中央企业中央公司中国的中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国
06:00		65	89	154
	APERT OF		62 45	(80%) 스마트 대전한학교육영화 전략한 중소설(변분 문학 전환 발표적인 한국 (145) 전략 전략 (145)
08:00 09:00		38 15	45 30° 30°	- 45% (1985) - 1985) -
10:00	24 BE HER 1	5	8	55 (19) 3 (19) 4 (19) 4 (19) 4 (19) 4 (19) 4 (19) 4 (19) 4 (19) 4 (19) 4 (19) 4 (19) 4 (19) 4 (19) 4 (19) 4 (19 13
11:00		્રાજ્યા કર્યું ક		<u> </u>
Total		1674	2623	4297
Percent		39.0%	61.0%	44.00
AM Peak		10:00 1 1 8	11:00 209	11:00 327
Vol. PM Peak		14:00	15:00	15:00
Vol.		184	321	498

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	04 4 00			
Start Time	01-Apr-09 Wed	Channel 1	Channel 2	Total
12:00 AM	******	7	5	12
01:00		3	7	
02:00		3		8
03:00		8	8	
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Total		1448	2628	4076
Percent		35.5%	64.5%	
AM Peak		11:00	11:00	11:00
Vol.		117		300 15:00
PM Peak		15:00	16:00 317	465
Vol.		155	317	400

Page 17. Date Printed: 02-Apr-09

Start	02-Apr-09							
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Total		22186	38106					60292
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							•	
ADT		ADT 3,818	,	ADT 3,818				

Washington State Department of Transportation

Diamond Traffic Counter

Ru

Interval ☐ 60 min. ☐ 15 min. ☐ Binned(CL/SP) ☐ Count(volume)	Counter No. 152292 Count ID HPMS
Lane No 1 2	SR 528 RRT/RRQ MP 0.36
Direction Channel 1EB	Leg 1 Direction See 1,2 OSID
Direction Channel 2 WB Data Hog #	

Station Description_ON SR 528 W/O SR 529 / STATE AVE

Date	Day	Time	Comments
4/6/09	.2	10:51	Manual (1) 13 (2) 10 Counter (1) 13 (2) 10 CNTR SET OK CJ/JDM 6.5V
4/7/09	3	11:07	Manual (1) 40 (2) 50 AC=6 ON A-TUBE Counter (1) 46 (2) 50 CNTR CHECK OK CJ/JDM 7.1V
4/8/09	4	7:16	Manual (1) 20 (2) 50 COUNTER CHECK OK CJ/JDM 6.4V
4/9/09	5	7:26	Manual (1) 34 (2) 54 AC=2 ON A-TUBE Counter (1) 36 (2) 54 CNTR CHECK OK CJ/JDM 6.4V
4/10/09	6	7:06	Manual (1) 1 (2) 1 CNTR (P.U. OK CJ/JDM 6.4V

Sketch

		- STATE AVE	
_ws	B		
5R.528	T2292	5R 524	EB
	-DELTA AVE	-5R529	-Columbia AVE



CJ/JDM

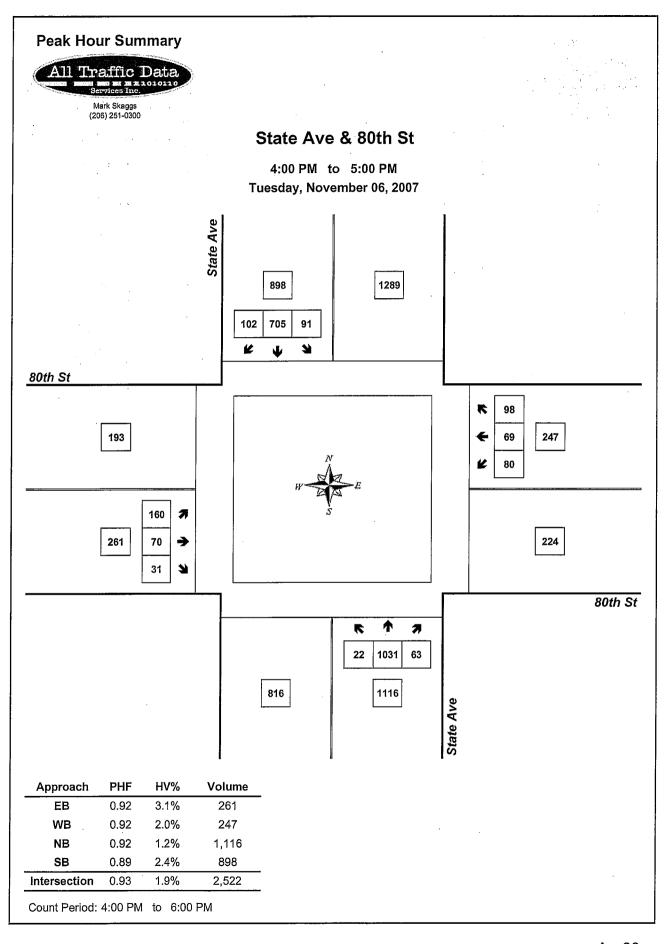
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DOT-RNB515A-B	SR 528	COUNT IDENTIFIER	04/09/09	00-15 15-30 30-45 45-00 HOUR	TOT		04/10/09	00-15 15-30 30-45 45-00	101		04/06/09 THRU TOTAL HOURS FOR	3 DAYS AVG WEEKDAY VOL	PEAK I



