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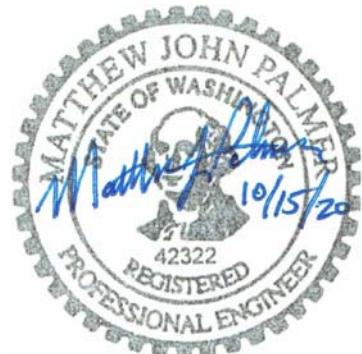
GTC

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Carrik Court Traffic Impact Analysis

Jurisdiction: City of Mukilteo

October 2020



GTC #20-185

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1. INTRODUCTION

Gibson Traffic Consultants, Inc. (GTC) has been retained to complete a traffic impact analysis (TIA) for the proposed Carrik Court located on the northwest corner of Mukilteo Speedway at 88th Street SW.

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

The Carrik Court development will consist of 125 townhouse units and 10,000 SF of commercial use. The site is currently occupied by two single-family detached units which will be removed and credited to the development. There will be two accesses to the development, one directly across from Caymus Lane and one approximately 350 feet south of Caymus Lane. A site vicinity map is included in **Figure 1**.

2. METHODOLOGY & ANALYSIS SCOPING

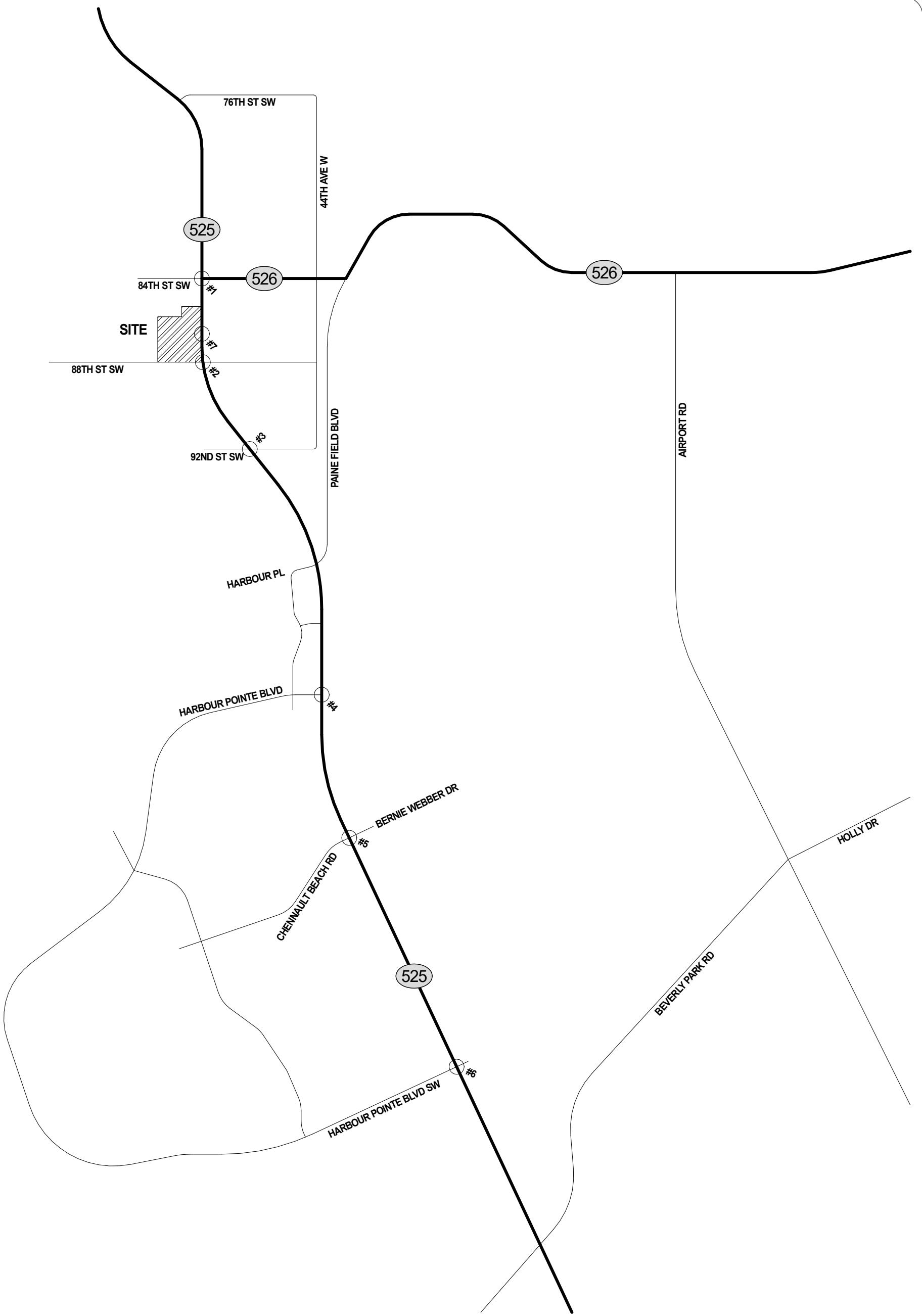
Trip generation for the development is based upon national research data for land uses contained in the Institute of Transportation Engineers' (ITE) *Trip Generation, 10th Edition* (2017). The average trip generation rates for the following Land Use Codes (LUC):

- ITE LUC 220 – Multifamily (Low-Rise)
- ITE LUC 820 – Shopping Center
- ITE LUC 210 – Single-Family Detached

The following intersections were analyzed for the existing, 2022 baseline and 2022 future with development conditions during the PM peak-hour:

1. Mukilteo Speedway (SR-525) at 84th Street SW – Signal, Major Arterial
2. Mukilteo Speedway (SR-525) at 88th Street SW – Two-Way Stop-Controlled, Major Arterial
3. Mukilteo Speedway (SR-525) at 92nd Street SW – Signal, Major Arterial
4. Mukilteo Speedway (SR-525) at Harbour Pointe Blvd (N) – Signal, Major Arterial
5. Mukilteo Speedway (SR-525) at Chennault Beach Rd – Signal, Major Arterial
6. Mukilteo Speedway (SR-525) at Harbour Pointe Blvd SW (S) – Signal, Major Arterial
7. Mukilteo Speedway (SR-525) at Site Access

It is important to note although there will be two accesses, as a worst-case scenario, all the trips generated by the development were assumed to use one access. The access to Mukilteo Speedway was only analyzed in the future with development scenario. Also, the access was analyzed with no left-turn channelization when the north access does currently have a two-way left-turn lane.



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TRAFFIC IMPACT STUDY
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CARRIK COURT
125 TOWNHOUSE AND
10,000 SF OF COMMERCIAL

MUKILTEO

LEGEND



DEVELOPMENT SITE



STUDY INTERSECTION

FIGURE 1
SITE VICINITY MAP

Traffic congestion on roadways is generally measured in terms of LOS at critical intersections. In accordance with the *Highway Capacity Manual 6th Edition*, roadway facilities and intersections are rated between LOS A and F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The LOS at signalized intersections and all-way stop-controlled intersections are based on the average stopped delay for all entering vehicles. The LOS at two-way stop-controlled intersections is based on stopped delay times for the critical approach or movement(s). Geometric characteristics and conflicting traffic movements are taken into consideration when determining LOS values. A summary of the level of service criteria has been included in **Table 1**.

Table 1: Level of Service Criteria for Intersections

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

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

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

LOS B: Generally stable traffic flow conditions.

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

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

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

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

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

Existing counts were collected by the independent count firm Traffic Data Gathering (TDG) in October 2020. As count volumes are lower due to the COVID-19 pandemic, the counts were adjusted based on a comparison to a historical count at Mukilteo Speedway (SR-525) at 84th Street SW collected in May 2018. After growing the 2018 count to 2020 utilizing a 2% growth rate, the October 2020 count at the same intersection needed to be increased by 27% to match the intersection volume for the grown historical count. Therefore, all the October 2020 counts were increased by 27% to create a normalized 2020 existing volumes. GTC utilized a 2% annual compounded growth rate to account for background traffic growth in the site vicinity when determining the through traffic volumes for the future with development level of service at the site access. This growth rate is based on the previous traffic studies prepared in the City of Mukilteo. The City of Mukilteo has a LOS standard of E or better for principal and minor arterials and a LOS standard of D or better for collector streets and local roads/streets.

The city of Mukilteo has a requirement of at least two years of growth for horizon year. Therefore, the year 2022 has been used as the “horizon year” in the analysis.

3. PROPOSED DEVELOPMENT CONDITIONS

3.1 Trip Generation

The daily, AM peak-hour and PM peak-hour trips anticipated to be generated by the proposed development were estimated by trip generation data contained in the *ITE Trip Generation Manual*, 10th Edition (2017). Average trip generation rates for ITE Land Use Code (LUC) 220, Multi-Family (Low-Rise), ITE LUC 820, Shopping Center and ITE LUC 210, Single-Family Detached were used for the proposed development.

The development will generate 1,145 ADT with 62 AM peak-hour trips (17 inbound/45 outbound) and 93 PM peak-hour trips (55 inbound/38 outbound). A Trip Generation summary for the new trips is included in **Table 2**. The trip generation calculations are included in the attachments.

Table 2: Trip Generation Summary

Fremont Residences	Size	Average Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
			Inbound	Outbound	Total	Inbound	Outbound	Total
ITE LUC 220, Multifamily (Low-Rise)	125 Units	915.00	13.23	44.27	57.50	44.10	25.90	70.00
ITE LUC 820, Shopping Center	10.000 KSF	377.50	5.82	3.58	9.40	18.29	19.81	38.10
ITE LUC 210, Single-Family Detached (Removed)	-2 Units	-18.88	-0.37	-1.11	-1.48	-1.25	-0.73	-1.98
Pass-By		-128.35	-1.98	-1.22	-3.20	-6.22	-6.73	-12.95
TOTAL		1,145.27	16.70	45.52	62.22	54.92	38.25	93.17

3.2 Trip Distribution

The trip distribution is based on existing counts and employment in the region. Approximately 35% of the trips generated by the development are anticipated to travel to and from the south along SR-525. An estimate 25% of the trips generated by the development are anticipated to travel to and from the east along SR-526. It is anticipated that approximately 20% of the trips generated by the development will travel to and from the north along SR-525. The final 20% are anticipated to be local trips. A detailed trip distribution for the AM peak-hour and PM peak-hour are included in **Figure 2** and **Figure 3**, respectively.

