


CYMBALUK PROPERTIES

JURISDICTION: CITY OF SEATAC, WA
LOCATION: SR-99, NORTH OF S 204TH STREET

Prepared for:
Synergy Construction, Inc.
1800 112th Avenue NE,
Suite 260-E
Bellevue, Washington 98004

Prepared by:
Kimley»Horn

June 2023
KH #090222374
Copyright © Kimley-Horn and Associates, Inc.





TRAFFIC IMPACT ANALYSIS

FOR

CYMBALUK PROPERTIES

Prepared for:

Synergy Construction, Inc.

1800 112th Avenue NE,

Suite 260-E

Bellevue, Washington 98004

Prepared by:

Kimley-Horn and Associates, Inc.

2828 Colby Avenue

Suite 200

Everett, Washington 98201

(425) 708-8275



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

© June 2023
KH #090222374

TABLE OF CONTENTS

1. DEVELOPMENT IDENTIFICATION	1
2. METHODOLOGY	1
3. TRIP GENERATION	4
4. TRIP DISTRIBUTION	5
5. INTERSECTION LEVEL OF SERVICE ANALYSIS	12
5.1 Turning Movement Calculations.....	12
5.2 Level of Service Calculations	16
6. ACCESS ANALYSIS	17
7. PARKING DEMAND	17
7.1 Building One	17
7.2 Building Two.....	18
8. COLLISION ANALYSIS	18
9. TRANSPORTATION IMPACT FEES	20
10. CONCLUSIONS	20

LIST OF FIGURES

Figure 1: Site Vicinity Map	2
Figure 2: Building One Trip Distribution – AM(PM) Peak Hour.....	6
Figure 3: Building Two Trip Distribution – AM(PM) Peak Hour.....	7
Figure 4: Site Total Trip Distribution – AM(PM) Peak Hour	8
Figure 5: Building One Turning Movements – AM & PM Peak Hour	9
Figure 6: Building Two Turning Movements – AM & PM Peak Hour	10
Figure 7: Site Total Turning Movements – AM & PM Peak Hour	11
Figure 8: Existing Turning Movements	13
Figure 9: 2026 Baseline Turning Movements	14
Figure 10: 2026 Future with Development Turning Movements.....	15

LIST OF TABLES

Table 1: Level of Service Criteria	3
Table 2: Trip Generation Summary – Project #1	4
Table 3: Trip Generation Summary – Project #2	4
Table 4: Level of Service Summary	16
Table 5: 5-Year Collision Type Summary	18
Table 6: Collision Rate Summary	19
Table 7: Traffic Mitigation Fee Summary – Building One	20
Table 8: Traffic Mitigation Fee Summary – Building Two	20

LIST OF APPENDICES

TRIP GENERATION CALCULATIONS	A
EXISTING COUNTS	B
TURNING MOVEMENT CALCULATIONS	C
LEVEL OF SERVICE CALCULATIONS.....	D
PARKING ANALYSIS	E
COLLISION DATA	F
SR-509 PROJECT MAP	G

1. DEVELOPMENT IDENTIFICATION

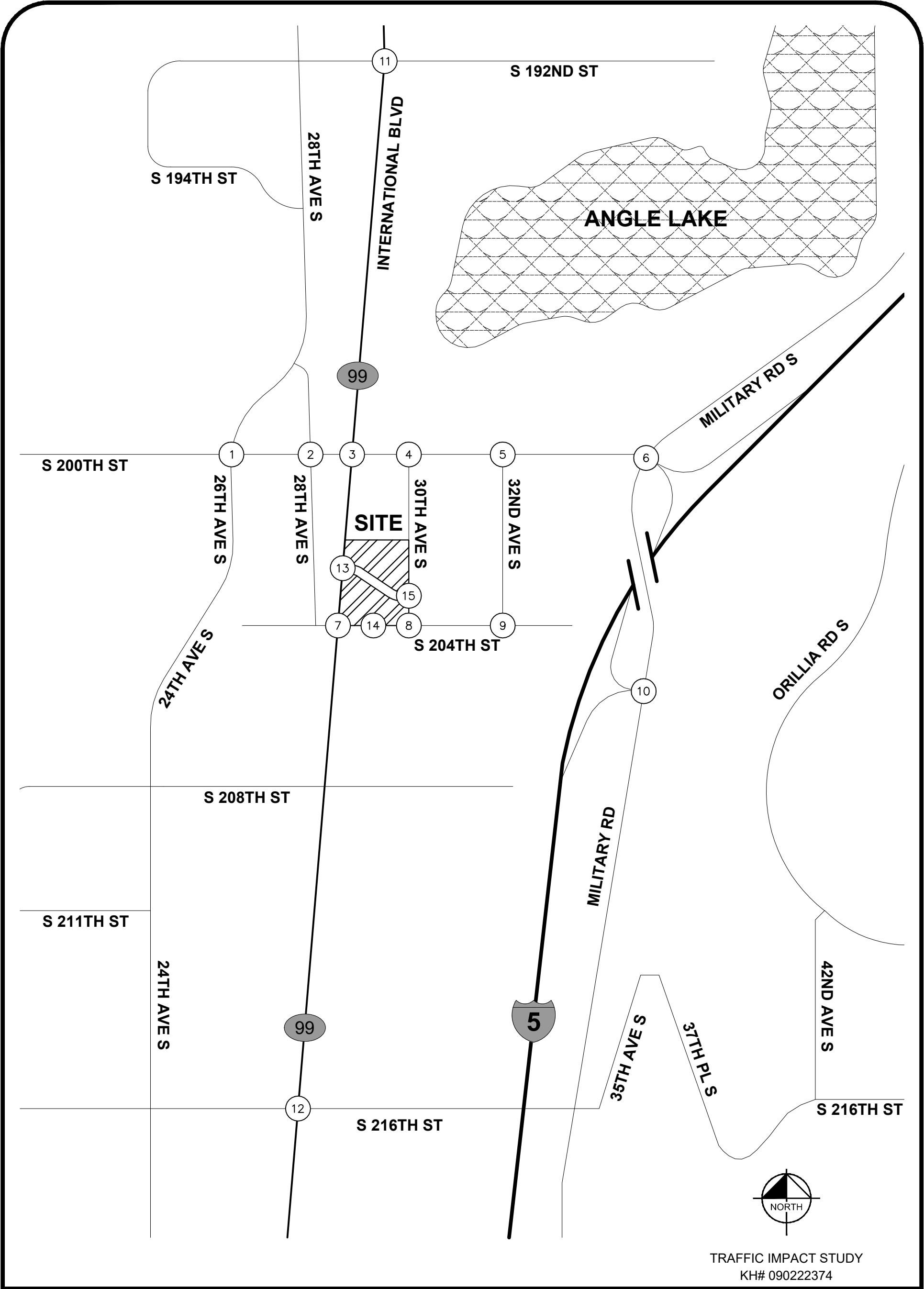
Kimley-Horn and Associates, Inc. (KH) has been retained to provide a Traffic Impact Analysis (TIA) for the Cymbaluk Properties development (Development). This report is intended to provide the City of SeaTac, City of Des Moines and WSDOT with the necessary trip generation, trip distribution, and level of service information to facilitate their review of the development. The Development is located on the east side of SR-99 between S 200th Street and S 204th Street. The proposed development includes two structures, the first structure (Building One) will consist of 355 mid-rise multifamily units, and the second structure (Building Two) will consist of up to 394 mid-rise multifamily units with up to 10,261 square feet (SF) of commercial space. Analysis for the Development was analyzed for the year 2026 although it is anticipated Building One will be developed in the next couple of years. The site is currently occupied with a recreational vehicle sales establishment. A site vicinity map is included in **Figure 1**.

Matthew Palmer, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

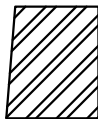
2. METHODOLOGY

The level of service analysis at the study intersections has been performed in accordance with the Highway Capacity Manual (HCM) 6th Edition. A scoping memo was provided to the City of SeaTac which was then circulated to the City of Des Moines and WSDOT. Their comments have been addressed in this TIA. Congestion is generally measured in terms of level of service (LOS). Road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. A summary of the intersection LOS criteria is included in **Table 1**.

Date: June 14, 2023 - 5:01pm / User: jaymiller
Path: K:\SWO_IP\O\2022\22-374_SeaTac-Cymbaluk (2020 International Blvd)\Update June 2023\Figures\Cymbaluk Properties - Figures.dwg / Xref:



LEGEND



DEVELOPMENT SITE



STUDY INTERSECTION

CYMBALUK PROPERTIES

CITY OF SEATAC

FIGURE 1
VICINITY MAP

Table 1: Level of Service Criteria

Level of Service ¹	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized Intersections
A	Little/No Delay	≤10	≤10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays ²	>50	>80

The level of service at all-way stop-controlled intersections and signalized intersections is based on the average delay for all vehicles. The level of service analysis for unsignalized intersections is based on the stop-approach with the highest delay. The analysis has been performed utilizing the *Synchro 11, Build 2* software. The trip generation calculations for the development are based on average trip generation rates published in the ITE *Trip Generation Manual, 11th Edition (2021)*.

The acceptable level of service at principal and minor arterial intersections within the City of SeaTac is level of service E, LOS D for all other roads.

¹ **Source:** *Highway Capacity Manual, 6th Edition*.

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).

LOS B: Generally stable traffic flow conditions.

LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.

LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).

LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.

LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

² When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

3. TRIP GENERATION

Trip generation calculations for the Cymbaluk Properties development have been performed utilizing data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition (2021)*. The average trip generation rates for ITE Land Use Code (LUC) 221, Multifamily (Mir-Rise near Rail), ITE Land Use Code (LUC) 842, Recreational Vehicle Sales (Removed), and ITE Land Use Code (LUC) 822, Retail Strip Plaza (<40k), have been utilized. The trip generation for the Development has been separated between the two structures. The trip generation for each structure is summarized in **Table 2**, and **Table 3**, respectively.

Table 2: Trip Generation Summary – Building One

Land Use	Size	Average Daily Trips	AM Peak-Hour			PM Peak-Hour		
			In	Out	Total	In	Out	Total
Multifamily (Mid-Rise) Near Rail ITE LUC 221	355 Units	1,686	41	73	114	67	36	103
Recreational Vehicle Sales (Removed) ITE LUC 842	-33,125 SF	-166	-13	-2	-15	-8	-18	-26
TOTAL		1,520	28	71	99	59	18	77

The north building of the Development is anticipated to generate approximately 1,520 new average daily trips with 99 new AM peak-hour trips and 77 new PM peak-hour trips.

Table 3: Trip Generation Summary – Building Two

Land Use	Size	Average Daily Trips	AM Peak-Hour			PM Peak-Hour		
			In	Out	Total	In	Out	Total
Multifamily (Mid-Rise) Near Rail ITE LUC 221	394 Units	1,872	45	81	126	74	40	114
Retail Strip Plaza (<40k) ITE LUC 822	10,261 SF	559	14	10	24	34	34	68
TOTAL		2,431	59	91	150	108	74	182

The south building of the Development is anticipated to generate approximately 2,431 new average daily trips with 150 new AM peak-hour trips and 182 new PM peak-hour trips.

The two buildings combined are anticipated to generate approximately 3,951 new average daily trips with 249 new AM peak-hour trips and 259 new PM peak-hour trips. The trip generation calculations are provided in **Appendix A**.

4. TRIP DISTRIBUTION

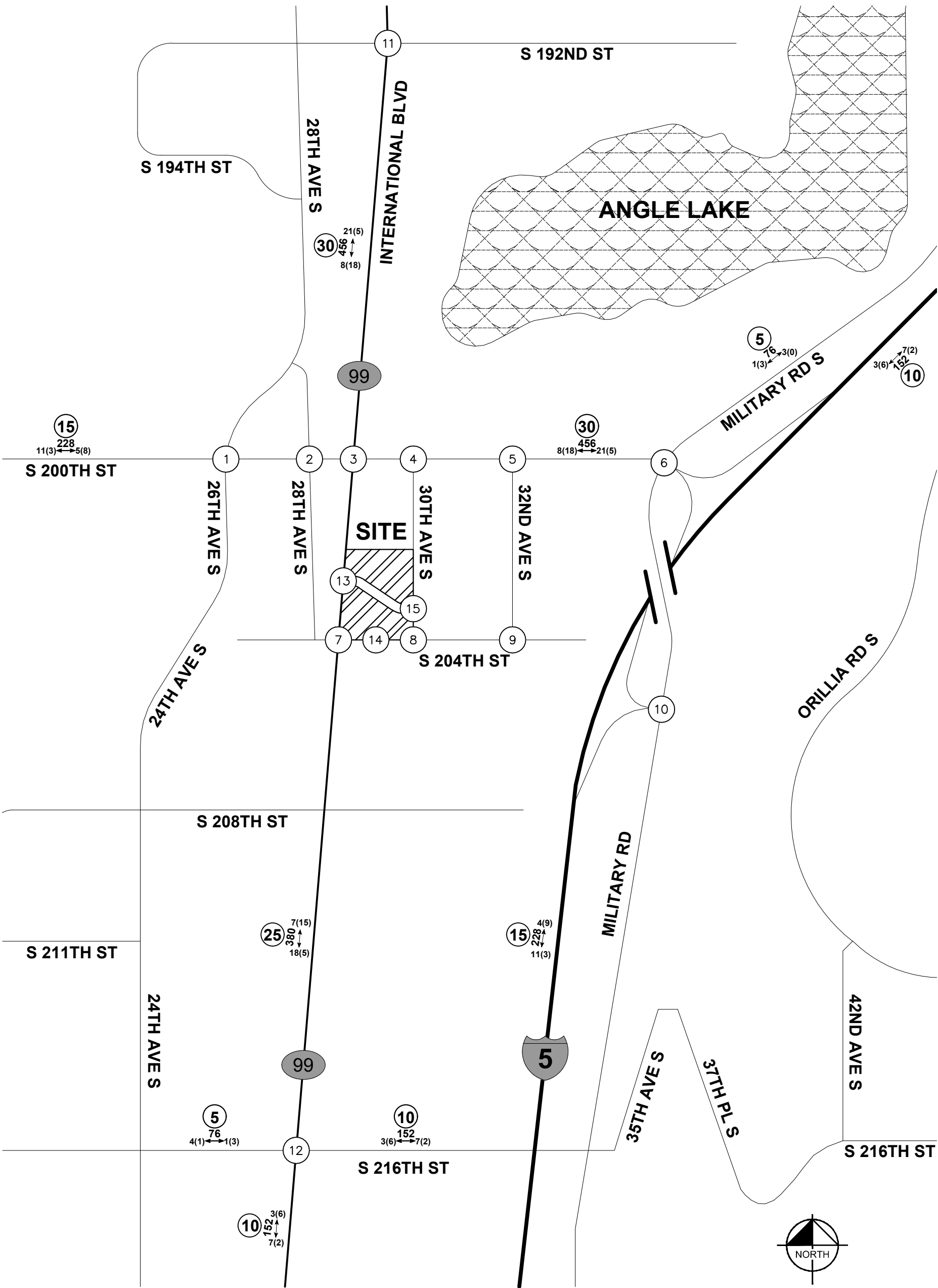
The development's trip distribution is based on counts performed in the site vicinity and local residential and commercial draw areas. It is anticipated that 30% of the site traffic will travel to and from the north along Pacific Highway S and another 25% will travel to and from the south on Pacific Highway S. Another 15% will travel to/from the west along S 200th Street. The remaining 30% will travel to and from the east along S 200th Street. The thirty percent traveling to and from the east will split at Military Road S with five percent heading to/from the north on Military Road S, ten percent heading to/from the north on I-5 and fifteen percent heading to/from the south on I-5.

Based on conversations with the City of SeaTac the following intersections in addition to the access points will need to be studied with the development:

1. 26 th Avenue S at S 200 th Street	Signalized
2. 28 th Avenue S at S 200 th Street	Signalized
3. SR-99 at S 200 th Street	Signalized
4. 30 th Avenue S at S 200 th Street	Two-way Stop Control
5. 32 nd Avenue S at S 200 th Street	Signalized
6. Military Road S at S 200 th Street/I-5 S Ramps	Signalized
7. SR-99 at S 204 th Street	Signalized
8. 30 th Avenue S at S 204 th Street	Two-way Stop Control
9. 32 nd Avenue S at S 204 th Street	All-way Stop Control
10. Military Road S at I-5 N Ramps	Signalized
11. SR-99 at S 192 nd Street	Signalized
12. SR-99 at S 216 th Street	Signalized
13. SR-99 at Site Access (1)	Two-way Stop Control
14. Site Access (2) at S 204 th Street	Two-way Stop Control
15. 30 th Avenue S at Site Access (3)	Two-way Stop Control

The AM peak-hour and The PM peak-hour trip distribution has been separated based on the anticipated trips for each building depending on the garage access locations. A final trip distribution figure details the trip distribution of the two buildings combined. The AM peak-hour and PM peak-hour trip distribution for Building One is included in **Figure 2**. The AM peak-hour and PM peak-hour trip distribution for Building Two is included in **Figure 3**. The AM peak-hour and PM peak-hour trip distribution for the site total is included in **Figure 4**. The turning movements at the study intersections for the AM peak-hour and PM peak-hour are included in **Figure 5** for Building One, **Figure 6** for Building Two and **Figure 7** for the site total.

Date: June 14, 2023 - 5:00pm / User: jay.miller
Path: K:\SWD_IP\10\2022\22-374_SeaTac-Cymbaluk (2020 International Blvd)\Update June 2023\Figures\Cymbaluk Properties - Figures.dwg / Xref:



TRAFFIC IMPACT STUDY
KH# 090222374

CYMBALUK PROPERTIES

CITY OF SEATAC

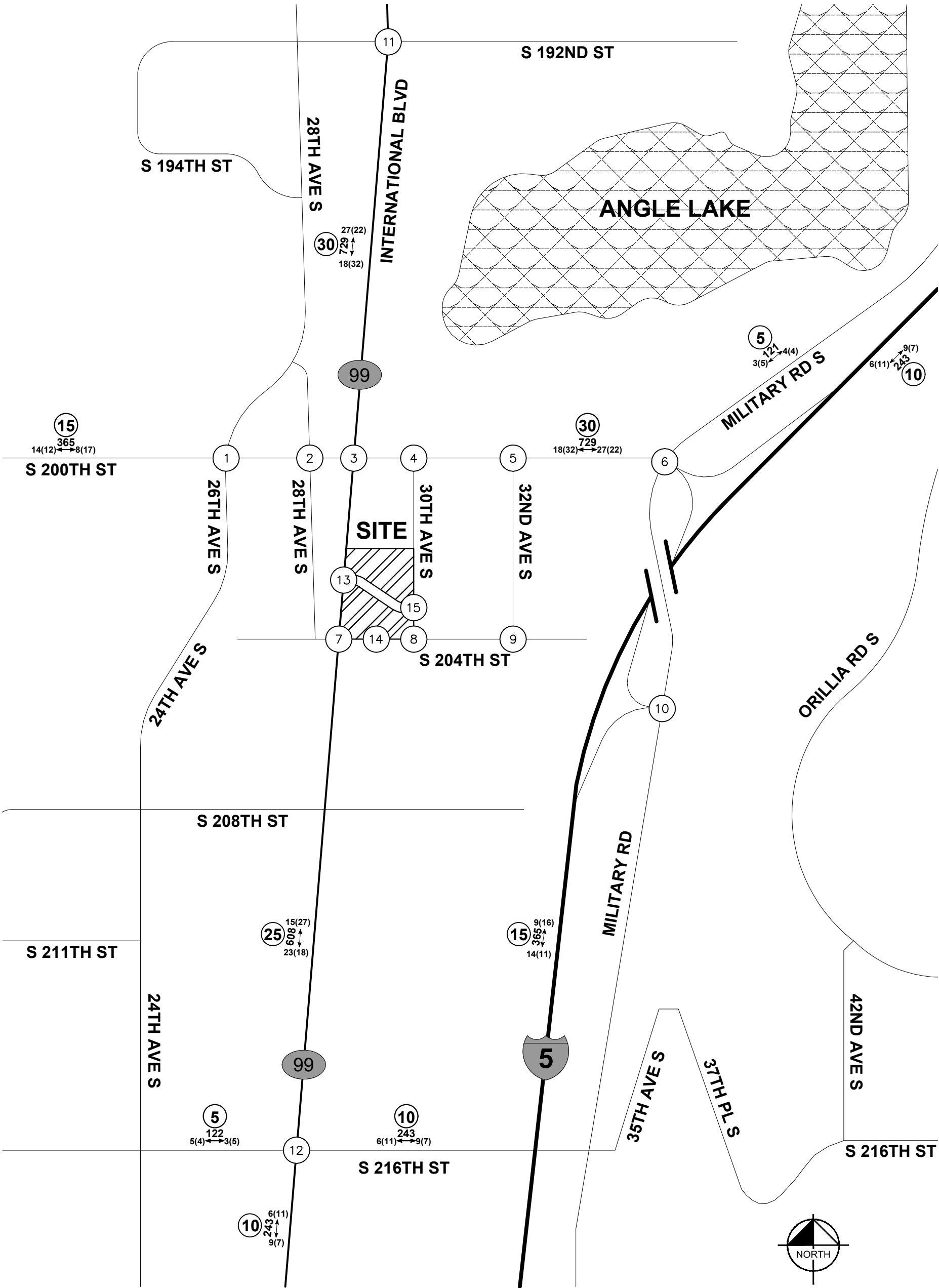
LEGEND

- AWDT
AM(PM) ↔ PEAK
- (XX)
- (X)

- NEW DAILY TRAFFIC
NEW PEAK-HOUR TRIPS
- TRIP DISTRIBUTION %
- STUDY INTERSECTION

FIGURE 2
BUILDING ONE
TRIP DISTRIBUTION
AM(PM) PEAK-HOUR

Date: June 14, 2023 - 5:00pm / User: jay.miller
Path: K:\SWD_IP\10\2022\22-374_SeaTac-Cymbaluk (2020 International Blvd)\Update June 2023\Figures\Cymbaluk Properties - Figures.dwg / Xref:



TRAFFIC IMPACT STUDY
KH# 090222374

CYMBALUK PROPERTIES

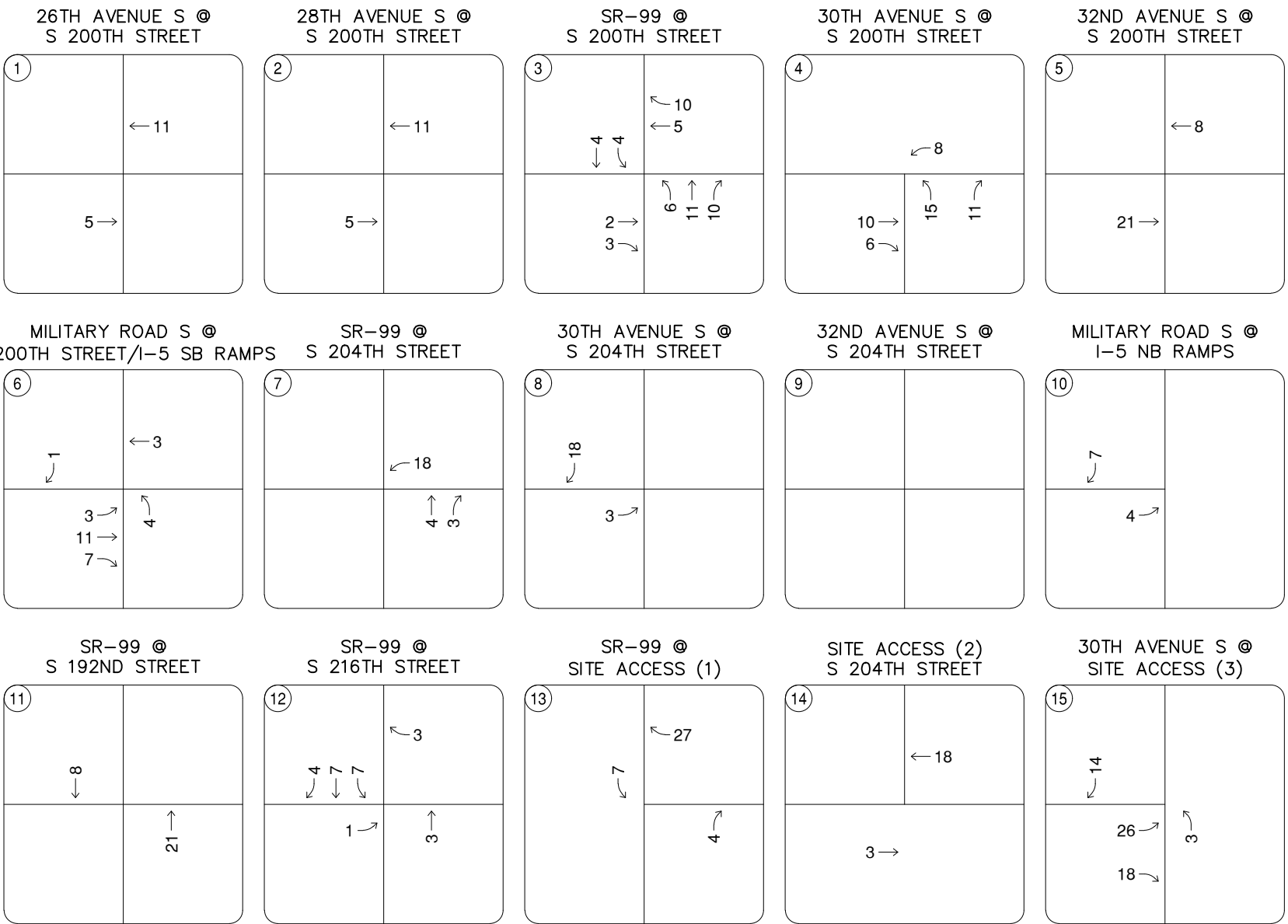
CITY OF SEATAC

LEGEND

- AWDT
AM(PM) ← PEAK
- XX
- X

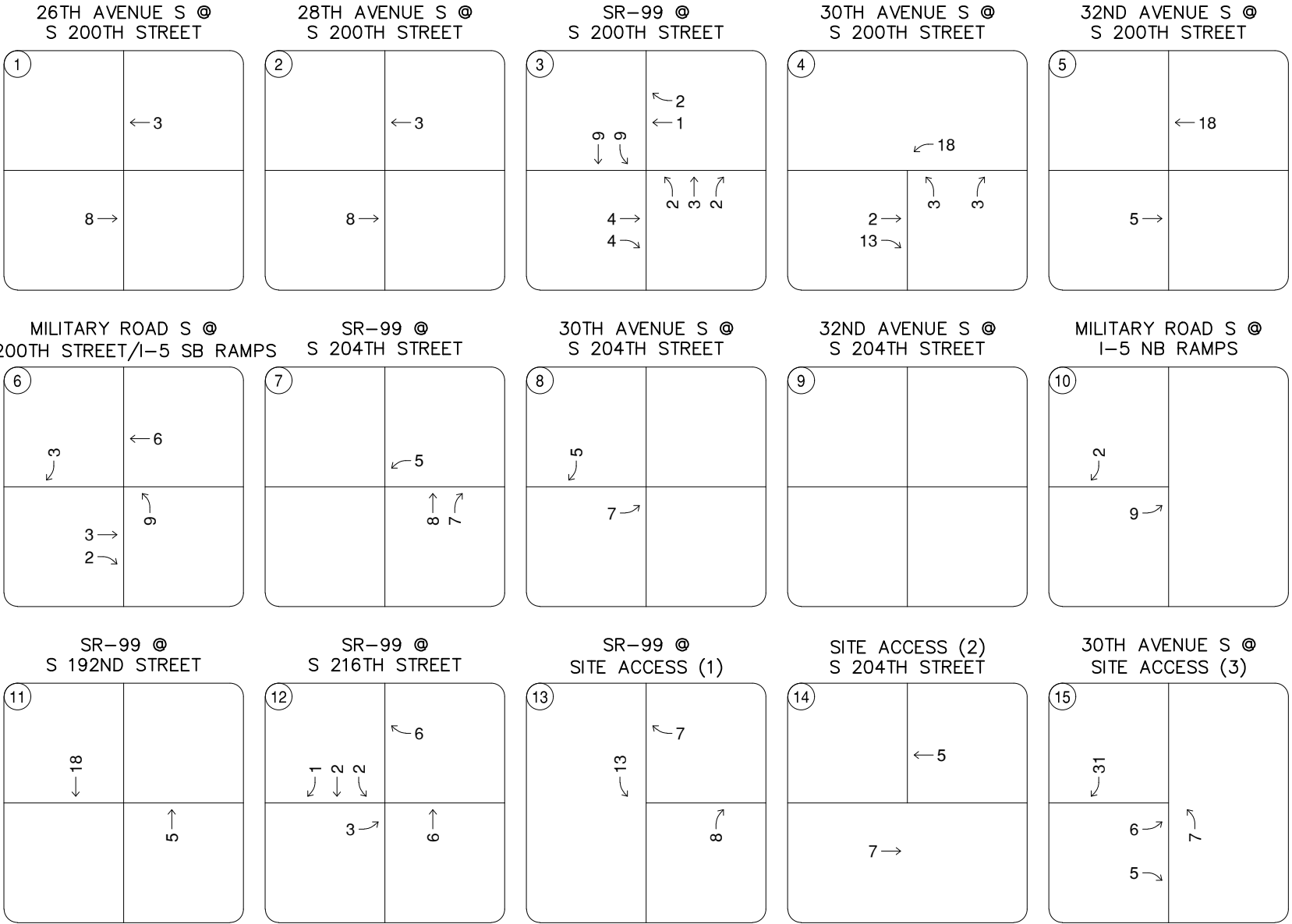
- NEW DAILY TRAFFIC
- NEW PEAK-HOUR TRIPS
- TRIP DISTRIBUTION %
- STUDY INTERSECTION

FIGURE 3
BUILDING TWO
TRIP DISTRIBUTION
AM(PM) PEAK-HOUR



AM PEAK-HOUR

PM PEAK-HOUR



TRAFFIC IMPACT STUDY
KH# 090222374

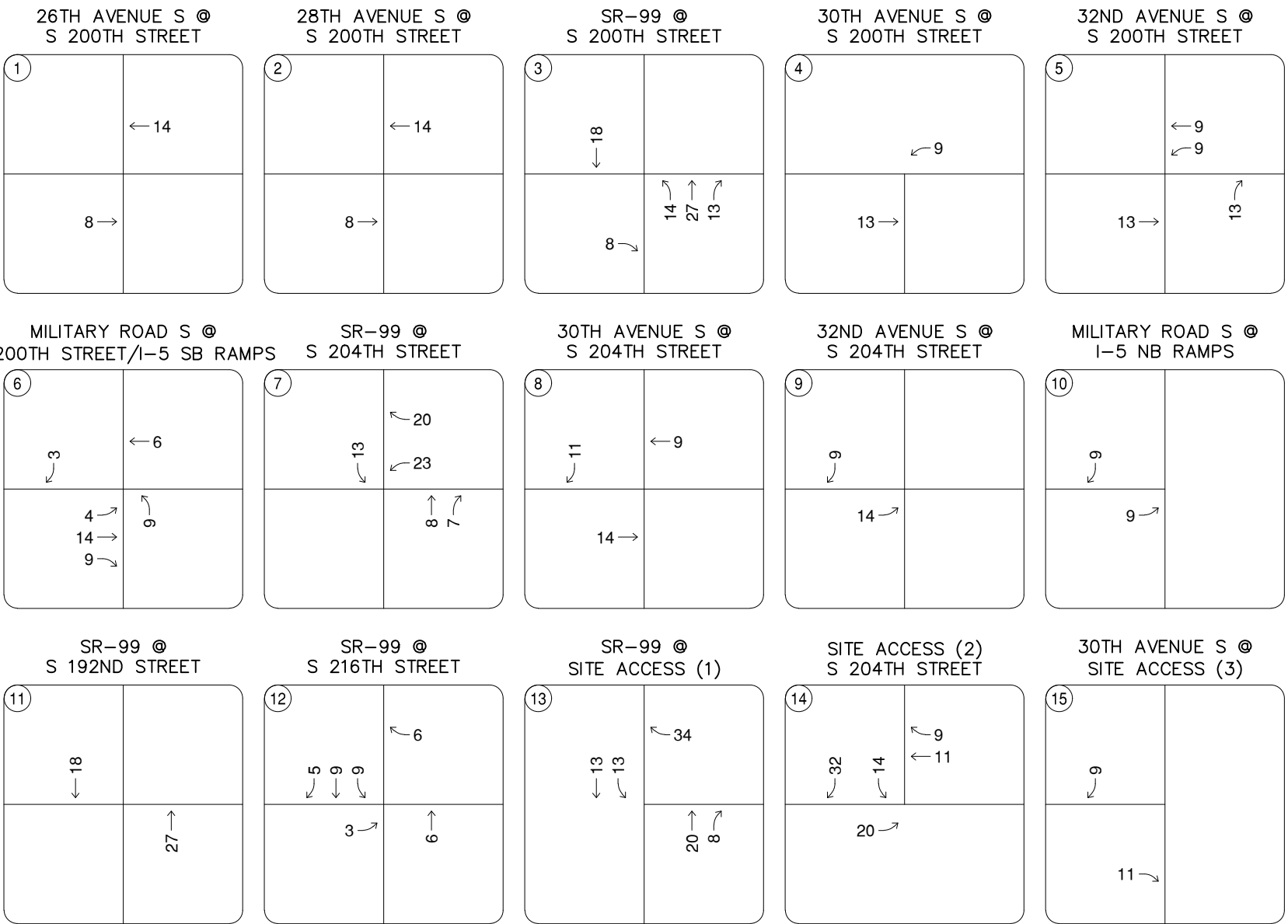
CYMBALUK PROPERTIES

CITY OF SEATAC

LEGEND

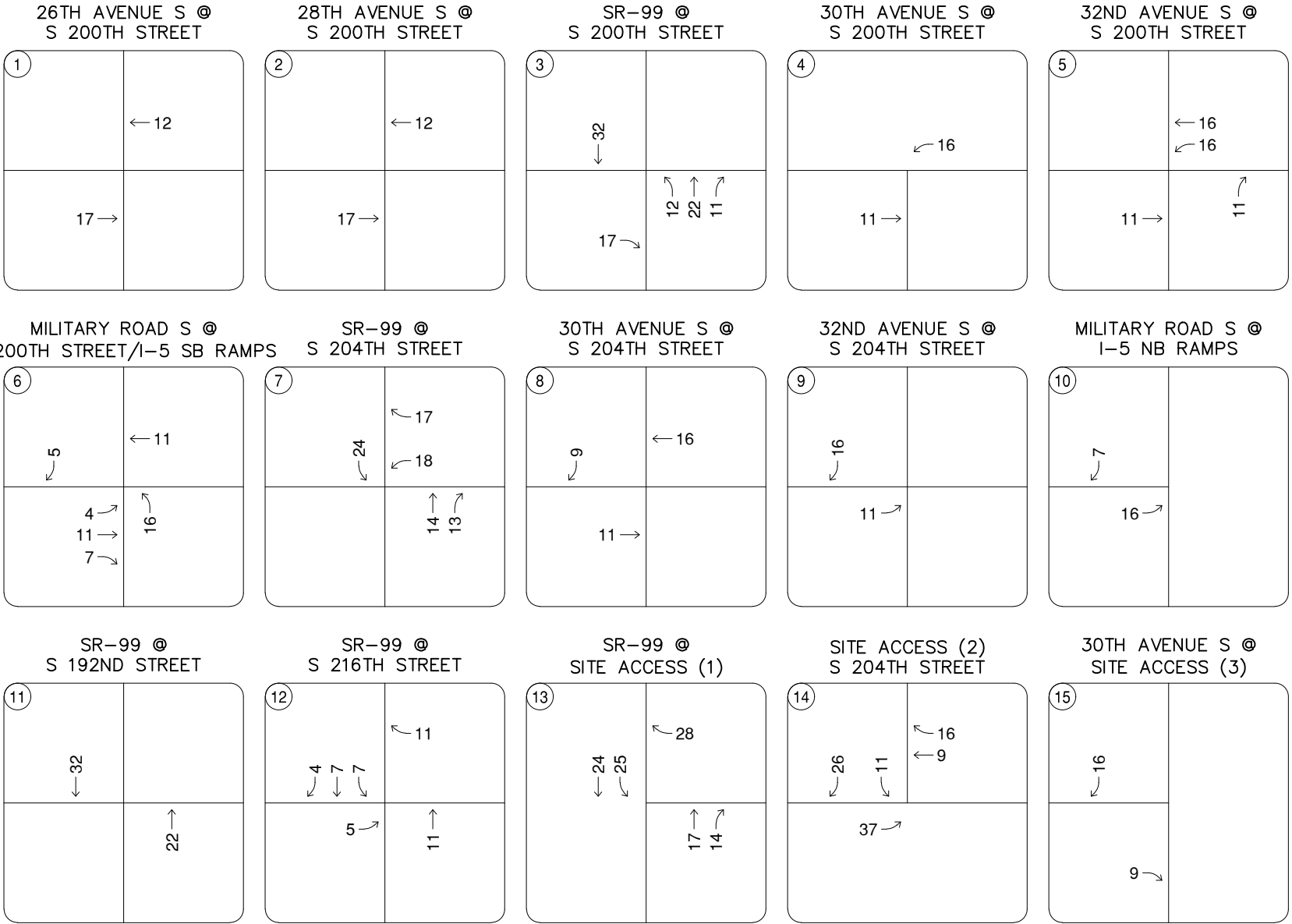
XX → PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE 5
DEVELOPMENT
TURNING MOVEMENTS
– BUILDING ONE



AM PEAK-HOUR

PM PEAK-HOUR



TRAFFIC IMPACT STUDY
KH# 090222374

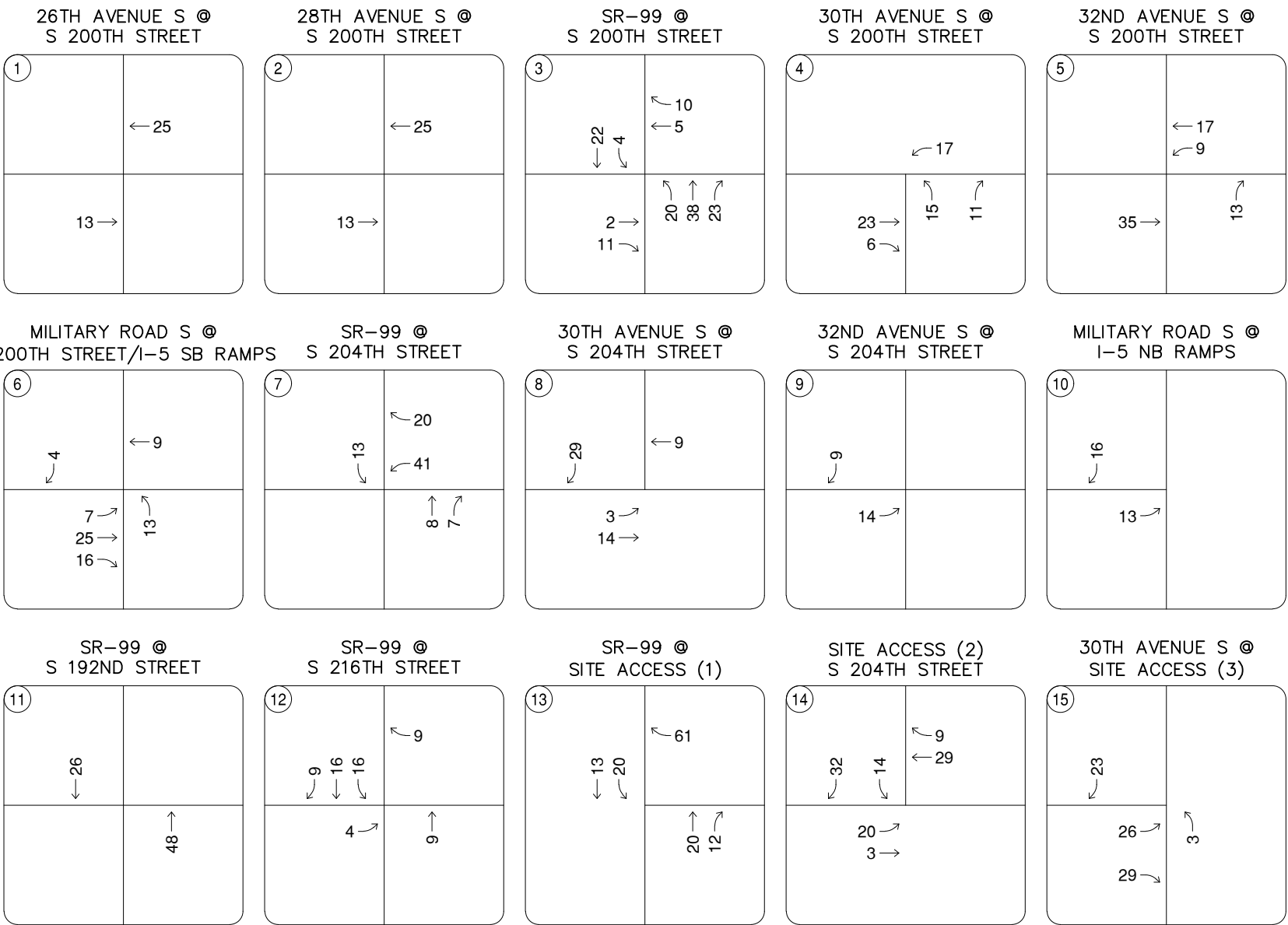
CYMBALUK PROPERTIES

CITY OF SEATAC

LEGEND

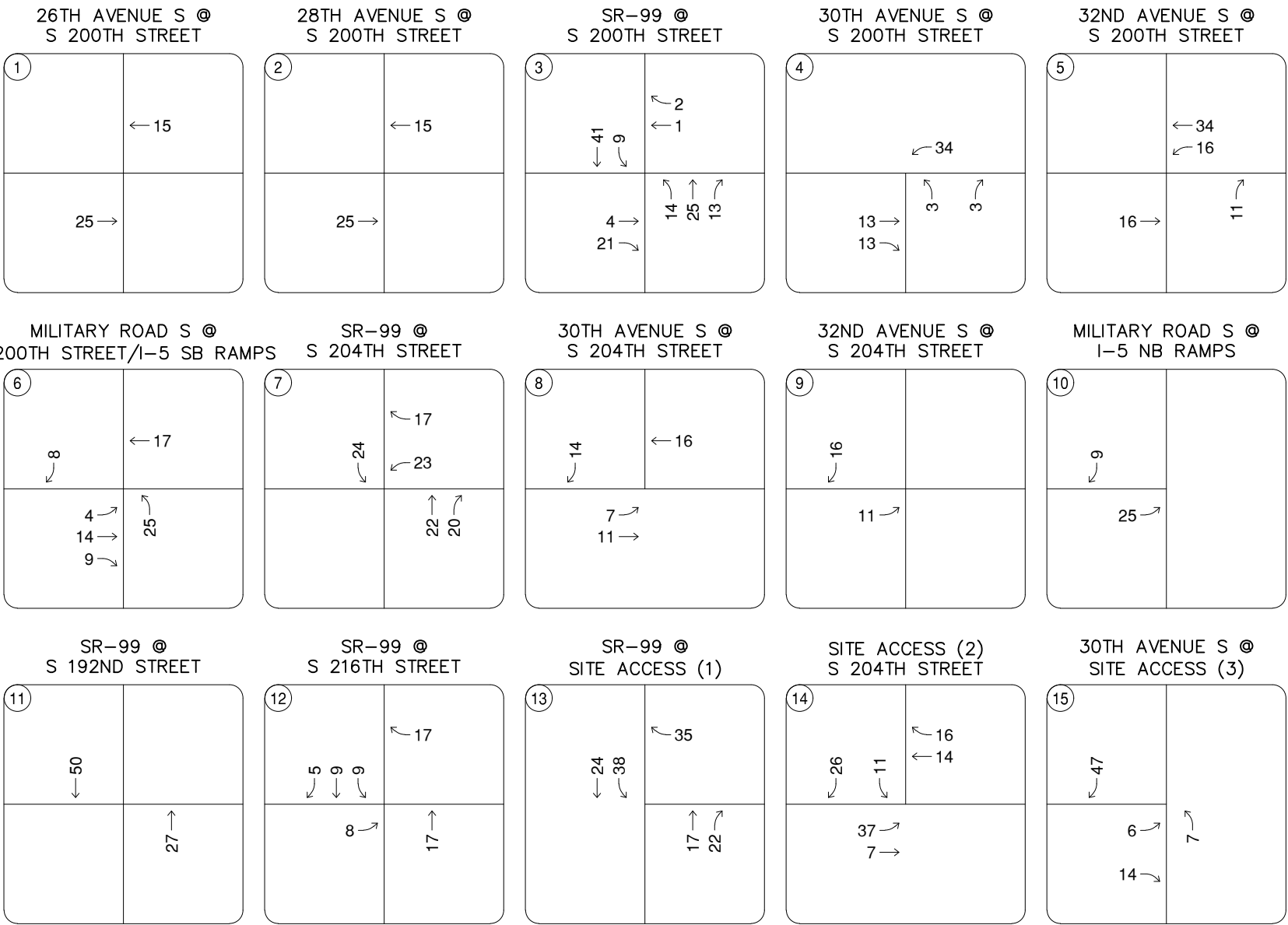
XX → PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE 6
DEVELOPMENT
TURNING MOVEMENTS
– BUILDING TWO



