

Apollo Scriber Lake

Lynnwood, WA

Traffic Impact Analysis

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FINDINGS/CONCLUSIONS

This Traffic Impact Analysis (TIA) has been prepared for the proposed *Apollo Scriber Lake* project located at 5707 and 5723 198th Ave SW in Lynnwood, WA.

Project Proposal.

The proposed project would include the development of up to 164 affordable housing units. The existing site includes 1 single family home and a 2,232 SF church that would be removed with the proposed project. Vehicular access to the site is proposed via 1 new enter-only driveway and 1 new exit-only driveway on 198th Street SW. Full project buildout is expected by 2027.

It should be noted that the technical analysis presented in this TIA documents traffic impacts associated with the development of up to 164 affordable housing units. Based on the current site plan, 155 affordable housing units are proposed with the project. Therefore, this analysis should be considered conservative.

Trip Generation.

The proposed *Apollo Scriber Lake* project is estimated to generate 705 net new weekday daily trips with 59 net new trips occurring during the weekday AM peak hour (13 in, 46 out) and 58 net new trips occurring during the weekday PM peak hour (38 in, 20 out).

Intersection Level of Service (LOS).

Weekday PM peak hour LOS analysis was conducted at 6 off-site study intersections. Based on the results of the analysis, all off-site study intersections are anticipated to meet the applicable City/WSDOT LOS standards during the weekday PM peak hour with the proposed *Apollo Scriber Lake* project.

Site Access Evaluation.

Based on the results of the analysis, the individual movements entering and exiting the site at each of the proposed site access locations on 198th Street SW are expected to operate at LOS A with minimal queuing during the weekday PM peak hour in 2027.

Mitigation.

Off-Site Improvements.

Based on the results of the analysis shown in this report, no project-specific off-site transportation mitigation is proposed for concurrency or SEPA purposes.

Transportation Impact Fees.

The City of Lynnwood requires payment of transportation impact fees to help fund planned roadway improvements throughout the City. With the currently proposed development of 155 affordable housing units, the *Apollo Scriber Lake* project would generate 55 net new trips during the PM peak hour.

As the City's current transportation impact fee schedule is based on outdated trip generation rates (ITE *Trip Generation Manual, 7th Edition, 2003*), we are proposing an independent impact fee calculation using the ITE *Trip Generation Manual, 12th Edition, 2025*. Our independent impact fee calculation applied on a "per trip basis" results in a traffic impact fee of \$439,920 based on 55 net new PM peak hour trips and the City's currently adopted rate of \$7,944 per trip (including a \$3,000 Administrative Fee). It should be noted that the technical analysis presented in the TIA documents traffic impacts associated with the development of up to 164 affordable housing units, resulting in 58 net new PM peak hour trips. Therefore, the analysis in the TIA should be considered conservative.

INTRODUCTION

This Traffic Impact Analysis (TIA) has been prepared for the proposed *Apollo Scriber Lake* project located at 5707 and 5723 198th Ave SW in Lynnwood, WA as shown in **Figure 1**.

Project Description

The proposed project would include the development of up to 164 affordable housing units. The existing site includes 1 single family detached home and a 2,232 SF church that would be removed with the proposed project. Vehicular access to the site is proposed via 1 new enter-only driveway and 1 new exit-only driveway on 198th Street SW. Full project buildout is expected by 2027. A preliminary site plan is included in **Appendix A**.

It should be noted that the technical analysis presented in this TIA documents traffic impacts associated with the development of up to 164 affordable housing units. Based on the current site plan, 155 affordable housing units are proposed with the project. Therefore, this analysis should be considered conservative.

Project Approach

To analyze the traffic impacts from the proposed *Apollo Scriber Lake* project, the following tasks were undertaken:

- Assessed existing conditions through field reconnaissance and reviewed existing planning documents.
- Described and assessed existing transportation conditions in the area.
- Documented existing (2025) traffic volumes and intersection levels of service (LOS) at 6 off-site study intersections during the weekday PM peak hour.
- Documented future planned transportation improvements in the project vicinity.
- Developed trip generation estimates for weekday daily, AM, and PM peak hour conditions based on the proposed land use.
- Documented trip distribution and assignment of weekday PM peak hour project-generated traffic.
- Documented traffic forecasts and assumptions for year 2027 conditions at the off-site study intersections without and with the proposed project.
- Analyzed weekday PM peak hour LOS for future year 2027 conditions without and with the proposed project at the off-site study intersections.
- Evaluated weekday PM peak hour LOS and queuing for future year 2027 conditions at the two (2) proposed site access locations.
- Documented proposed traffic mitigation.

Primary Data and Information Sources

- Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 12th Edition, 2025.
- Weekday PM peak hour traffic counts, All Traffic Data, 2025.
- Lynnwood *2025-2030 Transportation Improvement Program (TIP)*.
- Transportation Research Board (TRB), *Highway Capacity Manual (HCM)*, 7th Edition, 2022.
- City of Lynnwood *Comprehensive Plan*, 2025.
- Crash History, WSDOT, 2020-2024.
- Signal Timing Data, City of Lynnwood.



Figure 1: Project Site Vicinity



EXISTING CONDITIONS

Study Area

Based on scoping comments received from the City of Lynnwood, the following 6 off-site study intersections are included in this traffic impact analysis:

1. SR 99 / 196th Street SW (SR 524) – signalized intersection
2. Scriber Lake Rd / 196th Street SW (SR 524) – signalized intersection
3. Scriber Lake Rd / 198th Street SW – stop-controlled intersection
4. SR 99 / 200th Street SW – signalized intersection
5. Scriber Lake Rd / 200th Street SW – signalized intersection
6. 56th Ave W / 200th Street SW – stop-controlled intersection

Roadway Network

Table 1 describes the existing characteristics of the streets that would be used as primary routes to and from the site. Roadway characteristics are described in terms of orientation, arterial classification, posted speed limits, parking, sidewalks, and bicycle facilities. The relationship of these roadways to the project site is shown in **Figure 1**.

Table 1
Existing Roadway Network Summary

Roadway	Orientation	Classification ¹	Speed Limit	Parking	Sidewalks	Bicycle Facilities
SR 99	NE/SW	Principal Arterial	45	None	Both Sides	None
Scriber Lake Rd	NE/SW	Collector Arterial	25	None	Both Sides	None
196th Street SW (SR 524)	E/W	Principal Arterial	35	None	Both Sides	None
198th Street SW	E/W	Local Street	25	South Side of 198th	Intermittent	None
200th Street SW	E/W	Minor Arterial	30	None	Both Sides	Bike Lanes
56th Ave W	E/W	Local Street	20	Intermittent	East Side (north of 200th) Both Sides (south of 200th)	None

1. Source: City of Lynnwood Comprehensive Plan, Transportation Element, 2025.

2. Source: WSDOT Functional Classification Map.

Transit Service

Transit service in the project site vicinity is provided by Community Transit. The closest bus stop is located less than 0.5 miles northwest of the project site on 196th Street SW just west of Scriber Lake Rd. The transit stops in the area provide access to the following Community Transit routes with generally 30-minute headways on weekdays and 1-hour headways on weekends.

- **Route 166** provides service from Edmonds Ferry Station to the Silver Firs neighborhood in unincorporated Snohomish County.
- **Route 101** provides service from Mariner Park and Ride to Aurora Village Transit Center in Shoreline with stops located along SR 99.
- **Swift Orange Line** provides service between Edmonds College and McCollum Park Park and Ride in Everett.
- **Swift Blue Line** provides service between Everett Station and the Shoreline North/185th Light Rail Station, which serves the 1 Line from Lynnwood City Center to Angle Lake.

Non-Motorized Transportation Facilities

Existing pedestrian facilities in the project site vicinity include sidewalks along both sides of SR 99, 196th Street SW, Scriber Lake Rd, 198th Street SW, and 200th Street SW. Other pedestrian facilities include ADA curb ramps and marked crosswalks at nearby signalized intersections. Existing bicycle facilities include bike lanes along both sides of 200th Street SW.

Traffic Volumes

Existing weekday PM peak hour traffic volumes at the 6 off-site study intersections were based on counts collected by All Traffic Data in September 2025. The PM peak hour traffic volumes represent the highest hour of traffic between 4:00 and 6:00 p.m. **Figure 2** illustrates the existing 2025 weekday PM peak hour traffic volumes at the study intersections. The existing traffic count sheets are included in **Appendix B**.

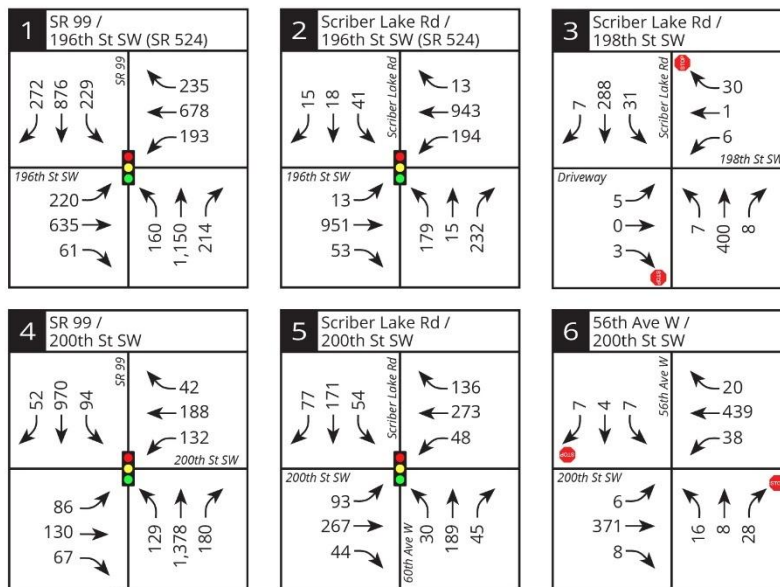
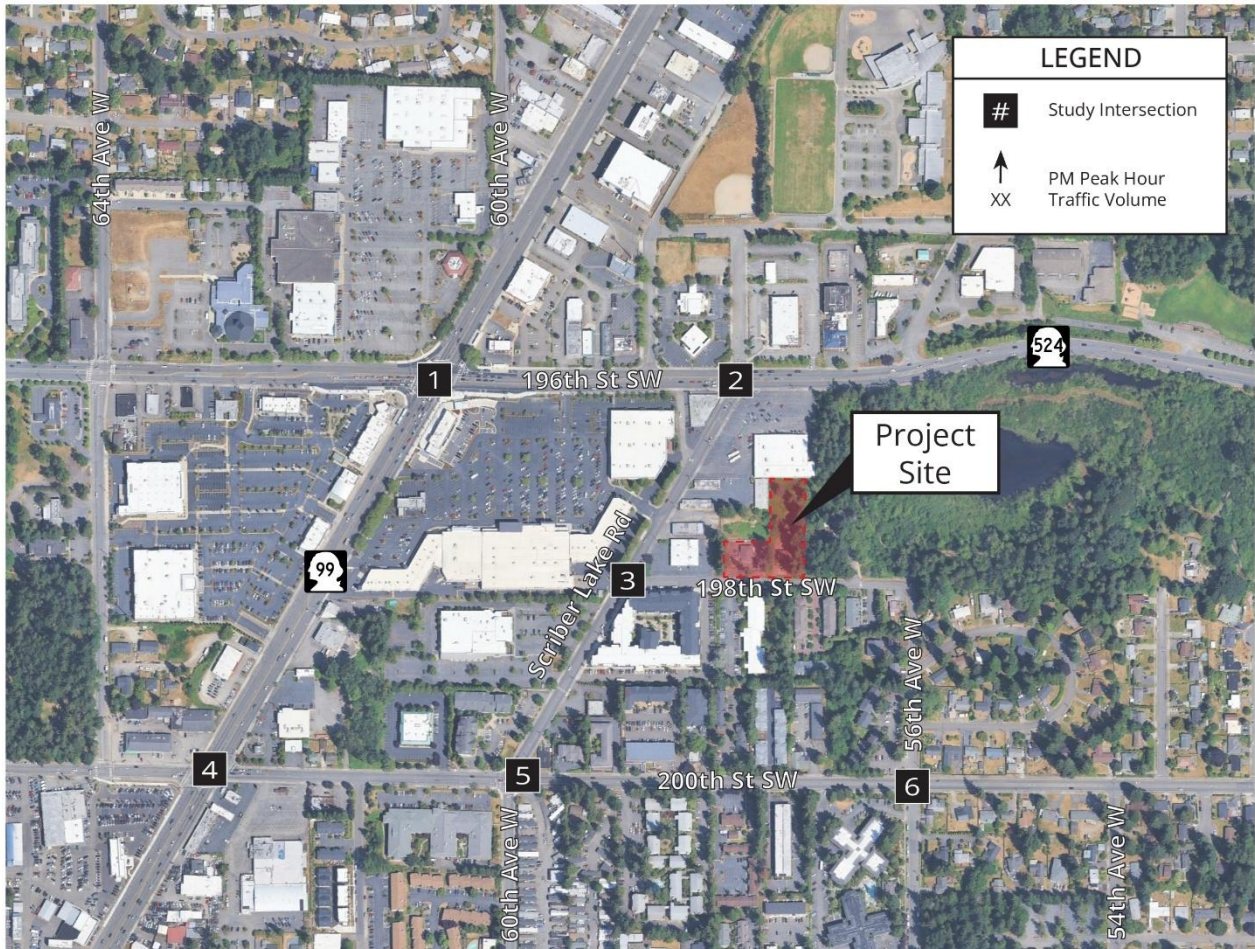


Figure 2: 2025 Existing Weekday PM Peak Hour Traffic Volumes

Crash History

Crash history at the 6 off-site study intersections was analyzed for the five-year period from 2020 to 2024 (the most recent 5-year period as provided by WSDOT). A summary of the total and yearly average during this period are provided in **Table 2**. A summary of crashes by type over the five-year period are provided in **Table 3**. The detailed crash history is included in **Appendix C**.

Table 2
Crash Data Summary by Year, January 1, 2020 to December 31, 2024

Study Intersection	2020	2021	2022	2023	2024	5-Year Total Crashes	Average Annual Crash Rate
1. SR 99 / 196 th Street SW (SR 524)	13	10	6	15	8	52	10.4
2. Scriber Lake Rd / 196 th Street SW (SR 524)	2	7	4	3	6	22	4.4
3. Scriber Lake Rd / 198 th Street SW	0	0	0	0	1	1	0.2
4. SR 99 / 200 th Street SW	0	0	0	0	0	0	0.0
5. Scriber Lake Rd / 200 th Street SW	2	2	1	0	1	6	1.2
6. 56 th Ave W / 200 th Street SW	1	1	1	0	2	5	1.0

Table 3
Crash Data Summary by Type, January 1, 2020 to December 31, 2024

Study Intersection	5-Year Total Crashes	Average Annual Crash Rate	Crash Type							
			Angle (Left/Right)	Head On	Angle (T)	Side Swipe	Rear End	Parked Veh/ Fixed Object	Ped/Cyclist	Other
1. SR 99 / 196 th Street SW (SR 524)	52	10.4	6	0	10	3	28	1	3	1
2. Scriber Lake Rd / 196 th Street SW (SR 524)	22	4.40	14	1	3	0	3	1	0	0
3. Scriber Lake Rd / 198 th Street SW	1	0.20	0	0	0	0	0	0	1	0
4. SR 99 / 200 th Street SW	0	0.00	0	0	0	0	0	0	0	0
5. Scriber Lake Rd / 200 th Street SW	6	1.20	2	0	2	0	1	0	1	0
6. 56 th Ave W / 200 th Street SW	5	1.00	0	0	3	0	0	1	0	1

Intersection Levels of Service

An existing weekday PM peak hour level of service (LOS) analysis was conducted at the 6 off-site study intersections. Intersection LOS was calculated using the methodology and procedures outlined in the *Highway Capacity Manual* (HCM 7th Edition) using the *Synchro 12* software program. Existing signal timing used in the analysis was provided by the City of Lynnwood. The 2025 existing weekday PM peak hour LOS analysis results for the study intersections are summarized in **Table 4**. The LOS methodology and calculations are included in **Appendix D**.

Table 4
Existing 2025 Weekday PM Peak Hour LOS Summary

Study Intersection	LOS	Delay (sec)
<u>Two-Way Stop-Controlled Intersections¹:</u>		
3. Scriber Lake Rd / 198 th Street SW	B	11.9
6. 56 th Ave W / 200 th Street SW	B	14.7
<u>Signalized Intersections:</u>		
1. SR 99 / 196 th Street SW (SR 524)	D	50.6
2. Scriber Lake Rd / 196 th Street SW (SR 524)	C	31.4
4. SR 99 / 200 th Street SW	C	32.8
5. Scriber Lake Rd / 200 th Street SW	B	16.8

1. LOS reported at the stop-controlled study intersections is based on the control delay of the movement with the highest delay, which tends to be from the stop-controlled minor approaches.

The City of Lynnwood has an established LOS standard of LOS C for Local Streets and LOS D for Non-City Center Arterials and Non-State Highways per the City of Lynnwood *Comprehensive Plan (January 2025)*. WSDOT has an established LOS standard of LOS E (mitigated) for intersections along SR 99 and 196th Street SW (SR 524).

As shown in **Table 4**, each of the study intersections currently meet the applicable City/WSDOT LOS standards during the weekday PM peak hour.

FUTURE CONDITIONS

Planned Transportation Improvements

Based on a review of the current City of Lynnwood's *Comprehensive Plan (January 2025)* and *2025-2030 Transportation Improvement Program (TIP)*, there are several planned improvements within the project study area:

- TIP #T-069 200th Street W (64th Ave W to Scriber Lake Rd) – This project includes roadway widening on 200th Street W from 64th Ave W to Scriber Lake Rd.
- 196th Street SW Improvements (SR 99 to Scriber Lake Rd) – This project includes new Business Access and Transit (BAT) lanes on 196th Street SW from SR 99 to Scriber Lake Rd.
- 196th Street SW Improvements (Scriber Lake Rd to 48th Ave W) – This project includes new Business Access and Transit (BAT) lanes on 196th Street SW from Scriber Lake Rd to 48th Ave W.

Given there are no fully funded planned improvement projects before the anticipated 2027 buildout of the *Apollo Scriber Lake* project, no improvements at the off-site study intersections were assumed for this analysis.

Project Trip Generation

The trip generation estimates for the proposed *Apollo Scriber Lake* project were based on methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th edition for Land Use Code (LUC) 221 (Multifamily Housing (Mid-Rise)), LUC 560 (Church), and LUC 210 (Single-Family Detached Housing). The resulting net new trip generation associated with the proposed *Apollo Scriber Lake* project is summarized in **Table 5**. Detailed trip generation calculations are included in **Appendix E**.

Table 5
Trip Generation Summary

Weekday Time Period	Net New Trips Generated		
	In	Out	Total
Daily	353	352	705
AM Peak Hour	13	46	59
PM Peak Hour	38	20	58

Project Trip Distribution

The distribution of vehicle trips generated by the proposed *Apollo Scriber Lake* project was based on existing and anticipated travel patterns in the area and confirmed with City staff during the traffic scoping process. The net new weekday PM peak hour project-generated trips (shown graphically in **Figure 3**) were generally distributed to the vicinity street system as follows:

- 30% to/from the north on SR 99
- 30% to/from the south on SR 99
- 10% to/from the west on 196th Street SW (SR 524)
- 25% to/from the east on 196th Street SW (SR 524)
- 5% to/from the east on 200th Street SW

The assignment of project-generated traffic onto the adjacent streets is shown graphically in **Figure 3**.

