

 **TRAFFIC IMPACT ANALYSIS**

VISCONSI MEDICAL FACILITY

JURISDICTION: CITY OF ARLINGTON

Prepared for:

Visconsi Companies, Ltd. (VWA-Arlington MOB, LLC)

30050 Chagrin Boulevard, Suite 360

Pepper Pike, OH 44124

Prepared by:

Kimley»»Horn

September 2025

KH 090225091

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1 DEVELOPMENT IDENTIFICATION

Kimley-Horn and Associates, Inc. (Kimley-Horn) has been retained to provide a traffic impact analysis of the proposed Visconsi Medical Facility development (Development) located in the City of Arlington, WA (City). This report is intended to provide the City with the necessary traffic generation, trip distribution, level of service (LOS) analysis, and mitigation fee determination to facilitate their review of the Development. Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of Institute of Transportation Engineers (ITE).

The Development is proposed to construct a 30,000 square foot (SF) medical building with three floors and outpatient services only. The first floor is anticipated to be occupied by urgent care facilities. The second floor is anticipated to be occupied by medical offices. The third floor will be empty at the completion of the building but is anticipated to be occupied by additional medical offices in the future. The Development is located along the north side of Tveit Road (212th St NE), east of S Stillaguamish Avenue and west Medical Center Drive. The site is currently vacant and unoccupied. A site vicinity map is included in **Figure 1** and a site plan has been provided in **Appendix A**.

2 METHODOLOGY

Trip generation calculations for the Development have been performed using data contained in the Institute of Transportation Engineers (ITE) (2025) *Trip Generation Manual*, 12th Edition. The distribution of trips generated by the site is based on surrounding land uses and general traffic patterns in the area and was reviewed and approved in an early scoping memo with the City, August 2025. The City has an interlocal agreement with Snohomish County (County) that provides for reciprocal mitigation fees. County mitigation fees can be calculated based on the default percentage in the interlocal agreement, which is 70%, or based on actual impacts. Washington State Department of Transportation (WSDOT) traffic mitigation fees are also required for City developments when WSDOT improvement projects on the Exhibit C list are impacted with 10 or more PM peak-hour trips.

Congestion at intersections and along roadways is generally measured in terms of level of service (LOS). In accordance with the Transportation Research Board *Highway Capacity Manual (HCM)*, 7th Edition, road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The LOS at signalized, roundabout, and all-way stop-controlled intersections is based on the average delay of all approaches. The LOS for two-way stop-controlled intersections is based on average delays for the critical stopped movement. Geometric characteristics and conflicting traffic movements are taken into consideration when determining LOS values. A summary of the intersection LOS criteria is included in **Table 1**.

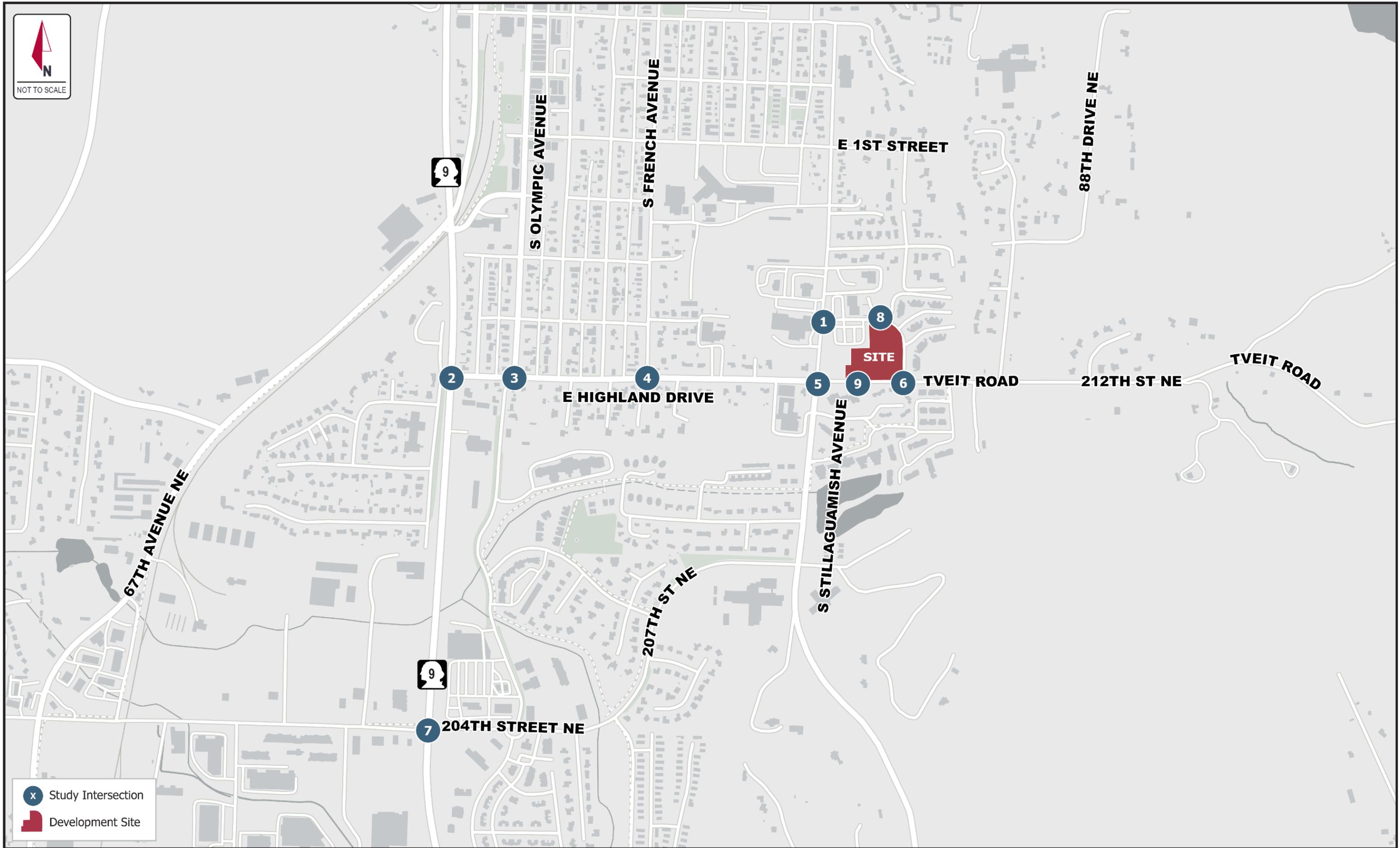


Table 1: Level of Service Criteria

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

The City has established an acceptable level of service of LOS D.

3 TRIP GENERATION

The Development is proposed to consist of a 30,000 square foot (SF) medical building with three floors. The first floor is anticipated to be occupied by urgent care facilities. The second floor is anticipated to be occupied by medical offices. The third floor will be empty at the completion of the building but is anticipated to be occupied by additional medical offices in the future. The trip generation calculations have been performed using data published in the ITE *Trip Generation Manual*, 12th Edition (2025). The average rate/fitted curve equations for the following ITE Land Use Codes (LUC) were utilized:

- 1st Floor: LUC 650, Free Standing Emergency Room 10,000 SF
- 2nd Floor: LUC 720, Medical-Dental Office Building 10,000 SF
- 3rd Floor: LUC 720, Medical-Dental Office Building 10,000 SF

The trip generation calculations for the Development are summarized **Table 2**.

¹ Source: *Highway Capacity Manual, 7th Edition*.

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

LOS B: Generally stable traffic flow conditions.

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

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

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

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

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

Table 2: Trip Generation Summary

Floor	Land Use	Size	Average Daily Trips (ADTs)	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
1 st	Free-Standing Emergency Room ITE LUC 650	10.000 K SF	250	6	5	11	7	8	15
2 nd	Medical-Dental Office Building ITE LUC 720	10.000 K SF	243	23	7	30	5	15	20
3 rd	Medical-Dental Office Building ITE LUC 720	10.000 K SF	243	23	6	29	5	15	20
TOTAL			736	52	18	70	16	39	55

The first floor is anticipated to generate approximately 250 ADTs with approximately 11 AM peak-hour trips and approximately 15 PM peak-hour trips. The second floor is anticipated to generate approximately 243 ADTs with approximately 30 AM peak-hour trips and approximately 20 PM peak-hour trips. The third floor is anticipated to generate approximately 243 ADTs with approximately 29 AM peak-hour trips and approximately 20 PM peak-hour trips. Rounding peak-hour trips can cause the number of trips to differ by floor, which is why the third floor has one less trip than the second floor during the AM peak hour.

The Development as a whole is anticipated to generate approximately 736 ADTs with approximately 70 AM peak-hour trips and approximately 55 PM peak-hour trips. The trip generation calculations for the Development are provided in **Appendix B**.

4 TRIP DISTRIBUTION

The distribution of trips generated by the Development is primarily based on surrounding land uses and the proximity to other similar land uses in the area. The anticipated trip distribution is:

- 70% along E Highland Drive
 - 32% to and from the south along SR-9
 - 15% to and from the north along S Olympic Avenue
 - 10% to and from the north along SR-9
 - 8% to and from the north along S French Avenue
 - 5% to and from the south along S Olympic Avenue
- 15% to and from the south along S Stillaguamish Avenue
- 10% to and from the north along S Stillaguamish Avenue
- 5% to and from the east along 212th St NE (Tveit Road)

A detailed trip distribution for the AM and PM peak hour is displayed in **Figure 2** and **Figure 3**, respectively.

5 SNOHOMISH COUNTY KEY INTERSECTIONS

The interlocal agreement between the City and County requires detailed development trip turning movement data at County key intersections impacted with three or more directional trips on an approach or departure. The trips generated by the Development will impact two key intersections during both the AM and PM peak hours. The AM peak hour key intersection impacts are shown in tabular form in **Table 3** and the PM peak hour key intersection impacts are shown in tabular form in **Table 4**. The key intersection impacts are also shown graphically in **Figure 4** for the AM and PM peak hour.

Table 3: Key Intersection Volumes – AM Peak Hour

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#371: Stillaguamish Ave at 209 St NE	4	0	0	0	0	0	0	4	0	0	2	1
#477: S Stillaguamish Ave at 212 St NE	0	36	0	3	12	0	0	0	8	0	0	0

Table 4: Key Intersection Volumes – PM Peak Hour

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#371: Stillaguamish Ave at 209 St NE	1	0	0	0	0	0	0	1	0	0	3	3
#477: S Stillaguamish Ave at 212 St NE	0	11	0	6	12	0	0	0	2	0	0	0

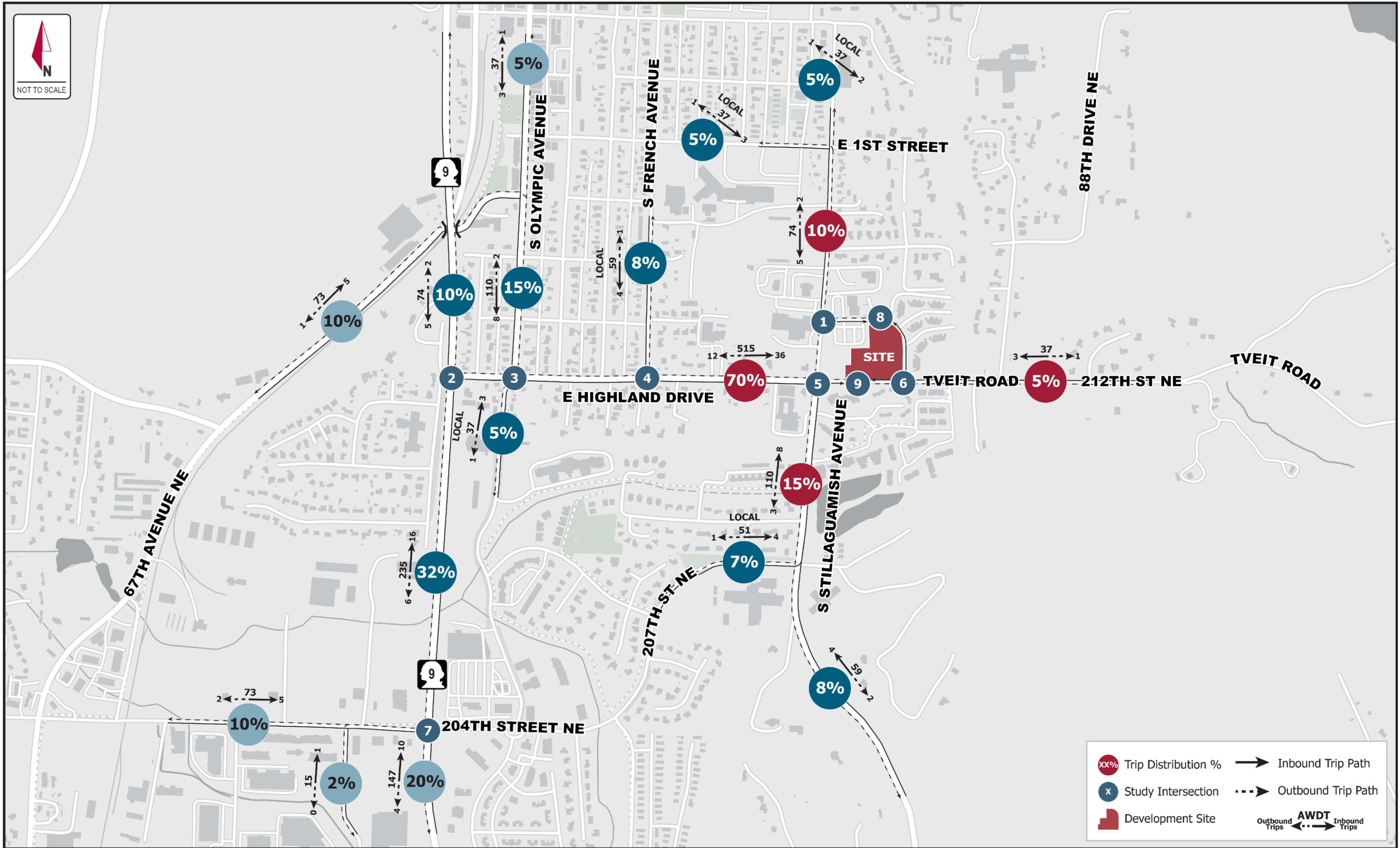
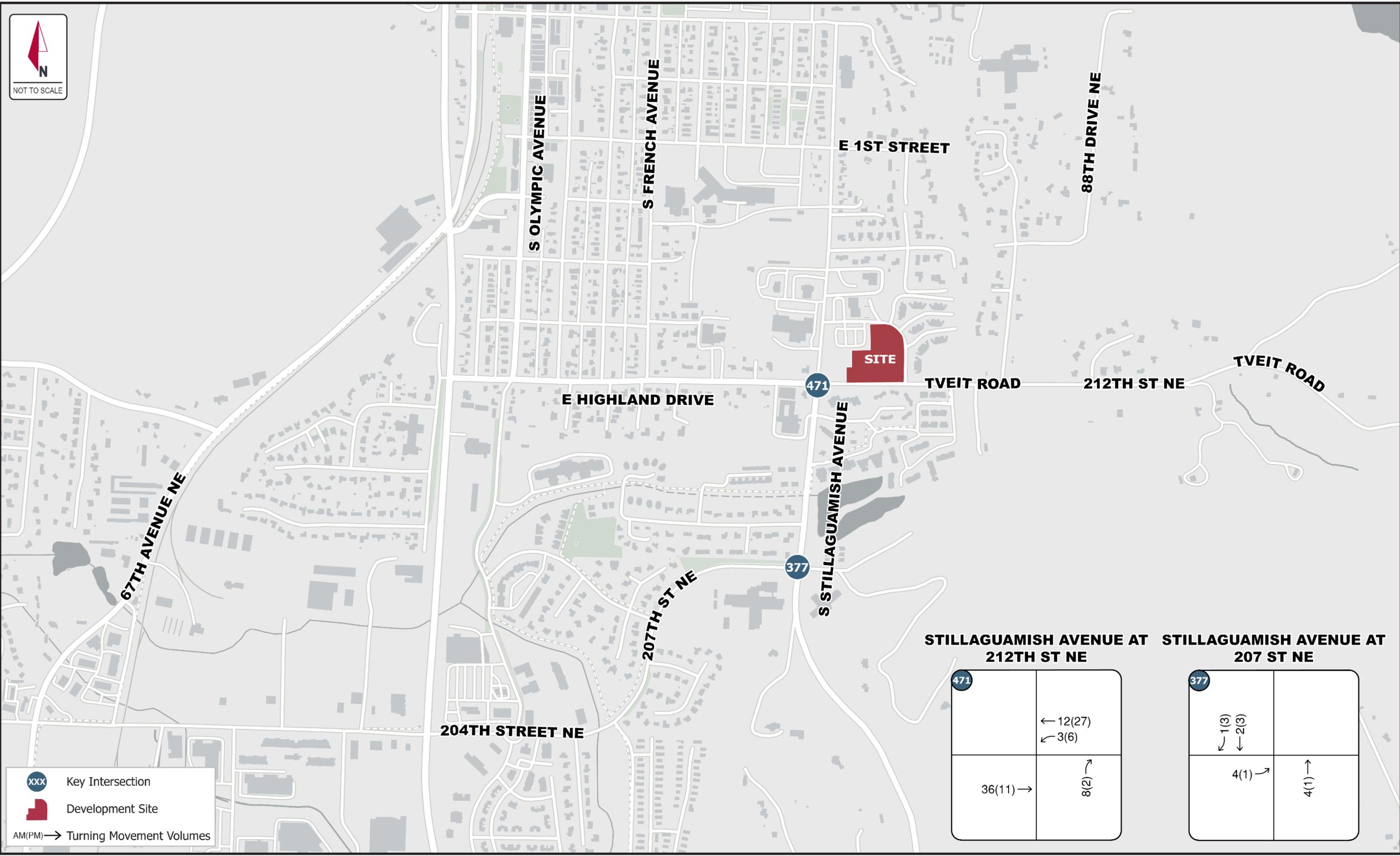


FIGURE 2: DEVELOPMENT TRIP DISTRIBUTION - AM PEAK-HOUR
 VISCONSI MEDICAL FACILITY - CITY OF ARLINGTON, WASHINGTON (KH 090225091)



STILLAGUAMISH AVENUE AT 212TH ST NE **STILLAGUAMISH AVENUE AT 207 ST NE**

471	
	← 12(27) ↙ 3(6)
36(11) →	8(2) ↗

377	
↙ 1(3) ↓ 2(3)	
4(1) ↗	4(1) ↑

 Key Intersection
 Development Site
 AM(PM) → Turning Movement Volumes

6 INTERSECTION LEVEL OF SERVICE ANALYSIS

The Development is anticipated to add most trips along E Highland Drive and Tveit Road. The intersections analyzed as part of this report are:

- | | |
|--|----------------------|
| 1. S Stillaguamish Avenue at Medical Center Drive | Two-Way Stop-Control |
| 2. SR-9 at E Highland Drive | Signal |
| 3. S Olympic Avenue at E Highland Drive | All-Way Stop-Control |
| 4. S French Avenue at E Highland Drive | Two-Way Stop-Control |
| 5. S Stillaguamish Avenue at E Highland Drive/Tveit Road | All-Way Stop-Control |
| 6. Medical Center Drive at Tveit Road | Two-Way Stop-Control |
| 7. SR-9 at 204 th Street North | Signal |
| 8. Site Access at Medical Center Road | Two-Way Stop-Control |
| 9. Site Access at Tveit Road | Two-Way Stop-Control |