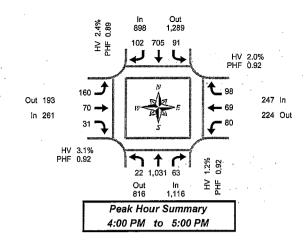
Total Vehicle Summary



State Ave & 80th St

Tuesday, November 06, 2007 4:00 PM to 6:00 PM

15-Minute Interval Summary 4:00 PM to 6:00 PM



Interval		North	bound			South	bound				ound				oound		
Start		State	e Ave			State	e Ave			80t	h St			80t	h St		Interval
Time	L	T	R	HV	L	T	R	HV	L	T	R	HV	١	T_	R	HV	Total
4:00 PM	7	273	23	3	33	187	21	8	39	21	8	3	22	19	26	0	679
4:15 PM	2	269	16	2	23	197	32	5	35	9	10	0	13	9	28	2	643
4:30 PM	5	248	10	6	20	149	25	- 5	40	24	4	4	26	17	22	1	590
4:45 PM	- 8	241	14	2	15	172	24	4	46	16	9	1	19	24	22	2	610
5:00 PM	4	289	18	3	18	173	20	2	31	10	3	0	18	9	28	0	621
5:15 PM	- 6	256	13	0	14	165	20	4	29	15	0	0	12	5	13	1	548
5:30 PM	4	279	16	2	18	170	20	4	34	13	3	1 1	7	10	12	0	586
5:45 PM	3	242	14	1	17	164	19	0	34	16	1	1	9	7	17	0_	543
Total Survey	39	2,097	124	19	158	1,377	181	32	288	124	38	10	126	100	168	6	4,820

Peak Hour Summary 4:00 PM to 5:00 PM

By		North State	bound Ave				bound Ave				ound h St				bound h St		Total
Approach	in	Out	Total	HV	ln	Out Total HV			ln	Out	Total	HV	In	Out	Total	HV	
Volume	1,116	816	1,932	13	898	1,289	2,187	22	261	193	454	8	247	224	471	5	2,522
%HV		1.2	2%			2.4%				3.	1%			2.0	0%		1.9%
PHF		0.	92			00 1,200 2,107 22				0.	92			0.	92		0.93

By Movement		North State	bound Ave				bound Ave				ound h St				oound h St		Total
Movement	L	Т	R	Total	Г	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	22	1,031	63	1,116	91	705	102	898	160	70	31	261	80	69	98	247	2,522
PHF	0.69	0.94	0.68	0.92	0.69	0.89	0.80	0.89	0.87	0.73	0.78	0.92	0.77	0.72	0.88	0.92	0.93

Rolling Hour Summary 4:00 PM to 6:00 PM

Interval		North	bound			South	bound			Eastl	ound			West	bound		
Start		State	Ave			State	Ave		İ	80t	h St			80t	h St		Interval
Time	L		R	ΗV	L	T	R	HV	L	T	R	HV	L	T	R	HV	Total
4:00 PM	22	1,031	63	13	91	705	102	22	160	70	31	8	80	69	98	5	2,522
4:15 PM	19	1,047	58	13	76	691	101	16	152	59	26	5	76	59	100	5	2,464
4:30 PM	23	1,034	55	11	67	659	89	15	146	65	16	5	75	55	85	4	2,369
4:45 PM	22	1,065	61_	7	65	680	84	14	140	54	15	2	56	48	75	3	2,365
5:00 PM	17	1,066	61	6	67	672	79	10	128	54	7	2	46	31	70	1	2,298

	North	nbound			South	nbound			
Start Time Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	
15:45	93	103	14	and the second	11	81	94	0	28
16:00	80	105	8		. 6.	66	75 ·		22
16:15	86	104	9	_. 1	20	79	69		22
16:30	79	100	10	2	6	63	72	2	12
16:45	64	68	16		5	52	71	0 .	15
17:00	88	76	9	0	5	7	63		15
17:15	76	97	13		10	50	56		13
17:30	87	84	13 .		6.	67	72		17
Max Hour	338	412	41	3	43	289	310	2	84

West	bound			Eastl	bound			Total		
Thru	Right	Ped	Left	Thru	Righ [.]	t Ped		4		
	25	14		98	56	86	1		704	
	32	5		105	40	97	1		642	
	23	15	1	100	48	107	1	•	685	
	22	14		92	42	84			600	2631
	25	17	0	112	68	106			619	2546
	31	11		97	44	79	0		525	2429
	27	10	0	116	32	103	1		604	2348
	22	16	0	86	45	94	1		610	2358
		·								
	102	48	1	395	186	374	3			2631
	102	48	1	395	186	374	3		•	2631