Traffic Volumes

To estimate the future 2027 No Action (Without Project) weekday PM peak hour traffic volumes, a 2 percent annual growth rate was applied to the 2025 existing traffic volumes (confirmed by City staff as part of the traffic scoping discussions). The growth factor is used to account for new development in the study area and growth in existing traffic. The resulting future 2027 No Action weekday PM peak hour traffic volumes at the study intersections are shown in **Figure 4**.

The future 2027 With Project traffic volumes at the study intersections and site access locations were determined by adding the project-generated trips (shown in **Figure 3**) to the No Action 2025 traffic volumes (shown in **Figure 4**). The 2027 With Project volumes are shown in **Figure 5**.

Intersection Levels of Service

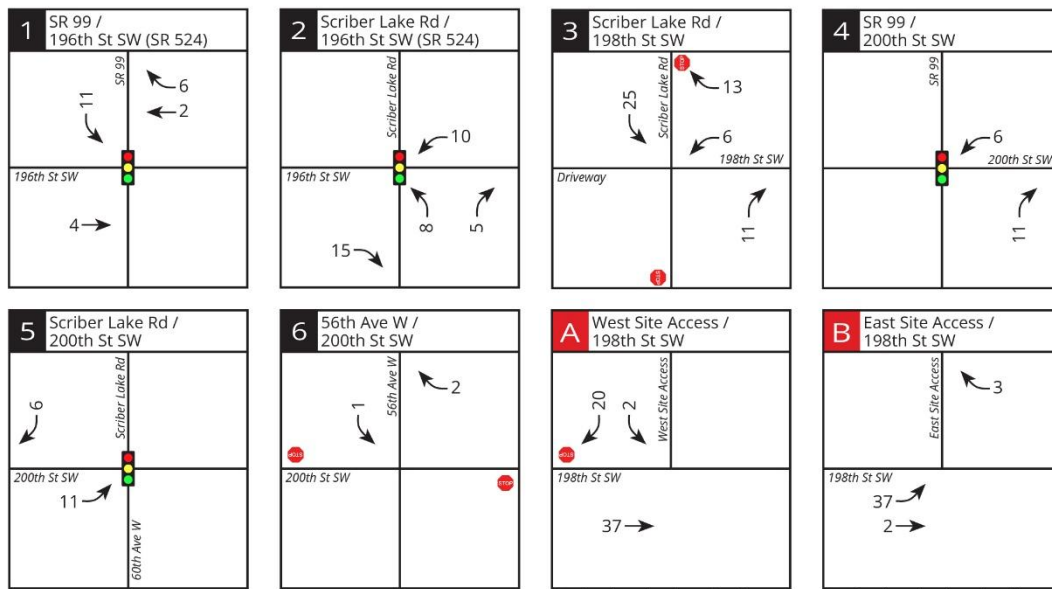
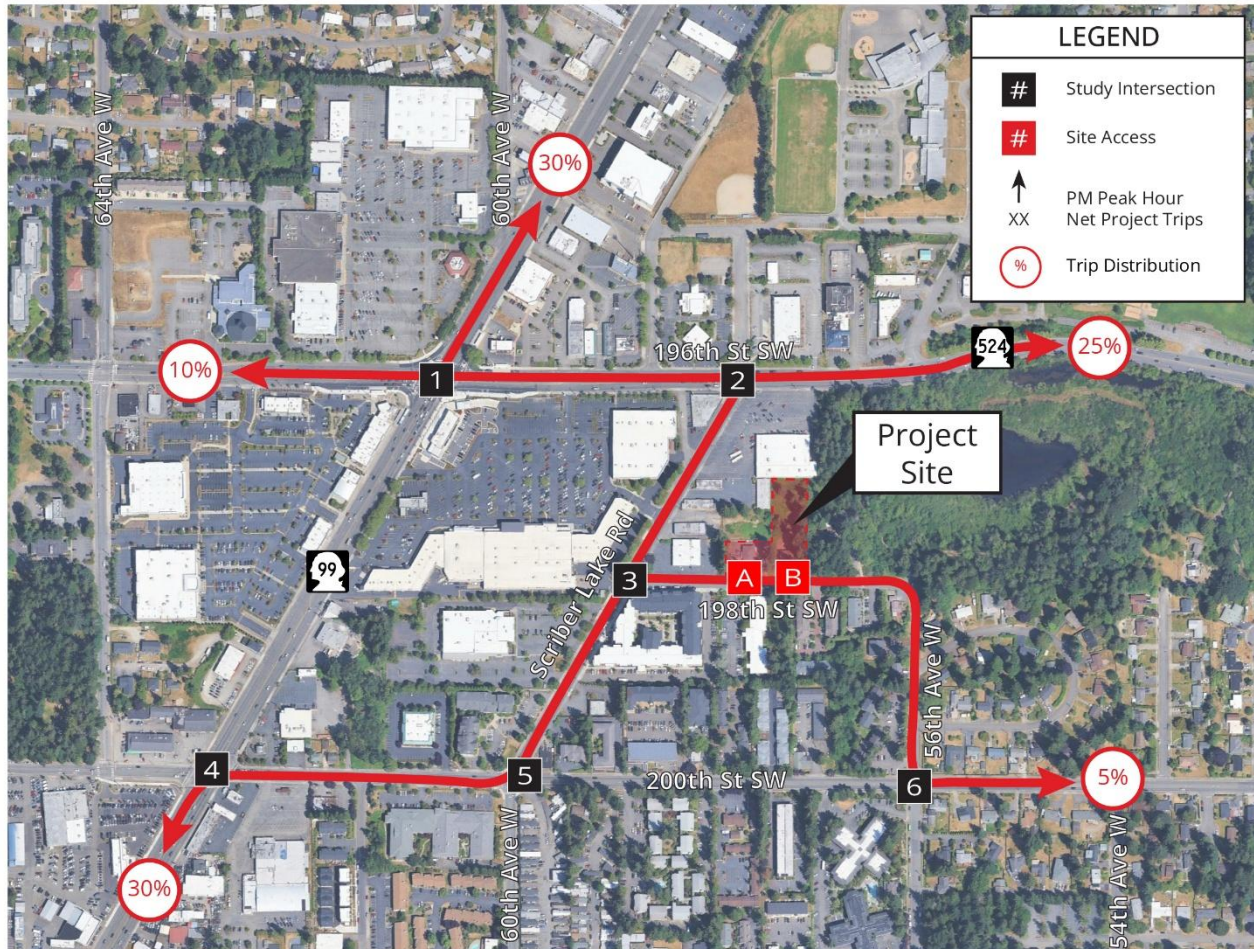
A weekday PM peak hour level of service (LOS) analysis was conducted for future (2027) conditions at the 6 off-site study intersections. The LOS results at the study intersections without and with the proposed project are summarized in **Table 6**. The detailed LOS worksheets are included in **Appendix D**.

Table 6
Future 2027 Weekday PM Peak Hour LOS Summary

Study Intersection	No Action		With Project	
	LOS	Delay (sec)	LOS	Delay (sec)
<u>Two-Way Stop-Controlled Intersections¹:</u>				
3. Scriber Lake Rd / 198 th Street SW	B	12.1	B	12.8
6. 56 th Ave W / 200 th Street SW	C	15.0	C	15.2
<u>Signalized Intersections:</u>				
1. SR 99 / 196 th Street SW (SR 524)	D	52.9	D	54.5
2. Scriber Lake Rd / 196 th Street SW (SR 524)	C	32.5	C	33.2
4. SR 99 / 200 th Street SW	C	34.2	C	34.4
5. Scriber Lake Rd / 200 th Street SW	B	17.2	B	17.3

1. LOS reported at the stop-controlled study intersections is based on the control delay of the movement with the highest delay, which tends to be from the stop-controlled minor approaches.

As shown in **Table 6**, each of the 6 off-site study intersections are anticipated to meet the applicable City/WSDOT LOS standards during the weekday PM peak hour in 2027 with the proposed *Apollo Scriber Lake* project.



*Project trips assigned to project driveways are gross trips.

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Figure 3: PM Peak Hour Net Project Trip Distribution and Assignment

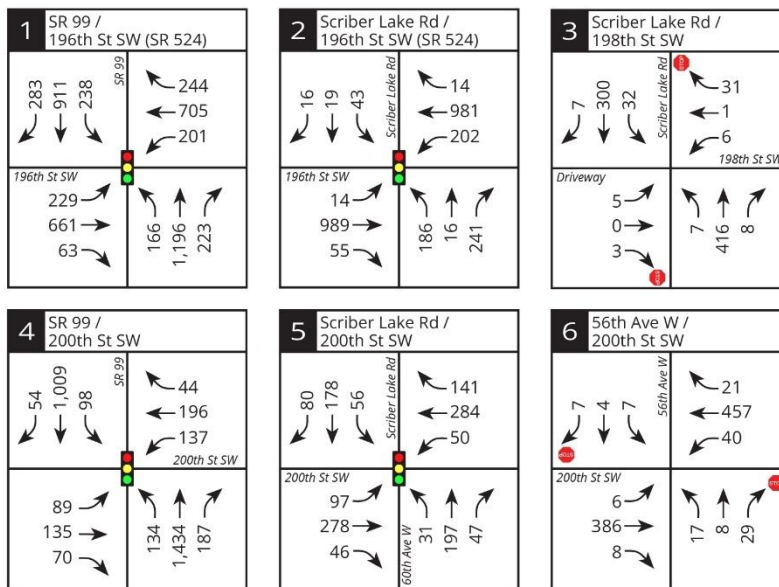
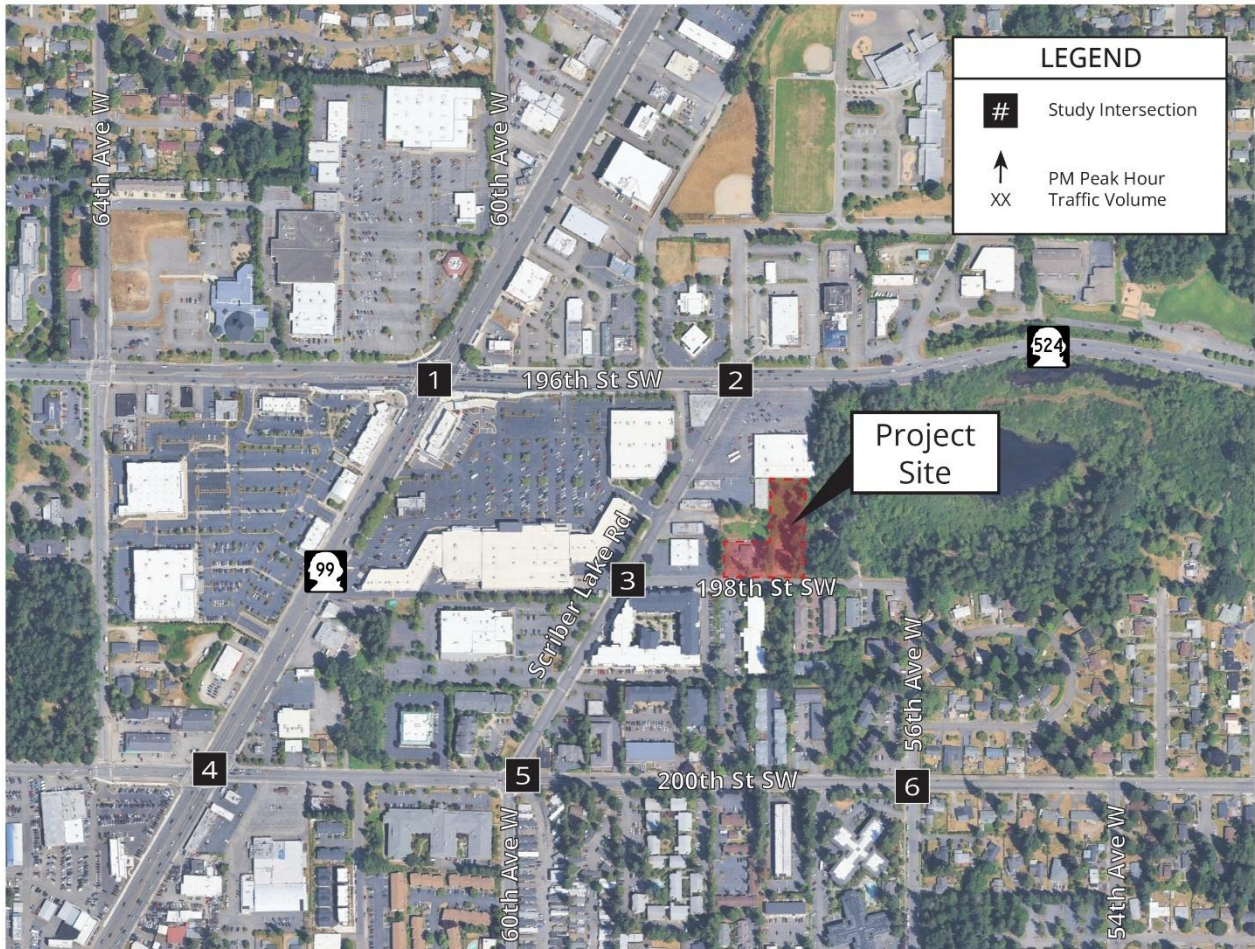
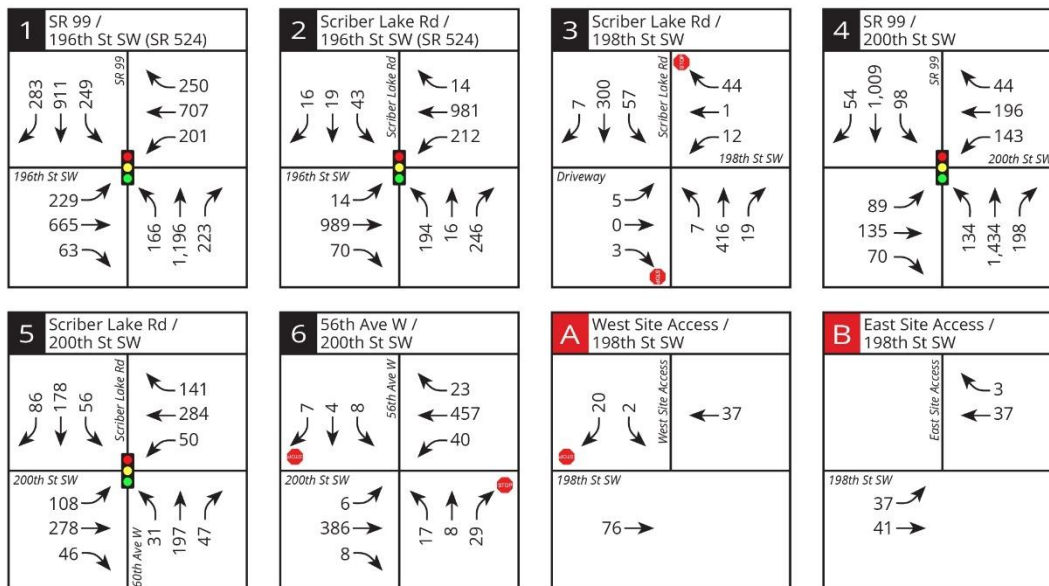
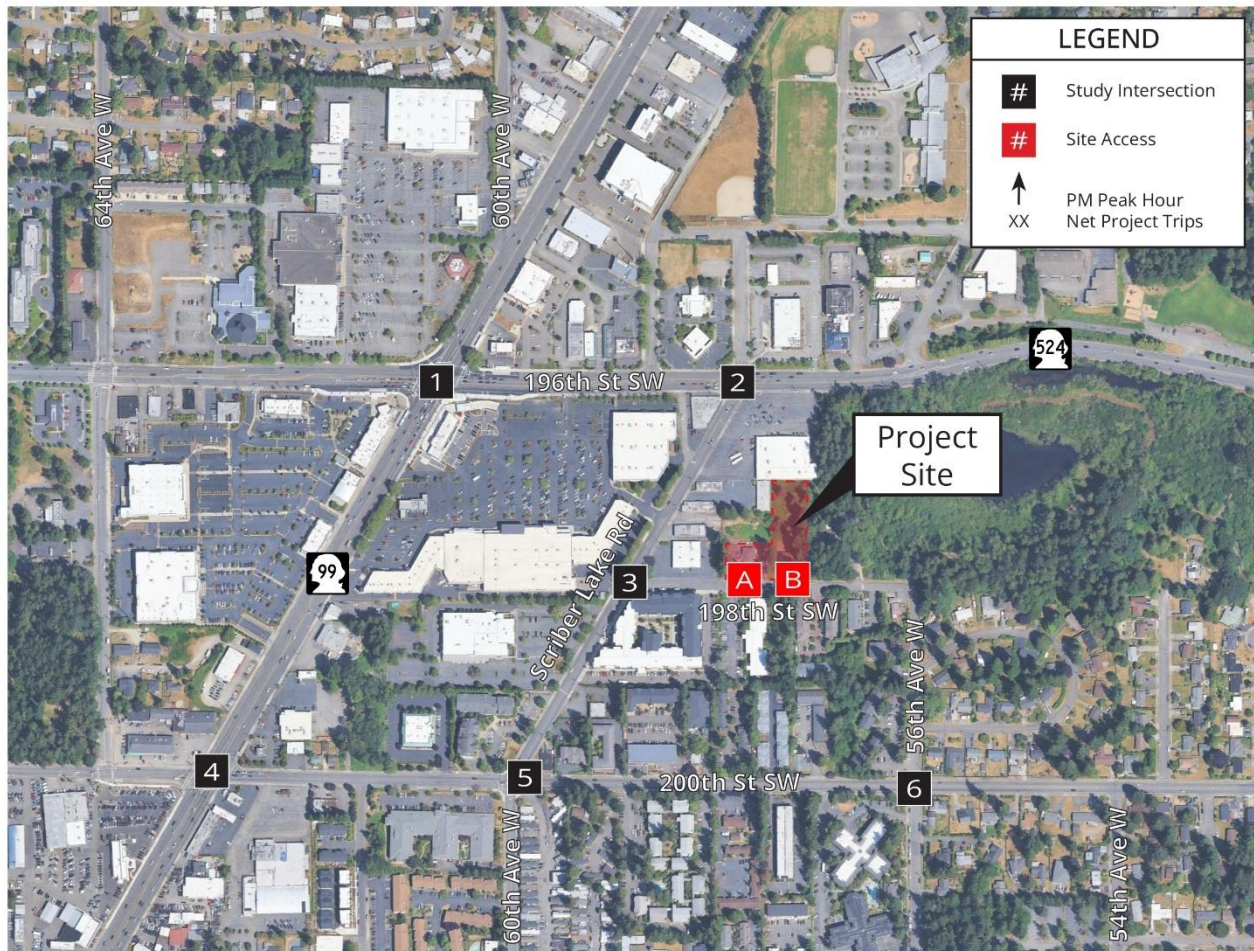


Figure 4: 2027 No Action Weekday PM Peak Hour Traffic Volumes





NOT TO SCALE

Figure 5: 2027 With Project Weekday PM Peak Hour Traffic Volumes

Site Access Evaluation

Vehicular access is proposed via 1 enter-only driveway and 1 exit-only driveway on 198th Street SW. This section includes evaluation of the proposed site access locations including LOS and queuing.