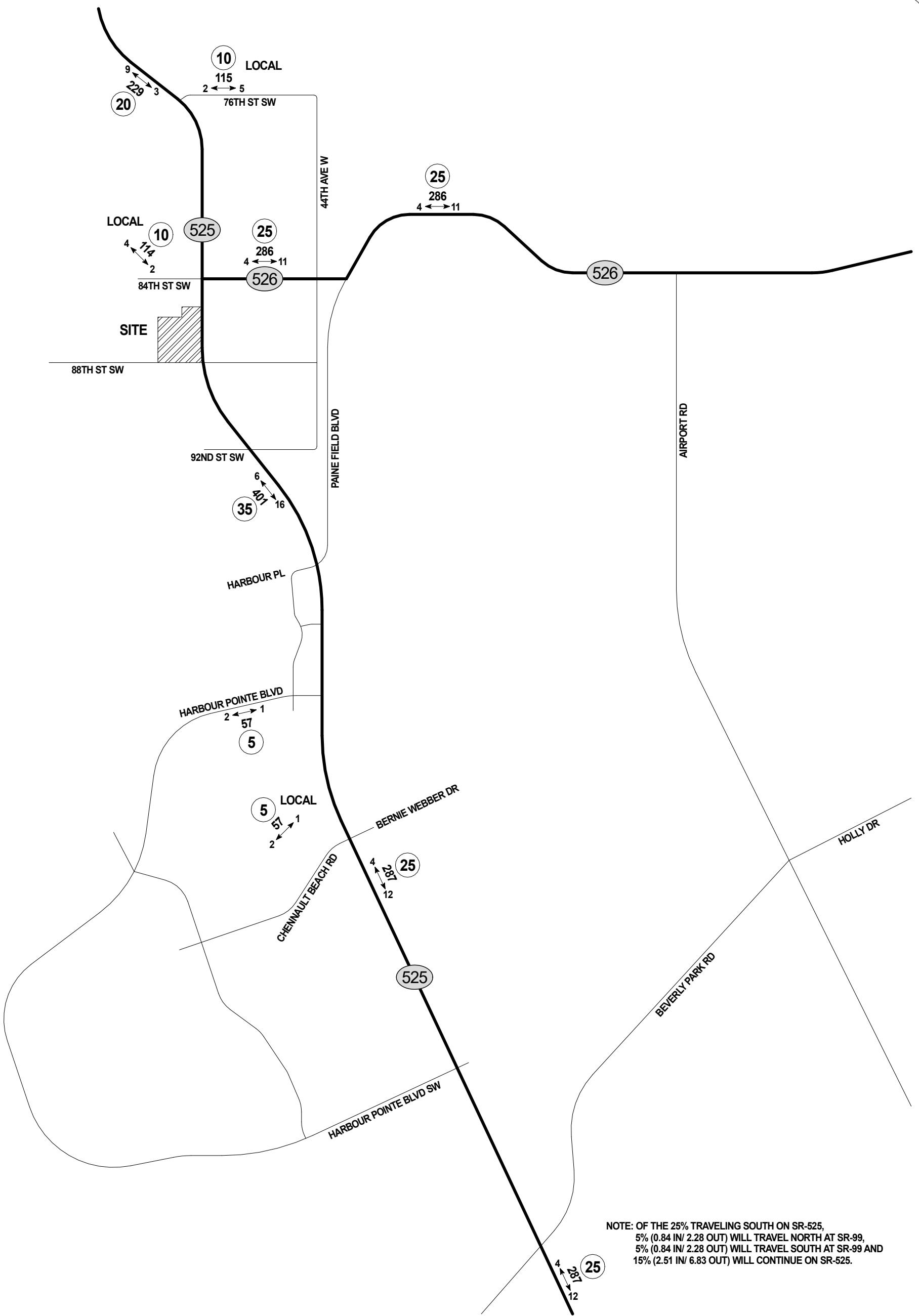
The development will impact two key intersections during the AM and PM peak-hour. It is important to note that of the 25% traveling south on SR-525, 5% will travel to and from the south on SR-99, 5% will travel to and from the north on SR-99 and 15% will continue on SR-525 towards I-5. Snohomish County key intersection figures are included in the attachments.

3.3 Existing Volumes and Level of Service

Existing counts were conducted by TDG in October 2020 for the PM peak-hour. As the volumes are anticipated to be lower due to the COVID-19 pandemic, the volumes were compared to a historical count collected in May 2018 grown out to 2020 volumes utilizing a 2% growth rate. This comparison found that the October 2020 counts were approximately 27% lower. Therefore, all the October 2020 counts were increased by 27% to obtain normalized 2020 volumes. The existing channelization and intersection control were utilized at the study intersections for determining the level of service. The normalized 2020 existing turning movement volumes are displayed in **Figure 4**. All the study intersection currently operate at acceptable LOS E or better. The existing level of service results have been summarized in **Table 3**. The level of service calculations are included in the attachments.

Table 3: Existing Intersection Level of Service Summary

Intersection	Intersection Control	Normalized Existing Conditions	
		LOS	Delay
1. Mukilteo Speedway (SR-525) at 84 th St SW (SR-526)	Signal	C	26.9 sec
2. Mukilteo Speedway (SR-525) at 88 th St SW	Two-Way Stop-Controlled	E	38.6 sec
3. Mukilteo Speedway (SR-525) at 92 nd St SW	Signal	C	30.8 sec
4. Mukilteo Speedway (SR-525) at Harbour Pt Blvd (N)	Signal	B	17.4 sec
5. Mukilteo Speedway (SR-525) at Chennault Beach Rd	Signal	C	20.4 sec
6. Mukilteo Speedway (SR-525) at Harbour Pt Blvd SW (S)	Signal	D	51.3 sec



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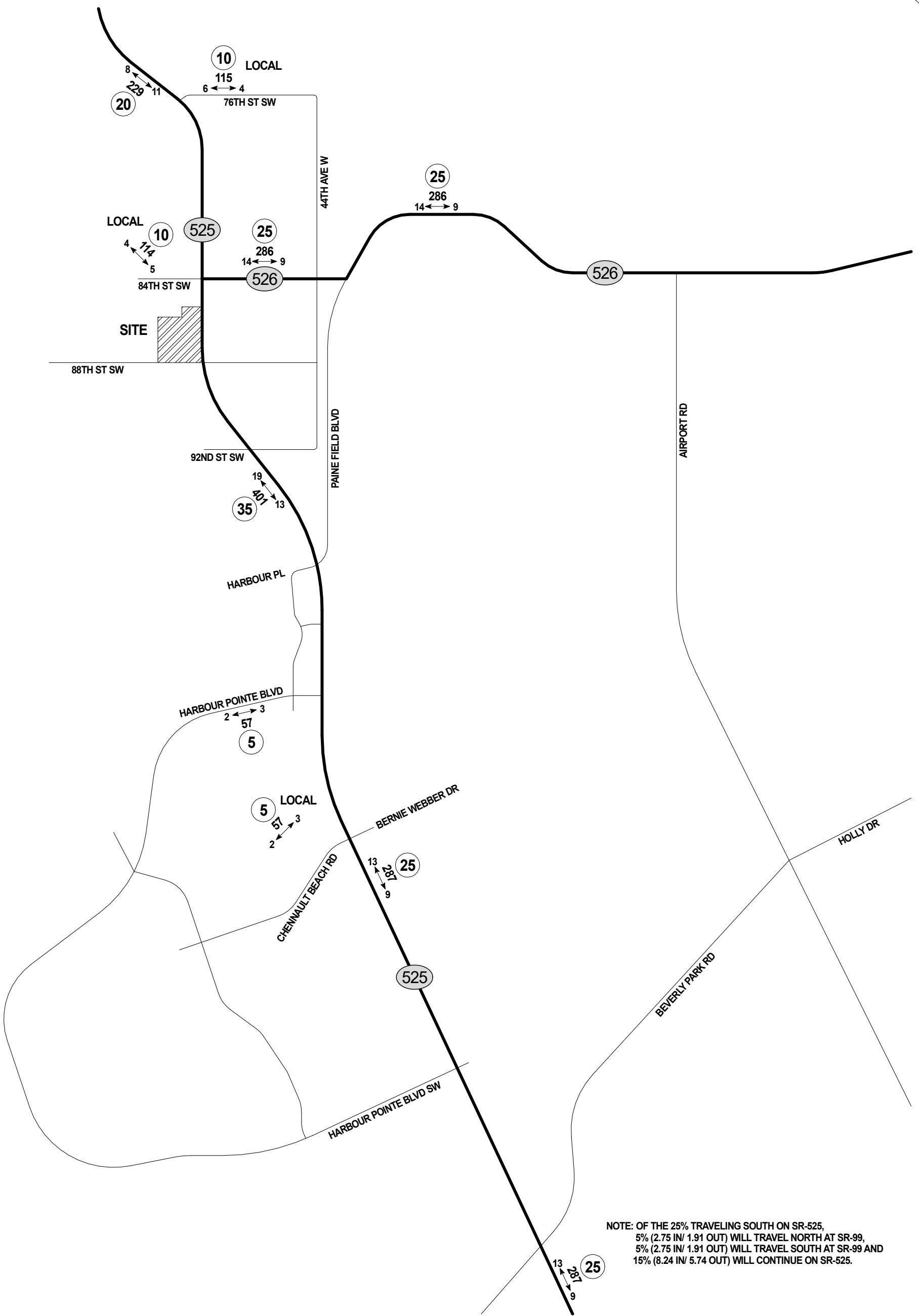
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GTC #20-185

CARRIK COURT
125 TOWNHOUSE AND
10,000 SF OF COMMERCIAL

MUKILTEO

LEGEND
 AM ← AWDT → PEAK NEW DAILY TRAFFIC
 XX NEW AM PEAK-HOUR TRIPS
 TRIP DISTRIBUTION %

FIGURE 2
**DEVELOPMENT TRIP
DISTRIBUTION
AM PEAK-HOUR**



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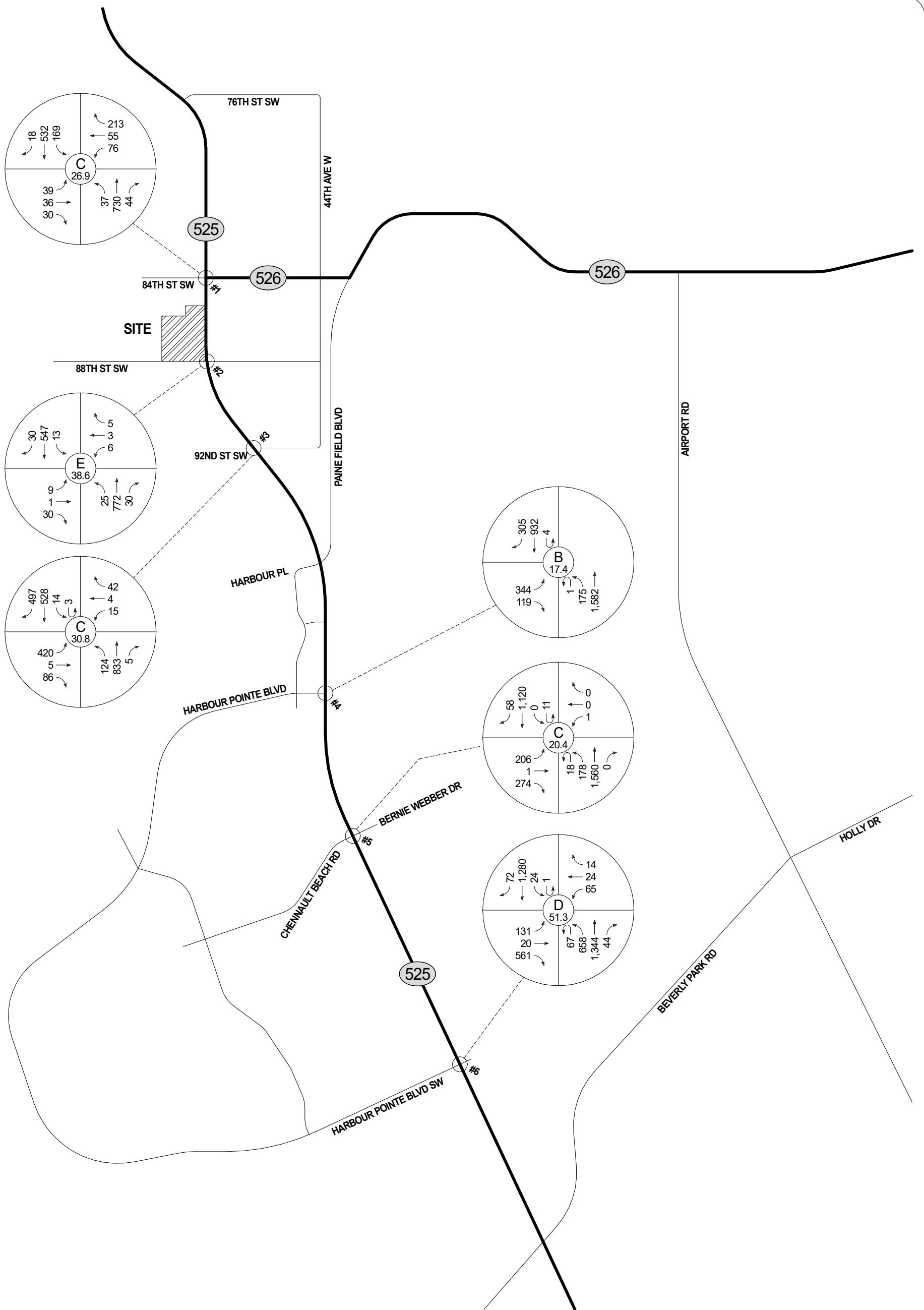
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CARRIK COURT
125 TOWNHOUSE AND
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MUKILTEO