Estimate of 116th ADT

17050

Accident Data

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of								Alphab	etic Code	RR Accider	nt/Incident No.			
Reporting Railroad		, 4	Amtrak [AT	<u> </u>				1а. д	'K	1b. 110513	3			
2. Other Railroad Involved in Trai	n Accident	/Incident						2a.		2b.	<u> </u>			
3. Railroad Responsible for Track	Maintena	nce <u>I</u>	BNSF Rwy C	co. [BN	ISF			. 3a. BN	ISF	3b. XXX				
4. U.S. DOT-AAR Grade Crossing	ID No.	084	1650M	5. Da	te of Accident/incide	ent :	12/15/08	6. Time	of Accident/	Incident 09	9:40 AM			
7. Nearest Railroad Station MOUNT VERNON			8. Di	vision C	٠.		9. County SNOE	IOMISH		10. State Abbr.	Code 53 WA			
11. City (if in a city) MARY	SVILLE		12. Hi	ghway l	Name or No. CO6'	7240); 88TH S	T.N.E		✓ Public	Private			
Highwa	y User Inv	olved					Rail Equ	ipment Involve	d					
13. Type C. Truck-trailer F. Br	ıs	J. Other N	lotor Vehicle	Code	17. Equipment 1. Train (units po	ullino	4. Car(s	(moving)	8. Othe	er <i>(spec</i> n pulling- RC	cify) Code			
A. Auto D. Pick-up truck G. S				A	2. Train (units po	ushin	<i>ng)</i> 6. Light	loco(s). (movir.	<i>ig)</i> B. Trai	n pushing- R	CL 1			
	Otorcycle	M. Other			3. Train (standing			loco(s) (standi	ing) C. Trai	in standing- F	RCL			
			•	4	TOTAL CONTINUE TO THE	010			1					
	_	_	crossing	Code 3				-	-		Code			
20a. Was the highway user and/o	Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3 a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Code 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Code 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 2. Visibility (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1 2. Type of Equipment 4. Work train 7. Yard/Switching ingle entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 2. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code													
	Sposition 1. Stalled on crossing 3. Moving over crossing 3. Moving over crossing 3. Moving over crossing 3. Moving over crossing 4. Trapped 3 2. Rail equipment struck by highway user 1. Rail equipment													
	A. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipment 4 2. Rail Equipmen													
,	in the impact transporting hazardous materials? 1. Highway User 2. Rall Equipment 3. Both 4. Neither 4 1. Highway User 2. Rall Equipment 3. Both 4. Neither Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code 25°F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1 Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Ingle entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching Ingle entry) 2. Passenger train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK FRA Track 28. Number of Locomotive Cars 9. Number of Cars R. Recorded													
	22. Visibility (single entry) 1. Temperature pecify if minus) 22. Visibility (single entry) 22. Visibility (single entry) 23. Now Equipment (Single entry) 24. Tarack (Single entry) 25. Track Type (Sequipment (Single entry)) 26. Track Track (Single entry) 27. Track (Single entry) 28. Number of Cars (Single entry) 29. Number of Cars (Single entry) 29. Number of Cars (Single entry) 29. Number of Cars (Single entry) 20. Code (Single entry) 20. Code (Single entry) 20. Code (Single entry) 20. Was there a hazardous materials release by 20. Was there a hazardous materials release by 20. Code (An Industry) 20. Rall Equipment (Single entry) 20. Code (Single entry) 20. Code (Single entry) 21. Clear (Single entry) 22. Visibility (Single entry) 23. Weather (Single entry) 24. Code (Single entry) 25. Track Type Used by Rail (Single entry) 26. Track Type Used by Rail (Single entry) 26. Track Type Used by Rail (Single entry) 27. Track Type Used by Rail (Single entry) 28. Number of (Single entry) 29. Number of (Single entry) 2													
(specify if minus) 25 °F 1	1. Temperature 22. Visibility (single entry) 25 °F 25 °F 25 °F 25 °F 25 °F 25 °F 25 °F 25 °F 25 °F 25 °F 25 °F 25 °F 26 °F 26 °F 27 °F 28 °F 29 °F 20 °F 20 °F 20 °F 20 °F 20 °F 20 °F 20 °F 21 °F 22 °F 23 °F 24 °F 25 °F 26 °F 26 °F 27 °F 28 °F 29 °F 20 °F 20 °F 20 °F 20 °F 20 °F 21 °F 22 °F 23 °F 24 °F 25 °F 26 °F 26 °F 26 °F 27 °F 28 °F 29 °F 20 °F 20 °F 20 °F 20 °F 20 °F 20 °F 21 °F 22 °F 23 °F 24 °F 25 °F 26 °F 26 °F 26 °F 26 °F 26 °F 26 °F 27 °F 28 °F 28 °F 29 °F 29 °F 20													
24. Type of Equipment	pecify if minus) 25 °F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1 1. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code Single entry 2. Days and the single entry 3. Days and the single entry 3. Days and the single entry 4. Work train 7. Yard/Switching Equipment Involved SINGLE MAIN													
	1. Temperature pecify if minus) 25 °F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 22. Visibility (single entry) 23. Weather (single entry) 25. Track Type Used by Rail Equipment Involved SINGLE MAIN 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK 7. FRA Track 28. Number of Cars 9. Number of Locomotive 29. Number of Cars R. Recorded													
	recify if minus) 25 °F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1 Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching Ingle entry 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 26. Track Number or Name Equipment Involved SINGLE MAIN TRACK FRA Track lass 28. Number of Cars 9. Number of Cars 10. Clear 20. Cloudy 11. Clear 12. Cloudy 13. Rain 14. Fog 15. Sleet 16. Snow 1 26. Track Number or Name SINGLE MAIN TRACK Code 11. Main 12. Yard 13. Siding 13. Time Table Direction Code R. Recorded Code R. Recorded													
	1. Temperature pecify if minus) 25 °F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 2. RRA Track Class 3 2. Track Type Used by Rail Equipment Involved 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 3. Number of Locomotive Cars 3 3. Units 1 1. Table Direction Code R. Recorded R. Recorded F. R. Recorded S. Light loco(s) R. Recorded S. Light loco(s) R. Recorded S. Recorded S. Light loco(s) S. Code S. Recorded S. Light loco(s) S. Rain 4. Fog 5. Sleet 6. Snow S. Sleet													