AM PEAK-HOUR

PM PEAK-HOUR



TRAFFIC IMPACT STUDY
KH# 090222374

CYMBALUK PROPERTIES

CITY OF SEATAC

LEGEND

XX → PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE 7
DEVELOPMENT
TURNING MOVEMENTS
– SITE TOTAL

5. INTERSECTION LEVEL OF SERVICE ANALYSIS

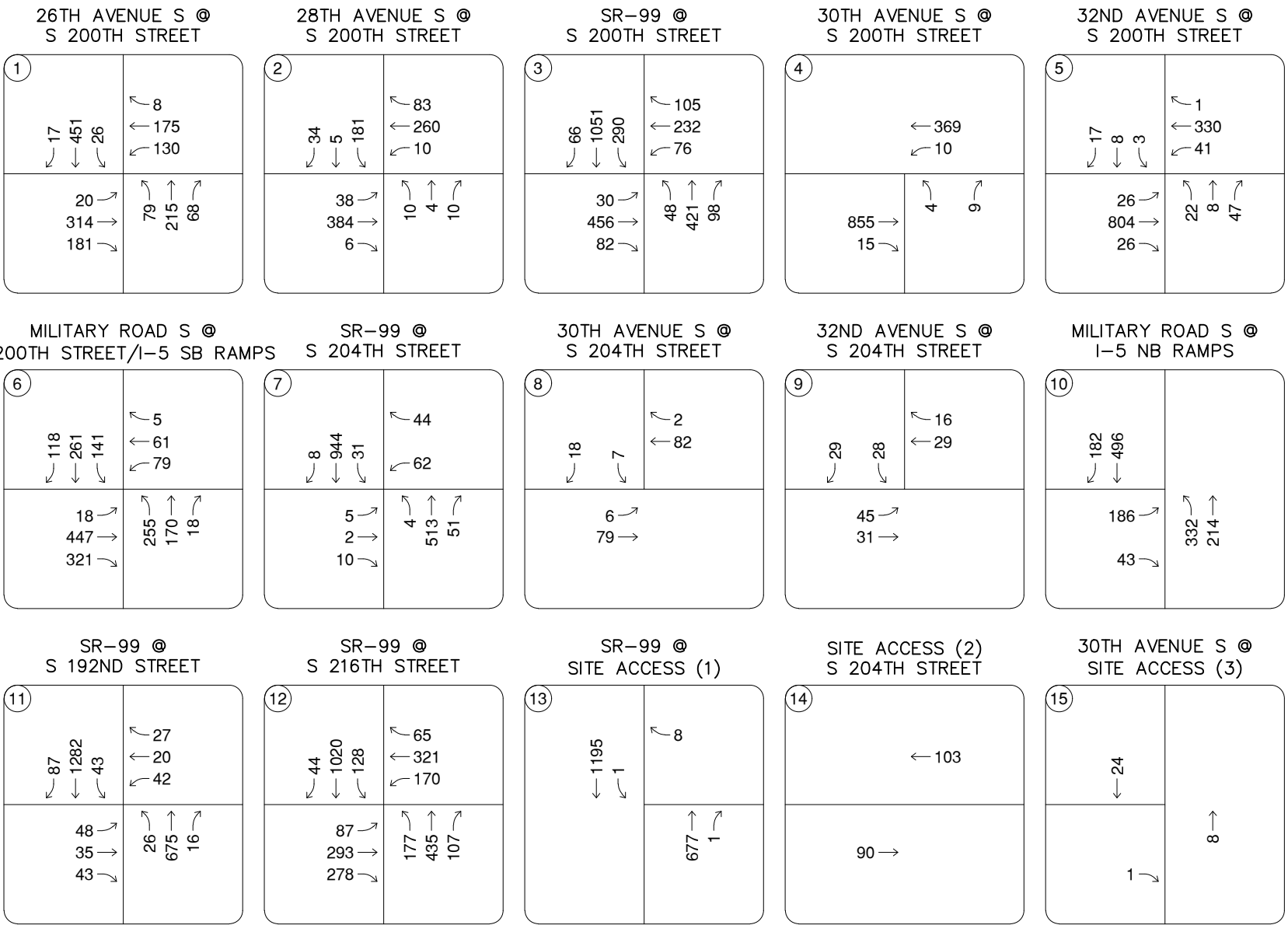
5.1 Turning Movement Calculations

The existing PM peak-hour turning movements for the study intersections are based on data collected by Traffic Data Gathering (TDG) and IDAX. The existing weekday count volumes were grown utilizing a 3% annually compounding growth rate to bring the volumes to 2026 conditions. Existing turning movement volumes for the study intersections are shown in **Figure 8**. The counts collected at the study intersections are included in **Appendix B**.

The 2026 baseline turning movements at the study intersections have been calculated by applying a 3% annually compounding growth rate to the existing weekday turning movements. That analysis has been performed for the year 2026 based on a conservative anticipated build-out and occupancy of the development. The 2026 baseline turning movements at the study intersections are shown in **Figure 9**.

The 2026 future with development turning movements at the study intersections have been calculated by adding the trips from the proposed Development trips to the 2026 baseline turning movements. The 2026 future with development turning movements are shown in **Figure 10**. The turning movement calculations are included in **Appendix C**.

Date: June 14, 2023 - 4:59pm / User: jaywiller
Path: K:\SWO_IP\O\2022\22-374 SeaTac-Cymbaluk (2020 International Blvd)\Update June 2023\Figures\Cymbaluk Properties - Figures.dwg / Xref



TRAFFIC IMPACT STUDY
KH# 090222374

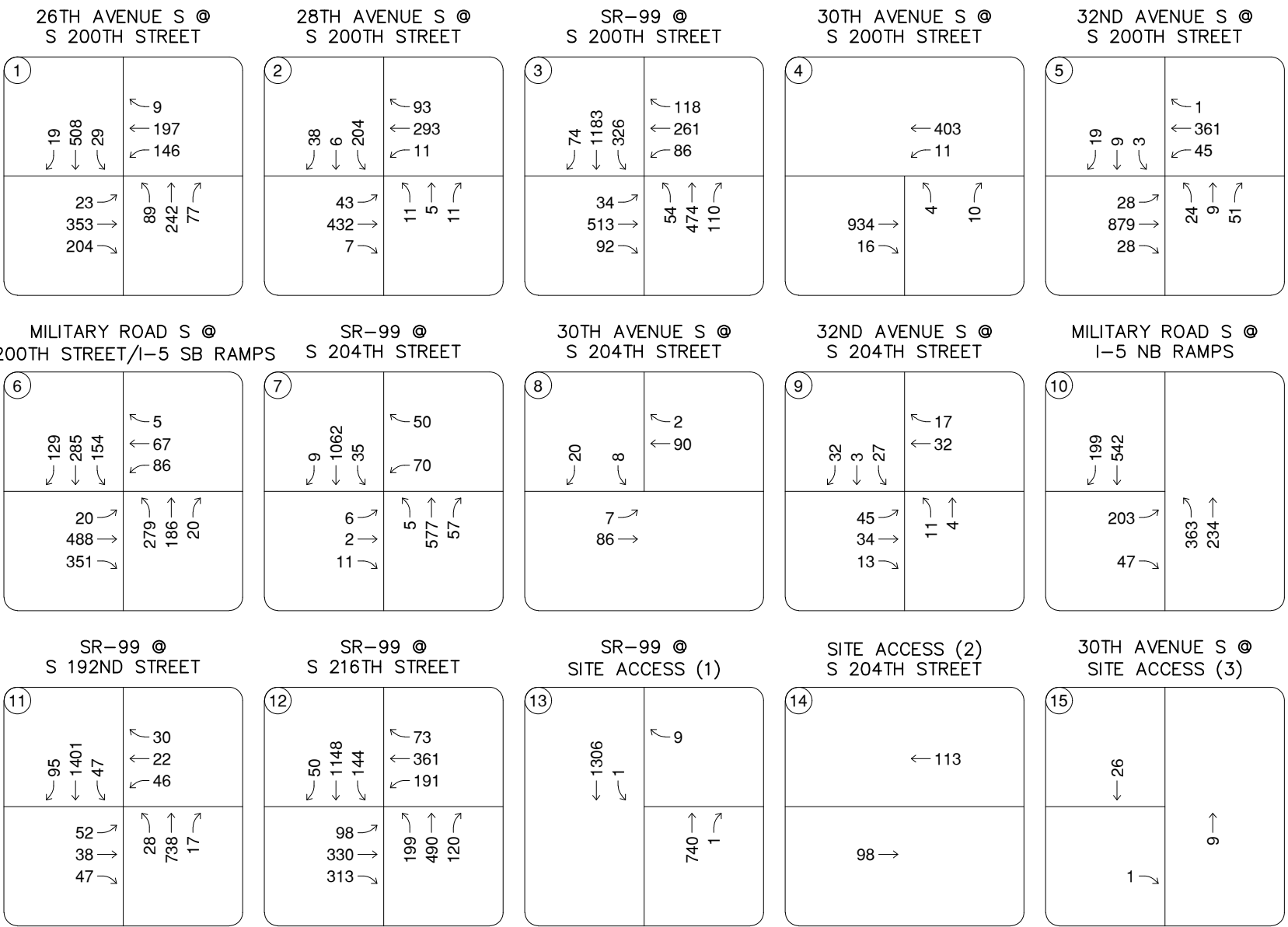
CYMBALUK PROPERTIES

CITY OF SEATAC

LEGEND

XX → PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE 8
EXISTING
TURNING MOVEMENTS



TRAFFIC IMPACT STUDY
KH# 090222374

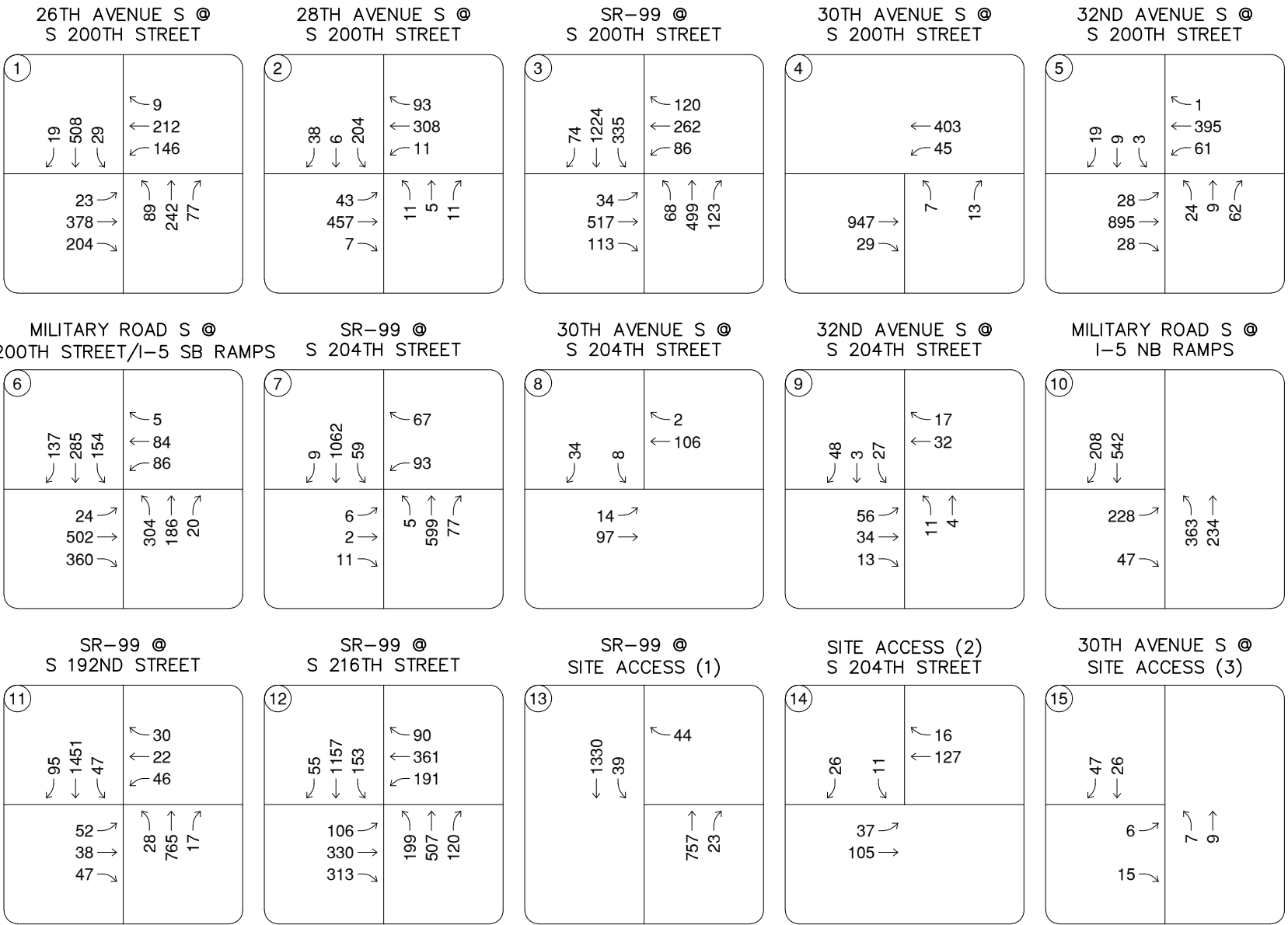
CYMBALUK PROPERTIES

CITY OF SEATAC

LEGEND

XX → PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE 9
2026 BASELINE
TURNING MOVEMENTS



TRAFFIC IMPACT STUDY
KH# 090222374

CYMBALUK PROPERTIES

CITY OF SEATAC

LEGEND

XX → PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE 10
2026 FUTURE WITH
DEVELOPMENT
TURNING MOVEMENTS

5.2 Level of Service Calculations

The level of service calculations have been performed utilizing the existing channelization and intersection control. The system includes the existing channelization at the study intersections as well as the existing peak-hour factors and heavy-vehicle factors. These parameters have been used for the existing, 2026 baseline, and 2026 future with development conditions. The level of service analysis for the Development during the PM peak-hour is summarized in **Table 4**.

Table 4: PM peak-hour Level of Service Summary

Intersection	Approach	2023 Existing Conditions		2026 Baseline Conditions		2026 Future with Development Conditions	
		LOS	Delay	LOS	Delay	LOS	Delay
1. 26 th Avenue S at S 200 th Street	Signalized	B	19.1 sec	C	20.6 sec	C	21.3 sec
2. 28 th Avenue S at S 200 th Street	Signalized	C	30.3 sec	C	30.6 sec	C	31.1 sec
3. SR-99 at S 200 th Street	Signalized	C	34.4 sec	D	38.6 sec	D	41.1 sec
4. 30 th Avenue S at S 200 th Street	Minor-Leg Stop Control	C	15.4 sec	C	16.4 sec	C	19.6 sec
5. 32 nd Avenue S at S 200 th Street	Signalized	A	6.2 sec	A	6.3 sec	A	6.4 sec
6. Military Road S at S 200 th Street/I-5 S Ramps	Signalized	D	45.9 sec	D	52.2 sec	D	55.0 sec
7. SR-99 at S 204 th Street	Signalized	A	6.1 sec	A	6.7 sec	A	8.2 sec
8. 30 th Avenue S at S 204 th Street	Minor-Leg Stop Control	A	9.3 sec	A	9.5 sec	A	9.6 sec
9. 32 nd Avenue S at S 204 th Street	All-Way Stop Control	A	7.6 sec	A	7.7 sec	A	7.8 sec
10. Military Road S at I-5 N Ramps	Signalized	C	21.5 sec	C	27.3 sec	C	29.5 sec
11. SR-99 at S 192 nd Street	Signalized	A	9.5 sec	B	10.5 sec	B	10.6 sec
12. SR-99 at S 216 th Street	Signalized	D	45.7 sec	E	63.1 sec	E	63.0 sec
13. SR-99 at Site Access (1)	Minor-Leg Stop Control	B	10.9 sec	B	11.2 sec	B	11.8 sec
14. Site Access (2) at S 204 th Street	Minor-Leg Stop Control	-	-	-	-	B	10.3 sec
15. 30 th Avenue S at Site Access (3)	Minor-Leg Stop Control	-	-	-	-	A	8.8 sec

The level of service analysis shows the study intersections will operate at acceptable LOS E or better under the 2026 baseline and 2026 future with development conditions during the PM peak-hour. The acceptable level of service at principal and minor arterial intersections within the City of SeaTac is level of service E. Therefore, this intersection reaches an acceptable level of service. Additionally, the intersection delay in the future with development condition for the intersection of SR-99 at S 216th Street decreases due to the greater number of right turns than left turns onto SR-99. The intersection level of service calculations are provided in the **Appendix D**.

6. ACCESS ANALYSIS

30th Avenue S has a posted speed limit of 25 mph. The City of SeaTac utilizes the King County Road standards to evaluate sight distance. King County Road standards have a stopping sight distance of 155 feet and entering sight distance of 280 feet for a 25-mph design speed. The access onto 30th Avenue S is approximately 620 feet north of the S 204th Street. The access will have over 300 feet of stopping and entering sight distance to the north and south of the access.

The access onto S 204th Street is approximately 150 feet west of the 30th Avenue S. The access will have over 300 feet of stopping and entering sight distance to the east and west of the access. There is clear sight distance to the intersection of SR-99 at S 204th Street.

The existing access to SR-99 will have at least 360' of sight distance as required for a 45 MPH roadway. This access will be a $\frac{3}{4}$ access where the existing driveway to the site exists with the southbound left-turn is allowed. Therefore, the development's accesses should meet sight distance requirements at all proposed accesses. Additional analysis provided for the site access along SR-99 shows the southbound left-turn capacity is adequate to maintain the added trips coming from the north and entering the site. As detailed within the LOS analysis, the 95th percentile queue is less than one vehicle during the PM peak-hour and the level of service is B with 11.8 seconds of delay.

7. PARKING DEMAND

7.1 Building One

Building one of the Development is proposing to construct 110 studio/open-one units, 173 one-bedroom units, 60 two-bedroom units, and 12 three-bedroom units for a total of 355 multifamily units (439 bedrooms) with 346 parking spaces for residential use. Per King County's Right Size Parking calculator, based on the anticipated square footages, the site would have a residential parking demand of 0.89 parking spaces per unit. This would equate to a parking demand of 316 parking spaces. Per *ITE Parking Generation Manual, 5th Edition*, based on the anticipated bedroom units near transit rail and shopping area, the site would have a residential parking demand of 0.61 parking spaces per bedroom. This would equate to a parking demand of 268 residential parking spaces.

Per SeaTac Municipal Code (SMC), multifamily units require 1 parking space per studio, 1.5 per one-bedroom unit and 2 parking spaces per two or three-bedroom unit. This would equate to a SeaTac Municipal Code parking requirement of 514 parking spaces for the residential use. Additionally, per *SMC 15.310.410*, a maximum reduction of up to 35% can be taken for residential uses and 40% can be taken for business services based on being located adjacent to the Angle Lake Light Rail station. This would therefore reduce the residential parking requirement down to 334 parking spaces for the residential use.

7.2 Building Two

Building two of the Development is proposing to construct 141 studio/open-one units, 164 one-bedroom units, 68 two-bedroom units, and 10 three-bedroom units for a total of 383 multifamily units (471 bedrooms) with 7,491 SF of retail space. The proposed parking will include a total of 392 parking spaces for residential and retail use. Per King County's Right Size Parking calculator, based on the anticipated square footages, the site would have a residential parking demand of 0.91 parking spaces per unit. This would equate to a parking demand of 349 parking spaces. Per *ITE Parking Generation Manual, 5th Edition*, based on the anticipated bedroom units near transit rail and shopping area, the site would have a residential parking demand of 0.61 parking spaces per bedroom and 1.95 parking spaces per 1,000 SF of retail space. This would equate to a parking demand of 287 residential parking spaces and 15 retail spaces for a total demand of 302 spaces. The parking analysis calculations are provided in the **Appendix E**.

Per SMC, there is a parking requirement of 543 parking spaces for the residential use and 30 parking spaces (1/250 SF) for the retail use for a total of 573 parking spaces. After the applicable reductions, the residential parking requirement is reduced to 353 parking spaces for the residential use and 18 spaces for the general retail. The site is proposing 392 combined parking spaces which will meet the total parking requirement of 371 parking spaces.

8. COLLISION ANALYSIS

Collision data was obtained from Washington State Department of Transportation (WSDOT) for the time period between January 1, 2017, through December 31, 2021. This is the most recent five-year collision data. The number of collisions and type of collisions at the study intersections are summarized in **Table 5**.

Table 5: 5-Year Collision Type Summary

Intersection	Collision Type							Total Collisions
	Rear-End	Side swipe	At-Angle	Opp. Dir	Same Dir	Ped	Other/Fixed Object	
1. 26 th Avenue S at S 200 th Street	1	1	7	17	0	0	1	27
2. 28 th Avenue S at S 200 th Street	0	0	6	6	1	3	0	16
3. SR-99 at S 200 th Street	15	8	11	2	2	6	0	44
4. 30 th Avenue S at S 200 th Street	0	3	0	1	0	0	1	5
5. 32 nd Avenue S at S 200 th Street	2	0	2	12	0	1	0	17
6. Military Road S at S 200 th Street/I-5 S Ramps	15	5	13	0	3	1	1	38
7. SR-99 at S 204 th Street	6	1	12	3	2	1	0	25
8. 30 th Avenue S at S 204 th Street	0	0	0	1	0	0	1	2
9. 32 nd Avenue S at S 204 th Street	0	0	1	1	0	0	0	2
10. Military Road S at I-5 N Ramps	1	1	3	18	2	0	0	25
11. SR-99 at S 192 nd Street	9	3	14	13	1	3	1	44
12. SR-99 at S 216 th Street	18	4	8	3	2	5	0	40
13. SR-99 at Site Access (1)	1	0	0	0	0	0	0	1

The collision types are consistent with the anticipated collisions for the study intersections. Rear-end and at-angle collisions are the most common collisions for intersections. There were no fatalities reported during the five-year period at the study intersections.

The collision rates at the study intersections have also been evaluated. The collisions per million entering vehicles (MEV) is the standard rate for intersections. The daily trips at the study intersection have been estimated using a rate of 10 daily trips to 1 PM peak-hour trip. The collision rates at the study intersections are summarized in **Table 6**.

Table 6: Collision Rate Summary

Intersection	Total Collisions	Collisions per Year		Collision Rate (per MEV) ³		
		Years	Rate	ADT ⁴	Years	Rate
1. 26 th Avenue S at S 200 th Street	27	5	5.4	16,840	5	0.88
2. 28 th Avenue S at S 200 th Street	16	5	3.2	10,280	5	0.85
3. SR-99 at S 200 th Street	44	5	8.8	29,870	5	0.81
4. 30 th Avenue S at S 200 th Street	5	5	1.0	12,620	5	0.22
5. 32 nd Avenue S at S 200 th Street	17	5	3.4	13,330	5	0.70
6. Military Road S at S 200 th Street/I-5 S Ramps	38	5	7.6	18,940	5	1.10
7. SR-99 at S 204 th Street	25	5	5.0	16,850	5	0.81
8. 30 th Avenue S at S 204 th Street	2	5	0.4	1,940	5	0.56
9. 32 nd Avenue S at S 204 th Street	2	5	0.4	2,000	5	0.55
10. Military Road S at I-5 N Ramps	25	5	5.0	14,530	5	0.94
11. SR-99 at S 192 nd Street	44	5	8.8	23,870	5	1.01
12. SR-99 at S 216 th Street	40	5	8.0	32,500	5	0.67
13. SR-99 at Site Access (1)	1	5	0.2	18,940	5	0.03

Two of the study intersections have collision rates that are greater than 1.0 per MEV. These collision rates have identified that two of the study locations have a significant collision history. Additionally, there were no fatalities recorded at the study intersections during the five-year period. The collision data is included in **Appendix F**.

Although these two intersections have collision rates that would be considered significant, the state currently has an ongoing project that would mitigate these intersections by drawing traffic away and reducing congestion. The SR-509 Project along I-5 would pull trips away from the intersections with significant collision histories. Pulling traffic and reducing overall travel through these intersections will create less delay, thus relieving congestion and granting more time for travelers to successfully cross the intersections. The SR-509 Project map has been included in **Appendix G**.

³ The collision rate is based on Million Entering Vehicles.

⁴ Based on the existing PM peak-hour volumes and a k-factor of 10 daily trips to 1 PM trip.

9. TRANSPORTATION IMPACT FEES

The City of SeaTac bases their mitigation fees on the number of new PM peak-hour trips generated and as a fee of \$3,733 per PM peak-hour trip for the multifamily (mid-rise) near rail. The Development will receive a \$97,058 credit for the existing recreational vehicle sales development that will be removed. With the existing credit there will be a traffic mitigation fee for Building One for the proposed 355 unit residential use of \$287,441.00. There will be a traffic mitigation fee for Building Two at maximum build-out with up to 394 mid-rise multifamily units with up to 10,261 square feet (SF) of commercial space for the proposed residential and shopping center uses is \$521,882.01. Therefore, the development will have a total mitigation fee of \$809,323.01. The mitigation fee breakdown for building one are summarized in **Table 7** and the mitigation fee breakdown for building two are summarized in **Table 8**.

Table 7: Traffic Mitigation Fee Summary – Building One

ITE Land Use Code	Fee per Trip Type	Trip Type	Peak-Hour Trips	Total
221 – Mid-Rise Apartment near Rail (Building One)	\$3,733	PM	103	\$384,499.00
842 – Recreational Vehicle Sales	\$3,733	PM	-26	-\$97,058.00
TOTAL				\$287,441.00

Table 8: Traffic Mitigation Fee Summary – Building Two

ITE Land Use Code	Fee per Trip Type	Trip Type	Peak-Hour Trips/1,000 SF	Total
221 – Mid-Rise Apartment near Rail (Building Two)	\$3,733	PM	114	\$425,562.00
820 – Shopping Center	\$9,387	SF	10.261	\$96,320.01
TOTAL				\$521,882.01

10. CONCLUSIONS

The Cymbaluk Properties development includes two separate buildings, Building One will consist of 355 mid-rise multifamily units and Building Two will consist of up to 394 mid-rise multifamily units with up to 10,261 SF of commercial space. The two buildings combined are anticipated to generate approximately 3,951 new average daily trips with 249 new AM peak-hour trips and 259 new PM peak-hour trips. The level of service analysis shows all study intersections will operate at acceptable LOS E or better under the 2026 baseline and 2026 future with development conditions during the PM peak-hour. Although there are two study intersections that are considered to have significant collision history, the completion of future State projects in the area will reduce travel in these areas and reduce overall congestion. The development will have a total mitigation fee of \$809,323.01 at the time of this report.

APPENDIX A
TRIP GENERATION CALCULATIONS

Trip Generation for: Weekday
(a.k.a.): Average Weekday Daily Trips (AWDT)

NET EXTERNAL TRIPS BY TYPE																					
IN BOTH DIRECTIONS										DIRECTIONAL ASSIGNMENTS											
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW		PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In	Out	In	Out	In	Out
	Multifamily (Mid-Rise) Near Rail	355 Units	4.75	50%	50%	1686	0%	0	1686	0%	0	0%	0	0%	1686	0	0	0	0	843	843
	Recreationa Vehicle Sales (Removed)	-33.125 K SF	5.00	50%	50%	-166	0%	0	-166	0%	0	0%	0	0%	-166	0	0	0	0	-83	-83
	Totals for Building #1					1520		0	1520		0		0		1520	0	0	0	0	760	760
	Multifamily (Mid-Rise) Near Rail	394 Units	221	4.75	50%	50%	1872	0%	0	1872	0%	0	0%	0	1872	0	0	0	0	936	936
Retail Strip Plaza (<40k)	10.261 K SF	822	54.45	50%	50%	559	0%	0	559	0%	0	0%	0	559	0	0	0	0	280	279	
Totals for Building #2						2431		0	2431		0		0	2431	0	0	0	0	1216	1215	
Totals for Site						3951		0	3951		0		0	3951	0	0	0	0	1976	1975	

**Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM
(a.k.a.): Weekday AM Peak Hour**

NET EXTERNAL TRIPS BY TYPE																					
IN BOTH DIRECTIONS										DIRECTIONAL ASSIGNMENTS											
Gross Trips										Internal Crossover		NEW		PASS-BY		DIVERTED LINK		NEW			
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	TOTAL	PASS-BY		DIVERTED LINK		In+Out (Total)	PASS-BY		DIVERTED LINK		In	Out	NEW
									In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)		% of Ext. Trips	In	Out	In			
Multifamily (Mid-Rise) Near Rail	355 Units	221	0.32	36%	64%	114	0%	0	114	0	0	0	0	114	0	0	0	0	41	73	
Recreationa Vehicle Sales (Removed)	-33.125 K SF	842	0.46	85%	15%	-15	0%	0	-15	0	0	0	0	-15	0	0	0	0	-13	-2	
Totals for Building #1						99		0	99	0				99	0	0	0	0	28	71	
Multifamily (Mid-Rise) Near Rail	394 Units	221	0.32	36%	64%	126	0%	0	126	0	0	0	0	126	0	0	0	0	45	81	
Retail Strip Plaza (<40k)	10.261 SF	822	2.36	60%	40%	24	0%	0	24	0	0	0	0	24	0	0	0	0	14	10	
Totals for Building #2						150		0	150	0				150	0	0	0	0	59	91	
Totals for Site						249		0	249	0				249	0	0	0	0	87	162	

Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM
(a.k.a.): Weekday PM Peak Hour

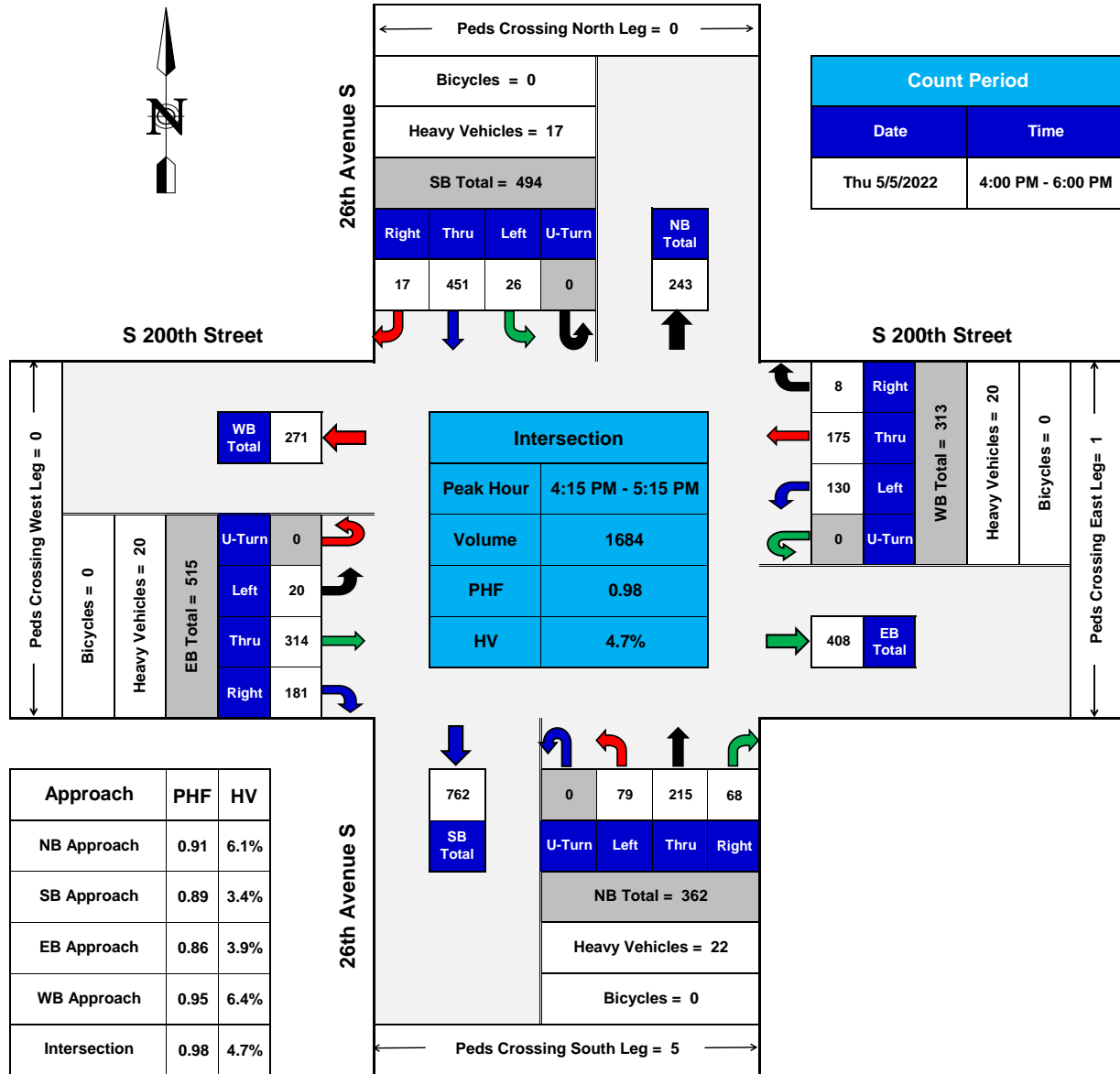
NET EXTERNAL TRIPS BY TYPE																					
IN BOTH DIRECTIONS										DIRECTIONAL ASSIGNMENTS											
Gross Trips										Internal Crossover		PASS-BY		DIVERTED LINK		NEW		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	TOTAL	PASS-BY		In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In	Out	In	Out	In	Out
									In+Out (Total)	% of Ext. Trips	In+Out (Total)										
Multifamily (Mid-Rise) Near Rail	355 Units	221	0.29	65%	35%	103	0%	0	103	0%	0	103	0	0%	0	0	0	0	0	67	36
Recreationa Vehicle Sales (Removed)	-33.125 K SF	842	0.77	31%	69%	-26	0%	0	-26	0%	0	-26	0	0%	0	0	0	0	0	-8	-18
Totals for Building #1						77		0	77		0	77	0		0	0	0	0	0	59	18
Multifamily (Mid-Rise) Near Rail	394 Units	221	0.29	65%	35%	114	0%	0	114	0%	0	114	0	0%	0	0	0	0	0	74	40
Retail Strip Plaza (<40k)	10.261 SF	822	6.59	50%	50%	68	0%	0	68	0%	0	68	0	0%	0	0	0	0	0	34	34
Totals for Building #2						182		0	182		0	182	0		0	0	0	0	0	108	74
Totals for Site						259		0	259		0	259	0		0	0	0	0	0	167	92

APPENDIX B

EXISTING COUNTS

26th Avenue S @ S 200th Street

Seatac, WA



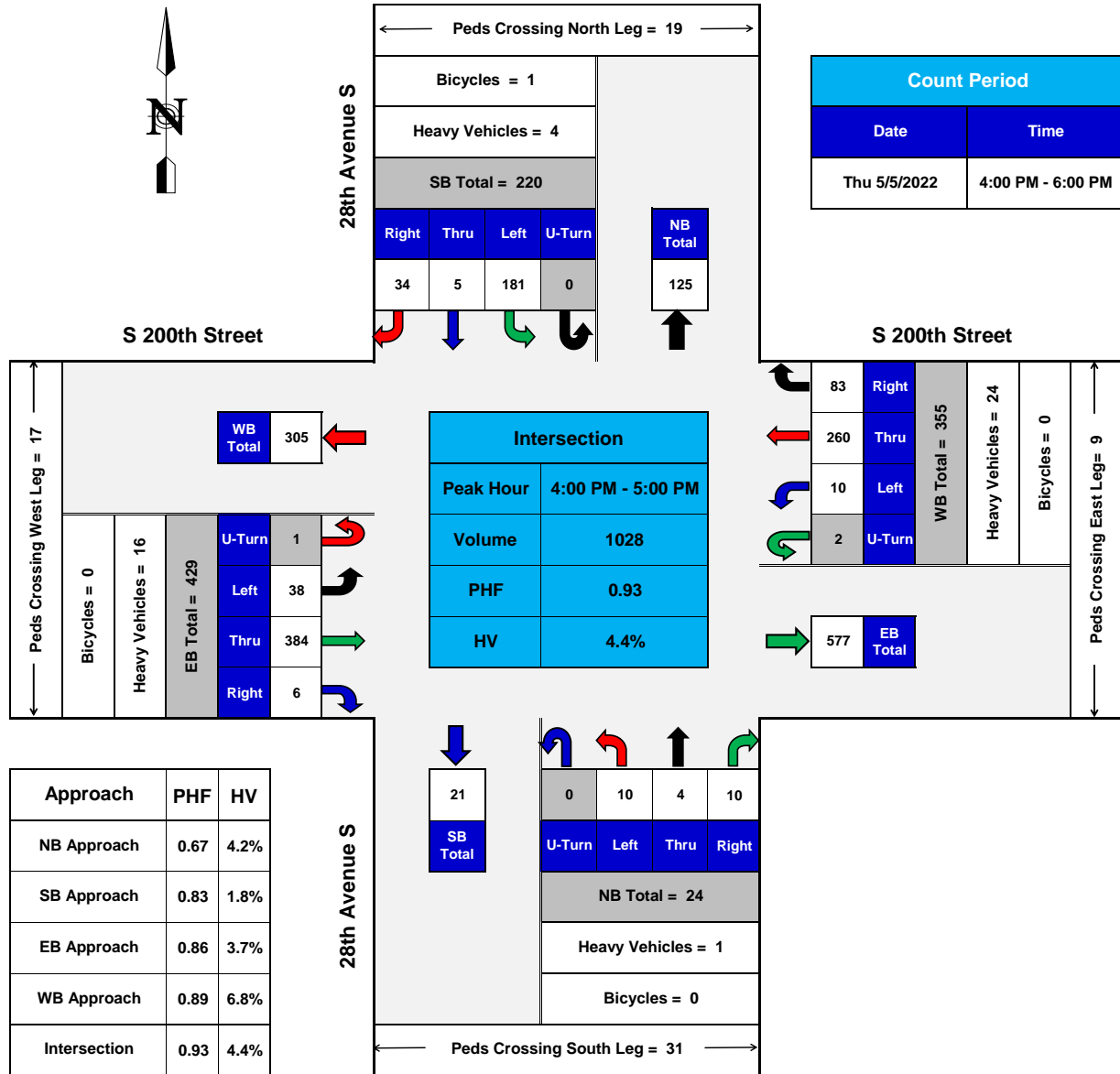
PHF = Peak Hour Factor
HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM PEAK HOUR SUMMARY