LOS and Queuing

To assess operations at the proposed site access locations, LOS and queuing was conducted during the weekday PM peak hour for future year 2027 (year of opening) conditions. The reported queues for the individual movements at each of the proposed site access locations are 95th-percentile queues, which are only exceeded five (5) percent of the time.

The 2027 weekday PM peak hour traffic volumes at the proposed site access locations were shown previously in **Figure 6**.

The weekday PM peak hour site access analysis for future year 2027 (year of opening) is summarized below in **Table 7**. It should be noted that due to limitations of the Synchro software in modeling enter-only and exit-only driveways, LOS was evaluated assuming a single full-access stop-controlled driveway which should be considered conservative. The LOS worksheets are included in **Appendix D**.

Table 7
Future 2027 Weekday PM Peak Hour Site Access LOS and Queue Summary

Site Access / Movement	LOS	Delay (sec)	95 th % Queue (ft)
A. West Site Access (Exit-Only) / 198 th Street SW			
Southbound Approach	A	8.7	< 25'
B. East Site Access (Enter-Only) / 198 th Street SW			
Eastbound Left-Turn	A	7.4	<25'

As shown in **Table 7**, the individual movements entering and exiting the site at the proposed site access locations on 198th Street SW are expected to operate at LOS A during the weekday PM peak hour in 2027 (year of opening) with minimal queuing.

MITIGATION

The following measures are identified to mitigate the transportation impacts of the proposed *Apollo Scriber Lake* project.

Off-Site Improvements.

Based on the results of the analysis shown in this report, no project-specific off-site transportation mitigation is proposed for concurrency or SEPA purposes.

Transportation Impact Fees.

The City of Lynnwood requires payment of transportation impact fees to help fund planned roadway improvements throughout the City. With the currently proposed development of 155 affordable housing units, the *Apollo Scriber Lake* project would generate 55 net new trips during the PM peak hour. Detailed trip generation calculations during the PM peak hour for the proposed development based on the current unit count are included in **Appendix F**.

As the City's current transportation impact fee schedule is based on outdated trip generation rates (ITE *Trip Generation Manual, 7th Edition, 2003*), we are proposing an independent impact fee calculation using the ITE *Trip Generation Manual, 12th Edition, 2025*. Our independent impact fee calculation applied on a "per trip basis" results in a traffic impact fee of \$439,920 based on 55 net new PM peak hour trips and the City's currently adopted rate of \$7,944 per trip (including a \$3,000 Administrative Fee). It should be noted that the technical analysis presented in the TIA documents traffic impacts associated with the development of *up to* 164 affordable housing units, resulting in 58 net new PM peak hour trips. Therefore, the analysis in the TIA should be considered conservative. The independent fee calculation is shown on the transportation impact fee (TrIF) form included in **Appendix F**.



Appendix A

Site Plan

Level 1L		
Level	Name	Area

LEVEL 1L	COMMUNITY*	2415.91 SF 2415.91 SF
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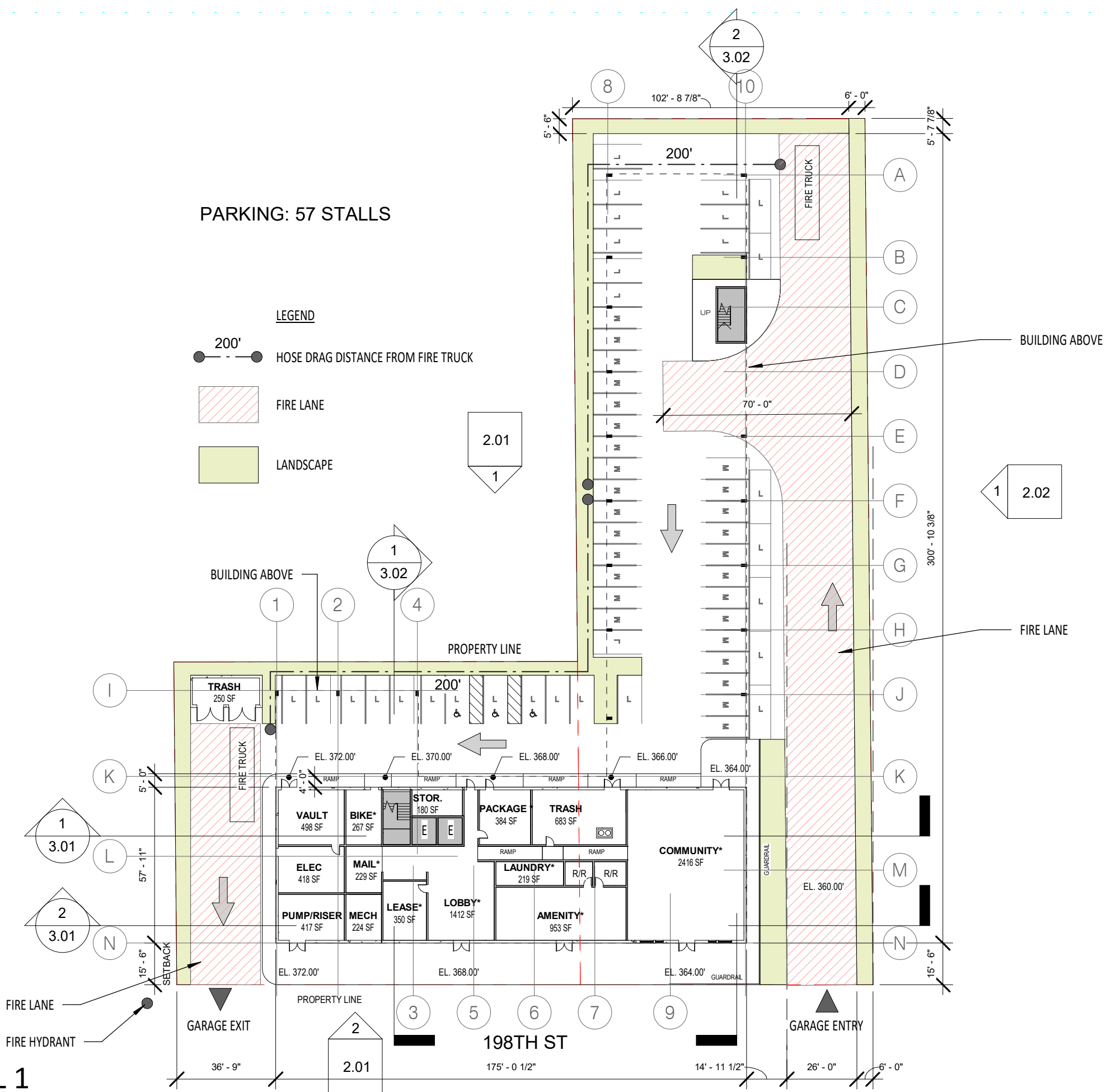
Level 1M		
Level	Name	Area

LEVEL 1M	STOR.	179.63 SF
LEVEL 1M	LAUNDRY*	218.95 SF
LEVEL 1M	MAIL*	228.54 SF
LEVEL 1M	LEASE*	350.46 SF
LEVEL 1M	PACKAGE *	383.76 SF
LEVEL 1M	TRASH	683.11 SF
LEVEL 1M	AMENITY*	953.49 SF
LEVEL 1M	LOBBY*	1411.91 SF
		4409.84 SF

Level 1H		
Level	Name	Area

LEVEL 1H	MECH	223.91 SF
LEVEL 1H	TRASH	250.00 SF
LEVEL 1H	BIKE*	267.42 SF
LEVEL 1H	PUMP/RISER	416.63 SF
LEVEL 1H	ELEC	417.82 SF
LEVEL 1H	VAULT	497.61 SF
		2073.38 SF

OVERALL FLOOR PLAN - LEVEL 1

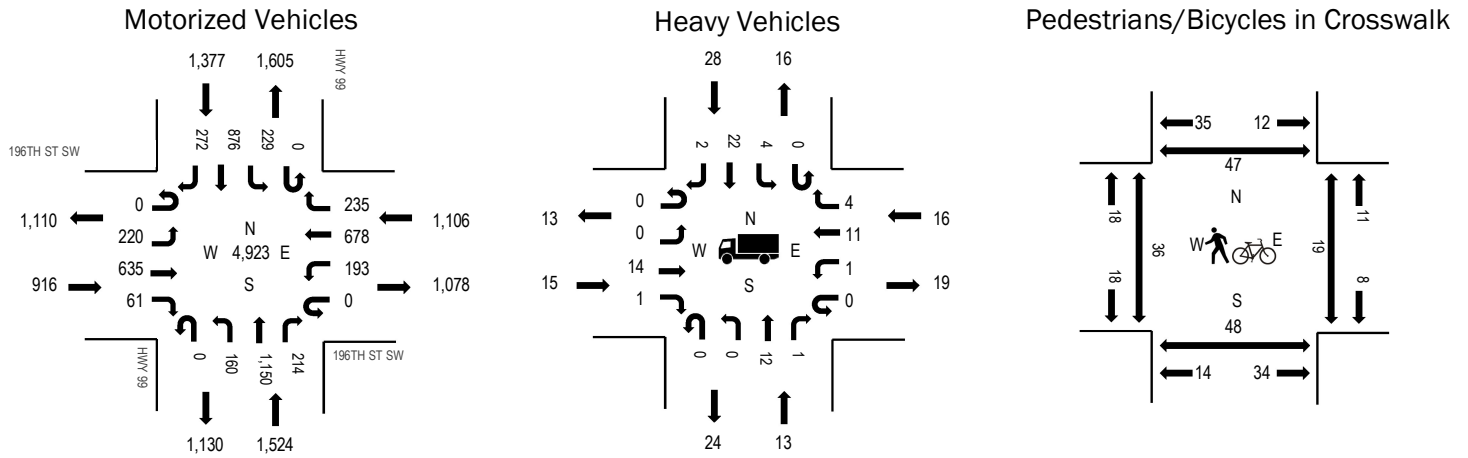




Appendix B

Existing Traffic Counts

Peak Hour



	HV%	PHF
EB	1.6%	0.93
WB	1.4%	0.90
NB	0.9%	0.95
SB	2.0%	0.95
All	1.5%	0.98

Traffic Counts - Motorized Vehicles

Interval Start Time	196TH ST SW Eastbound				196TH ST SW Westbound				HWY 99 Northbound			HWY 99 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	63	180	9	0	41	180	50	0	47	228	50	0	63	200	76	1,187	4,832
4:15 PM	0	65	132	16	0	54	131	53	0	22	283	55	0	59	236	76	1,182	4,892
4:30 PM	0	63	159	13	0	52	193	63	0	35	297	50	0	50	215	64	1,254	4,923
4:45 PM	0	66	164	17	0	40	154	56	0	34	291	49	0	59	198	81	1,209	4,921
5:00 PM	0	45	158	15	0	52	183	62	0	49	261	58	0	61	233	70	1,247	4,873
5:15 PM	0	46	154	16	0	49	148	54	0	42	301	57	0	59	230	57	1,213	
5:30 PM	0	58	179	20	0	45	148	60	0	45	297	55	0	46	217	82	1,252	
5:45 PM	0	57	144	20	0	63	170	42	0	41	257	51	0	50	192	74	1,161	
Count Total	0	463	1,270	126	0	396	1,307	440	0	315	2,215	425	0	447	1,721	580	9,705	
Peak Hour	0	220	635	61	0	193	678	235	0	160	1,150	214	0	229	876	272	4,923	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	6	8	4	8	26	4:00 PM	0	0	0	0	0	4:00 PM	4	8	7	11	30
4:15 PM	9	9	2	9	29	4:15 PM	0	0	0	0	0	4:15 PM	11	8	6	10	35
4:30 PM	8	4	4	11	27	4:30 PM	0	0	0	0	0	4:30 PM	8	3	1	13	25
4:45 PM	4	2	2	5	13	4:45 PM	0	0	0	0	0	4:45 PM	5	14	7	14	40
5:00 PM	2	3	7	4	16	5:00 PM	0	0	0	0	0	5:00 PM	8	16	6	12	42
5:15 PM	1	4	3	8	16	5:15 PM	0	0	0	0	0	5:15 PM	15	15	5	8	43
5:30 PM	8	8	4	5	25	5:30 PM	0	0	0	0	0	5:30 PM	2	7	6	3	18
5:45 PM	2	4	6	2	14	5:45 PM	0	0	0	0	0	5:45 PM	11	9	6	5	31
Count Total	40	42	32	52	166	Count Total	0	0	0	0	0	Count Total	64	80	44	76	264
Peak Hour	15	13	16	28	72	Peak Hour	0	0	0	0	0	Peak Hour	36	48	19	47	150



ALL TRAFFIC DATA SERVICES

(303) 216-2439

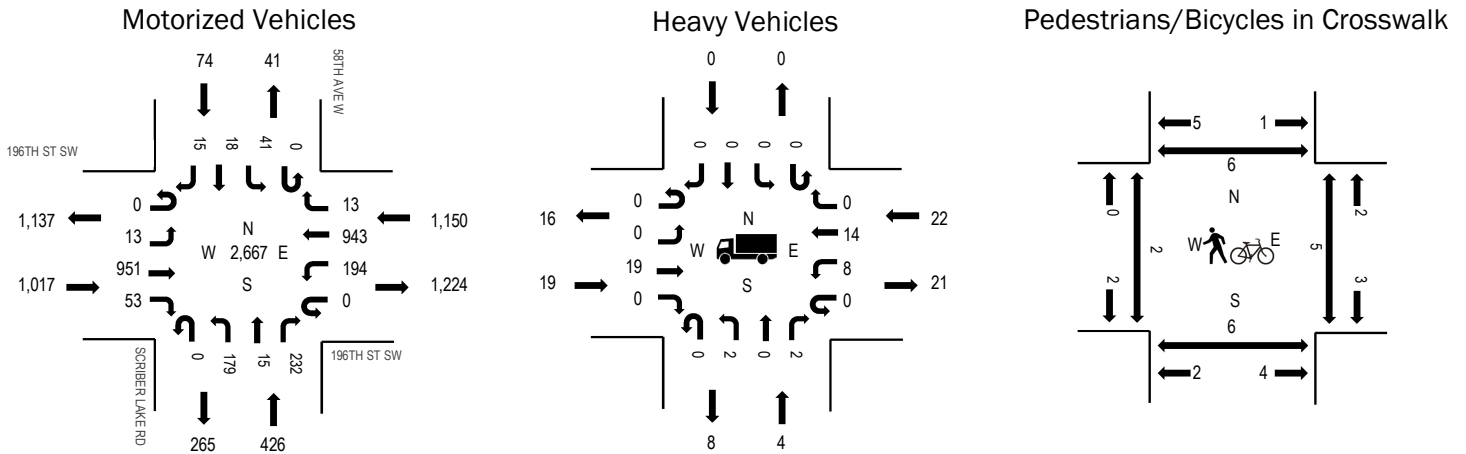
www.alltrafficdata.net

Location: 2 SCRIBER LAKE RD & 196TH ST SW PM

Date: Tuesday, September 23, 2025

Peak Hour: 04:30 PM - 05:30 PM

Peak Hour



	HV%	PHF
EB	1.9%	0.92
WB	1.9%	0.93
NB	0.9%	0.90
SB	0.0%	0.88
All	1.7%	0.98

Traffic Counts - Motorized Vehicles

Interval Start Time	196TH ST SW Eastbound				196TH ST SW Westbound				SCRIBER LAKE RD Northbound				58TH AVE W Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	1	6	246	18	0	39	219	3	0	31	5	55	0	10	3	2	638	2,599
4:15 PM	0	4	228	12	0	40	230	3	0	33	3	59	0	6	9	3	630	2,638
4:30 PM	0	4	212	16	0	54	252	4	0	39	4	53	0	7	5	6	656	2,667
4:45 PM	0	7	235	11	0	46	235	4	0	47	3	66	0	10	6	5	675	2,652
5:00 PM	0	2	258	15	0	38	230	0	0	50	3	65	0	12	2	2	677	2,581
5:15 PM	0	0	246	11	0	56	226	5	0	43	5	48	0	12	5	2	659	
5:30 PM	0	4	265	16	0	34	219	3	0	47	5	36	0	6	5	1	641	
5:45 PM	0	3	212	14	0	40	238	0	0	28	9	42	0	8	6	4	604	
Count Total	1	30	1,902	113	0	347	1,849	22	0	318	37	424	0	71	41	25	5,180	
Peak Hour	0	13	951	53	0	194	943	13	0	179	15	232	0	41	18	15	2,667	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	7	1	5	0	13	4:00 PM	0	0	0	0	0	4:00 PM	1	2	0	0	3
4:15 PM	10	1	4	0	15	4:15 PM	0	0	0	1	1	4:15 PM	0	2	3	2	7
4:30 PM	9	1	4	0	14	4:30 PM	0	0	0	0	0	4:30 PM	1	0	1	1	3
4:45 PM	5	1	7	0	13	4:45 PM	0	0	0	0	0	4:45 PM	1	2	0	2	5
5:00 PM	2	0	5	0	7	5:00 PM	0	0	0	1	1	5:00 PM	0	3	2	3	8
5:15 PM	3	2	6	0	11	5:15 PM	0	0	1	0	1	5:15 PM	0	1	2	0	3
5:30 PM	8	0	3	0	11	5:30 PM	0	0	0	0	0	5:30 PM	2	0	0	2	4
5:45 PM	3	1	6	1	11	5:45 PM	0	0	0	0	0	5:45 PM	0	2	0	2	4
Count Total	47	7	40	1	95	Count Total	0	0	1	2	3	Count Total	5	12	8	12	37
Peak Hour	19	4	22	0	45	Peak Hour	0	0	1	1	2	Peak Hour	2	6	5	6	19