l	Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching Single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Cloude Standard Involved 1. Main 2. Yard 3. Slding 4. Industry 1 1. Main 2. Yard 3. Slding 4. Industry 1 1. Main 2. Yard 3. Slding 4. Industry 1 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Code SinGLE MAIN TRACK 1. Main 2. Yard 3. Slding 4. Industry 1 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. Cloud 4. Fog 5. Sleet 6. Snow 1. Clear 2. Cloudy 3. Rain 4. Fog 5													
	1. Highway User 2. Rall Equipment 3. Both 4. Neither 4 1. Highway User 2. Rall Equipment 3. Both 4. Neither 2. Code 2. Rall Equipment 3. Both 4. Neither 4. Solde 4. Neither 3. Both 4. Neither 4. Solde 4. Neither 3. Both 4. Neither 4. Solde 4. Neither 4. Solde 4. Neither 4. Solde 4. Neither 4. Solde 4. Neither 4. Solde 4. Neither 4. Solde 4. Neither 4. Solde 4. Neither 4. Solde 4. Neither 4. Neither 4. Solde 4. Neither 4. Solde 4. Neither 4. Neither 4. Neither 4. Solde 4. Neither 4. Neither 4. Solde 4. Neither 4. Neither 4. Solde 4. Neither 4. Neither 4. Solde 4. Neither 4. Nei													
_	A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK 7. FRA Track 28. Number of Locomotive 19. Units 1 13 E. Estimated 50 mph R 1. North 2. South 3. East 4. West 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 11. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 11. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 11. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 12. Track Number or Name Equipment Involved Single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK 12. North 2. South 3. East 4. West 2 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK 13. Time Table Direction Code Cars R. Recorded R. Re													
A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 SINGLE MAIN TRACK 28. Number of Locomotive Cars 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1														
35. Location of Warning	A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK 28. Number of Locomotive Units 1 13 Estimated 50 mph R 1. North 2. South 3. East 4. West 2 1. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None 20 sec warn min (1); 3. Unknown 2 Location of Warning Code With Highway Signals 2. Side of Vehicle Approach 1. Work 2. No 2. No 2. Helprours 2. Location of Vehicle Approach 1. Work 2. Helprours 2. Location of Vehicle Approach 1. Ves 2. No 2. Helprours 2. Location of Vehicle Approach 1. Ves 2. No 2. Helprours 2. Location of Vehicle Approach 1. Ves 2. No 2. Helprours 2. Location of Vehicle Approach 1. Ves 2. No 2. Helprours 2. Location of Vehicle Approach 1. Ves 2. No 2. Helprours 2. Location of Vehicle Approach 1. Ves 2. No 2. Helprours 2. Helprours 2. Location of Vehicle Approach 2. Location of Vehicle Approach 1. Ves 2. No 2. Helprours 2. Location of Vehicle Approach 1. Ves 3. Helprours 2. Location of Vehicle Approach 2. Location of Vehicle Approach 2. Location of Vehicle Approach 1. Ves 3. Helprours 2. Location of Vehicle Approach 2. Helprours 2. Location of Vehicle Approach 2. Helprours 2. Location of Vehicle Approach 2. Location of Vehicle Approach 2. Helprours 2. Location of Vehicle Approach 2. Helprours 2. Location of Vehicle Approach 3. Location of Vehicle Approach													
4. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 7. FRA Track Class 1. Gates 1. Gates 1. Wig wags 1. Crossbucks 10. Flagged by crew Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None 25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK 26. Track Number or Name SINGLE MAIN TRACK Code 31. Time Table Direction Code 31. North 2. South 3. East 4. West 2 25. Track Type Used by Rail Equipment Involved SINGLE MAIN TRACK Code 31. Time Table Direction Code 32. Type of 1. Gates 33. Units 34. Whistle Ban Code Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None 20. sec warn min (1); 35. Track Type Used by Rail Equipment Involved SINGLE MAIN TRACK Code 31. Time Table Direction Code 31. North 2. South 3. East 4. West 2 22. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 32. Signaled Crossing Warning 11. Yes 22. No 22. No 23. Signaled Crossing 34. Whistle Ban 35. Code 36. Crossing Warning Interconnected Warning 36. Crossing Warning Interconnected With Highway Signals Code Lights or Special Lights														
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	proach		1 1.	Yes 2	2. No 3. Unknown		1	1. Yes	2. No 3. U	Jnknown	2			
38. Driver's 39. Driver's Code		r Drove Bel	ind or in Front	of Train	n Code 41.	Drive	er	<u> </u>			Code			
Age Gender	and		s Struck by S		rain			d or thru the ga			ing			
1. Male 2. Female		1. Yes 2. F	lo 3. Unknov	٧n	2		topped and id not stop	then proceede	ed 5. Other	r (specity)	1			
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obstru	ıction	p)	·			Code			
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Structu Iding railroad e		3. Passing Train ent 4. Topography				(specify) bstructed		8			
1. 165 2. NO 3. OTKHOWIT	- -		44. Driver v	• •			ode	45. Was Drive		nicle?	Code			
Casualties to:	Killed	Injured			ured 3. Uninjured	1 2		1. Yes 2		iicie:	1			
	_				le Property Damage		<u> </u>	48. Total Nun	nher of High	way-Rail Cro	ssing Users			
46. Highway-Rail Crossing Users	0	1	(est. do	•		1	3,000	(include d	-	may man ore	1			
49. Railroad Employees	0	0	50. Total Ni	umber c	of People on Train		,	51. Is a Rail B	Equipment A	.ccident/	Code			
52. Passengers on Train	0	0	(include	passer	ngers and crew)	1	00	Incident F	Report Being	Filed	2			
53a. Special Study Block					53b. Special Study	/ Bloc	:k	1. 103 2						
54. Narrative Description					1									
TRAIN 513 OPERATING W CROSSING	ITH LO	сомотг	VE E/466 AN	ND 13 (CARS STRUCK	AN A	AUTOMO	OBILE AT M	IP 40.34, 8	8TH STRE	CET NE			
55. Typed Name and Title		56. Signatu	re							57. Date				