LEGEND
 PM ← AWDT → PEAK NEW DAILY TRAFFIC
 XX NEW PM PEAK-HOUR TRIPS
 TRIP DISTRIBUTION %

FIGURE 3
DEVELOPMENT TRIP
DISTRIBUTION
PM PEAK-HOUR



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LEGEND

XXX →

PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE 4
NORMALIZED 2020 EXISTING
TURNING MOVEMENTS
PM PEAK-HOUR

4. FUTURE CONDITIONS

4.1 2022 Baseline Volumes and Level of Service

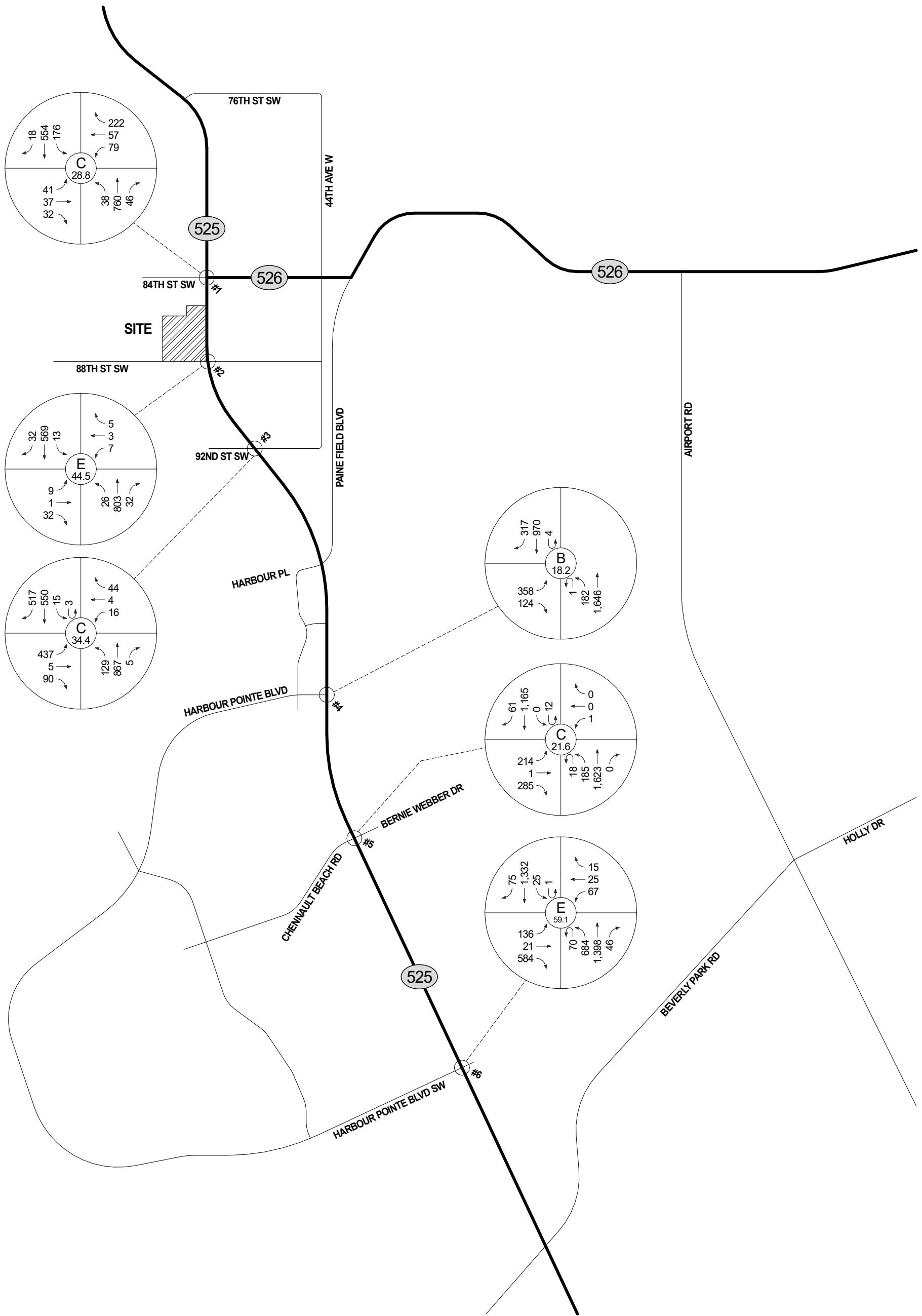
The 2022 baseline turning movement volumes are derived by adding a 2% annual compounding growth rate to the existing volumes from the counts at the study intersections. The 2022 baseline turning movement volumes are shown in **Figure 5**.

4.2 2022 Future with Development Volumes and Level of Service

The 2022 future with development turning movement volumes are derived by adding development trips to the 2022 baseline volumes from the counts at the study intersections. The 2022 future with development turning movement volumes are shown in **Figure 6**. The 2022 baseline and future with development level of service analysis results at the study intersection have been summarized in **Table 4**. The study intersections operate at acceptable level of service with the development traffic added.

Table 4: Intersection Level of Service Summary

Intersection	Intersection Control	Normalized Existing Conditions		2022 Future Conditions			
				Baseline		with Development	
		LOS	Delay	LOS	Delay	LOS	Delay
1. Mukilteo Speedway (SR-525) at 84 th St SW (SR-526)	Signal	C	26.9 sec	C	28.8 sec	C	30.3 sec
2. Mukilteo Speedway (SR-525) at 88 th St SW	Two-Way Stop-Controlled	E	38.6 sec	E	44.5 sec	E	46.8 sec
3. Mukilteo Speedway (SR-525) at 92 nd St SW	Signal	C	30.8 sec	C	34.4 sec	D	35.3 sec
4. Mukilteo Speedway (SR-525) at Harbour Pt Blvd (N)	Signal	B	17.4 sec	B	18.2 sec	B	18.3 sec
5. Mukilteo Speedway (SR-525) at Chennault Beach Rd	Signal	C	20.4 sec	C	21.6 sec	C	21.8 sec
6. Mukilteo Speedway (SR-525) at Harbour Pt Blvd SW (S)	Signal	D	51.3 sec	E	59.1 sec	E	59.8 sec
7. Mukilteo Speedway (SR-525) at Site Access	Two-Way Stop-Controlled	---	---	---	---	C	20.9 sec



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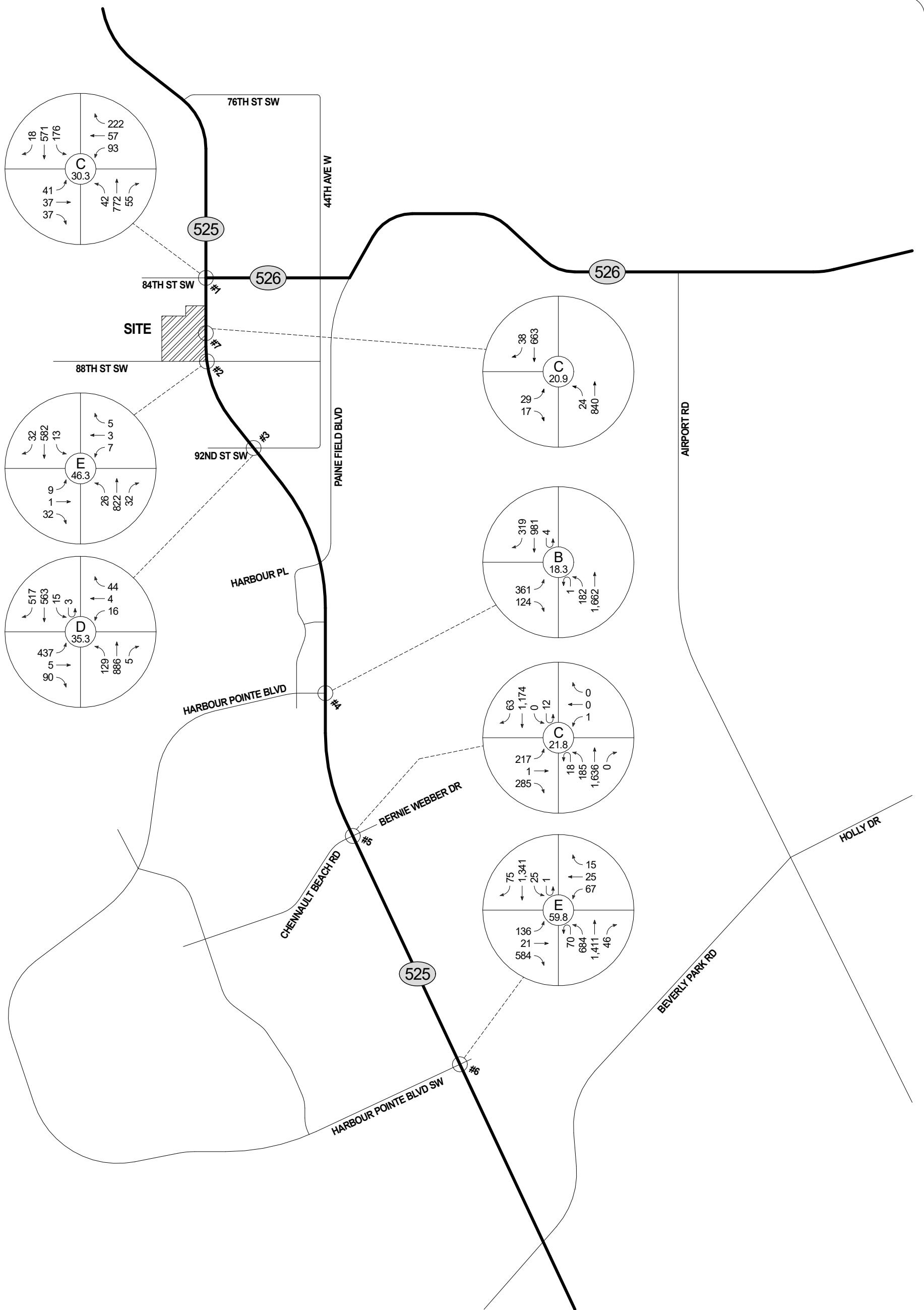
MUKILTEO

LEGEND

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PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE 5
2022 BASELINE
TURNING MOVEMENTS
PM PEAK-HOUR



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125 TOWNHOUSE AND
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PEAK-HOUR
TURNING MOVEMENT VOLUMES

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FIGURE 6
2022 FUTURE WITH
DEVELOPMENT
TURNING MOVEMENTS
PM PEAK-HOUR

4.3 COLLISION DATA

The latest 5-½-year collision history from January 1, 2015 through May 31, 2020 data was obtained from WSDOT. Data associated with the study intersections and along the site frontage was collected. The collision data is summarized in **Table 5**. The collision data is included in the attachments.

Table 5: Collision Data Summary

Intersection	Collision Type							Total	Collisions Per Year
	Rear-End	Entering at Angle	Opp. Dir.	Sideswipe	Same Dir.	Pedestrian. Cyclist	Fixed Object/ Other		
Mukilteo Speedway at 84 th St SW	21	14	3	1	1	1	1	42	7.6
Mukilteo Speedway at Site Frontage	3	0	0	0	0	0	2	5	0.9
Mukilteo Speedway at 88 th St SW	1	5	0	0	0	0	1	7	1.3
Mukilteo Speedway at 92 nd St SW	10	2	3	0	0	2	1	18	3.3
Mukilteo Speedway at Harbour Pt Blvd (N)	17	6	5	2	0	0	3	33	6
Mukilteo Speedway at Chennault Beach Rd	19	3	4	4	2	2	1	35	6.4
Mukilteo Speedway at Harbour Pt Blvd (S)	28	3	10	3	3	1	2	50	9.1

The 5-½-year collision rate has been calculated using PM peak-hour volumes and a K-factor of 10 for conversion to average daily traffic. The 5-½-year collision rates for the intersections are summarized in **Table 6**.