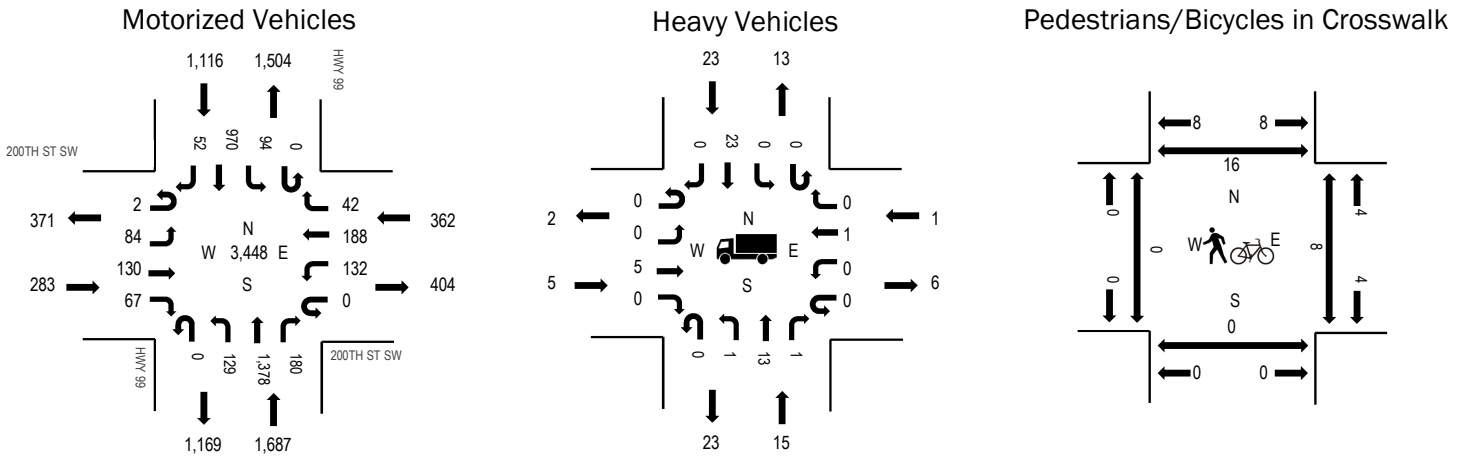
(303) 216-2439
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Location: 4 HWY 99 & 200TH ST SW PM

Date: Tuesday, September 23, 2025

Peak Hour: 04:30 PM - 05:30 PM

Peak Hour



	HV%	PHF
EB	1.8%	0.92
WB	0.3%	0.92
NB	0.9%	0.88
SB	2.1%	0.95
All	1.3%	0.94

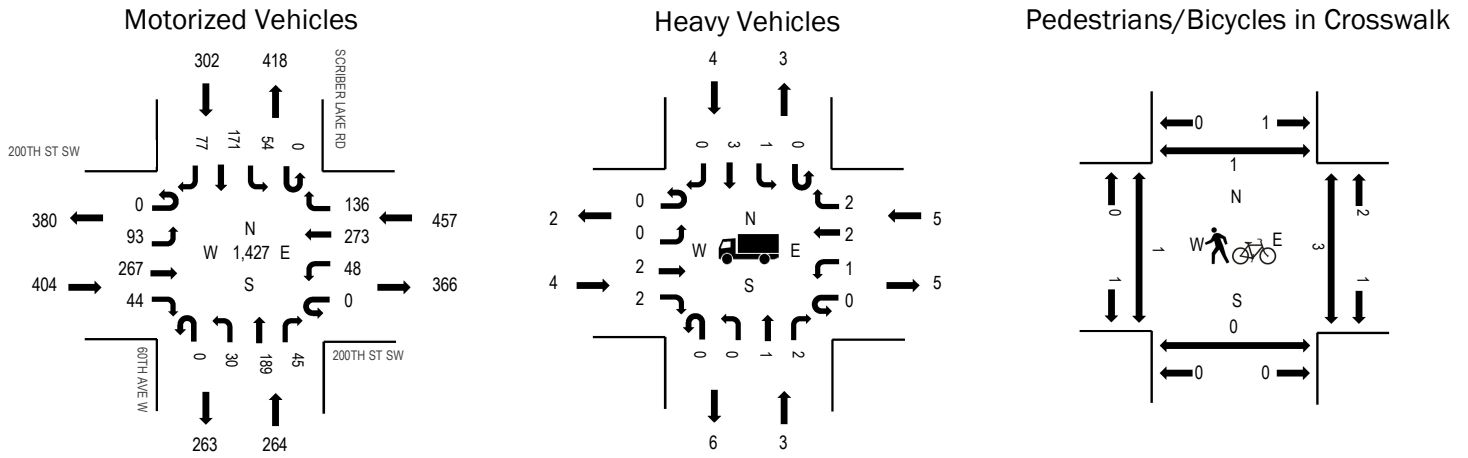
Traffic Counts - Motorized Vehicles

Interval Start Time	200TH ST SW Eastbound				200TH ST SW Westbound				HWY 99 Northbound				HWY 99 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	23	34	15	0	36	49	18	0	35	362	51	0	23	216	11	873	3,350
4:15 PM	0	21	40	14	0	34	40	10	0	22	278	46	0	20	257	11	793	3,324
4:30 PM	0	23	30	20	0	37	50	11	0	30	320	42	0	34	243	15	855	3,448
4:45 PM	0	20	30	17	0	27	47	5	0	31	336	59	0	22	224	11	829	3,427
5:00 PM	1	27	33	16	0	36	42	9	0	33	318	39	0	15	268	10	847	3,383
5:15 PM	1	14	37	14	0	32	49	17	0	35	404	40	0	23	235	16	917	
5:30 PM	0	13	30	10	0	35	50	14	0	37	317	32	0	33	251	12	834	
5:45 PM	0	15	28	13	0	33	49	16	0	28	302	41	0	21	226	13	785	
Count Total	2	156	262	119	0	270	376	100	0	251	2,637	350	0	191	1,920	99	6,733	
Peak Hour	2	84	130	67	0	132	188	42	0	129	1,378	180	0	94	970	52	3,448	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	9	1	7	18	4:00 PM	0	0	1	0	1	4:00 PM	0	0	6	10	16
4:15 PM	0	12	2	7	21	4:15 PM	0	0	0	0	0	4:15 PM	1	0	2	5	8
4:30 PM	3	3	0	9	15	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	4	5
4:45 PM	1	3	0	3	7	4:45 PM	0	0	0	0	0	4:45 PM	0	0	3	7	10
5:00 PM	1	3	1	5	10	5:00 PM	0	0	1	0	1	5:00 PM	0	0	1	3	4
5:15 PM	0	6	0	6	12	5:15 PM	0	0	1	0	1	5:15 PM	0	0	3	2	5
5:30 PM	1	7	1	4	13	5:30 PM	0	0	1	0	1	5:30 PM	0	0	1	1	2
5:45 PM	1	4	1	3	9	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	3	3
Count Total	8	47	6	44	105	Count Total	0	0	4	0	4	Count Total	1	0	17	35	53
Peak Hour	5	15	1	23	44	Peak Hour	0	0	2	0	2	Peak Hour	0	0	8	16	24

Peak Hour



	HV%	PHF
EB	1.0%	0.85
WB	1.1%	0.90
NB	1.1%	0.85
SB	1.3%	0.88
All	1.1%	0.97

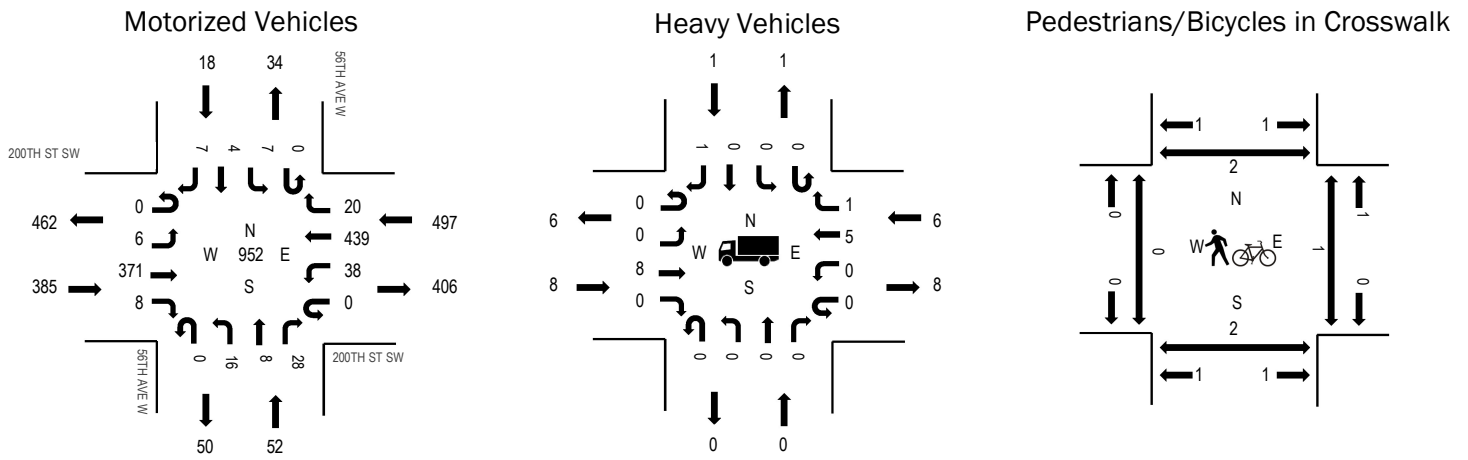
Traffic Counts - Motorized Vehicles

Interval Start Time	200TH ST SW Eastbound				200TH ST SW Westbound				60TH AVE W Northbound				SCRIBER LAKE RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	24	67	12	0	14	71	22	0	9	44	14	0	8	45	19	349	1,360
4:15 PM	0	25	81	4	0	10	72	17	0	5	39	12	0	14	34	19	332	1,366
4:30 PM	0	13	76	12	0	5	69	30	0	5	43	18	0	11	33	23	338	1,402
4:45 PM	0	35	73	11	0	15	57	24	0	4	45	11	0	13	39	14	341	1,427
5:00 PM	0	19	57	7	0	13	74	36	0	7	61	10	0	13	43	15	355	1,378
5:15 PM	0	21	80	6	0	12	65	34	0	10	45	16	0	13	47	19	368	
5:30 PM	0	18	57	20	0	8	77	42	0	9	38	8	0	15	42	29	363	
5:45 PM	0	10	68	5	0	2	67	27	0	3	33	6	0	7	39	25	292	
Count Total	0	165	559	77	0	79	552	232	0	52	348	95	0	94	322	163	2,738	
Peak Hour	0	93	267	44	0	48	273	136	0	30	189	45	0	54	171	77	1,427	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	1	1	2	6	4:00 PM	1	0	1	0	2	4:00 PM	1	0	1	1	3
4:15 PM	2	2	2	1	7	4:15 PM	1	0	0	0	1	4:15 PM	0	1	0	0	1
4:30 PM	3	1	1	1	6	4:30 PM	0	0	1	1	2	4:30 PM	0	0	1	0	1
4:45 PM	1	1	3	1	6	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1	5:00 PM	0	0	1	1	2	5:00 PM	0	0	3	1	4
5:15 PM	1	2	1	2	6	5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1
5:30 PM	1	0	1	1	3	5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0
5:45 PM	1	0	1	1	3	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	0	1
Count Total	12	7	10	9	38	Count Total	2	0	3	3	8	Count Total	2	1	6	2	11
Peak Hour	4	3	5	4	16	Peak Hour	0	0	1	2	3	Peak Hour	1	0	3	1	5

Peak Hour



	HV%	PHF
EB	2.1%	0.80
WB	1.2%	0.88
NB	0.0%	0.87
SB	5.6%	0.90
All	1.6%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	200TH ST SW Eastbound				200TH ST SW Westbound				56TH AVE W Northbound				56TH AVE W Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	81	2	0	3	113	4	0	2	2	2	0	3	1	1	214	933
4:15 PM	0	0	118	2	0	8	104	6	0	4	1	7	0	2	2	1	255	952
4:30 PM	0	1	97	0	0	12	109	5	0	4	3	8	0	1	1	2	243	941
4:45 PM	0	3	85	4	0	8	100	4	0	3	3	7	0	2	1	1	221	916
5:00 PM	0	2	71	2	0	10	126	5	0	5	1	6	0	2	0	3	233	917
5:15 PM	0	2	104	2	0	5	109	9	0	1	0	7	0	3	0	2	244	
5:30 PM	0	3	74	0	0	11	115	3	0	1	2	3	0	5	0	1	218	
5:45 PM	0	3	82	2	0	10	104	8	0	2	1	3	0	4	1	2	222	
Count Total	0	14	712	14	0	67	880	44	0	22	13	43	0	22	6	13	1,850	
Peak Hour	0	6	371	8	0	38	439	20	0	16	8	28	0	7	4	7	952	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	1	0	2	4:00 PM	1	0	1	0	2	4:00 PM	0	0	1	0	1
4:15 PM	3	0	3	0	6	4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
4:30 PM	3	0	1	1	5	4:30 PM	1	0	1	0	2	4:30 PM	0	1	0	0	1
4:45 PM	1	0	2	0	3	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	1	1
5:00 PM	1	0	0	0	1	5:00 PM	1	0	1	0	2	5:00 PM	0	1	0	1	2
5:15 PM	2	0	2	0	4	5:15 PM	1	0	0	0	1	5:15 PM	1	0	0	1	2
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	4	1	0	1	6
5:45 PM	2	0	1	0	3	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	1	2
Count Total	14	0	10	1	25	Count Total	4	0	3	0	7	Count Total	5	3	3	5	16
Peak Hour	8	0	6	1	15	Peak Hour	2	0	2	0	4	Peak Hour	0	2	1	2	5

Appendix C

WSDOT Crash History

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI OF FT	COMP DIR FROM REF POINT	REFERENCE NAME	MILEPOST	SR ONLY ACCUMULATIVE ROUTE MILEPOST (ARM)	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# PEDESTRIANS	# VEHICLES	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION
City Street	Snohomish	lynnwood	198TH ST SW	5822	SCRIBER LAKE RD							ED37890	02/24/2023	16:28	Possible Injury	0	1	Vehicle turning right hits pedestrian	Making Right Turn	
City Street	Snohomish	lynnwood	200TH ST SW	5600	56TH AVE W							EA12483	04/21/2024	20:04	Suspected Minor Injury	0	0	Entering at angle	Starting in Traffic Lane	Going Straight Ahead
City Street	Snohomish	lynnwood	200TH ST SW	5600	56TH AVE W							EB84900	10/28/2021	17:17	No Apparent Injury	0	0	From opposite direction - all others	Going Straight Ahead	Going Straight Ahead
City Street	Snohomish	lynnwood	200TH ST SW	20000	56TH AVE W							EA81793	11/15/2020	04:03	No Apparent Injury	0	0	Boulder (stationary)	Making Left Turn	
City Street	Snohomish	lynnwood	200TH ST SW	5600	56TH AVE W							EB83203	05/29/2024	23:21	No Apparent Injury	0	0	Entering at angle	Starting in Traffic Lane	Going Straight Ahead
City Street	Snohomish	lynnwood	200TH ST SW	6000	60TH AVE W							EB85280	07/30/2021	13:29	Possible Injury	1	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
City Street	Snohomish	lynnwood	200TH ST SW	5982	60TH AVE W							EA49584	12/17/2024	16:58	No Apparent Injury	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
City Street	Snohomish	lynnwood	200TH ST SW	5982	60TH AVE W							EB86278	12/01/2020	11:30	No Apparent Injury	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Snohomish	lynnwood	200TH ST SW	5982	60TH AVE W							EB89735	11/10/2021	18:46	No Apparent Injury	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Snohomish	lynnwood	200TH ST SW	5982	SCRIBER LAKE RD							EC11035	01/10/2022	17:20	Possible Injury	1	0	Vehicle turning right hits pedestrian	Making Right Turn	
City Street	Snohomish	lynnwood	200TH ST SW	0	SCRIBER LAKE RD							EA47728	07/15/2020	18:55	No Apparent Injury	0	0	Entering at angle	Going Straight Ahead	Making Left Turn
State Route	Snohomish	lynnwood	200TH ST SW	19913	200TH ST SW							ED22425	12/20/2022	09:13	No Apparent Injury	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
State Route	Snohomish	lynnwood		46.82	40.39							ED18627	12/08/2022	07:45	No Apparent Injury	0	0	From same direction - all others	Making Right Turn	Stopped for Traffic
State Route	Snohomish	lynnwood		46.83	40.40							EE96209	07/12/2024	21:53	Possible Injury	1	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		46.84	40.41							EB93686	11/23/2021	11:29	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
State Route	Snohomish	lynnwood		46.84	40.41							EA24108	03/14/2020	21:50	Possible Injury	1	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		46.84	40.42							EB39542	06/17/2024	21:45	No Apparent Injury	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
State Route	Snohomish	lynnwood		46.85	40.42							EB88842	05/08/2021	20:04	No Apparent Injury	0	0	From opposite direction - one left turn - one right turn	Making Right Turn	Making Left Turn
State Route	Snohomish	lynnwood		46.85	40.42							ED93908	08/04/2023	10:16	No Apparent Injury	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead
State Route	Snohomish	lynnwood		46.85	40.42							EC84188	05/19/2022	18:14	No Apparent Injury	0	0	Pedalcyclist All Other Involvements "ONE UNIT - PEDALCYCLIST ONLY OR PEDALCYCLIST STRIKES PARKED VEHICLE"	Stopped at Signal or Stop Sign	
State Route	Snohomish	lynnwood		46.85	40.42							EB33854	11/24/2023	14:14	No Apparent Injury	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
State Route	Snohomish	lynnwood		46.85	40.42							EB47940	07/10/2021	16:23	No Apparent Injury	0	0	Same direction - both turning left - one stopped - rear end	Making Left Turn	Stopped for Traffic
State Route	Snohomish	lynnwood		46.85	40.42							EB86636	06/10/2024	17:49	Possible Injury	0	1	Vehicle turning right hits pedestrian	Making Right Turn	
State Route	Snohomish	lynnwood		46.85	40.42							EB85815	04/22/2021	18:18	No Apparent Injury	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing
State Route	Snohomish	lynnwood		46.85	40.42							EB04356	02/05/2021	12:47	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		46.85	40.42							EA27272	10/14/2020	09:32	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		46.85	40.42							EB47402	05/04/2024	16:42	No Apparent Injury	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Starting in Traffic Lane
State Route	Snohomish	lynnwood		46.85	40.42							EA17576	10/11/2020	14:13	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		46.85	40.42							EA54928	08/11/2020	13:46	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
State Route	Snohomish	lynnwood		46.85	40.42							EA11965	10/13/2020	15:35	No Apparent Injury	0	0	From same direction - one right turn - one straight	Making Right Turn	Going Straight Ahead
State Route	Snohomish	lynnwood		46.85	40.42							EB33888	12/15/2023	22:14	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		46.85	40.42							EB12776	10/07/2023	23:43	No Apparent Injury	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
State Route	Snohomish	lynnwood		46.85	40.42							EB46323	07/05/2021	18:37	No Apparent Injury	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
State Route	Snohomish	lynnwood		46.85	40.42							ED42965	03/06/2023	06:20	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		46.85	40.42							EA78128	11/05/2020	13:57	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		46.85	40.42							ED06615	11/07/2022	18:29	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Roadway
State Route	Snohomish	lynnwood		46.85	40.42							EB13925	10/08/2024	13:53	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Roadway
State Route	Snohomish	lynnwood		46.85	40.42							EB39701	11/22/2024	21:54	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		46.85	40.42							EA50729	07/21/2020	06:01	No Apparent Injury	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
State Route	Snohomish	lynnwood		46.85	40.42							EA54651	08/10/2020	21:10	Possible Injury	1	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
State Route	Snohomish	lynnwood		46.85	40.42							EF11365	08/23/2024	23:05	Suspected Minor Injury	1	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
State Route	Snohomish	lynnwood		46.85	40.42							EB16013	10/21/2020	15:58	No Apparent Injury	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing
State Route	Snohomish	lynnwood		46.85	40.42							EC82805	04/16/2022	13:23	No Apparent Injury	0	0	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn
State Route	Snohomish	lynnwood		46.85	40.42							EE29371	12/01/2023	15:35	No Apparent Injury	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead
State Route	Snohomish	lynnwood		46.85	40.42							EB03402	02/02/2021	18:34	No Apparent Injury	0	0	From opposite direction - one left turn - one right turn	Making Right Turn	Making Right Turn
State Route	Snohomish	lynnwood		46.85	40.42							ED74819	06/19/2023	04:53	Possible Injury	1	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
State Route	Snohomish	lynnwood		46.85	40.42							EB43661	02/26/2023	16:42	No Apparent Injury	0	0	Same direction - both turning right - one stopped - rear end	Going Straight Ahead	Stopped for Traffic
State Route	Snohomish	lynnwood		46.86	40.43							ED43347	03/07/2023	16:42	Suspected Minor Injury	1	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead
State Route	Snohomish	lynnwood		46.87	40.44							ED34656	02/06/2023	18:14	Unknown	0	0	Utility Box	Making Right Turn	
State Route	Snohomish	lynnwood		46.87	40.44							EC61888	07/06/2022	08:24	No Apparent Injury	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
State Route	Snohomish	lynnwood		3.52	3.67							EB18493	03/31/2021	15:17	No Apparent Injury	0	0	Same direction - both turning right - both moving - rear end	Making Right Turn	Making Right Turn
State Route	Snohomish	lynnwood		3.52	3.67							ED08191	10/10/2023	11:03	Possible Injury	1	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		3.52	3.68							ED06024	03/18/2023	18:32	Possible Injury	1	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		3.52	3.68							EA74734	12/17/2024	11:55	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		3.57	3.69							EB51970	07/22/2021	17:54	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		3.57	3.69							ED18022	10/30/2023	10:23	Possible Injury	1	0	Vehicle Strikes Pedalcyclist	Making Left Turn	
State Route	Snohomish	lynnwood		3.57	3.69							EA06177	01/01/2020	19:57	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		3.57	3.69							EC30553	03/21/2022	18:18	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		3.57	3.69							EA55803	08/09/2020	19:52	No Apparent Injury	0	0	From same direction - both going straight - both moving - rear-end	Stopped at Signal or Stop Sign	Going Straight Ahead
State Route	Snohomish	lynnwood		3.57	3.69							ED01839	09/14/2023	14:20	No Apparent Injury	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		3.57	3.69							EB33648	05/21/2021	17:20	No Apparent Injury	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing
State Route	Snohomish	lynnwood		3.57	3.69							ED24464	11/17/2023	06:33	Possible Injury	1	0	Entering at angle	Making Right Turn	Stopped at Signal or Stop Sign
State Route	Snohomish	lynnwood		3.57	3.69							EB76825	03/30/2024	09:59	No Apparent Injury	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
State Route	Snohomish	lynnwood		3.57	3.69							EA16591	02/19/2020	22:20	Possible Injury	1	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
State Route	Snohomish	lynnwood		3.76	3.88							EC22007	02/17/2022	14:38	No Apparent Injury	0	0	From opposite direction - one left turn - one straight		