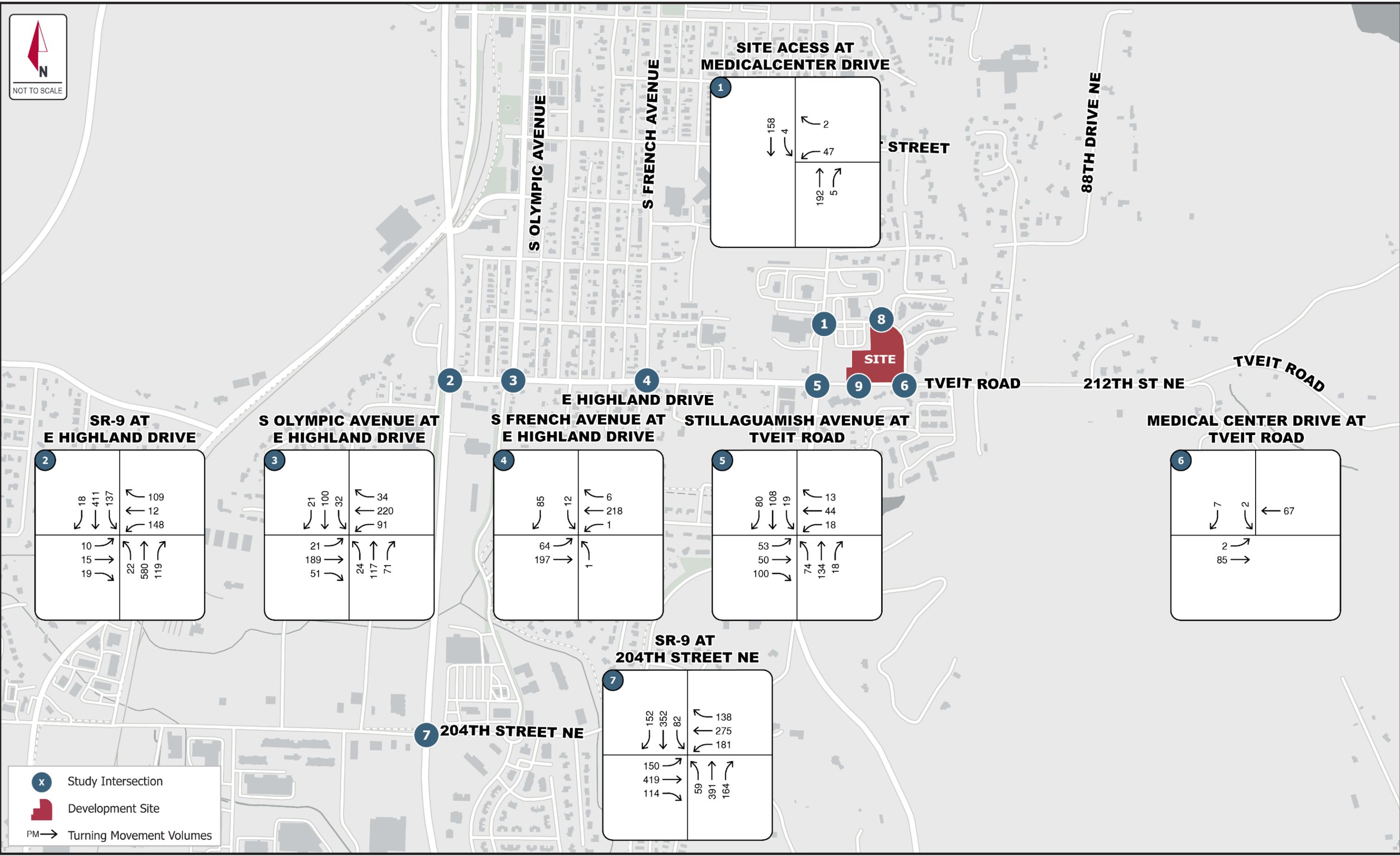
The study intersections identified have been analyzed for the weekday PM peak-hour. The site accesses are only analyzed for the 2030 build conditions.

6.1 Turning Movement Volumes

The existing PM peak hour turning movements at the study intersections were collected by the independent count firm Traffic Data Gathering (TDG) in August 2025. The 2025 existing turning movements at the study intersections are shown in **Figure 5**. The existing count data is included in **Appendix C**.

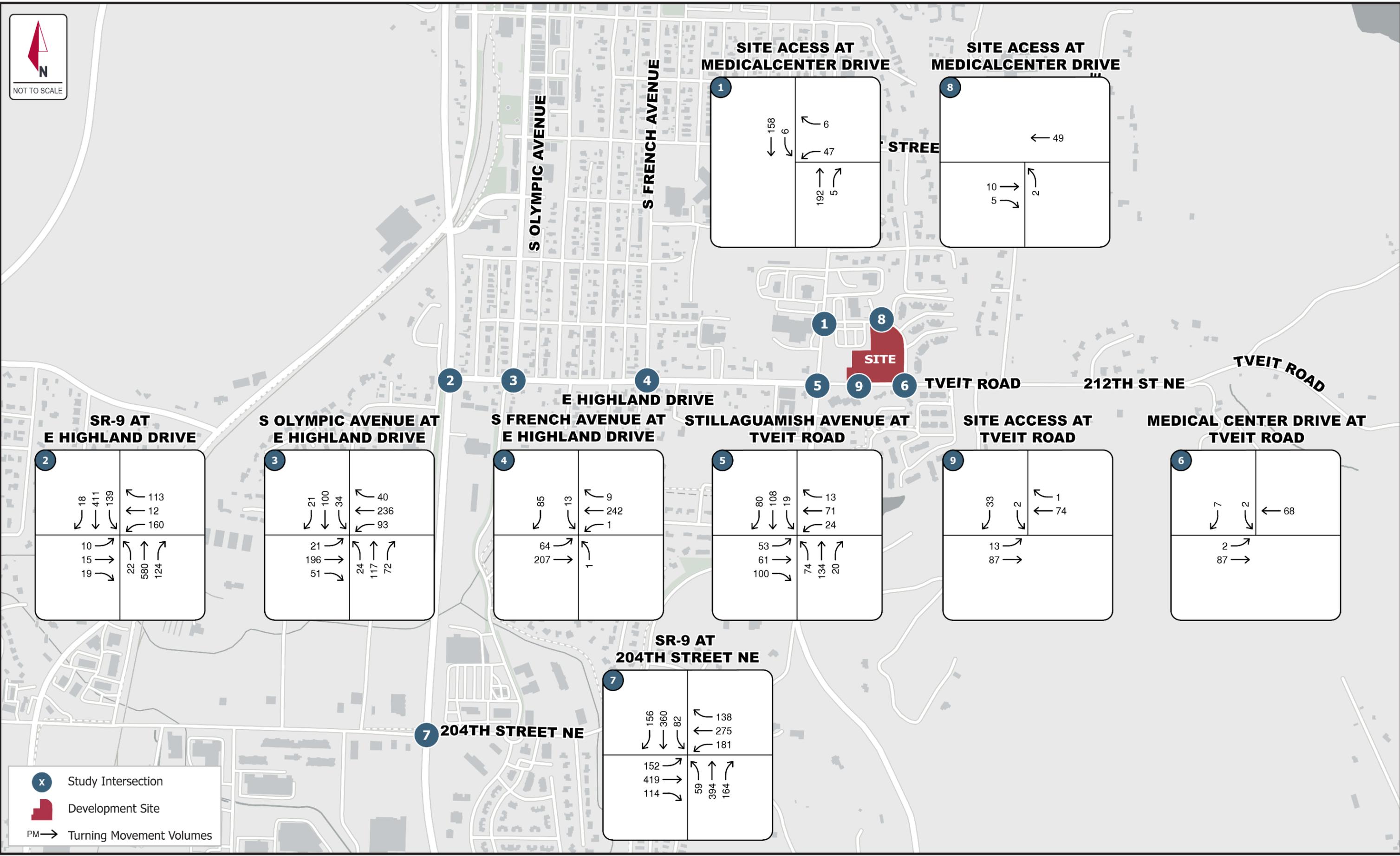
The future analysis has been performed for the year 2028. The 2028 no-build turning movements have been calculated by applying a 2.0% annually compounding growth rate applied to the 2025 existing turning movements. The 2028 no-build turning movements at the study intersections are shown in **Figure 6**.

The 2028 build turning movements at the study intersections have been calculated by adding the trips generated by the Development to the 2028 no-build turning movements. The 2028 build turning movements are shown in **Figure 7**. The turning movement calculations are included in **Appendix D**.



Study Intersection
 Development Site
 PM → Turning Movement Volumes

FIGURE 6: 2028 NO-BUILD TURNING MOVEMENTS - PM PEAK-HOUR
 VISCONSI MEDICAL FACILITY - CITY OF ARLINGTON, WASHINGTON (KH 090225091)



Study Intersection
 Development Site
 PM → Turning Movement Volumes

FIGURE 7: 2028 BUILD TURNING MOVEMENTS - PM PEAK-HOUR

6.2 Level of Service Calculations

The level of service (LOS) calculations have been performed utilizing the existing channelization, existing intersection control, peak-hour factors, and heavy vehicle factors from the 2025 turning movement counts. The 2025 existing, 2028 no-build, and 2028 build LOS calculations are summarized for the PM peak hour in **Table 5**.

Table 5: Level of Service Summary – PM Peak Hour

Intersections	Control	2025 Existing Conditions		2028 Conditions			
		LOS	Delay (sec)	No-Build		Build	
				LOS	Delay (sec)	LOS	Delay (sec)
1. S Stillaguamish Avenue at Medical Center Drive	Two-Way Stop-Control	B	12.0	B	12.3	B	12.2
2. SR-9 at E Highland Drive	Signal	B	17.8	B	19.3	C	20.4
3. S Olympic Avenue at E Highland Drive	All-Way Stop-Control	B	13.0	B	14.1	C	15.4
4. S French Avenue at E Highland Drive	Two-Way Stop-Control	B	14.9	C	15.6	C	16.3
5. S Stillaguamish Avenue at E Highland Drive/Tveit Road	All-Way Stop-Control	B	10.1	B	10.5	B	11.0
6. Medical Center Drive at Tveit Road	Two-Way Stop-Control	A	8.8	A	8.8	A	8.9
7. SR-9 at 204 th Street NE	Signal	D	35.1	D	40.1	D	40.3
8. Site Access at Medical Center Road	Two-Way Stop-Control	-	-	-	-	A	8.9
9. Site Access at Tveit Road	Two-Way Stop-Control	-	-	-	-	A	8.9

The analysis shows that the study intersections currently operate at LOS D or better during the PM peak hour and are anticipated to continue operating at LOS D or better through the 2028 build conditions. The intersection LOS calculations are provided in **Appendix E**.

7 COLLISION HISTORY

Collision data was obtained from Washington State Department of Transportation (WSDOT) for the time period between January 1st, 2019, through December 31st, 2024. This is the most recent collision data.

7.1 Collision Severity

The number of collisions by severity are summarized by year in **Table 6**.

Table 6: Collision Severity by Year

Severity	2020	2021	2022	2023	2024	Total
(K) Fatal Injury	0	0	1	0	0	1
(A) Suspected Serious Injury	0	0	0	1	0	1
(B) Suspected Minor Injury	1	0	0	0	0	1
(C) Possible Injury	2	1	4	2	2	11
(O) No Apparent Injury / PDO	8	6	6	3	9	32
Total	11	7	11	6	11	46

The 5-year collision data shows that there was one fatal injury collision (2% of collisions), one suspected serious injury collisions (2% of collisions), one suspected minor injury collisions (2% of collisions), 11 possible injury collisions (24% of collisions), and 32 no apparent injury/property damage only collisions (70% of collisions).

7.2 Collision Types

The number of collisions by intersection and type are summarized in **Table 7**.

Table 7: Collisions Type Summary

Intersection	Collision Type							Total
	Rear-End	At-Angle	Left Turn	Ped	Sides wipe	Opp. Dir.	Other	
1. S Stillaguamish Avenue at Medical Center Drive	0	0	0	0	0	0	0	0
2. SR-9 at E Highland Drive	4	1	6	0	0	1	0	12
3. S Olympic Avenue at E Highland Drive	0	1	1	0	0	0	0	2
4. S French Avenue at E Highland Drive	0	0	0	0	0	0	0	0
5. S Stillaguamish Avenue at E Highland Drive/Tveit Road	0	8	0	0	0	0	0	8
6. Medical Center Drive at Tveit Road	0	0	0	0	0	0	0	0
7. SR-9 at 204th Street NE	13	2	4	2	2	0	1	24
8. Site Access at Medical Center Road	0	0	0	0	0	0	0	0
9. Site Access at Tveit Road	0	0	0	0	0	0	0	0
Total	17	12	11	2	2	1	1	46

The collision data shows a total of 46 collisions and zero collisions near the site access locations. The primary collision type was rear-end collisions.

7.3 Collision Rates

The collision rates at the study intersections have also been evaluated. The collisions per million entering vehicles (MEV) is the standard rate for intersections. The daily trips at the study intersection have been estimated using a rate of ten daily trips to one PM peak-hour trip. The collision rates at the study intersections are summarized in **Table 8**. The collision data is provided in **Appendix F**.

Table 8: Collision Rate Summary

Intersection	Total Collisions	Years	Collisions Per Year	Collision Rate (per MEV) ³		
				PM Peak-Hour TEV	K-Factor	Rate
1. S Stillaguamish Avenue at Medical Center Drive	0	5	0	385	10	0.00
2. SR-9 at E Highland Drive	12	5	2.4	1,507	10	0.44
3. S Olympic Avenue at E Highland Drive	2	5	0.4	915	10	0.12
4. S French Avenue at E Highland Drive	0	5	0	550	10	0.00
5. S Stillaguamish Avenue at E Highland Drive/Tveit Road	8	5	1.6	669	10	0.66
6. Medical Center Drive at Tveit Road	0	5	0	154	10	0.00
7. SR-9 at 204th Street NE	24	5	4.8	2,334	10	0.56
8. Site Access at Medical Center Road	0	5	0	55	10	0.00
9. Site Access at Tveit Road	0	5	0	152	10	0.00

TEV = Total Entering Vehicles

The collision rates show that none of the study intersections in the vicinity of the Development have an annual rate or a rate per MEV that would typically be deemed significant.

8 SITE ACCESS

The Development is proposed to have two access driveways, one north access along Medical Center Drive and one south access along Tveit Road. The posted speed limit along Tveit Road is 35 miles per hour (mph). There is no posted speed along Medical Center Drive, but it is assumed to be 25 mph as it is a residential access street. The site accesses are anticipated to be constructed to the [City Design and Construction Standards and Specifications](#) or deviations for

³ The collision rate is based on Million Entering Vehicles.

sight distance with potential driveway restrictions or roadway traffic calming may need to be implemented.

9 TRAFFIC MITIGATION FEES

The City collects traffic mitigation fees based on the number of new PM peak hour trips generated by a development. The City also has interlocal agreements with the County and WSDOT for traffic mitigation fees.

9.1 City of Arlington

The City currently has a traffic mitigation fee of \$3,355.00 per PM peak hour trip based on the [City Impact and Mitigation Fees](#) worksheet. The Development is anticipated to generate 55 new PM peak hour trips. This results in City traffic mitigation fees of \$184,525.00. The traffic mitigation fees are summarized by floor in **Table 9**.

Table 9: Traffic Mitigation Fee Summary

Floor	Land Use	PM Peak-Hour Trips	Traffic Mitigation Fee (per PM Peak-Hour Trip)	Total Traffic Mitigation Fee
1 st	Free-Standing Emergency Room ITE LUC 650	15	\$3,355.00	\$50,325.00
2 nd	Medical-Dental Office Building ITE LUC 720	20		\$67,100.00
3 rd	Medical-Dental Office Building ITE LUC 720	20		\$67,100.00
TOTAL		55	-	\$184,525.00

It is important to note that City traffic mitigation fees do not vest to the time of application. It is possible that the City fees will increase between the time of this report and when the traffic mitigation fees are required to be paid.

9.2 Snohomish County

The City has an interlocal agreement with the County that provides for mitigation payments for impacts to County improvement projects. County fees are based on impacts to improvement projects included in the *Transportation Needs Report* (TNR). There are not any County projects on the TNR that will be impacted by three directional PM peak hour trips generated by the Development. County traffic mitigation fees should therefore not be a condition of approval for the Development.

9.3 Washington State Department of Transportation

The WSDOT improvement projects and their associated fees are based on the most recent Exhibit C list, which is part of the interlocal agreement between the County and WSDOT. City developments are required to pay for WSDOT improvement projects on the Exhibit C list impacted with ten or more PM peak hour trips. There are not any WSDOT improvement projects that are

anticipated to be impacted by ten PM peak hour trips and therefore WSDOT traffic mitigation fees should not be a condition of approval for the Development.

10 CONCLUSIONS

The Development is proposed to construct a 30,000 square foot (SF) medical building with three floors anticipated to be occupied by urgent care facilities on the first floor and medical offices on the second and third floors. The Development is located along the north side of Tveit Road (212th St NE), east of S Stillaguamish Avenue and west Medical Center Drive. The Development as a whole is anticipated to generate approximately 736 ADTs with approximately 70 AM peak-hour trips and approximately 55 PM peak-hour trips. The analysis shows that the study intersection operates at LOS D during the PM peak hour and will continue to operate at LOS D or better through the 2028 build conditions. The Development is anticipated to have City traffic mitigation fees totaling \$184,525.00 based on the current City Impact and Mitigation Fees worksheet. County or WSDOT fees should not be required since the impacts will not reach the County and WSDOT thresholds.

APPENDIX A
SITE PLAN

APPENDIX B
TRIP GENERATION CALCULATIONS

Visconsi Medical Facility
KH 090225091

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

Floor	LAND USES	VARIABLE	ITE LU code	Gross Trips				DIRECTIONAL ASSIGNMENTS					
				Trip Rate / Eq	% IN	% OUT	In+Out (Total)	PASS-BY		DIVERTED LINK		NEW	
								In	Out	In	Out	In	Out
1 st	Free-Standing Emergency Room	10.000 K SF	650	24.94	50%	50%	249.40	0	0	0	0	124.70	124.70
2 nd	Medical-Dental Office Building (Within/Near Hospital Campus)	10.000 K SF	720	36.97(X)-126.53	50%	50%	243.17	0	0	0	0	121.59	121.58
3 rd	Medical-Dental Office Building (Within/Near Hospital Campus)	10.000 K SF	720	36.97(X)-126.53	50%	50%	243.17	0	0	0	0	121.59	121.58
Total							735.74	0	0	0	0	367.88	367.86

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

Floor	LAND USES	VARIABLE	ITE LU code	Gross Trips				DIRECTIONAL ASSIGNMENTS					
				Trip Rate	% IN	% OUT	In+Out (Total)	PASS-BY		DIVERTED LINK		NEW	
								In	Out	In	Out	In	Out
1st	Free-Standing Emergency Room	10.000 K SF	650	1.12	50%	50%	11.20	0	0	0	0	5.60	5.60
2nd	Medical-Dental Office Building (Within/Near Hospital Campus)	10.000 K SF	720	2.44(X)+5.01	79%	21%	29.41	0	0	0	0	23.23	6.18
3rd	Medical-Dental Office Building (Within/Near Hospital Campus)	10.000 K SF	720	2.44(X)+5.01	79%	21%	29.41	0	0	0	0	23.23	6.18
Total							70.02	0	0	0	0	52.06	17.96