Table 6: 5-½-Year Collision Rate Calculation

Intersection	PM Peak-Hour Intersection Vol.	K-Factor	Total Collisions	Collision Rate ³
Mukilteo Speedway at 84 th St SW	1,980	10	42	1.06
Mukilteo Speedway at 88 th St SW	1,473	10	7	0.24
Mukilteo Speedway at 92 nd St SW	2,577	10	18	0.35
Mukilteo Speedway at Harbour Pt Blvd (N)	3,463	10	33	0.47
Mukilteo Speedway at Chennault Beach Rd	3,428	10	35	0.51
Mukilteo Speedway at Harbour Pt Blvd (S)	4,307	10	50	0.58

³ The collision rate is based on Million Entering Vehicles.

Typically, further safety analysis may be performed if signalized intersection collision rates are higher than 1.0 collisions per million entering vehicles and/or collision frequencies are higher than 10 collisions per year. The only intersection with a collision rate higher than 1.0 was Mukilteo Speedway at 84th Street SW. However, the collision frequency was less than 10 collisions per year and there were no fatal or serious injury collisions. Additionally, half of the collisions at this intersection were rear-end collisions. This indicates there are no existing serious injury/fatal collision trends at the intersection that need to be mitigated. Therefore, additional safety mitigation should not be required as a condition for development approval.

5. ACCESS ANALYSIS

As the development has a creek and wetlands across the entirety of the site's southern frontage onto 88th Street SE, no accesses were proposed along it. The development is proposing two new accesses onto Mukilteo Speedway, one directly across from Caymus Land and one located approximately 350 feet south of Caymus Lane.

5.1 Sight Distance

The posted speed limit is 35 mph on Mukilteo in the site vicinity. Per Mukilteo Municipal Code 17.20.060, the required sight distance for 35 mph is 530 feet. Both accesses will have over 600 feet of sight distance to both the north and south.

5.2 Channelization Warrants

As a worst-case scenario, channelization warrants were evaluated based on all the development traffic utilizing a single access. Channelization analysis was performed determine if left or right-turn channelization is warranted. The left-turn and right-turn channelization requirements at the intersection have been evaluated using the WSDOT *Design Manual*. The left-turn channelization has been evaluated using Exhibit 1310-7a *Left-Turn Storage Guidelines: Two-Lane Unsignalized* and the right-turn channelization has been evaluated using Exhibit 1310-11 *Right-Turn Lane Guidelines*. The analysis shows that a left-turn lane is at the point of requiring further analysis. At this time there is a two-way left-turn lane that would operate as left-turn storage at the north access and the south access the roadway could be restriped for a two-way left-turn lane. At the site access a right-turn taper or pocket should be considered. However, due to the low right-turn volume if the southbound right-turns were split between the two proposed accesses and low speed, a right-turn pocket should not be required.

6. TRAFFIC MITIGATION

The Washington Growth Management Act and Revised Code of Washington 82.02.050(2) authorize local jurisdictions to establish proportionate share traffic mitigation fees to fund capital facilities, such as roads and intersections.

6.1 City of Mukilteo

The City of Mukilteo assesses traffic impact fees based on \$1,875 per new PM peak-hour trip. The development will generate 93.17 new PM peak-hour trips and therefore is obligated to pay a traffic mitigation fee of \$174,693.75 to the City of Mukilteo.

6.2 WSDOT

Due to the development impacting the intersection of 88th Street SW at Mukilteo Speedway (SR-525) with 10 or more PM peak-hour trips, the development also has a WSDOT fee equivalent to \$205.00 per ADT impacting ADT. The Carrik Court development will be sending 401 ADT through the intersection; therefore, the development will have a WSDOT mitigation fee of \$82,205.00.

6.3 Snohomish County

The interlocal agreement between Snohomish County and the City of Mukilteo allows Snohomish County to request traffic mitigation fees from any new developments in the City of Mukilteo. The development is not anticipated to impact Snohomish County collection projects within TSA D with 3 or more directional PM peak-hour trips and therefore the owner is not required to pay mitigation fees to Snohomish County.

7. CONCLUSIONS

The Carrik Court development is proposing to construct 125 townhouse units and 10,000 SF of commercial use. There are two single-family detached units on-site that will be removed and credited to the development. The Carrik Court development is anticipated to generate approximately 1,145 new ADT with 62 new AM peak-hour trips (17 inbound/45 outbound) and 93 new PM peak-hour trips (55 inbound/38 outbound). All the study intersection are anticipated to operate at acceptable levels of service with the development. As the development is bound by a creek and wetlands to the south, the development is proposing two accesses to Mukilteo Speedway instead of 88th Street SW. The accesses onto Mukilteo Speedway are anticipated to operate at an acceptable level of service and will meet sight distance requirements.

The Carrik Development has a City of Mukilteo mitigation fee of \$174,693.75 and a WSDOT mitigation fee of \$82,205.00. Therefore, the Carrik Court development will have a total mitigation fee of \$256,898.75.

Trip Generation

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

LAND USES	VARIABLE	Gross Trips		Internal Crossover		TOTAL		PASS-BY		IN BOTH DIRECTIONS		NET EXTERNAL TRIPS BY TYPE		DIRECTIONAL ASSIGNMENTS				
		ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In	Out	In	Out	In	Out	
Multifamily (Low-Rise)	125 units	220	7.32	50%	50%	915.00	0%	0.00	915.00	0%	0.00	0.00	0.00	0.00	0.00	0.00	457.50	457.50
Shopping Center	10,000 KSF	820	37.75	50%	50%	377.50	0%	0.00	377.50	34%	128.35	0%	0.00	249.15	64.18	64.18	124.58	124.57
Single-Family Detached (Removed)	-2 units	210	9.44	50%	50%	-18.88	0%	0.00	-18.88	0%	0.00	0.00	0.00	-18.88	0.00	0.00	-9.44	-9.44
Total						1273.62		0.00	1273.62		128.35		0.00	1145.27	64.18	64.17	572.64	572.63

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

LAND USES	VARIABLE	NET EXTERNAL TRIPS BY TYPE						DIRECTIONAL ASSIGNMENTS									
		IN BOTH DIRECTIONS						LINK									
		Gross Trips			Internal Crossover			TOTAL			PASS-BY			DIVERTED LINK			
ITE LU code	LU Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	In+Out (Total)	% of Gross Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In	Out	In	Out
Multifamily (Low-Rise)	125 units	0.46	23%	77%	57.50	0%	0.00	57.50	0%	0.00	0%	0.00	0%	57.50	0.00	0.00	0.00
Shopping Center	10,000 KSF	0.94	62%	38%	9.40	0%	0.00	9.40	34%	3.20	0%	0.00	6.20	1.98	1.22	0.00	0.00
Single-Family Detached (Removed)	-2 units	0.74	25%	75%	-1.48	0%	0.00	-1.48	0%	0.00	0%	0.00	0%	-1.48	0.00	0.00	0.00
Total					65.42		0.00	65.42		3.20		0.00		62.22	1.98	1.22	0.00
															16.70	45.52	

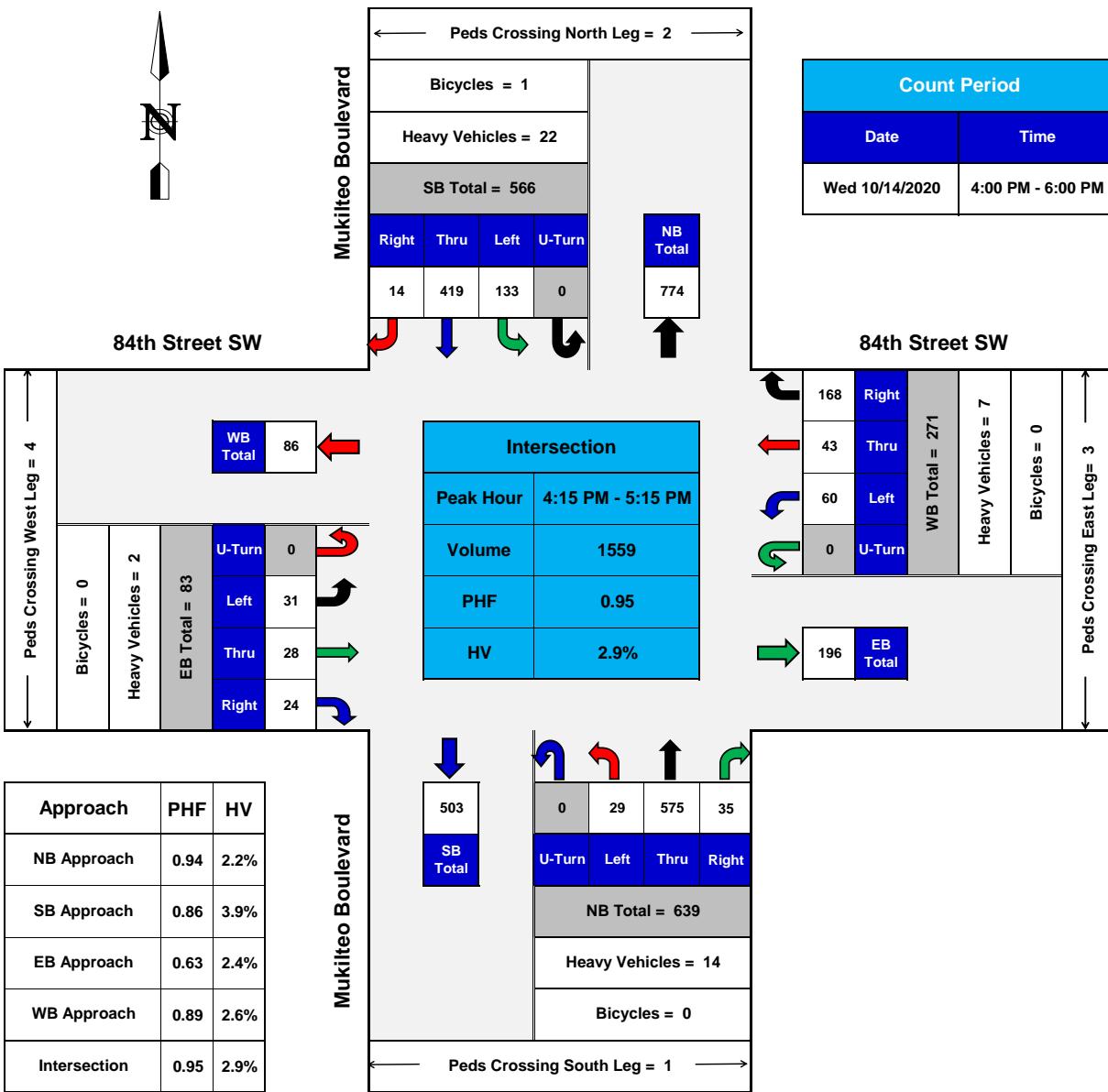
Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM
(a.k.a.): Weekday PM Peak Hour

LAND USES	VARIABLE	NET EXTERNAL TRIPS BY TYPE						DIRECTIONAL ASSIGNMENTS										
		IN BOTH DIRECTIONS						LINK										
		Gross Trips			Internal Crossover			TOTAL			PASS-BY			DIVERTED LINK				
ITE LU code	LU Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	In+Out (Total)	% of Gross Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In	Out	In	Out	
Multifamily (Low-Rise)	125 units	220	0.56	63%	37%	70.00	0%	70.00	0%	0.00	0.00	70.00	0%	0.00	0.00	44.10	25.90	
Shopping Center	10,000 KSF	820	3.81	48%	52%	38.10	0%	0.00	38.10	34%	12.95	0%	25.15	6.73	0.00	0.00	12.07	13.08
Single-Family Detached (Removed)	-2 units	210	0.99	63%	37%	-1.98	0%	0.00	-1.98	0%	0.00	0.00	-1.98	0.00	0.00	0.00	-1.25	-0.73
Total						106.12		0.00	106.12		12.95		93.17	6.73	0.00	0.00	54.92	38.25