Appendix D

Level of Service (LOS) Methodology and Calculations

Level of Service Methodology

Level of Service (LOS) generally refers to the degree of congestion at an intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. A letter scale from A to F generally describes intersection LOS.

Signalized Intersection LOS represents the average control delay (sec/veh) and can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only). The table below outlines the HCM (7th Edition) LOS criteria for signalized intersections.

LOS Criteria for Signalized Intersections¹

Control Delay (sec/veh)	Level of Service ²	General Description ³
≤ 10	A	Exceptionally Favorable Progression (or very short cycle lengths) – Most vehicles arrive during the green indication and travel through the intersection without stopping.
> 10 to ≤ 20	B	Highly Favorable Progression (or short cycle lengths) – While more vehicles than LOS A stop, most vehicles still pass through the intersection without stopping.
> 20 to ≤ 35	C	Favorable Progression (or moderate cycle lengths) – Individual cycle failures begin to appear, but many vehicles still pass through the intersection without stopping.
> 35 to ≤ 55	D	Ineffective Progression (or long cycle lengths) – Many vehicles stop and individual cycle failures are noticeable.
> 55 to ≤ 80	E	Unfavorable Progression (and long cycle lengths) – Individual cycle failures are frequent.
> 80	F	Very Poor Progression (and long cycle lengths) – Most cycles fail to clear the queue at this level.

¹ Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.

² If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group. For approach-based and intersection-wide assessments at signals, LOS is defined solely by control delay.

³ Individual cycle failures: one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle.

Synchro 12 and/or HCM 2000 LOS methodology may be used when HCM 7th Edition methodology is not supported at an intersection (i.e., intersection geometry and/or custom phasing) or jurisdictional standards require use of an alternative methodology.

Unsignalized Intersection LOS (two-way stop control, all-way stop control, and roundabouts) is based on the average control delay. For two-way stop-controlled intersections, the LOS criteria apply to each controlled minor-street approach, controlled minor-street lane group, and controlled major-street movement (additional v/c ratio criteria apply to lane group LOS only). LOS is not calculated for major-street approaches or for the intersection as a whole at two-way stop-controlled intersections. For all-way stop-controlled intersections and roundabouts, LOS can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only). The table below outlines the HCM (7th Edition) LOS criteria for unsignalized intersections based on these methodologies.

Note: LOS reported for WSDOT roundabouts use signalized intersection delay criteria, per *WSDOT Sidra Policy Settings*.

LOS Criteria for Unsignalized Intersections¹

Control Delay (sec/veh)	Level of Service ²
≤ 10	A
> 10 to ≤ 15	B
> 15 to ≤ 25	C
> 25 to ≤ 35	D
> 35 to ≤ 50	E
> 50	F

¹ Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.

² If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group. For approach-based and intersection-wide assessments at unsignalized intersections, LOS is defined solely by control delay.



2025 Existing

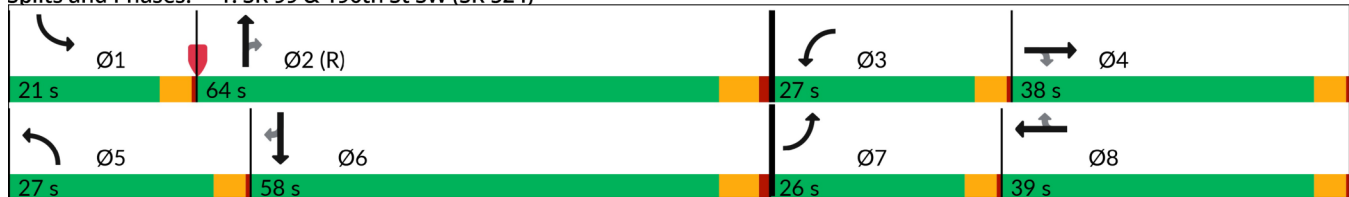


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	220	635	61	193	678	235	160	1150	214	229	876	272
Future Volume (vph)	220	635	61	193	678	235	160	1150	214	229	876	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370		275	320		370	770		0	530		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		698			1000			1508			770	
Travel Time (s)		13.6			19.5			22.8			11.7	
Confl. Peds. (#/hr)	47		48	48		47	36		19	19		36
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 (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	7.0	7.0	10.0	10.0	10.0	5.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	14.0	35.0	35.0	14.0	35.0	35.0	9.0	34.5	34.5	11.0	34.5	34.5
Total Split (s)	26.0	38.0	38.0	27.0	39.0	39.0	27.0	64.0	64.0	21.0	58.0	58.0
Total Split (%)	17.3%	25.3%	25.3%	18.0%	26.0%	26.0%	18.0%	42.7%	42.7%	14.0%	38.7%	38.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	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	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 14 (9%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

Splits and Phases: 1: SR 99 & 196th St SW (SR 524)



HCM 7th Signalized Intersection Summary
 1: SR 99 & 196th St SW (SR 524)

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	220	635	61	193	678	235	160	1150	214	229	876	272
Future Volume (veh/h)	220	635	61	193	678	235	160	1150	214	229	876	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	224	648	0	197	692	0	163	1173	218	234	894	0
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
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	2	2	2
Cap, veh/h	246	813		222	767		185	1496	650	202	1521	
Arrive On Green	0.14	0.23	0.00	0.12	0.21	0.00	0.21	0.84	0.84	0.11	0.43	0.00
Sat Flow, veh/h	1781	3554	1585	1795	3582	1598	1795	3582	1556	1781	3554	1585
Grp Volume(v), veh/h	224	648	0	197	692	0	163	1173	218	234	894	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1795	1791	1598	1795	1791	1556	1781	1777	1585
Q Serve(g_s), s	18.6	25.8	0.0	16.2	28.2	0.0	13.2	23.5	4.8	17.0	28.8	0.0
Cycle Q Clear(g_c), s	18.6	25.8	0.0	16.2	28.2	0.0	13.2	23.5	4.8	17.0	28.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	813		222	767		185	1496	650	202	1521	
V/C Ratio(X)	0.91	0.80		0.89	0.90		0.88	0.78	0.34	1.16	0.59	
Avail Cap(c_a), veh/h	261	813		275	836		275	1496	650	202	1521	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.91	0.91	0.00	0.62	0.62	0.62	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.7	54.6	0.0	64.7	57.4	0.0	58.7	9.1	7.6	66.5	32.8	0.0
Incr Delay (d2), s/veh	32.8	5.6	0.0	24.0	11.4	0.0	13.1	2.6	0.9	112.8	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	12.1	0.0	8.9	13.9	0.0	6.0	4.3	1.5	13.9	12.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	96.5	60.1	0.0	88.7	68.8	0.0	71.8	11.8	8.5	179.3	33.5	0.0
LnGrp LOS	F	E		F	E		E	B	A	F	C	
Approach Vol, veh/h		872			889			1554			1128	
Approach Delay, s/veh		69.5			73.2			17.6			63.7	
Approach LOS		E			E			B			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	68.1	22.5	38.3	19.4	69.7	24.7	36.1				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.0	4.0	5.5	4.0	4.0				
Max Green Setting (Gmax), s	17.0	58.5	23.0	34.0	23.0	52.5	22.0	35.0				
Max Q Clear Time (g_c+I1), s	19.0	25.5	18.2	27.8	15.2	30.8	20.6	30.2				
Green Ext Time (p_c), s	0.0	15.4	0.3	2.2	0.2	8.1	0.1	1.9				

Intersection Summary

HCM 7th Control Delay, s/veh	50.6
HCM 7th LOS	D

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings

2: Scriber Lake Road/58th Ave W & 196th St SW (SR 524)

10/06/2025

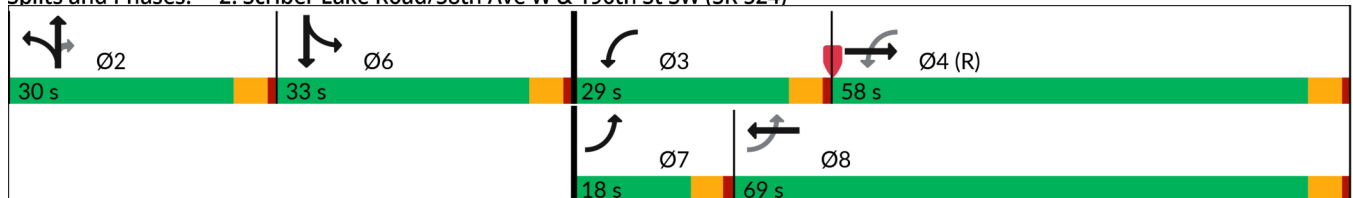


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	951	53	194	943	13	179	15	232	41	18	15
Future Volume (vph)	13	951	53	194	943	13	179	15	232	41	18	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	210		0	310		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1000			425			774			337	
Travel Time (s)		19.5			8.3			21.1			9.2	
Confl. Peds. (#/hr)	6		6	6		6	2		5	5		2
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 (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	8			4					2			
Detector Phase	7	4		3	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.7	32.7		9.7	27.7		28.7	28.7	28.7	31.7	31.7	
Total Split (s)	18.0	58.0		29.0	69.0		30.0	30.0	30.0	33.0	33.0	
Total Split (%)	12.0%	38.7%		19.3%	46.0%		20.0%	20.0%	20.0%	22.0%	22.0%	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.7	3.7	3.7	3.7	3.7	
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)	4.7	4.7		4.7	4.7		4.7	4.7	4.7	4.7	4.7	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	Min		None	None	None	None	None	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 42 (28%), Referenced to phase 4:EBWB, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Scriber Lake Road/58th Ave W & 196th St SW (SR 524)



HCM 7th Signalized Intersection Summary

2: Scriber Lake Road/58th Ave W & 196th St SW (SR 524)

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗	↖	↗	
Traffic Volume (veh/h)	13	951	53	194	943	13	179	15	232	41	18	15
Future Volume (veh/h)	13	951	53	194	943	13	179	15	232	41	18	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1817	1817	1817	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	13	970	54	198	962	13	183	15	237	42	18	15
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
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	0	0	0
Cap, veh/h	369	2065	115	361	2260	31	271	22	258	90	47	39
Arrive On Green	0.01	0.40	0.40	0.06	0.65	0.65	0.16	0.16	0.16	0.05	0.05	0.05
Sat Flow, veh/h	1781	3421	190	1731	3488	47	1665	137	1583	1810	943	786
Grp Volume(v), veh/h	13	504	520	198	476	499	198	0	237	42	0	33
Grp Sat Flow(s),veh/h/ln	1781	1777	1835	1731	1726	1809	1802	0	1583	1810	0	1730
Q Serve(g_s), s	0.4	31.3	31.3	6.5	20.1	20.1	15.5	0.0	22.1	3.4	0.0	2.8
Cycle Q Clear(g_c), s	0.4	31.3	31.3	6.5	20.1	20.1	15.5	0.0	22.1	3.4	0.0	2.8
Prop In Lane	1.00		0.10	1.00		0.03	0.92		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	369	1072	1107	361	1119	1172	293	0	258	90	0	86
V/C Ratio(X)	0.04	0.47	0.47	0.55	0.43	0.43	0.67	0.00	0.92	0.47	0.00	0.38
Avail Cap(c_a), veh/h	502	1072	1107	540	1119	1172	304	0	267	341	0	326
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	27.0	27.0	14.9	12.8	12.8	59.0	0.0	61.8	69.3	0.0	69.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.5	0.4	0.3	5.9	0.0	34.2	1.4	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	14.4	14.9	2.5	7.7	8.1	7.6	0.0	11.3	1.6	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	27.9	27.9	15.3	13.2	13.2	65.0	0.0	96.0	70.7	0.0	70.1
LnGrp LOS	B	C	C	B	B	B	E		F	E		E
Approach Vol, veh/h		1037			1173			435				75
Approach Delay, s/veh		27.7			13.5			81.9				70.4
Approach LOS		C			B			F				E
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.1	13.5	95.2		12.2	6.8	101.9				
Change Period (Y+Rc), s		4.7	4.7	4.7		4.7	4.7	4.7				
Max Green Setting (Gmax), s		25.3	24.3	53.3		28.3	13.3	64.3				
Max Q Clear Time (g_c+I1), s		24.1	8.5	33.3		5.4	2.4	22.1				
Green Ext Time (p_c), s		0.3	0.2	9.0		0.1	0.0	11.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				31.4								
HCM 7th LOS				C								

Lanes, Volumes, Timings

3: Scriber Lake Road & Driveway/198th St SW

10/06/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	3	6	1	30	7	400	8	31	288	7
Future Volume (vph)	5	0	3	6	1	30	7	400	8	31	288	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			0%			0%				0%
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		20			25			30				30
Link Distance (ft)		122			312			753				774
Travel Time (s)		4.2			8.5			17.1				17.6
Confl. Peds. (#/hr)			1	1			10		5	5		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 (%)	0%	0%	0%	3%	3%	3%	1%	1%	1%	3%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖		↗	↖	
Traffic Vol, veh/h	5	0	3	6	1	30	7	400	8	31	288	7
Future Vol, veh/h	5	0	3	6	1	30	7	400	8	31	288	7
Conflicting Peds, #/hr	0	0	1	1	0	0	10	0	5	5	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	-5	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	1	1	1	3	3	3
Mvmt Flow	5	0	3	6	1	32	7	426	9	33	306	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	827	840	321	823	839	435	324	0	0	439	0	0
Stage 1	386	386	-	450	450	-	-	-	-	-	-	-
Stage 2	441	454	-	373	390	-	-	-	-	-	-	-
Critical Hdwy	6.1	5.5	5.7	7.13	6.53	6.23	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	5.1	4.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.1	4.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	364	369	815	298	299	619	1256	-	-	1116	-	-
Stage 1	732	670	-	587	570	-	-	-	-	-	-	-
Stage 2	677	650	-	700	627	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	329	351	807	285	284	616	1244	-	-	1110	-	-
Mov Cap-2 Maneuver	445	446	-	412	394	-	-	-	-	-	-	-
Stage 1	703	643	-	581	564	-	-	-	-	-	-	-
Stage 2	637	643	-	676	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.84	11.88	0.13	0.79
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1244	-	-	535	563	1110	-	-
HCM Lane V/C Ratio	0.006	-	-	0.016	0.07	0.03	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	11.8	11.9	8.3	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Lanes, Volumes, Timings
4: SR 99 & 200th St SW

10/06/2025

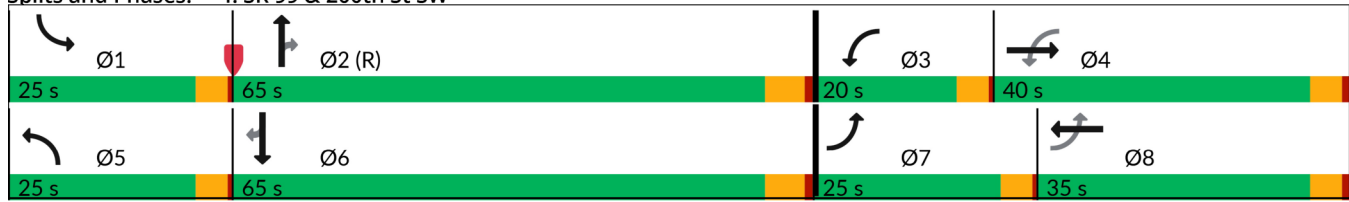


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	130	67	132	188	42	129	1378	180	94	970	52
Future Volume (vph)	86	130	67	132	188	42	129	1378	180	94	970	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	435		0	275		0	290		0	545		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		319			1003			491			1508	
Travel Time (s)		7.3			22.8			7.4			22.8	
Confl. Peds. (#/hr)	16					16			8	8		
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 (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4					2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	9.5	31.5		9.5	31.5		9.5	26.5	26.5	11.5	26.5	26.5
Total Split (s)	25.0	40.0		20.0	35.0		25.0	65.0	65.0	25.0	65.0	65.0
Total Split (%)	16.7%	26.7%		13.3%	23.3%		16.7%	43.3%	43.3%	16.7%	43.3%	43.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0	1.0	0.5	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)	4.0	4.5		4.0	4.5		4.0	5.5	5.5	4.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	Min	Min

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 10 (7%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 99 & 200th St SW