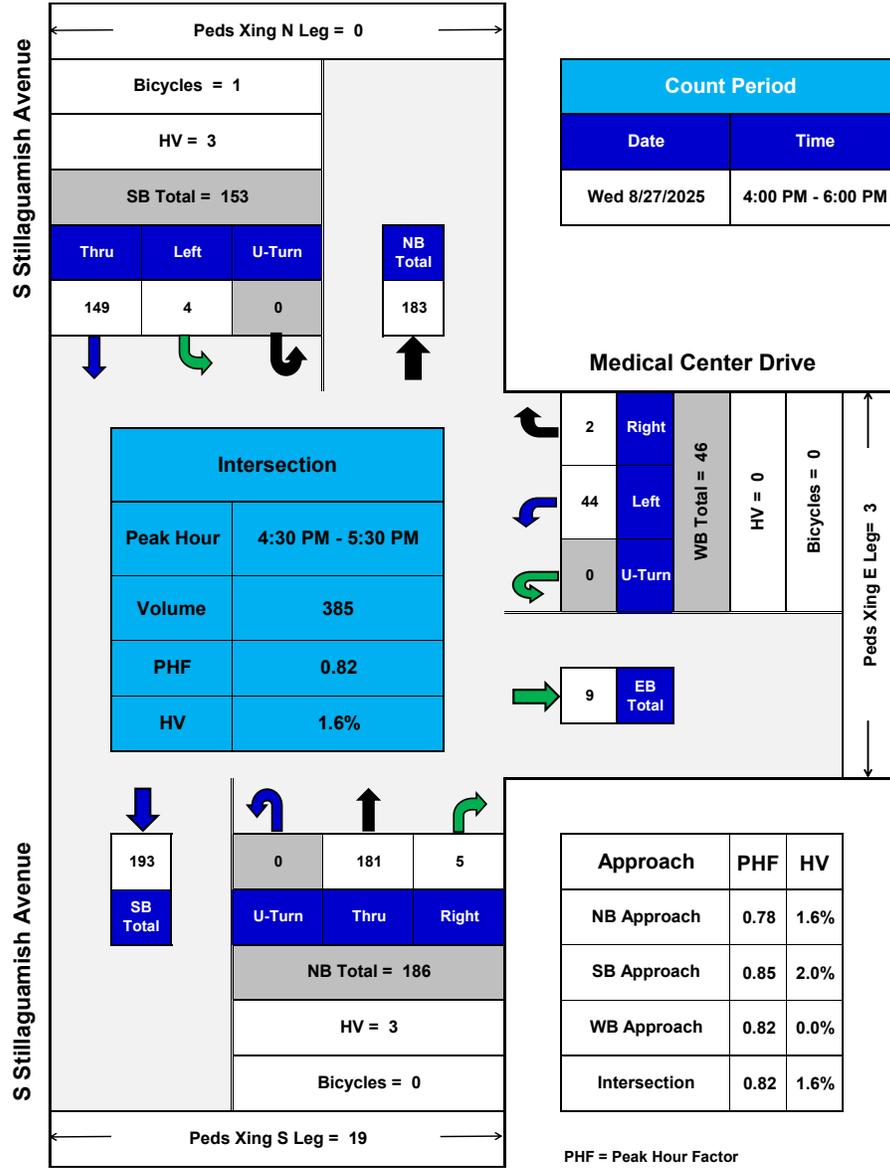
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**Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM
(a.k.a.): Weekday PM Peak Hour**

Floor	LAND USES	VARIABLE	ITE LU code	Gross Trips				DIRECTIONAL ASSIGNMENTS					
				Trip Rate	% IN	% OUT	In+Out (Total)	PASS-BY		DIVERTED LINK		NEW	
								In	Out	In	Out	In	Out
1st	Free-Standing Emergency Room	10.000 K SF	650	1.52	46%	54%	15.20	0	0	0	0	6.99	8.21
2nd	Medical-Dental Office Building (Within/Near Hospital Campus)	10.000 K SF	720	2.26(X)-2.57	23%	77%	20.03	0	0	0	0	4.61	15.42
3rd	Medical-Dental Office Building (Within/Near Hospital Campus)	10.000 K SF	720	2.26(X)-2.57	23%	77%	20.03	0	0	0	0	4.61	15.42
Total							55.26	0	0	0	0	16.21	39.05

APPENDIX C
COUNT DATA

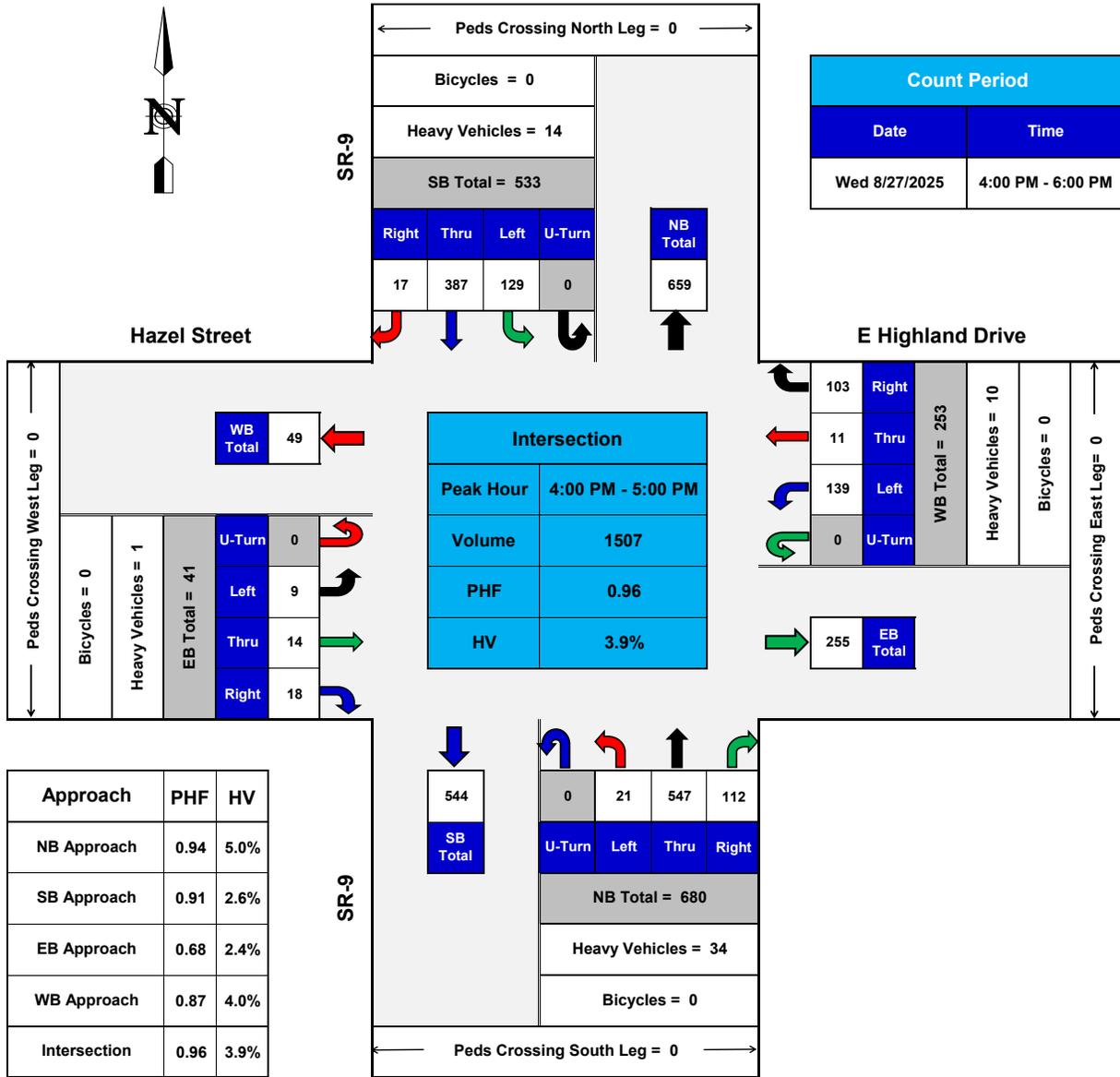
**S Stillaguamish Avenue @ Medical Center Drive
Arlington, WA**



**TURNING MOVEMENTS DIAGRAM
PEAK HOUR SUMMARY**



SR-9 @ E Highland Drive
Arlington, WA

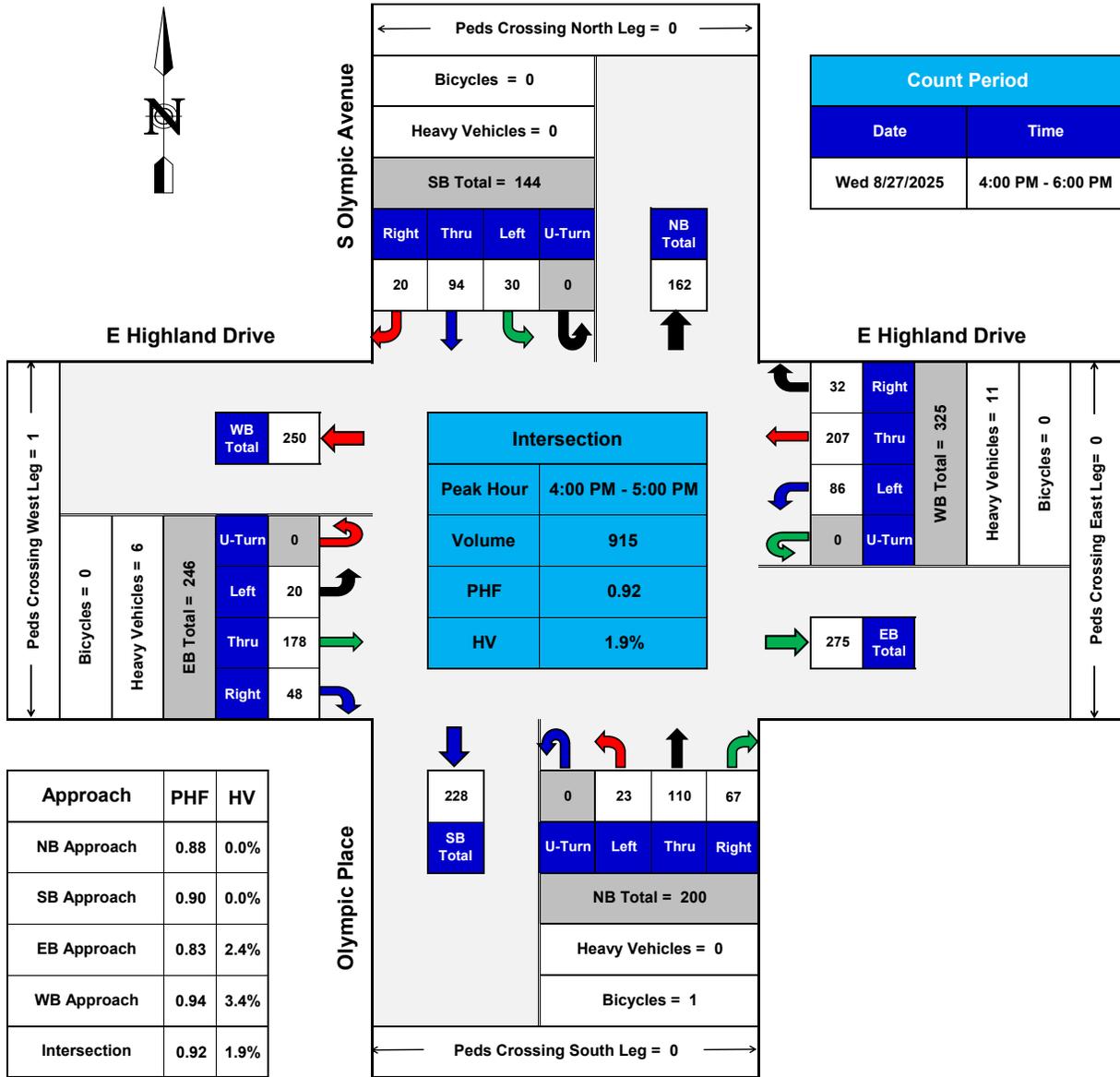


PHF = Peak Hour Factor
 HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM
PEAK HOUR SUMMARY



S Olympic Avenue @ E Highland Drive Arlington, WA

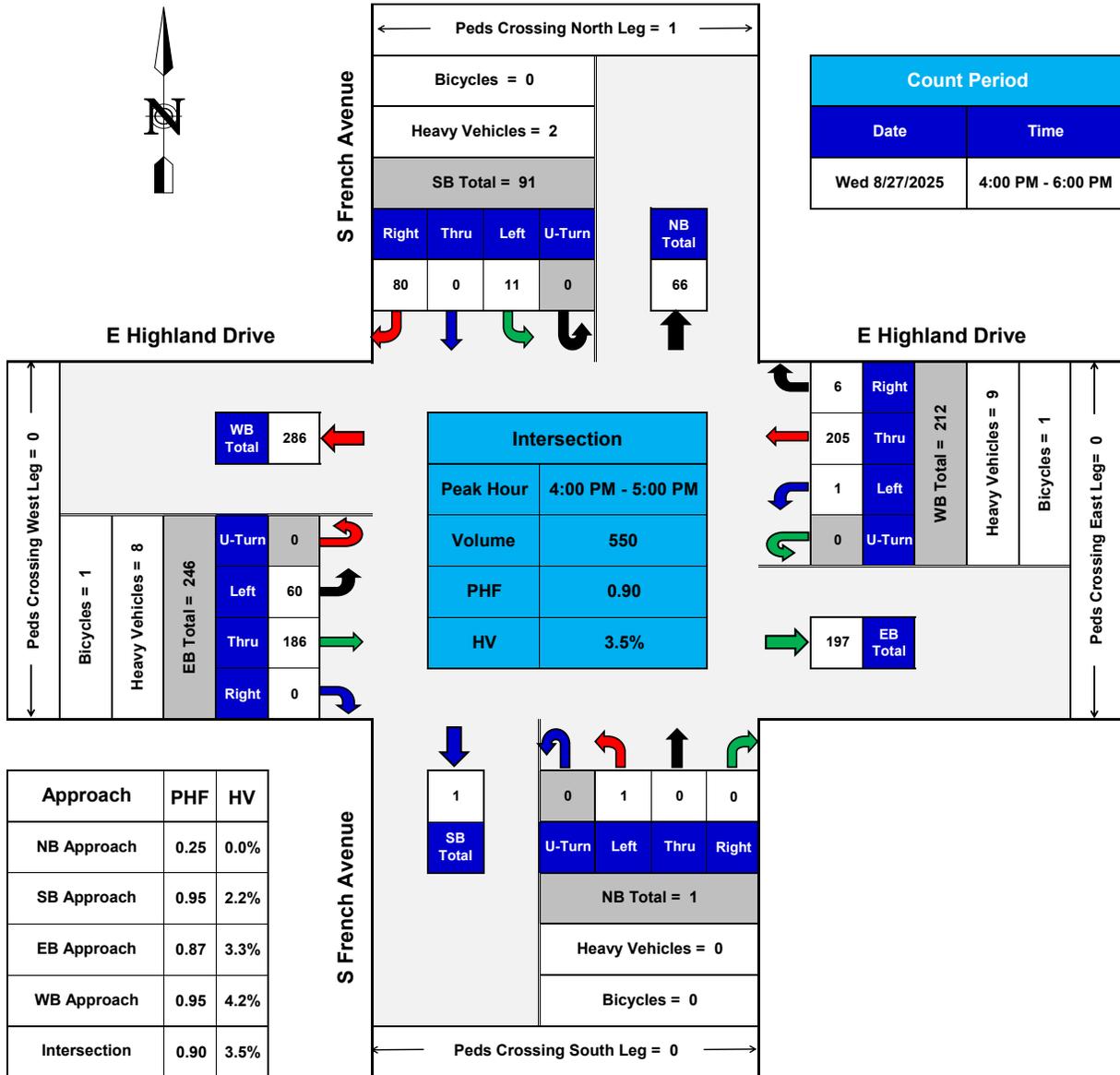


PHF = Peak Hour Factor
HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM PEAK HOUR SUMMARY



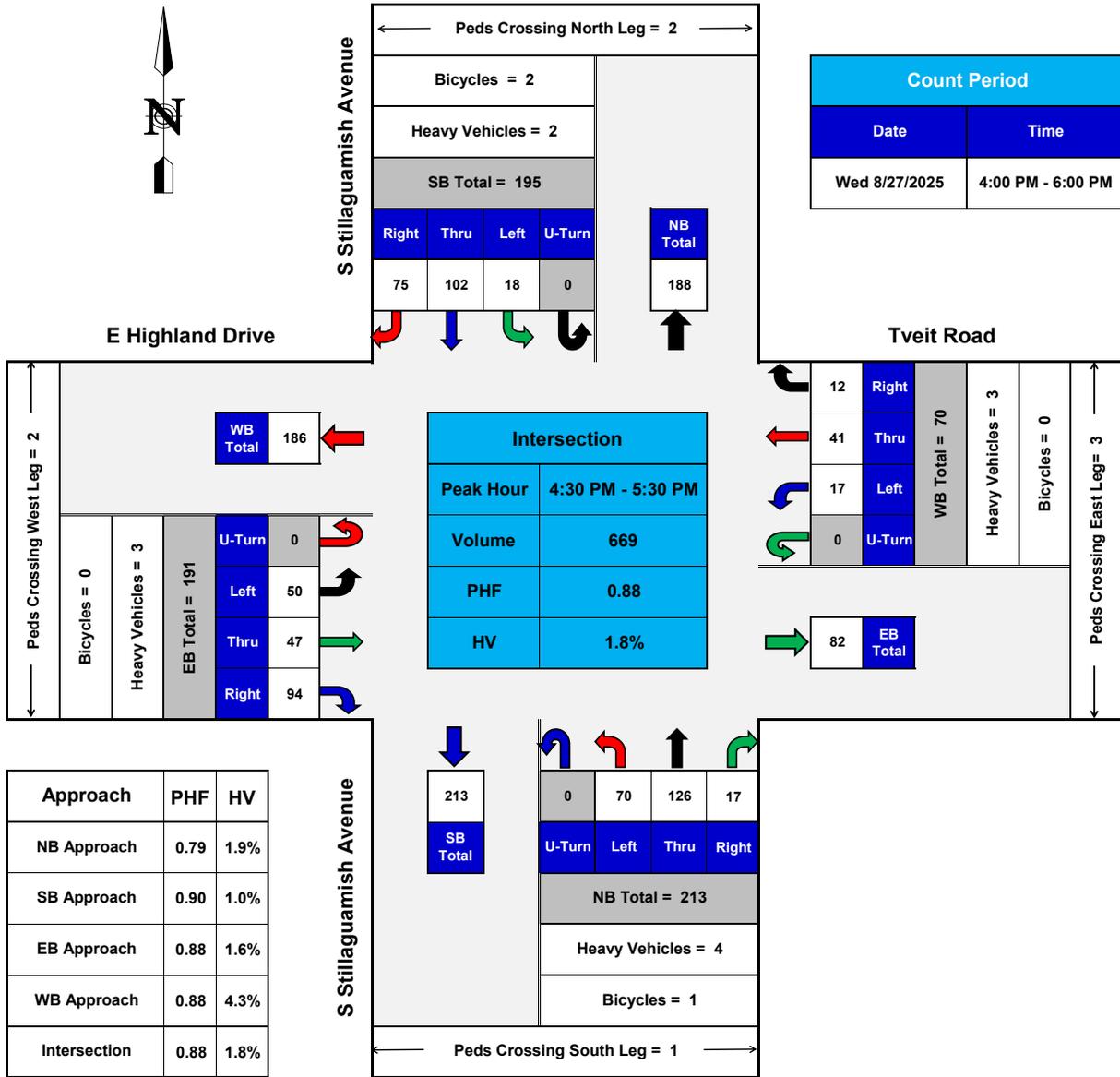
S French Avenue @ E Highland Drive Arlington, WA