28th Avenue S @ S 200th Street

Seatac, WA



PHF = Peak Hour Factor
HV = Heavy Vehicles

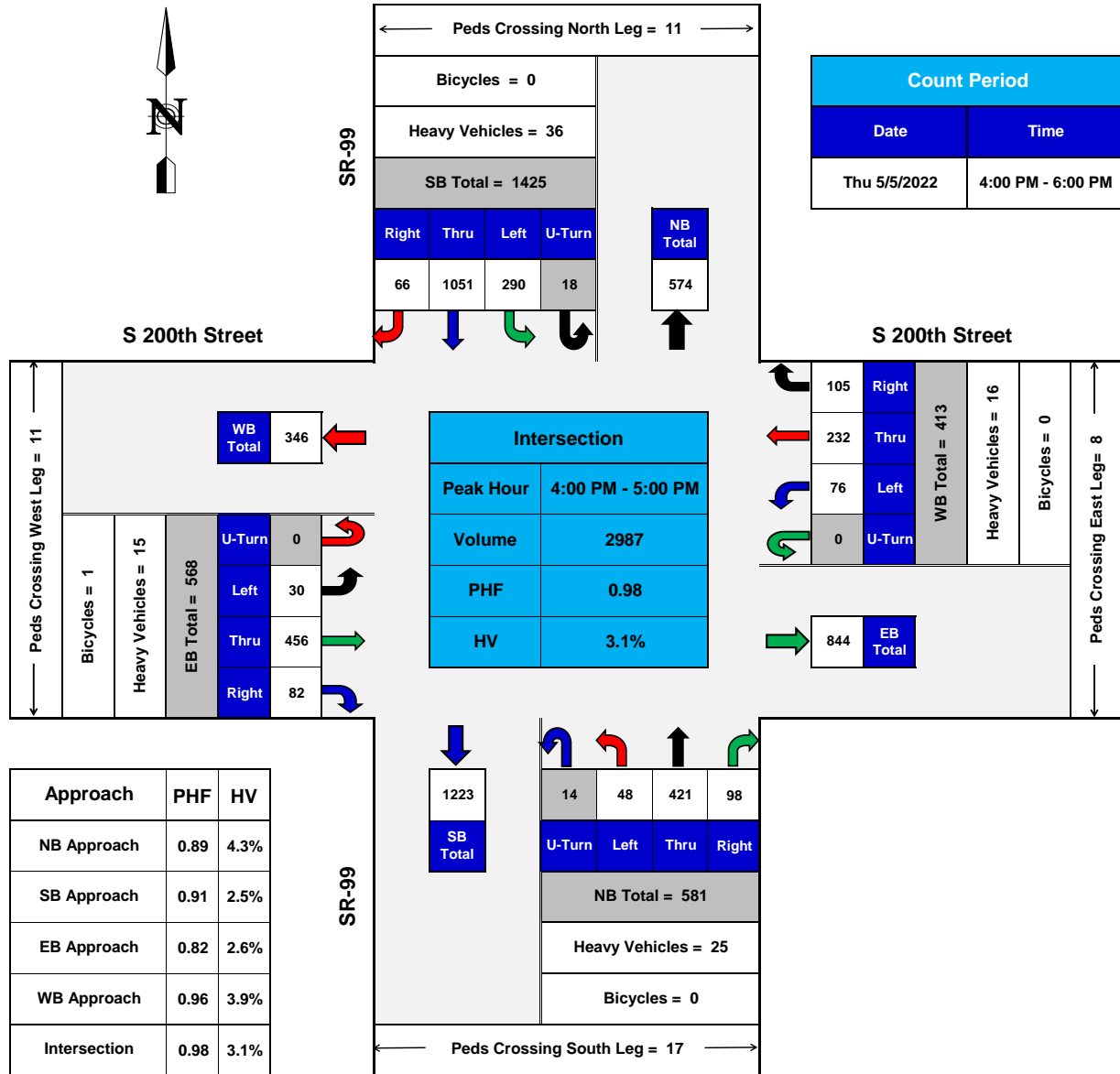
TURNING MOVEMENTS DIAGRAM

PEAK HOUR SUMMARY



SR-99 @ S 200th Street

Seatac, WA



PHF = Peak Hour Factor
HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM PEAK HOUR SUMMARY



30th Ave S S 200th St

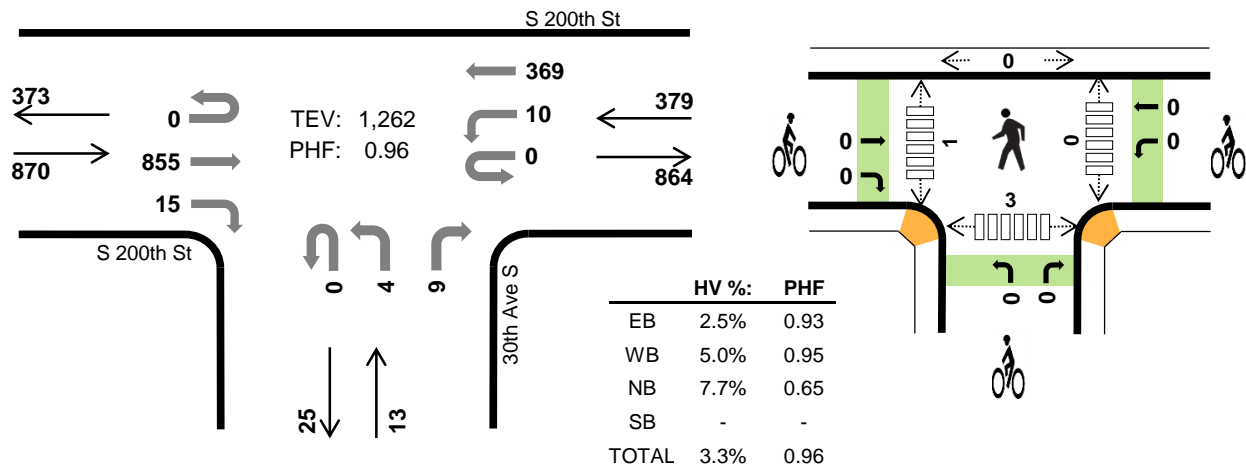


Peak Hour

Date: 01/12/2023

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:45 PM to 5:45 PM

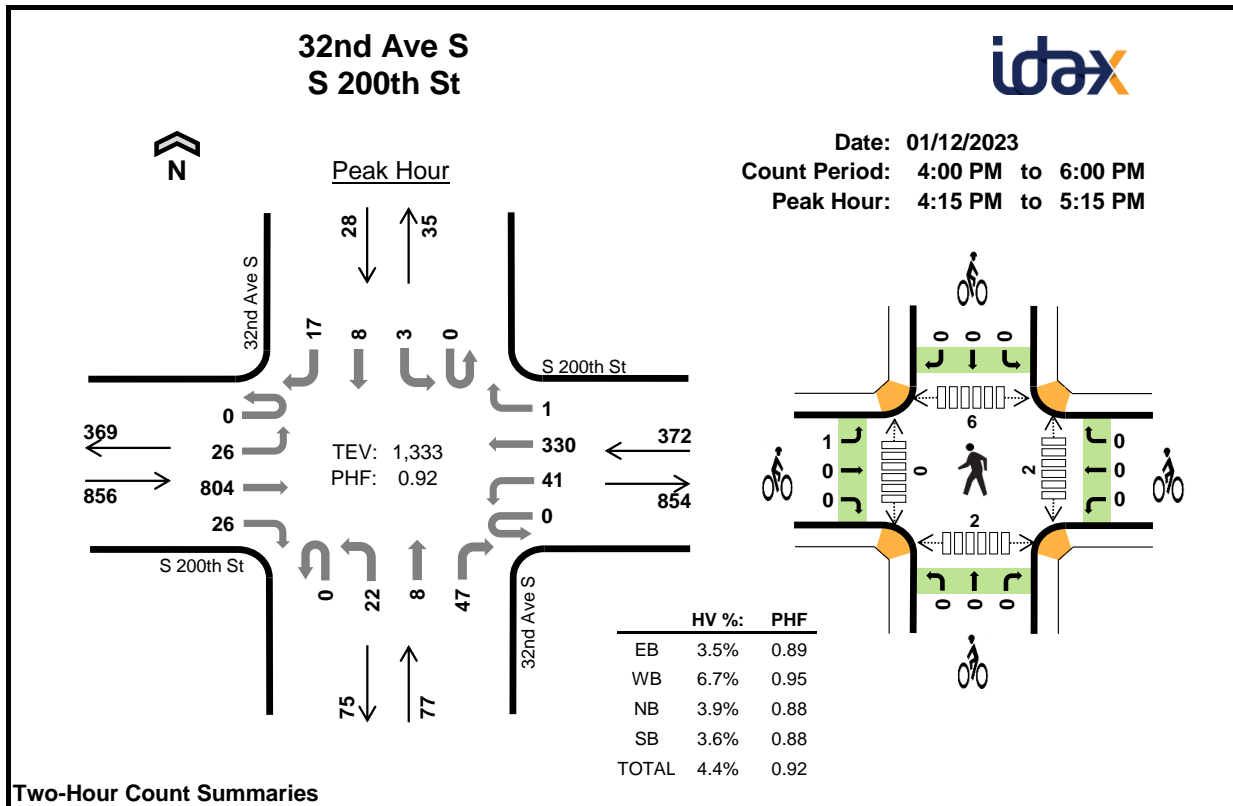


Two-Hour Count Summaries

Interval Start	S 200th St Eastbound				S 200th St Westbound				30th Ave S Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	204	5	0	2	104	0	0	0	0	1	0	0	0	0	316	0
4:15 PM	0	0	201	4	1	2	94	0	0	0	0	5	0	0	0	0	307	0
4:30 PM	0	0	177	2	0	4	82	0	0	1	0	1	0	0	0	0	267	0
4:45 PM	0	0	225	8	0	1	91	0	0	0	0	2	0	0	0	0	327	1,217
5:00 PM	0	0	229	1	0	6	90	0	0	1	0	1	0	0	0	0	328	1,229
5:15 PM	0	0	210	5	0	2	89	0	0	3	0	2	0	0	0	0	311	1,233
5:30 PM	0	0	191	1	0	1	99	0	0	0	0	4	0	0	0	0	296	1,262
5:45 PM	1	0	165	3	0	5	126	0	0	2	0	3	0	0	0	0	305	1,240
Count Total	1	0	1,602	29	1	23	775	0	0	7	0	19	0	0	0	0	2,457	0
Peak Hour	All	0	0	855	15	0	10	369	0	0	4	9	0	0	0	0	1,262	0
	HV	0	0	22	0	0	0	19	0	0	1	0	0	0	0	0	42	0
	HV%	-	-	3%	0%	-	0%	5%	-	-	25%	0%	-	-	-	-	3%	0

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

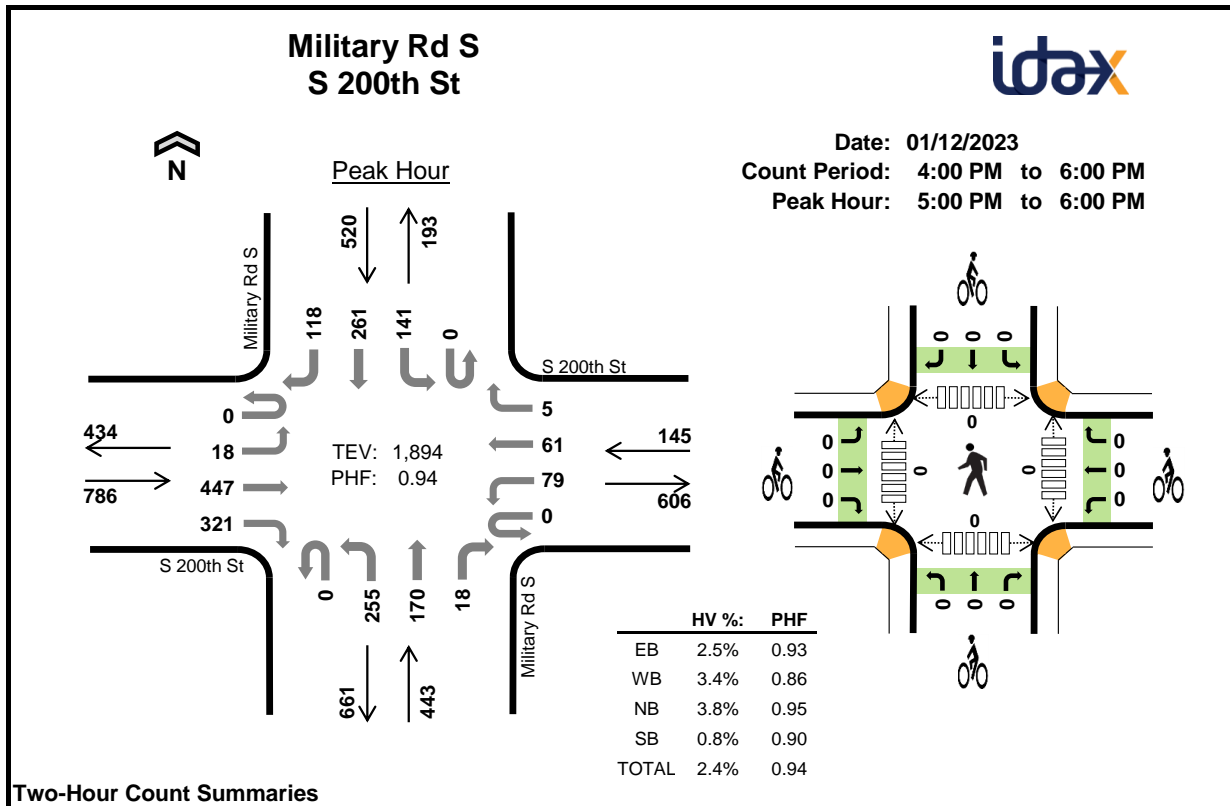
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	7	2	0	0	9	0	0	0	0	0	0	0	0	3	3
4:15 PM	11	3	0	0	14	0	0	0	0	0	0	2	0	2	4
4:30 PM	5	10	0	0	15	0	0	0	0	0	0	5	0	5	10
4:45 PM	7	4	0	0	11	0	0	0	0	0	0	0	0	1	1
5:00 PM	5	7	1	0	13	0	0	0	0	0	0	0	0	0	0
5:15 PM	4	6	0	0	10	0	0	0	0	0	0	0	0	0	0
5:30 PM	6	2	0	0	8	0	0	0	0	0	0	1	0	2	3
5:45 PM	6	3	1	0	10	0	0	0	0	0	0	0	0	0	0
Count Total	51	37	2	0	90	0	0	0	0	0	0	8	0	13	21
Peak Hr	22	19	1	0	42	0	0	0	0	0	0	1	0	3	4

**Two-Hour Count Summaries**

Interval Start		S 200th St				S 200th St				32nd Ave S				32nd Ave S				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	3	200	4	0	3	94	1	0	5	4	9	0	1	0	4	328	0
4:15 PM		0	5	191	8	0	16	82	0	0	7	3	12	0	1	1	5	331	0
4:30 PM		0	5	184	6	0	10	79	1	0	2	1	14	0	0	1	7	310	0
4:45 PM		0	6	205	5	0	9	77	0	0	7	3	11	0	1	3	4	331	1,300
5:00 PM		0	10	224	7	0	6	92	0	0	6	1	10	0	1	3	1	361	1,333
5:15 PM		0	5	186	5	0	12	82	1	0	0	1	12	0	0	2	3	309	1,311
5:30 PM		0	6	175	9	0	12	96	0	0	5	5	4	0	0	1	1	314	1,315
5:45 PM		0	6	172	5	0	18	116	0	0	4	1	8	0	2	1	3	336	1,320
Count Total		0	46	1,537	49	0	86	718	3	0	36	19	80	0	6	12	28	2,620	0
Peak Hour	All	0	26	804	26	0	41	330	1	0	22	8	47	0	3	8	17	1,333	0
	HV	0	0	29	1	0	2	22	1	0	2	1	0	0	0	1	0	59	0
	HV%	-	0%	4%	4%	-	5%	7%	100%	-	9%	13%	0%	-	0%	13%	0%	4%	0

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

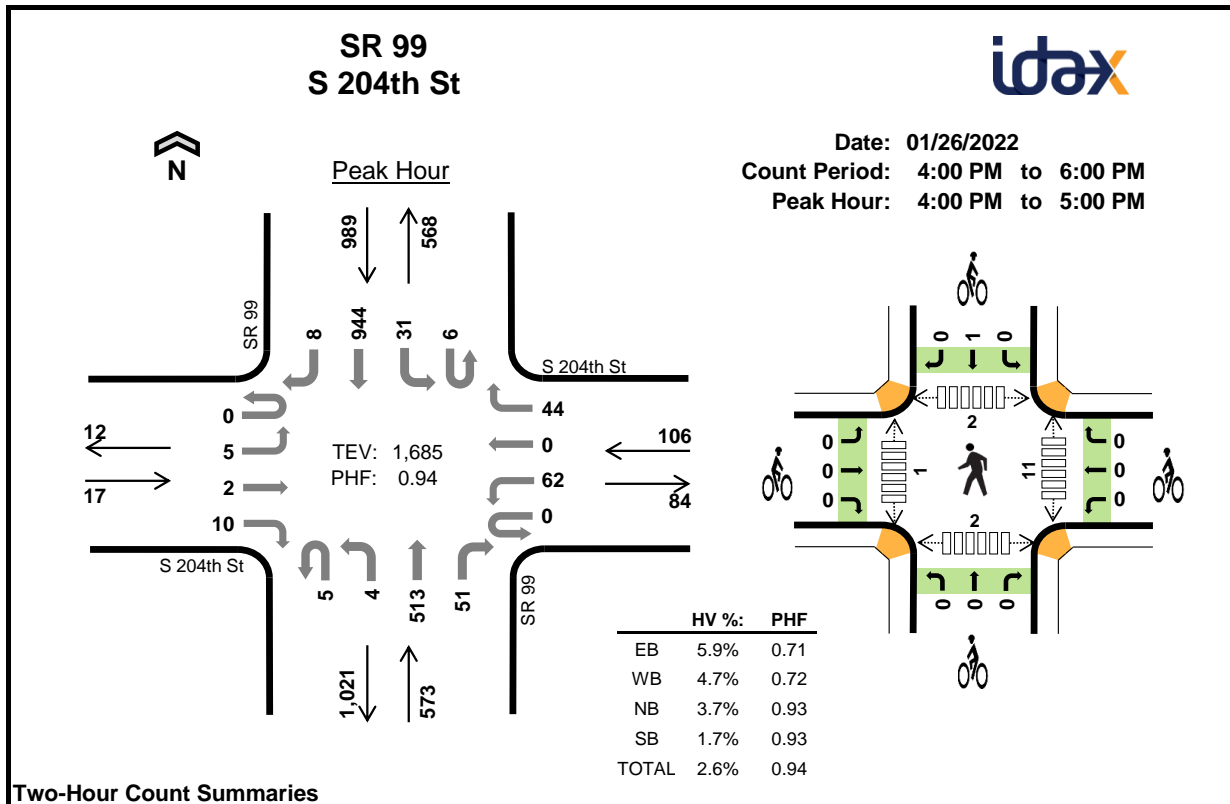
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	7	4	0	0	11	0	0	0	0	0	0	0	1	0	1
4:15 PM	11	7	1	0	19	0	0	0	0	0	2	0	1	2	5
4:30 PM	9	8	1	0	18	1	0	0	0	1	0	0	1	0	1
4:45 PM	5	2	1	1	9	0	0	0	0	0	0	0	2	0	2
5:00 PM	5	8	0	0	13	0	0	0	0	0	0	0	2	0	2
5:15 PM	5	6	0	0	11	0	0	0	0	0	0	0	0	0	0
5:30 PM	6	3	0	0	9	0	0	0	0	0	0	0	0	3	3
5:45 PM	6	4	1	0	11	0	0	0	0	0	0	0	1	0	1
Count Total	54	42	4	1	101	1	0	0	0	1	2	0	8	5	15
Peak Hour	30	25	3	1	59	1	0	0	0	1	2	0	6	2	10

**Two-Hour Count Summaries**

Interval Start		S 200th St				S 200th St				Military Rd S				Military Rd S				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	12	111	72	0	13	14	0	0	42	31	8	0	22	59	34	418	0
4:15 PM		0	5	128	71	0	20	15	0	0	50	25	6	0	35	62	28	445	0
4:30 PM		0	13	113	85	0	18	12	1	0	43	28	10	0	40	68	33	464	0
4:45 PM		0	8	115	84	0	18	11	0	0	41	25	5	0	42	48	29	426	1,753
5:00 PM		0	4	107	100	0	20	13	1	0	60	53	4	0	38	81	25	506	1,841
5:15 PM		0	5	122	81	0	19	10	0	0	56	39	4	0	42	61	37	476	1,872
5:30 PM		0	3	110	65	0	19	20	3	0	63	42	5	0	33	71	17	451	1,859
5:45 PM		0	6	108	75	0	21	18	1	0	76	36	5	0	28	48	39	461	1,894
Count Total		0	56	914	633	0	148	113	6	0	431	279	47	0	280	498	242	3,647	0
Peak Hour	All	0	18	447	321	0	79	61	5	0	255	170	18	0	141	261	118	1,894	0
	HV	0	1	14	5	0	2	3	0	0	16	1	0	0	1	1	2	46	0
	HV%	-	6%	3%	2%	-	3%	5%	0%	-	6%	1%	0%	-	1%	0%	2%	2%	0

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

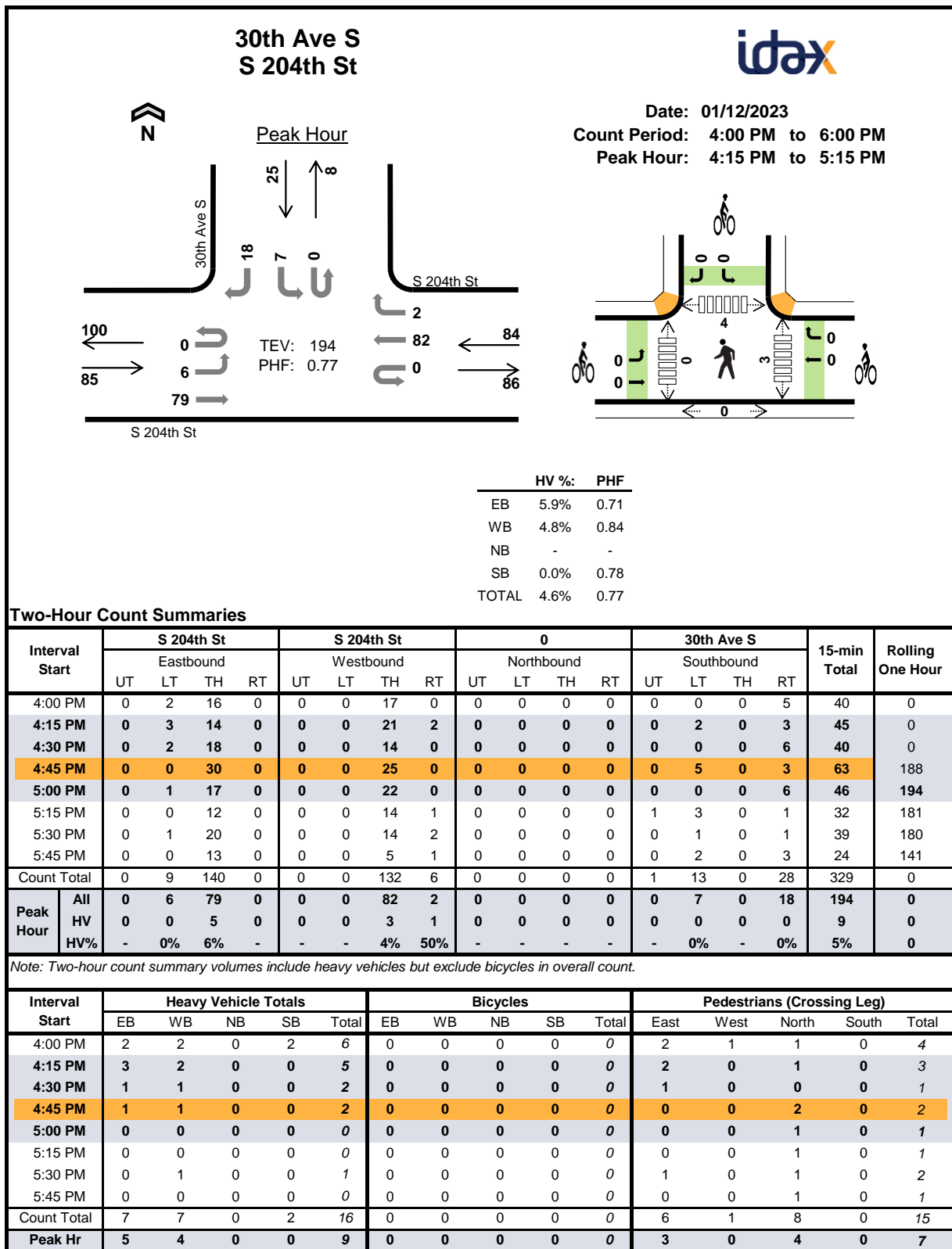
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	1	6	3	16	0	0	0	0	0	0	0	0	0	0
4:15 PM	9	3	3	4	19	0	0	0	0	0	0	0	0	0	0
4:30 PM	9	2	3	4	18	0	0	0	0	0	0	0	0	0	0
4:45 PM	9	1	3	1	14	0	0	0	0	0	0	0	0	0	0
5:00 PM	4	2	6	2	14	0	0	0	0	0	0	0	0	0	0
5:15 PM	5	0	5	1	11	0	0	0	0	0	0	0	0	0	0
5:30 PM	5	2	3	1	11	0	0	0	0	0	0	0	0	0	0
5:45 PM	6	1	3	0	10	0	0	0	0	0	0	0	0	0	0
Count Total	53	12	32	16	113	0	0	0	0	0	0	0	0	0	0
Peak Hour	20	5	17	4	46	0	0	0	0	0	0	0	0	0	0

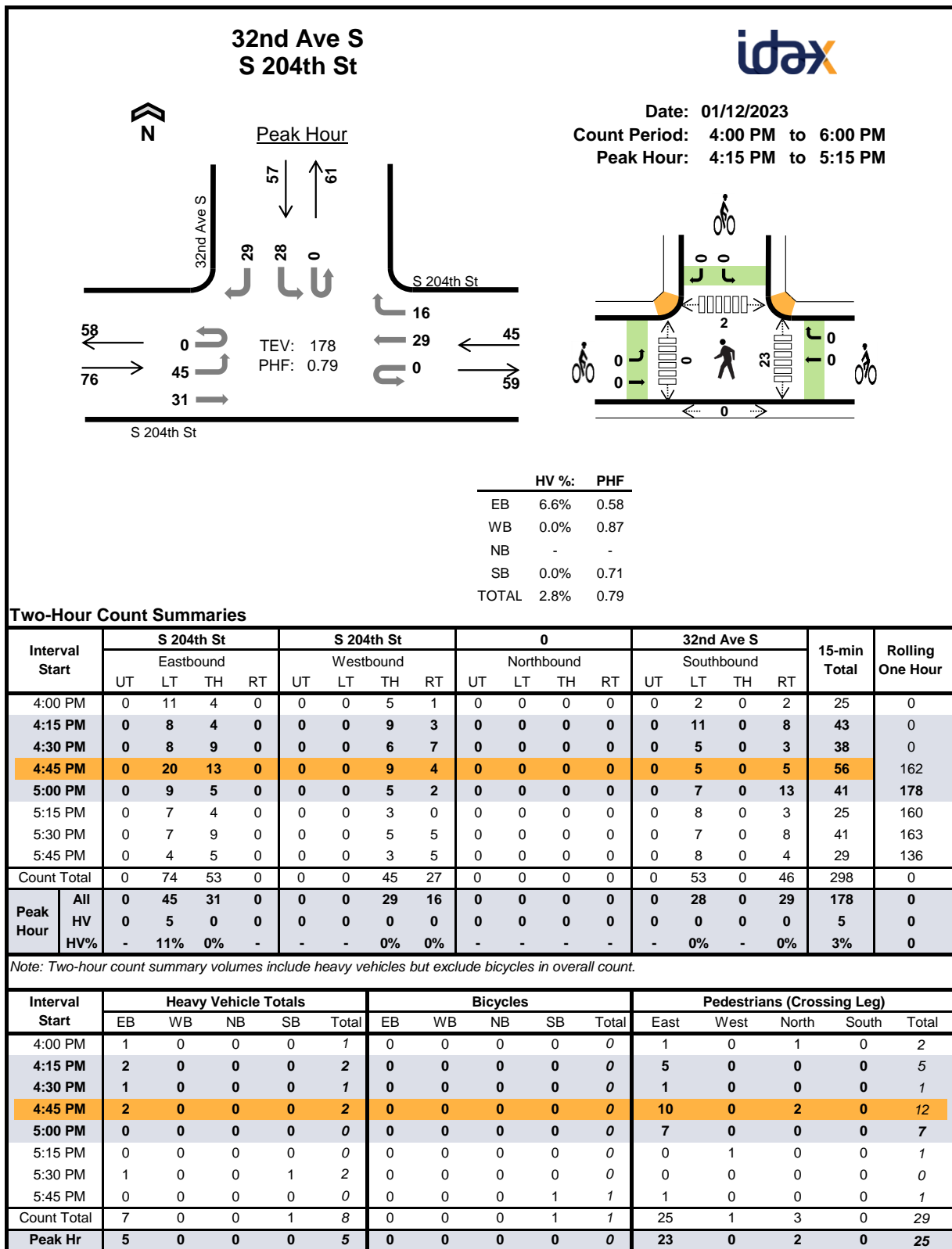
**Two-Hour Count Summaries**

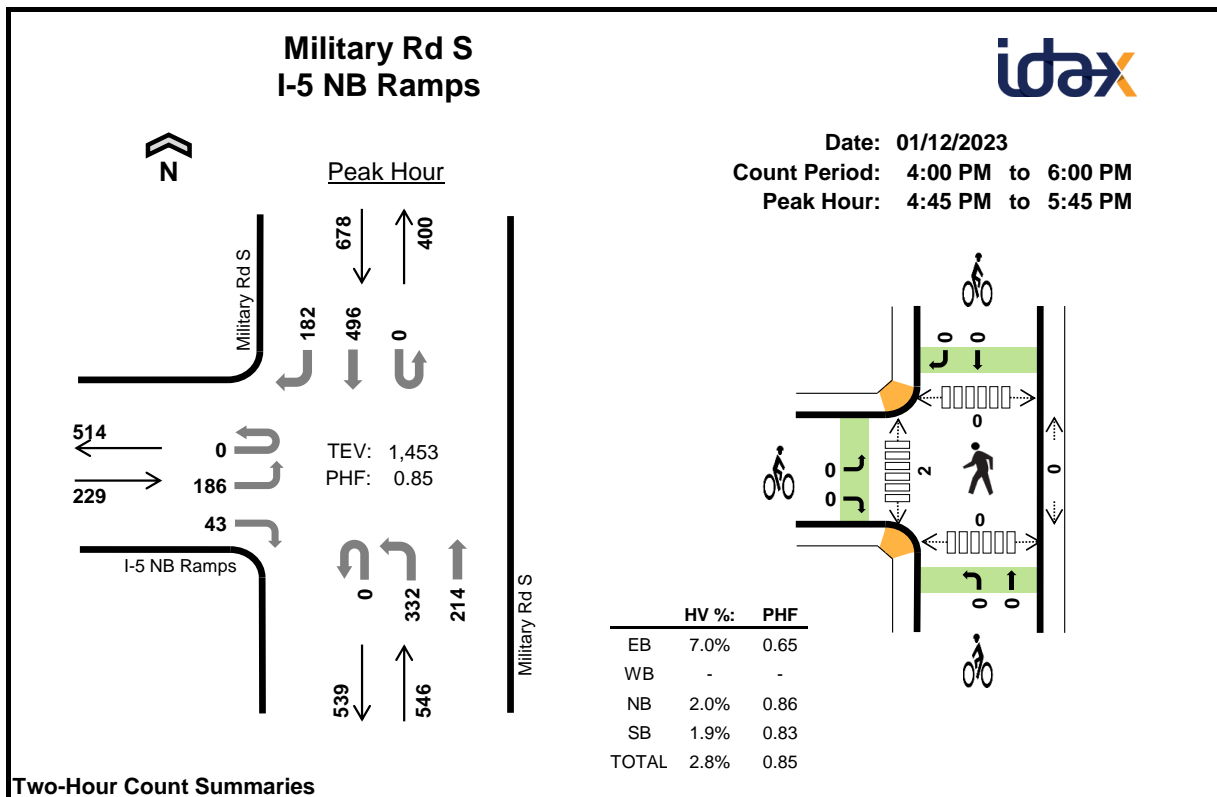
Interval Start		S 204th St				S 204th St				SR 99				SR 99				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	2	3	0	22	0	15	1	0	132	9	0	9	241	3	438	0
4:15 PM		0	0	0	1	0	19	0	13	2	2	128	18	2	10	254	0	449	0
4:30 PM		0	2	0	3	0	8	0	11	2	1	134	17	3	8	220	2	411	0
4:45 PM		0	2	0	3	0	13	0	5	0	1	119	7	1	4	229	3	387	1,685
5:00 PM		0	2	0	7	0	10	0	10	2	0	122	14	0	8	222	1	398	1,645
5:15 PM		0	0	0	0	0	12	0	10	1	0	100	9	1	5	223	0	361	1,557
5:30 PM		0	0	0	0	0	6	0	10	4	0	111	12	1	7	182	0	333	1,479
5:45 PM		0	2	0	0	0	8	0	10	0	0	120	8	2	3	158	1	312	1,404
Count Total		0	9	2	17	0	98	0	84	12	4	966	94	10	54	1,729	10	3,089	0
Peak Hour	All	0	5	2	10	0	62	0	44	5	4	513	51	6	31	944	8	1,685	0
	HV	0	0	0	1	0	2	0	3	0	2	16	3	0	0	17	0	44	0
	HV%	-	0%	0%	10%	-	3%	-	7%	0%	50%	3%	6%	0%	0%	2%	0%	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	5	5	12	0	0	0	0	0	3	0	0	0	3
4:15 PM	0	3	8	3	14	0	0	0	0	0	2	0	0	0	2
4:30 PM	0	0	4	3	7	0	0	0	0	0	5	1	2	2	10
4:45 PM	1	0	4	6	11	0	0	0	1	1	1	0	0	0	1
5:00 PM	1	1	5	5	12	0	0	0	0	0	4	0	0	1	5
5:15 PM	0	2	6	4	12	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	1	1	2	4	0	0	0	0	0	2	0	0	0	2
5:45 PM	0	1	1	5	7	0	0	0	0	0	5	0	0	0	5
Count Total	2	10	34	33	79	0	0	0	1	1	23	1	2	3	29
Peak Hour	1	5	21	17	44	0	0	0	1	1	11	1	2	2	16



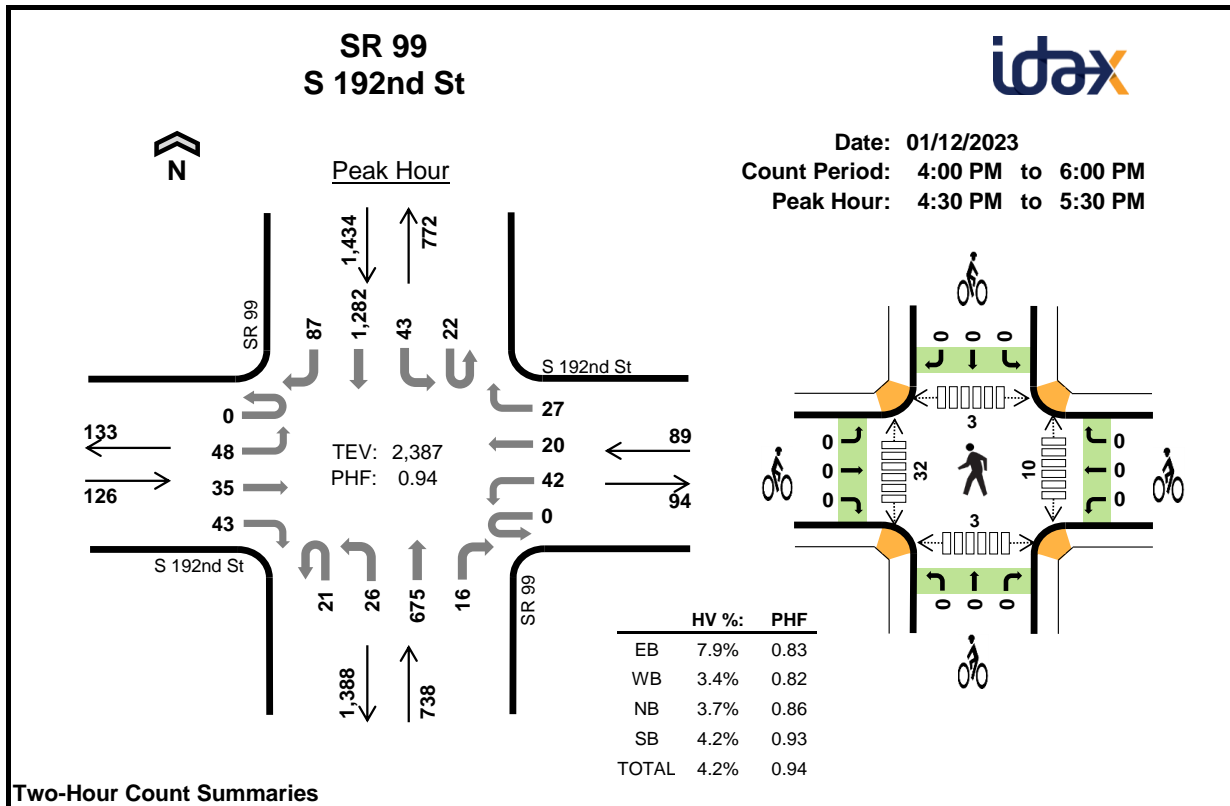


**Two-Hour Count Summaries**

Interval Start		I-5 NB Ramps				0				Military Rd S				Military Rd S				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	45	0	8	0	0	0	0	0	79	39	0	0	0	104	43	318	0
4:15 PM		0	36	0	9	0	0	0	0	0	86	58	0	0	0	119	36	344	0
4:30 PM		0	20	0	2	0	0	0	0	0	101	52	0	0	0	113	41	329	0
4:45 PM		0	25	0	12	0	0	0	0	0	103	50	0	0	0	111	52	353	1,344
5:00 PM		0	53	0	10	0	0	0	0	0	88	71	0	0	0	148	55	425	1,451
5:15 PM		0	33	0	8	0	0	0	0	0	75	51	0	0	0	121	34	322	1,429
5:30 PM		0	75	0	13	0	0	0	0	0	66	42	0	0	0	116	41	353	1,453
5:45 PM		0	58	0	12	0	0	0	0	0	61	49	0	0	0	109	33	322	1,422
Count Total		0	345	0	74	0	0	0	0	0	659	412	0	0	0	941	335	2,766	0
Peak Hour	All	0	186	0	43	0	0	0	0	0	332	214	0	0	0	496	182	1,453	0
	HV	0	10	0	6	0	0	0	0	0	7	4	0	0	0	9	4	40	0
	HV%	-	5%	-	14%	-	-	-	-	-	2%	2%	-	-	-	2%	2%	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	0	5	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	2	3	7	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	2	3	6	0	0	0	0	0	0	0	0	0	0
4:45 PM	5	0	6	7	18	0	0	0	0	0	0	0	0	0	0
5:00 PM	5	0	2	2	9	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	0	2	2	7	0	0	0	0	0	0	2	0	0	2
5:30 PM	3	0	1	2	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	3	0	4	1	8	0	0	0	0	0	0	0	0	0	0
Count Total	24	0	19	25	68	0	0	0	0	0	0	2	0	0	2
Peak Hr	16	0	11	13	40	0	0	0	0	0	0	2	0	0	2

**Two-Hour Count Summaries**

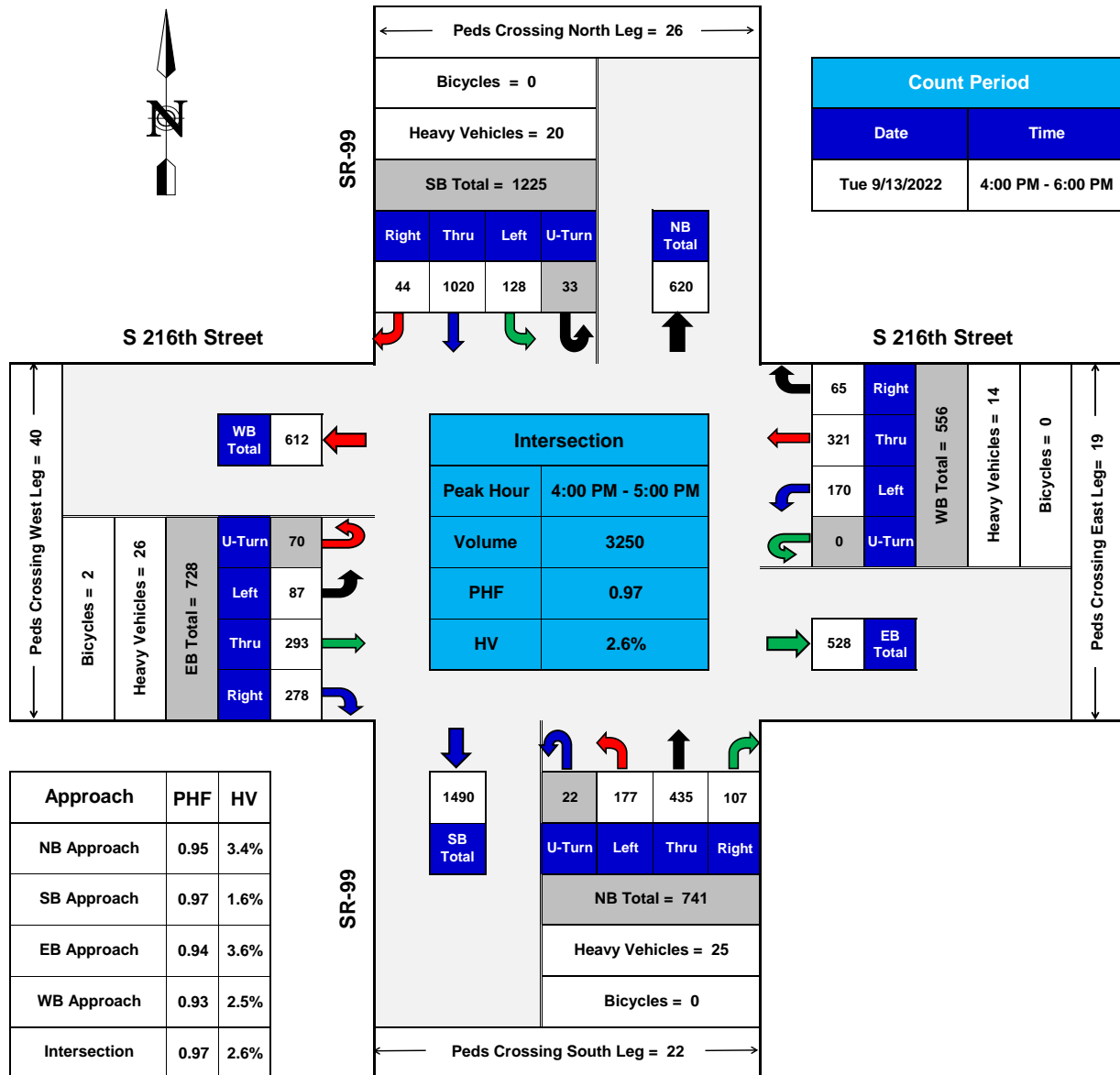
Interval Start		S 192nd St				S 192nd St				SR 99				SR 99				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	12	5	8	0	10	6	6	8	3	137	4	4	2	318	30	553	0
4:15 PM		0	13	9	7	0	8	3	8	8	6	155	3	9	7	308	20	564	0
4:30 PM		0	12	4	11	0	5	3	6	5	7	180	1	3	6	361	15	619	0
4:45 PM		0	17	8	13	0	13	6	8	2	7	160	6	4	15	267	28	554	2,290
5:00 PM		0	8	14	7	0	11	5	6	9	8	193	5	8	11	335	17	637	2,374
5:15 PM		0	11	9	12	0	13	6	7	5	4	142	4	7	11	319	27	577	2,387
5:30 PM		0	7	6	7	0	5	4	6	5	5	174	4	6	12	341	26	608	2,376
5:45 PM		0	10	4	10	0	7	9	6	10	4	156	8	7	9	266	23	529	2,351
Count Total		0	90	59	75	0	72	42	53	52	44	1,297	35	48	73	2,515	186	4,641	0
Peak Hour	All	0	48	35	43	0	42	20	27	21	26	675	16	22	43	1,282	87	2,387	0
	HV	0	6	1	3	0	1	1	1	0	1	26	0	3	3	46	8	100	0
	HV%	-	13%	3%	7%	-	2%	5%	4%	0%	4%	4%	0%	14%	7%	4%	9%	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	7	16	25	0	0	0	0	0	2	4	0	0	6
4:15 PM	2	2	8	18	30	0	0	0	0	0	8	2	0	2	12
4:30 PM	1	0	12	19	32	0	0	0	0	0	6	4	1	0	11
4:45 PM	2	1	5	17	25	0	0	0	0	0	1	8	2	2	13
5:00 PM	1	1	7	11	20	0	0	0	0	0	0	16	0	0	16
5:15 PM	6	1	3	13	23	0	0	0	0	0	3	4	0	1	8
5:30 PM	2	0	8	11	21	0	0	0	0	0	3	1	3	0	7
5:45 PM	2	1	5	8	16	0	0	0	0	0	3	5	1	0	9
Count Total	18	6	55	113	192	0	0	0	0	0	26	44	7	5	82
Peak Hour	10	3	27	60	100	0	0	0	0	0	10	32	3	3	48