HCM 7th Signalized Intersection Summary
 4: SR 99 & 200th St SW

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	130	67	132	188	42	129	1378	180	94	970	52
Future Volume (veh/h)	86	130	67	132	188	42	129	1378	180	94	970	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	91	138	71	140	200	45	137	1466	191	100	1032	55
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
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	2	2	2
Cap, veh/h	204	181	93	238	270	61	160	2064	914	121	1974	874
Arrive On Green	0.05	0.16	0.16	0.08	0.18	0.18	0.09	0.58	0.58	0.07	0.56	0.56
Sat Flow, veh/h	1781	1150	592	1795	1481	333	1795	3582	1587	1781	3554	1574
Grp Volume(v), veh/h	91	0	209	140	0	245	137	1466	191	100	1032	55
Grp Sat Flow(s),veh/h/ln	1781	0	1742	1795	0	1815	1795	1791	1587	1781	1777	1574
Q Serve(g_s), s	6.2	0.0	17.2	9.7	0.0	19.2	11.3	44.0	8.7	8.3	27.3	2.4
Cycle Q Clear(g_c), s	6.2	0.0	17.2	9.7	0.0	19.2	11.3	44.0	8.7	8.3	27.3	2.4
Prop In Lane	1.00		0.34	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	0	274	238	0	330	160	2064	914	121	1974	874
V/C Ratio(X)	0.45	0.00	0.76	0.59	0.00	0.74	0.86	0.71	0.21	0.82	0.52	0.06
Avail Cap(c_a), veh/h	358	0	412	289	0	369	251	2064	914	249	1974	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.73	0.00	0.73	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	47.5	0.0	60.5	48.7	0.0	58.0	67.4	22.8	15.3	69.0	20.9	15.3
Incr Delay (d2), s/veh	0.6	0.0	4.6	0.6	0.0	5.2	9.7	2.1	0.5	3.9	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	8.0	4.4	0.0	9.3	5.5	18.1	3.3	3.9	10.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	0.0	65.1	49.3	0.0	63.2	77.1	24.9	15.8	72.9	21.1	15.4
LnGrp LOS	D		E	D		E	E	C	B	E	C	B
Approach Vol, veh/h		300			385			1794			1187	
Approach Delay, s/veh		60.0			58.1			27.9			25.2	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	92.0	15.7	28.1	17.3	88.8	12.0	31.8				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.5	4.0	5.5	4.0	4.5				
Max Green Setting (Gmax), s	21.0	59.5	16.0	35.5	21.0	59.5	21.0	30.5				
Max Q Clear Time (g_c+I1), s	10.3	46.0	11.7	19.2	13.3	29.3	8.2	21.2				
Green Ext Time (p_c), s	0.1	10.3	0.1	1.0	0.1	11.5	0.0	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				32.8								
HCM 7th LOS				C								

Lanes, Volumes, Timings

5: 60th Ave W/Scriber Lake Road & 200th St SW

10/06/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	267	44	48	273	136	30	189	45	54	171	77
Future Volume (vph)	93	267	44	48	273	136	30	189	45	54	171	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	150		0	160		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1003			1337			290			753	
Travel Time (s)		22.8			30.4			6.6			17.1	
Confl. Peds. (#/hr)	1					1	1		3	3		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	4			8								
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.7	28.7		9.7	28.7		9.7	27.7		9.7	27.7	
Total Split (s)	24.7	39.7		24.7	39.7		24.7	34.7		24.7	34.7	
Total Split (%)	20.0%	32.1%		20.0%	32.1%		20.0%	28.0%		20.0%	28.0%	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.7	3.7		3.7	3.7	
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		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.7	4.7		4.7	4.7		4.7	4.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	None		None	None	

Intersection Summary

Area Type: Other

Cycle Length: 123.8

Actuated Cycle Length: 69.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: 60th Ave W/Scriber Lake Road & 200th St SW

Ø1 24.7 s	Ø2 34.7 s	Ø3 24.7 s	Ø4 39.7 s
Ø5 24.7 s	Ø6 34.7 s	Ø7 24.7 s	Ø8 39.7 s

HCM 7th Signalized Intersection Summary
 5: 60th Ave W/Scriber Lake Road & 200th St SW

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	267	44	48	273	136	30	189	45	54	171	77
Future Volume (veh/h)	93	267	44	48	273	136	30	189	45	54	171	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	96	275	45	49	281	0	31	195	46	56	176	79
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	405	399	65	358	425		64	309	73	101	283	127
Arrive On Green	0.08	0.25	0.25	0.05	0.23	0.00	0.04	0.21	0.21	0.06	0.23	0.23
Sat Flow, veh/h	1795	1580	258	1795	1885	0	1795	1472	347	1795	1230	552
Grp Volume(v), veh/h	96	0	320	49	281	0	31	0	241	56	0	255
Grp Sat Flow(s),veh/h/ln	1795	0	1838	1795	1885	0	1795	0	1820	1795	0	1782
Q Serve(g_s), s	1.7	0.0	6.9	0.9	5.9	0.0	0.7	0.0	5.3	1.3	0.0	5.6
Cycle Q Clear(g_c), s	1.7	0.0	6.9	0.9	5.9	0.0	0.7	0.0	5.3	1.3	0.0	5.6
Prop In Lane	1.00		0.14	1.00		0.00	1.00		0.19	1.00		0.31
Lane Grp Cap(c), veh/h	405	0	464	358	425		64	0	381	101	0	410
V/C Ratio(X)	0.24	0.00	0.69	0.14	0.66		0.48	0.00	0.63	0.55	0.00	0.62
Avail Cap(c_a), veh/h	1085	0	1471	1088	1509		821	0	1249	821	0	1222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	14.8	11.5	15.4	0.0	20.7	0.0	15.7	20.1	0.0	15.1
Incr Delay (d2), s/veh	0.2	0.0	1.8	0.1	1.8	0.0	2.1	0.0	1.7	3.5	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.6	0.3	2.4	0.0	0.3	0.0	2.0	0.6	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.9	0.0	16.6	11.5	17.2	0.0	22.7	0.0	17.5	23.5	0.0	16.7
LnGrp LOS	B		B	B	B		C		B	C		B
Approach Vol, veh/h		416			330			272				311
Approach Delay, s/veh		15.5			16.3			18.1				17.9
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	14.8	8.1	14.5	7.2	13.9	6.9	15.7				
Change Period (Y+Rc), s	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7				
Max Green Setting (Gmax), s	20.0	30.0	20.0	35.0	20.0	30.0	20.0	35.0				
Max Q Clear Time (g_c+I1), s	2.7	7.6	3.7	7.9	3.3	7.3	2.9	8.9				
Green Ext Time (p_c), s	0.0	1.5	0.1	1.7	0.1	1.4	0.0	2.0				

Intersection Summary

HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	371	8	38	439	20	16	8	28	7	4	7
Future Volume (vph)	6	371	8	38	439	20	16	8	28	7	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-4%			0%	
Storage Length (ft)	100		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		1337			360			331			270	
Travel Time (s)		30.4			8.2			11.3			9.2	
Confl. Peds. (#/hr)	2		2	2		2			1	1		
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 (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	6%	6%	6%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	6	371	8	38	439	20	16	8	28	7	4	7
Future Vol, veh/h	6	371	8	38	439	20	16	8	28	7	4	7
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	-4	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	6	6	6
Mvmt Flow	6	399	9	41	472	22	17	9	30	8	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	496	0	0	410	0	0	974	995	406	984	989	485
Stage 1	-	-	-	-	-	-	418	418	-	567	567	-
Stage 2	-	-	-	-	-	-	556	577	-	417	422	-
Critical Hdwy	4.12	-	-	4.11	-	-	6.31	5.71	5.81	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	5.31	4.71	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.31	4.71	-	6.16	5.56	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.509	4.009	3.309	3.554	4.054	3.354
Pot Cap-1 Maneuver	1068	-	-	1155	-	-	288	306	677	224	243	574
Stage 1	-	-	-	-	-	-	674	650	-	502	501	-
Stage 2	-	-	-	-	-	-	585	572	-	605	581	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1066	-	-	1153	-	-	269	293	675	200	232	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	401	-	321	337	-
Stage 1	-	-	-	-	-	-	669	645	-	483	482	-
Stage 2	-	-	-	-	-	-	552	551	-	567	577	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.63	12.93	14.66
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	510	1066	-	-	1153	-	-	392
HCM Lane V/C Ratio	0.11	0.006	-	-	0.035	-	-	0.049
HCM Ctrl Dly (s/v)	12.9	8.4	-	-	8.2	-	-	14.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.2

2027 No Action



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	229	661	63	201	705	244	166	1196	223	238	911	283
Future Volume (vph)	229	661	63	201	705	244	166	1196	223	238	911	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370		275	320		370	770		0	530		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		698			1000			1508			770	
Travel Time (s)		13.6			19.5			22.8			11.7	
Confl. Peds. (#/hr)	47		48	48		47	36		19	19		36
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 (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	7.0	7.0	10.0	10.0	10.0	5.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	14.0	35.0	35.0	14.0	35.0	35.0	9.0	34.5	34.5	11.0	34.5	34.5
Total Split (s)	26.0	38.0	38.0	27.0	39.0	39.0	27.0	64.0	64.0	21.0	58.0	58.0
Total Split (%)	17.3%	25.3%	25.3%	18.0%	26.0%	26.0%	18.0%	42.7%	42.7%	14.0%	38.7%	38.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	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	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 14 (9%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 125
 Control Type: Actuated-Coordinated

Splits and Phases: 1: SR 99 & 196th St SW (SR 524)



HCM 7th Signalized Intersection Summary
 1: SR 99 & 196th St SW (SR 524)

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	229	661	63	201	705	244	166	1196	223	238	911	283
Future Volume (veh/h)	229	661	63	201	705	244	166	1196	223	238	911	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	234	674	0	205	719	0	169	1220	228	243	930	0
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
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	2	2	2
Cap, veh/h	255	836		230	787		191	1458	633	202	1472	
Arrive On Green	0.14	0.24	0.00	0.13	0.22	0.00	0.21	0.81	0.81	0.11	0.41	0.00
Sat Flow, veh/h	1781	3554	1585	1795	3582	1598	1795	3582	1555	1781	3554	1585
Grp Volume(v), veh/h	234	674	0	205	719	0	169	1220	228	243	930	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1795	1791	1598	1795	1791	1555	1781	1777	1585
Q Serve(g_s), s	19.4	26.9	0.0	16.9	29.4	0.0	13.7	29.8	5.8	17.0	31.1	0.0
Cycle Q Clear(g_c), s	19.4	26.9	0.0	16.9	29.4	0.0	13.7	29.8	5.8	17.0	31.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	836		230	787		191	1458	633	202	1472	
V/C Ratio(X)	0.92	0.81		0.89	0.91		0.89	0.84	0.36	1.20	0.63	
Avail Cap(c_a), veh/h	261	836		275	836		275	1458	633	202	1472	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.90	0.90	0.00	0.56	0.56	0.56	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.4	54.1	0.0	64.4	57.1	0.0	58.2	11.1	8.8	66.5	34.9	0.0
Incr Delay (d2), s/veh	34.6	5.9	0.0	25.1	12.8	0.0	13.0	3.4	0.9	129.1	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	12.6	0.0	9.3	14.6	0.0	6.2	5.2	1.8	14.8	13.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	97.9	60.0	0.0	89.5	69.9	0.0	71.2	14.4	9.7	195.6	35.9	0.0
LnGrp LOS	F	E		F	E		E	B	A	F	D	
Approach Vol, veh/h		908			924			1617			1173	
Approach Delay, s/veh		69.8			74.2			19.7			69.0	
Approach LOS		E			E			B			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	66.5	23.2	39.3	19.9	67.6	25.5	37.0				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.0	4.0	5.5	4.0	4.0				
Max Green Setting (Gmax), s	17.0	58.5	23.0	34.0	23.0	52.5	22.0	35.0				
Max Q Clear Time (g_c+I1), s	19.0	31.8	18.9	28.9	15.7	33.1	21.4	31.4				
Green Ext Time (p_c), s	0.0	14.5	0.3	2.0	0.2	8.0	0.1	1.6				

Intersection Summary

HCM 7th Control Delay, s/veh	52.9
HCM 7th LOS	D

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings

2: Scriber Lake Road/58th Ave W & 196th St SW (SR 524)/196th St SW

10/06/2025

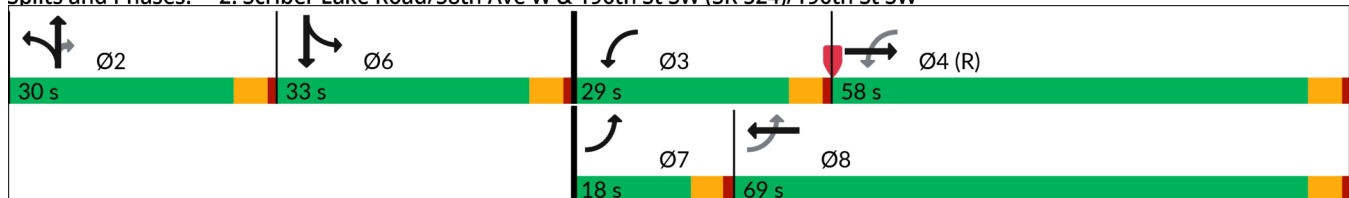


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	989	55	202	981	14	186	16	241	43	19	16
Future Volume (vph)	14	989	55	202	981	14	186	16	241	43	19	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%				0%
Storage Length (ft)	210		0	310		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25				25
Link Distance (ft)		1000			425			774				337
Travel Time (s)		19.5			8.3			21.1				9.2
Confl. Peds. (#/hr)	6		6	6		6	2		5	5		2
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 (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		Split	NA	Perm	Split		NA
Protected Phases	7	4		3	8		2	2		6		6
Permitted Phases	8			4					2			
Detector Phase	7	4		3	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	9.7	32.7		9.7	27.7		28.7	28.7	28.7	31.7		31.7
Total Split (s)	18.0	58.0		29.0	69.0		30.0	30.0	30.0	33.0		33.0
Total Split (%)	12.0%	38.7%		19.3%	46.0%		20.0%	20.0%	20.0%	22.0%		22.0%
Yellow Time (s)	3.7	3.7		3.7	3.7		3.7	3.7	3.7	3.7		3.7
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)	4.7	4.7		4.7	4.7		4.7	4.7	4.7	4.7		4.7
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	Min		None	None	None	None		None

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 42 (28%), Referenced to phase 4:EBWB, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Scriber Lake Road/58th Ave W & 196th St SW (SR 524)/196th St SW



HCM 7th Signalized Intersection Summary

2: Scriber Lake Road/58th Ave W & 196th St SW (SR 524)/196th St SW

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↑	↗	↖	↗	
Traffic Volume (veh/h)	14	989	55	202	981	14	186	16	241	43	19	16
Future Volume (veh/h)	14	989	55	202	981	14	186	16	241	43	19	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1817	1817	1817	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	14	1009	56	206	1001	14	190	16	246	44	19	16
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
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	0	0	0
Cap, veh/h	351	2037	113	347	2237	31	278	23	265	92	48	40
Arrive On Green	0.01	0.40	0.40	0.06	0.64	0.64	0.17	0.17	0.17	0.05	0.05	0.05
Sat Flow, veh/h	1781	3422	190	1731	3486	49	1662	140	1583	1810	939	791
Grp Volume(v), veh/h	14	524	541	206	496	519	206	0	246	44	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1835	1731	1726	1808	1802	0	1583	1810	0	1729
Q Serve(g_s), s	0.4	33.1	33.1	7.0	21.6	21.6	16.1	0.0	23.0	3.5	0.0	2.9
Cycle Q Clear(g_c), s	0.4	33.1	33.1	7.0	21.6	21.6	16.1	0.0	23.0	3.5	0.0	2.9
Prop In Lane	1.00		0.10	1.00		0.03	0.92		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	351	1058	1092	347	1108	1160	301	0	265	92	0	88
V/C Ratio(X)	0.04	0.50	0.50	0.59	0.45	0.45	0.68	0.00	0.93	0.48	0.00	0.40
Avail Cap(c_a), veh/h	482	1058	1092	521	1108	1160	304	0	267	341	0	326
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	28.2	28.2	16.1	13.5	13.5	58.7	0.0	61.6	69.2	0.0	68.9
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.6	0.4	0.4	6.5	0.0	36.7	1.4	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	15.3	15.8	2.7	8.3	8.7	8.0	0.0	11.9	1.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.6	29.1	29.1	16.8	13.9	13.9	65.2	0.0	98.3	70.6	0.0	70.0
LnGrp LOS	B	C	C	B	B	B	E		F	E		E
Approach Vol, veh/h	1079			1221			452			79		
Approach Delay, s/veh	28.9			14.4			83.2			70.4		
Approach LOS	C			B			F			E		
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	29.8		13.9		94.0		12.4		6.9		101.0	
Change Period (Y+Rc), s	4.7		4.7		4.7		4.7		4.7		4.7	
Max Green Setting (Gmax), s	25.3		24.3		53.3		28.3		13.3		64.3	
Max Q Clear Time (g_c+I1), s	25.0		9.0		35.1		5.5		2.4		23.6	
Green Ext Time (p_c), s	0.1		0.2		8.9		0.1		0.0		11.8	
Intersection Summary												
HCM 7th Control Delay, s/veh				32.5								
HCM 7th LOS				C								

Lanes, Volumes, Timings

3: Scriber Lake Road & Driveway/198th St SW

10/06/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	3	6	1	31	7	416	8	32	300	7
Future Volume (vph)	5	0	3	6	1	31	7	416	8	32	300	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			0%			0%				0%
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		20			25			30				30
Link Distance (ft)		122			312			753				774
Travel Time (s)		4.2			8.5			17.1				17.6
Confl. Peds. (#/hr)			1	1			10		5	5		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 (%)	0%	0%	0%	3%	3%	3%	1%	1%	1%	3%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖		↗	↖	
Traffic Vol, veh/h	5	0	3	6	1	31	7	416	8	32	300	7
Future Vol, veh/h	5	0	3	6	1	31	7	416	8	32	300	7
Conflicting Peds, #/hr	0	0	1	1	0	0	10	0	5	5	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	-5	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	1	1	1	3	3	3
Mvmt Flow	5	0	3	6	1	33	7	443	9	34	319	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	859	872	334	855	871	452	337	0	0	456	0	0
Stage 1	401	401	-	467	467	-	-	-	-	-	-	-
Stage 2	458	471	-	388	405	-	-	-	-	-	-	-
Critical Hdwy	6.1	5.5	5.7	7.13	6.53	6.23	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	5.1	4.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.1	4.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	347	353	808	282	284	606	1244	-	-	1099	-	-
Stage 1	722	660	-	574	560	-	-	-	-	-	-	-
Stage 2	666	642	-	692	619	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	312	335	800	269	270	603	1232	-	-	1094	-	-
Mov Cap-2 Maneuver	432	434	-	400	383	-	-	-	-	-	-	-
Stage 1	693	634	-	568	554	-	-	-	-	-	-	-
Stage 2	625	635	-	667	594	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.01	12.06	0.13	0.79
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1232	-	-	522	550	1094	-	-
HCM Lane V/C Ratio	0.006	-	-	0.016	0.073	0.031	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	12	12.1	8.4	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Lanes, Volumes, Timings
4: SR 99 & 200th St SW