**TURNING MOVEMENTS DIAGRAM
PEAK HOUR SUMMARY**



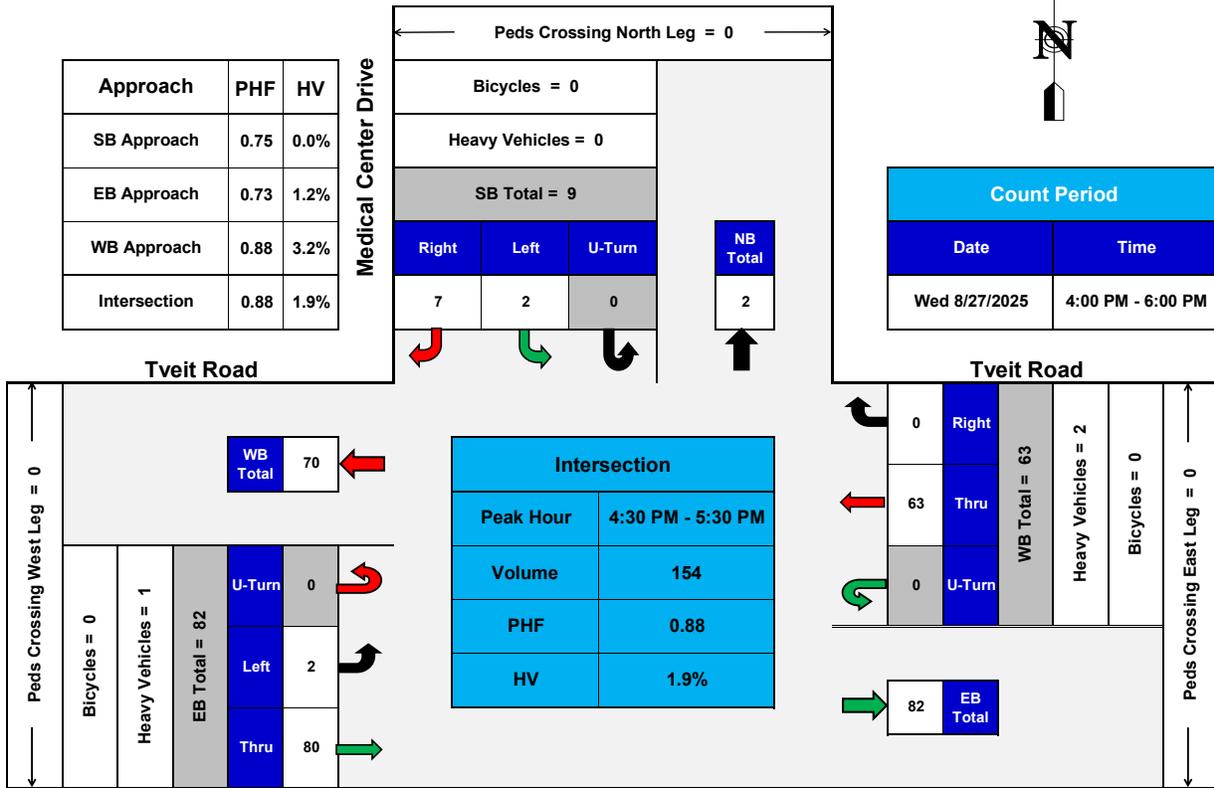
S Stillaguamish Avenue @ E Highland Drive Arlington, WA



**TURNING MOVEMENTS DIAGRAM
PEAK HOUR SUMMARY**



**Medical Center Drive @ Tveit Road
Arlington, WA**



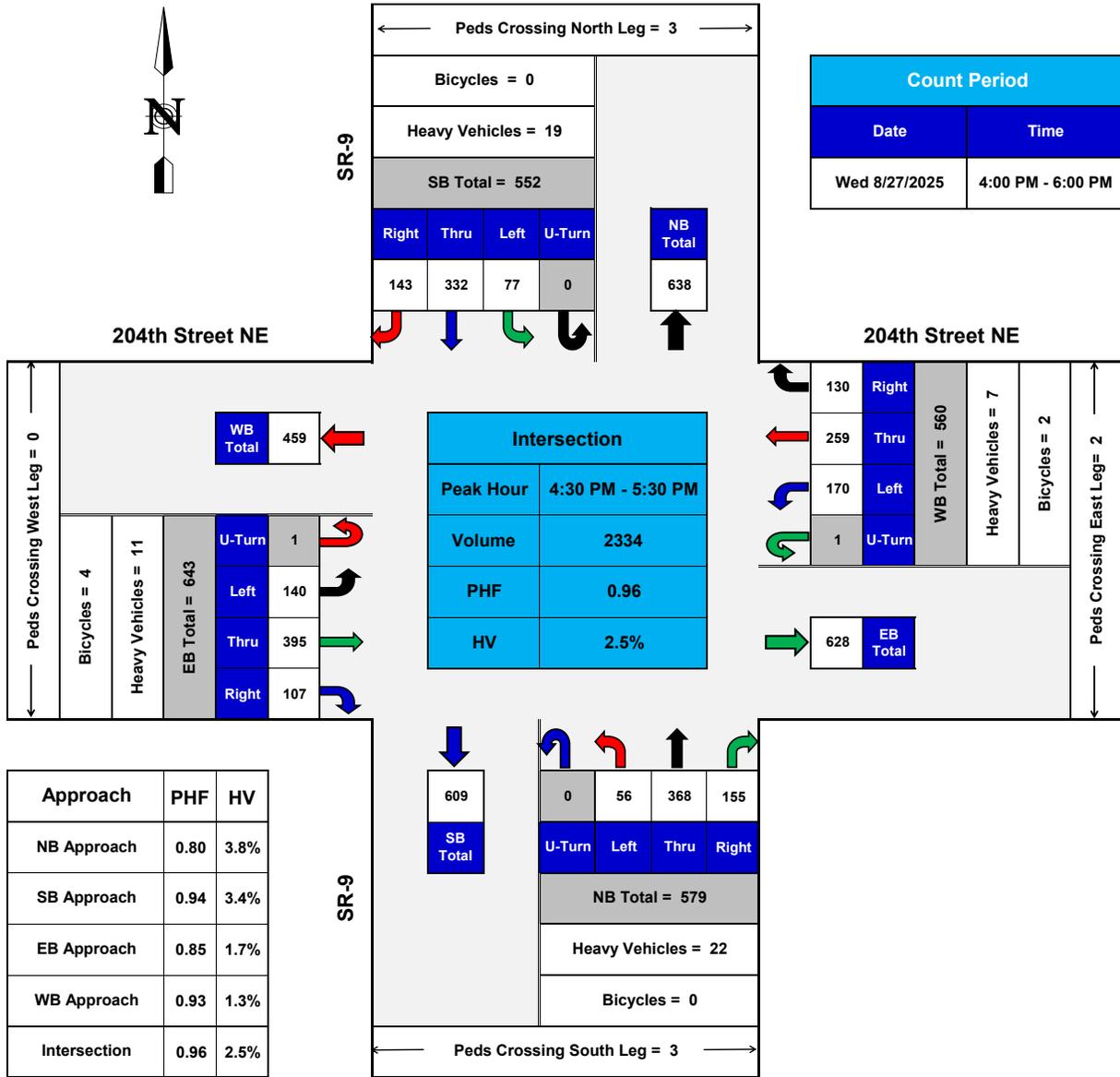
PHF = Peak Hour Factor
HV = Heavy Vehicles

**TURNING MOVEMENTS DIAGRAM
PEAK HOUR SUMMARY**



SR-9 @ 204th Street NE

Arlington, WA



PHF = Peak Hour Factor
 HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM PEAK HOUR SUMMARY



APPENDIX D
TURNING MOVEMENT CALCULATIONS

1 S Stilla Ave @ Med Center Dr

Synchro ID: 1
Existing
 Average Weekday
 PM Peak-Hour

Date: 8/27/2025

Data Source: TDG

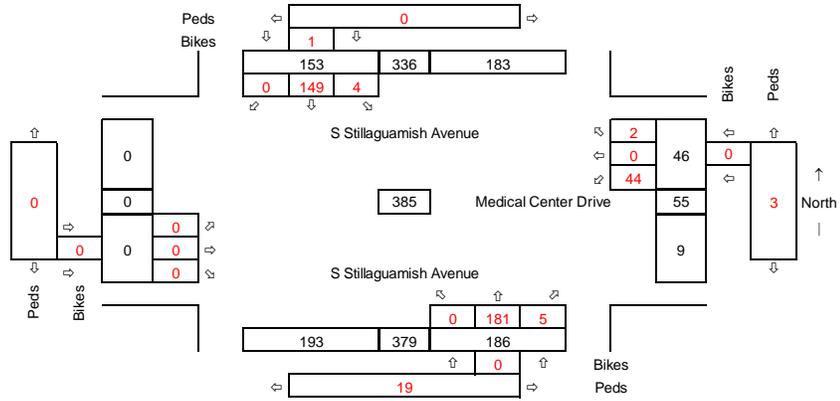
PHF: 0.82

EB HVF= 0%

WB HVF= 0%

NB HVF= 2%

SB HVF= 2%



No-Build

Average Weekday
 PM Peak-Hour

Year: 2028

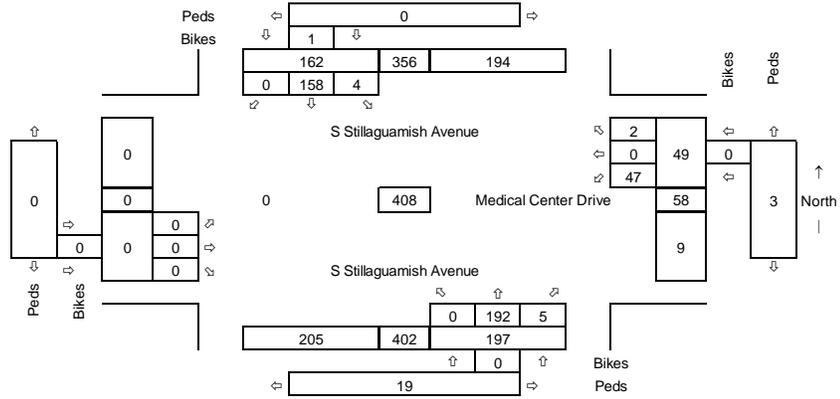
Years of Growth = 3

Growth Rate = 2.0%

Growth Factor = 1.06

Grow Peds? No

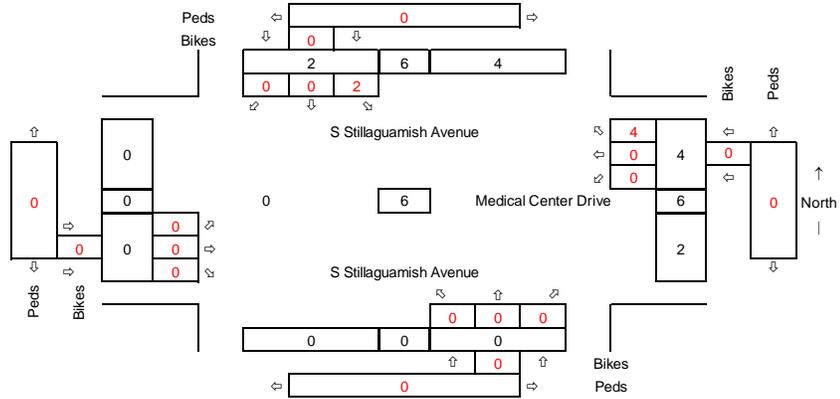
Grow Bikes? No



Development Trips

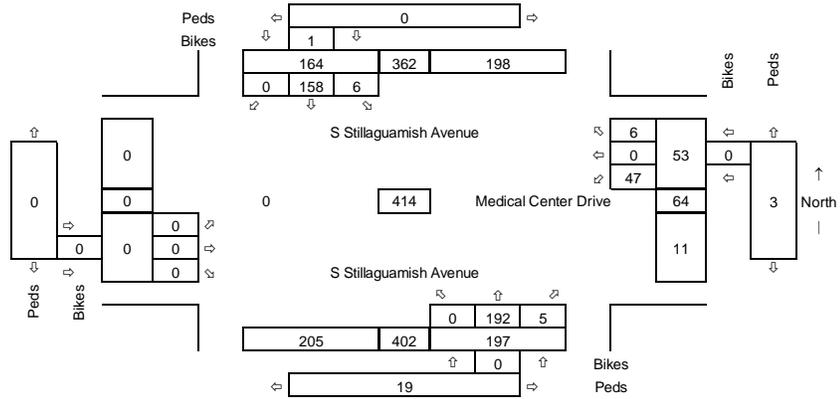
Average Weekday
 PM Peak-Hour

Development



Build Trips

Average Weekday
 PM Peak-Hour



2 SR-9 @ E Highland Dr

Synchro ID: 2
Existing
 Average Weekday
 PM Peak-Hour

Date: 8/27/2025

Data Source: TDG

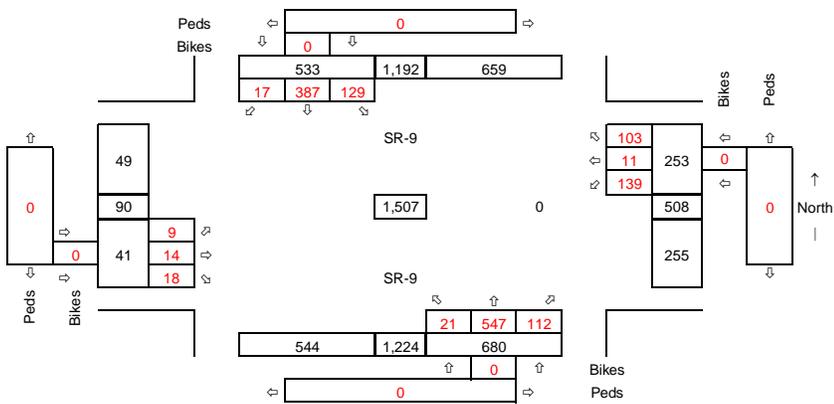
PHF: 0.96

EB HVF= 2%

WB HVF= 4%

NB HVF= 5%

SB HVF= 3%



No-Build
 Average Weekday
 PM Peak-Hour

Year: 2028

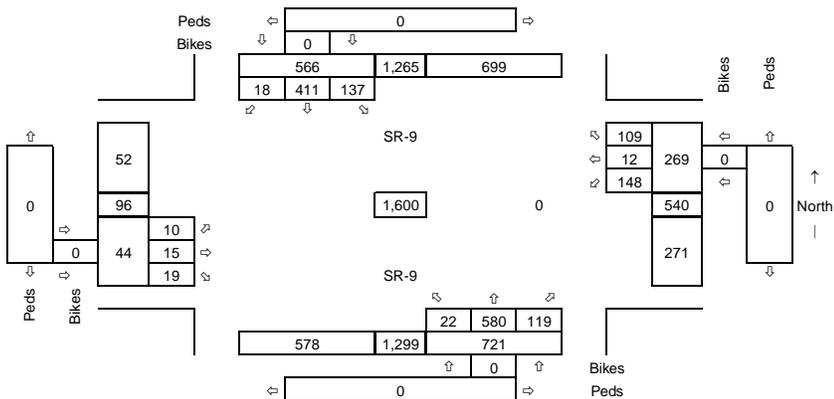
Years of Growth = 3

Growth Rate = 2.0%

Growth Factor = 1.06

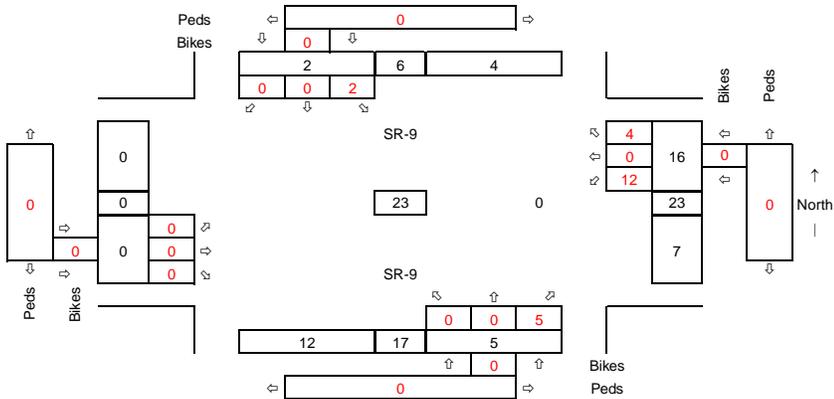
Grow Peds? No

Grow Bikes? No

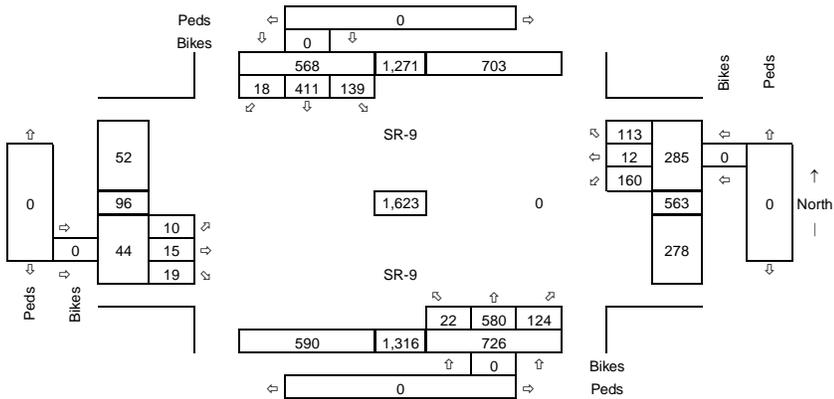


Development Trips
 Average Weekday
 PM Peak-Hour

Development



Build Trips
 Average Weekday
 PM Peak-Hour



3 S Olympic Ave @ E Highland Dr

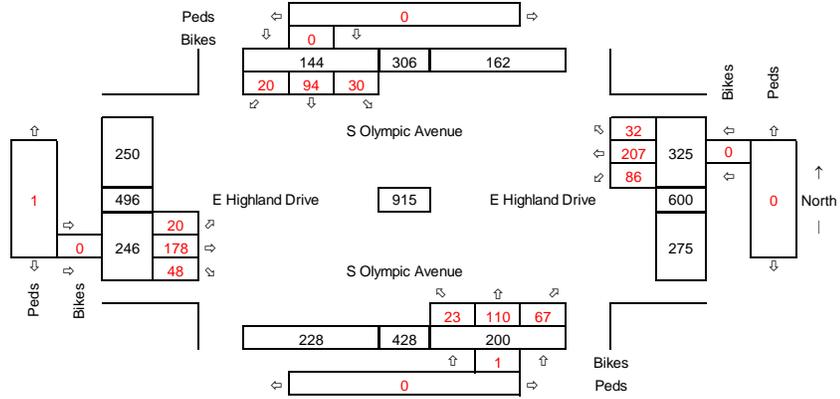
Synchro ID: 3
Existing
 Average Weekday
 PM Peak-Hour

Date: 8/27/2025

Data Source: TDG

PHF: 0.92

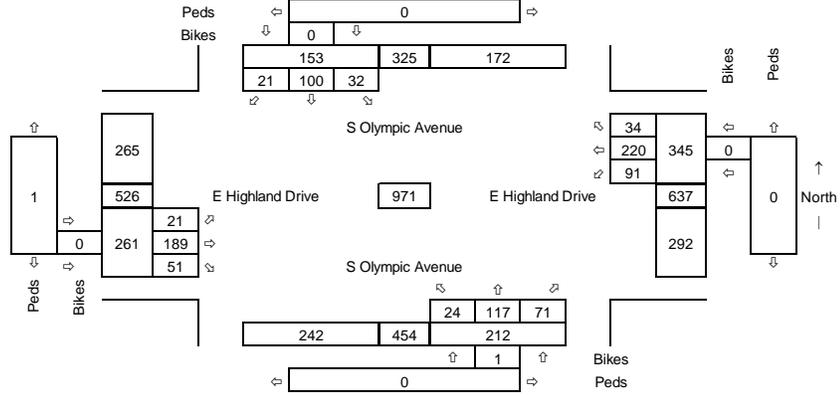
EB HVF= 2%
 WB HVF= 3%
 NB HVF= 0%
 SB HVF= 0%



No-Build
 Average Weekday
 PM Peak-Hour

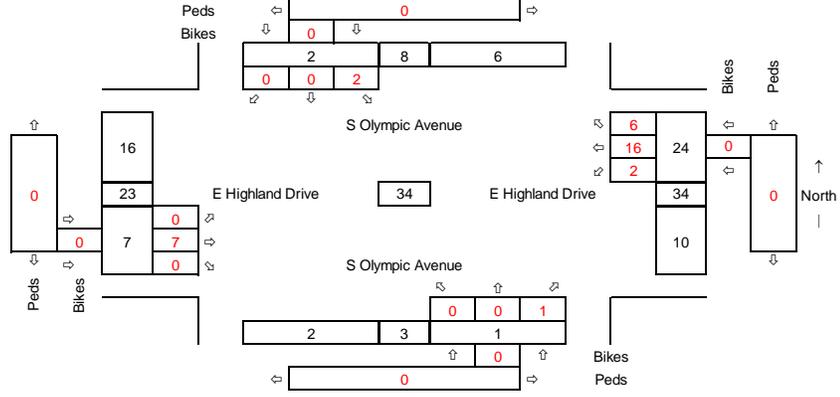
Year: 2028
 Years of Growth = 3
 Growth Rate = 2.0%
 Growth Factor = 1.06