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of					······································			Alpha	betic Code	RR Accident/In	cident No.			
Reporting Railroad			Amtrak [AT]	K]				1a. A	TK	1b. 099353				
2. Other Railroad Involved in Train	Accident	/Incident						2a.		2b.				
3. Railroad Responsible for Track	Maintena	nce]	BNSF Rwy C	o. [BN	(SF)			3a. B	NSF	3b. XXX	a			
4. U.S. DOT-AAR Grade Crossing	ID No.	084	4654P	5. Da	te of Accident/Inc	ident	12/29/05	6. Time	of Acciden	t/Incident 11:2	2 AM			
7. Nearest Railroad Station EVERETT			8. Div				9. County SNOT	, IOMISH		10. State Abbr. 5	Code 3 WA			
11. City (if in a city)		1	12. Hig	hway i	Name or No. CO	06840	0; 116TH	ST. N		✓ Public	Private			
Highwa	y User inv	olved					Rail Equ	ipment Involve	ed	· - · · · · · · · · · · · · · · · · · ·				
13. Type C. Truck-trailer F. Bu	s	J. Other N	1otor Vehicle	Code	17. Equipment 1. Train (units	e nullin	4. Car(s	(moving)	8. Otl	ner <i>(specify)</i> ain pulling- RCL	Code			
A. Auto D. Pick-up truck G. Sc	hool Bus	K. Pedest	rian	A	2. Train (units	s puilli s pushii	ng) 6. Light	loco(s) <i>(movi</i>	<i>ng)</i> B. Tra	ain pushing- RCL	1			
	otorcycle	M. Other	 		3. Train (stan	<u> </u>		loco(s) (stanc	ding) C. Tra	ain standing- RCL	. *			
	Direction North 2.5	<i>(geogra_l</i> South 3. Ea:	•	Code 3	18. Position of C	Jar Uni	t in Train		1					
16. Position 1. Stalled on crossin		loving over o		Code	19. Circumstano	ce 1. R	tail equipme	nt struck high	way user	· · · · · · · · · · · · · · · · · · ·	Code			
2. Stopped on Cross] 3	001 111 11			nt struck by hi			2			
	1. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code 25. Track Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 25. Track Type Used by Rail Equipment Involved 26. Track Number or Name Equipment Involved 27. Track Type Used by Rail Equipment Involved 27. Track Number or Name Equipment													
, , ,	in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 5. Sleet 6. Snow 5. Sleet 6. Snow 6.													
20c. State the name and quantity	of the haz	ardous mate	rials released,	if any										
	c. State the name and quantity of the hazardous materials released, if any Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1 Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry MAIN													
	1. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code 25. Track Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN													
(specify if fillings)	1. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved													
	Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved													
(single entry) 2. Passenger train t	Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code													
3. Commuter train 6	Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved 25. Track Type Used by Rail Equipment Involved Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN FRA Track 28. Number of Locomotive 29. Number of Cars R. Recorded R. Recorded													
	4. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved Single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN 7. FRA Track 28. Number of Locomotive Cars 4. R. Recorded Favailable Code 1. North 2. South 3. East 4. West 2													
	1. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching Single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN 7. FRA Track Locomotive Locomotive Class 4 Units 1 13 E. Estimated 79 mph R 1. North 2. South 3. East 4. West 2													
Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN 27. FRA Track 27. FRA Track Class 4. Number of Locomotive Cars 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN 28. Number of Locomotive Cars 8. Recorded R. Record														
Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2														
	Single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN 7. FRA Track 28. Number of Locomotive Locomotive 4 Units 1 13 E. Estimated 79 mph R 1. North 2. South 3. East 4. West 2 7. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code 36. Crossing Warning Interconnected Code 37. Crossing Illuminated by Street Code Code 37. Crossing Illuminated by Street Code													
1. Both Sides		`		_	-			1	-	•	0000			
2. Side of Vehicle Approach] :	1 1	Yes 2	. No 3. Unknow	/n	1	1. Yes	2. No 3.	Unknown	3			
3. Opposite Side of Vehicle Ap 38. Driver's 39. Driver's Code		r Drove Bel	nind or in Front			41. Driv	/er				Code			
Age Gender			as Struck by Se					d or thru the g	ate 4. Stop	ped on crossing	Ocac			
10 1. Male 1	İ	1. Yes 2. N	No 3. Unknow	/n	2		• •	then proceed	ed 5. Oth	er (specify)	1			
42. Driver Passed Standing	Code	43. View o	of Track Obscu	red by	(primary obs		Did not stop n)				Code			
Highway Vehicle	1	1. Perr	nanent Structu	re	3. Passing Tra	ain 5. V	/egetation		r (specify))				
1. Yes 2. No 3. Unknown	2	2. Star	nding railroad e	quipme	ent 4. Topography	y 6. F	lighway Ve	nicles 8. Not (Obstructed		8			
Casualties to:	Killed	Injured	44. Driver w				ode	45. Was Driv		ehicle?	Code			
Casualties to.	, tillou	Injureu	1. Killed	2. inji	ured 3. Uninjured	d 2	2	1. Yes	2. No	····	1			
46. Highway-Rail Crossing Users	0	1	,		e Property Dama	٠,			-	hway-Rail Crossii	·			
	-		(est. doli				\$6,000	(include of			l Code			
49. Railroad Employees	0	0			f People on Train gers and crew)	1			Equipment Report Bein		Code			
52. Passengers on Train	0	0				1	130	1. Yes	2. No		1			
53a. Special Study Block					53b. Special Stu	ıdy Blo	ck							
54. Narrative Description														
TRAIN NO.#513 OPERATIN STREET CROSSING.	G WITH	H ENGINE	2 467 AND 13	3 CAR	S, WAS STRU	J CK E	BY AN AU	TOMOBIL	E AT MP	42.04, 116TH				
55. Typed Name and Title		56. Signatu	re							57. Date				