10/06/2025

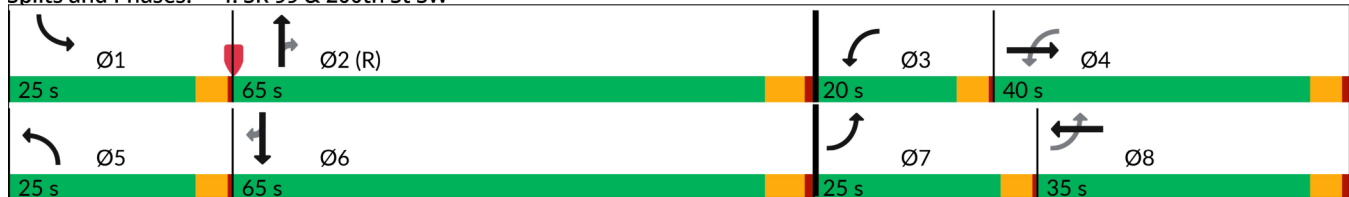


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	135	70	137	196	44	134	1434	187	98	1009	54
Future Volume (vph)	89	135	70	137	196	44	134	1434	187	98	1009	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	435		0	275		0	290		0	545		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		319			1003			491			1508	
Travel Time (s)		7.3			22.8			7.4			22.8	
Confl. Peds. (#/hr)	16					16			8	8		
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 (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4					2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	9.5	31.5		9.5	31.5		9.5	26.5	26.5	11.5	26.5	26.5
Total Split (s)	25.0	40.0		20.0	35.0		25.0	65.0	65.0	25.0	65.0	65.0
Total Split (%)	16.7%	26.7%		13.3%	23.3%		16.7%	43.3%	43.3%	16.7%	43.3%	43.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0	1.0	0.5	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)	4.0	4.5		4.0	4.5		4.0	5.5	5.5	4.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	Min	Min

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 10 (7%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 99 & 200th St SW



HCM 7th Signalized Intersection Summary
 4: SR 99 & 200th St SW

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	135	70	137	196	44	134	1434	187	98	1009	54
Future Volume (veh/h)	89	135	70	137	196	44	134	1434	187	98	1009	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	95	144	74	146	209	47	143	1526	199	104	1073	57
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
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	2	2	2
Cap, veh/h	204	184	95	239	275	62	166	2037	902	126	1944	861
Arrive On Green	0.06	0.16	0.16	0.08	0.19	0.19	0.09	0.57	0.57	0.07	0.55	0.55
Sat Flow, veh/h	1781	1151	591	1795	1482	333	1795	3582	1586	1781	3554	1573
Grp Volume(v), veh/h	95	0	218	146	0	256	143	1526	199	104	1073	57
Grp Sat Flow(s),veh/h/ln	1781	0	1742	1795	0	1815	1795	1791	1586	1781	1777	1573
Q Serve(g_s), s	6.4	0.0	18.0	10.1	0.0	20.1	11.8	48.0	9.3	8.6	29.4	2.6
Cycle Q Clear(g_c), s	6.4	0.0	18.0	10.1	0.0	20.1	11.8	48.0	9.3	8.6	29.4	2.6
Prop In Lane	1.00		0.34	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	0	279	239	0	337	166	2037	902	126	1944	861
V/C Ratio(X)	0.47	0.00	0.78	0.61	0.00	0.76	0.86	0.75	0.22	0.83	0.55	0.07
Avail Cap(c_a), veh/h	355	0	412	286	0	369	251	2037	902	249	1944	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.71	0.00	0.71	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	47.1	0.0	60.5	48.3	0.0	57.9	67.1	24.3	16.0	68.8	22.1	16.0
Incr Delay (d2), s/veh	0.6	0.0	5.7	0.8	0.0	5.9	11.9	2.6	0.6	3.6	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	8.4	4.6	0.0	9.8	5.9	19.9	3.6	4.0	11.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.7	0.0	66.2	49.1	0.0	63.8	79.0	26.9	16.5	72.5	22.4	16.0
LnGrp LOS	D		E	D		E	E	C	B	E	C	B
Approach Vol, veh/h		313			402			1868			1234	
Approach Delay, s/veh		60.6			58.5			29.8			26.3	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	90.8	16.1	28.5	17.8	87.5	12.3	32.3				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.5	4.0	5.5	4.0	4.5				
Max Green Setting (Gmax), s	21.0	59.5	16.0	35.5	21.0	59.5	21.0	30.5				
Max Q Clear Time (g_c+I1), s	10.6	50.0	12.1	20.0	13.8	31.4	8.4	22.1				
Green Ext Time (p_c), s	0.1	7.8	0.1	1.1	0.1	11.7	0.0	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			34.2									
HCM 7th LOS			C									

Lanes, Volumes, Timings

5: 60th Ave W/Scriber Lake Road & 200th St SW

10/06/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	278	46	50	284	141	31	197	47	56	178	80
Future Volume (vph)	97	278	46	50	284	141	31	197	47	56	178	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	150		0	160		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1003			1337			290			753	
Travel Time (s)		22.8			30.4			6.6			17.1	
Confl. Peds. (#/hr)	1					1	1		3	3		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	4			8								
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.7	28.7		9.7	28.7		9.7	27.7		9.7	27.7	
Total Split (s)	24.7	39.7		24.7	39.7		24.7	34.7		24.7	34.7	
Total Split (%)	20.0%	32.1%		20.0%	32.1%		20.0%	28.0%		20.0%	28.0%	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.7	3.7		3.7	3.7	
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		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.7	4.7		4.7	4.7		4.7	4.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	None		None	None	

Intersection Summary

Area Type: Other

Cycle Length: 123.8

Actuated Cycle Length: 71.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: 60th Ave W/Scriber Lake Road & 200th St SW

Ø1 24.7 s	Ø2 34.7 s	Ø3 24.7 s	Ø4 39.7 s
Ø5 24.7 s	Ø6 34.7 s	Ø7 24.7 s	Ø8 39.7 s

HCM 7th Signalized Intersection Summary
 5: 60th Ave W/Scriber Lake Road & 200th St SW

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	278	46	50	284	141	31	197	47	56	178	80
Future Volume (veh/h)	97	278	46	50	284	141	31	197	47	56	178	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	100	287	47	52	293	0	32	203	48	58	184	82
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	402	409	67	354	439		66	314	74	103	289	129
Arrive On Green	0.08	0.26	0.26	0.05	0.23	0.00	0.04	0.21	0.21	0.06	0.23	0.23
Sat Flow, veh/h	1795	1579	259	1795	1885	0	1795	1472	348	1795	1233	549
Grp Volume(v), veh/h	100	0	334	52	293	0	32	0	251	58	0	266
Grp Sat Flow(s),veh/h/ln	1795	0	1838	1795	1885	0	1795	0	1820	1795	0	1782
Q Serve(g_s), s	1.8	0.0	7.4	0.9	6.4	0.0	0.8	0.0	5.7	1.4	0.0	6.1
Cycle Q Clear(g_c), s	1.8	0.0	7.4	0.9	6.4	0.0	0.8	0.0	5.7	1.4	0.0	6.1
Prop In Lane	1.00		0.14	1.00		0.00	1.00		0.19	1.00		0.31
Lane Grp Cap(c), veh/h	402	0	476	354	439		66	0	389	103	0	417
V/C Ratio(X)	0.25	0.00	0.70	0.15	0.67		0.49	0.00	0.65	0.56	0.00	0.64
Avail Cap(c_a), veh/h	1057	0	1427	1056	1464		797	0	1211	797	0	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	0.0	15.1	11.6	15.7	0.0	21.3	0.0	16.2	20.7	0.0	15.5
Incr Delay (d2), s/veh	0.2	0.0	1.9	0.1	1.8	0.0	2.1	0.0	1.8	3.6	0.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.9	0.3	2.5	0.0	0.3	0.0	2.2	0.6	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	0.0	17.0	11.7	17.5	0.0	23.4	0.0	18.0	24.3	0.0	17.2
LnGrp LOS	B		B	B	B		C		B	C		B
Approach Vol, veh/h		434			345			283				324
Approach Delay, s/veh		15.9			16.6			18.6				18.4
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	15.3	8.3	15.2	7.3	14.3	7.1	16.4				
Change Period (Y+Rc), s	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7				
Max Green Setting (Gmax), s	20.0	30.0	20.0	35.0	20.0	30.0	20.0	35.0				
Max Q Clear Time (g_c+I1), s	2.8	8.1	3.8	8.4	3.4	7.7	2.9	9.4				
Green Ext Time (p_c), s	0.0	1.6	0.1	1.8	0.1	1.4	0.0	2.1				

Intersection Summary

HCM 7th Control Delay, s/veh	17.2
HCM 7th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	386	8	40	457	21	17	8	29	7	4	7
Future Volume (vph)	6	386	8	40	457	21	17	8	29	7	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-4%			0%	
Storage Length (ft)	100		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		1337			360			331			270	
Travel Time (s)		30.4			8.2			11.3			9.2	
Confl. Peds. (#/hr)	2		2	2		2			1	1		
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 (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	6%	6%	6%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	6	386	8	40	457	21	17	8	29	7	4	7
Future Vol, veh/h	6	386	8	40	457	21	17	8	29	7	4	7
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	-4	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	6	6	6
Mvmt Flow	6	415	9	43	491	23	18	9	31	8	4	8

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	516	0	0	426	0	0	1014	1036	422	1024	1029	505
Stage 1	-	-	-	-	-	-	434	434	-	591	591	-
Stage 2	-	-	-	-	-	-	580	602	-	433	439	-
Critical Hdwy	4.12	-	-	4.11	-	-	6.31	5.71	5.81	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	5.31	4.71	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.31	4.71	-	6.16	5.56	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.509	4.009	3.309	3.554	4.054	3.354
Pot Cap-1 Maneuver	1050	-	-	1139	-	-	273	293	664	210	230	559
Stage 1	-	-	-	-	-	-	663	642	-	487	488	-
Stage 2	-	-	-	-	-	-	571	561	-	593	572	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1048	-	-	1137	-	-	254	279	662	187	219	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	382	390	-	308	325	-
Stage 1	-	-	-	-	-	-	658	636	-	467	469	-
Stage 2	-	-	-	-	-	-	537	538	-	554	567	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.64	13.22	15.03
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	496	1048	-	-	1137	-	-	378
HCM Lane V/C Ratio	0.117	0.006	-	-	0.038	-	-	0.051
HCM Ctrl Dly (s/v)	13.2	8.5	-	-	8.3	-	-	15
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.2

2027 With Project

HCM 7th Signalized Intersection Summary
 1: SR 99 & 196th St SW (SR 524)

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	229	665	63	201	707	250	166	1196	223	249	911	283
Future Volume (veh/h)	229	665	63	201	707	250	166	1196	223	249	911	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	234	679	0	205	721	0	169	1220	228	254	930	0
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
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	2	2	2
Cap, veh/h	255	837		230	789		191	1456	632	202	1470	
Arrive On Green	0.14	0.24	0.00	0.13	0.22	0.00	0.21	0.81	0.81	0.11	0.41	0.00
Sat Flow, veh/h	1781	3554	1585	1795	3582	1598	1795	3582	1555	1781	3554	1585
Grp Volume(v), veh/h	234	679	0	205	721	0	169	1220	228	254	930	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1795	1791	1598	1795	1791	1555	1781	1777	1585
Q Serve(g_s), s	19.4	27.1	0.0	16.9	29.5	0.0	13.7	30.0	5.8	17.0	31.2	0.0
Cycle Q Clear(g_c), s	19.4	27.1	0.0	16.9	29.5	0.0	13.7	30.0	5.8	17.0	31.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	837		230	789		191	1456	632	202	1470	
V/C Ratio(X)	0.92	0.81		0.89	0.91		0.89	0.84	0.36	1.26	0.63	
Avail Cap(c_a), veh/h	261	837		275	836		275	1456	632	202	1470	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.90	0.90	0.00	0.56	0.56	0.56	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.4	54.2	0.0	64.4	57.1	0.0	58.2	11.1	8.9	66.5	34.9	0.0
Incr Delay (d2), s/veh	34.6	6.1	0.0	25.1	12.9	0.0	13.0	3.4	0.9	149.9	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	12.8	0.0	9.3	14.7	0.0	6.2	5.2	1.8	16.0	13.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	97.9	60.2	0.0	89.5	70.0	0.0	71.2	14.5	9.8	216.4	35.9	0.0
LnGrp LOS	F	E		F	E		E	B	A	F	D	
Approach Vol, veh/h		913			926			1617			1184	
Approach Delay, s/veh		69.9			74.3			19.8			74.6	
Approach LOS		E			E			B			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	66.5	23.2	39.3	19.9	67.6	25.5	37.0				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.0	4.0	5.5	4.0	4.0				
Max Green Setting (Gmax), s	17.0	58.5	23.0	34.0	23.0	52.5	22.0	35.0				
Max Q Clear Time (g_c+I1), s	19.0	32.0	18.9	29.1	15.7	33.2	21.4	31.5				
Green Ext Time (p_c), s	0.0	14.4	0.3	1.9	0.2	8.0	0.1	1.5				

Intersection Summary

HCM 7th Control Delay, s/veh	54.5
HCM 7th LOS	D

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings

2: Scriber Lake Road/58th Ave W & 196th St SW (SR 524)

10/06/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	989	70	212	981	14	194	16	246	43	19	16
Future Volume (vph)	14	989	70	212	981	14	194	16	246	43	19	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	210		0	310		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1000			425			774			337	
Travel Time (s)		19.5			8.3			21.1			9.2	
Confl. Peds. (#/hr)	6		6	6		6	2		5	5		2
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 (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	8			4					2			
Detector Phase	7	4		3	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.7	32.7		9.7	27.7		28.7	28.7	28.7	31.7	31.7	
Total Split (s)	18.0	58.0		29.0	69.0		30.0	30.0	30.0	33.0	33.0	
Total Split (%)	12.0%	38.7%		19.3%	46.0%		20.0%	20.0%	20.0%	22.0%	22.0%	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.7	3.7	3.7	3.7	3.7	
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)	4.7	4.7		4.7	4.7		4.7	4.7	4.7	4.7	4.7	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	Min		None	None	None	None	None	

Intersection Summary

Area Type: Other

Cycle Length: 150

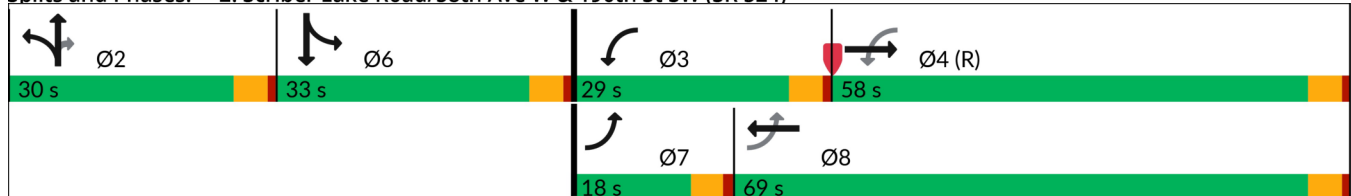
Actuated Cycle Length: 150

Offset: 42 (28%), Referenced to phase 4:EBWB, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Splits and Phases: 2: Scriber Lake Road/58th Ave W & 196th St SW (SR 524)



HCM 7th Signalized Intersection Summary

2: Scriber Lake Road/58th Ave W & 196th St SW (SR 524)

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗	↖	↗	
Traffic Volume (veh/h)	14	989	70	212	981	14	194	16	246	43	19	16
Future Volume (veh/h)	14	989	70	212	981	14	194	16	246	43	19	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1817	1817	1817	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	14	1009	71	216	1001	14	198	16	251	44	19	16
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
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	0	0	0
Cap, veh/h	349	1989	140	344	2232	31	281	23	267	92	48	40
Arrive On Green	0.01	0.40	0.40	0.06	0.64	0.64	0.17	0.17	0.17	0.05	0.05	0.05
Sat Flow, veh/h	1781	3366	237	1731	3486	49	1667	135	1583	1810	939	791
Grp Volume(v), veh/h	14	533	547	216	496	519	214	0	251	44	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1826	1731	1726	1808	1802	0	1583	1810	0	1729
Q Serve(g_s), s	0.4	34.0	34.0	7.4	21.7	21.7	16.8	0.0	23.5	3.5	0.0	2.9
Cycle Q Clear(g_c), s	0.4	34.0	34.0	7.4	21.7	21.7	16.8	0.0	23.5	3.5	0.0	2.9
Prop In Lane	1.00		0.13	1.00		0.03	0.93		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	349	1050	1079	344	1105	1158	304	0	267	92	0	88
V/C Ratio(X)	0.04	0.51	0.51	0.63	0.45	0.45	0.70	0.00	0.94	0.48	0.00	0.40
Avail Cap(c_a), veh/h	481	1050	1079	513	1105	1158	304	0	267	341	0	326
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.51	0.51	0.51	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	28.8	28.8	16.9	13.6	13.6	58.8	0.0	61.6	69.2	0.0	68.9
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.7	0.4	0.4	7.5	0.0	39.2	1.4	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	15.6	16.1	2.8	8.4	8.8	8.4	0.0	12.3	1.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.7	29.7	29.7	17.6	14.0	14.0	66.3	0.0	100.8	70.6	0.0	70.0
LnGrp LOS	B	C	C	B	B	B	E		F	E		E
Approach Vol, veh/h		1094			1231			465				79
Approach Delay, s/veh		29.5			14.6			84.9				70.4
Approach LOS		C			B			F				E
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0	14.3	93.3		12.4	6.9	100.7				
Change Period (Y+Rc), s		4.7	4.7	4.7		4.7	4.7	4.7				
Max Green Setting (Gmax), s		25.3	24.3	53.3		28.3	13.3	64.3				
Max Q Clear Time (g_c+I1), s		25.5	9.4	36.0		5.5	2.4	23.7				
Green Ext Time (p_c), s		0.0	0.3	8.8		0.1	0.0	11.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				33.2								
HCM 7th LOS				C								

Lanes, Volumes, Timings

3: Scriber Lake Road & Driveway/198th St SW

10/06/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	3	12	1	44	7	416	19	57	300	7
Future Volume (vph)	5	0	3	12	1	44	7	416	19	57	300	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			0%			0%				0%
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		20			25			30			30	
Link Distance (ft)		122			377			753			774	
Travel Time (s)		4.2			10.3			17.1			17.6	
Confl. Peds. (#/hr)			1	1			10		5	5		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 (%)	0%	0%	0%	3%	3%	3%	1%	1%	1%	3%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖		↗	↖	
Traffic Vol, veh/h	5	0	3	12	1	44	7	416	19	57	300	7
Future Vol, veh/h	5	0	3	12	1	44	7	416	19	57	300	7
Conflicting Peds, #/hr	0	0	1	1	0	0	10	0	5	5	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	-5	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	1	1	1	3	3	3
Mvmt Flow	5	0	3	13	1	47	7	443	20	61	319	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	912	937	334	914	930	458	337	0	0	468	0	0
Stage 1	454	454	-	473	473	-	-	-	-	-	-	-
Stage 2	458	483	-	441	458	-	-	-	-	-	-	-
Critical Hdwy	6.1	5.5	5.7	7.13	6.53	6.23	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	5.1	4.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.1	4.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	320	326	808	253	259	601	1244	-	-	1089	-	-
Stage 1	680	631	-	570	557	-	-	-	-	-	-	-
Stage 2	666	636	-	640	581	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	274	301	800	235	239	598	1232	-	-	1083	-	-
Mov Cap-2 Maneuver	392	402	-	371	357	-	-	-	-	-	-	-
Stage 1	636	590	-	564	551	-	-	-	-	-	-	-
Stage 2	609	629	-	601	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.55	12.76	0.13	1.33
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1232	-	-	485	524	1083	-	-
HCM Lane V/C Ratio	0.006	-	-	0.018	0.116	0.056	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	12.6	12.8	8.5	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.2	-	-