Counts

Mukilteo Blvd @ 84th St SW

Mukilteo, WA



TURNING MOVEMENTS DIAGRAM

PEAK HOUR SUMMARY

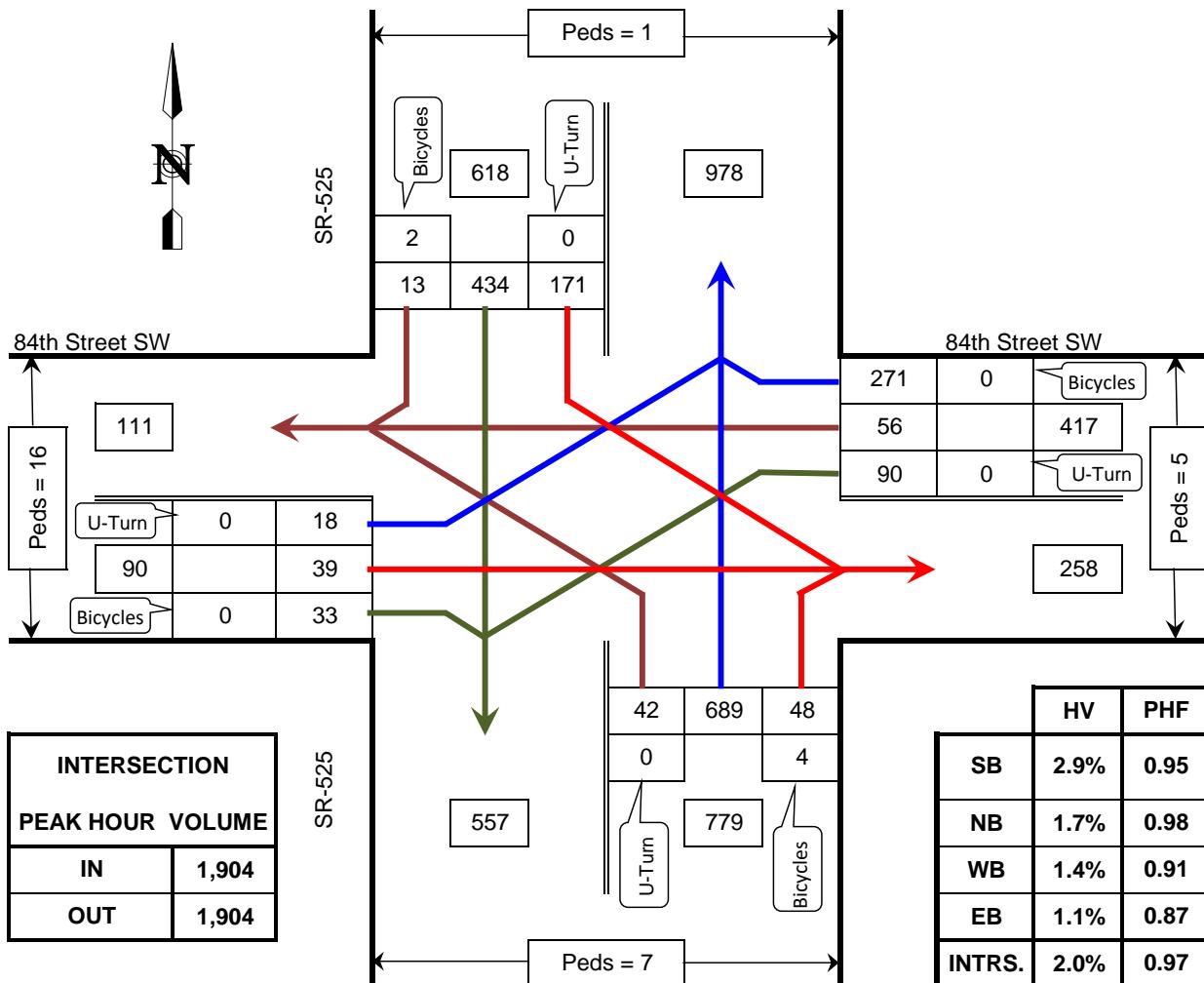


TRAFFIC DATA GATHERING

DTG TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:15 PM TO 5:15 PM



PHF = Peak Hour Factor
HV = Heavy Vehicle

SR-525 @ 84th Street SW

Mukilteo, WA

COUNTED BY:

TDG

DATE OF COUNT: Wed. 5/30/18

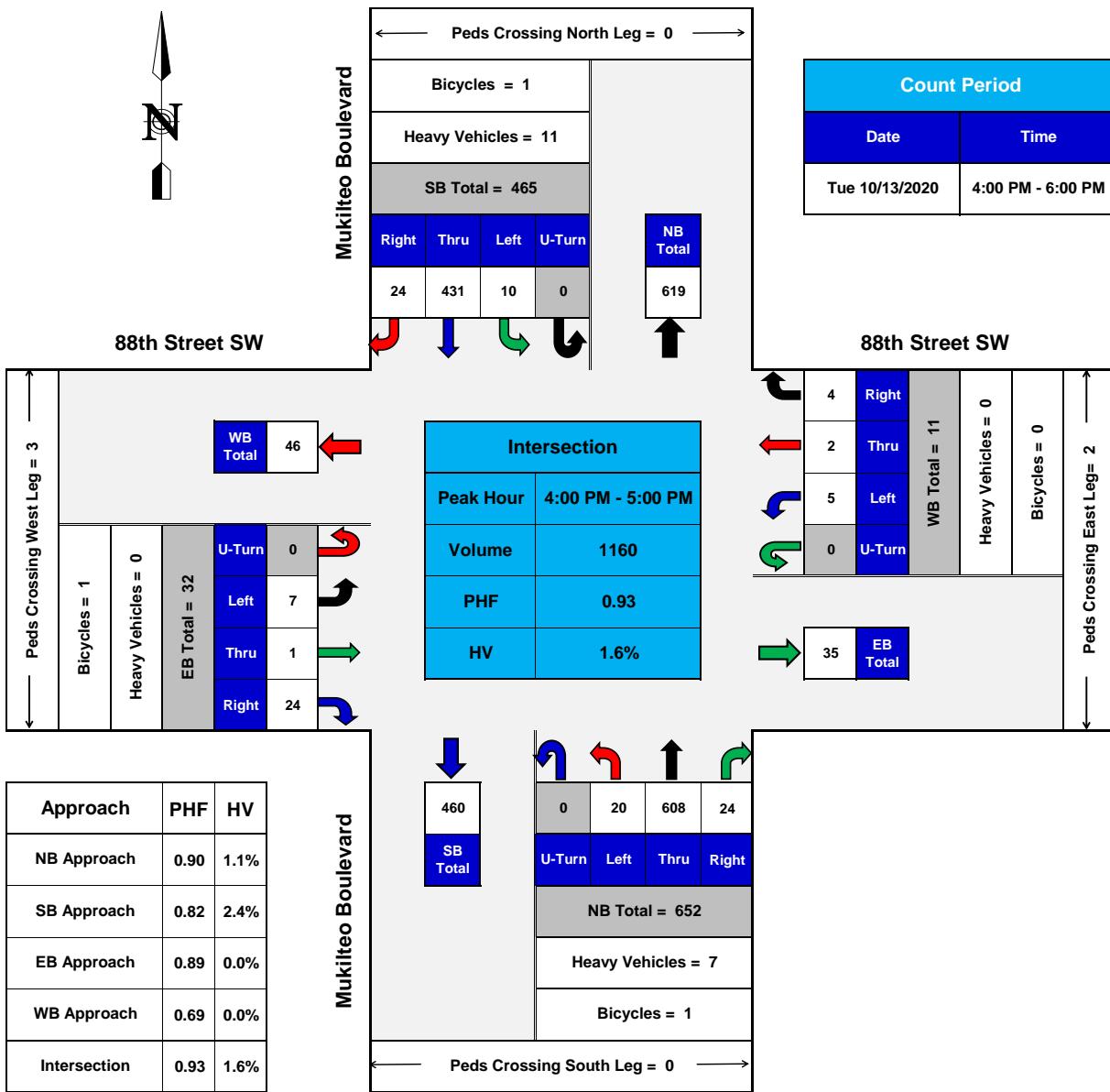
REDUCTION DATE:

Sat. 6/9/18

TIME OF COUNT: 4:00 PM - 6:00 PM

Mukilteo Blvd @ 88th St SW

Mukilteo, WA



PHF = Peak Hour Factor

HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM

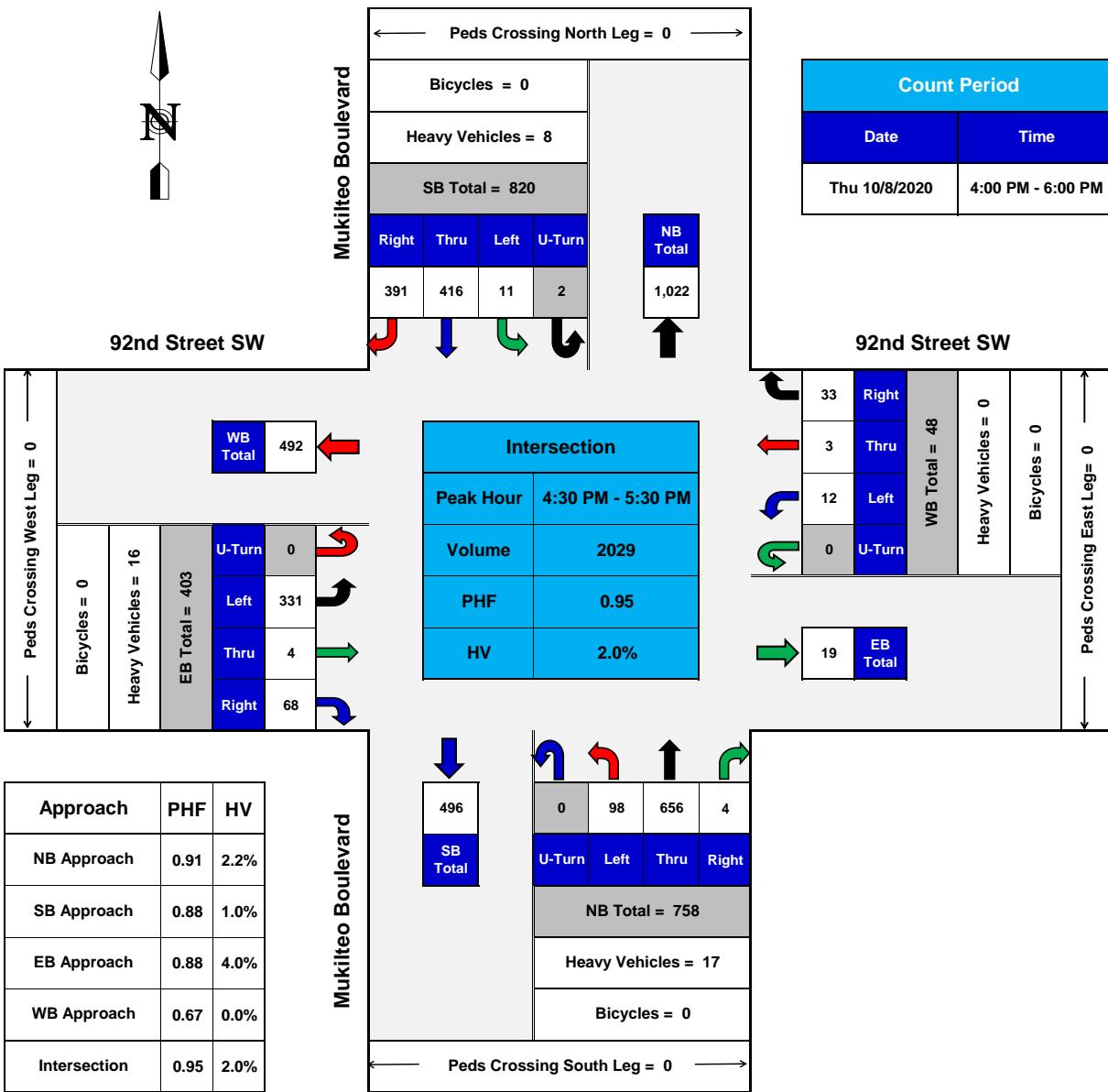
PEAK HOUR SUMMARY



TRAFFIC DATA GATHERING

Mukilteo Blvd @ 92nd St SW

Mukilteo, WA



PHF = Peak Hour Factor
HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM

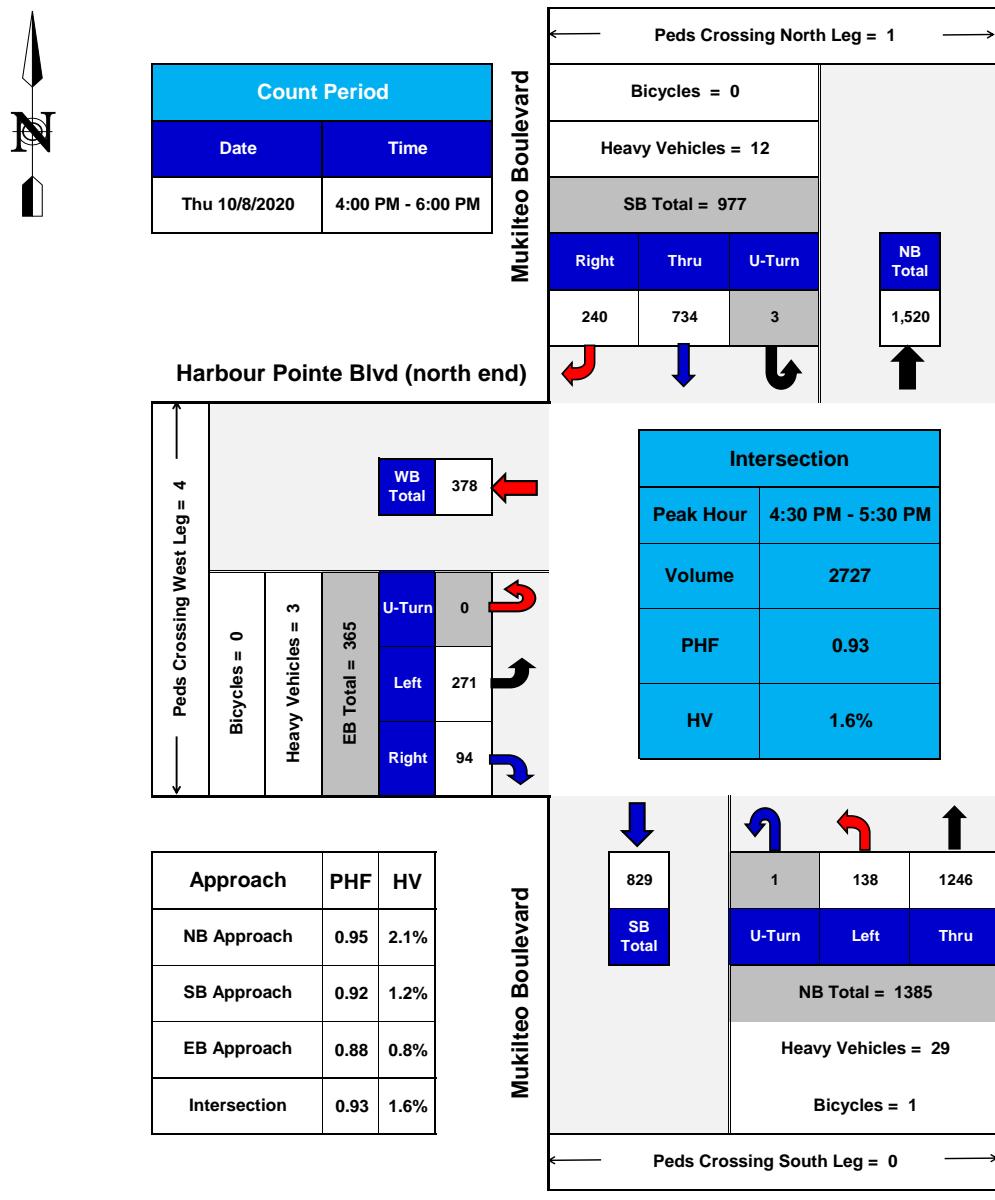
PEAK HOUR SUMMARY



TRAFFIC DATA GATHERING

Mukilteo Blvd @ Harbour Pointe Blvd (north end)

Mukilteo, WA



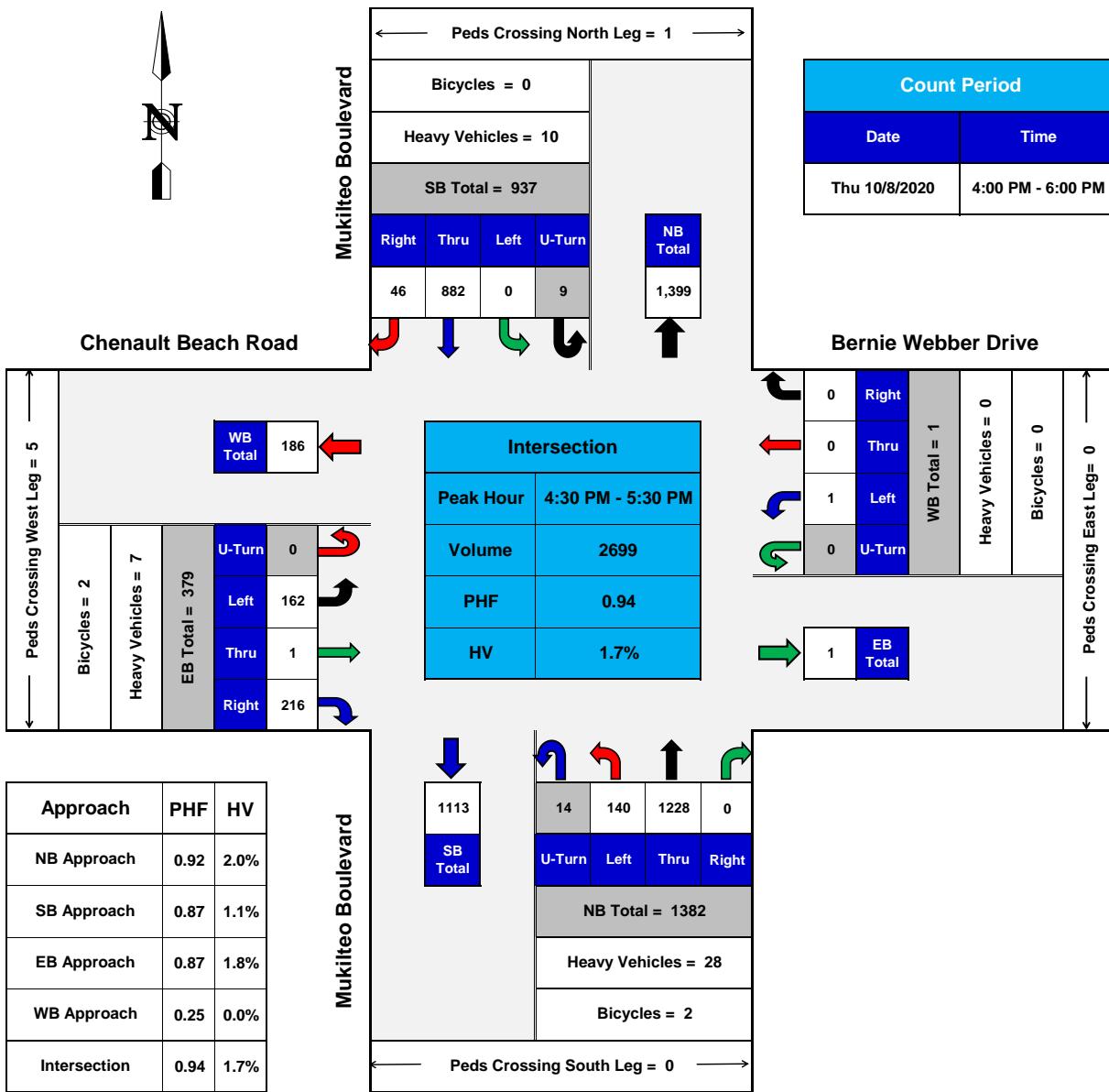
TURNING MOVEMENTS DIAGRAM

PEAK HOUR SUMMARY



Mukilteo Blvd @ Chenault Beach Rd/Bernie Webber Dr

Mukilteo, WA



PHF = Peak Hour Factor

HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM

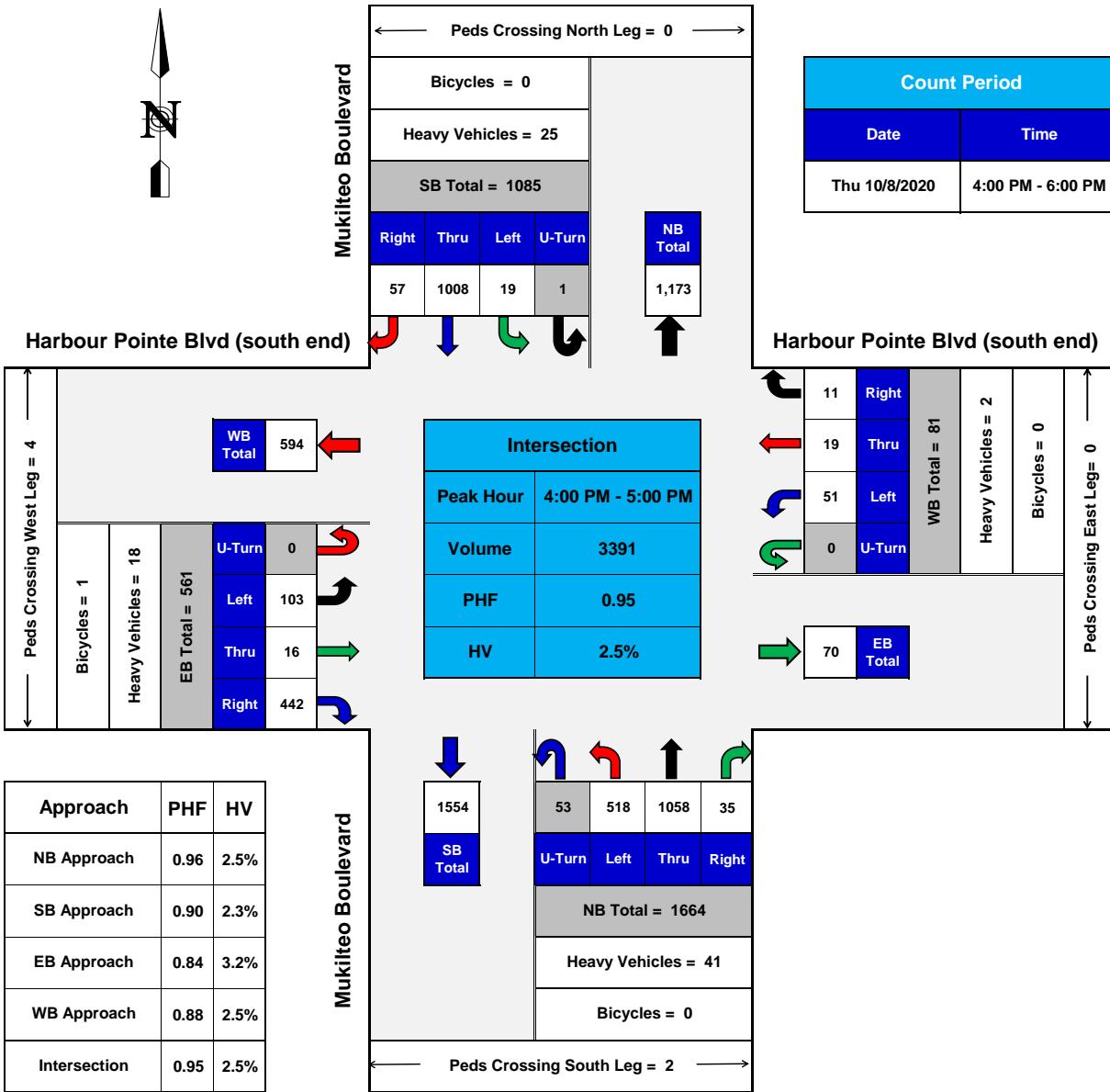
PEAK HOUR SUMMARY



TRAFFIC DATA GATHERING

Mukilteo Blvd @ Harbour Pointe Blvd (south end)