SR-99 @ S 216th Street

Des Moines, WA



TURNING MOVEMENTS DIAGRAM

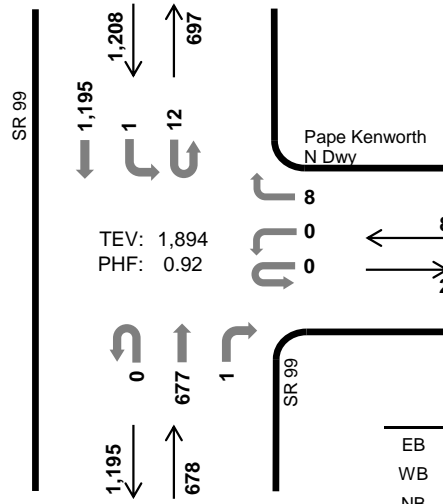
PEAK HOUR SUMMARY



SR 99 Pape Kenworth N Dwy

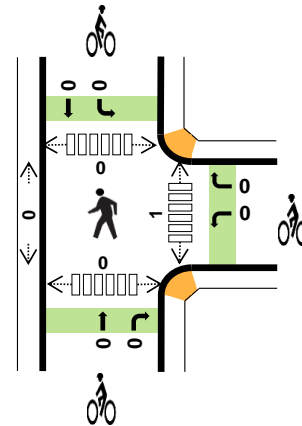


Peak Hour



TEV: 1,894
PHF: 0.92

Date: 01/12/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	-	-
WB	25.0%	0.67
NB	3.1%	0.88
SB	2.6%	0.92
TOTAL	2.9%	0.92

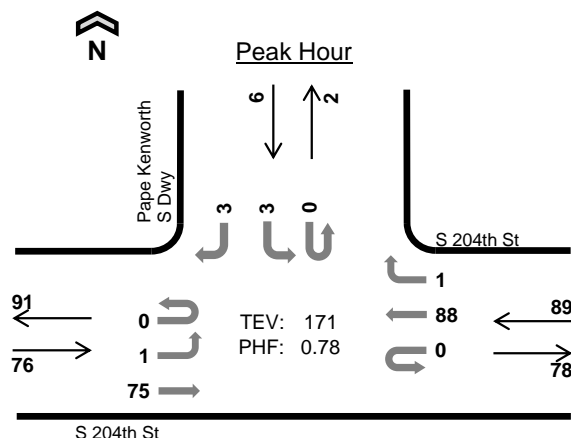
Two-Hour Count Summaries

Interval Start		0				Pape Kenworth N Dwy				SR 99				SR 99				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	0	0	6	0	0	146	0	0	0	278	0	430	0
4:15 PM		0	0	0	0	0	0	0	2	0	0	138	0	4	0	309	0	453	0
4:30 PM		0	0	0	0	0	0	0	0	0	0	165	1	4	0	295	0	465	0
4:45 PM		0	0	0	0	0	0	0	3	0	0	182	0	2	0	328	0	515	1,863
5:00 PM		0	0	0	0	0	0	0	3	0	0	192	0	2	1	263	0	461	
5:15 PM		0	0	0	0	0	0	0	0	0	0	130	0	2	0	321	0	453	1,894
5:30 PM		0	0	0	0	0	0	0	2	0	0	165	0	1	0	293	0	461	1,890
5:45 PM		0	0	0	0	0	0	0	2	0	0	133	0	0	0	286	0	421	1,796
Count Total		0	0	0	0	0	0	0	18	0	0	1,251	1	15	1	2,373	0	3,659	0
Peak Hour	All	0	0	0	0	0	0	0	8	0	0	677	1	12	1	1,195	0	1,894	0
	HV	0	0	0	0	0	0	0	2	0	0	21	0	0	1	30	0	54	0
	HV%	-	-	-	-	-	-	-	25%	-	-	3%	0%	0%	100%	3%	-	3%	0

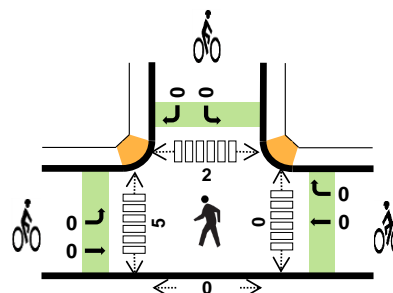
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	3	4	7	14	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	7	6	13	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	5	9	14	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	6	9	15	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	3	7	12	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	6	8	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	8	2	10	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	7	2	9	0	0	0	0	0	1	0	0	0	1
Count Total	0	5	42	48	95	0	0	0	0	0	4	0	0	0	4
Peak Hr	0	2	21	31	54	0	0	0	0	0	1	0	0	0	1

Pape Kenworth S Dwy S 204th St



Date: 01/24/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	6.6%	0.70
WB	5.6%	0.86
NB	-	-
SB	0.0%	0.75
TOTAL	5.8%	0.78

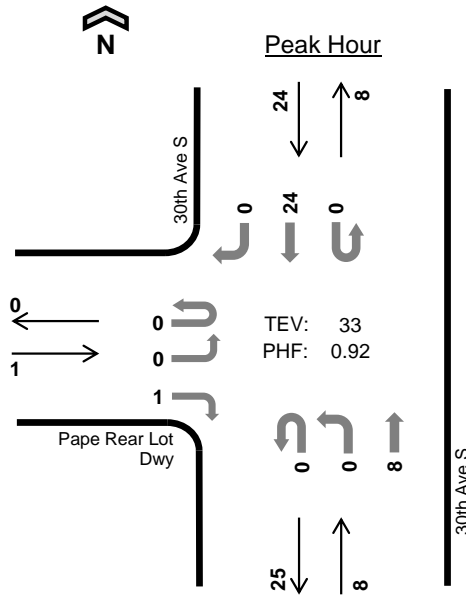
Two-Hour Count Summaries

Interval Start		S 204th St				S 204th St				0				Pape Kenworth S Dwy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	12	0	0	0	15	0	0	0	0	0	0	2	0	2	31	0
4:15 PM		0	0	17	0	0	0	17	0	0	0	0	0	0	0	0	1	35	0
4:30 PM		0	1	19	0	0	0	25	0	0	0	0	0	0	1	0	1	47	0
4:45 PM		0	0	27	0	0	0	25	1	0	0	0	0	0	1	0	1	55	168
5:00 PM		0	0	12	0	0	0	21	0	0	0	0	0	0	1	0	0	34	171
5:15 PM		0	0	11	0	0	0	8	0	0	0	0	0	0	0	0	0	19	155
5:30 PM		0	0	9	0	0	0	11	0	0	0	0	0	0	1	0	0	21	129
5:45 PM		0	0	14	0	0	0	17	0	0	0	0	0	0	0	0	0	31	105
Count Total		0	1	121	0	0	0	139	1	0	0	0	0	0	6	0	5	273	0
Peak Hour	All	0	1	75	0	0	0	88	1	0	0	0	0	0	3	0	3	171	0
	HV	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	10	0
	HV%	-	0%	7%	-	-	-	6%	0%	-	-	-	-	-	0%	-	0%	6%	0

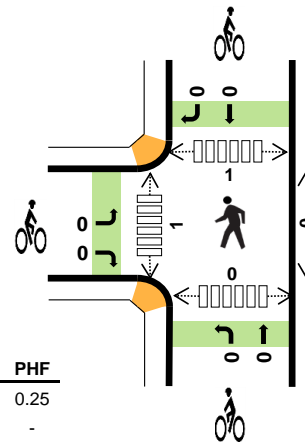
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

30th Ave S Pape Rear Lot Dwy



Date: 01/12/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.0%	0.25
WB	-	-
NB	12.5%	0.50
SB	0.0%	0.75
TOTAL	3.0%	0.92

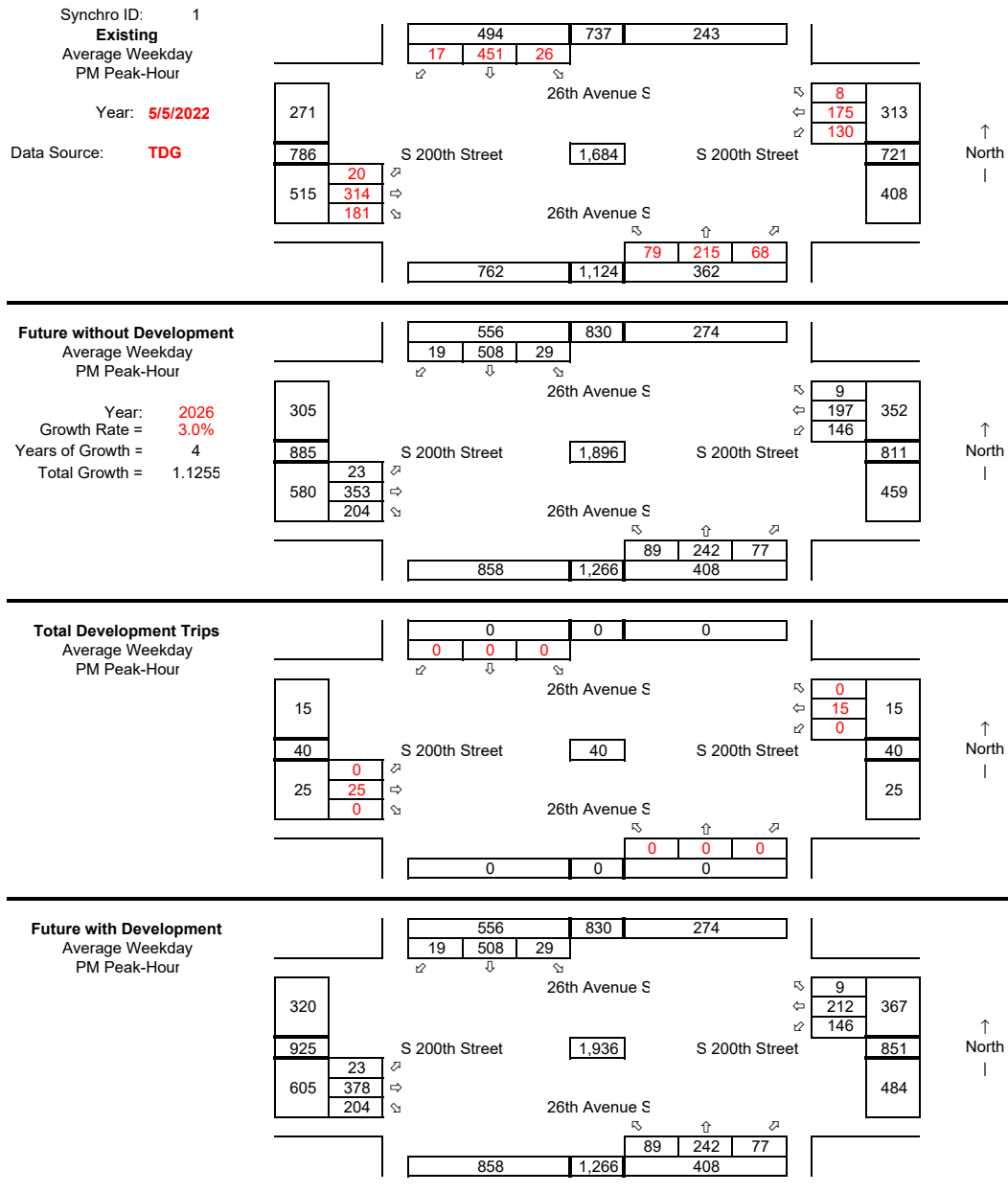
Two-Hour Count Summaries

Interval Start		Pape Rear Lot Dwy				0				30th Ave S				30th Ave S				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	0
4:15 PM		0	0	0	1	0	0	0	0	0	0	4	0	0	0	4	0	9	0
4:30 PM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	7	0
4:45 PM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	0	9	32
5:00 PM		0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	8	33
5:15 PM		0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	31
5:30 PM		0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	29
5:45 PM		0	1	0	0	0	0	0	0	0	0	1	0	0	0	5	0	7	27
Count Total		0	1	0	1	0	0	0	0	0	0	16	0	0	0	41	0	59	0
Peak Hour	All	0	0	0	1	0	0	0	0	0	0	8	0	0	0	24	0	33	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
	HV%	-	-	-	0%	-	-	-	-	-	-	13%	-	-	-	0%	-	3%	0

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

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

APPENDIX C
TURNING MOVEMENT CALCULATIONS



The diagram illustrates a street intersection with the following details:

- Streets:** S 200th Street, 28th Avenue S, and a North-South road.
- Traffic Flow:** Indicated by arrows showing directions of travel.
- Vehicle Counts:**
 - At the top intersection: 220 (left), 345 (right), 125 (right).
 - At the bottom intersection: 21 (left), 45 (center), 24 (right).
- Accident Locations (Red Numbers):**
 - Top intersection: 34, 5, 181.
 - Along S 200th Street: 83, 260, 10.
 - Along 28th Avenue S: 2, 1, 38, 384, 6.
 - Bottom intersection: 10, 4, 10.
- Other Labels:** "U-turn" is labeled near the center of the intersection.

The diagram shows a road network with the following components:

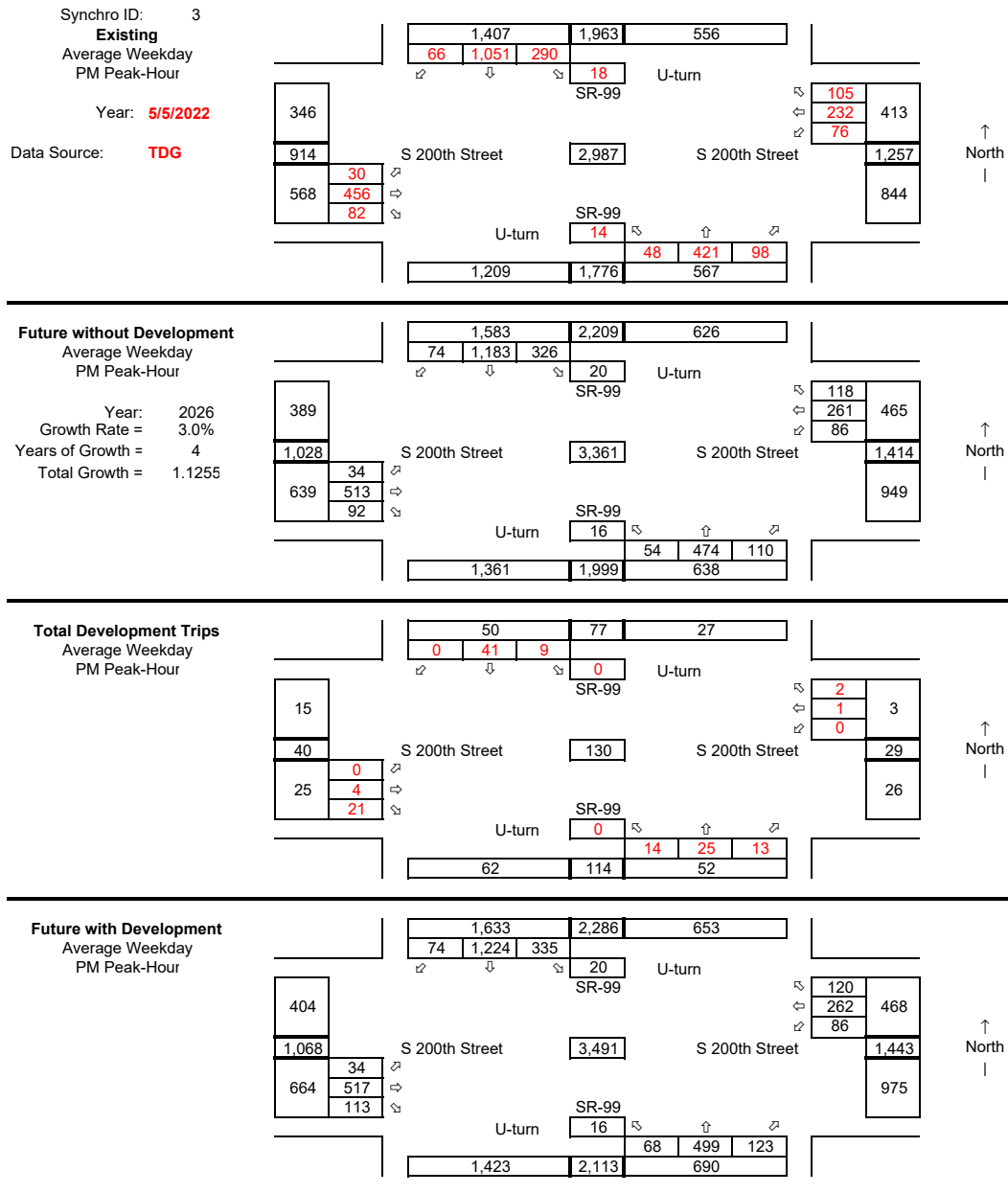
- Top Road:** A horizontal road with three segments. The first segment has a vehicle count of 248 and a right-turn arrow. The second segment has a vehicle count of 389 and a down arrow. The third segment has a vehicle count of 141 and a right-turn arrow.
- Left Side:** A vertical road with three segments. The top segment has a vehicle count of 342. The middle segment has a vehicle count of 824 and a right-turn arrow. The bottom segment has a vehicle count of 482 and a right-turn arrow.
- Bottom Road:** A horizontal road with three segments. The first segment has a vehicle count of 24 and a right-turn arrow. The second segment has a vehicle count of 51 and an up arrow. The third segment has a vehicle count of 27 and a right-turn arrow.
- Right Side:** A vertical road with three segments. The top segment has a vehicle count of 397 and a left-turn arrow. The middle segment has a vehicle count of 1,044 and a left-turn arrow. The bottom segment has a vehicle count of 647 and a left-turn arrow.
- Central Area:**
 - A horizontal road segment with a vehicle count of 1,157 and a right-turn arrow.
 - A horizontal road segment with a vehicle count of 2 and a right-turn arrow.
 - A horizontal road segment with a vehicle count of 93 and a right-turn arrow.
 - A horizontal road segment with a vehicle count of 293 and a right-turn arrow.
 - A horizontal road segment with a vehicle count of 11 and a right-turn arrow.
- Labels:**
 - "28th Avenue S" is labeled twice, once above the central area and once below the central area.
 - "S 200th Street" is labeled twice, once above the central area and once below the central area.
 - "U-turn" is labeled twice, once above the central area and once below the central area.
 - "North" is labeled on the far right with an upward arrow.

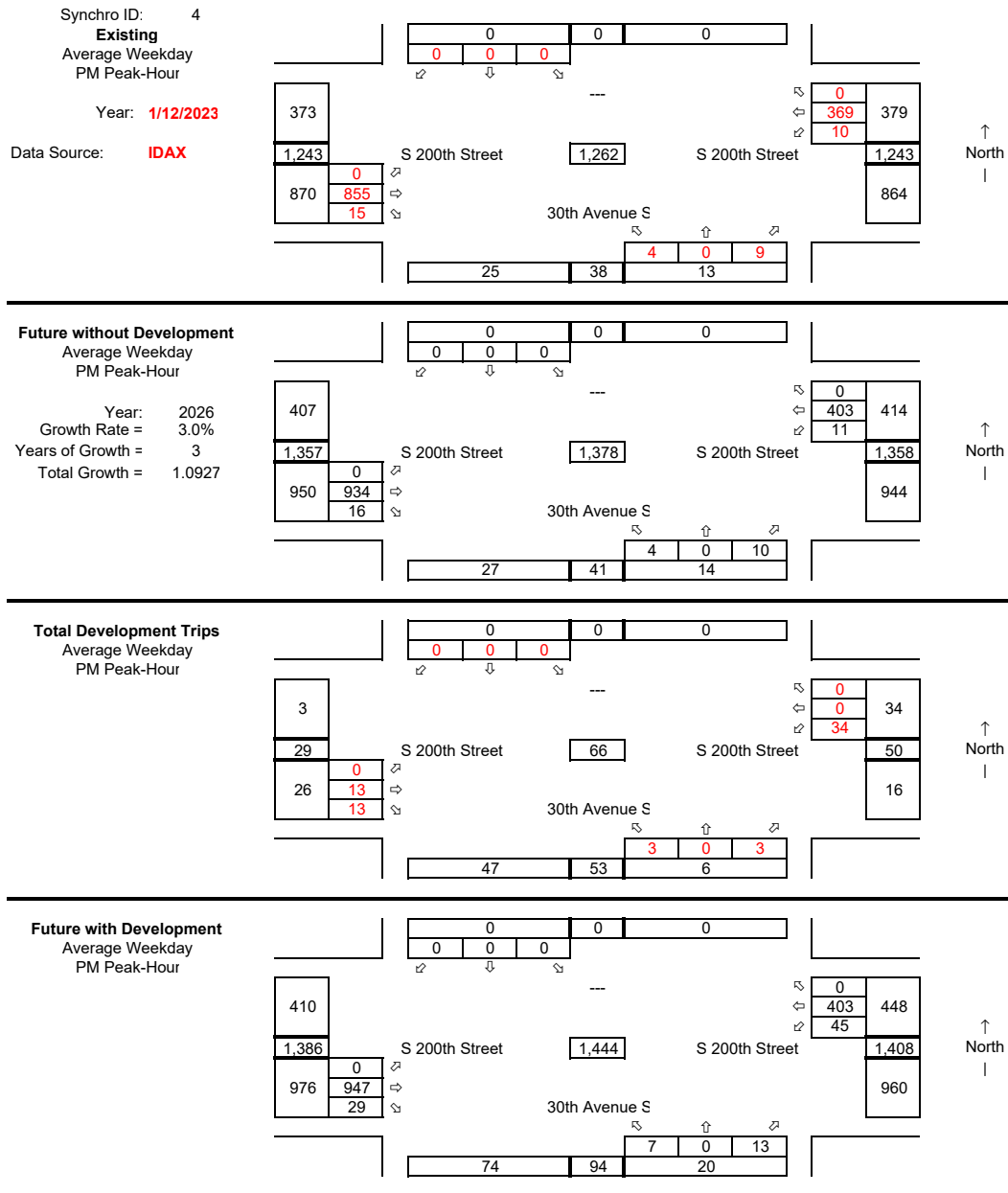
Figure 1: A schematic diagram of a four-way intersection. The intersection is bounded by 28th Avenue S (top and bottom) and S 200th Street (left and right). A north arrow points upwards on the right side. The diagram shows traffic flow with red numbers indicating vehicle counts. On the left side (S 200th Street), a vertical queue of vehicles is shown with counts 15, 40, 25, 0, 25, and 0. On the right side (S 200th Street), a vertical queue is shown with counts 15, 0, 15, 0, 40, and 25. At the top (28th Avenue S), a horizontal queue is shown with counts 0, 0, 0, 0, 0, and 0. At the bottom (28th Avenue S), a horizontal queue is shown with counts 0, 0, 0, 0, 0, and 0. Arrows indicate traffic flow: straight, left turn, and right turn movements for each approach.

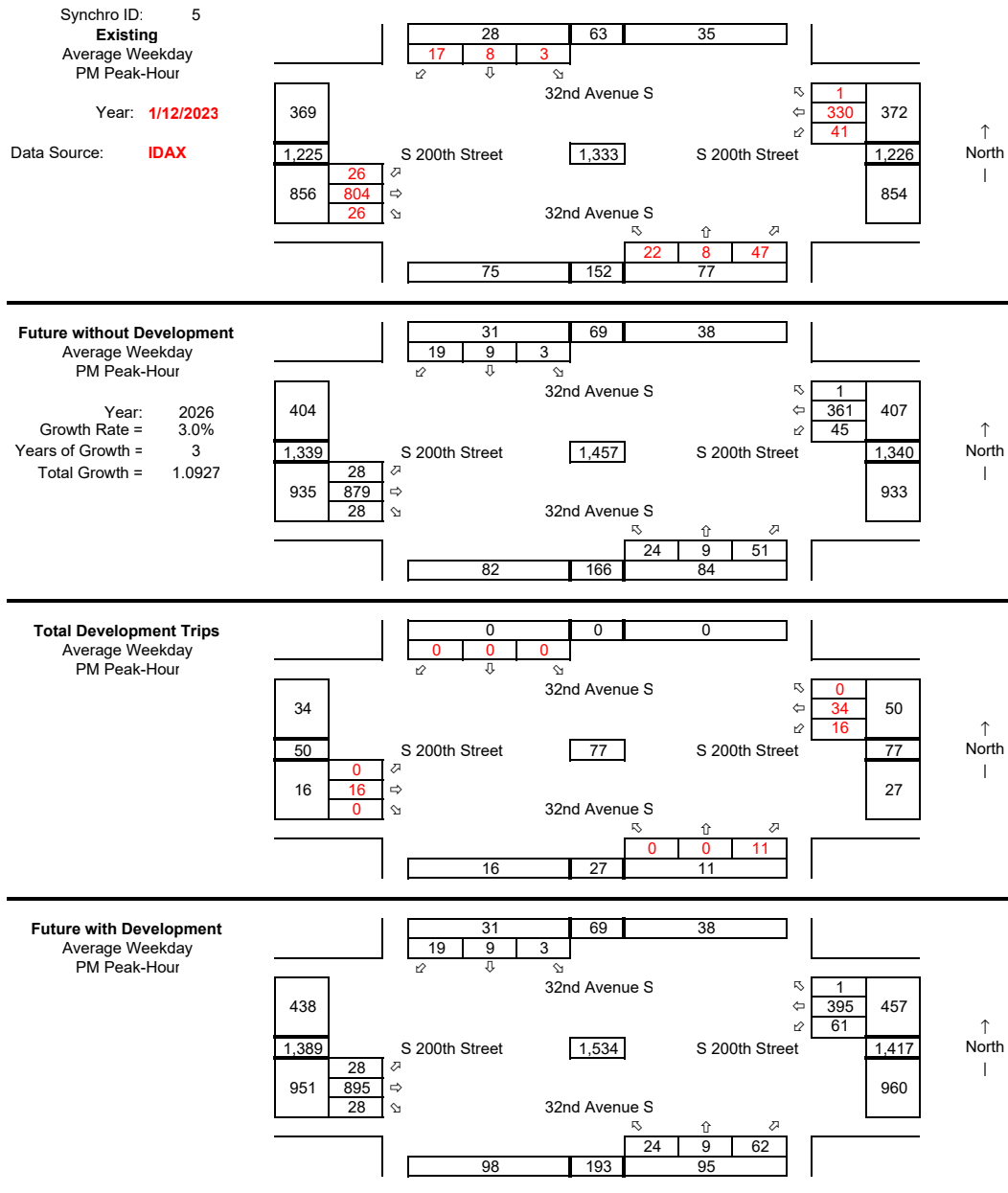
The map shows the intersection of S 200th Street and 28th Avenue S. The intersection is marked with a 'U-turn' sign. The map includes the following lot numbers and street names:

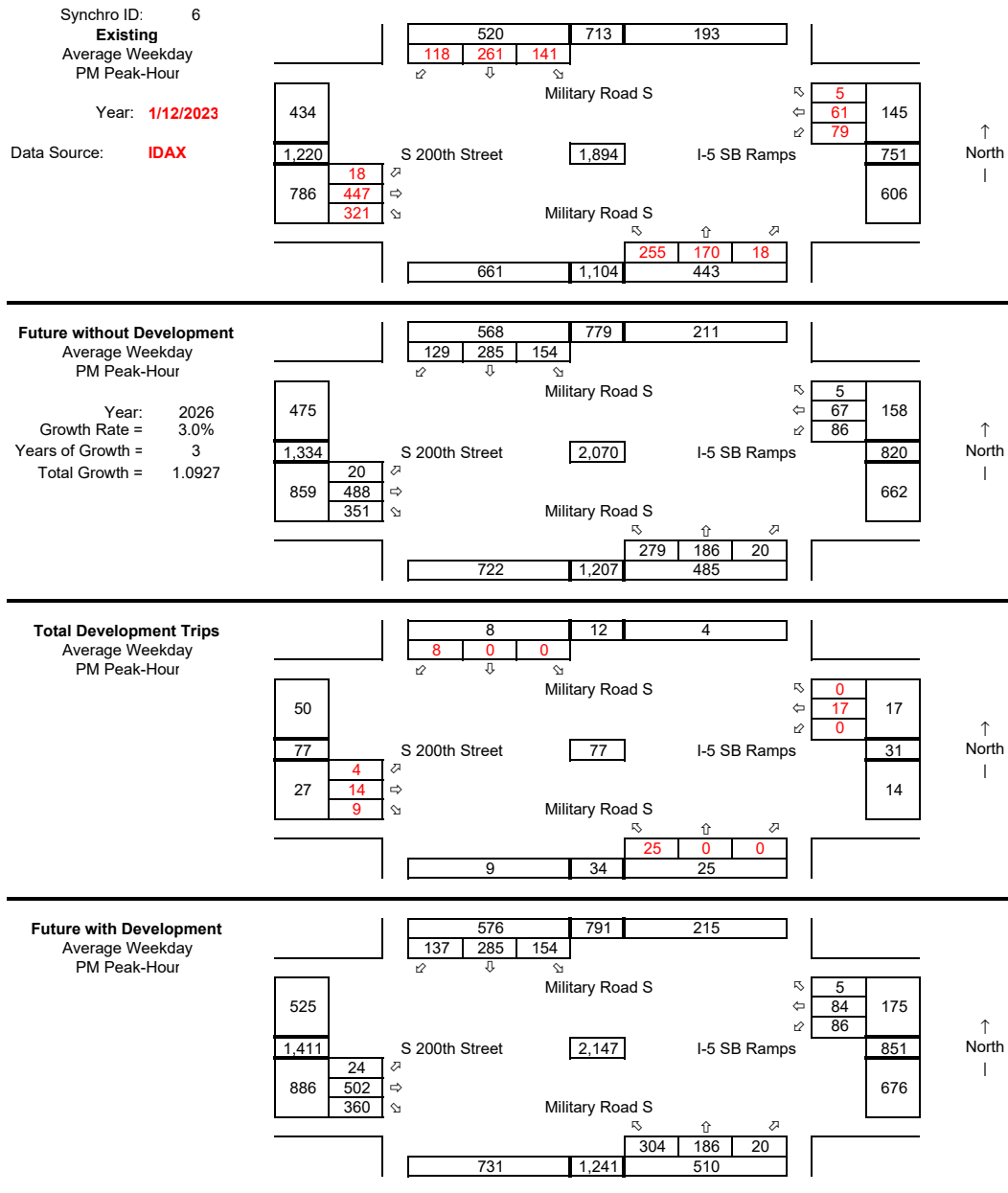
- 28th Avenue S** (North side): 248, 389, 141
- 28th Avenue S** (South side): 357, 864, 507
- S 200th Street** (East side): 1,197
- S 200th Street** (West side): 93, 308, 412, 11, 1,084, 672
- Intersection**: 38, 6, 204, 2, 11, 5, 11, 24, 51, 27

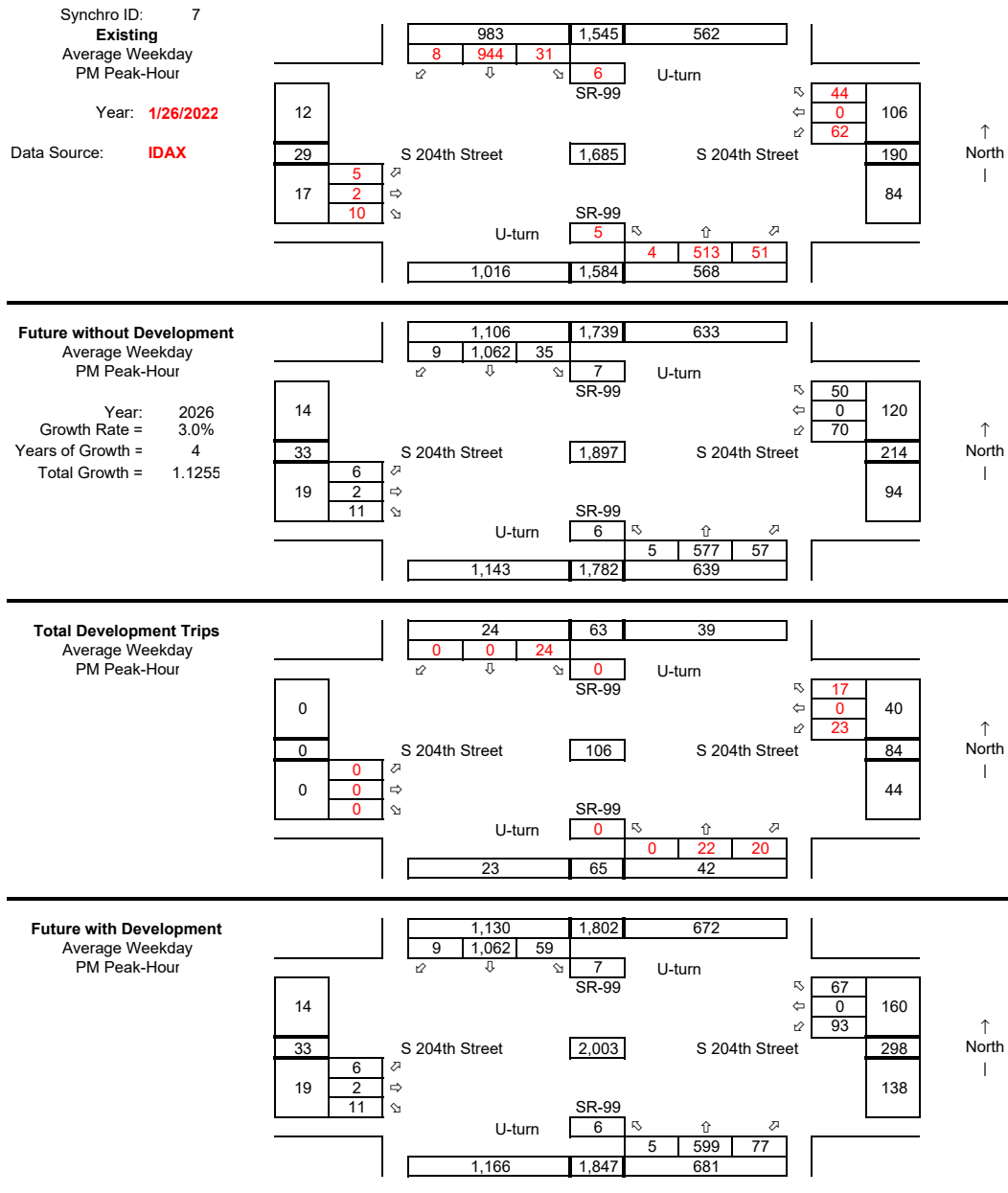
A north arrow is located on the right side of the map, pointing upwards.

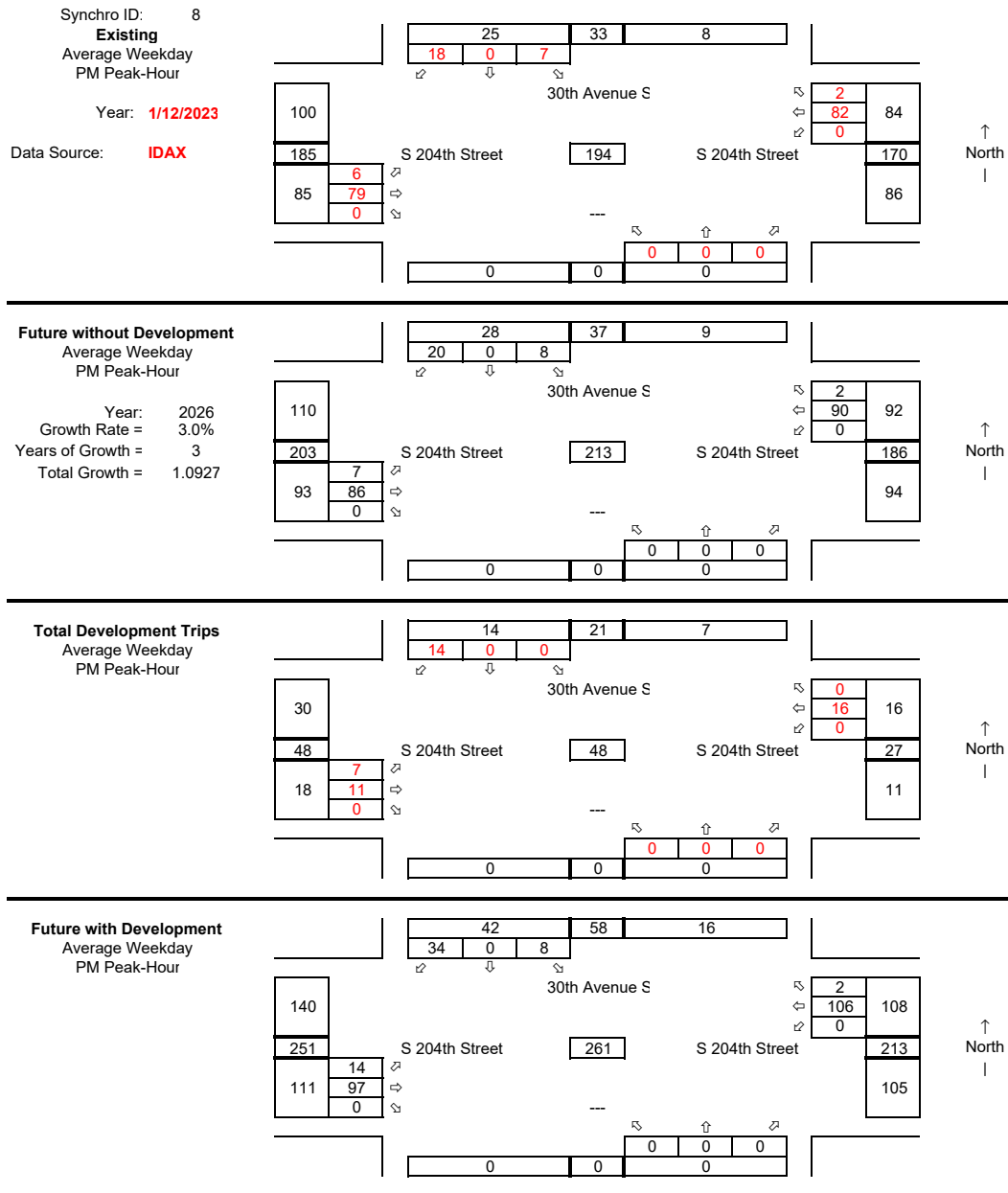


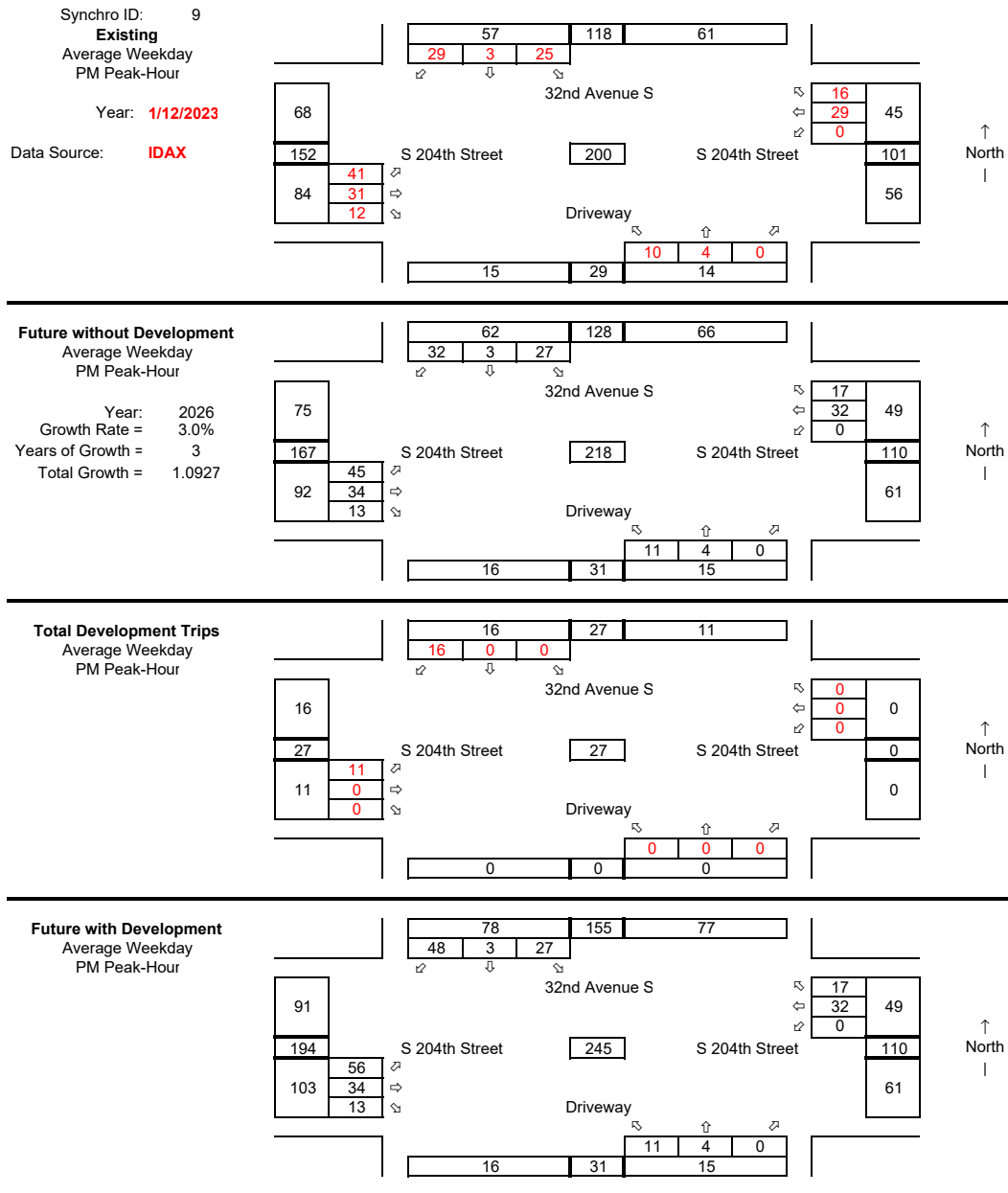












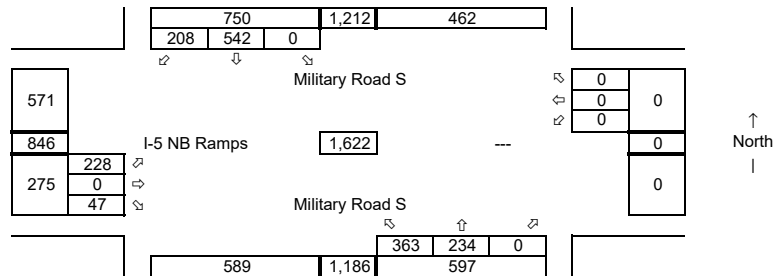
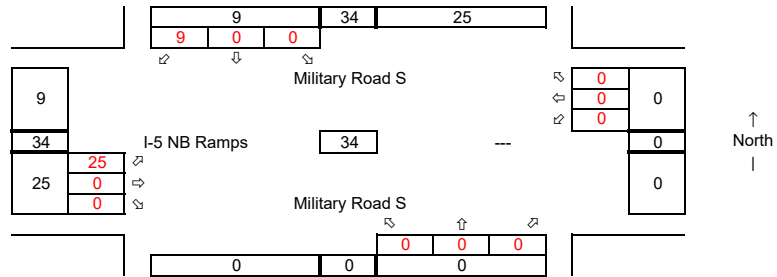
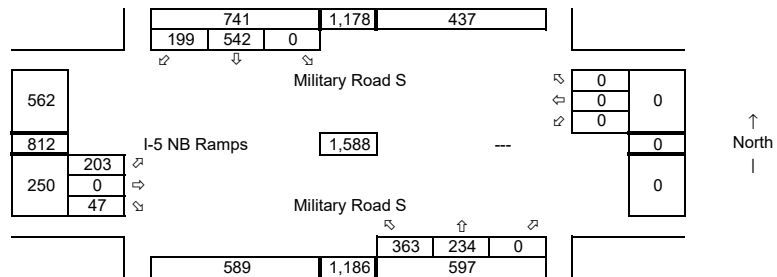
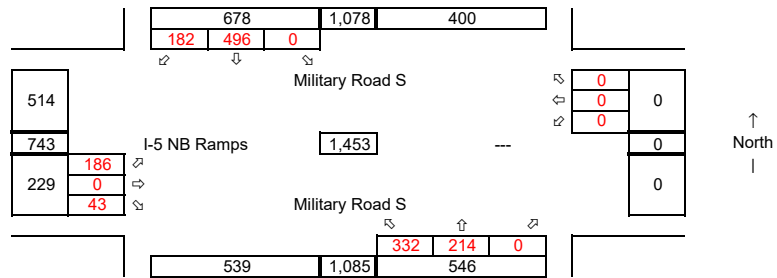


Diagram illustrating the intersection of SR-99 and S 192nd Street, showing vehicle counts and traffic flow.