Grow Peds? No
 Grow Bikes? No

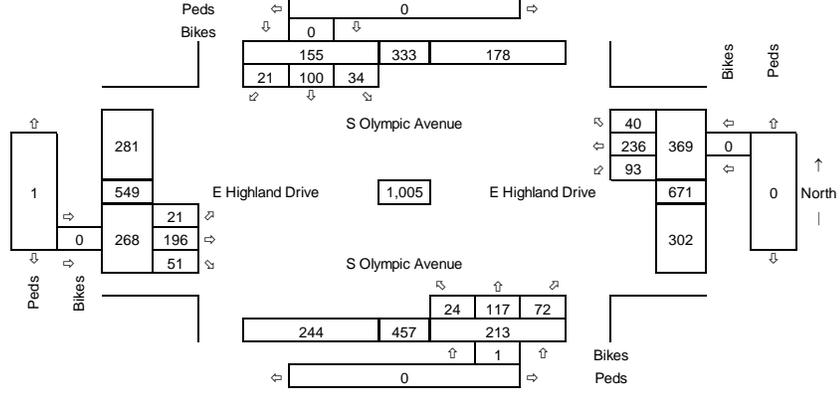


Development Trips
 Average Weekday
 PM Peak-Hour

Development



Build Trips
 Average Weekday
 PM Peak-Hour



4 S French Ave @ E Highland Dr

Synchro ID: 4
Existing
 Average Weekday
 PM Peak-Hour

Date: 8/27/2025

Data Source: TDG

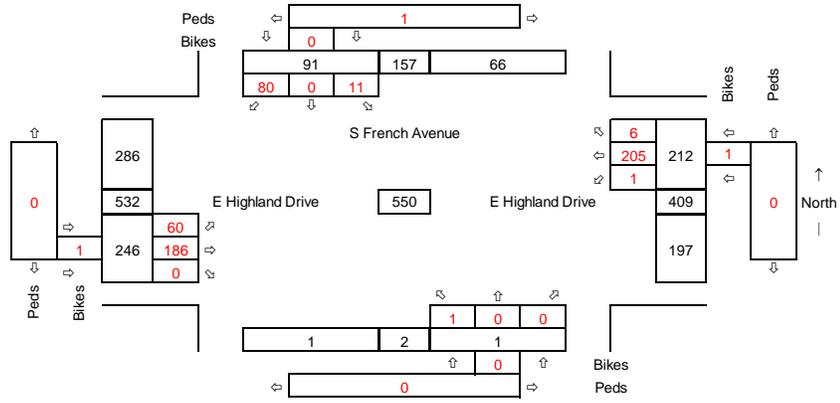
PHF: 0.90

EB HVF= 3%

WB HVF= 4%

NB HVF= 0%

SB HVF= 2%



No-Build

Average Weekday
 PM Peak-Hour

Year: 2028

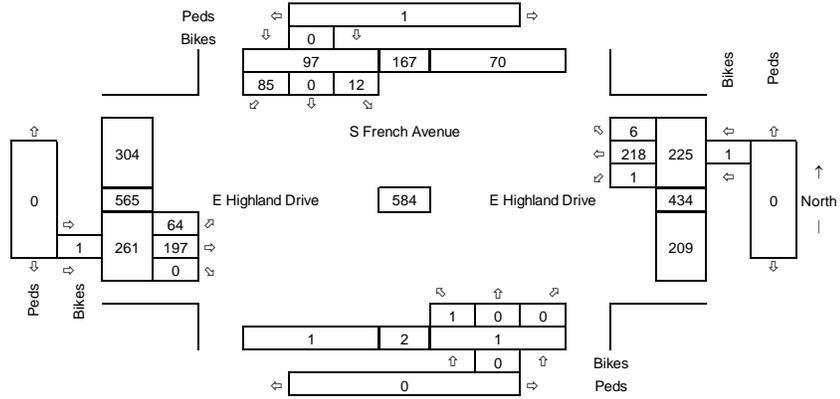
Years of Growth = 3

Growth Rate = 2.0%

Growth Factor = 1.06

Grow Peds? No

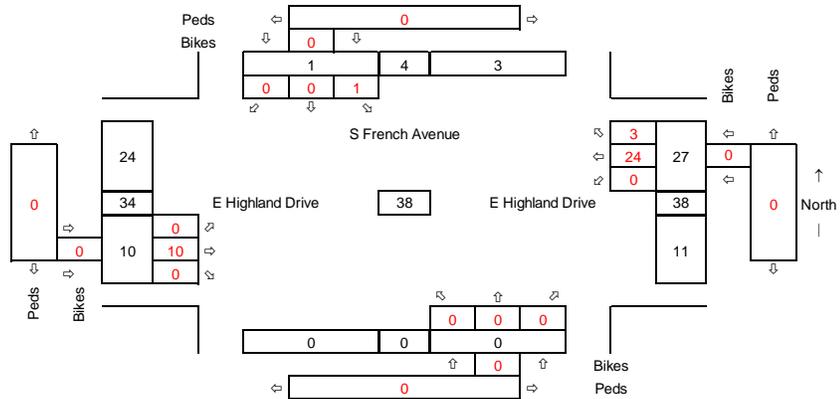
Grow Bikes? No



Development Trips

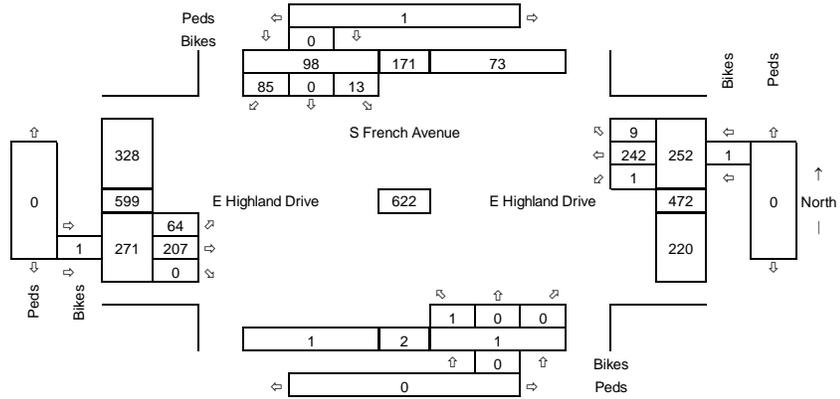
Average Weekday
 PM Peak-Hour

Development



Build Trips

Average Weekday
 PM Peak-Hour



5 S Stilla Ave @ E Highland Dr

Synchro ID: 5
Existing
 Average Weekday
 PM Peak-Hour

Date: 8/27/2025

Data Source: TDG

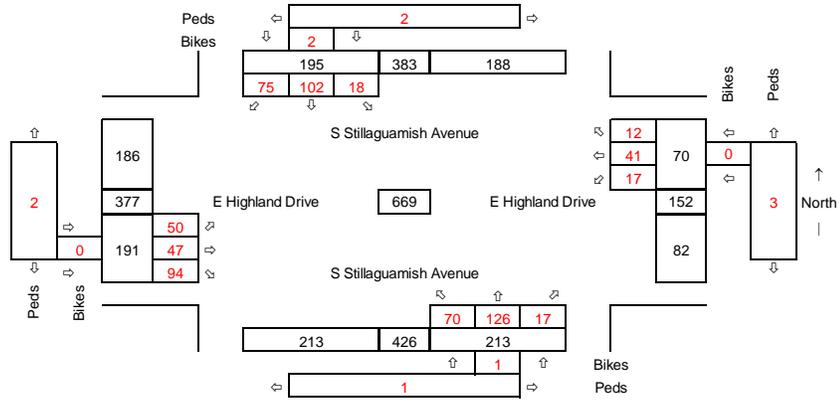
PHF: 0.88

EB HVF= 2%

WB HVF= 4%

NB HVF= 2%

SB HVF= 1%



No-Build
 Average Weekday
 PM Peak-Hour

Year: 2028

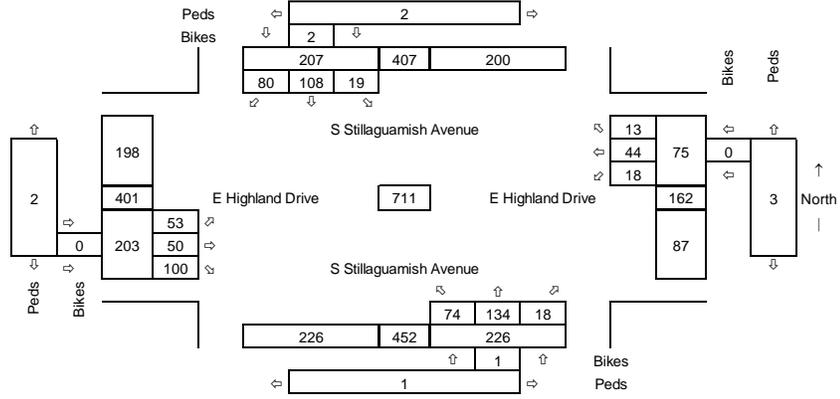
Years of Growth = 3

Growth Rate = 2.0%

Growth Factor = 1.06

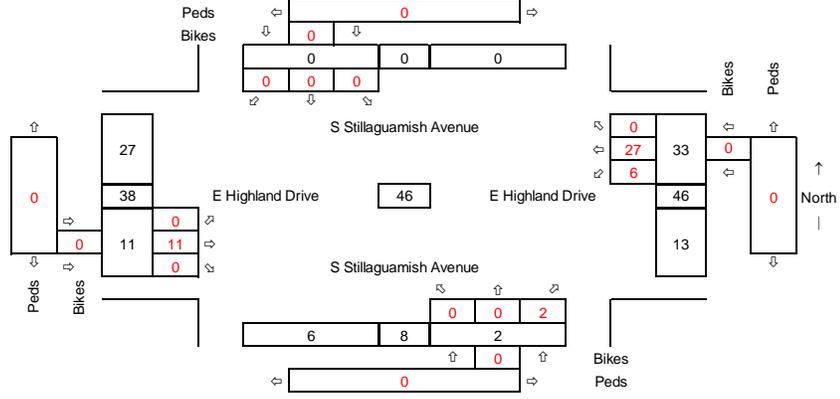
Grow Peds? No

Grow Bikes? No

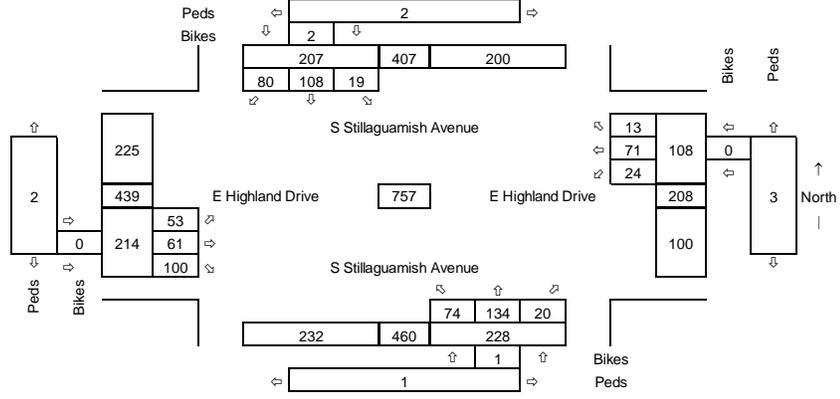


Development Trips
 Average Weekday
 PM Peak-Hour

Development



Build Trips
 Average Weekday
 PM Peak-Hour



6 Med Center Dr @ Tveit Rd

Synchro ID: 6
Existing
 Average Weekday
 PM Peak-Hour

Date: 8/27/2025

Data Source: TDG

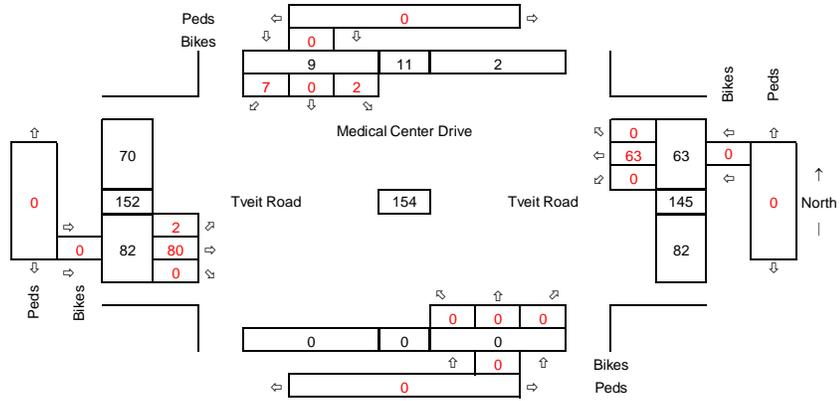
PHF: 0.88

EB HVF= 1%

WB HVF= 3%

NB HVF= 0%

SB HVF= 0%



No-Build
 Average Weekday
 PM Peak-Hour

Year: 2028

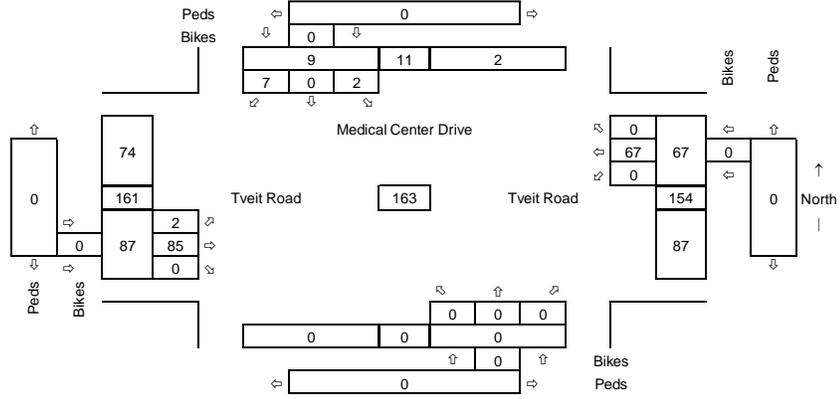
Years of Growth = 3

Growth Rate = 2.0%

Growth Factor = 1.06

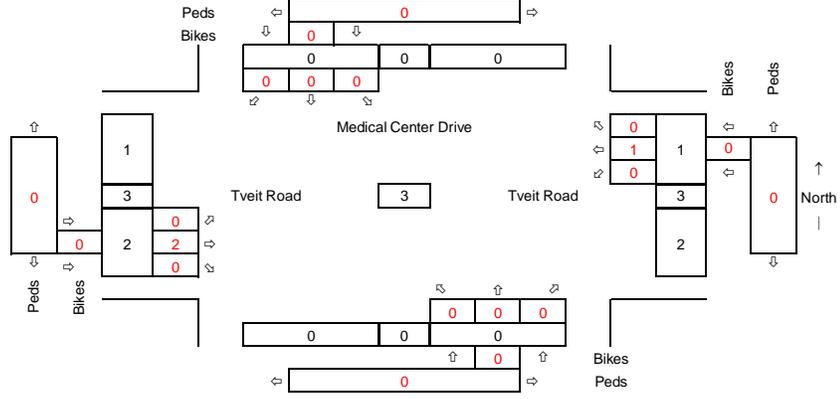
Grow Peds? No

Grow Bikes? No

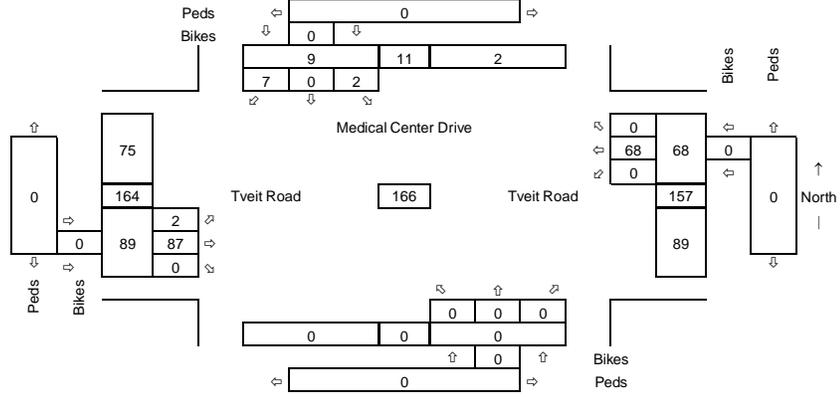


Development Trips
 Average Weekday
 PM Peak-Hour

Development



Build Trips
 Average Weekday
 PM Peak-Hour



7 SR-9 @ 204th St NE

Synchro ID: 7
Existing
 Average Weekday
 PM Peak-Hour

Date: 8/27/2025

Data Source: TDG

PHF: 0.96

EB HVF= 2%
 WB HVF= 1%
 NB HVF= 4%
 SB HVF= 3%



No-Build
 Average Weekday
 PM Peak-Hour

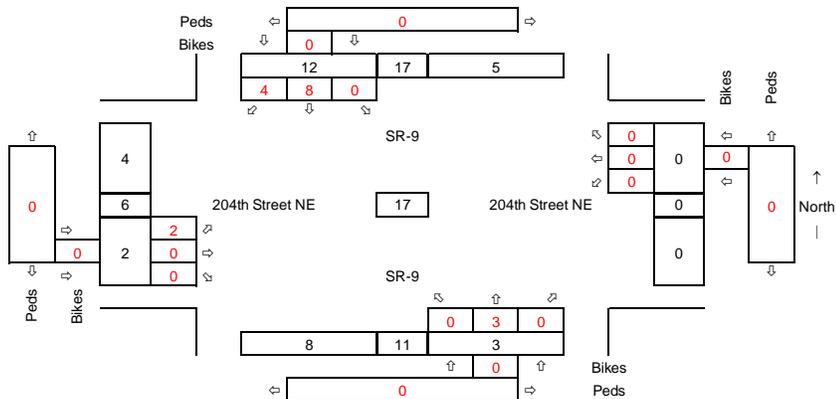
Year: 2028
 Years of Growth = 3
 Growth Rate = 2.0%
 Growth Factor = 1.06

Grow Peds? No
 Grow Bikes? No

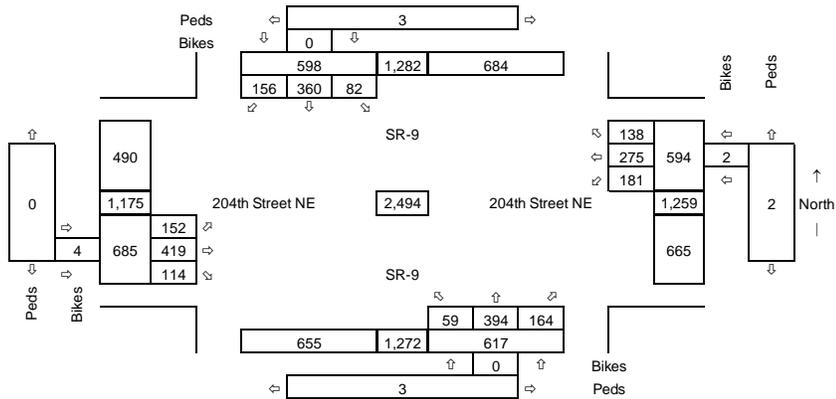


Development Trips
 Average Weekday
 PM Peak-Hour

Development



Build Trips
 Average Weekday
 PM Peak-Hour



8 Site Access @ Medical Drive

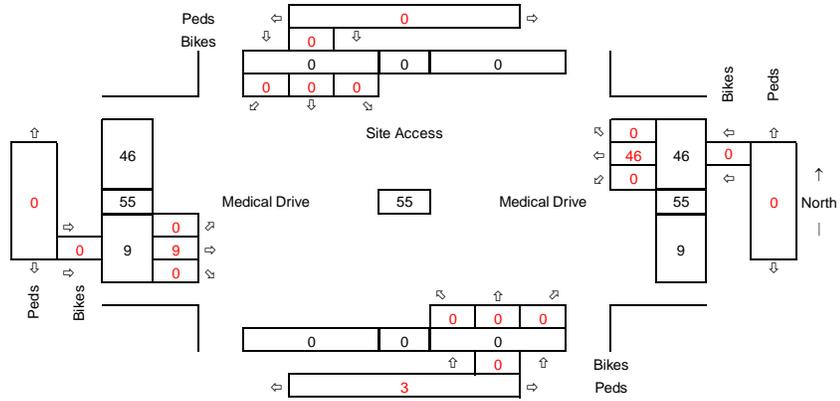
Synchro ID: 8
Existing
 Average Weekday
 PM Peak-Hour