Mukilteo, WA



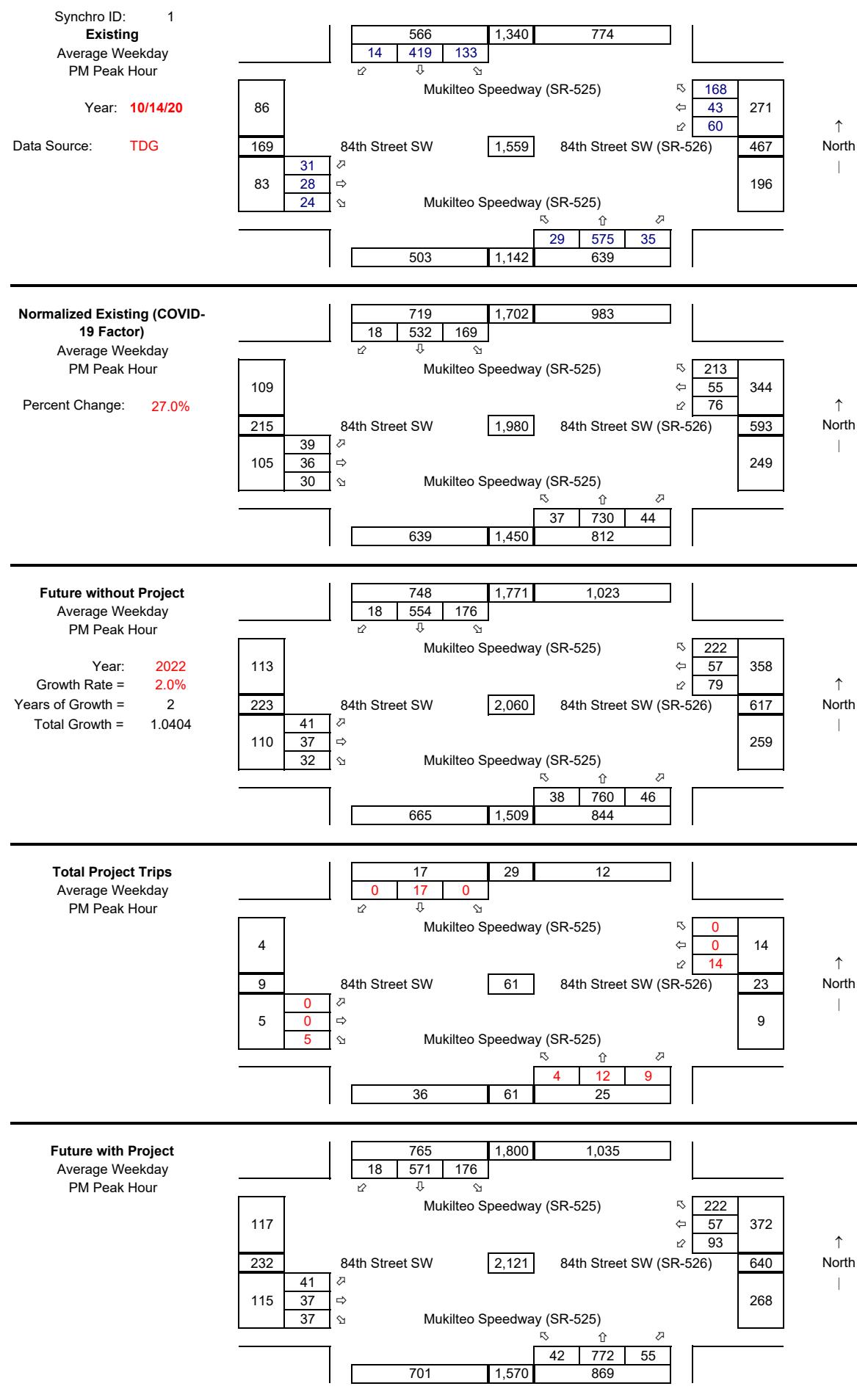
TURNING MOVEMENTS DIAGRAM

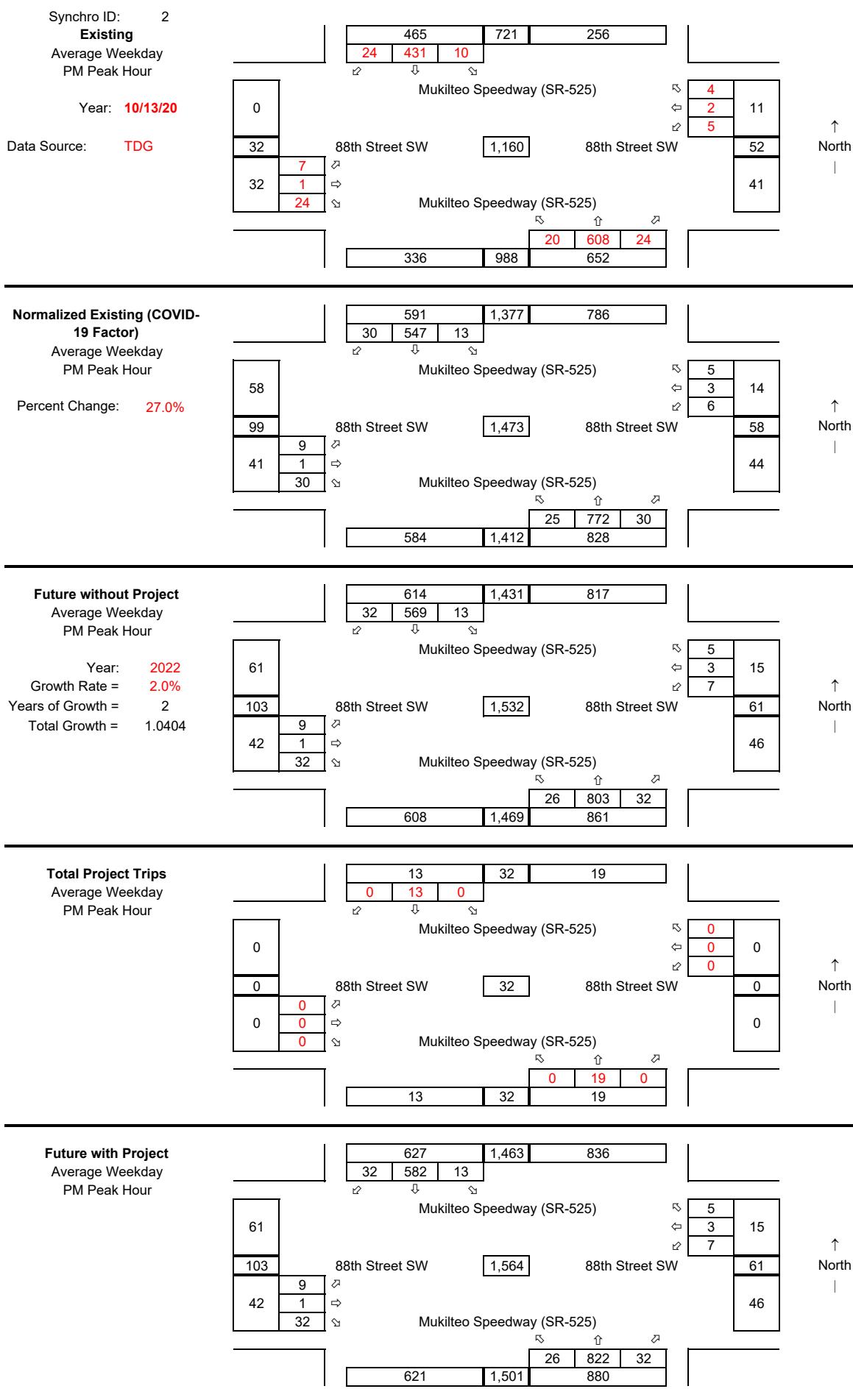
PEAK HOUR SUMMARY

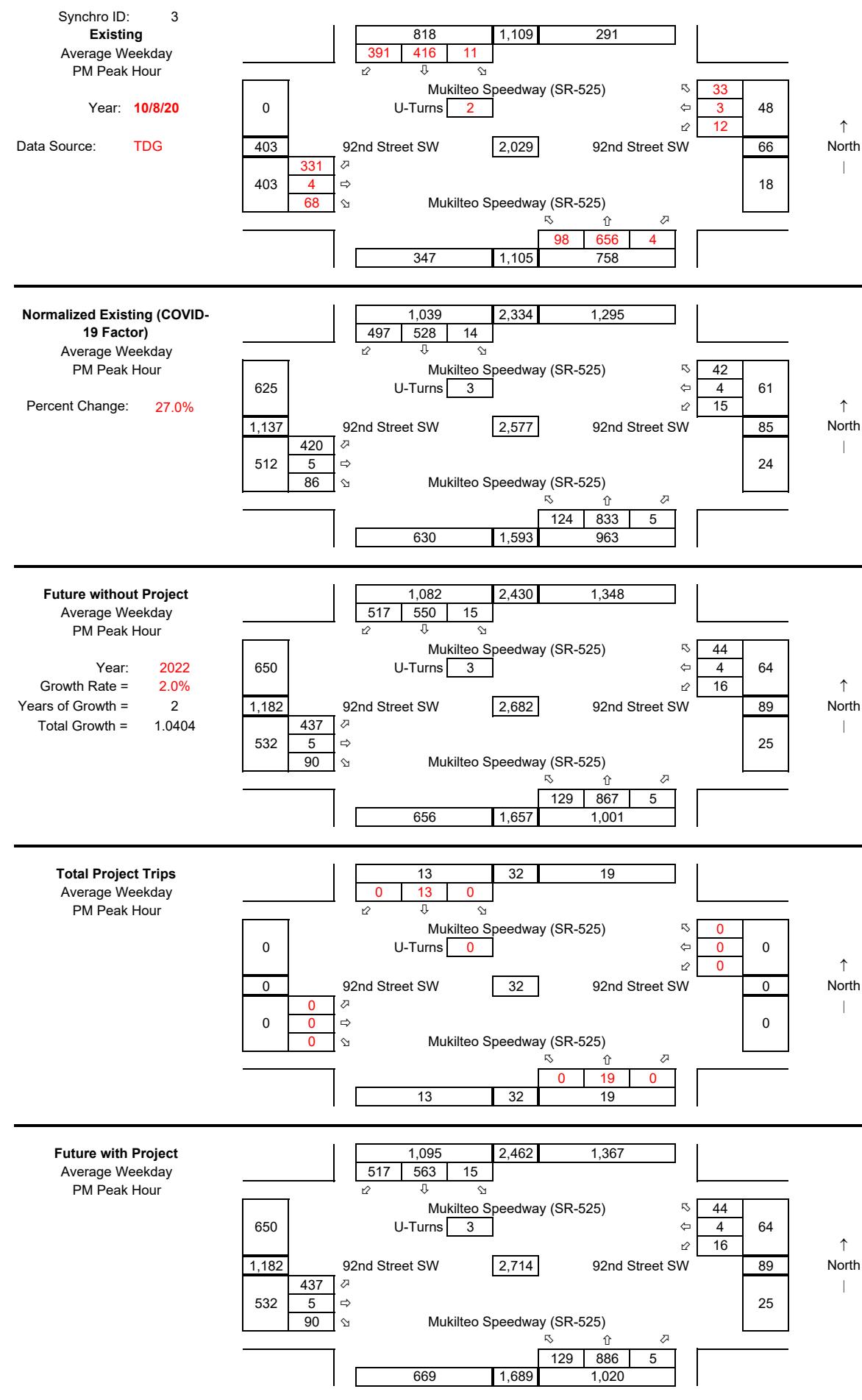


TRAFFIC DATA GATHERING

Turning Movement Calculations





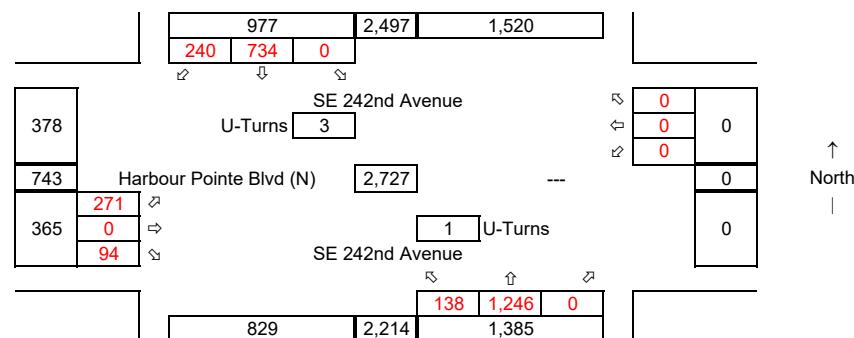


Synchro ID: 4

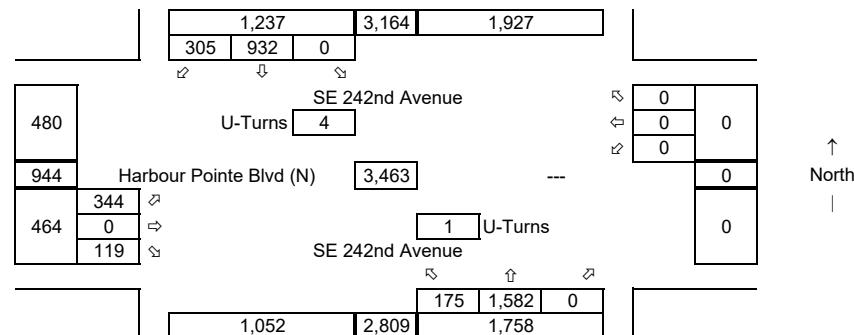
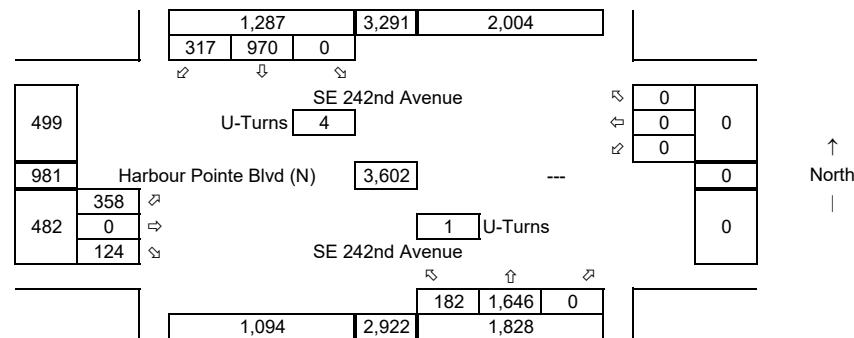
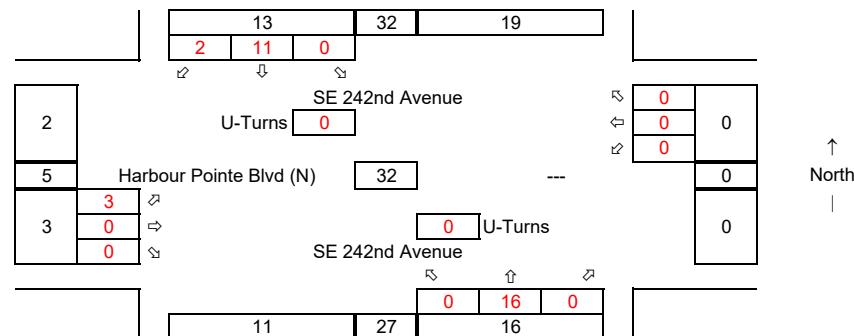
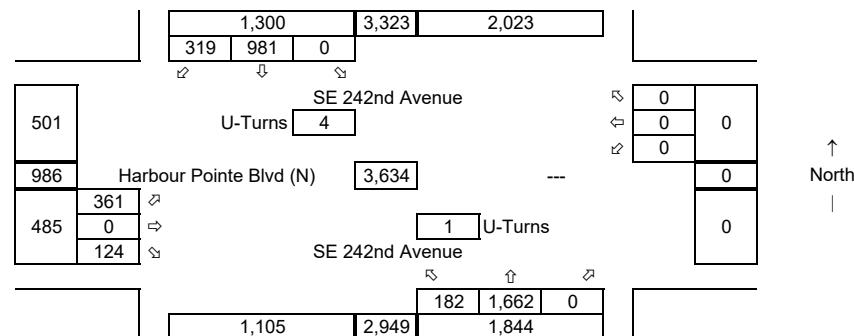
ExistingAverage Weekday
PM Peak Hour

Year: 10/8/20

Data Source: TDG

**Normalized Existing (COVID-19 Factor)**Average Weekday
PM Peak Hour

Percent Change: 27.0%

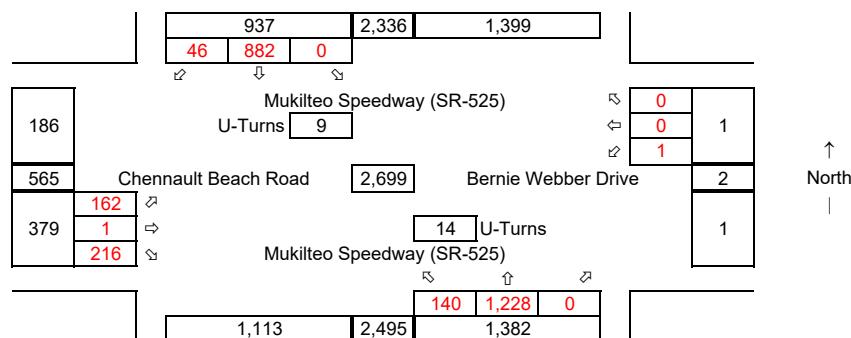
**Future without Project**Average Weekday
PM Peak HourYear: 2022
Growth Rate = 2.0%