SR-99 (Northbound):

- U-turn: 22 vehicles
- Right Turn: 27, 20, 42 vehicles

S 192nd Street (Southbound):

- Left Turn: 48, 35, 43 vehicles
- Right Turn: 183, 94 vehicles

Intersection Details:

- SR-99 (Southbound): 1,412 vehicles
- S 192nd Street (Northbound): 2,387 vehicles
- SR-99 (Northbound): 2,162 vehicles
- S 192nd Street (Southbound): 1,367 vehicles

Other Counts:

- SR-99 (Eastbound): 750 vehicles
- SR-99 (Westbound): 21 vehicles
- S 192nd Street (Eastbound): 26, 675, 16 vehicles
- S 192nd Street (Westbound): 2,084 vehicles

Intersection Labels:

- U-turn
- SR-99
- S 192nd Street

Other Labels:

- North
- South

Diagram illustrating the intersection of SR-99 and S 192nd Street, showing traffic flow and vehicle counts.

SR-99 Northbound:

- 1,543 (Through)
- 95 (Left)
- 1,401 (Through)
- 47 (Right)
- 2,363 (Total)

SR-99 Southbound:

- 820 (Through)
- 24 (Left)
- 2,608 (Total)

S 192nd Street Eastbound:

- 145 (Through)
- 282 (Left)
- 137 (Through)
- 52 (Right)
- 38 (Through)
- 47 (Right)
- 102 (Total)

S 192nd Street Westbound:

- 30 (Through)
- 22 (Left)
- 46 (Right)
- 98 (Total)

SR-99 U-turn:

- 23 (Left)
- 28 (Through)
- 738 (Through)
- 17 (Right)
- 783 (Total)

SR-99 U-turn:

- 2,494 (Through)
- 2,277 (Left)
- 783 (Total)

The diagram illustrates the intersection of S 192nd Street and SR-99. It shows the layout of the roads, including the intersection and the surrounding streets. The traffic flow is indicated by arrows, and the vehicle counts for the 2014-2015 period are provided for each approach.

North Arrow: Points upwards.

SR-99 (East-West):

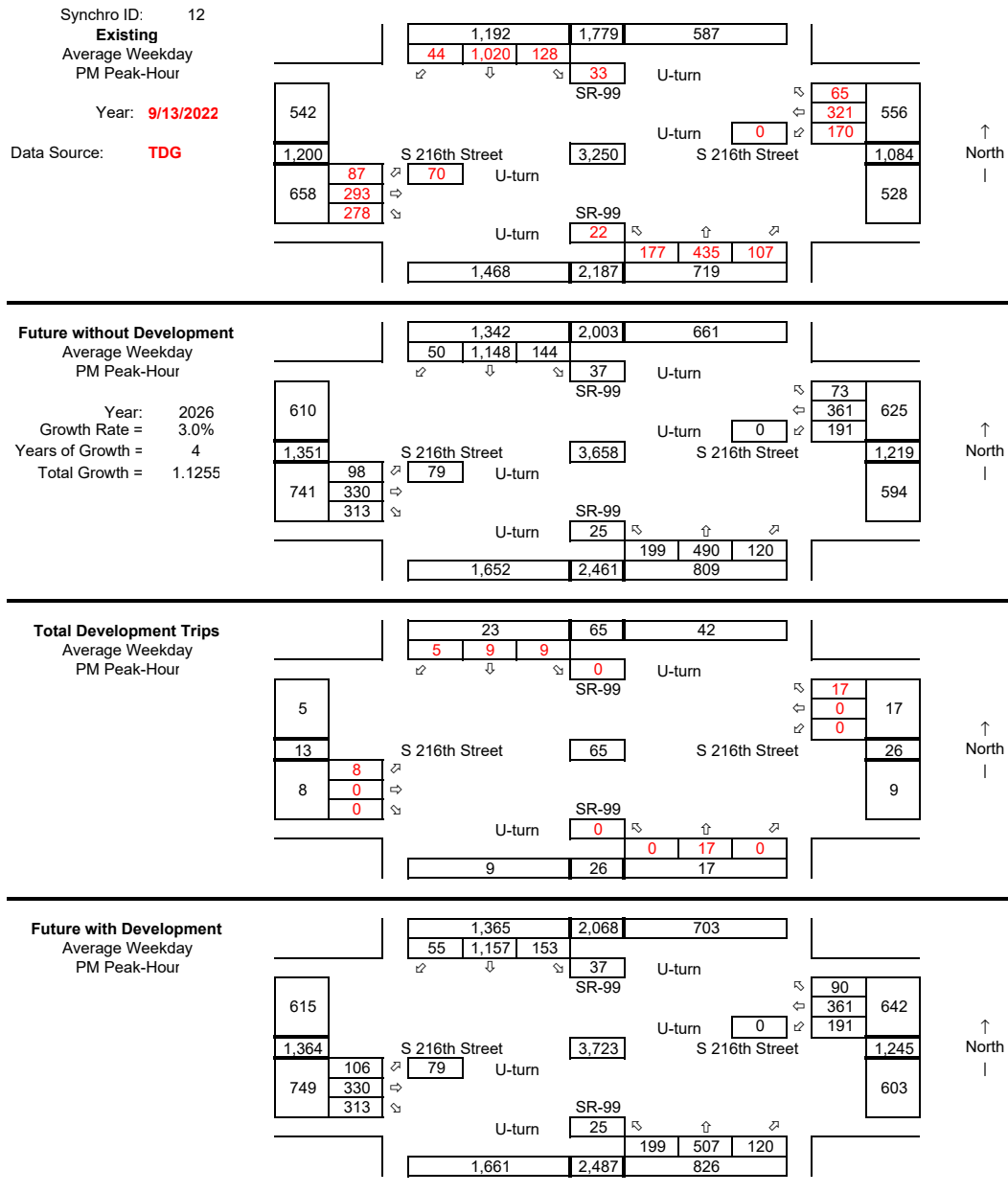
- Northbound (Top):** 50 vehicles (0 red, 50 white), 77 vehicles (0 red, 77 white), 27 vehicles (0 red, 27 white).
- Southbound (Bottom):** 50 vehicles (0 red, 50 white), 77 vehicles (0 red, 77 white), 27 vehicles (0 red, 27 white).

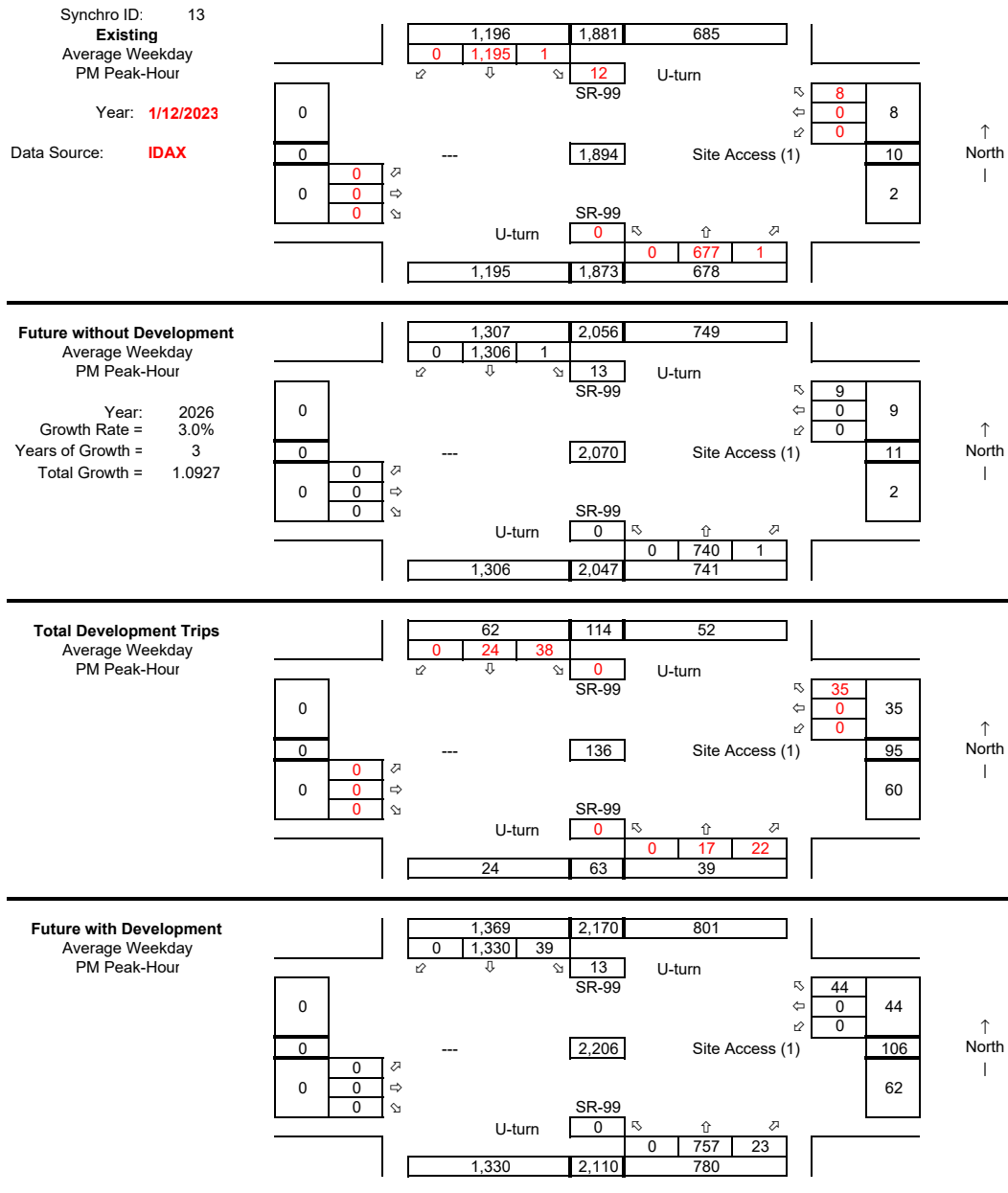
S 192nd Street (North-South):

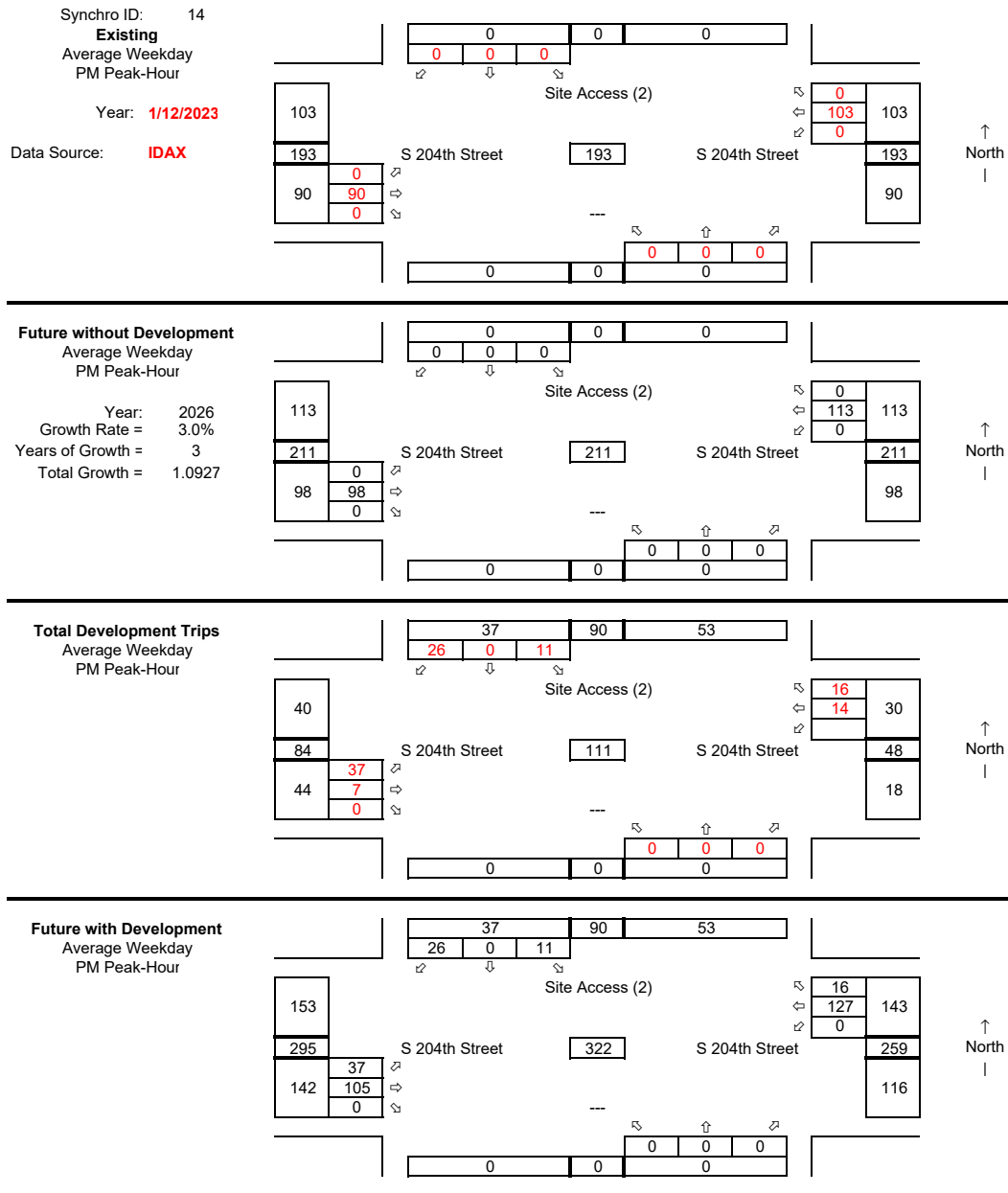
- Northbound (Left):** 0 vehicles (0 red, 0 white).
- Southbound (Right):** 0 vehicles (0 red, 0 white).

U-turns: Indicated by arrows at the intersection.

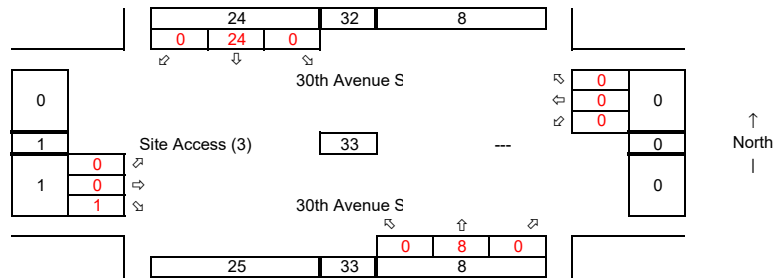
[illegible]





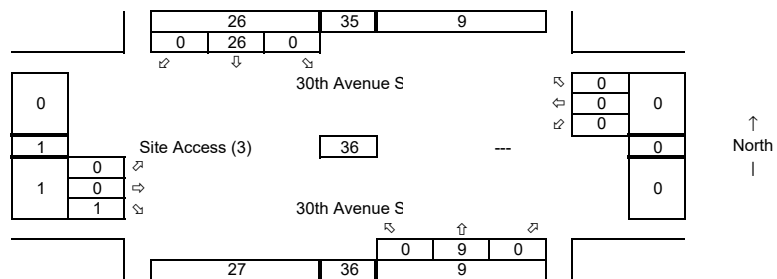


Synchro ID: 15
Existing
 Average Weekday
 PM Peak-Hour
 Year: 1/12/2023
 Data Source: IDAX

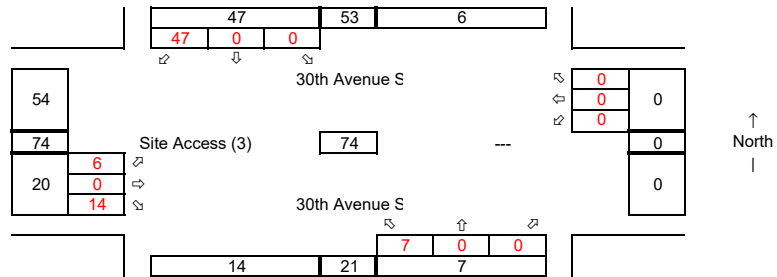


Future without Development
Average Weekday
PM Peak-Hour

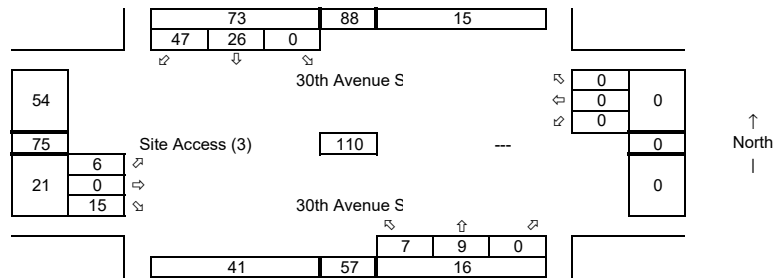
Year:	2026
Growth Rate =	3.0%
Years of Growth =	3
Total Growth =	1.0927



Total Development Trips
Average Weekday
PM Peak-Hour
























Future with Development
Average Weekday
PM Peak-Hour



APPENDIX D
LEVEL OF SERVICE CALCULATIONS

Lanes, Volumes, Timings
1: 26TH AVE S & S 200TH ST

2023 EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	314	181	130	175	8	79	215	68	26	451	17
Future Volume (vph)	20	314	181	130	175	8	79	215	68	26	451	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	185		0	110		0	125		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		1.00				1.00		1.00		
Frt		0.945				0.850		0.964			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3222	0	1719	1810	1538	1719	3303	0	1719	3421	0
Flt Permitted	0.644			0.251			0.464			0.575		
Satd. Flow (perm)	1165	3222	0	452	1810	1538	840	3303	0	1039	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		123				51		37			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1025			610			696			697	
Travel Time (s)		28.0			16.6			19.0			19.0	
Confl. Peds. (#/hr)			5	5					1	1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	505	0	133	179	8	81	288	0	27	477	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	9.5	67.0		9.5	67.0	67.0	53.0	53.0		53.0	53.0	
Total Split (%)	7.3%	51.7%		7.3%	51.7%	51.7%	40.9%	40.9%		40.9%	40.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)	21.2	16.2		24.0	22.1	22.1	48.6	48.6		48.6	48.6	
Actuated g/C Ratio	0.25	0.19		0.29	0.27	0.27	0.58	0.58		0.58	0.58	
v/c Ratio	0.06	0.70		0.65	0.37	0.02	0.17	0.15		0.04	0.24	
Control Delay	20.1	28.7		38.8	28.9	0.1	10.1	7.6		8.8	9.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.1	28.7		38.8	28.9	0.1	10.1	7.6		8.8	9.2	
LOS	C	C		D	C	A	B	A		A	A	
Approach Delay		28.4			32.3			8.2			9.2	
Approach LOS		C			C			A			A	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

1: 26TH AVE S & S 200TH ST

2023 EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	7	97		52	71	0	18	28		6	57	
Queue Length 95th (ft)	22	149		#108	145	0	46	54		19	97	
Internal Link Dist (ft)		945			530			616			617	
Turn Bay Length (ft)	150			185			110			125		
Base Capacity (vph)	329	2451		206	1360	1168	489	1941		605	1995	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.21		0.65	0.13	0.01	0.17	0.15		0.04	0.24	

Intersection Summary

Area Type: Other

Cycle Length: 129.5

Actuated Cycle Length: 83.3

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 19.1

Intersection LOS: B

Intersection Capacity Utilization 56.1%







ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.




















Queue shown is maximum after two cycles.

Splits and Phases: 1: 26TH AVE S & S 200TH ST

		
Ø2	Ø3	Ø4
53 s	9.5 s	67 s
		
Ø6	Ø7	Ø8
53 s	9.5 s	67 s

Lanes, Volumes, Timings
2: 28TH AVE S & S 200TH ST

2023 EXISTING CONDITIONS

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	38	384	6	2	10	260	83	10	4	10	181
Future Volume (vph)	1	38	384	6	2	10	260	83	10	4	10	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		110		0		90		0	160		0	125
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97	1.00			0.95	0.98		0.97	0.98		0.98
Frt			0.998				0.964			0.890		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1736	3458	0	0	1736	3276	0	1736	1589	0	1736
Flt Permitted		0.338				0.375			0.730			0.748
Satd. Flow (perm)	0	596	3458	0	0	651	3276	0	1287	1589	0	1341
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			1				37			11		
Link Speed (mph)			25				25			25		
Link Distance (ft)			610				295			919		
Travel Time (s)			16.6				8.0			25.1		
Confl. Peds. (#/hr)		19		31		31		19	17		9	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	419	0	0	13	369	0	11	15	0	195
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	7	7	4		3	3	8			2		
Permitted Phases	4	4			8	8			2			6
Detector Phase	7	7	4		3	3	8		2	2		6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	9.5	9.5	22.5		9.5	9.5	22.5		22.5	22.5		22.5
Total Split (s)	9.5	9.5	51.0		9.5	9.5	51.0		69.0	69.0		69.0
Total Split (%)	7.3%	7.3%	39.4%		7.3%	7.3%	39.4%		53.3%	53.3%		53.3%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5		3.5	3.5		3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	4.5			4.5	4.5		4.5	4.5		4.5
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Recall Mode	None	None	None		None	None	None		Max	Max		Max
Act Effct Green (s)		20.7	19.8			19.0	16.1		64.9	64.9		64.9
Actuated g/C Ratio		0.22	0.21			0.20	0.17		0.68	0.68		0.68
v/c Ratio		0.22	0.58			0.07	0.63		0.01	0.01		0.21
Control Delay		30.6	37.6			27.7	38.7		7.3	4.5		7.8
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		30.6	37.6			27.7	38.7		7.3	4.5		7.8
LOS		C	D			C	D		A	A		A
Approach Delay			37.0				38.3			5.7		
Approach LOS			D				D			A		

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
2: 28TH AVE S & S 200TH ST

2023 EXISTING CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	1	
Traffic Volume (vph)	5	34
Future Volume (vph)	5	34
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	0.96	
Frt	0.868	
Flt Protected		
Satd. Flow (prot)	1519	0
Flt Permitted		
Satd. Flow (perm)	1519	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	37	
Link Speed (mph)	25	
Link Distance (ft)	750	
Travel Time (s)	20.5	
Confl. Peds. (#/hr)		17
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	4%	4%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	42	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	69.0	
Total Split (%)	53.3%	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	
Act Effct Green (s)	64.9	
Actuated g/C Ratio	0.68	
v/c Ratio	0.04	
Control Delay	3.0	
Queue Delay	0.0	
Total Delay	3.0	
LOS	A	
Approach Delay	7.0	
Approach LOS	A	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

2: 28TH AVE S & S 200TH ST

2023 EXISTING CONDITIONS

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 50th (ft)		20	117			6	104		2	1		44
Queue Length 95th (ft)		47	185			21	152		10	9		93
Internal Link Dist (ft)			530				215			839		
Turn Bay Length (ft)		110				90			160			125
Base Capacity (vph)		188	1695			186	1624		875	1084		911
Starvation Cap Reductn		0	0			0	45		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.22	0.25			0.07	0.23		0.01	0.01		0.21

Intersection Summary

Area Type: Other

Cycle Length: 129.5

Actuated Cycle Length: 95.5

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 30.3







Intersection Capacity Utilization 45.6%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 2: 28TH AVE S & S 200TH ST

 Ø2	 Ø3	 Ø4
69 s	9.5 s	51 s
 Ø6	 Ø7	 Ø8
69 s	9.5 s	51 s





















Lanes, Volumes, Timings
2: 28TH AVE S & S 200TH ST

2023 EXISTING CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Queue Length 50th (ft)	1	
Queue Length 95th (ft)	15	
Internal Link Dist (ft)	670	
Turn Bay Length (ft)		
Base Capacity (vph)	1044	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.04	
Intersection Summary		

Lanes, Volumes, Timings
3: PACIFIC HWY S (99) & S 200TH ST

2023 EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	30	456	82	76	232	105	14	48	421	98	18	290
Future Volume (vph)	30	456	82	76	232	105	14	48	421	98	18	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	175		0		475		150		465
Storage Lanes	1		0	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99	0.99		0.98	0.99			1.00		0.97		0.99
Frt		0.977			0.953					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1752	3400	0	1752	3305	0	0	1752	3505	1568	0	1752
Flt Permitted	0.950			0.950				0.950				0.950
Satd. Flow (perm)	1729	3400	0	1725	3305	0	0	1744	3505	1525	0	1737
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		16			60					177		
Link Speed (mph)		25			25				40			
Link Distance (ft)		295			437				764			
Travel Time (s)		8.0			11.9				13.0			
Confl. Peds. (#/hr)	11		17	17		11		11		8		8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	549	0	78	344	0	0	63	430	100	0	314
Turn Type	Prot	NA		Prot	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases										2		
Detector Phase	7	4		3	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	11.0	32.0		17.0	38.0		15.0	15.0	32.0	32.0	39.0	39.0
Total Split (%)	9.2%	26.7%		14.2%	31.7%		12.5%	12.5%	26.7%	26.7%	32.5%	32.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	Max	Max	None	None
Act Effct Green (s)	6.4	22.2		9.9	27.6			8.7	34.6	34.6		24.4
Actuated g/C Ratio	0.06	0.21		0.09	0.26			0.08	0.32	0.32		0.23
v/c Ratio	0.30	0.76		0.48	0.38			0.44	0.38	0.16		0.79
Control Delay	61.1	47.2		60.4	28.4			61.5	33.1	0.6		54.0
Queue Delay	0.0	1.4		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	61.1	48.6		60.4	28.4			61.5	33.1	0.6		54.0
LOS	E	D		E	C			E	C	A		D
Approach Delay		49.2			34.3				30.7			
Approach LOS		D			C				C			

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
3: PACIFIC HWY S (99) & S 200TH ST

2023 EXISTING CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1051	66
Future Volume (vph)	1051	66
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.97
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1568
Flt Permitted		
Satd. Flow (perm)	3505	1515
Right Turn on Red		Yes
Satd. Flow (RTOR)		136
Link Speed (mph)	40	
Link Distance (ft)	3009	
Travel Time (s)	51.3	
Confl. Peds. (#/hr)		11
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	3%	3%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1072	67
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	56.0	56.0
Total Split (%)	46.7%	46.7%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)	53.2	53.2
Actuated g/C Ratio	0.50	0.50
v/c Ratio	0.61	0.08
Control Delay	24.8	0.2
Queue Delay	0.0	0.0
Total Delay	24.8	0.2
LOS	C	A
Approach Delay	30.0	
Approach LOS	C	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

3: PACIFIC HWY S (99) & S 200TH ST

2023 EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)	22	193		55	90			44	127	0		217
Queue Length 95th (ft)	57	264		109	135			m94	207	m0		312
Internal Link Dist (ft)		215			357				684			
Turn Bay Length (ft)	90			175				475		150		465
Base Capacity (vph)	110	918		212	1116			178	1138	614		586
Starvation Cap Reductn	0	193		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.28	0.76		0.37	0.31			0.35	0.38	0.16		0.54

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 106.6

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 34.4

Intersection LOS: C









Intersection Capacity Utilization 67.9%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: PACIFIC HWY S (99) & S 200TH ST

 Ø1	 Ø2	 Ø3	 Ø4
39 s	32 s	17 s	32 s
 Ø5	 Ø6	 Ø7	 Ø8
15 s	56 s	11 s	38 s

Lanes, Volumes, Timings
 3: PACIFIC HWY S (99) & S 200TH ST

2023 EXISTING CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Queue Length 50th (ft)	313	0
Queue Length 95th (ft)	433	0
Internal Link Dist (ft)	2929	
Turn Bay Length (ft)		
Base Capacity (vph)	1750	824
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.61	0.08
Intersection Summary		

HCM 6th TWSC
4: 30TH AVE S & S 200TH ST

2023 EXISTING CONDITIONS

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	855	15	10	369	4	9
Future Vol, veh/h	855	15	10	369	4	9
Conflicting Peds, #/hr	0	3	3	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	891	16	10	384	4	9

















Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	910
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.23
Pot Cap-1 Maneuver	-	-	738
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	736
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	196	546	-	-	736	-
HCM Lane V/C Ratio	0.021	0.017	-	-	0.014	-
HCM Control Delay (s)	23.8	11.7	-	-	10	0.1
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-

Lanes, Volumes, Timings
5: 32ND AVE S & S 200TH ST

2023 EXISTING CONDITIONS










												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	804	26	41	330	1	22	8	47	3	8	17
Future Volume (vph)	26	804	26	41	330	1	22	8	47	3	8	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.995						0.918			0.919	
Flt Protected		0.998			0.994			0.986			0.995	
Satd. Flow (prot)	0	3444	0	0	3450	0	0	1638	0	0	1671	0
Flt Permitted		0.938			0.829			0.896			0.963	
Satd. Flow (perm)	0	3236	0	0	2877	0	0	1488	0	0	1616	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6						51			18	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		640			456			1345			465	
Travel Time (s)		17.5			12.4			36.7			12.7	
Confl. Peds. (#/hr)	6		2	2		6			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	930	0	0	405	0	0	84	0	0	30	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	86.0	86.0		86.0	86.0		34.0	34.0		34.0	34.0	
Total Split (%)	71.7%	71.7%		71.7%	71.7%		28.3%	28.3%		28.3%	28.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		18.5			18.5			6.6			6.6	
Actuated g/C Ratio		0.54			0.54			0.19			0.19	
v/c Ratio		0.53			0.26			0.26			0.09	
Control Delay		6.3			4.7			9.8			9.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.3			4.7			9.8			9.8	
LOS		A			A			A			A	
Approach Delay		6.3			4.7			9.8			9.8	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		44			16			5			2	
Queue Length 95th (ft)		86			35			33			17	
Internal Link Dist (ft)		560			376			1265			385	

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings 5: 32ND AVE S & S 200TH ST

2023 EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		3236			2877			1297			1404	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.29			0.14			0.06			0.02	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 34.3
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 6.2
 Intersection Capacity Utilization 56.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B
























Splits and Phases: 5: 32ND AVE S & S 200TH ST



Lanes, Volumes, Timings

6: MILITARY RD S & S 200TH ST/I-5 SOUTH OFF-RAMP

2023 EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	447	321	79	61	5	255	170	18	141	261	118
Future Volume (vph)	18	447	321	79	61	5	255	170	18	141	261	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	400		0	0		125	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.989				0.850		0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1842	0	1770	1863	1583	1770	1775	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1842	0	1770	1863	1583	1770	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			271		3				55		19	
Link Speed (mph)		25			55			35			35	
Link Distance (ft)		408			576			730			416	
Travel Time (s)		11.1			7.1			14.2			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	486	349	86	71	0	277	185	20	153	412	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases			4						2			
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	10.1	41.7	28.0	13.5	45.1		28.0	41.7	13.5	23.1	36.8	
Total Split (%)	8.4%	34.8%	23.3%	11.3%	37.6%		23.3%	34.8%	11.3%	19.3%	30.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max	None	None	Max	
Act Effect Green (s)	5.6	32.9	58.4	8.6	42.2		21.0	39.0	52.1	14.6	32.6	
Actuated g/C Ratio	0.05	0.29	0.52	0.08	0.37		0.19	0.34	0.46	0.13	0.29	
v/c Ratio	0.23	0.90	0.37	0.65	0.10		0.85	0.29	0.03	0.67	0.79	
Control Delay	61.4	59.5	4.7	75.3	24.6		68.6	30.7	0.1	62.8	49.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	61.4	59.5	4.7	75.3	24.6		68.6	30.7	0.1	62.8	49.1	
LOS	E	E	A	E	C		E	C	A	E	D	
Approach Delay		37.2			52.4			51.2			52.8	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	15	351	28	66	31		207	105	0	114	289	
Queue Length 95th (ft)	42	#529	77	#140	71		#340	174	0	182	#457	
Internal Link Dist (ft)		328			496			650			336	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

6: MILITARY RD S & S 200TH ST/I-5 SOUTH OFF-RAMP

2023 EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	150			400					125	200		
Base Capacity (vph)	88	617	979	141	712		370	641	764	293	524	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.23	0.79	0.36	0.61	0.10		0.75	0.29	0.03	0.52	0.79	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 113.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 45.9

Intersection LOS: D

Intersection Capacity Utilization 78.0%









ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.




















Queue shown is maximum after two cycles.

Splits and Phases: 6: MILITARY RD S & S 200TH ST/I-5 SOUTH OFF-RAMP

 Ø1	 Ø2	 Ø3	 Ø4
23.1 s	41.7 s	13.5 s	41.7 s
 Ø5	 Ø6	 Ø7	 Ø8
28 s	36.8 s	10.1 s	45.1 s

Lanes, Volumes, Timings
7: PACIFIC HWY S (99) & S 204TH ST

2023 EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	5	2	10	62	0	44	5	4	513	51	6	31
Future Volume (vph)	5	2	10	62	0	44	5	4	513	51	6	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0		145		0		135
Storage Lanes	0		1	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor		1.00	0.98	1.00	0.98			1.00	0.99			0.99
Frt			0.850		0.850				0.986			
Flt Protected		0.966		0.950				0.950				0.950
Satd. Flow (prot)	0	1782	1568	1752	1543	0	0	1752	3438	0	0	1752
Flt Permitted		0.822		0.753				0.276				0.407
Satd. Flow (perm)	0	1512	1543	1384	1543	0	0	509	3438	0	0	741
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			55		365				16			
Link Speed (mph)		25			25				40			
Link Distance (ft)		779			288				3973			
Travel Time (s)		21.2			7.9				67.7			
Confl. Peds. (#/hr)	2		2	2		2		1		11		11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	11	66	47	0	0	9	600	0	0	39
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8			2	2			6	6
Detector Phase	4	4	4	8	8		5	5	2		1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	9.5	22.5		9.5	9.5
Total Split (s)	29.0	29.0	29.0	29.0	29.0		13.0	13.0	78.0		13.0	13.0
Total Split (%)	24.2%	24.2%	24.2%	24.2%	24.2%		10.8%	10.8%	65.0%		10.8%	10.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5			4.5	4.5			4.5
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None		None	None	Max		None	None
Act Effct Green (s)		10.2	10.2	10.3	10.3			83.3	80.9			85.5
Actuated g/C Ratio		0.10	0.10	0.10	0.10			0.81	0.78			0.83
v/c Ratio		0.05	0.05	0.48	0.10			0.02	0.22			0.06
Control Delay		42.0	0.5	56.0	0.4			2.6	4.7			2.5
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay		42.0	0.5	56.0	0.4			2.6	4.7			2.5
LOS		D	A	E	A			A	A			A
Approach Delay		16.6			32.9				4.6			
Approach LOS		B			C				A			

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
7: PACIFIC HWY S (99) & S 204TH ST

2023 EXISTING CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	944	8
Future Volume (vph)	944	8
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1568
Flt Permitted		
Satd. Flow (perm)	3505	1531
Right Turn on Red		Yes
Satd. Flow (RTOR)		55
Link Speed (mph)	40	
Link Distance (ft)	579	
Travel Time (s)	9.9	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	3%	3%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1004	9
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	78.0	78.0
Total Split (%)	65.0%	65.0%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)	85.3	85.3
Actuated g/C Ratio	0.83	0.83
v/c Ratio	0.35	0.01
Control Delay	3.9	0.0
Queue Delay	0.0	0.0
Total Delay	3.9	0.0
LOS	A	A
Approach Delay	3.9	
Approach LOS	A	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

7: PACIFIC HWY S (99) & S 204TH ST

2023 EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)		4	0	42	0			1	60			4
Queue Length 95th (ft)		18	0	87	0			4	98			12
Internal Link Dist (ft)		699			208				3893			
Turn Bay Length (ft)				200				145				135
Base Capacity (vph)		359	409	329	645			521	2700			700
Starvation Cap Reductn		0	0	0	0			0	0			0
Spillback Cap Reductn		0	0	0	0			0	0			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.02	0.03	0.20	0.07			0.02	0.22			0.06

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 103.2

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 6.1



Intersection Capacity Utilization 51.7%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 7: PACIFIC HWY S (99) & S 204TH ST

 Ø1	 Ø2	 Ø4
13 s	78 s	29 s
 Ø5	 Ø6	 Ø8
13 s	78 s	29 s

Lanes, Volumes, Timings
 7: PACIFIC HWY S (99) & S 204TH ST

2023 EXISTING CONDITIONS




	↓	↙
Lane Group	SBT	SBR
Queue Length 50th (ft)	67	0
Queue Length 95th (ft)	182	0
Internal Link Dist (ft)	499	
Turn Bay Length (ft)		
Base Capacity (vph)	2895	1274
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.35	0.01
Intersection Summary		

HCM 6th TWSC
8: S 204TH ST & 30TH AVE S

2023 EXISTING CONDITIONS

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	79	82	2	7	18
Future Vol, veh/h	6	79	82	2	7	18
Conflicting Peds, #/hr	4	0	0	4	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	8	103	106	3	9	23

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	113	0	0 231 115
Stage 1	-	-	- 112 -
Stage 2	-	-	- 119 -
Critical Hdwy	4.15	-	- 6.45 6.25
Critical Hdwy Stg 1	-	-	- 5.45 -
Critical Hdwy Stg 2	-	-	- 5.45 -
Follow-up Hdwy	2.245	-	- 3.545 3.345
Pot Cap-1 Maneuver	1458	-	- 751 929
Stage 1	-	-	- 905 -
Stage 2	-	-	- 899 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1452	-	- 740 923
Mov Cap-2 Maneuver	-	-	- 740 -
Stage 1	-	-	- 896 -
Stage 2	-	-	- 895 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.3
HCM LOS			A





Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1452	-	-	-	863
HCM Lane V/C Ratio	0.005	-	-	-	0.038
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th AWSC
9: DRIVEWAY/32ND AVE S & S 204TH ST

2023 EXISTING CONDITIONS

Intersection












Intersection Delay, s/veh 7.6
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	31	12	0	29	16	10	4	0	25	3	29
Future Vol, veh/h	41	31	12	0	29	16	10	4	0	25	3	29
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	52	39	15	0	37	20	13	5	0	32	4	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.8			7.3			7.6			7.5		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	71%	49%	0%	44%
Vol Thru, %	29%	37%	64%	5%
Vol Right, %	0%	14%	36%	51%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	84	45	57
LT Vol	10	41	0	25
Through Vol	4	31	29	3
RT Vol	0	12	16	29
Lane Flow Rate	18	106	57	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.123	0.063	0.081
Departure Headway (Hd)	4.435	4.163	3.976	4.03
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	855	891	877
Service Time	2.528	2.219	2.046	2.112
HCM Lane V/C Ratio	0.023	0.124	0.064	0.082
HCM Control Delay	7.6	7.8	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.2	0.3