^{*}NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of								Alph	abetic Code	RR Accident/I	ncident No.		
Reporting Railroad			BNSF Rwy C	co. [BN	NSF			1a. <u>1</u>	BNSF	1b. NW0404	203		
2. Other Railroad Involved in Trai	n Accident	/Incident			-			2a.		2b.			
3. Railroad Responsible for Track	Maintena	nce I	BNSF Rwy C					За. ј	BNSF .	3b. NW0404	203		
4. U.S. DOT-AAR Grade Crossin	J ID No.	084	1640G	5. Da	te of Accident/Incide	ent (04/30/04	6. Tim	e of Accident/	Incident 12:2	0 PM		
7. Nearest Railroad Station MARYSVILLE			8. Div	/ision RTHV	VEST		9. County SNOE	OMISH		10. State Abbr.	Code 53 WA		
11. City (if in a city) MARY	SVILLE		12. Hig	ghway N	Name or No. SR52	28/47	TH STRE	ET		✓ Public .	Private		
Highwa	y User inv	olved					Rail Equ	ipment Involv	ed				
13. Type C. Truck-trailer F. Bi	ıs	J. Other M	lotor Vehicle	Code	17. Equipment 1. Train (units p	ulling	4. Car(s	(moving)	8. Oth	er (specify in pulling- RCL) Code		
A. Auto D. Pick-up truck G. S				A	2. Train (units p	oushin	g) 6. Light	loco(s) · (mo	ving) " B. Trai	in pushing- RCL			
	otorcycle Direction	M. Other (geograp	,, ,,	Code	3. Train (standing 18. Position of Car			loco(s) (star	ding) C. Tra	in standing- RC	<u> </u>		
,			st 4. West	4	16. Position of Car	OTIL	III I I I I I I		1				
16. Position 1. Stalled on crossin 2. Stopped on Cros	-	loving over o	crossing	Code I 4	19. Circumstance				nway user lighway user		Code		
20a. Was the highway user and/o			ed	Code	20b. Was there a h			<u>_</u>			Code		
in the impact transporting ha			4 N - 141	2	1. Highwa		- 2 Dail	Equipment	3. Both 4.	Neither	4		
Highway User 2. Rail E State the name and quantity			4. Neither		i. ruguwa	ay OSE	2. Nai	· cquipment	3. DO(1) 4.				
200. Otate the flame and quantity	or the mazi	ardous mate	inaio roioadda,	arry									
21. Temperature Specify if minus 68 °F 22. Visibility (single entry) Code 23. Weather (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2 24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Equipment Equipment Equipment Equipment Code													
(specify if minus) 68 °F 1	Dawn 2	Day 3. Du	ısk 4. Dark	2	1. Clear 2. Clo	oudy	3. Rain 4.	Fog 5. Slee	6. Snow		2		
_			Switching	aci ilack i jpo ci		•		Code 26.	Track Number	or Name			
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1													
27. FRA Track 28. Number	of		I		•	/ailable	e) Code	31. Time Ta	ble Direction		Code		
Class Locomo	Single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1												
Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1													
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 SINGLE MAIN 27. FRA Track Class 28. Number of Locomotive Cars 9. Number of Cars R. Recorded E. Estimated 10 mph R 1. North 2. South 3. East 4. West 2 32. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Crossing 2. Cantillever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None 20 sec warn min (1); 3. Unknown 2. Variation 4. Industry 1 SINGLE MAIN SINGLE MAIN 1. Main 2. Yard 3. Siding 4. Industry 1 SINGLE MAIN 1. Main 2. Yard 3. Siding 4. Industry 1 SINGLE MAIN 1. Main 2. Yard 3. Siding 4. Industry 1 SINGLE MAIN 27. FRA Track Locomotive 29. Number of Cars R. Recorded FLS 6. Hugher of Cars R. Recorded FLS 6. Signal and Cars R. Recorded FLS 6. Audible 9. Watchman 12. None 20 sec warn min (1); 3. Unknown 2													
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 SINGLE MAIN 27. FRA Track Class 28. Number of Locomotive 29. Number of Cars R. Recorded													
27. FRA Track Class 28. Number of Locomotive Locomotive Units 29. Number of Cars R. Recorded E. Estimated Crossing Cro													
Side of Vehicle Approach		1:	1	_			3		,		1 1		
3. Opposite Side of Vehicle Ap	1				. No 3. Unknown		<u> </u>	1. Ye	s 2. No 3. l	JUKUOMU			
38. Driver's 39. Driver's Code Age Gender	1		ind or in Front as Struck by Se			. Drive 1. Dr		d or thru the	gate 4. Stopi	oed on crossing	Code		
34 1. Male 1			lo 3. Unknov		2	2. St	topped and		ded 5. Othe	ū	4		
2. Female 42. Driver Passed Standing	Code	13 View o	of Track Obscu	red by	(primary obstru		id not stop				Code		
Highway Vehicle	1	1. Perr	nanent Structu	re	3. Passing Train	1 5. Ve	egetation		er (specify)		1		
1. Yes 2. No 3. Unknown	2	2. Star	iding railroad e	quipme	ent 4. Topography	6. Hi	ighway Vel	nicles 8. Not	Obstructed		8		
Casualties to:	Killed	injured	44. Driver w		ured 3. Uninjured	Co L		45. Was Dr 1. Yes	iver in the Vel	nicie?	Code I .		
		ļ- <u>-</u>				3					1		
46. Highway-Rail Crossing Users			(est. dol		le Property Damage lage)	1	5,000	(include	-	way-Rail Cross	ing Osers 1		
49. Railroad Employees			····		of People on Train	1 4	-,,,,,,	51. Is a Rai	I Equipment A	ccident /	Code		
52. Passengers on Train	ļ				ngers and crew)	3		Incident 1. Yes	Report Being	Filed	2		
53a. Special Study Block		J			53b. Special Study	v Bloci	k						
54. Narrative Description													
										1			
55. Typed Name and Title		56. Signatu	re							57. Date			