Date: 8/27/2025

Data Source: TDG

PHF: 0.82

EB HVF= 0%
 WB HVF= 0%
 NB HVF= 0%
 SB HVF= 0%



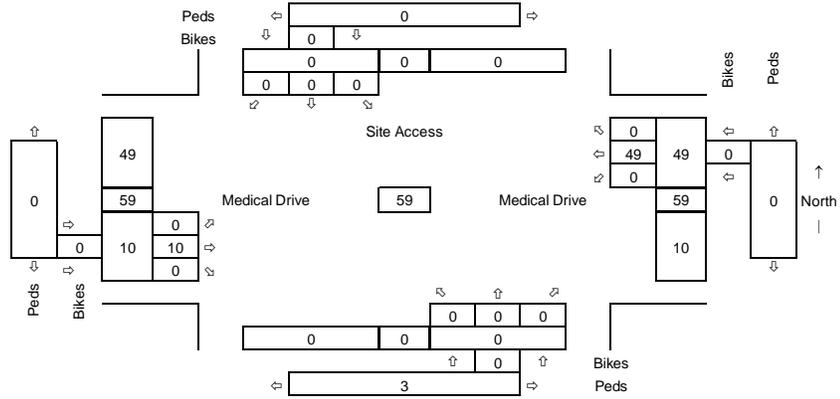
No-Build

Average Weekday
 PM Peak-Hour

Year: 2028

Years of Growth = 3
 Growth Rate = 2.0%
 Growth Factor = 1.06

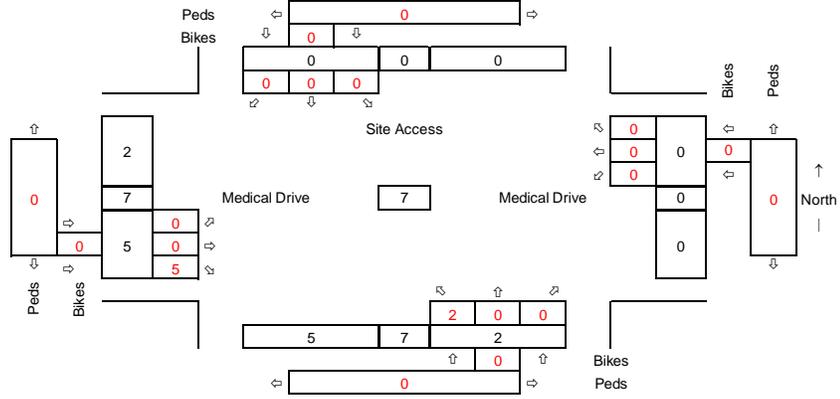
Grow Peds? No
 Grow Bikes? No



Development Trips

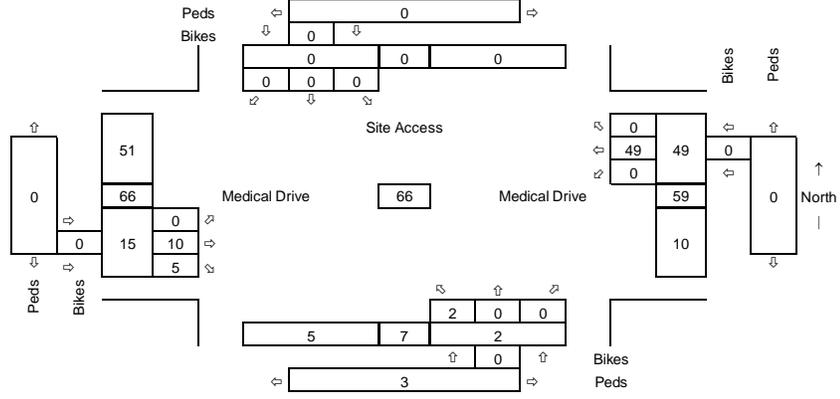
Average Weekday
 PM Peak-Hour

Development



Build Trips

Average Weekday
 PM Peak-Hour



9 Site Access @ Tveit Road

Synchro ID: 9
Existing
 Average Weekday
 PM Peak-Hour

Date: 8/27/2025

Data Source: TDG

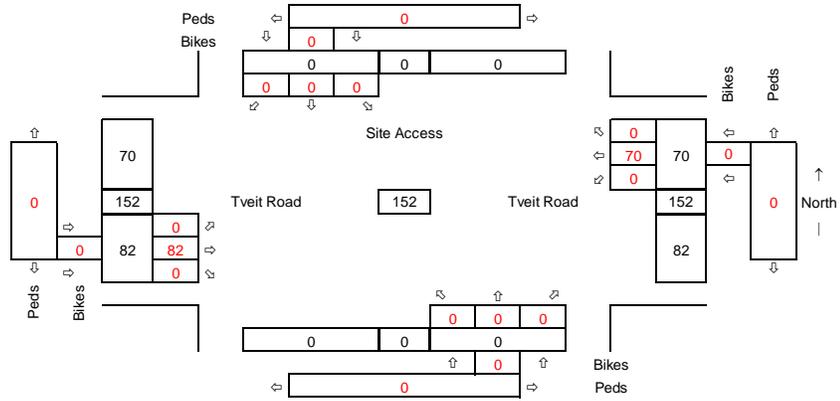
PHF: 0.88

EB HVF= 1%

WB HVF= 4%

NB HVF= 0%

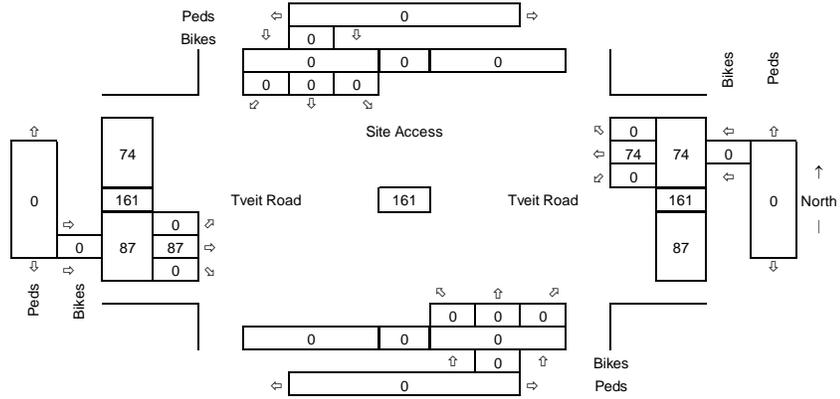
SB HVF= 0%



No-Build
 Average Weekday
 PM Peak-Hour

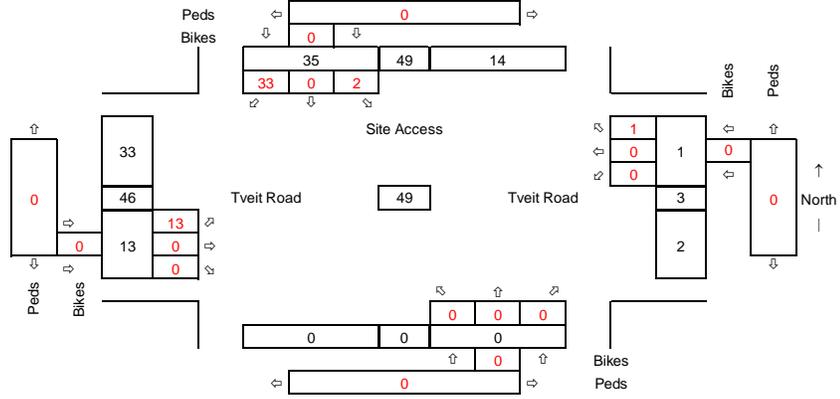
Year: 2028
 Years of Growth = 3
 Growth Rate = 2.0%
 Growth Factor = 1.06

Grow Peds? No
 Grow Bikes? No

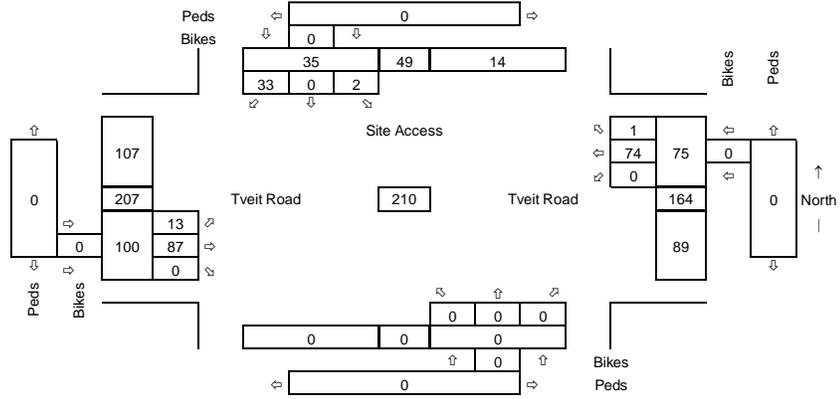


Development Trips
 Average Weekday
 PM Peak-Hour

Development



Build Trips
 Average Weekday
 PM Peak-Hour



APPENDIX E
LEVEL OF SERVICE ANALYSIS

HCM 7th TWSC
 1: S Stillaguamish Avenue & Medical Center Drive

Visconsi Medical Facility

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	44	2	181	5	4	149
Future Vol, veh/h	44	2	181	5	4	149
Conflicting Peds, #/hr	19	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	6	-	-	-6
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	54	2	221	6	5	182

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	437	227	0	0	230
Stage 1	227	-	-	-	-
Stage 2	210	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218
Pot Cap-1 Maneuver	580	818	-	-	1338
Stage 1	816	-	-	-	-
Stage 2	829	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	566	815	-	-	1334
Mov Cap-2 Maneuver	566	-	-	-	-
Stage 1	813	-	-	-	-
Stage 2	811	-	-	-	-

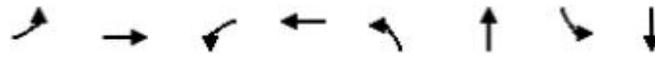
Approach	WB	NB	SB
HCM Control Delay, s/v	11.96	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	574	47
HCM Lane V/C Ratio	-	-	0.098	0.004
HCM Control Delay (s/veh)	-	-	12	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Timings

2: SR-9 & Hazel Street/E Highland Drive

Visconsi Medical Facility



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		+		+	+	+	+	+
Traffic Volume (vph)	9	14	139	11	21	547	129	387
Future Volume (vph)	9	14	139	11	21	547	129	387
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	33.1	33.1	22.5	22.5	10.5	31.7	10.5	22.5
Total Split (s)	40.1	40.1	40.1	40.1	30.5	71.7	30.5	71.7
Total Split (%)	28.2%	28.2%	28.2%	28.2%	21.4%	50.4%	21.4%	50.4%
Yellow Time (s)	3.1	3.1	3.1	3.1	3.5	4.7	3.5	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.1		5.1	5.5	6.7	5.5	6.7
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

Intersection Summary

Cycle Length: 142.3

Actuated Cycle Length: 95.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

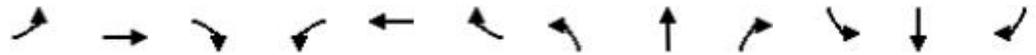
Splits and Phases: 2: SR-9 & Hazel Street/E Highland Drive



HCM 7th Signalized Intersection Summary

2: SR-9 & Hazel Street/E Highland Drive

Visconsi Medical Facility



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	9	14	18	139	11	103	21	547	112	129	387	17
Future Volume (veh/h)	9	14	18	139	11	103	21	547	112	129	387	17
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		1.00	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	1841	1841	1841	1826	1826	1826	1856	1856	1856
Adj Flow Rate, veh/h	9	15	19	145	11	107	22	570	117	134	403	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	4	4	4	5	5	5	3	3	3
Cap, veh/h	111	167	168	250	28	133	477	664	136	306	873	39
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.03	0.45	0.45	0.07	0.50	0.50
Sat Flow, veh/h	207	751	758	749	124	599	1739	1470	302	1767	1763	79
Grp Volume(v), veh/h	43	0	0	263	0	0	22	0	687	134	0	421
Grp Sat Flow(s),veh/h/ln	1716	0	0	1473	0	0	1739	0	1772	1767	0	1841
Q Serve(g_s), s	0.0	0.0	0.0	9.9	0.0	0.0	0.4	0.0	23.3	2.6	0.0	10.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	11.3	0.0	0.0	0.4	0.0	23.3	2.6	0.0	10.0
Prop In Lane	0.21		0.44	0.55		0.41	1.00		0.17	1.00		0.04
Lane Grp Cap(c), veh/h	446	0	0	410	0	0	477	0	800	306	0	912
V/C Ratio(X)	0.10	0.00	0.00	0.64	0.00	0.00	0.05	0.00	0.86	0.44	0.00	0.46
Avail Cap(c_a), veh/h	922	0	0	844	0	0	1081	0	1717	844	0	1784
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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	0.0	24.6	0.0	0.0	9.7	0.0	16.5	13.3	0.0	11.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0	2.8	1.0	0.0	0.4
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	0.5	0.0	0.0	4.0	0.0	0.0	0.1	0.0	8.1	0.9	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.9	0.0	0.0	26.3	0.0	0.0	9.7	0.0	19.3	14.3	0.0	11.5
LnGrp LOS	C			C			A		B	B		B
Approach Vol, veh/h		43			263			709				555
Approach Delay, s/veh		20.9			26.3			19.0				12.1
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	37.0		20.0	7.2	39.9		20.0				
Change Period (Y+Rc), s	5.5	6.7		5.1	5.5	6.7		5.1				
Max Green Setting (Gmax), s	25.0	65.0		35.0	25.0	65.0		35.0				
Max Q Clear Time (g_c+I1), s	4.6	25.3		3.3	2.4	12.0		13.3				
Green Ext Time (p_c), s	0.3	5.0		0.2	0.0	2.6		1.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				17.8								
HCM 7th LOS				B								

HCM 7th AWSC
 3: S Olympic Avenue & E Highland Drive

Intersection

Intersection Delay, s/veh 13

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	20	178	48	86	207	32	23	110	67	30	94	20
Future Vol, veh/h	20	178	48	86	207	32	23	110	67	30	94	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	3	3	3	0	0	0	0	0	0
Mvmt Flow	22	193	52	93	225	35	25	120	73	33	102	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	2.4	14.9	11.8	11.2
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	8%	26%	21%
Vol Thru, %	55%	72%	64%	65%
Vol Right, %	34%	20%	10%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	246	325	144
LT Vol	23	20	86	30
Through Vol	110	178	207	94
RT Vol	67	48	32	20
Lane Flow Rate	217	267	353	157
Geometry Grp	1	1	1	1
Degree of Util (X)	0.346	0.411	0.539	0.26
Departure Headway (Hd)	5.733	5.53	5.497	5.99
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	624	647	654	595
Service Time	3.807	3.596	3.558	4.072
HCM Lane V/C Ratio	0.348	0.413	0.54	0.264
HCM Control Delay, s/veh	11.8	12.4	14.9	11.2
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.5	2	3.2	1

HCM 7th TWSC
4: S French Avenue & E Highland Drive

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	60	186	0	1	205	6	1	0	0	11	0	80
Future Vol, veh/h	60	186	0	1	205	6	1	0	0	11	0	80
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	4	4	4	0	0	0	2	2	2
Mvmt Flow	67	207	0	1	228	7	1	0	0	12	0	89

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	235	0	0	207	0	0	570	578	207	574	574	232
Stage 1	-	-	-	-	-	-	340	340	-	234	234	-
Stage 2	-	-	-	-	-	-	230	238	-	340	340	-
Critical Hdwy	4.13	-	-	4.14	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.236	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1326	-	-	1353	-	-	435	430	839	429	429	807
Stage 1	-	-	-	-	-	-	679	643	-	769	711	-
Stage 2	-	-	-	-	-	-	777	712	-	675	639	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1325	-	-	1353	-	-	365	405	839	404	404	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	365	405	-	404	404	-
Stage 1	-	-	-	-	-	-	640	606	-	767	710	-
Stage 2	-	-	-	-	-	-	691	711	-	636	603	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.92			0.04			14.89			10.82		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	365	439	-	-	8	-	-	720
HCM Lane V/C Ratio	0.003	0.05	-	-	0.001	-	-	0.14
HCM Control Delay (s/veh)	14.9	7.9	0	-	7.7	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.5

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	47	94	17	41	12	70	126	17	18	102	75
Future Vol, veh/h	50	47	94	17	41	12	70	126	17	18	102	75
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	1	1	1
Mvmt Flow	57	53	107	19	47	14	80	143	19	20	116	85
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.1	9.2	10.6	9.8
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	26%	24%	9%
Vol Thru, %	59%	25%	59%	52%
Vol Right, %	8%	49%	17%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	213	191	70	195
LT Vol	70	50	17	18
Through Vol	126	47	41	102
RT Vol	17	94	12	75
Lane Flow Rate	242	217	80	222
Geometry Grp	1	1	1	1
Degree of Util (X)	0.333	0.296	0.12	0.293
Departure Headway (Hd)	4.96	4.903	5.429	4.753
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	716	725	664	747
Service Time	3.05	2.992	3.429	2.842
HCM Lane V/C Ratio	0.338	0.299	0.12	0.297
HCM Control Delay, s/veh	10.6	10.1	9.2	9.8
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.5	1.2	0.4	1.2

HCM 7th TWSC
6: Tveit Road & Medical Center Drive

Visconsi Medical Facility

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	2	80	63	0	2	7
Future Vol, veh/h	2	80	63	0	2	7
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, %	-	-5	5	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	3	3	0	0
Mvmt Flow	2	91	72	0	2	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	72	0	-	0	167 72
Stage 1	-	-	-	-	72 -
Stage 2	-	-	-	-	95 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1535	-	-	-	828 996
Stage 1	-	-	-	-	956 -
Stage 2	-	-	-	-	933 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1535	-	-	-	827 996
Mov Cap-2 Maneuver	-	-	-	-	827 -
Stage 1	-	-	-	-	955 -
Stage 2	-	-	-	-	933 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.18	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	44	-	-	-	953
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Timings

7: SR-9 & 204th Street NE

Visconsi Medical Facility



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	141	395	107	171	259	130	56	368	77	332	143
Future Volume (vph)	141	395	107	171	259	130	56	368	77	332	143
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	8		4	4		8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	37.1	37.1	10.5	38.9	38.9	10.5	41.7	10.5	42.7	42.7
Total Split (s)	35.5	35.1	35.1	35.5	35.9	35.9	25.5	71.7	25.5	71.7	71.7
Total Split (%)	21.1%	20.8%	20.8%	21.1%	21.3%	21.3%	15.1%	42.5%	15.1%	42.5%	42.5%
Yellow Time (s)	3.5	3.1	3.1	3.5	3.9	3.9	3.5	4.7	3.5	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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
Total Lost Time (s)	5.5	5.1	5.1	5.5	5.9	5.9	5.5	6.7	5.5	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Min	None	Min	Min						

Intersection Summary

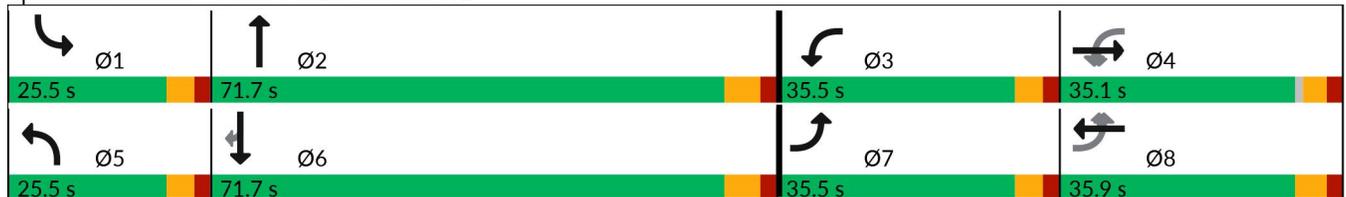
Cycle Length: 168.6

Actuated Cycle Length: 125.9

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

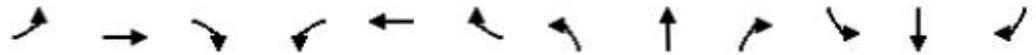
Splits and Phases: 7: SR-9 & 204th Street NE