Lanes, Volumes, Timings
4: SR 99 & 200th St SW

10/06/2025

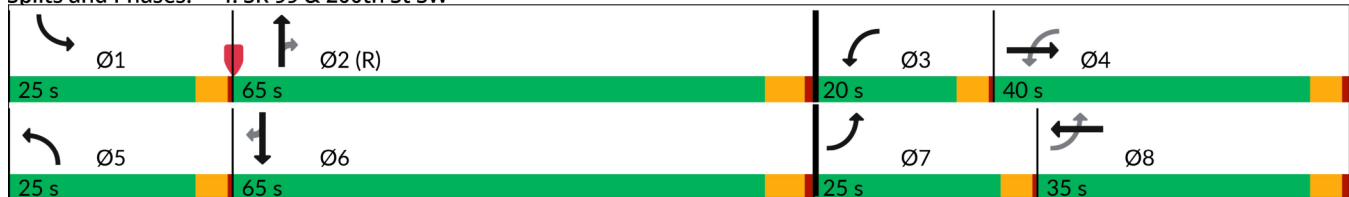


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	135	70	143	196	44	134	1434	198	98	1009	54
Future Volume (vph)	89	135	70	143	196	44	134	1434	198	98	1009	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	435		0	275		0	290		0	545		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		319			1003			491			1508	
Travel Time (s)		7.3			22.8			7.4			22.8	
Confl. Peds. (#/hr)	16					16			8	8		
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 (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4					2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	9.5	31.5		9.5	31.5		9.5	26.5	26.5	11.5	26.5	26.5
Total Split (s)	25.0	40.0		20.0	35.0		25.0	65.0	65.0	25.0	65.0	65.0
Total Split (%)	16.7%	26.7%		13.3%	23.3%		16.7%	43.3%	43.3%	16.7%	43.3%	43.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0	1.0	0.5	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)	4.0	4.5		4.0	4.5		4.0	5.5	5.5	4.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	Min	Min

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 10 (7%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 99 & 200th St SW



HCM 7th Signalized Intersection Summary
 4: SR 99 & 200th St SW

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	135	70	143	196	44	134	1434	198	98	1009	54
Future Volume (veh/h)	89	135	70	143	196	44	134	1434	198	98	1009	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	95	144	74	152	209	47	143	1526	211	104	1073	57
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
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	2	2	2
Cap, veh/h	208	184	95	244	279	63	166	2027	898	126	1934	856
Arrive On Green	0.06	0.16	0.16	0.08	0.19	0.19	0.09	0.57	0.57	0.07	0.54	0.54
Sat Flow, veh/h	1781	1151	591	1795	1482	333	1795	3582	1586	1781	3554	1573
Grp Volume(v), veh/h	95	0	218	152	0	256	143	1526	211	104	1073	57
Grp Sat Flow(s),veh/h/ln	1781	0	1742	1795	0	1815	1795	1791	1586	1781	1777	1573
Q Serve(g_s), s	6.4	0.0	18.0	10.5	0.0	20.0	11.8	48.3	10.0	8.6	29.6	2.6
Cycle Q Clear(g_c), s	6.4	0.0	18.0	10.5	0.0	20.0	11.8	48.3	10.0	8.6	29.6	2.6
Prop In Lane	1.00		0.34	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	0	279	244	0	342	166	2027	898	126	1934	856
V/C Ratio(X)	0.46	0.00	0.78	0.62	0.00	0.75	0.86	0.75	0.24	0.83	0.55	0.07
Avail Cap(c_a), veh/h	359	0	412	286	0	369	251	2027	898	249	1934	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.71	0.00	0.71	1.00	1.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	46.8	0.0	60.5	48.1	0.0	57.5	67.1	24.6	16.3	68.8	22.3	16.2
Incr Delay (d2), s/veh	0.6	0.0	5.7	1.2	0.0	5.5	11.9	2.6	0.6	3.6	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	8.4	4.8	0.0	9.7	5.9	20.1	3.8	4.0	11.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	0.0	66.2	49.3	0.0	63.0	79.0	27.3	16.9	72.4	22.6	16.2
LnGrp LOS	D		E	D		E	E	C	B	E	C	B
Approach Vol, veh/h	313			408			1880			1234		
Approach Delay, s/veh	60.5			57.9			30.0			26.5		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	90.4	16.5	28.5	17.8	87.1	12.3	32.8				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.5	4.0	5.5	4.0	4.5				
Max Green Setting (Gmax), s	21.0	59.5	16.0	35.5	21.0	59.5	21.0	30.5				
Max Q Clear Time (g_c+I1), s	10.6	50.3	12.5	20.0	13.8	31.6	8.4	22.0				
Green Ext Time (p_c), s	0.1	7.6	0.1	1.1	0.1	11.7	0.0	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				34.4								
HCM 7th LOS				C								

Lanes, Volumes, Timings

5: 60th Ave W/Scriber Lake Road & 200th St SW

10/06/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	278	46	50	284	141	31	197	47	56	178	86
Future Volume (vph)	108	278	46	50	284	141	31	197	47	56	178	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	150		0	160		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1003			1337			290			753	
Travel Time (s)		22.8			30.4			6.6			17.1	
Confl. Peds. (#/hr)	1					1	1		3	3		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	4			8								
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	9.7	28.7		9.7	28.7		9.7	27.7		9.7	27.7	
Total Split (s)	24.7	39.7		24.7	39.7		24.7	34.7		24.7	34.7	
Total Split (%)	20.0%	32.1%		20.0%	32.1%		20.0%	28.0%		20.0%	28.0%	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.7	3.7		3.7	3.7	
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		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	4.7		4.7	4.7		4.7	4.7		4.7	4.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	None		None	None	

Intersection Summary

Area Type: Other

Cycle Length: 123.8

Actuated Cycle Length: 72.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: 60th Ave W/Scriber Lake Road & 200th St SW

Ø1 24.7 s	Ø2 34.7 s	Ø3 24.7 s	Ø4 39.7 s
Ø5 24.7 s	Ø6 34.7 s	Ø7 24.7 s	Ø8 39.7 s

HCM 7th Signalized Intersection Summary
 5: 60th Ave W/Scriber Lake Road & 200th St SW

10/06/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	278	46	50	284	141	31	197	47	56	178	86
Future Volume (veh/h)	108	278	46	50	284	141	31	197	47	56	178	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	111	287	47	52	293	0	32	203	48	58	184	89
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	405	410	67	355	432		66	314	74	103	280	136
Arrive On Green	0.08	0.26	0.26	0.05	0.23	0.00	0.04	0.21	0.21	0.06	0.23	0.23
Sat Flow, veh/h	1795	1579	259	1795	1885	0	1795	1472	348	1795	1197	579
Grp Volume(v), veh/h	111	0	334	52	293	0	32	0	251	58	0	273
Grp Sat Flow(s),veh/h/ln	1795	0	1838	1795	1885	0	1795	0	1820	1795	0	1777
Q Serve(g_s), s	2.0	0.0	7.4	0.9	6.4	0.0	0.8	0.0	5.7	1.4	0.0	6.3
Cycle Q Clear(g_c), s	2.0	0.0	7.4	0.9	6.4	0.0	0.8	0.0	5.7	1.4	0.0	6.3
Prop In Lane	1.00		0.14	1.00		0.00	1.00		0.19	1.00		0.33
Lane Grp Cap(c), veh/h	405	0	477	355	432		66	0	388	103	0	416
V/C Ratio(X)	0.27	0.00	0.70	0.15	0.68		0.49	0.00	0.65	0.56	0.00	0.66
Avail Cap(c_a), veh/h	1051	0	1426	1056	1462		796	0	1210	796	0	1181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	15.1	11.6	15.9	0.0	21.3	0.0	16.2	20.7	0.0	15.6
Incr Delay (d2), s/veh	0.3	0.0	1.9	0.1	1.9	0.0	2.1	0.0	1.8	3.6	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.9	0.3	2.6	0.0	0.3	0.0	2.2	0.6	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.0	17.0	11.7	17.7	0.0	23.4	0.0	18.0	24.3	0.0	17.4
LnGrp LOS	B		B		B		C		B		B	
Approach Vol, veh/h	445			345			283			331		
Approach Delay, s/veh	15.8			16.8			18.6			18.6		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	15.3	8.5	15.0	7.3	14.3	7.1	16.4				
Change Period (Y+Rc), s	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7				
Max Green Setting (Gmax), s	20.0	30.0	20.0	35.0	20.0	30.0	20.0	35.0				
Max Q Clear Time (g_c+I1), s	2.8	8.3	4.0	8.4	3.4	7.7	2.9	9.4				
Green Ext Time (p_c), s	0.0	1.6	0.2	1.8	0.1	1.4	0.0	2.1				

Intersection Summary

HCM 7th Control Delay, s/veh	17.3
HCM 7th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	386	8	40	457	23	17	8	29	8	4	7
Future Volume (vph)	6	386	8	40	457	23	17	8	29	8	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-4%			0%	
Storage Length (ft)	100		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		1337			360			331			270	
Travel Time (s)		30.4			8.2			11.3			9.2	
Confl. Peds. (#/hr)	2		2	2		2			1	1		
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 (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	6%	6%	6%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

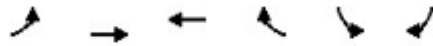
Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	6	386	8	40	457	23	17	8	29	8	4	7
Future Vol, veh/h	6	386	8	40	457	23	17	8	29	8	4	7
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	-4	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	6	6	6
Mvmt Flow	6	415	9	43	491	25	18	9	31	9	4	8

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	518	0	0	426	0	0	1014	1038	422	1025	1030	506
Stage 1	-	-	-	-	-	-	434	434	-	592	592	-
Stage 2	-	-	-	-	-	-	580	604	-	433	439	-
Critical Hdwy	4.12	-	-	4.11	-	-	6.31	5.71	5.81	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	5.31	4.71	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.31	4.71	-	6.16	5.56	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.509	4.009	3.309	3.554	4.054	3.354
Pot Cap-1 Maneuver	1048	-	-	1139	-	-	273	292	664	210	230	559
Stage 1	-	-	-	-	-	-	663	642	-	486	488	-
Stage 2	-	-	-	-	-	-	571	560	-	593	572	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1046	-	-	1137	-	-	254	278	662	186	219	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	382	389	-	307	325	-
Stage 1	-	-	-	-	-	-	658	636	-	467	468	-
Stage 2	-	-	-	-	-	-	537	537	-	554	567	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.64	13.22	15.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	496	1046	-	-	1137	-	-	373
HCM Lane V/C Ratio	0.117	0.006	-	-	0.038	-	-	0.055
HCM Ctrl Dly (s/v)	13.2	8.5	-	-	8.3	-	-	15.2
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	37	41	37	3	2	20
Future Volume (vph)	37	41	37	3	2	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		20	20		20	
Link Distance (ft)		377	174		212	
Travel Time (s)		12.9	5.9		7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	37	41	37	3	2	20
Future Vol, veh/h	37	41	37	3	2	20
Conflicting Peds, #/hr	0	0	0	0	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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	40	45	40	3	2	22
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	43	0	0	167	42	
Stage 1	-	-	-	42	-	
Stage 2	-	-	-	125	-	
Critical Hdwy	4.13	-	-	6.43	6.23	
Critical Hdwy Stg 1	-	-	-	5.43	-	
Critical Hdwy Stg 2	-	-	-	5.43	-	
Follow-up Hdwy	2.227	-	-	3.527	3.327	
Pot Cap-1 Maneuver	1559	-	-	821	1026	
Stage 1	-	-	-	978	-	
Stage 2	-	-	-	898	-	
Platoon blocked, %	-	-	-	-	-	
Mov Cap-1 Maneuver	1559	-	-	800	1026	
Mov Cap-2 Maneuver	-	-	-	800	-	
Stage 1	-	-	-	952	-	
Stage 2	-	-	-	898	-	
Approach	EB	WB	SB			
HCM Ctrl Dly, s/v	3.5	0	8.69			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	854	-	-	-	1000	
HCM Lane V/C Ratio	0.026	-	-	-	0.024	
HCM Ctrl Dly (s/v)	7.4	0	-	-	8.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Appendix E

Trip Generation Calculations

Apollo Scriber Lake (Lynnwood)
Weekday Trip Generation Summary

Land Use	Size/Units ¹	ITE LUC ²	Trip Rate or Equation ²	Directional Distribution		Trips Generated		
				In	Out	In	Out	Total
DAILY								
<i>Proposed Use:</i>								
Multifamily Housing (Mid-Rise)	164 DU	221	$T = 4.55(X) - 17.52$	50%	50%	364	365	729
<i>Existing Use:</i>								
Church	2,232 GFA	560	6.78	50%	50%	-7	-8	-15
Single-Family Detached Housing	1 DU	210	9.09	50%	50%	-4	-5	-9
New Daily Trips =						353	352	705
AM PEAK HOUR								
<i>Proposed Use:</i>								
Multifamily Housing (Mid-Rise)	164 DU	221	$T = 0.42(X) - 7.77$	23%	77%	14	47	61
<i>Existing Use:</i>								
Church	2,232 GFA	560	0.37	62%	38%	-1	0	-1
Single-Family Detached Housing	1 DU	210	0.70	27%	73%	0	-1	-1
New AM Peak Hour Trips =						13	46	59
PM PEAK HOUR								
<i>Proposed Use:</i>								
Multifamily Housing (Mid-Rise)	164 DU	221	$T = 0.36(X) + 3.07$	64%	36%	40	22	62
<i>Existing Use:</i>								
Church	2,232 GFA	560	$T = 0.37(X) + 2.59$	41%	59%	-1	-2	-3
Single-Family Detached Housing	1 DU	210	0.93	62%	38%	-1	0	-1
New PM Peak Hour Trips =						38	20	58

Notes:

¹ GFA = Gross Floor Area, DU = Dwelling Units.

² Based on Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 12th Edition, 2025.



Appendix F

Independent Impact Fee Form &
Supporting Trip Generation Calculations

Transportation Impact Fee Series TrIF Calculation Form

The following form is intended to help the applicant easily develop a preliminary estimate of their Transportation Impact Fee (TrIF) amount. This can be helpful for preliminary budget purposes and when various development alternatives are being considered. However, this form is only a tool and should not be assumed to be the actual TrIF amount required for payment.

This spreadsheet must be completed and submitted with the Building Permit application. After this form is submitted, City staff will calculate the actual TrIF amount and provide a letter with the final amount to the applicant. The applicant is required to pay the TrIF prior to Building Permit issuance. Payment must be provided as a separate check; credit cards are not accepted at this time. For more information about TrIFs, please visit:

<https://www.lynnwoodwa.gov/Services/Apply-for-a-Permit/Building-and-Construction-Permits/Permit-Impact-Fees>

If you need assistance completing this form, please contact Charlie Palmer at:

20816 44th Ave W

(425) 670-5219

Ste 230

Lynnwood, WA

deveng@lynnwoodwa.gov

Directions: Scroll down and complete the steps outlined below. Please fill in the required information in the yellow highlighted boxes.

SECTION 1: GENERAL INFORMATION

Project Name:	Apollo Scriber Lake
Street Address:	5707 and 5723 198th Ave SW
City, State Zip:	Lynnwood, WA 98036
Parcel Number(s):	00565300000401 & 00565300000404
Estimated By:	TENW
Date of Estimate:	10/6/2025

SECTION 2: PROJECT DETAILS

- 1) **Which TrIF Zone is the project located in?** Zone B - Remainder of the City
- 1A) **Is the project located within any of the City Center Zones?** No
 Current zoning map is online at: https://www.lynnwoodwa.gov/files/sharedassets/public/development-and-business-services/planning-amp-zoning/zoning_ord_3403.pdf
- 2) **Are you submitting a Claim for Credit?** No
 If yes, enter amount from "Claim for Credit" form:

3) Are you submitting an Independent Fee Calculation Request?

Yes

SECTION 3: PROPOSED LAND USE(S)

Select the proposed Land Use Type(s) from the drop down menu(s) below, and then enter the proposed number of unit(s) for the project.

	Proposed Land Use Type (s)	Unit of Measure	Number of Unit(s)	Impact Fee Rate per Unit	Preliminary Impact Fee
1)	Multi-Family - Under 3 Bedrooms (blend 220, 221, 230)	PM peak hour trips	59.00 see trip gen calcs per TIA	\$ 7,944.00 per City fee schedule	\$ 468,696.00
					\$ 468,696.00

SECTION 4: PRIOR LAND USE(S)

Select the prior Land Use Type(s) from the drop down menu(s) below, and then enter the prior number of unit(s).

	Prior Land Use Type (s)	Unit of Measure	Number of Unit(s)	Impact Fee Rate per Unit	Preliminary Impact Fee
1)	Church (560)	PM peak hour trips	3.00 see trip gen calcs per TIA	\$ 7,944.00 per City fee schedule	\$ 23,832.00
2)	Single-Family (Detached) Dwelling (210)	PM peak hour trips	1.00 see trip gen calcs per TIA	\$ 7,944.00 per City fee schedule	\$ 7,944.00
					\$ 31,776.00

STEP #5: Total TrIF

The total TrIF amount and administrative fee are shown as follows:

Base Year TrIF (Proposed Use)	\$	468,696.00
Base Year TrIF (Prior Use)	\$	(31,776.00)
Net TrIF (Proposed - Prior)	\$	436,920.00
System Improvement Credit (LMC 3.105.090)	\$	-
Administrative Fee	\$	3,000.00
TOTAL TrIF PAYMENT ESTIMATE	\$	439,920.00

**Apollo Scriber Lake (Lynnwood)
Weekday Trip Generation Summary**

Land Use	Size/Units ¹	ITE LUC ²	Trip Rate or Equation ²	Directional Distribution		Trips Generated		
				In	Out	In	Out	Total
PM PEAK HOUR								
<i>Proposed Use:</i>								
Multifamily Housing (Mid-Rise)	155 DU	221	$T = 0.36(X) + 3.07$	64%	36%	38	21	59
<i>Existing Use:</i>								
Church	2,232 GFA	560	$T = 0.37(X) + 2.59$	41%	59%	-1	-2	-3
Single-Family Detached Housing	1 DU	210	0.93	62%	38%	-1	0	-1
New PM Peak Hour Trips =						36	19	55

Notes:

¹ GFA = Gross Floor Area, DU = Dwelling Units.

² Based on Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 12th Edition, 2025.