REPORTED COLLISIONS INVOLVING TRAINS, RR SIGNS and/or LOCATED AT RR TRACKS THAT OCCURRED ON ALL ROADS STATEWIDE 1/1/2005 - 10/31/2010 (2010 is preliminary) *As if 1/1/2009 Citizen Reports are no longer being captured (Report # begins with "C")

						Т.			T		Γ 1				T T T T T T T T T T T T T T T T T T T
COUNTY CITY	JURISDICTION		PRIMARY TRAFFICWAY (Refer to column "D" for County Rd name, county 5 digit road log # in this	BLOCK		REF c	COMP DIR II FROM Or REF		CITY AND MISC ONLY SECONDARY	CITY AND MISC ONLY	MILE	*REPORT		MOST SEVER	# # # P E I F V E D E N A E D A
Snohomish Marysville				NUMBER	INTERSECTING TRAFFICWAY	POINT F	T POINT	REFERENCE POINT NAME	TRAFFICWAY 1	SECONDARY TRAFFICWAY 2	POST	A/B NUMBER		TIME INJURY TYPE	
Snohomish Marysville			16 16 ST		STATE AVE	- :						1972417		14:13 Unknown	0 0 1
Snohomish Marysville	City Street		16 ST		RR CROSSING SMOKEY PT BLVD									11:25 No Injury	0 0 1
Snohomish Marysville			16 ST			-			ļ					11:18 No Injury	0 0 1
Snohomish Marysville			16 ST NE		STATE AVE STATE AV									10:45 No Injury	0 0 2
Snohomish Marysville			36 AV		STATE AV						ļ			17:42 No Injury	0 0 2
Snohomish Marysville			36 ST		36 DR									17:24 No Injury	0 0 1
Snohomish Marysville			36 ST		RR TRACKS							2445844		12:00 No Injury	0 0 2
Snohomish Marysville			36 ST NE .		RR CROSSING	-		STATE AVE	STATE AV	36 DR NE				7:23 No Injury	0 0 2
Snohomish Marysville	City Street		36 ST NE		STATE AV	 		STATE AVE						20:18 Possible Injury	
Snohomish Marysville	City Street		D ST		RR CROSSING	 		·						13:45 No Injury	0 0 2
Snohomish Marysville	City Street		B ST		RR CROSSING			STATE AV						15:13 No Injury	0 0 1
Snohomish Marysville	City Street		B ST		RR CROSSING	-			STATE AVE	40 DR NE				19:56 Unknown	0 0 1
Snohomish Marysville	City Street		3 ST		RR XING				SIMIEAVE	40 DR NE				10:59 No Injury 9:42 No Injury	0 0 1
Snohomish Marysville	City Street	88	B ST		STATE AV	-						2445776			0 0 1
Snohomish Marysville	City Street	88	B ST NE		STATE AVE		+	-					44/4/2000	9:17 No Injury 11:47 No Injury	0 0 2
Snohomish Marysville	City Street	88	3 ST NE		STATE AVE		+							11:47 No Injury	0 0 3
Snohomish Marysville	City Street	88	3 ST NE		STATE AVE		 							8:33 No Injury	0 0 1
Snohomish Marysville	City Street	· GF	ROVE		BNRR XING							2813365	5/23/2007	7:14 No Injury	0 0 1
Snohomish Marysville	City Street	GI	ROVE ST		R AND R CROSSING WEST OF STATE AVE									15:13 No Injury	0 0 2
Snohomish Marysville	City Street	G	ROVE ST		RR TRACKS		1					2445608		11:08 Possible Injury	
Snohomish Marysville	City Street	GF	ROVE ST	1400	RR XING		1							11:34 No Injury	001
Snohomish Marysville	City Street	GF	ROVE ST	1300										13:07 Evident Injury	1011
Snohomish Marysville	City Street		MOKEY PT BLVD		136 ST		1							14:38 No Injury	0 0 2
Snohomish Marysville	City Street		TATE AV		116 ST NE				-					9:31 Unknown	0 0 1
Snohomish Marysville	City Street		TATE AVE		116 TH ST		1			···	-	1360261		16:28 No Injury	0 0 2
Snohomish Marysville	City Street		TATE AVE		38 ST		7							13:29 No Injury	0 0 2
Snohomish Marysville	City Street		ΓATE AVE		38 ST									9:44 Serious Injury	202
Snohomish Marysville	City Street	ST	TATE AVE	12100	BURLINGTON RR XING									11:17 Serious Injury	10 1