HCM 7th Signalized Intersection Summary

7: SR-9 & 204th Street NE

Visconsi Medical Facility



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	395	107	171	259	130	56	368	155	77	332	143
Future Volume (veh/h)	141	395	107	171	259	130	56	368	155	77	332	143
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		0.97	1.00		0.97	1.00		1.00	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	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	147	411	111	178	270	135	58	383	161	80	346	149
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	1	1	1	4	4	4	3	3	3
Cap, veh/h	356	473	388	279	504	415	75	444	187	104	700	592
Arrive On Green	0.08	0.25	0.25	0.10	0.27	0.27	0.04	0.36	0.36	0.06	0.38	0.38
Sat Flow, veh/h	1781	1870	1535	1795	1885	1552	1753	1229	517	1767	1856	1568
Grp Volume(v), veh/h	147	411	111	178	270	135	58	0	544	80	346	149
Grp Sat Flow(s),veh/h/ln	1781	1870	1535	1795	1885	1552	1753	0	1746	1767	1856	1568
Q Serve(g_s), s	6.0	21.4	5.9	7.3	12.5	7.1	3.3	0.0	29.4	4.5	14.5	6.7
Cycle Q Clear(g_c), s	6.0	21.4	5.9	7.3	12.5	7.1	3.3	0.0	29.4	4.5	14.5	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	356	473	388	279	504	415	75	0	631	104	700	592
V/C Ratio(X)	0.41	0.87	0.29	0.64	0.54	0.33	0.77	0.00	0.86	0.77	0.49	0.25
Avail Cap(c_a), veh/h	737	551	452	637	555	457	344	0	1114	347	1184	1001
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	36.4	30.7	26.8	31.9	29.9	48.3	0.0	30.2	47.3	24.3	21.8
Incr Delay (d2), s/veh	0.8	12.9	0.5	2.4	1.1	0.5	15.2	0.0	5.1	11.4	0.8	0.3
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	2.6	11.4	2.3	3.3	5.8	2.7	1.7	0.0	12.3	2.3	6.1	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.3	49.4	31.1	29.2	33.0	30.5	63.5	0.0	35.2	58.7	25.0	22.1
LnGrp LOS	C	D	C	C	C	C	E		D	E	C	C
Approach Vol, veh/h	669				583		602				575	
Approach Delay, s/veh	41.1				31.3		38.0				29.0	
Approach LOS	D				C		D				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	43.5	15.2	31.7	9.9	45.1	13.7	33.1				
Change Period (Y+Rc), s	5.5	6.7	5.5	* 5.9	5.5	6.7	5.5	5.9				
Max Green Setting (Gmax), s	20.0	65.0	30.0	* 30	20.0	65.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	6.5	31.4	9.3	23.4	5.3	16.5	8.0	14.5				
Green Ext Time (p_c), s	0.1	5.4	0.5	1.9	0.1	3.9	0.4	2.3				

Intersection Summary

HCM 7th Control Delay, s/veh	35.1
HCM 7th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
 1: S Stillaguamish Avenue & Medical Center Drive

Visconsi Medical Facility

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	47	2	192	5	4	158
Future Vol, veh/h	47	2	192	5	4	158
Conflicting Peds, #/hr	19	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	6	-	-	-6
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	57	2	234	6	5	193

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	462	240	0	0	243
Stage 1	240	-	-	-	-
Stage 2	221	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218
Pot Cap-1 Maneuver	562	804	-	-	1323
Stage 1	804	-	-	-	-
Stage 2	820	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	548	801	-	-	1319
Mov Cap-2 Maneuver	548	-	-	-	-
Stage 1	802	-	-	-	-
Stage 2	802	-	-	-	-

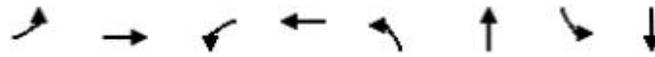
Approach	WB	NB	SB
HCM Control Delay, s/v12.27		0	0.19
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	555	44
HCM Lane V/C Ratio	-	-	0.108	0.004
HCM Control Delay (s/veh)	-	-	12.3	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Timings

2: SR-9 & E Highland Drive

Visconsi Medical Facility



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		+		+	+	+	+	+
Traffic Volume (vph)	10	15	148	12	22	580	137	411
Future Volume (vph)	10	15	148	12	22	580	137	411
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	33.1	33.1	22.5	22.5	10.5	31.7	10.5	22.5
Total Split (s)	40.1	40.1	40.1	40.1	30.5	71.7	30.5	71.7
Total Split (%)	28.2%	28.2%	28.2%	28.2%	21.4%	50.4%	21.4%	50.4%
Yellow Time (s)	3.1	3.1	3.1	3.1	3.5	4.7	3.5	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.1		5.1	5.5	6.7	5.5	6.7
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

Intersection Summary

Cycle Length: 142.3

Actuated Cycle Length: 103.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

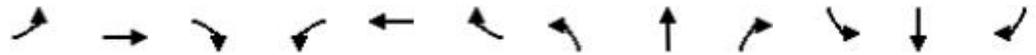
Splits and Phases: 2: SR-9 & E Highland Drive



HCM 7th Signalized Intersection Summary

2: SR-9 & E Highland Drive

Visconsi Medical Facility



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	10	15	19	148	12	109	22	580	119	137	411	18
Future Volume (veh/h)	10	15	19	148	12	109	22	580	119	137	411	18
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		1.00	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	1841	1841	1841	1826	1826	1826	1856	1856	1856
Adj Flow Rate, veh/h	10	16	20	154	12	114	23	604	124	143	428	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	4	4	4	5	5	5	3	3	3
Cap, veh/h	111	167	168	250	25	137	469	690	142	290	904	40
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.03	0.47	0.47	0.07	0.51	0.51
Sat Flow, veh/h	228	728	735	762	111	600	1739	1470	302	1767	1763	78
Grp Volume(v), veh/h	46	0	0	280	0	0	23	0	728	143	0	447
Grp Sat Flow(s),veh/h/ln	1691	0	0	1474	0	0	1739	0	1772	1767	0	1841
Q Serve(g_s), s	0.0	0.0	0.0	11.8	0.0	0.0	0.5	0.0	27.4	3.0	0.0	11.6
Cycle Q Clear(g_c), s	1.6	0.0	0.0	13.3	0.0	0.0	0.5	0.0	27.4	3.0	0.0	11.6
Prop In Lane	0.22		0.43	0.55		0.41	1.00		0.17	1.00		0.04
Lane Grp Cap(c), veh/h	446	0	0	412	0	0	469	0	832	290	0	944
V/C Ratio(X)	0.10	0.00	0.00	0.68	0.00	0.00	0.05	0.00	0.87	0.49	0.00	0.47
Avail Cap(c_a), veh/h	831	0	0	764	0	0	1011	0	1553	765	0	1614
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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	0.0	27.1	0.0	0.0	10.1	0.0	17.7	14.9	0.0	11.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	3.1	1.3	0.0	0.4
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	0.0	4.7	0.0	0.0	0.2	0.0	9.8	1.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.8	0.0	0.0	29.0	0.0	0.0	10.1	0.0	20.8	16.2	0.0	12.0
LnGrp LOS	C			C			B		C	B		B
Approach Vol, veh/h	46			280			751			590		
Approach Delay, s/veh	22.8			29.0			20.5			13.0		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	10.6	41.5	22.1		7.4	44.7	22.1					
Change Period (Y+Rc), s	5.5	6.7	5.1		5.5	6.7	5.1					
Max Green Setting (Gmax), s	25.0	65.0	35.0		25.0	65.0	35.0					
Max Q Clear Time (g_c+I1), s	5.0	29.4	3.6		2.5	13.6	15.3					
Green Ext Time (p_c), s	0.3	5.4	0.2		0.0	2.8	1.6					
Intersection Summary												
HCM 7th Control Delay, s/veh				19.3								
HCM 7th LOS				B								

HCM 7th AWSC
 3: S Olympic Avenue & E Highland Drive

Visconsi Medical Facility

Intersection

Intersection Delay, s/veh 14.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	21	189	51	91	220	34	24	117	71	32	100	21
Future Vol, veh/h	21	189	51	91	220	34	24	117	71	32	100	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	3	3	3	0	0	0	0	0	0
Mvmt Flow	23	205	55	99	239	37	26	127	77	35	109	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh 3.4		16.6	12.7	11.9
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	8%	26%	21%
Vol Thru, %	55%	72%	64%	65%
Vol Right, %	33%	20%	10%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	212	261	345	153
LT Vol	24	21	91	32
Through Vol	117	189	220	100
RT Vol	71	51	34	21
Lane Flow Rate	230	284	375	166
Geometry Grp	1	1	1	1
Degree of Util (X)	0.385	0.448	0.588	0.29
Departure Headway (Hd)	6.012	5.803	5.744	6.288
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	601	624	634	574
Service Time	4.012	3.803	3.744	4.299
HCM Lane V/C Ratio	0.383	0.455	0.591	0.289
HCM Control Delay, s/veh	12.7	13.4	16.6	11.9
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.8	2.3	3.8	1.2

HCM 7th TWSC
4: S French Avenue & E Highland Drive

Visconsi Medical Facility

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	64	197	0	1	218	6	1	0	0	12	0	85
Future Vol, veh/h	64	197	0	1	218	6	1	0	0	12	0	85
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	4	4	4	0	0	0	2	2	2
Mvmt Flow	71	219	0	1	242	7	1	0	0	13	0	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	250	0	0	219	0	0	606	613	219	610	610	247
Stage 1	-	-	-	-	-	-	361	361	-	249	249	-
Stage 2	-	-	-	-	-	-	244	252	-	361	361	-
Critical Hdwy	4.13	-	-	4.14	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.236	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1310	-	-	1339	-	-	412	410	826	407	409	792
Stage 1	-	-	-	-	-	-	661	629	-	755	701	-
Stage 2	-	-	-	-	-	-	764	702	-	657	626	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1309	-	-	1339	-	-	340	384	826	381	383	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	340	384	-	381	383	-
Stage 1	-	-	-	-	-	-	621	590	-	754	699	-
Stage 2	-	-	-	-	-	-	672	701	-	617	587	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.94			0.03			15.61			11.09		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	340	441	-	-	8	-	-	698
HCM Lane V/C Ratio	0.003	0.054	-	-	0.001	-	-	0.154
HCM Control Delay (s/veh)	15.6	7.9	0	-	7.7	0	-	11.1
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.5

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	50	100	18	44	13	74	134	18	19	108	80
Future Vol, veh/h	53	50	100	18	44	13	74	134	18	19	108	80
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	1	1	1
Mvmt Flow	60	57	114	20	50	15	84	152	20	22	123	91
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.6	9.4	11.1	10.3
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	26%	24%	9%
Vol Thru, %	59%	25%	59%	52%
Vol Right, %	8%	49%	17%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	203	75	207
LT Vol	74	53	18	19
Through Vol	134	50	44	108
RT Vol	18	100	13	80
Lane Flow Rate	257	231	85	235
Geometry Grp	1	1	1	1
Degree of Util (X)	0.367	0.326	0.131	0.322
Departure Headway (Hd)	5.139	5.091	5.552	4.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	701	706	646	729
Service Time	3.164	3.12	3.587	2.961
HCM Lane V/C Ratio	0.367	0.327	0.132	0.322
HCM Control Delay, s/veh	11.1	10.6	9.4	10.3
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.7	1.4	0.4	1.4

HCM 7th TWSC
6: Tveit Road & Medical Center Drive

Visconsi Medical Facility

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	2	85	67	0	2	7
Future Vol, veh/h	2	85	67	0	2	7
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, %	-	-5	5	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	3	3	0	0
Mvmt Flow	2	97	76	0	2	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	76	0	-	0	177 76
Stage 1	-	-	-	-	76 -
Stage 2	-	-	-	-	101 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1529	-	-	-	817 991
Stage 1	-	-	-	-	952 -
Stage 2	-	-	-	-	928 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1529	-	-	-	816 991
Mov Cap-2 Maneuver	-	-	-	-	816 -
Stage 1	-	-	-	-	950 -
Stage 2	-	-	-	-	928 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.17	0	8.85
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	41	-	-	-	946
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s/veh)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Timings

7: SR-9 & 204th Street NE

Visconsi Medical Facility



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	150	419	114	181	275	138	59	391	82	352	152
Future Volume (vph)	150	419	114	181	275	138	59	391	82	352	152
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	8		4	4		8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	37.1	37.1	10.5	38.9	38.9	10.5	41.7	10.5	42.7	42.7
Total Split (s)	35.5	35.1	35.1	35.5	35.9	35.9	25.5	71.7	25.5	71.7	71.7
Total Split (%)	21.1%	20.8%	20.8%	21.1%	21.3%	21.3%	15.1%	42.5%	15.1%	42.5%	42.5%
Yellow Time (s)	3.5	3.1	3.1	3.5	3.9	3.9	3.5	4.7	3.5	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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
Total Lost Time (s)	5.5	5.1	5.1	5.5	5.9	5.9	5.5	6.7	5.5	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Min	None	Min	Min						

Intersection Summary

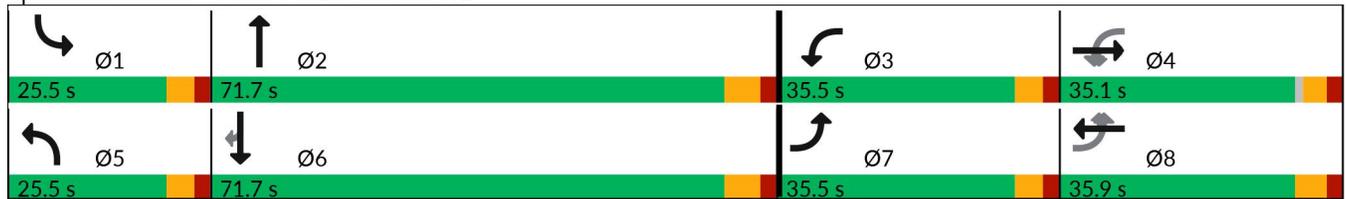
Cycle Length: 168.6

Actuated Cycle Length: 132.3

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Splits and Phases: 7: SR-9 & 204th Street NE



HCM 7th Signalized Intersection Summary

7: SR-9 & 204th Street NE

Visconsi Medical Facility



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	419	114	181	275	138	59	391	164	82	352	152
Future Volume (veh/h)	150	419	114	181	275	138	59	391	164	82	352	152
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		0.97	1.00		0.97	1.00		1.00	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	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	156	436	119	189	286	144	61	407	171	85	367	158
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	1	1	1	4	4	4	3	3	3
Cap, veh/h	344	475	390	264	508	418	79	463	194	109	729	616
Arrive On Green	0.08	0.25	0.25	0.10	0.27	0.27	0.05	0.38	0.38	0.06	0.39	0.39
Sat Flow, veh/h	1781	1870	1535	1795	1885	1553	1753	1230	517	1767	1856	1568
Grp Volume(v), veh/h	156	436	119	189	286	144	61	0	578	85	367	158
Grp Sat Flow(s),veh/h/ln	1781	1870	1535	1795	1885	1553	1753	0	1746	1767	1856	1568
Q Serve(g_s), s	7.0	25.5	7.1	8.6	14.7	8.4	3.9	0.0	34.7	5.3	16.8	7.6
Cycle Q Clear(g_c), s	7.0	25.5	7.1	8.6	14.7	8.4	3.9	0.0	34.7	5.3	16.8	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	344	475	390	264	508	418	79	0	657	109	729	616
V/C Ratio(X)	0.45	0.92	0.31	0.72	0.56	0.34	0.77	0.00	0.88	0.78	0.50	0.26
Avail Cap(c_a), veh/h	672	499	409	566	508	418	312	0	1009	314	1072	906
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	40.8	33.9	29.8	35.4	33.1	53.1	0.0	32.7	52.0	25.8	23.1
Incr Delay (d2), s/veh	0.9	21.6	0.5	3.6	1.6	0.6	14.6	0.0	7.2	11.4	0.8	0.3
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	3.1	14.6	2.7	4.0	7.0	3.3	2.0	0.0	15.1	2.6	7.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.9	62.4	34.4	33.4	37.0	33.7	67.7	0.0	39.9	63.4	26.6	23.4
LnGrp LOS	C	E	C	C	D	C	E		D	E	C	C
Approach Vol, veh/h		711			619			639			610	
Approach Delay, s/veh		50.2			35.1			42.6			30.9	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	49.0	16.5	34.5	10.6	50.9	14.8	36.2				
Change Period (Y+Rc), s	5.5	6.7	5.5	* 5.9	5.5	6.7	5.5	5.9				
Max Green Setting (Gmax), s	20.0	65.0	30.0	* 30	20.0	65.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	7.3	36.7	10.6	27.5	5.9	18.8	9.0	16.7				
Green Ext Time (p_c), s	0.1	5.6	0.5	0.9	0.1	4.2	0.4	2.3				

Intersection Summary

HCM 7th Control Delay, s/veh	40.1
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
 1: S Stillaguamish Avenue & Medical Center Drive

Visconsi Medical Facility

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	47	6	192	5	6	158
Future Vol, veh/h	47	6	192	5	6	158
Conflicting Peds, #/hr	19	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	6	-	-	-6
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	57	7	234	6	7	193

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	467	240	0	0	243
Stage 1	240	-	-	-	-
Stage 2	226	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218
Pot Cap-1 Maneuver	558	804	-	-	1323
Stage 1	804	-	-	-	-
Stage 2	816	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	543	801	-	-	1319
Mov Cap-2 Maneuver	543	-	-	-	-
Stage 1	802	-	-	-	-
Stage 2	796	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.21	0	0.28
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	564	66
HCM Lane V/C Ratio	-	-	0.115	0.006
HCM Control Delay (s/veh)	-	-	12.2	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Timings

2: SR-9 & Hazel Street/E Highland Drive

Visconsi Medical Facility



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		+		+	+	+	+	+
Traffic Volume (vph)	10	15	160	12	22	580	139	411
Future Volume (vph)	10	15	160	12	22	580	139	411
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	33.1	33.1	22.5	22.5	10.5	31.7	10.5	22.5
Total Split (s)	40.1	40.1	40.1	40.1	30.5	71.7	30.5	71.7
Total Split (%)	28.2%	28.2%	28.2%	28.2%	21.4%	50.4%	21.4%	50.4%
Yellow Time (s)	3.1	3.1	3.1	3.1	3.5	4.7	3.5	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.1		5.1	5.5	6.7	5.5	6.7
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

Intersection Summary

Cycle Length: 142.3

Actuated Cycle Length: 107.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

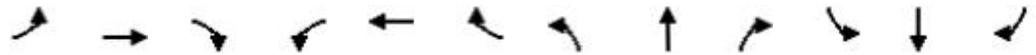
Splits and Phases: 2: SR-9 & Hazel Street/E Highland Drive



