

**Location: 1st Ave NE - NE 145th St to NE 155th St**

**Minimum Study**

**Table 1**

85th (mph):	37.00	→	35	×	3	=	105
Pace (mph):	38	→	40	×	3	=	120
Test Run (mph):	30	→	30	×	4	=	120
					Average	=	34.5
					Nearest 5 MPH	=	35

**Table 2**

Apparent Design Speed (mph):	30	→	30
Number of Intersections:	4	→	50
Proposed Zone Length (ft):	2,710	→	47.5
Daily Vehicle Volume	3,200		
<b>Speed Limit determined by Minimum Study</b>	<b>=</b>	<b>30</b>	<b>mph</b>
<b>Speed Limit recommended by Minimum Study</b>	<b>=</b>	<b>30</b>	<b>mph</b>

**Refined Study**

Table 3	Street Classification: (Non-Arterial=0, Collector=1, Minor=2, Principal=3)	1	→	Adjustment, % +0
Table 4	Number of non-Commercial Driveways: Number of Commercial Driveways: Driveways per Mile:	14 10 163.66	→	-1
Table 5	Lane width (ft):	12	→	+2
Table 6	Shoulder Type & Average Width (ft): (Enter -1 for Unpaved or No shoulder; "curb" for curb & gutter)	CURB	→	+4
Table 7	Pedestrian Activity (None=0, Light=1, Medium=2, Heavy=3): Walkway Setback (ft): (Enter -1 for No walkway)	3 4	→	-4
Table 8	Vertical Alignment (Level=0, Rolling=1, Hilly=2, Mountainous=3): Number of Horizontal Curves: Number of Horizontal Curves per mile:	0 2 2.00	→	+0
Table 9	Parking Activity (No parking=0, Low=1, Medium=2, High=3):	3	→	-3
Table 10	Accident Rate (per MVM):	2.78	→	-4
Table 11	Number of Uncontrolled, Marked School Crosswalks	0	→	+0
Table 12	Number of Lanes	2	→	+0
	<b>Speed Limit determined by Refined Study</b>	<b>=</b>	<b>28.2</b>	<b>mph</b>
	<b>Speed Limit recommended by Refined Study</b>	<b>=</b>	<b>30</b>	<b>mph</b>