REPORTED COLLISIONS INVOLVING TRAINS, RR SIGNS and/or LOCATED AT RR TRACKS THAT OCCURRED ON ALL ROADS STATEWIDE 1/1/2005 - 10/31/2010 (2010 is preliminary)

*As if 1/1/2009 Citizen Reports are no longer being captured (Report # begins with "C")

				T	1		T	1	1	T	
VEHICLE 1 TYPE (As of 1/1/2010, a new	VEHICLE 2 TYPE (As of 1/1/2010, a new		ROADWAY					VEH 1		VEH 2	
Vehicle Type code called "Railway Vehicle"	Vehicle Type code called "Railway Vehicle"		SURFACE	LIGHTING			MV DRIVER CONT CIRC 1		VEH 1 COMP	COMP DIR	VEH 2 COMP
became effective.)	became effective.)	JUNCTION RELATIONSHIP	CONDITIONS	CONDITIONS	FIRST COLLISION TYPE / OBJECT STRUCK	MV DRIVER CONT CIRC 1 (UNIT 1)	(UNIT 2)	FROM	DIR TO	FROM	DIR TO
Truck Tractor		At Intersection and Related	Dry	Daylight	Railway Crossing Gate /	None	(51111-2)	North	West	7,10,117	
Passenger Car		At Intersection and Related		Daylight	Railway Crossing Gate ✓	Other		West	East	+	<u> </u>
Truck Tractor & Semi-Trailer		At Intersection and Related		Daylight	Signal Pole	Driver Distractions Outside Vehicle		West	South	-	
Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb			Daylight	Same direction both turning right one stopped rear end	Follow Too Closely	None	North	West	North	Vehicle Stopped
Passenger Car	Truck (Flatbad Van,etc)	At Intersection and Related		Daylight	Same direction both turning left both moving sideswipe	Improper Turn	None	West	North	West	North
Passenger Car		At Intersection and Related	Drv	Daylight	Railway Crossing Gate 🗸	Inattention	11,0110	West	East	1	111111111111111111111111111111111111111
Truck (Flatbad, Van, etc)	Passenger Car	At Intersection and Related		Daylight	From same direction - all others	Improper Backing	None	West	Vehicle Backing	West	Vehicle Stopped
Passenger Car	Bus or Motor Stage	At Intersection and Related	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Exceeding Reas, Safe Speed	None	East	West	East	Vehicle Stopped
Pickup, Panel Truck or Vanette under 10,000 lb	Pickup, Panel Truck or Vanette under 10,000 lb	At Intersection and Related		Daylight	From same direction - both going straight - one stopped - rear-end	Under Influence of Alcohol	None	West	East	West	Vehicle Stopped
Passenger Car	Pickup, Panel Truck or Vanette under 10,000 ib	At Intersection and Related		Daylight	From same direction - all others	Improper Backing	None		Vehicle Backing	*	Vehicle Stopped
Passenger Car		At Intersection and Related		Davlight	Railway Crossing Gate 🗸	Other		West	East		
Pickup, Panel Truck or Vanette under 10,000 lb		At Intersection and Related	Wet	Dark-Street Lights On	Railway Crossing Gate ✓	Other		East	West		
Pickup, Panel Truck or Vanette under 10,000 ib		At Intersection and Related	Wet	Daylight	Railway Crossing Gate	Other		West	Vehicle Backing		
Passenger Car		At Intersection and Related	Dry	Daylight	Railway Crossing Gate 🗸	Improper Backing	.,	West	Vehicle Backing	1	
Truck (Flatbad, Van, etc)		At Intersection and Related		Daylight	Tree or Stump (stationary)	Disregard Stop Sign - Flashing Red		West	East		
Passenger Car	Bus or Motor Stage	At Intersection and Related	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None	East	West	East	Vehicle Stopped
Pickup, Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Wet	Daylight	Entering at angle	Exceeding Reas, Safe Speed	None	South	West	West	Vehicle Stopped
Pickup, Panel Truck or Vanette under 10,000 lb		At Intersection and Related	Wet ·	Daylight	All other non-collision	Other		West	Vehicle Stopped		
Truck Tractor & Semi-Trailer		At Intersection and Related	Dry	Daylight	Railway Crossing Gate.	Other		East	West	Ì	
Passenger Car	School Bus	At Intersection and Related	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None	East	West	East	Vehicle Stopped
Passenger Car	Passenger Car	At Intersection and Not Related		Daylight	From same direction - both going straight - one stopped - rear-end	Inattention	None	East	West	East	Vehicle Stopped
Pickup, Panel Truck or Vanette under 10,000 lb		At Intersection and Related	Wet	Daylight	Railway Crossing Gate	Other		West	East		
Not Stated		At Intersection and Not Related		Daylight	Vehicle - Pedalcyclist	Other		East	West		
Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Not Related	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Follow Too Closely	None	East	West	East	Vehicle Stopped
Not Stated		At Intersection and Related	Snow/Slush	Daylight	Railway Crossing Gate V	Other		North	West		
Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Inattention	None	North	South	North	Vehicle Stopped
Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related		Daylight	Same direction both turning right both moving rear end	Follow Too Closely	None	North	West	North	West
Passenger Car		At Intersection and Related	Dry	Daylight •	Train struck moving vehicle 🗸	Improper Turn		North	West	1	
		At Intersection and Related			Vehicle - Pedalcyclist	•		1	·		

total 29 11 - Railway Crossing Gater Train Smet moving Veh