HCM 7th Signalized Intersection Summary

2: SR-9 & Hazel Street/E Highland Drive

Visconsi Medical Facility



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	10	15	19	160	12	113	22	580	124	139	411	18
Future Volume (veh/h)	10	15	19	160	12	113	22	580	124	139	411	18
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		1.00	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	1841	1841	1841	1826	1826	1826	1856	1856	1856
Adj Flow Rate, veh/h	10	16	20	167	12	118	23	604	129	145	428	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	4	4	4	5	5	5	3	3	3
Cap, veh/h	112	171	175	262	23	140	465	685	146	281	904	40
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.03	0.47	0.47	0.07	0.51	0.51
Sat Flow, veh/h	234	714	730	790	96	584	1739	1458	311	1767	1763	78
Grp Volume(v), veh/h	46	0	0	297	0	0	23	0	733	145	0	447
Grp Sat Flow(s),veh/h/ln	1679	0	0	1470	0	0	1739	0	1770	1767	0	1841
Q Serve(g_s), s	0.0	0.0	0.0	13.3	0.0	0.0	0.5	0.0	29.2	3.2	0.0	12.2
Cycle Q Clear(g_c), s	1.6	0.0	0.0	14.9	0.0	0.0	0.5	0.0	29.2	3.2	0.0	12.2
Prop In Lane	0.22		0.43	0.56		0.40	1.00		0.18	1.00		0.04
Lane Grp Cap(c), veh/h	459	0	0	425	0	0	465	0	832	281	0	944
V/C Ratio(X)	0.10	0.00	0.00	0.70	0.00	0.00	0.05	0.00	0.88	0.52	0.00	0.47
Avail Cap(c_a), veh/h	790	0	0	727	0	0	979	0	1476	728	0	1536
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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	0.0	28.0	0.0	0.0	10.6	0.0	18.7	15.9	0.0	12.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	3.3	1.5	0.0	0.4
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	0.0	5.4	0.0	0.0	0.2	0.0	10.7	1.1	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.2	0.0	0.0	30.1	0.0	0.0	10.6	0.0	22.0	17.4	0.0	12.6
LnGrp LOS	C			C			B		C	B		B
Approach Vol, veh/h	46			297			756			592		
Approach Delay, s/veh	23.2			30.1			21.6			13.8		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	10.8	43.3	23.8		7.5	46.7	23.8					
Change Period (Y+Rc), s	5.5	6.7	5.1		5.5	6.7	5.1					
Max Green Setting (Gmax), s	25.0	65.0	35.0		25.0	65.0	35.0					
Max Q Clear Time (g_c+I1), s	5.2	31.2	3.6		2.5	14.2	16.9					
Green Ext Time (p_c), s	0.3	5.4	0.2		0.0	2.8	1.8					
Intersection Summary												
HCM 7th Control Delay, s/veh				20.4								
HCM 7th LOS				C								

HCM 7th AWSC
 3: S Olympic Avenue & E Highland Drive

Intersection

Intersection Delay, s/veh 15.4

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	21	196	51	93	236	40	24	117	72	34	100	21
Future Vol, veh/h	21	196	51	93	236	40	24	117	72	34	100	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	3	3	3	0	0	0	0	0	0
Mvmt Flow	23	213	55	101	257	43	26	127	78	37	109	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	4.2	18.9	13.2	12.3
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	8%	25%	22%
Vol Thru, %	55%	73%	64%	65%
Vol Right, %	34%	19%	11%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	213	268	369	155
LT Vol	24	21	93	34
Through Vol	117	196	236	100
RT Vol	72	51	40	21
Lane Flow Rate	232	291	401	168
Geometry Grp	1	1	1	1
Degree of Util (X)	0.395	0.476	0.648	0.301
Departure Headway (Hd)	6.144	5.883	5.814	6.437
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	586	612	626	558
Service Time	4.193	3.927	3.814	4.491
HCM Lane V/C Ratio	0.396	0.475	0.641	0.301
HCM Control Delay, s/veh	13.2	14.2	18.9	12.3
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.9	2.6	4.7	1.3

HCM 7th TWSC
4: S French Avenue & E Highland Drive

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	64	207	0	1	242	9	1	0	0	13	0	85
Future Vol, veh/h	64	207	0	1	242	9	1	0	0	13	0	85
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	4	4	4	0	0	0	2	2	2
Mvmt Flow	71	230	0	1	269	10	1	0	0	14	0	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	230	0	0	643	654	230	649	649	275
Stage 1	-	-	-	-	-	-	372	372	-	277	277	-
Stage 2	-	-	-	-	-	-	271	282	-	372	372	-
Critical Hdwy	4.13	-	-	4.14	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.236	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1277	-	-	1326	-	-	389	389	814	383	389	764
Stage 1	-	-	-	-	-	-	652	622	-	729	681	-
Stage 2	-	-	-	-	-	-	739	681	-	648	619	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1276	-	-	1326	-	-	319	363	814	357	363	763
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	363	-	357	363	-
Stage 1	-	-	-	-	-	-	611	583	-	728	680	-
Stage 2	-	-	-	-	-	-	647	680	-	607	579	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.89			0.03			16.33			11.49		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	319	425	-	-	7	-	-	663
HCM Lane V/C Ratio	0.003	0.056	-	-	0.001	-	-	0.164
HCM Control Delay (s/veh)	16.3	8	0	-	7.7	0	-	11.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.6

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	61	100	24	71	13	74	134	20	19	108	80
Future Vol, veh/h	53	61	100	24	71	13	74	134	20	19	108	80
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	1	1	1
Mvmt Flow	60	69	114	27	81	15	84	152	23	22	123	91
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.1	10.1	11.6	10.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	25%	22%	9%
Vol Thru, %	59%	29%	66%	52%
Vol Right, %	9%	47%	12%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	228	214	108	207
LT Vol	74	53	24	19
Through Vol	134	61	71	108
RT Vol	20	100	13	80
Lane Flow Rate	259	243	123	235
Geometry Grp	1	1	1	1
Degree of Util (X)	0.382	0.353	0.193	0.334
Departure Headway (Hd)	5.312	5.222	5.658	5.119
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	676	688	633	701
Service Time	3.35	3.26	3.704	3.158
HCM Lane V/C Ratio	0.383	0.353	0.194	0.335
HCM Control Delay, s/veh	11.6	11.1	10.1	10.7
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.8	1.6	0.7	1.5

HCM 7th TWSC
6: Tveit Road & Medical Center Drive

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	2	87	68	0	2	7
Future Vol, veh/h	2	87	68	0	2	7
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, %	-	-5	5	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	3	3	0	0
Mvmt Flow	2	99	77	0	2	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	77	0	-	0	181
Stage 1	-	-	-	-	77
Stage 2	-	-	-	-	103
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1528	-	-	-	813
Stage 1	-	-	-	-	951
Stage 2	-	-	-	-	926
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1528	-	-	-	812
Mov Cap-2 Maneuver	-	-	-	-	812
Stage 1	-	-	-	-	949
Stage 2	-	-	-	-	926

Approach	EB	WB	SB
HCM Control Delay, s/v	0.17	0	8.86
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	40	-	-	-	943
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s/veh)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Timings

7: SR-9 & 204th Street NE

Visconsi Medical Facility



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	152	419	114	181	275	138	59	394	82	360	156
Future Volume (vph)	152	419	114	181	275	138	59	394	82	360	156
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	8		4	4		8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	37.1	37.1	10.5	38.9	38.9	10.5	41.7	10.5	42.7	42.7
Total Split (s)	35.5	35.1	35.1	35.5	35.9	35.9	25.5	71.7	25.5	71.7	71.7
Total Split (%)	21.1%	20.8%	20.8%	21.1%	21.3%	21.3%	15.1%	42.5%	15.1%	42.5%	42.5%
Yellow Time (s)	3.5	3.1	3.1	3.5	3.9	3.9	3.5	4.7	3.5	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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
Total Lost Time (s)	5.5	5.1	5.1	5.5	5.9	5.9	5.5	6.7	5.5	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Min	None	Min	Min						

Intersection Summary

Cycle Length: 168.6

Actuated Cycle Length: 132.7

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Splits and Phases: 7: SR-9 & 204th Street NE



HCM 7th Signalized Intersection Summary

7: SR-9 & 204th Street NE

Visconsi Medical Facility



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	419	114	181	275	138	59	394	164	82	360	156
Future Volume (veh/h)	152	419	114	181	275	138	59	394	164	82	360	156
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		0.97	1.00		0.97	1.00		1.00	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	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	158	436	119	189	286	144	61	410	171	85	375	162
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	1	1	1	4	4	4	3	3	3
Cap, veh/h	344	474	389	263	505	416	79	466	194	109	732	618
Arrive On Green	0.08	0.25	0.25	0.10	0.27	0.27	0.05	0.38	0.38	0.06	0.39	0.39
Sat Flow, veh/h	1781	1870	1535	1795	1885	1553	1753	1233	514	1767	1856	1569
Grp Volume(v), veh/h	158	436	119	189	286	144	61	0	581	85	375	162
Grp Sat Flow(s),veh/h/ln	1781	1870	1535	1795	1885	1553	1753	0	1747	1767	1856	1569
Q Serve(g_s), s	7.1	25.6	7.1	8.6	14.8	8.5	3.9	0.0	35.0	5.4	17.3	7.9
Cycle Q Clear(g_c), s	7.1	25.6	7.1	8.6	14.8	8.5	3.9	0.0	35.0	5.4	17.3	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	344	474	389	263	505	416	79	0	660	109	732	618
V/C Ratio(X)	0.46	0.92	0.31	0.72	0.57	0.35	0.77	0.00	0.88	0.78	0.51	0.26
Avail Cap(c_a), veh/h	668	497	408	564	505	416	310	0	1005	313	1068	902
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	41.0	34.1	30.0	35.7	33.4	53.4	0.0	32.8	52.3	26.0	23.1
Incr Delay (d2), s/veh	1.0	22.0	0.5	3.7	1.7	0.6	14.6	0.0	7.4	11.4	0.8	0.3
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	3.2	14.7	2.7	4.0	7.1	3.3	2.0	0.0	15.3	2.7	7.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	63.0	34.6	33.7	37.3	34.0	67.9	0.0	40.1	63.6	26.8	23.4
LnGrp LOS	C	E	C	C	D	C	E		D	E	C	C
Approach Vol, veh/h		713			619			642			622	
Approach Delay, s/veh		50.6			35.4			42.8			30.9	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	49.4	16.6	34.6	10.6	51.2	15.0	36.2				
Change Period (Y+Rc), s	5.5	6.7	5.5	* 5.9	5.5	6.7	5.5	5.9				
Max Green Setting (Gmax), s	20.0	65.0	30.0	* 30	20.0	65.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	7.4	37.0	10.6	27.6	5.9	19.3	9.1	16.8				
Green Ext Time (p_c), s	0.1	5.6	0.5	0.9	0.1	4.3	0.4	2.2				

Intersection Summary

HCM 7th Control Delay, s/veh	40.3
HCM 7th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T	T	
Traffic Vol, veh/h	10	5	0	49	2	0
Future Vol, veh/h	10	5	0	49	2	0
Conflicting Peds, #/hr	0	3	3	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	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	6	0	60	2	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	21	0	78
Stage 1	-	-	-	-	18
Stage 2	-	-	-	-	60
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1608	-	930
Stage 1	-	-	-	-	1010
Stage 2	-	-	-	-	968
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1603	-	927
Mov Cap-2 Maneuver	-	-	-	-	927
Stage 1	-	-	-	-	1007
Stage 2	-	-	-	-	968

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	927	-	-	1603	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s/veh)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 7th TWSC
 9: Tveit Road & Site Access

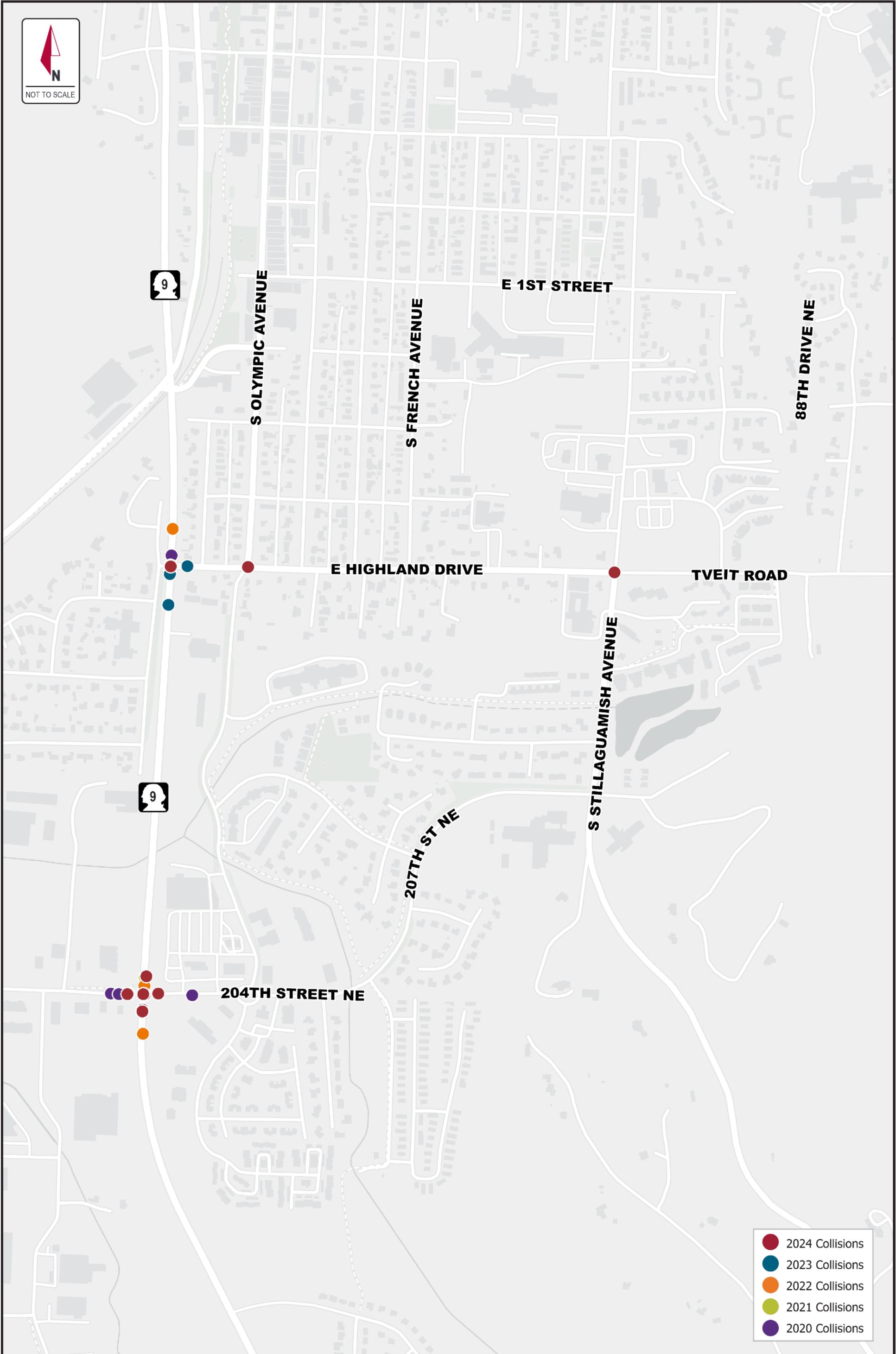
Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	13	87	74	1	2	33
Future Vol, veh/h	13	87	74	1	2	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-5	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	4	4	0	0
Mvmt Flow	15	99	84	1	2	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	85	0	-	0	213
Stage 1	-	-	-	-	85
Stage 2	-	-	-	-	128
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1518	-	-	-	780
Stage 1	-	-	-	-	944
Stage 2	-	-	-	-	902
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1518	-	-	-	772
Mov Cap-2 Maneuver	-	-	-	-	772
Stage 1	-	-	-	-	934
Stage 2	-	-	-	-	902

Approach	EB	WB	SB
HCM Control Delay, s/v	0.96	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	234	-	-	-	965
HCM Lane V/C Ratio	0.01	-	-	-	0.041
HCM Control Delay (s/veh)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

APPENDIX F
COLLISION DATA



- 2024 Collisions
- 2023 Collisions
- 2022 Collisions
- 2021 Collisions
- 2020 Collisions

Collision Data Table
 Visconsi Medical Facility - Arlington, WA

REPORT NUMBER	DATE	TIME	PRIMARY ROADWAY	CROSS STREET	SEVERITY	# VEHICLES	# PEDS	# BIKES	COLLISION TYPE	VEHICLE 1 MANEUVER	VEHICLE 2 MANEUVER
EB05967	2021-02-13	19:01	E HIGHLAND DR	S OLYMPIC AVE	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
EE66847	2024-04-09	10:04	E HIGHLAND DR	S OLYMPIC AVE	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EA83326	2020-11-22	18:40	S STILLAGUAMISH AVE	E HIGHLAND DR	Possible Injury	2	0	0	Entering at angle	Going Straight Ahead	Starting in Traffic Lane
ED03701	2022-11-13	17:20	S STILLAGUAMISH AVE	E HIGHLAND DR	Possible Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
EA41036	2020-06-18	13:03	E HIGHLAND DR	S STILLAGUAMISH AVE	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
EA47284	2020-07-14	13:12	S STILLAGUAMISH AVE	E HIGHLAND DR	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
EB65125	2021-09-05	22:44	E HIGHLAND DR	S STILLAGUAMISH AVE	No Apparent Injury	2	0	0	Entering at angle	Starting in Traffic Lane	Making Left Turn
EC93615	2022-10-16	11:06	S STILLAGUAMISH AVE	E HIGHLAND DR	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
ED08856	2022-10-24	18:39	E HIGHLAND DR	S STILLAGUAMISH AVE	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
EF35063	2024-11-12	19:43	S STILLAGUAMISH AVE	E HIGHLAND DR	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Making Left Turn
EB12069	2021-03-08	6:23	9	204TH ST NE	No Apparent Injury	2	0	0	Entering at angle	Starting in Traffic Lane	Going Straight Ahead
ED47665	2023-04-01	23:17	9	204TH ST NE	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
EC29998	2022-03-18	20:24	9	204TH ST NE	Possible Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
ED11615	2022-12-06	22:32	9	204TH ST NE	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EE46997	2024-02-02	18:01	009	204TH ST NE	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EE64291	2024-03-30	1:42	009	204TH ST NE	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EA73515	2020-10-17	21:03	9	204TH ST NE	Suspected Minor Injury	1	0	0	Person fell, jumped or was pushed from vehicle	Stopped at Signal or Stop Sign	N/A
ED13850	2022-12-12	7:15	9	204TH ST NE	Possible Injury	1	1	0	Vehicle turning right hits pedestrian	Making Right Turn	N/A
EC22553	2022-01-20	2:38	9	204TH ST NE	Dead at Scene	1	2	0	Vehicle going straight hits pedestrian	Going Straight Ahead	N/A
EB46315	2021-07-07	16:41	9	204TH ST NE	Possible Injury	3	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EE55555	2024-03-01	12:18	009	204TH ST NE	Possible Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EA19524	2020-02-27	13:40	204TH ST NE	9	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Changing Lanes	Stopped for Traffic
EA42730	2020-06-25	12:14	9	204TH ST NE	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EA50043	2020-07-25	15:42	204TH ST NE	9	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EB27096	2021-04-26	16:36	9	204TH ST NE	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EB71466	2021-09-21	17:16	9	204TH ST NE	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EC35839	2022-04-10	17:45	9	204TH ST NE	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - rear-end	Slowing	Slowing
EC99910	2022-11-02	18:20	9	204TH ST NE	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing
EE65344	2024-03-31	12:46	009	204TH ST NE	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - rear-end	Slowing	Slowing
EE93306	2024-07-06	15:52	009	204TH ST NE	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EF29079	2024-10-26	15:09	009	204TH ST NE	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead
EF41354	2024-12-01	10:28	009	204TH ST NE	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EA68539	2020-10-02	17:58	204TH ST NE	9	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead
EF21303	2024-10-03	16:47	204TH ST NE	9	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - sideswipe	Changing Lanes	Stopped for Traffic
EE16483	2023-10-31	12:53	9	E HIGHLAND DR	Possible Injury	2	0	0	Entering at angle	Making Left Turn	Stopped at Signal or Stop Sign
EA08724	2020-01-29	10:46	9	E HIGHLAND DR	Possible Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EC17428	2022-02-04	23:28	9	E HIGHLAND DR	Possible Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EE73197	2024-05-01	12:44	009	E HIGHLAND DR	Possible Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
E999909	2020-01-05	15:11	9	E HIGHLAND DR	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EB17818	2021-03-29	19:04	9	E HIGHLAND DR	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
ED33097	2023-02-11	19:32	9	E HIGHLAND DR	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
ED38846	2023-02-26	13:00	E HIGHLAND DR	9	No Apparent Injury	2	0	0	From opposite direction - all others	Making Left Turn	Stopped for Traffic
ED56487	2023-04-27	15:34	9	E HIGHLAND DR	Suspected Serious Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
ED21533	2023-01-03	14:26	9	E HIGHLAND DR	Possible Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EA94496	2020-12-31	14:08	9	E HIGHLAND DR	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EC20542	2022-02-15	17:36	9	E HIGHLAND DR	No Apparent Injury	3	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Starting in Traffic Lane