Lanes, Volumes, Timings
10: MILITARY RD S & I-5 NORTH OFF-RAMP

2023 EXISTING CONDITIONS

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	186	43	332	214	496	182
Future Volume (vph)	186	43	332	214	496	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.97
Frt	0.974					0.850
Flt Protected	0.961		0.950			
Satd. Flow (prot)	1727	0	1752	1845	1845	1568
Flt Permitted	0.961		0.283			
Satd. Flow (perm)	1727	0	522	1845	1845	1526
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	9					214
Link Speed (mph)	55			35	35	
Link Distance (ft)	314			475	430	
Travel Time (s)	3.9			9.3	8.4	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	270	0	391	252	584	214
Turn Type	Prot		pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		9.5	22.5	22.5	22.5
Total Split (s)	31.0		30.0	89.0	59.0	31.0
Total Split (%)	25.8%		25.0%	74.2%	49.2%	25.8%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	Max	None
Act Effct Green (s)	21.6		84.6	84.6	63.7	85.4
Actuated g/C Ratio	0.19		0.73	0.73	0.55	0.74
v/c Ratio	0.82		0.70	0.19	0.57	0.18
Control Delay	62.9		13.2	5.6	22.2	1.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	62.9		13.2	5.6	22.2	1.0
LOS	E		B	A	C	A
Approach Delay	62.9			10.3	16.5	
Approach LOS	E			B	B	
Queue Length 50th (ft)	188		89	52	268	0
Queue Length 95th (ft)	264		137	84	447	17
Internal Link Dist (ft)	234			395	350	







CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

10: MILITARY RD S & I-5 NORTH OFF-RAMP

2023 EXISTING CONDITIONS

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)						
Base Capacity (vph)	404		655	1354	1019	1250
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.67		0.60	0.19	0.57	0.17

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 115.3

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 21.5




Intersection Capacity Utilization 68.7%

Analysis Period (min) 15

Intersection LOS: C





















ICU Level of Service C

Splits and Phases: 10: MILITARY RD S & I-5 NORTH OFF-RAMP

 Ø2	 Ø4
89 s	31 s
 Ø5	 Ø6
30 s	59 s

Lanes, Volumes, Timings
11: PACIFIC HWY S (99) & S 192ND ST

2023 EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	48	35	43	42	20	27	21	26	675	16	22	43
Future Volume (vph)	48	35	43	42	20	27	21	26	675	16	22	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300		375		0		230
Storage Lanes	1		0	0		1		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor	0.99	0.99			1.00	0.98			1.00			0.99
Frt		0.917				0.850			0.997			
Flt Protected	0.950				0.967			0.950				0.950
Satd. Flow (prot)	1736	1659	0	0	1767	1553	0	1736	3457	0	0	1736
Flt Permitted	0.714				0.712			0.166				0.359
Satd. Flow (perm)	1297	1659	0	0	1296	1525	0	303	3457	0	0	649
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		45				55			4			
Link Speed (mph)		25			25				40			
Link Distance (ft)		719			963				3009			
Travel Time (s)		19.6			26.3				51.3			
Confl. Peds. (#/hr)	3		3	3		3		32		10		10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	83	0	0	66	29	0	50	735	0	0	69
Turn Type	Perm	NA		Perm	NA	Perm	Perm	pm+pt	NA		Perm	pm+pt
Protected Phases		4			8			5	2			1
Permitted Phases	4			8		8	2	2			6	6
Detector Phase	4	4		8	8	8	2	5	2		6	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	9.5	22.5		22.5	9.5
Total Split (s)	25.0	25.0		25.0	25.0	25.0	84.0	12.0	84.0		83.0	11.0
Total Split (%)	20.8%	20.8%		20.8%	20.8%	20.8%	70.0%	10.0%	70.0%		69.2%	9.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5	4.5			4.5
Lead/Lag							Lag	Lead	Lag		Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	Max	None	Max		Max	None
Act Effct Green (s)	10.3	10.3			10.4	10.4		87.9	84.0			88.0
Actuated g/C Ratio	0.09	0.09			0.10	0.10		0.81	0.77			0.81
v/c Ratio	0.41	0.42			0.53	0.15		0.15	0.27			0.12
Control Delay	56.8	30.8			62.9	5.3		3.3	5.3			2.7
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Delay	56.8	30.8			62.9	5.3		3.3	5.3			2.7
LOS	E	C			E	A		A	A			A
Approach Delay		40.7			45.3				5.2			
Approach LOS		D			D				A			

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
11: PACIFIC HWY S (99) & S 192ND ST

2023 EXISTING CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1282	87
Future Volume (vph)	1282	87
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.88
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3471	1553
Flt Permitted		
Satd. Flow (perm)	3471	1359
Right Turn on Red		Yes
Satd. Flow (RTOR)		93
Link Speed (mph)	40	
Link Distance (ft)	691	
Travel Time (s)	11.8	
Confl. Peds. (#/hr)		32
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	4%	4%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1364	93
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	83.0	83.0
Total Split (%)	69.2%	69.2%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)	84.0	84.0
Actuated g/C Ratio	0.77	0.77
v/c Ratio	0.51	0.09
Control Delay	7.3	1.3
Queue Delay	0.0	0.0
Total Delay	7.3	1.3
LOS	A	A
Approach Delay	6.7	
Approach LOS	A	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

11: PACIFIC HWY S (99) & S 192ND ST

2023 EXISTING CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)	34	25			45	0		5	82			7
Queue Length 95th (ft)	74	73			92	11		14	126			18
Internal Link Dist (ft)		639			883				2929			
Turn Bay Length (ft)						300		375				230
Base Capacity (vph)	245	350			245	333		346	2674			591
Starvation Cap Reductn	0	0			0	0		0	0			0
Spillback Cap Reductn	0	0			0	0		0	0			0
Storage Cap Reductn	0	0			0	0		0	0			0
Reduced v/c Ratio	0.21	0.24			0.27	0.09		0.14	0.27			0.12

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 108.6

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 9.5


Intersection Capacity Utilization 61.4%

Analysis Period (min) 15

Intersection LOS: A



ICU Level of Service B

Splits and Phases: 11: PACIFIC HWY S (99) & S 192ND ST

 Ø1	 Ø2	 Ø4
11 s	84 s	25 s
 Ø5	 Ø6	 Ø8
12 s	83 s	25 s





















Lanes, Volumes, Timings
11: PACIFIC HWY S (99) & S 192ND ST

2023 EXISTING CONDITIONS

		
Lane Group	SBT	SBR
Queue Length 50th (ft)	197	0
Queue Length 95th (ft)	297	15
Internal Link Dist (ft)	611	
Turn Bay Length (ft)		
Base Capacity (vph)	2685	1072
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.51	0.09
Intersection Summary		

Lanes, Volumes, Timings
12: PACIFIC HWY S (99) & S 216TH ST

2023 EXISTING CONDITIONS








												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	74	92	311	295	170	321	65	22	177	435	107	33
Future Volume (vph)	74	92	311	295	170	321	65	22	177	435	107	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250		100	150		0		250		250	
Storage Lanes		1		1	1		0		1		1	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	1.00	0.95
Ped Bike Factor		0.97		0.94	0.97	0.99			0.98		0.92	
Frt				0.850		0.975					0.850	
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1760	1845	1568	1752	3381	0	0	1754	3505	1568	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1708	1845	1482	1703	3381	0	0	1722	3505	1439	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				174		17					110	
Link Speed (mph)			35			35				40		
Link Distance (ft)			1081			1282				486		
Travel Time (s)			21.1			25.0				8.3		
Confl. Peds. (#/hr)		26		22	22		26		40		19	
Peak Hour Factor	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.92
Heavy Vehicles (%)	2%	3%	3%	3%	3%	3%	3%	2%	3%	3%	3%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	321	304	175	398	0	0	206	448	110	0
Turn Type	Prot	Prot	NA	Perm	Prot	NA		Prot	Prot	NA	Perm	Prot
Protected Phases	7	7	4		3	8		5	5	2		1
Permitted Phases				4							2	
Detector Phase	7	7	4	4	3	8		5	5	2	2	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5	9.5	22.5		9.5	9.5	22.5	22.5	9.5
Total Split (s)	21.0	21.0	26.5	26.5	17.0	22.5		47.0	47.0	37.5	37.5	39.0
Total Split (%)	17.5%	17.5%	22.1%	22.1%	14.2%	18.8%		39.2%	39.2%	31.3%	31.3%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None		None	None	Max	Max	None
Act Effct Green (s)		14.3	21.4	21.4	12.5	19.6			17.0	33.1	33.1	
Actuated g/C Ratio		0.14	0.21	0.21	0.13	0.20			0.17	0.33	0.33	
v/c Ratio		0.70	0.81	0.67	0.80	0.59			0.69	0.39	0.20	
Control Delay		56.4	55.4	23.8	69.9	40.0			51.2	27.6	6.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	
Total Delay		56.4	55.4	23.8	69.9	40.0			51.2	27.6	6.1	
LOS		E	E	C	E	D			D	C	A	
Approach Delay			43.6			49.2				30.9		
Approach LOS			D			D				C		

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
12: PACIFIC HWY S (99) & S 216TH ST

2023 EXISTING CONDITIONS

			
Lane Group	SBL	SBT	SBR
Lane Configurations		 	
Traffic Volume (vph)	128	1020	44
Future Volume (vph)	128	1020	44
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		100
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Ped Bike Factor	0.97		0.91
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1756	3505	1568
Flt Permitted	0.950		
Satd. Flow (perm)	1696	3505	1426
Right Turn on Red			Yes
Satd. Flow (RTOR)			136
Link Speed (mph)		40	
Link Distance (ft)		3973	
Travel Time (s)		67.7	
Confl. Peds. (#/hr)	19		40
Peak Hour Factor	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%
Shared Lane Traffic (%)			
Lane Group Flow (vph)	168	1052	45
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5
Total Split (s)	39.0	29.5	29.5
Total Split (%)	32.5%	24.6%	24.6%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	14.8	30.8	30.8
Actuated g/C Ratio	0.15	0.31	0.31
v/c Ratio	0.65	0.97	0.08
Control Delay	52.1	57.0	0.3
Queue Delay	0.0	0.0	0.0
Total Delay	52.1	57.0	0.3
LOS	D	E	A
Approach Delay		54.3	
Approach LOS		D	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

12: PACIFIC HWY S (99) & S 216TH ST

2023 EXISTING CONDITIONS

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Queue Length 50th (ft)		106	195	73	110	118			125	115	0	
Queue Length 95th (ft)		187	#359	180	#240	182			199	172	39	
Internal Link Dist (ft)			1001			1202				406		
Turn Bay Length (ft)		250		100	150				250		250	
Base Capacity (vph)		291	407	462	220	679			748	1161	550	
Starvation Cap Reductn		0	0	0	0	0			0	0	0	
Spillback Cap Reductn		0	0	0	0	0			0	0	0	
Storage Cap Reductn		0	0	0	0	0			0	0	0	
Reduced v/c Ratio		0.60	0.79	0.66	0.80	0.59			0.28	0.39	0.20	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 99.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 45.7

Intersection LOS: D

Intersection Capacity Utilization 84.0%









ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.




Queue shown is maximum after two cycles.

Splits and Phases: 12: PACIFIC HWY S (99) & S 216TH ST

 Ø1	 Ø2	 Ø3	 Ø4
39 s	37.5 s	17 s	26.5 s
 Ø5	 Ø6	 Ø7	 Ø8
47 s	29.5 s	21 s	22.5 s

Lanes, Volumes, Timings
12: PACIFIC HWY S (99) & S 216TH ST

2023 EXISTING CONDITIONS





			
Lane Group	SBL	SBT	SBR
Queue Length 50th (ft)	103	349	0
Queue Length 95th (ft)	171	#548	0
Internal Link Dist (ft)		3893	
Turn Bay Length (ft)	150		100
Base Capacity (vph)	608	1082	534
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.28	0.97	0.08
Intersection Summary			

HCM 6th TWSC
13: PACIFIC HWY S (99) & SITE ACCESS(1)

2023 EXISTING CONDITIONS

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	8	677	1	12	1	1195
Future Vol, veh/h	0	8	677	1	12	1	1195
Conflicting Peds, #/hr	0	0	0	1	0	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	155	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	0	9	736	1	13	1	1299

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	370	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.96	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.33	-
Pot Cap-1 Maneuver	0	624	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	623	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	623	497
HCM Lane V/C Ratio	-	-	0.014	0.028
HCM Control Delay (s)	-	-	10.9	12.5
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0	0.1




HCM 6th TWSC
14: S 204TH ST & SITE ACCESS (2)

2023 EXISTING CONDITIONS

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	0	90	103	0	0	0
Future Vol, veh/h	0	90	103	0	0	0
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	120	137	0	0	0

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All	140	0	0	260	140
Stage 1	-	-	-	140	-
Stage 2	-	-	-	120	-
Critical Hdwy	4.15	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	3.545	3.345
Pot Cap-1 Maneuver	1425	-	-	722	900
Stage 1	-	-	-	879	-
Stage 2	-	-	-	898	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1421	-	-	718	897
Mov Cap-2 Maneuver	-	-	-	718	-
Stage 1	-	-	-	876	-
Stage 2	-	-	-	895	-

Approach	EB	WB	SB
----------	----	----	----

HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h)	1421	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-




HCM 6th TWSC
15: 30TH AVE S & SITE ACCESS (3)

2023 EXISTING CONDITIONS

Intersection

Int Delay, s/veh 0.3

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	1	0	8	24	0
Future Vol, veh/h	0	1	0	8	24	0
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	1	0	9	26	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	37	27	27	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	973	1046	1580	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1045	1578	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach EB NB SB






















HCM Control Delay, s	8.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1578	-	1045	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
1: 26TH AVE S & S 200TH ST

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	353	204	146	197	9	89	242	77	29	508	19
Future Volume (vph)	23	353	204	146	197	9	89	242	77	29	508	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	185		0	110		0	125		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		1.00				1.00		1.00		
Frt		0.945				0.850		0.964			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3222	0	1719	1810	1538	1719	3303	0	1719	3421	0
Flt Permitted	0.618			0.224			0.425			0.555		
Satd. Flow (perm)	1118	3222	0	404	1810	1538	769	3303	0	1003	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		123				51		38			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1025			610			696			697	
Travel Time (s)		28.0			16.6			19.0			19.0	
Confl. Peds. (#/hr)			5	5					1	1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	568	0	149	201	9	91	326	0	30	537	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	9.5	67.0		9.5	67.0	67.0	53.0	53.0		53.0	53.0	
Total Split (%)	7.3%	51.7%		7.3%	51.7%	51.7%	40.9%	40.9%		40.9%	40.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)	23.5	18.5		26.3	24.4	24.4	48.6	48.6		48.6	48.6	
Actuated g/C Ratio	0.27	0.22		0.31	0.29	0.29	0.57	0.57		0.57	0.57	
v/c Ratio	0.07	0.72		0.74	0.39	0.02	0.21	0.17		0.05	0.28	
Control Delay	19.5	29.5		47.1	28.3	0.1	11.9	8.7		10.0	10.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	19.5	29.5		47.1	28.3	0.1	11.9	8.7		10.0	10.5	
LOS	B	C		D	C	A	B	A		A	B	
Approach Delay		29.1			35.4			9.4			10.5	
Approach LOS		C			D			A			B	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

1: 26TH AVE S & S 200TH ST

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	8	117		58	81	0	22	35		7	70	
Queue Length 95th (ft)	24	172		#132	160	0	57	66		22	120	
Internal Link Dist (ft)		945			530			616			617	
Turn Bay Length (ft)	150			185			110			125		
Base Capacity (vph)	341	2390		200	1324	1139	436	1891		569	1943	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.24		0.74	0.15	0.01	0.21	0.17		0.05	0.28	

Intersection Summary

Area Type: Other

Cycle Length: 129.5

Actuated Cycle Length: 85.6

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 20.6

Intersection LOS: C

Intersection Capacity Utilization 59.2%







ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.




















Queue shown is maximum after two cycles.

Splits and Phases: 1: 26TH AVE S & S 200TH ST

		
Ø2	Ø3	Ø4
53 s	9.5 s	67 s
		
Ø6	Ø7	Ø8
53 s	9.5 s	67 s

Lanes, Volumes, Timings
2: 28TH AVE S & S 200TH ST

2026 BASELINE CONDITIONS

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	43	432	7	2	11	293	93	11	5	11	204
Future Volume (vph)	1	43	432	7	2	11	293	93	11	5	11	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		110		0		90		0	160		0	125
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97	1.00			0.96	0.98		0.97	0.98		0.98
Frt			0.997				0.964			0.894		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1736	3453	0	0	1736	3276	0	1736	1597	0	1736
Flt Permitted		0.296				0.359			0.726			0.746
Satd. Flow (perm)	0	524	3453	0	0	627	3276	0	1281	1597	0	1337
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			1				37			12		
Link Speed (mph)			25				25			25		
Link Distance (ft)			610				295			919		
Travel Time (s)			16.6				8.0			25.1		
Confl. Peds. (#/hr)		19		31		31		19	17		9	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	473	0	0	14	415	0	12	17	0	219
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	7	7	4		3	3	8			2		
Permitted Phases	4	4			8	8			2			6
Detector Phase	7	7	4		3	3	8		2	2		6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	9.5	9.5	22.5		9.5	9.5	22.5		22.5	22.5		22.5
Total Split (s)	9.5	9.5	51.0		9.5	9.5	51.0		69.0	69.0		69.0
Total Split (%)	7.3%	7.3%	39.4%		7.3%	7.3%	39.4%		53.3%	53.3%		53.3%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5		3.5	3.5		3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	4.5			4.5	4.5		4.5	4.5		4.5
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Recall Mode	None	None	None		None	None	None		Max	Max		Max
Act Effct Green (s)		24.5	23.6			21.8	17.9		64.8	64.8		64.8
Actuated g/C Ratio		0.25	0.24			0.22	0.18		0.65	0.65		0.65
v/c Ratio		0.25	0.58			0.07	0.67		0.01	0.02		0.25
Control Delay		30.2	36.5			27.0	40.1		8.2	5.0		9.3
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		30.2	36.5			27.0	40.1		8.2	5.0		9.3
LOS		C	D			C	D		A	A		A
Approach Delay			35.9				39.7			6.3		
Approach LOS			D				D			A		

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
2: 28TH AVE S & S 200TH ST

2026 BASELINE CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	1	
Traffic Volume (vph)	6	38
Future Volume (vph)	6	38
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	0.96	
Frt	0.869	
Flt Protected		
Satd. Flow (prot)	1521	0
Flt Permitted		
Satd. Flow (perm)	1521	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	41	
Link Speed (mph)	25	
Link Distance (ft)	750	
Travel Time (s)	20.5	
Confl. Peds. (#/hr)		17
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	4%	4%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	47	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	69.0	
Total Split (%)	53.3%	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	
Act Effct Green (s)	64.8	
Actuated g/C Ratio	0.65	
v/c Ratio	0.05	
Control Delay	3.3	
Queue Delay	0.0	
Total Delay	3.3	
LOS	A	
Approach Delay	8.3	
Approach LOS	A	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

2: 28TH AVE S & S 200TH ST

2026 BASELINE CONDITIONS

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 50th (ft)		23	135			7	121		2	1		53
Queue Length 95th (ft)		50	208			21	171		11	10		114
Internal Link Dist (ft)			530				215			839		
Turn Bay Length (ft)		110				90			160			125
Base Capacity (vph)		190	1627			194	1563		837	1048		873
Starvation Cap Reductn		0	0			0	70		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.25	0.29			0.07	0.28		0.01	0.02		0.25

Intersection Summary

Area Type: Other

Cycle Length: 129.5

Actuated Cycle Length: 99.2

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 30.6







Intersection Capacity Utilization 47.4%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 2: 28TH AVE S & S 200TH ST

 Ø2	 Ø3	 Ø4
69 s	9.5 s	51 s
 Ø6	 Ø7	 Ø8
69 s	9.5 s	51 s





















Lanes, Volumes, Timings
2: 28TH AVE S & S 200TH ST

2026 BASELINE CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Queue Length 50th (ft)	1	
Queue Length 95th (ft)	17	
Internal Link Dist (ft)	670	
Turn Bay Length (ft)		
Base Capacity (vph)	1008	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.05	
Intersection Summary		

Lanes, Volumes, Timings
3: PACIFIC HWY S (99) & S 200TH ST

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	34	513	92	86	261	118	16	54	474	110	20	326
Future Volume (vph)	34	513	92	86	261	118	16	54	474	110	20	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	175		0		475		150		465
Storage Lanes	1		0	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99			1.00		0.97		0.99
Frt		0.977			0.953					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1752	3401	0	1752	3305	0	0	1752	3505	1568	0	1752
Flt Permitted	0.950			0.950				0.950				0.950
Satd. Flow (perm)	1730	3401	0	1727	3305	0	0	1745	3505	1525	0	1738
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		16			59					177		
Link Speed (mph)		25			25				40			
Link Distance (ft)		295			437				764			
Travel Time (s)		8.0			11.9				13.0			
Confl. Peds. (#/hr)	11		17	17		11		11		8		8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	617	0	88	386	0	0	71	484	112	0	353
Turn Type	Prot	NA		Prot	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases										2		
Detector Phase	7	4		3	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	11.2	32.0		16.0	36.8		14.0	14.0	33.0	33.0	39.0	39.0
Total Split (%)	9.3%	26.7%		13.3%	30.7%		11.7%	11.7%	27.5%	27.5%	32.5%	32.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	Max	Max	None	None
Act Effct Green (s)	6.5	24.2		9.9	29.5			8.6	33.8	33.8		26.8
Actuated g/C Ratio	0.06	0.22		0.09	0.27			0.08	0.31	0.31		0.24
v/c Ratio	0.34	0.81		0.56	0.42			0.52	0.45	0.19		0.83
Control Delay	63.6	50.2		65.7	30.1			67.2	35.9	1.3		57.4
Queue Delay	0.0	10.6		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	63.6	60.9		65.7	30.1			67.2	35.9	1.3		57.4
LOS	E	E		E	C			E	D	A		E
Approach Delay		61.0			36.7				33.4			
Approach LOS		E			D				C			

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

3: PACIFIC HWY S (99) & S 200TH ST

2026 BASELINE CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1183	74
Future Volume (vph)	1183	74
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.97
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1568
Flt Permitted		
Satd. Flow (perm)	3505	1515
Right Turn on Red		Yes
Satd. Flow (RTOR)		136
Link Speed (mph)	40	
Link Distance (ft)	3009	
Travel Time (s)	51.3	
Confl. Peds. (#/hr)		11
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	3%	3%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1207	76
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	58.0	58.0
Total Split (%)	48.3%	48.3%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)	55.0	55.0
Actuated g/C Ratio	0.50	0.50
v/c Ratio	0.69	0.09
Control Delay	27.0	0.3
Queue Delay	0.0	0.0
Total Delay	27.0	0.3
LOS	C	A
Approach Delay	32.3	
Approach LOS	C	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

3: PACIFIC HWY S (99) & S 200TH ST

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)	27	231		66	108			54	164	0		260
Queue Length 95th (ft)	62	301		122	156			104	232	5		355
Internal Link Dist (ft)		215			357				684			
Turn Bay Length (ft)	90			175				475		150		465
Base Capacity (vph)	109	884		187	1066			155	1076	591		563
Starvation Cap Reductn	0	241		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.32	0.96		0.47	0.36			0.46	0.45	0.19		0.63

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 110.2

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 38.6


Intersection Capacity Utilization 74.0%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service D

Splits and Phases: 3: PACIFIC HWY S (99) & S 200TH ST

 Ø1	 Ø2	 Ø3	 Ø4
39 s	33 s	16 s	32 s
 Ø5	 Ø6	 Ø7	 Ø8
14 s	58 s	11.2 s	36.8 s

Lanes, Volumes, Timings
3: PACIFIC HWY S (99) & S 200TH ST

2026 BASELINE CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Queue Length 50th (ft)	406	0
Queue Length 95th (ft)	496	2
Internal Link Dist (ft)	2929	
Turn Bay Length (ft)		
Base Capacity (vph)	1749	824
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.69	0.09
Intersection Summary		

HCM 6th TWSC
4: 30TH AVE S & S 200TH ST

2026 BASELINE CONDITIONS

Intersection

Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	934	16	11	403	4	10
Future Vol, veh/h	934	16	11	403	4	10
Conflicting Peds, #/hr	0	3	3	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	973	17	11	420	4	10

















Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	993	0	1218	498
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	233	-
Critical Hdwy	-	-	4.16	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.23	-	3.53	3.33
Pot Cap-1 Maneuver	-	-	686	-	172	515
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	781	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	684	-	168	514
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	168	514	-	-	684	-
HCM Lane V/C Ratio	0.025	0.02	-	-	0.017	-
HCM Control Delay (s)	27	12.1	-	-	10.4	0.1
HCM Lane LOS	D	B	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

Lanes, Volumes, Timings
5: 32ND AVE S & S 200TH ST

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	879	28	45	361	1	24	9	51	3	9	19
Future Volume (vph)	28	879	28	45	361	1	24	9	51	3	9	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.996						0.918			0.917	
Flt Protected		0.999			0.994			0.986			0.996	
Satd. Flow (prot)	0	3451	0	0	3450	0	0	1638	0	0	1669	0
Flt Permitted		0.936			0.816			0.896			0.968	
Satd. Flow (perm)	0	3232	0	0	2832	0	0	1488	0	0	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6						55			21	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		640			456			1345			465	
Travel Time (s)		17.5			12.4			36.7			12.7	
Confl. Peds. (#/hr)	6		2	2		6			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1015	0	0	442	0	0	91	0	0	34	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	86.0	86.0		86.0	86.0		34.0	34.0		34.0	34.0	
Total Split (%)	71.7%	71.7%		71.7%	71.7%		28.3%	28.3%		28.3%	28.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		20.4			20.4			6.9			6.9	
Actuated g/C Ratio		0.56			0.56			0.19			0.19	
v/c Ratio		0.56			0.28			0.28			0.11	
Control Delay		6.5			4.7			10.8			10.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.5			4.7			10.8			10.5	
LOS		A			A			B			B	
Approach Delay		6.5			4.7			10.8			10.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		51			18			6			2	
Queue Length 95th (ft)		100			39			37			20	
Internal Link Dist (ft)		560			376			1265			385	

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings 5: 32ND AVE S & S 200TH ST

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		3232			2832			1237			1341	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.16			0.07			0.03	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 36.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 6.3
 Intersection Capacity Utilization 60.3%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B
























Splits and Phases: 5: 32ND AVE S & S 200TH ST



Lanes, Volumes, Timings

6: MILITARY RD S & S 200TH ST/I-5 SOUTH OFF-RAMP

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	488	351	86	67	5	279	186	20	154	285	129
Future Volume (vph)	20	488	351	86	67	5	279	186	20	154	285	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	400		0	0		125	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990				0.850		0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1844	0	1770	1863	1583	1770	1775	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1844	0	1770	1863	1583	1770	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			261		3				55		19	
Link Speed (mph)		25			55			35			35	
Link Distance (ft)		408			576			730			416	
Travel Time (s)		11.1			7.1			14.2			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	530	382	93	78	0	303	202	22	167	450	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases			4						2			
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	10.2	41.0	27.0	12.1	42.9		27.0	42.3	12.1	24.6	39.9	
Total Split (%)	8.5%	34.2%	22.5%	10.1%	35.8%		22.5%	35.3%	10.1%	20.5%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max	None	None	Max	
Act Effect Green (s)	5.7	35.3	61.8	7.6	41.4		21.9	41.4	53.5	15.9	35.4	
Actuated g/C Ratio	0.05	0.30	0.52	0.06	0.35		0.19	0.35	0.45	0.13	0.30	
v/c Ratio	0.26	0.95	0.40	0.82	0.12		0.93	0.31	0.03	0.70	0.83	
Control Delay	63.0	69.5	6.3	101.8	27.5		82.4	31.0	0.1	64.9	51.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	63.0	69.5	6.3	101.8	27.5		82.4	31.0	0.1	64.9	51.5	
LOS	E	E	A	F	C		F	C	A	E	D	
Approach Delay		43.5			67.9			59.2			55.1	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	17	398	46	73	41		232	114	0	125	314	
Queue Length 95th (ft)	45	#612	108	#171	79		#400	187	1	194	#487	
Internal Link Dist (ft)		328			496			650			336	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

6: MILITARY RD S & S 200TH ST/I-5 SOUTH OFF-RAMP

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	150			400					125	200		
Base Capacity (vph)	85	575	957	114	647		336	652	746	301	545	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.26	0.92	0.40	0.82	0.12		0.90	0.31	0.03	0.55	0.83	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 118.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 52.2

Intersection LOS: D

Intersection Capacity Utilization 83.8%









ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.




















Queue shown is maximum after two cycles.

Splits and Phases: 6: MILITARY RD S & S 200TH ST/I-5 SOUTH OFF-RAMP

 Ø1	 Ø2	 Ø3	 Ø4
24.6 s	42.3 s	12.1 s	41 s
 Ø5	 Ø6	 Ø7	 Ø8
27 s	39.9 s	10.2 s	42.9 s

Lanes, Volumes, Timings
7: PACIFIC HWY S (99) & S 204TH ST

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	6	2	11	70	0	50	6	5	577	57	7	35
Future Volume (vph)	6	2	11	70	0	50	6	5	577	57	7	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0		145		0		135
Storage Lanes	0		1	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor		1.00	0.98	1.00	0.98			1.00	0.99			0.99
Frt			0.850		0.850				0.986			
Flt Protected		0.964		0.950				0.950				0.950
Satd. Flow (prot)	0	1778	1568	1752	1543	0	0	1752	3438	0	0	1752
Flt Permitted		0.814		0.752				0.240				0.367
Satd. Flow (perm)	0	1497	1543	1382	1543	0	0	443	3438	0	0	669
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			55		325				17			
Link Speed (mph)		25			25				40			
Link Distance (ft)		779			288				3973			
Travel Time (s)		21.2			7.9				67.7			
Confl. Peds. (#/hr)	2		2	2		2		1		11		11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	12	74	53	0	0	11	675	0	0	44
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8			2	2			6	6
Detector Phase	4	4	4	8	8		5	5	2		1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	9.5	22.5		9.5	9.5
Total Split (s)	28.0	28.0	28.0	28.0	28.0		12.0	12.0	80.0		12.0	12.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		10.0%	10.0%	66.7%		10.0%	10.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5			4.5	4.5			4.5
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None		None	None	Max		None	None
Act Effct Green (s)		10.8	10.8	11.0	11.0			83.9	80.5			87.1
Actuated g/C Ratio		0.10	0.10	0.10	0.10			0.80	0.76			0.83
v/c Ratio		0.05	0.06	0.52	0.12			0.03	0.26			0.07
Control Delay		42.8	0.5	58.0	0.5			2.7	5.4			2.7
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay		42.8	0.5	58.0	0.5			2.7	5.4			2.7
LOS		D	A	E	A			A	A			A
Approach Delay		17.4			34.0				5.4			
Approach LOS		B			C				A			

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
7: PACIFIC HWY S (99) & S 204TH ST

2026 BASELINE CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1062	9
Future Volume (vph)	1062	9
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1568
Flt Permitted		
Satd. Flow (perm)	3505	1531
Right Turn on Red		Yes
Satd. Flow (RTOR)		55
Link Speed (mph)	40	
Link Distance (ft)	579	
Travel Time (s)	9.9	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	3%	3%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1130	10
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	80.0	80.0
Total Split (%)	66.7%	66.7%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)	86.9	86.9
Actuated g/C Ratio	0.82	0.82
v/c Ratio	0.39	0.01
Control Delay	4.4	0.0
Queue Delay	0.0	0.0
Total Delay	4.4	0.0
LOS	A	A
Approach Delay	4.3	
Approach LOS	A	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

7: PACIFIC HWY S (99) & S 204TH ST

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)		5	0	48	0			1	73			4
Queue Length 95th (ft)		20	0	96	0			5	117			13
Internal Link Dist (ft)		699			208				3893			
Turn Bay Length (ft)				200				145				135
Base Capacity (vph)		334	387	308	597			452	2629			631
Starvation Cap Reductn		0	0	0	0			0	0			0
Spillback Cap Reductn		0	0	0	0			0	0			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.02	0.03	0.24	0.09			0.02	0.26			0.07

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 105.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 6.7




Intersection Capacity Utilization 55.9%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service B

Splits and Phases: 7: PACIFIC HWY S (99) & S 204TH ST

 Ø1	 Ø2	 Ø4
12 s	80 s	28 s
 Ø5	 Ø6	 Ø8
12 s	80 s	28 s

Lanes, Volumes, Timings
7: PACIFIC HWY S (99) & S 204TH ST

2026 BASELINE CONDITIONS




	↓	↙
Lane Group	SBT	SBR
Queue Length 50th (ft)	85	0
Queue Length 95th (ft)	223	0
Internal Link Dist (ft)	499	
Turn Bay Length (ft)		
Base Capacity (vph)	2888	1271
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.39	0.01
Intersection Summary		

HCM 6th TWSC
8: S 204TH ST & 30TH AVE S

2026 BASELINE CONDITIONS

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	86	90	2	8	20
Future Vol, veh/h	7	86	90	2	8	20
Conflicting Peds, #/hr	4	0	0	4	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	9	112	117	3	10	26

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	124	0	0 253 126
Stage 1	-	-	- 123 -
Stage 2	-	-	- 130 -
Critical Hdwy	4.15	-	- 6.45 6.25
Critical Hdwy Stg 1	-	-	- 5.45 -
Critical Hdwy Stg 2	-	-	- 5.45 -
Follow-up Hdwy	2.245	-	- 3.545 3.345
Pot Cap-1 Maneuver	1444	-	- 729 916
Stage 1	-	-	- 895 -
Stage 2	-	-	- 889 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1438	-	- 718 910
Mov Cap-2 Maneuver	-	-	- 718 -
Stage 1	-	-	- 885 -
Stage 2	-	-	- 885 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A





Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1438	-	-	-	845
HCM Lane V/C Ratio	0.006	-	-	-	0.043
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th AWSC
9: DRIVEWAY/32ND AVE S & S 204TH ST

2026 BASELINE CONDITIONS

Intersection












Intersection Delay, s/veh 7.7
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	34	13	0	32	17	11	4	0	27	3	32
Future Vol, veh/h	45	34	13	0	32	17	11	4	0	27	3	32
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	57	43	16	0	41	22	14	5	0	34	4	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.9			7.4			7.7			7.5		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	73%	49%	0%	44%
Vol Thru, %	27%	37%	65%	5%
Vol Right, %	0%	14%	35%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	92	49	62
LT Vol	11	45	0	27
Through Vol	4	34	32	3
RT Vol	0	13	17	32
Lane Flow Rate	19	116	62	78
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.135	0.069	0.088
Departure Headway (Hd)	4.574	4.182	4.003	4.051
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	787	850	883	870
Service Time	2.574	2.243	2.08	2.143
HCM Lane V/C Ratio	0.024	0.136	0.07	0.09
HCM Control Delay	7.7	7.9	7.4	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.2	0.3

Lanes, Volumes, Timings
10: MILITARY RD S & I-5 NORTH OFF-RAMP

2026 BASELINE CONDITIONS

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	203	47	363	234	542	199
Future Volume (vph)	203	47	363	234	542	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.97
Frt	0.975					0.850
Flt Protected	0.961		0.950			
Satd. Flow (prot)	1728	0	1752	1845	1845	1568
Flt Permitted	0.961		0.206			
Satd. Flow (perm)	1728	0	380	1845	1845	1526
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	9					203
Link Speed (mph)	55			35	35	
Link Distance (ft)	314			475	430	
Travel Time (s)	3.9			9.3	8.4	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	294	0	427	275	638	234
Turn Type	Prot		pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		9.5	22.5	22.5	22.5
Total Split (s)	31.0		32.0	89.0	57.0	31.0
Total Split (%)	25.8%		26.7%	74.2%	47.5%	25.8%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	Max	None
Act Effct Green (s)	23.0		84.6	84.6	58.2	81.2
Actuated g/C Ratio	0.20		0.73	0.73	0.50	0.70
v/c Ratio	0.85		0.80	0.21	0.69	0.21
Control Delay	65.7		24.8	6.0	29.7	1.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	65.7		24.8	6.0	29.7	1.7
LOS	E		C	A	C	A
Approach Delay	65.7			17.5	22.2	
Approach LOS	E			B	C	
Queue Length 50th (ft)	208		136	63	388	6
Queue Length 95th (ft)	290		231	92	523	26
Internal Link Dist (ft)	234			395	350	







CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

10: MILITARY RD S & I-5 NORTH OFF-RAMP

2026 BASELINE CONDITIONS

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)						
Base Capacity (vph)	400		599	1338	921	1174
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.73		0.71	0.21	0.69	0.20

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 116.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 27.3





Intersection Capacity Utilization 74.0%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service D





















Splits and Phases: 10: MILITARY RD S & I-5 NORTH OFF-RAMP

 Ø2		 Ø4
89 s		31 s
 Ø5	 Ø6	
32 s	57 s	

Lanes, Volumes, Timings

11: PACIFIC HWY S (99) & S 192ND ST

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	52	38	47	46	22	30	23	28	738	17	24	47
Future Volume (vph)	52	38	47	46	22	30	23	28	738	17	24	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300		375		0		230
Storage Lanes	1		0	0		1		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor	0.99	0.99			1.00	0.98			1.00			0.99
Frt		0.917				0.850			0.997			
Flt Protected	0.950				0.967			0.950				0.950
Satd. Flow (prot)	1736	1659	0	0	1767	1553	0	1736	3457	0	0	1736
Flt Permitted	0.710				0.686			0.136				0.329
Satd. Flow (perm)	1290	1659	0	0	1249	1525	0	248	3457	0	0	596
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		45				55			4			
Link Speed (mph)		25			25				40			
Link Distance (ft)		719			963				3009			
Travel Time (s)		19.6			26.3				51.3			
Confl. Peds. (#/hr)	3		3	3		3		32		10		10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	90	0	0	72	32	0	54	803	0	0	76
Turn Type	Perm	NA		Perm	NA	Perm	Perm	pm+pt	NA		Perm	pm+pt
Protected Phases		4			8			5	2			1
Permitted Phases	4			8		8	2	2			6	6
Detector Phase	4	4		8	8	8	2	5	2		6	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	9.5	22.5		22.5	9.5
Total Split (s)	25.0	25.0		25.0	25.0	25.0	84.0	12.0	84.0		83.0	11.0
Total Split (%)	20.8%	20.8%		20.8%	20.8%	20.8%	70.0%	10.0%	70.0%		69.2%	9.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5	4.5			4.5
Lead/Lag							Lag	Lead	Lag		Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	Max	None	Max		Max	None
Act Effct Green (s)	11.1	11.1			11.1	11.1		87.6	82.6			87.6
Actuated g/C Ratio	0.10	0.10			0.10	0.10		0.79	0.74			0.79
v/c Ratio	0.43	0.44			0.58	0.16		0.19	0.31			0.14
Control Delay	56.9	32.2			66.2	6.1		4.0	5.9			3.0
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Delay	56.9	32.2			66.2	6.1		4.0	5.9			3.0
LOS	E	C			E	A		A	A			A
Approach Delay		41.6			47.7				5.8			
Approach LOS		D			D				A			

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
11: PACIFIC HWY S (99) & S 192ND ST

2026 BASELINE CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1401	95
Future Volume (vph)	1401	95
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.88
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3471	1553
Flt Permitted		
Satd. Flow (perm)	3471	1359
Right Turn on Red		Yes
Satd. Flow (RTOR)		101
Link Speed (mph)	40	
Link Distance (ft)	691	
Travel Time (s)	11.8	
Confl. Peds. (#/hr)		32
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	4%	4%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1490	101
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	83.0	83.0
Total Split (%)	69.2%	69.2%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)	82.6	82.6
Actuated g/C Ratio	0.74	0.74
v/c Ratio	0.58	0.10
Control Delay	8.6	1.4
Queue Delay	0.0	0.0
Total Delay	8.6	1.4
LOS	A	A
Approach Delay	7.9	
Approach LOS	A	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

11: PACIFIC HWY S (99) & S 192ND ST

2026 BASELINE CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)	37	30			50	0		5	94			8
Queue Length 95th (ft)	79	80			98	14		15	145			20
Internal Link Dist (ft)		639			883				2929			
Turn Bay Length (ft)						300		375				230
Base Capacity (vph)	237	342			229	325		297	2566			536
Starvation Cap Reductn	0	0			0	0		0	0			0
Spillback Cap Reductn	0	0			0	0		0	0			0
Storage Cap Reductn	0	0			0	0		0	0			0
Reduced v/c Ratio	0.23	0.26			0.31	0.10		0.18	0.31			0.14

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 111.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 10.5







Intersection Capacity Utilization 65.0%

Analysis Period (min) 15

Intersection LOS: B



ICU Level of Service C

Splits and Phases: 11: PACIFIC HWY S (99) & S 192ND ST

 Ø1	 Ø2	 Ø4
11 s	84 s	25 s
 Ø5	 Ø6	 Ø8
12 s	83 s	25 s





















Lanes, Volumes, Timings
11: PACIFIC HWY S (99) & S 192ND ST

2026 BASELINE CONDITIONS

		
Lane Group	SBT	SBR
Queue Length 50th (ft)	235	0
Queue Length 95th (ft)	356	16
Internal Link Dist (ft)	611	
Turn Bay Length (ft)		
Base Capacity (vph)	2575	1034
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.58	0.10
Intersection Summary		

Lanes, Volumes, Timings
12: PACIFIC HWY S (99) & S 216TH ST

2026 BASELINE CONDITIONS








												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	79	98	330	313	191	361	73	25	199	490	120	37
Future Volume (vph)	79	98	330	313	191	361	73	25	199	490	120	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250		100	150		0		250		250	
Storage Lanes		1		1	1		0		1		1	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	1.00	0.95
Ped Bike Factor		0.97		0.94	0.97	0.99			0.98		0.92	
Frt				0.850		0.975					0.850	
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1760	1845	1568	1752	3381	0	0	1754	3505	1568	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1711	1845	1482	1704	3381	0	0	1727	3505	1439	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				174		17					124	
Link Speed (mph)			35			35				40		
Link Distance (ft)			1081			1282				486		
Travel Time (s)			21.1			25.0				8.3		
Confl. Peds. (#/hr)		26		22	22		26		40		19	
Peak Hour Factor	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.92
Heavy Vehicles (%)	2%	3%	3%	3%	3%	3%	3%	2%	3%	3%	3%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	187	340	323	197	447	0	0	232	505	124	0
Turn Type	Prot	Prot	NA	Perm	Prot	NA		Prot	Prot	NA	Perm	Prot
Protected Phases	7	7	4		3	8		5	5	2		1
Permitted Phases				4							2	
Detector Phase	7	7	4	4	3	8		5	5	2	2	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5	9.5	22.5		9.5	9.5	22.5	22.5	9.5
Total Split (s)	21.0	21.0	26.5	26.5	17.0	22.5		47.0	47.0	37.5	37.5	39.0
Total Split (%)	17.5%	17.5%	22.1%	22.1%	14.2%	18.8%		39.2%	39.2%	31.3%	31.3%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None		None	None	Max	Max	None
Act Effct Green (s)		14.9	22.0	22.0	12.5	19.7			18.6	33.1	33.1	
Actuated g/C Ratio		0.15	0.22	0.22	0.12	0.19			0.18	0.33	0.33	
v/c Ratio		0.73	0.85	0.71	0.92	0.67			0.72	0.44	0.23	
Control Delay		59.0	59.9	26.7	89.1	43.4			52.1	29.2	6.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	
Total Delay		59.0	59.9	26.7	89.1	43.4			52.1	29.2	6.0	
LOS		E	E	C	F	D			D	C	A	
Approach Delay			47.1			57.4				32.0		
Approach LOS			D			E				C		

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
12: PACIFIC HWY S (99) & S 216TH ST

2026 BASELINE CONDITIONS

			
Lane Group	SBL	SBT	SBR
Lane Configurations		 	
Traffic Volume (vph)	144	1148	50
Future Volume (vph)	144	1148	50
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		100
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Ped Bike Factor	0.97		0.91
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1756	3505	1568
Flt Permitted	0.950		
Satd. Flow (perm)	1701	3505	1426
Right Turn on Red			Yes
Satd. Flow (RTOR)			136
Link Speed (mph)		40	
Link Distance (ft)		3973	
Travel Time (s)		67.7	
Confl. Peds. (#/hr)	19		40
Peak Hour Factor	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%
Shared Lane Traffic (%)			
Lane Group Flow (vph)	188	1184	52
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5
Total Split (s)	39.0	29.5	29.5
Total Split (%)	32.5%	24.6%	24.6%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	16.0	30.4	30.4
Actuated g/C Ratio	0.16	0.30	0.30
v/c Ratio	0.68	1.13	0.10
Control Delay	53.1	104.7	0.4
Queue Delay	0.0	0.0	0.0
Total Delay	53.1	104.7	0.4
LOS	D	F	A
Approach Delay		94.1	
Approach LOS		F	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

12: PACIFIC HWY S (99) & S 216TH ST

2026 BASELINE CONDITIONS

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Queue Length 50th (ft)		115	213	88	128	140			143	134	0	
Queue Length 95th (ft)		#217	#398	#209	#282	#211			222	200	42	
Internal Link Dist (ft)			1001			1202				406		
Turn Bay Length (ft)		250		100	150				250		250	
Base Capacity (vph)		286	399	457	215	669			734	1139	551	
Starvation Cap Reductn		0	0	0	0	0			0	0	0	
Spillback Cap Reductn		0	0	0	0	0			0	0	0	
Storage Cap Reductn		0	0	0	0	0			0	0	0	
Reduced v/c Ratio		0.65	0.85	0.71	0.92	0.67			0.32	0.44	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 101.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 63.1

Intersection Capacity Utilization 91.2%

Analysis Period (min) 15

Intersection LOS: E

ICU Level of Service F









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.




Queue shown is maximum after two cycles.

Splits and Phases: 12: PACIFIC HWY S (99) & S 216TH ST

 Ø1	 Ø2	 Ø3	 Ø4
39 s	37.5 s	17 s	26.5 s
 Ø5	 Ø6	 Ø7	 Ø8
47 s	29.5 s	21 s	22.5 s

Lanes, Volumes, Timings
 12: PACIFIC HWY S (99) & S 216TH ST





2026 BASELINE CONDITIONS

			
Lane Group	SBL	SBT	SBR
Queue Length 50th (ft)	116	~470	0
Queue Length 95th (ft)	189	#670	0
Internal Link Dist (ft)		3893	
Turn Bay Length (ft)	150		100
Base Capacity (vph)	596	1049	522
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.32	1.13	0.10
Intersection Summary			

HCM 6th TWSC
13: PACIFIC HWY S (99) & SITE ACCESS(1)

2026 BASELINE CONDITIONS

Intersection

Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	740	1	1	1306
Future Vol, veh/h	0	9	740	1	1	1306
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	155	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	10	804	1	1	1420

Major/Minor	Minor1	Major1		Major2	
Conflicting Flow All	-	404	0	0	806
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	4.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	2.23
Pot Cap-1 Maneuver	0	593	-	-	808
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	592	-	-	807
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	592	807
HCM Lane V/C Ratio	-	-	0.017	0.001
HCM Control Delay (s)	-	-	11.2	9.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0




HCM 6th TWSC
14: S 204TH ST & SITE ACCESS (2)

2026 BASELINE CONDITIONS

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	0	98	113	0	0	0
Future Vol, veh/h	0	98	113	0	0	0
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	131	151	0	0	0

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All	154	0	0	285	154
Stage 1	-	-	-	154	-
Stage 2	-	-	-	131	-
Critical Hdwy	4.15	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	3.545	3.345
Pot Cap-1 Maneuver	1408	-	-	699	884
Stage 1	-	-	-	867	-
Stage 2	-	-	-	888	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1404	-	-	695	881
Mov Cap-2 Maneuver	-	-	-	695	-
Stage 1	-	-	-	864	-
Stage 2	-	-	-	885	-

Approach	EB	WB	SB
----------	----	----	----

HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h)	1404	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
15: 30TH AVE S & SITE ACCESS (3)

2026 BASELINE CONDITIONS

Intersection

Int Delay, s/veh 0.2

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	1	0	9	26	0
Future Vol, veh/h	0	1	0	9	26	0
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	1	0	10	28	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	40	29	29	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	969	1043	1578	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	967	1042	1576	-	-	-
Mov Cap-2 Maneuver	967	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach EB NB SB






















HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1576	-	1042	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
1: 26TH AVE S & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	378	204	146	212	9	89	242	77	29	508	19
Future Volume (vph)	23	378	204	146	212	9	89	242	77	29	508	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	185		0	110		0	125		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		1.00				1.00		1.00		
Frt		0.947				0.850		0.964			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3230	0	1719	1810	1538	1719	3303	0	1719	3421	0
Flt Permitted	0.592			0.217			0.423			0.555		
Satd. Flow (perm)	1071	3230	0	391	1810	1538	765	3303	0	1003	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106				51		38			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1025			610			696			697	
Travel Time (s)		28.0			16.6			19.0			19.0	
Confl. Peds. (#/hr)			5	5					1	1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	594	0	149	216	9	91	326	0	30	537	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	9.5	67.0		9.5	67.0	67.0	53.0	53.0		53.0	53.0	
Total Split (%)	7.3%	51.7%		7.3%	51.7%	51.7%	40.9%	40.9%		40.9%	40.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)	24.9	19.9		27.7	25.8	25.8	48.6	48.6		48.6	48.6	
Actuated g/C Ratio	0.29	0.23		0.32	0.30	0.30	0.56	0.56		0.56	0.56	
v/c Ratio	0.07	0.73		0.74	0.40	0.02	0.21	0.18		0.05	0.28	
Control Delay	19.2	30.6		46.7	28.1	0.1	12.6	9.2		10.6	11.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	19.2	30.6		46.7	28.1	0.1	12.6	9.2		10.6	11.1	
LOS	B	C		D	C	A	B	A		B	B	
Approach Delay		30.2			34.9			9.9			11.1	
Approach LOS		C			C			A			B	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

1: 26TH AVE S & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	8	130		58	88	0	24	37		7	75	
Queue Length 95th (ft)	24	186		#132	170	0	59	69		23	125	
Internal Link Dist (ft)		945			530			616			617	
Turn Bay Length (ft)	150			185			110			125		
Base Capacity (vph)	343	2354		201	1302	1121	427	1861		560	1911	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.25		0.74	0.17	0.01	0.21	0.18		0.05	0.28	

Intersection Summary

Area Type: Other

Cycle Length: 129.5

Actuated Cycle Length: 87.1

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 59.8%







ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.




















Queue shown is maximum after two cycles.

Splits and Phases: 1: 26TH AVE S & S 200TH ST

		
Ø2	Ø3	Ø4
53 s	9.5 s	67 s
		
Ø6	Ø7	Ø8
53 s	9.5 s	67 s

Lanes, Volumes, Timings
2: 28TH AVE S & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	43	457	7	2	11	308	93	11	5	11	204
Future Volume (vph)	1	43	457	7	2	11	308	93	11	5	11	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		110		0		90		0	160		0	125
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97	1.00			0.96	0.98		0.97	0.98		0.98
Frt			0.998				0.965			0.894		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1736	3457	0	0	1736	3282	0	1736	1597	0	1736
Flt Permitted		0.287				0.336			0.726			0.746
Satd. Flow (perm)	0	509	3457	0	0	589	3282	0	1281	1597	0	1337
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			1				34			12		
Link Speed (mph)			25				25			25		
Link Distance (ft)			610				295			919		
Travel Time (s)			16.6				8.0			25.1		
Confl. Peds. (#/hr)		19		31		31		19	17		9	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	499	0	0	14	431	0	12	17	0	219
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	7	7	4		3	3	8			2		
Permitted Phases	4	4			8	8			2			6
Detector Phase	7	7	4		3	3	8		2	2		6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	9.5	9.5	22.5		9.5	9.5	22.5		22.5	22.5		22.5
Total Split (s)	9.5	9.5	51.0		9.5	9.5	51.0		69.0	69.0		69.0
Total Split (%)	7.3%	7.3%	39.4%		7.3%	7.3%	39.4%		53.3%	53.3%		53.3%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5		3.5	3.5		3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	4.5			4.5	4.5		4.5	4.5		4.5
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Recall Mode	None	None	None		None	None	None		Max	Max		Max
Act Effct Green (s)		25.2	24.3			22.5	18.6		64.8	64.8		64.8
Actuated g/C Ratio		0.25	0.24			0.23	0.19		0.65	0.65		0.65
v/c Ratio		0.25	0.59			0.07	0.67		0.01	0.02		0.25
Control Delay		30.0	36.6			26.8	40.5		8.5	5.2		9.6
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		30.0	36.6			26.8	40.5		8.5	5.2		9.6
LOS		C	D			C	D		A	A		A
Approach Delay			36.1				40.1			6.5		
Approach LOS			D				D			A		

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
2: 28TH AVE S & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	1	1
Traffic Volume (vph)	6	38
Future Volume (vph)	6	38
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	0.96	
Frt	0.869	
Flt Protected		
Satd. Flow (prot)	1521	0
Flt Permitted		
Satd. Flow (perm)	1521	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	41	
Link Speed (mph)	25	
Link Distance (ft)	750	
Travel Time (s)	20.5	
Confl. Peds. (#/hr)		17
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	4%	4%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	47	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	69.0	
Total Split (%)	53.3%	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	
Act Effct Green (s)	64.8	
Actuated g/C Ratio	0.65	
v/c Ratio	0.05	
Control Delay	3.4	
Queue Delay	0.0	
Total Delay	3.4	
LOS	A	
Approach Delay	8.5	
Approach LOS	A	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

2: 28TH AVE S & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 50th (ft)		23	143			7	127		3	1		54
Queue Length 95th (ft)		50	220			21	178		12	11		117
Internal Link Dist (ft)			530				215			839		
Turn Bay Length (ft)		110				90			160			125
Base Capacity (vph)		190	1618			190	1554		831	1040		867
Starvation Cap Reductn		0	0			0	78		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.25	0.31			0.07	0.29		0.01	0.02		0.25

Intersection Summary

Area Type: Other

Cycle Length: 129.5

Actuated Cycle Length: 99.9

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 31.1







Intersection Capacity Utilization 47.6%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 2: 28TH AVE S & S 200TH ST

 Ø2	 Ø3	 Ø4
69 s	9.5 s	51 s
 Ø6	 Ø7	 Ø8
69 s	9.5 s	51 s





















Lanes, Volumes, Timings
2: 28TH AVE S & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Queue Length 50th (ft)	1	
Queue Length 95th (ft)	17	
Internal Link Dist (ft)	670	
Turn Bay Length (ft)		
Base Capacity (vph)	1001	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.05	
Intersection Summary		

Lanes, Volumes, Timings
3: PACIFIC HWY S (99) & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	34	517	113	86	262	120	16	68	499	123	20	335
Future Volume (vph)	34	517	113	86	262	120	16	68	499	123	20	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	175		0		475		150		465
Storage Lanes	1		0	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99			1.00		0.97		0.99
Frt		0.973			0.953					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1752	3383	0	1752	3305	0	0	1752	3505	1568	0	1752
Flt Permitted	0.950			0.950				0.950				0.950
Satd. Flow (perm)	1730	3383	0	1728	3305	0	0	1746	3505	1525	0	1739
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		20			60					136		
Link Speed (mph)		25			25				40			
Link Distance (ft)		295			437				764			
Travel Time (s)		8.0			11.9				13.0			
Confl. Peds. (#/hr)	11		17	17		11		11		8		8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	643	0	88	389	0	0	85	509	126	0	362
Turn Type	Prot	NA		Prot	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases										2		
Detector Phase	7	4		3	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	11.2	32.0		15.0	35.8		15.0	15.0	35.0	35.0	38.0	38.0
Total Split (%)	9.3%	26.7%		12.5%	29.8%		12.5%	12.5%	29.2%	29.2%	31.7%	31.7%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	Max	Max	None	None
Act Effct Green (s)	6.5	24.7		9.4	29.5			9.4	34.0	34.0		27.2
Actuated g/C Ratio	0.06	0.22		0.08	0.27			0.08	0.31	0.31		0.25
v/c Ratio	0.34	0.84		0.59	0.42			0.57	0.47	0.22		0.84
Control Delay	63.9	51.5		69.0	30.6			68.2	36.0	6.1		58.7
Queue Delay	0.0	18.1		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	63.9	69.7		69.0	30.6			68.2	36.0	6.1		58.7
LOS	E	E		E	C			E	D	A		E
Approach Delay		69.4			37.7				34.6			
Approach LOS		E			D				C			

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
3: PACIFIC HWY S (99) & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1224	74
Future Volume (vph)	1224	74
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.97
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1568
Flt Permitted		
Satd. Flow (perm)	3505	1515
Right Turn on Red		Yes
Satd. Flow (RTOR)		95
Link Speed (mph)	40	
Link Distance (ft)	3009	
Travel Time (s)	51.3	
Confl. Peds. (#/hr)		11
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	3%	3%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1249	76
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	58.0	58.0
Total Split (%)	48.3%	48.3%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)	54.9	54.9
Actuated g/C Ratio	0.50	0.50
v/c Ratio	0.72	0.10
Control Delay	28.1	2.7
Queue Delay	0.0	0.0
Total Delay	28.1	2.7
LOS	C	A
Approach Delay	33.5	
Approach LOS	C	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

3: PACIFIC HWY S (99) & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)	27	242		67	111			64	174	0		266
Queue Length 95th (ft)	62	313		#126	159			119	239	41		370
Internal Link Dist (ft)		215			357				684			
Turn Bay Length (ft)	90			175				475		150		465
Base Capacity (vph)	108	876		170	1043			170	1076	563		544
Starvation Cap Reductn	0	234		0	0			0	0	0		0
Spillback Cap Reductn	0	0		0	0			0	0	0		0
Storage Cap Reductn	0	0		0	0			0	0	0		0
Reduced v/c Ratio	0.32	1.00		0.52	0.37			0.50	0.47	0.22		0.67

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 110.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 41.1

Intersection LOS: D

Intersection Capacity Utilization 76.4%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: PACIFIC HWY S (99) & S 200TH ST

			
Ø1	Ø2	Ø3	Ø4
38 s	35 s	15 s	32 s
			
Ø5	Ø6	Ø7	Ø8
15 s	58 s	11.2 s	35.8 s

Lanes, Volumes, Timings
 3: PACIFIC HWY S (99) & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Queue Length 50th (ft)	429	0
Queue Length 95th (ft)	521	19
Internal Link Dist (ft)	2929	
Turn Bay Length (ft)		
Base Capacity (vph)	1737	799
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.72	0.10
Intersection Summary		

HCM 6th TWSC
4: 30TH AVE S & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

Intersection

Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	947	29	45	403	7	13
Future Vol, veh/h	947	29	45	403	7	13
Conflicting Peds, #/hr	0	3	3	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	986	30	47	420	7	14

















Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0 1019	0 1309 511
Stage 1	-	-	- 1004 -
Stage 2	-	-	- 305 -
Critical Hdwy	-	4.16	- 6.86 6.96
Critical Hdwy Stg 1	-	-	- 5.86 -
Critical Hdwy Stg 2	-	-	- 5.86 -
Follow-up Hdwy	-	2.23	- 3.53 3.33
Pot Cap-1 Maneuver	-	671	- 149 505
Stage 1	-	-	- 313 -
Stage 2	-	-	- 718 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	669	- 135 504
Mov Cap-2 Maneuver	-	-	- 135 -
Stage 1	-	-	- 312 -
Stage 2	-	-	- 651 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	135	504	-	-	669	-
HCM Lane V/C Ratio	0.054	0.027	-	-	0.07	-
HCM Control Delay (s)	33.2	12.3	-	-	10.8	0.4
HCM Lane LOS	D	B	-	-	B	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.2	-

Lanes, Volumes, Timings
5: 32ND AVE S & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS







												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	895	28	61	395	1	24	9	62	3	9	19
Future Volume (vph)	28	895	28	61	395	1	24	9	62	3	9	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.996						0.912			0.917	
Flt Protected		0.999			0.993			0.988			0.996	
Satd. Flow (prot)	0	3451	0	0	3447	0	0	1629	0	0	1669	0
Flt Permitted		0.935			0.779			0.906			0.966	
Satd. Flow (perm)	0	3229	0	0	2703	0	0	1494	0	0	1618	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						67			21	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		640			456			1345			465	
Travel Time (s)		17.5			12.4			36.7			12.7	
Confl. Peds. (#/hr)	6		2	2		6			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1033	0	0	496	0	0	103	0	0	34	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	86.0	86.0		86.0	86.0		34.0	34.0		34.0	34.0	
Total Split (%)	71.7%	71.7%		71.7%	71.7%		28.3%	28.3%		28.3%	28.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		21.0			21.0			6.9			6.9	
Actuated g/C Ratio		0.56			0.56			0.19			0.19	
v/c Ratio		0.57			0.33			0.31			0.11	
Control Delay		6.5			4.9			10.6			10.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.5			4.9			10.6			10.7	
LOS		A			A			B			B	
Approach Delay		6.5			4.9			10.6			10.7	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		52			21			6			2	
Queue Length 95th (ft)		105			46			40			20	
Internal Link Dist (ft)		560			376			1265			385	

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings 5: 32ND AVE S & S 200TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		3229			2703			1227			1319	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.18			0.08			0.03	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 37.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 6.4
 Intersection Capacity Utilization 62.4%
 Analysis Period (min) 15
























Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 5: 32ND AVE S & S 200TH ST



Lanes, Volumes, Timings

6: MILITARY RD S & S 200TH ST/I-5 SOUTH OFF-RAMP 2026 FUTURE WITH DEVELOPMENT CONDITIONS













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	502	360	86	84	5	304	186	20	154	285	137
Future Volume (vph)	24	502	360	86	84	5	304	186	20	154	285	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	400		0	0		125	200		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992				0.850		0.951	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1848	0	1770	1863	1583	1770	1771	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1848	0	1770	1863	1583	1770	1771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			243		2				55		20	
Link Speed (mph)		25			55			35			35	
Link Distance (ft)		408			576			730			416	
Travel Time (s)		11.1			7.1			14.2			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	546	391	93	96	0	330	202	22	167	459	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases			4						2			
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5		9.5	22.5	9.5	9.5	22.5	
Total Split (s)	10.5	41.4	28.4	12.0	42.9		28.4	42.0	12.0	24.6	38.2	
Total Split (%)	8.8%	34.5%	23.7%	10.0%	35.8%		23.7%	35.0%	10.0%	20.5%	31.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max	None	None	Max	
Act Effect Green (s)	5.9	36.2	64.2	7.5	41.9		23.5	41.3	53.3	15.9	33.7	
Actuated g/C Ratio	0.05	0.30	0.54	0.06	0.35		0.20	0.35	0.45	0.13	0.28	
v/c Ratio	0.30	0.96	0.40	0.84	0.15		0.94	0.31	0.03	0.70	0.89	
Control Delay	64.1	71.4	6.9	105.9	28.2		83.4	31.3	0.1	65.2	60.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	64.1	71.4	6.9	105.9	28.2		83.4	31.3	0.1	65.2	60.1	
LOS	E	E	A	F	C		F	C	A	E	E	
Approach Delay		45.0			66.4			61.1			61.5	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	20	414	55	73	52		254	115	0	125	329	
Queue Length 95th (ft)	51	#636	120	#172	95		#433	188	1	194	#524	
Internal Link Dist (ft)		328			496			650			336	

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

6: MILITARY RD S & S 200TH ST/I-5 SOUTH OFF-RAMP 2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	150			400					125	200		
Base Capacity (vph)	89	577	970	111	652		355	647	739	299	516	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.29	0.95	0.40	0.84	0.15		0.93	0.31	0.03	0.56	0.89	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 118.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 55.0

Intersection LOS: D

Intersection Capacity Utilization 86.4%









ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.




















Splits and Phases: 6: MILITARY RD S & S 200TH ST/I-5 SOUTH OFF-RAMP

 Ø1	 Ø2	 Ø3	 Ø4
24.6 s	42 s	12 s	41.4 s
 Ø5	 Ø6	 Ø7	 Ø8
28.4 s	38.2 s	10.5 s	42.9 s

Lanes, Volumes, Timings

7: PACIFIC HWY S (99) & S 204TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	6	2	11	93	0	67	6	5	599	77	7	59
Future Volume (vph)	6	2	11	93	0	67	6	5	599	77	7	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0		145		0		135
Storage Lanes	0		1	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor		1.00	0.98	1.00	0.98			1.00	0.99			0.99
Frt			0.850		0.850				0.983			
Flt Protected		0.964		0.950				0.950				0.950
Satd. Flow (prot)	0	1778	1568	1752	1543	0	0	1752	3423	0	0	1752
Flt Permitted		0.839		0.752				0.236				0.340
Satd. Flow (perm)	0	1543	1543	1382	1543	0	0	435	3423	0	0	621
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			55		302				21			
Link Speed (mph)		25			25				40			
Link Distance (ft)		779			288				3973			
Travel Time (s)		21.2			7.9				67.7			
Confl. Peds. (#/hr)	2		2	2		2		1		11		11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	12	99	71	0	0	11	719	0	0	70
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8			2	2			6	6
Detector Phase	4	4	4	8	8		5	5	2		1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	9.5	22.5		9.5	9.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0		12.0	12.0	76.0		14.0	14.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		10.0%	10.0%	63.3%		11.7%	11.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5			4.5	4.5			4.5
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None		None	None	Max		None	None
Act Effct Green (s)		12.9	12.9	12.9	12.9			79.6	75.1			83.5
Actuated g/C Ratio		0.12	0.12	0.12	0.12			0.75	0.71			0.79
v/c Ratio		0.04	0.05	0.59	0.16			0.03	0.30			0.13
Control Delay		40.1	0.5	58.2	0.7			3.4	6.8			3.4
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay		40.1	0.5	58.2	0.7			3.4	6.8			3.4
LOS		D	A	E	A			A	A			A
Approach Delay		16.3			34.2				6.7			
Approach LOS		B			C				A			

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
7: PACIFIC HWY S (99) & S 204TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1062	9
Future Volume (vph)	1062	9
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1568
Flt Permitted		
Satd. Flow (perm)	3505	1531
Right Turn on Red		Yes
Satd. Flow (RTOR)		55
Link Speed (mph)	40	
Link Distance (ft)	579	
Travel Time (s)	9.9	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	3%	3%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1130	10
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	78.0	78.0
Total Split (%)	65.0%	65.0%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)	82.0	82.0
Actuated g/C Ratio	0.77	0.77
v/c Ratio	0.42	0.01
Control Delay	5.4	0.0
Queue Delay	0.0	0.0
Total Delay	5.4	0.0
LOS	A	A
Approach Delay	5.3	
Approach LOS	A	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

7: PACIFIC HWY S (99) & S 204TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)		5	0	63	0			1	85			8
Queue Length 95th (ft)		19	0	120	0			6	141			22
Internal Link Dist (ft)		699			208				3893			
Turn Bay Length (ft)				200				145				135
Base Capacity (vph)		371	413	333	601			426	2432			593
Starvation Cap Reductn		0	0	0	0			0	0			0
Spillback Cap Reductn		0	0	0	0			0	0			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.02	0.03	0.30	0.12			0.03	0.30			0.12

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 105.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 8.2

Intersection Capacity Utilization 59.2%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service B

Splits and Phases: 7: PACIFIC HWY S (99) & S 204TH ST

 Ø1	 Ø2	 Ø4
14 s	76 s	30 s
 Ø5	 Ø6	 Ø8
12 s	78 s	30 s

Lanes, Volumes, Timings
 7: PACIFIC HWY S (99) & S 204TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS




	↓	↙
Lane Group	SBT	SBR
Queue Length 50th (ft)	95	0
Queue Length 95th (ft)	244	0
Internal Link Dist (ft)	499	
Turn Bay Length (ft)		
Base Capacity (vph)	2715	1198
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.42	0.01
Intersection Summary		

HCM 6th TWSC
8: S 204TH ST & 30TH AVE S

2026 FUTURE WITH DEVELOPMENT CONDITIONS

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	97	106	2	8	34
Future Vol, veh/h	14	97	106	2	8	34
Conflicting Peds, #/hr	4	0	0	4	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	18	126	138	3	10	44

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	145	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.15	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.245	-	-
Pot Cap-1 Maneuver	1419	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1414	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1414	-	-	-	833
HCM Lane V/C Ratio	0.013	-	-	-	0.065
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2





HCM 6th AWSC

9: DRIVEWAY/32ND AVE S & S 204TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

Intersection

Intersection Delay, s/veh	7.8
Intersection LOS	A












Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	34	13	0	32	17	11	4	0	27	3	48
Future Vol, veh/h	56	34	13	0	32	17	11	4	0	27	3	48
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	71	43	16	0	41	22	14	5	0	34	4	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.1			7.5			7.7			7.6		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	73%	54%	0%	35%
Vol Thru, %	27%	33%	65%	4%
Vol Right, %	0%	13%	35%	62%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	103	49	78
LT Vol	11	56	0	27
Through Vol	4	34	32	3
RT Vol	0	13	17	48
Lane Flow Rate	19	130	62	99
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.153	0.07	0.113
Departure Headway (Hd)	4.632	4.237	4.049	4.102
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	777	837	869	879
Service Time	2.635	2.314	2.146	2.102
HCM Lane V/C Ratio	0.024	0.155	0.071	0.113
HCM Control Delay	7.7	8.1	7.5	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.2	0.4

Lanes, Volumes, Timings

10: MILITARY RD S & I-5 NORTH OFF-RAMP

2026 FUTURE WITH DEVELOPMENT CONDITIONS

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	228	47	363	234	542	208
Future Volume (vph)	228	47	363	234	542	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.97
Frt	0.977					0.850
Flt Protected	0.960		0.950			
Satd. Flow (prot)	1730	0	1752	1845	1845	1568
Flt Permitted	0.960		0.195			
Satd. Flow (perm)	1730	0	360	1845	1845	1526
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					190
Link Speed (mph)	55			35	35	
Link Distance (ft)	314			475	430	
Travel Time (s)	3.9			9.3	8.4	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	323	0	427	275	638	245
Turn Type	Prot		pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		9.5	22.5	22.5	22.5
Total Split (s)	32.0		31.2	88.0	56.8	32.0
Total Split (%)	26.7%		26.0%	73.3%	47.3%	26.7%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	Max	None
Act Effct Green (s)	24.7		83.6	83.6	56.9	81.6
Actuated g/C Ratio	0.21		0.71	0.71	0.49	0.70
v/c Ratio	0.87		0.82	0.21	0.71	0.22
Control Delay	67.5		28.4	6.5	31.4	2.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	67.5		28.4	6.5	31.4	2.0
LOS	E		C	A	C	A
Approach Delay	67.5			19.9	23.3	
Approach LOS	E			B	C	
Queue Length 50th (ft)	232		155	68	411	11
Queue Length 95th (ft)	#335		247	95	525	31
Internal Link Dist (ft)	234			395	350	







CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

10: MILITARY RD S & I-5 NORTH OFF-RAMP

2026 FUTURE WITH DEVELOPMENT CONDITIONS

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)						
Base Capacity (vph)	412		573	1314	895	1162
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.78		0.75	0.21	0.71	0.21

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 117.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 29.5

Intersection LOS: C

Intersection Capacity Utilization 75.4%





ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.





















Splits and Phases: 10: MILITARY RD S & I-5 NORTH OFF-RAMP

 Ø2	 Ø4
38 s	32 s
 Ø5	 Ø6
31.2 s	56.8 s

Lanes, Volumes, Timings

11: PACIFIC HWY S (99) & S 192ND ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	52	38	47	46	22	30	23	28	765	17	24	47
Future Volume (vph)	52	38	47	46	22	30	23	28	765	17	24	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300		375		0		230
Storage Lanes	1		0	0		1		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor	0.99	0.99			1.00	0.98			1.00			0.99
Frt		0.917				0.850			0.997			
Flt Protected	0.950				0.967			0.950				0.950
Satd. Flow (prot)	1736	1659	0	0	1767	1553	0	1736	3457	0	0	1736
Flt Permitted	0.710				0.686			0.126				0.318
Satd. Flow (perm)	1290	1659	0	0	1249	1525	0	230	3457	0	0	576
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		45				55			4			
Link Speed (mph)		25			25				40			
Link Distance (ft)		719			963				3009			
Travel Time (s)		19.6			26.3				51.3			
Confl. Peds. (#/hr)	3		3	3		3		32		10		10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	90	0	0	72	32	0	54	832	0	0	76
Turn Type	Perm	NA		Perm	NA	Perm	Perm	pm+pt	NA		Perm	pm+pt
Protected Phases		4			8			5	2			1
Permitted Phases	4			8		8	2	2			6	6
Detector Phase	4	4		8	8	8	2	5	2		6	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	9.5	22.5		22.5	9.5
Total Split (s)	25.0	25.0		25.0	25.0	25.0	84.0	12.0	84.0		83.0	11.0
Total Split (%)	20.8%	20.8%		20.8%	20.8%	20.8%	70.0%	10.0%	70.0%		69.2%	9.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5	4.5			4.5
Lead/Lag							Lag	Lead	Lag		Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	Max	None	Max		Max	None
Act Effct Green (s)	11.1	11.1			11.1	11.1		87.6	82.6			87.6
Actuated g/C Ratio	0.10	0.10			0.10	0.10		0.79	0.74			0.79
v/c Ratio	0.43	0.44			0.58	0.16		0.20	0.32			0.15
Control Delay	56.9	32.2			66.2	6.1		4.2	6.0			3.0
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Delay	56.9	32.2			66.2	6.1		4.2	6.0			3.0
LOS	E	C			E	A		A	A			A
Approach Delay		41.6			47.7				5.9			
Approach LOS		D			D				A			

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
11: PACIFIC HWY S (99) & S 192ND ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1451	95
Future Volume (vph)	1451	95
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.88
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3471	1553
Flt Permitted		
Satd. Flow (perm)	3471	1359
Right Turn on Red		Yes
Satd. Flow (RTOR)		101
Link Speed (mph)	40	
Link Distance (ft)	691	
Travel Time (s)	11.8	
Confl. Peds. (#/hr)		32
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	4%	4%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1544	101
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	83.0	83.0
Total Split (%)	69.2%	69.2%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)	82.6	82.6
Actuated g/C Ratio	0.74	0.74
v/c Ratio	0.60	0.10
Control Delay	8.9	1.4
Queue Delay	0.0	0.0
Total Delay	8.9	1.4
LOS	A	A
Approach Delay	8.2	
Approach LOS	A	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

11: PACIFIC HWY S (99) & S 192ND ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)	37	30			50	0		5	98			8
Queue Length 95th (ft)	79	80			98	14		15	151			20
Internal Link Dist (ft)		639			883				2929			
Turn Bay Length (ft)						300		375				230
Base Capacity (vph)	237	342			229	325		284	2566			521
Starvation Cap Reductn	0	0			0	0		0	0			0
Spillback Cap Reductn	0	0			0	0		0	0			0
Storage Cap Reductn	0	0			0	0		0	0			0
Reduced v/c Ratio	0.23	0.26			0.31	0.10		0.19	0.32			0.15

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 111.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 10.6






Intersection Capacity Utilization 66.3%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 11: PACIFIC HWY S (99) & S 192ND ST

 Ø1	 Ø2	 Ø4
11 s	84 s	25 s
 Ø5	 Ø6	 Ø8
12 s	83 s	25 s





















Lanes, Volumes, Timings
 11: PACIFIC HWY S (99) & S 192ND ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

	↓	↙
Lane Group	SBT	SBR
Queue Length 50th (ft)	251	0
Queue Length 95th (ft)	381	16
Internal Link Dist (ft)	611	
Turn Bay Length (ft)		
Base Capacity (vph)	2575	1034
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.60	0.10
Intersection Summary		

Lanes, Volumes, Timings
12: PACIFIC HWY S (99) & S 216TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS








												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	79	106	330	313	191	361	90	25	199	507	120	37
Future Volume (vph)	79	106	330	313	191	361	90	25	199	507	120	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250		100	150		0		250		250	
Storage Lanes		1		1	1		0		1		1	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	1.00	0.95
Ped Bike Factor		0.97		0.94	0.97	0.99			0.98		0.92	
Frt				0.850		0.970					0.850	
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1760	1845	1568	1752	3357	0	0	1754	3505	1568	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1712	1845	1482	1704	3357	0	0	1728	3505	1439	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				174		22					124	
Link Speed (mph)			35			35				40		
Link Distance (ft)			1081			1282				486		
Travel Time (s)			21.1			25.0				8.3		
Confl. Peds. (#/hr)		26		22	22		26		40		19	
Peak Hour Factor	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.92
Heavy Vehicles (%)	2%	3%	3%	3%	3%	3%	3%	2%	3%	3%	3%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	340	323	197	465	0	0	232	523	124	0
Turn Type	Prot	Prot	NA	Perm	Prot	NA		Prot	Prot	NA	Perm	Prot
Protected Phases	7	7	4		3	8		5	5	2		1
Permitted Phases				4							2	
Detector Phase	7	7	4	4	3	8		5	5	2	2	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5	9.5	22.5		9.5	9.5	22.5	22.5	9.5
Total Split (s)	21.0	21.0	26.5	26.5	17.0	22.5		47.0	47.0	37.5	37.5	39.0
Total Split (%)	17.5%	17.5%	22.1%	22.1%	14.2%	18.8%		39.2%	39.2%	31.3%	31.3%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None		None	None	Max	Max	None
Act Effct Green (s)		15.1	22.0	22.0	12.5	19.4			18.7	33.1	33.1	
Actuated g/C Ratio		0.15	0.22	0.22	0.12	0.19			0.18	0.32	0.32	
v/c Ratio		0.75	0.86	0.71	0.92	0.71			0.72	0.46	0.23	
Control Delay		61.0	61.0	27.0	90.4	45.0			52.4	29.8	6.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	
Total Delay		61.0	61.0	27.0	90.4	45.0			52.4	29.8	6.1	
LOS		E	E	C	F	D			D	C	A	
Approach Delay			48.2			58.5				32.4		
Approach LOS			D			E				C		

CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings
12: PACIFIC HWY S (99) & S 216TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

			
Lane Group	SBL	SBT	SBR
Lane Configurations		 	
Traffic Volume (vph)	153	1157	55
Future Volume (vph)	153	1157	55
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		100
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Ped Bike Factor	0.97		0.91
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1756	3505	1568
Flt Permitted	0.950		
Satd. Flow (perm)	1702	3505	1426
Right Turn on Red			Yes
Satd. Flow (RTOR)			136
Link Speed (mph)		40	
Link Distance (ft)		3973	
Travel Time (s)		67.7	
Confl. Peds. (#/hr)	19		40
Peak Hour Factor	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%
Shared Lane Traffic (%)			
Lane Group Flow (vph)	198	1193	57
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5
Total Split (s)	39.0	29.5	29.5
Total Split (%)	32.5%	24.6%	24.6%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	16.7	31.0	31.0
Actuated g/C Ratio	0.16	0.30	0.30
v/c Ratio	0.69	1.12	0.11
Control Delay	53.3	103.1	0.4
Queue Delay	0.0	0.0	0.0
Total Delay	53.3	103.1	0.4
LOS	D	F	A
Approach Delay		92.3	
Approach LOS		F	













CYMBALUK PROPERTIES
KIMLEY-HORN & ASSOCIATES [JMM 090222374]

PM PEAK-HOUR

Lanes, Volumes, Timings

12: PACIFIC HWY S (99) & S 216TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Queue Length 50th (ft)		121	215	89	129	146			144	142	0	
Queue Length 95th (ft)		#234	#403	#213	#286	#235			223	209	42	
Internal Link Dist (ft)			1001			1202				406		
Turn Bay Length (ft)		250		100	150				250		250	
Base Capacity (vph)		284	397	455	214	655			729	1132	549	
Starvation Cap Reductn		0	0	0	0	0			0	0	0	
Spillback Cap Reductn		0	0	0	0	0			0	0	0	
Storage Cap Reductn		0	0	0	0	0			0	0	0	
Reduced v/c Ratio		0.69	0.86	0.71	0.92	0.71			0.32	0.46	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 102.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 63.0

Intersection Capacity Utilization 91.4%

Analysis Period (min) 15

Intersection LOS: E

ICU Level of Service F









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.




Splits and Phases: 12: PACIFIC HWY S (99) & S 216TH ST

 Ø1	 Ø2	 Ø3	 Ø4
39 s	37.5 s	17 s	26.5 s
 Ø5	 Ø6	 Ø7	 Ø8
47 s	29.5 s	21 s	22.5 s

Lanes, Volumes, Timings

12: PACIFIC HWY S (99) & S 216TH ST

2026 FUTURE WITH DEVELOPMENT CONDITIONS

			
Lane Group	SBL	SBT	SBR
Queue Length 50th (ft)	123	~475	0
Queue Length 95th (ft)	198	#676	0
Internal Link Dist (ft)		3893	
Turn Bay Length (ft)	150		100
Base Capacity (vph)	593	1061	526
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.33	1.12	0.11
Intersection Summary			





HCM 6th TWSC

13: PACIFIC HWY S (99) & SITE ACCESS(1)

2026 FUTURE WITH DEVELOPMENT CONDITIONS

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	44	757	23	39	1330
Future Vol, veh/h	0	44	757	23	39	1330
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	155	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	48	823	25	42	1446

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	425	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.96	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.33	-
Pot Cap-1 Maneuver	0	575	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	574	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-




Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	574	777
HCM Lane V/C Ratio	-	-	0.083	0.055
HCM Control Delay (s)	-	-	11.8	9.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2

Intersection

Int Delay, s/veh 2.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	37	105	127	16	11	26
Future Vol, veh/h	37	105	127	16	11	26
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	49	140	169	21	15	35

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	193	0	-	0	421	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	238	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1362	-	-	-	583	852
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1358	-	-	-	557	850
Mov Cap-2 Maneuver	-	-	-	-	557	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	793	-

Approach EB WB SB

HCM Control Delay, s	2	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1358	-	-	-	735
HCM Lane V/C Ratio	0.036	-	-	-	0.067
HCM Control Delay (s)	7.8	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2




HCM 6th TWSC
15: 30TH AVE S & SITE ACCESS (3)

2026 FUTURE WITH DEVELOPMENT CONDITIONS

Intersection

Int Delay, s/veh 2.1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	6	15	7	9	26	47
Future Vol, veh/h	6	15	7	9	26	47
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	16	8	10	28	51

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	82	55	80	0	-	0
Stage 1	55	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	918	1009	1512	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1008	1511	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	8.8	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1511	-	979	-	-
HCM Lane V/C Ratio	0.005	-	0.023	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

APPENDIX E
PARKING ANALYSIS

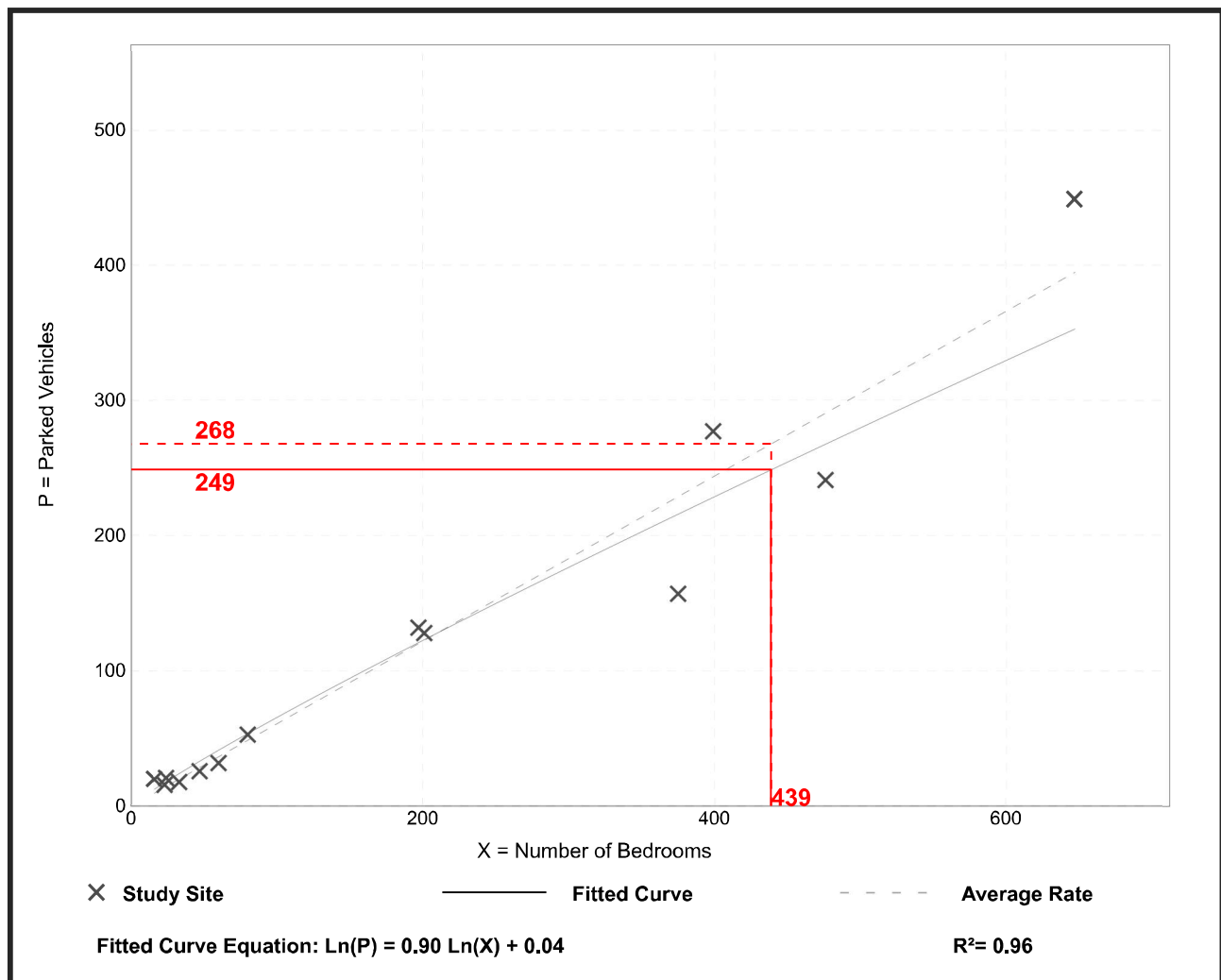
Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms
 On a: Weekday (Monday - Friday)
 Setting/Location: General Urban/Suburban (< 1/2 mile to rail transit)
 Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
 Number of Studies: 13
 Avg. Num. of Bedrooms: 198

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.61	0.42 - 1.25	0.55 / 0.86	***	0.12 (20%)

Data Plot and Equation



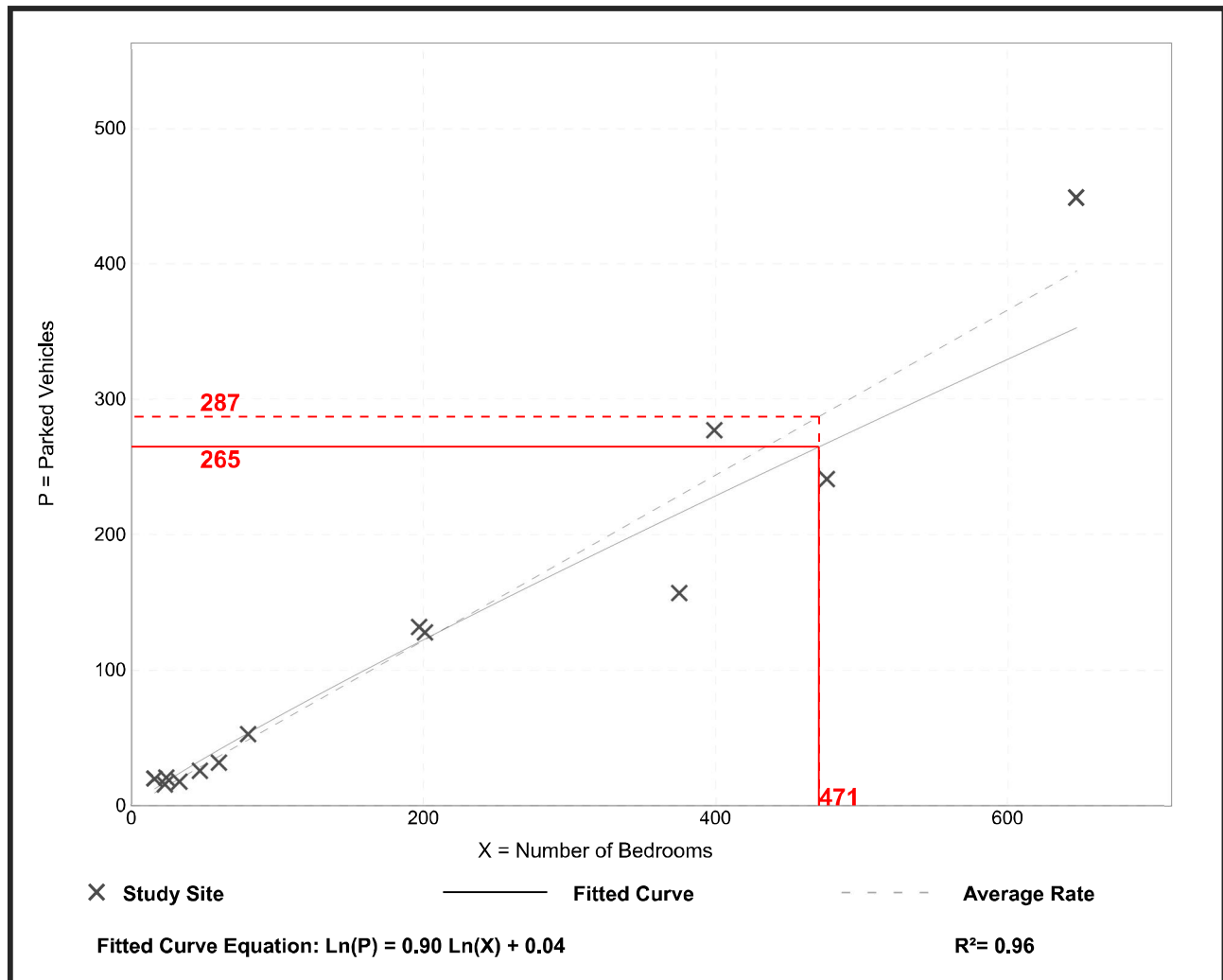
Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms
 On a: Weekday (Monday - Friday)
 Setting/Location: General Urban/Suburban (< 1/2 mile to rail transit)
 Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
 Number of Studies: 13
 Avg. Num. of Bedrooms: 198

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.61	0.42 - 1.25	0.55 / 0.86	***	0.12 (20%)

Data Plot and Equation



Enter a location...

Parking/Unit Ratio

0.89

1 Parcel Selected

Building & Parking Specifications

Location

Parking Impacts

The preset values below represent subregional (CBD, Urban and Suburban) average/median values (from field work) for building (with no affordable units) and parking specifications. These represent the default values, as a starting point, for which parking use ratios are estimated. Scroll down to view parking optimization estimates and guidance on unbundled and affordable housing options.

	NUMBER OF UNITS	AVERAGE RENT (\$)	RESIDENTIAL AREA (SQ FT)
STUDIOS:	110	\$1,016	512
1 BEDROOMS:	173	\$1,172	685
2 BEDROOMS:	60	\$1,415	1000
3+ BEDROOMS:	12	\$1,711	1281
TOTAL:	355	\$1,183	250,197

AFFORDABLE UNITS:

0

PARKING

PARKING STALLS:

↑ Parking Oversupplied
for this price.

PRICE PER STALL (\$/MO):

UPDATE

RESET

Optimized Parking Supply and Market Price

Modeled parking utilization per building is **314 parked cars** and this estimate has a range of **298 - 330 cars per building**.



Enter a location...

0.91

Parking/Unit Ratio



1 Parcel Selected

- Building & Parking Specifications
- Location Characteristics
- Parking Impacts

The preset values below represent subregional (CBD, Urban and Suburban) average/median values (from field work) for building (with no affordable units) and parking specifications. These represent the default values, as a starting point, for which parking use ratios are estimated. Scroll down to view parking optimization estimates and guidance on unbundled and affordable housing options.

	NUMBER OF UNITS	AVERAGE RENT (\$)	RESIDENTIAL AREA (SQ. FT)
STUDIOS:	141	\$1,016	522
1 BEDROOMS:	164	\$1,172	685
2 BEDROOMS:	68	\$1,415	981
3+ BEDROOMS:	10	\$1,711	1268
TOTAL:	383	\$1,172	265,330

AFFORDABLE UNITS:

0

PARKING

PARKING STALLS:

392

↑ Parking Oversupplied for this price.

PRICE PER STALL (\$/MO):

\$0

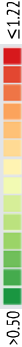
UPDATE

RESET

Optimized Parking Supply and Market Price

Modeled parking utilization per building is **347 parked cars** and this estimate has a range of **330 - 364 cars** per building.

Parking/Unit Ratio (Number of Stalls/Unit)



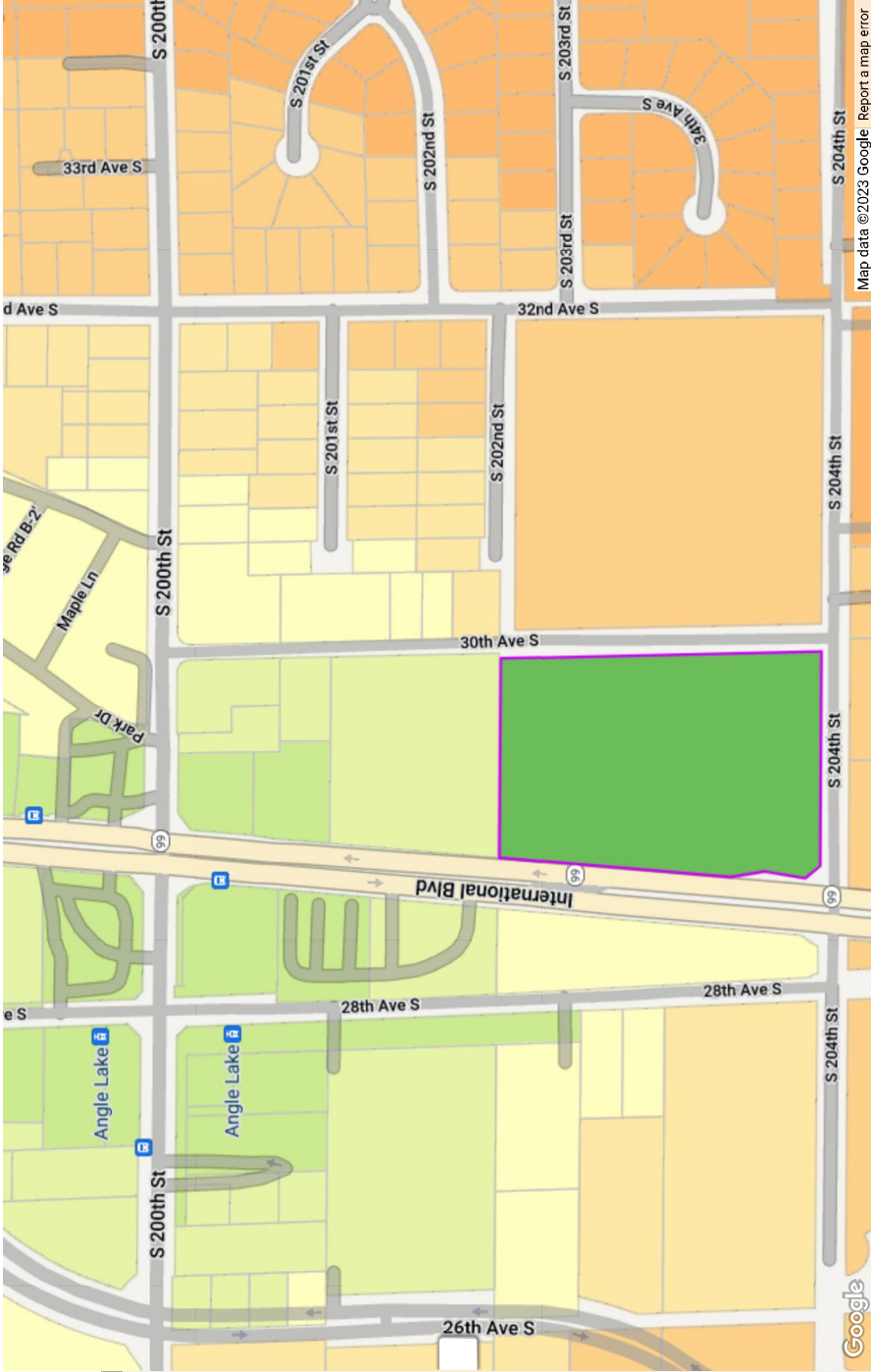
SELECT

DRAW

MERGE

SELECT AREA

CLEAR

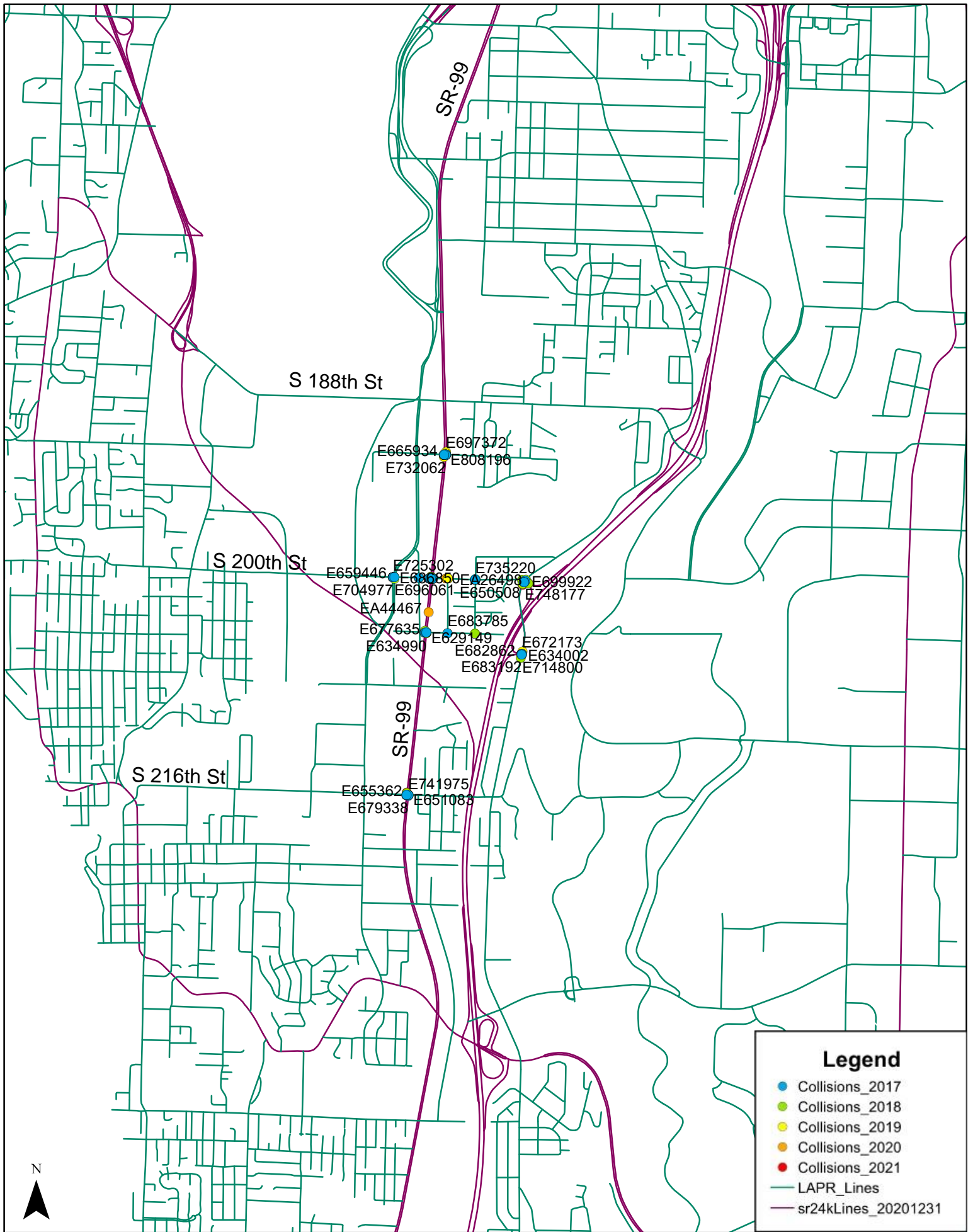


Map data ©2023 Google. Report a map error

Selection Info

APPENDIX F

COLLISION DATA



0 0.25 0.5 1 Miles

PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# J N A E D E S	# F V E K	# P B I	# I F V E K	FIRST COLLISION TYPE / OBJECT STRUCK
26TH AVE S	S 200TH ST		E801951	2018-05-26	5:45	Possible Injury	1	0	2	0	Entering at angle
S 200TH ST	26TH AVE S		E784250	2018-03-09	12:25	No Apparent Injury	0	0	2	0	Entering at angle
S 200TH ST	26TH AVE S		EB43018	2021-06-23	18:00	Possible Injury	3	0	2	0	Entering at angle
S 200TH ST	26TH AVE S		EB57209	2021-08-10	15:02	Possible Injury	3	0	4	0	Entering at angle
S 200TH ST	26TH AVE S		EC03317	2021-12-19	18:39	No Apparent Injury	0	0	2	0	Entering at angle
S 200TH ST	26TH AVE S		EB29873	2021-05-13	14:53	Suspected Minor Injury	3	0	2	0	Entering at angle
S 200TH ST	26TH AVE S		EB93707	2021-11-24	18:21	No Apparent Injury	0	0	2	0	Entering at angle
26TH AVE S	S 200TH ST		EA54680	2020-01-07	20:15	No Apparent Injury	0	0	1	0	Fence
26TH AVE S	S 200TH ST		E780628	2018-03-13	17:25	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end
S 200TH ST	26TH AVE S		E696061	2017-07-23	17:25	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
26TH AVE S	S 200TH ST		E725302	2017-10-19	19:03	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		E773582	2018-02-26	16:05	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		E785972	2018-04-04	17:05	Possible Injury	1	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		E757420	2018-01-11	17:59	Possible Injury	1	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		E857970	2018-11-07	2:07	Suspected Minor Injury	3	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		E755510	2018-01-04	18:10	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		E959058	2019-09-05	15:40	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		E919569	2019-05-12	11:25	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		EA04552	2020-01-15	18:08	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		EB12987	2021-03-10	15:55	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		EB91882	2021-11-20	16:18	Suspected Serious Injury	2	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		EB28944	2021-05-06	16:20	Suspected Minor Injury	1	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		EB40103	2021-06-16	13:17	Possible Injury	2	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		EB61004	2021-08-23	15:49	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST		EB97417	2021-12-05	14:26	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
S 200TH ST	26TH AVE S		E725304	2017-10-19	20:50	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
S 200TH ST	26TH AVE S		EA06285	2020-01-21	17:15	Possible Injury	3	0	2	0	From opposite direction - one left turn - one straight
28TH AVE S	S 200TH ST		E659446	2017-04-04	20:33	No Apparent Injury	0	0	2	0	Entering at angle
28TH AVE S	S 200TH ST		E813046	2018-06-21	19:20	No Apparent Injury	0	0	2	0	Entering at angle
28TH AVE S	S 200TH ST		E704977	2017-08-24	19:01	No Apparent Injury	0	0	2	0	Entering at angle
S 200TH ST	28TH AVE S		EB51395	2021-07-23	05:05	No Apparent Injury	0	0	2	0	Entering at angle
S 200TH ST	28TH AVE S		E673181	2017-05-19	23:41	Possible Injury	1	0	2	0	Entering at angle
S 200TH ST	28TH AVE S		E824979	2018-07-30	20:33	No Apparent Injury	0	0	2	0	Entering at angle
28TH AVE S	S 200TH ST		E634573	2017-01-12	08:31	Suspected Minor Injury	1	0	1	1	Vehicle turning left hits pedestrian
28TH AVE S	S 200TH ST		E686850	2017-06-30	10:59	Suspected Minor Injury	1	0	1	1	Vehicle turning left hits pedestrian
28TH AVE S	S 200TH ST		EB84939	2021-11-01	23:13	Suspected Minor Injury	1	0	1	1	Vehicle going straight hits pedestrian
S 200TH ST	28TH AVE S		E640529	2017-02-03	17:38	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
28TH AVE S	S 200TH ST		E710868	2017-09-11	16:07	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one right turn
28TH AVE S	S 200TH ST		E869588	2018-10-29	8:18	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
28TH AVE S	S 200TH ST		E981314	2019-11-12	8:26	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
28TH AVE S	S 200TH ST		EA78482	2020-11-06	16:50	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
S 200TH ST	28TH AVE S		E914607	2019-04-22	4:46	Possible Injury	1	0	2	0	From opposite direction - one left turn - one straight
S 200TH ST	28TH AVE S		E894652	2019-01-13	12:06	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
S 200TH ST	30TH AVE S		EA36665	2020-05-29	6:25	Suspected Minor Injury	1	0	1	0	Utility Pole
S 200TH ST	30TH AVE S		E924818	2019-05-28	14:10	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
S 200TH ST	30TH AVE S		EB50299	2021-07-20	20:29	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
S 200TH ST	30TH AVE S		E965659	2019-09-30	16:25	Suspected Serious Injury	2	0	2	0	From opposite direction - one left turn - one straight
S 200TH ST	30TH AVE S		EA09413	2020-01-31	7:36	No Apparent Injury	0	0	2	0	From opposite direction - both going straight - sideswipe
S 200TH ST	32ND AVE S		EB52082	2021-07-25	12:13	Possible Injury	2	0	2	0	Entering at angle
S 200TH ST	32ND AVE S		E760802	2018-01-10	14:57	No Apparent Injury	0	0	2	0	Entering at angle
32ND AVE S	S 200TH ST		EA11828	2020-02-06	7:22	Suspected Minor Injury	1	0	1	1	Vehicle turning left hits pedestrian

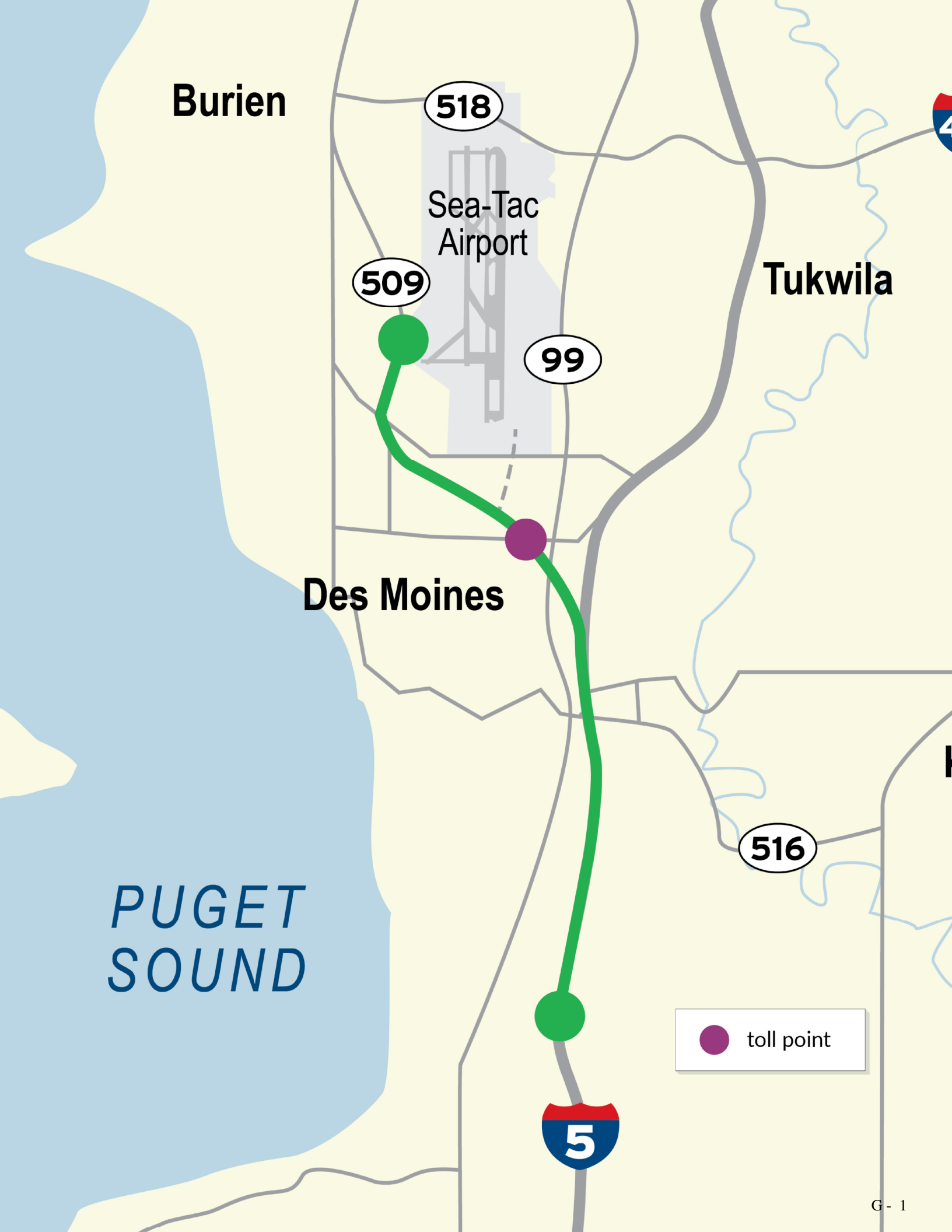
PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	TIME		MOST SEVERE INJURY TYPE	# J T H S	# F V E K	# P B I	FIRST COLLISION TYPE / OBJECT STRUCK	
MILITARY RD S	I-5 SOUTH OFF-RAMP	0.00	E700651	2017-08-11	14:29		Suspected Minor Injury	2	0	5	0	From opposite direction - both going straight - one stopped - sideswipe
MILITARY RD S	I-5 NORTH ON-RAMP	0.35	E790550	2018-04-08	12:46		No Apparent Injury	0	2	0	0	Entering at angle
MILITARY RD S	I-5 NORTH OFF-RAMP	0.16	E634002	2017-01-17	18:49		No Apparent Injury	0	2	0	0	Entering at angle
MILITARY RD S	I-5 NORTH OFF-RAMP	0.35	E603337	2021-08-20	22:14		Suspected Minor Injury	3	2	0	0	Entering at angle
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E875651	2021-10-02	11:58		No Apparent Injury	0	2	0	0	From same direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E821293	2021-04-12	03:53		No Apparent Injury	0	2	0	0	From same direction - one left turn - one straight
MILITARY RD S	I-5 NORTH OFF-RAMP	0.35	E840423	2021-06-17	12:31		No Apparent Injury	0	2	0	0	From same direction - both going straight - both moving - sideswipe
MILITARY RD S	I-5 NORTH OFF-RAMP	0.16	E911606	2019-04-16	19:03		No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E682862	2017-06-15	04:20		Possible Injury	1	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E714800	2017-09-21	20:09		No Apparent Injury	0	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E683192	2017-06-19	11:20		Possible Injury	1	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E770450	2018-02-03	2:46		Possible Injury	1	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E808416	2018-06-14	22:49		Suspected Minor Injury	2	0	2	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E792288	2018-04-25	15:55		No Apparent Injury	0	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E849210	2021-07-12	17:26		Possible Injury	2	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E803097	2021-01-08	21:26		No Apparent Injury	0	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E873215	2021-09-30	10:32		Suspected Minor Injury	2	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E833538	2021-05-26	10:35		No Apparent Injury	0	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E962182	2019-09-18	8:16		Possible Injury	1	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E960049	2019-09-14	22:41		No Apparent Injury	0	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E997149	2019-12-21	19:26		Possible Injury	1	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E632936	2020-05-06	13:34		Possible Injury	2	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E614442	2020-09-05	11:03		Possible Injury	2	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E61554	2020-11-14	22:49		Possible Injury	1	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH ON-RAMP	0.34	E62696	2020-11-19	14:24		Possible Injury	2	2	0	0	From opposite direction - one left turn - one straight
MILITARY RD S	I-5 NORTH OFF-RAMP	0.35	E617646	2020-02-22	11:24		Possible Injury	1	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 204TH ST	17.27	E627865	2017-01-03	17:42		No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E780631	2018-03-13	17:49		No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E767907	2018-02-06	9:55		No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E876463	2018-12-24	11:08		No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E824969	2018-07-26	19:51		No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E988072	2019-11-25	22:04		Possible Injury	2	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E967068	2019-10-01	11:53		No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E985235	2019-11-22	12:04		No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E947876	2019-08-02	12:49		No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E601345	2020-01-09	9:43		Possible Injury	1	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E603145	2020-01-04	15:11		No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E627737	2021-05-01	20:25		No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 204TH ST	17.27	E629149	2017-01-03	15:20		Suspected Minor Injury	1	0	1	0	Vehicle turning left hits pedestrian
SR-99	S 204TH ST	17.27	E846205	2018-10-05	19:45		No Apparent Injury	0	2	0	0	From same direction - all others
SR-99	S 204TH ST	17.27	E602933	2021-02-01	12:07		No Apparent Injury	0	2	0	0	From same direction - all others
SR-99	S 204TH ST	17.27	E634990	2017-01-23	11:08		No Apparent Injury	0	2	0	0	From same direction - both going straight - both moving - sideswipe
SR-99	S 204TH ST	17.27	E677635	2017-06-03	19:51		Possible Injury	1	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 204TH ST	17.27	E687357	2017-07-02	20:20		No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 204TH ST	17.27	E846198	2018-10-02	8:45		No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 204TH ST	17.27	E808414	2018-06-09	2:00		No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 204TH ST	17.28	E840405	2018-09-17	2:00		No Apparent Injury	0	3	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 204TH ST	17.27	E691204	2021-11-18	17:22		Possible Injury	1	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 204TH ST	17.27	E796640	2018-05-01	23:34		Suspected Minor Injury	1	0	4	0	From opposite direction - one left turn - one straight
SR-99	S 204TH ST	17.27	E985200	2019-11-15	22:50		Possible Injury	1	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 204TH ST	17.27	E681757	2021-10-14	18:33		No Apparent Injury	0	2	0	0	From opposite direction - one left turn - one straight

PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# I N J U R Y	# F E T U R E	# P E D E S T R I A N	# B I K E R	FIRST COLLISION TYPE / OBJECT STRUCK
SR-99	S 200TH ST	17.52	E632144	2017-01-13	04:24	No Apparent Injury	0	2	1	0	Entering at angle
SR-99	S 200TH ST	17.52	E750693	2017-12-23	05:52	Suspected Minor Injury	3	0	2	0	Entering at angle
SR-99	S 200TH ST	17.52	E866815	2018-11-30	17:08	No Apparent Injury	0	3	0	0	Entering at angle
SR-99	S 200TH ST	17.52	E923008	2019-05-21	9:00	No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 200TH ST	17.52	E896079	2019-02-22	23:54	No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 200TH ST	17.52	EA09046	2020-01-28	12:53	No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 200TH ST	17.52	EA21823	2020-03-08	1:50	No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 200TH ST	17.52	EA64903	2020-09-20	15:40	No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 200TH ST	17.52	EA84199	2020-11-15	17:59	No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 200TH ST	17.52	EB83665	2021-10-24	18:50	Suspected Minor Injury	2	0	2	0	Entering at angle
SR-99	S 200TH ST	17.52	EB91203	2021-11-17	18:33	Possible Injury	1	0	1	0	Entering at angle
SR-99	S 200TH ST	17.52	E642040	2017-02-13	21:34	Possible Injury	1	0	1	0	Vehicle turning right hits pedestrian
SR-99	S 200TH ST	17.52	E670004	2017-05-11	08:35	Suspected Minor Injury	1	0	1	0	Vehicle turning right hits pedestrian
SR-99	S 200TH ST	17.52	E772738	2018-02-23	4:45	Possible Injury	1	0	1	0	Vehicle turning right hits pedestrian
SR-99	S 200TH ST	17.52	E780638	2018-03-20	8:18	Possible Injury	1	0	1	0	Vehicle turning right hits pedestrian
SR-99	S 200TH ST	17.52	EB26213	2021-04-29	18:53	Suspected Minor Injury	1	0	1	0	Vehicle turning right hits pedestrian
SR-99	S 200TH ST	17.52	EB57123	2021-08-11	17:00	Suspected Minor Injury	1	0	1	0	Vehicle going straight hits pedestrian
SR-99	S 200TH ST	17.52	E772729	2018-02-21	4:50	No Apparent Injury	0	2	0	0	From same direction - one right turn - one straight
SR-99	S 200TH ST	17.52	EA73724	2020-10-17	17:32	No Apparent Injury	0	2	0	0	From same direction - one right turn - one straight
SR-99	S 200TH ST	17.52	E787832	2018-04-05	5:14	No Apparent Injury	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 200TH ST	17.52	E693440	2017-07-20	11:19	No Apparent Injury	0	2	0	0	From opposite direction - one left turn - one right turn
S 200TH ST	SR-99		E703890	2017-08-14	15:38	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST		EB83663	2021-10-29	16:57	Suspected Minor Injury	1	0	3	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E668848	2017-04-18	10:42	Suspected Minor Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E648888	2017-02-19	09:57	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E675114	2017-05-25	14:18	Possible Injury	2	0	2	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E752651	2017-12-25	00:01	Suspected Minor Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E843575	2018-09-04	22:18	Possible Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E686510	2017-06-29	14:10	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E814988	2018-07-02	15:19	Possible Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E813072	2018-06-22	9:56	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.53	E817474	2018-07-13	15:00	Possible Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.53	E950707	2019-08-15	21:36	Possible Injury	2	0	3	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.53	E990319	2019-12-01	0:49	Possible Injury	1	0	3	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	EB85559	2021-11-03	21:44	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	EB62355	2021-08-28	12:25	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E690723	2017-07-12	18:57	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E679890	2017-06-09	20:14	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E648049	2017-03-03	20:35	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E889928	2019-02-02	18:00	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E981894	2019-11-12	16:37	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	EA09410	2020-01-04	20:25	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	EA98865	2021-01-16	18:30	No Apparent Injury	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 200TH ST	17.52	E744796	2017-12-04	14:08	No Apparent Injury	0	2	0	0	From opposite direction - both going straight - one stopped - rear-end
SR-99	S 192ND ST	18.10	E665934	2017-04-28	14:51	No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 192ND ST	18.10	E702820	2017-08-17	17:42	No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 192ND ST	18.10	E678106	2017-05-30	06:23	No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 192ND ST	18.10	E712296	2017-09-15	11:30	No Apparent Injury	0	2	0	0	Entering at angle
SR-99	S 192ND ST	18.10	E735211	2017-11-09	19:23	No Apparent Injury	0	3	0	0	Entering at angle
SR-99	S 192ND ST	18.10	E752655	2017-12-26	21:29	Possible Injury	3	0	2	0	Entering at angle
SR-99	S 192ND ST	18.1	E953633	2019-08-25	11:55	No Apparent Injury	0	2	0	0	Entering at angle

PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# I N J U R Y	# F E T U R E	# P E D E S T R I A N	# B I K E	FIRST COLLISION TYPE / OBJECT STRUCK
SR-99	S 192ND ST	18.1	E979269	2019-11-05 4:42	No Apparent Injury	0	0	2	0	0	Entering at angle
SR-99	S 192ND ST	18.1	EA39356	2020-06-11 17:44	Suspected Minor Injury	1	0	2	0	0	Entering at angle
SR-99	S 192ND ST	18.1	EA55597	2020-08-08 20:23	Possible Injury	1	0	2	0	0	Entering at angle
SR-99	S 192ND ST	18.10	EB83362	2021-10-27 19:15	No Apparent Injury	0	0	2	0	0	Entering at angle
SR-99	S 192ND ST	18.10	EB95172	2021-10-30 12:51	Suspected Minor Injury	1	0	2	0	0	Entering at angle
SR-99	S 192ND ST	18.10	EB02000	2021-01-28 10:35	Possible Injury	1	0	2	0	0	Entering at angle
SR-99	S 192ND ST	18.10	EB54462	2021-08-02 22:31	Possible Injury	2	0	2	0	0	Entering at angle
SR-99	S 192ND ST	18.11	E973439	2019-10-21 22:52	Possible Injury	1	0	1	1	0	Vehicle turning left hits pedestrian
SR-99	S 192ND ST	18.11	E907443	2019-03-30 15:13	Suspected Serious Injury	1	0	1	1	0	Vehicle going straight hits pedestrian
SR-99	S 192ND ST	18.10	EB57790	2021-08-09 23:27	Suspected Minor Injury	1	0	1	1	0	Vehicle going straight hits pedestrian
SR-99	S 192ND ST	18.1	E755512	2018-01-05 5:15	No Apparent Injury	0	0	1	1	0	Breakage of any part of the vehicle resulting in injury or in further property damage
SR-99	S 192ND ST	18.1	E767906	2018-02-09 19:23	No Apparent Injury	0	0	2	0	0	From same direction - all others
SR-99	S 192ND ST	18.1	E773578	2018-02-25 10:12	Suspected Minor Injury	2	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 192ND ST	18.10	EA98697	2021-01-08 23:55	Possible Injury	1	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 192ND ST	18.10	EB15436	2021-02-08 15:21	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 192ND ST	18.10	EB15057	2021-03-17 14:29	Possible Injury	1	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 192ND ST	18.1	EA15872	2020-02-17 12:46	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 192ND ST	18.1	EA30220	2020-04-22 11:45	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 192ND ST	18.1	E972317	2019-10-17 10:36	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 192ND ST	18.10	E697372	2017-07-25 23:02	No Apparent Injury	0	0	3	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 192ND ST	18.09	E884666	2019-01-13 1:24	Possible Injury	1	0	2	0	0	From same direction - both going straight - both moving - rear-end
SR-99	S 192ND ST	18.1	E808196	2018-06-14 11:34	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - both moving - sideswipe
SR-99	S 192ND ST	18.1	E772733	2018-02-22 9:20	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - both moving - sideswipe
SR-99	S 192ND ST	18.10	EB54463	2021-08-03 07:15	No Apparent Injury	0	0	2	0	0	Same direction - both turning right - both moving - sideswipe
SR-99	S 192ND ST	18.10	E732062	2017-11-05 07:13	No Apparent Injury	0	0	2	0	0	From opposite direction - all others
SR-99	S 192ND ST	18.10	E657617	2017-04-02 21:15	Possible Injury	2	0	2	0	0	From opposite direction - all others
SR-99	S 192ND ST	18.10	EB16851	2021-03-22 05:00	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 192ND ST	18.1	EB21242	2018-07-16 16:45	Suspected Minor Injury	2	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 192ND ST	18.1	E768001	2018-02-05 6:40	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 192ND ST	18.1	E7791916	2018-12-30 16:50	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 192ND ST	18.10	E752678	2017-12-27 14:15	Possible Injury	2	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 192ND ST	18.1	E885561	2019-01-22 20:19	Possible Injury	1	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 192ND ST	18.1	E972309	2019-10-07 19:20	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 192ND ST	18.1	E896080	2019-02-22 15:31	Possible Injury	2	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 192ND ST	18.10	EB60338	2021-08-22 09:47	Possible Injury	1	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 192ND ST	18.10	EB77489	2021-10-08 17:15	Possible Injury	2	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 192ND ST	18.10	EB96873	2021-11-28 04:25	Possible Injury	1	0	2	0	0	From opposite direction - one left turn - one straight
SR-99	S 216TH ST	16.50	E741975	2017-12-01 18:03	Possible Injury	1	0	2	0	0	Entering at angle
SR-99	S 216TH ST	16.51	E696392	2017-07-30 01:16	Possible Injury	2	0	2	0	0	Entering at angle
SR-99	S 216TH ST	16.51	E775964	2018-03-02 6:11	Suspected Serious Injury	2	0	3	0	0	Entering at angle
SR-99	S 216TH ST	16.51	E755203	2018-01-04 22:18	Possible Injury	2	0	3	0	0	Entering at angle
SR-99	S 216TH ST	16.51	E874247	2018-12-17 17:24	No Apparent Injury	0	0	2	0	0	Entering at angle
SR-99	S 216TH ST	16.51	E773137	2018-02-25 0:17	No Apparent Injury	0	0	2	0	0	Entering at angle
SR-99	S 216TH ST	16.51	EA68815	2020-10-04 8:45	Possible Injury	1	0	3	0	0	Entering at angle
SR-99	S 216TH ST	16.51	EB73036	2021-09-28 20:59	No Apparent Injury	0	0	2	0	1	Vehicle turning right hits pedestrian
SR-99	S 216TH ST	16.51	E924963	2019-05-13 15:41	Possible Injury	1	0	1	1	0	Vehicle turning right hits pedestrian
SR-99	S 216TH ST	16.51	EA84684	2020-11-19 18:10	Suspected Minor Injury	1	0	1	1	0	Vehicle turning right hits pedestrian
SR-99	S 216TH ST	16.51	EB15042	2021-03-18 20:47	Possible Injury	1	0	1	1	0	Vehicle turning right hits pedestrian
SR-99	S 216TH ST	16.51	EC02190	2021-12-18 20:31	Possible Injury	1	0	1	1	0	Vehicle going straight hits pedestrian
SR-99	S 216TH ST	16.52	EA37835	2020-06-02 22:13	Suspected Serious Injury	1	0	1	1	0	Vehicle going straight hits pedestrian
SR-99	S 216TH ST	16.51	EB41784	2021-06-17 19:41	No Apparent Injury	0	0	2	0	0	From same direction - all others

PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# J	# T	# N	# A	# E	# D	# E	# S	FIRST COLLISION TYPE / OBJECT STRUCK
SR-99	S 216TH ST	16.51	EB30203	2021-05-13	18:50	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - one right turn - one straight
SR-99	S 216TH ST	16.51	E679338	2017-06-07	12:30	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	E685762	2017-06-25	20:49	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - both moving - rear-end
SR-99	S 216TH ST	16.51	E861677	2018-11-17	5:00	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	E832608	2018-08-27	16:04	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - both moving - rear-end
SR-99	S 216TH ST	16.51	E831910	2018-08-26	15:41	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	E780637	2018-03-18	3:05	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.52	E817485	2018-07-11	22:55	Possible Injury	1	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	E922851	2019-05-11	16:09	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	E955797	2019-08-31	0:21	Possible Injury	2	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	E892206	2019-01-15	18:17	Possible Injury	1	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	E983759	2019-11-16	21:59	Possible Injury	3	0	3	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	EA04639	2020-01-19	7:30	Possible Injury	1	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	EA32874	2020-05-08	20:47	Possible Injury	1	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	EA61846	2020-09-07	23:59	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	EA81989	2020-11-17	16:45	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.52	EA91469	2020-12-21	18:02	Possible Injury	3	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	EB93557	2021-11-23	21:40	Suspected Minor Injury	1	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	EB12289	2021-03-06	16:23	Possible Injury	1	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
SR-99	S 216TH ST	16.51	E655362	2017-03-26	07:56	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - sideswipe
SR-99	S 216TH ST	16.51	E651083	2017-03-13	17:19	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - both moving - sideswipe
SR-99	S 216TH ST	16.51	EA09640	2020-01-25	20:52	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - both moving - sideswipe
SR-99	S 216TH ST	16.51	EB39543	2021-06-15	14:31	Possible Injury	1	0	2	0	0	0	0	0	From same direction - both going straight - both moving - sideswipe
SR-99	S 216TH ST	16.51	E992090	2019-12-10	17:09	Possible Injury	1	0	2	0	0	0	0	0	From opposite direction - all others
SR-99	S 216TH ST	16.51	E641689	2017-02-04	14:51	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
SR-99	S 216TH ST	16.51	EA89404	2020-12-10	5:53	Possible Injury	4	0	2	2	0	0	0	0	From opposite direction - one left turn - one straight
30TH AVE S	S 204TH ST		E683785	2017-06-20	18:32	No Apparent Injury	0	0	2	0	0	0	0	0	Linear Curb
S 204TH ST	30TH AVE S		E924731	2019-05-25	21:10	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
S 204TH ST	32ND AVE S		E862571	2018-11-17	3:37	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
S 204TH ST	32ND AVE S		E771166	2018-02-20	8:38	Possible Injury	1	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
SR-99	SITE ACCESS (1)	17.36	EA44467	2020-06-29	23:31	Possible Injury	1	0	4	0	0	0	0	0	From same direction - both going straight - both moving - rear-end

APPENDIX G
SR-509 PROJECT MAP



Burien

518

Sea-Tac
Airport

509

99

Tukwila

Des Moines

PUGET
SOUND

516



toll point

5