Years of Growth = 2
Total Growth = 1.0404**Total Project Trips**Average Weekday
PM Peak Hour**Future with Project**Average Weekday
PM Peak Hour

Synchro ID: 5

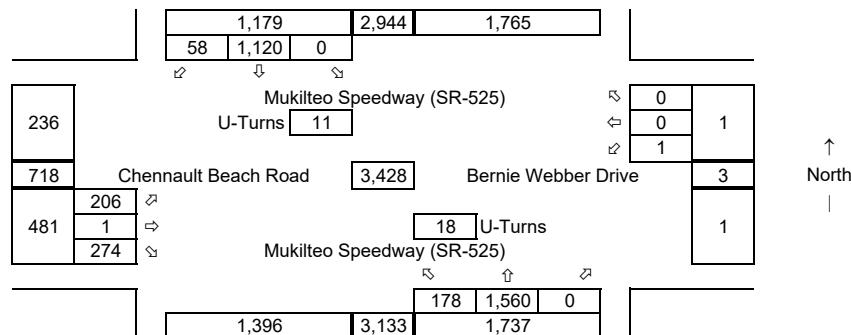
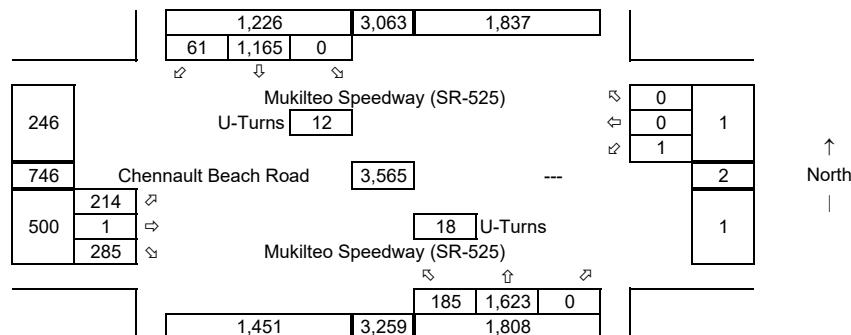
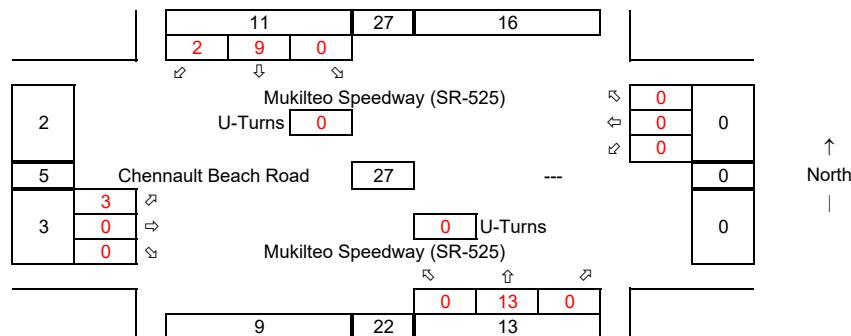
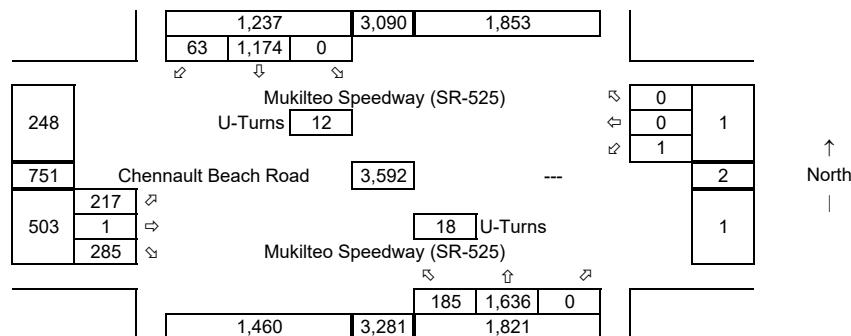
ExistingAverage Weekday
PM Peak Hour

Year: 10/8/20

Data Source: TDG

**Normalized Existing (COVID-19 Factor)**Average Weekday
PM Peak Hour

Percent Change: 27.0%

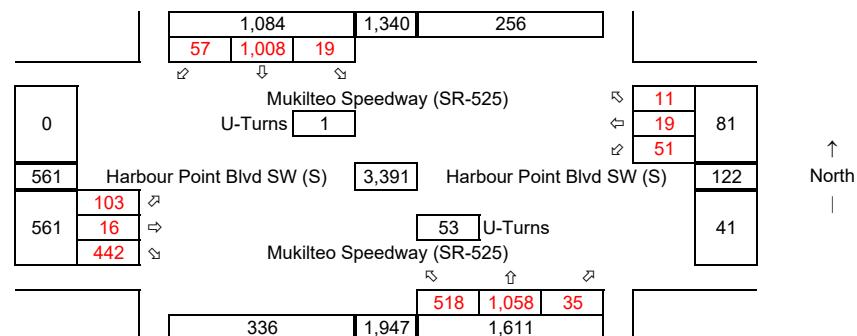
**Future without Project**Average Weekday
PM Peak HourYear: 2022
Growth Rate = 2.0%
Years of Growth = 2
Total Growth = 1.0404**Total Project Trips**Average Weekday
PM Peak Hour**Future with Project**Average Weekday
PM Peak Hour

Synchro ID: 6

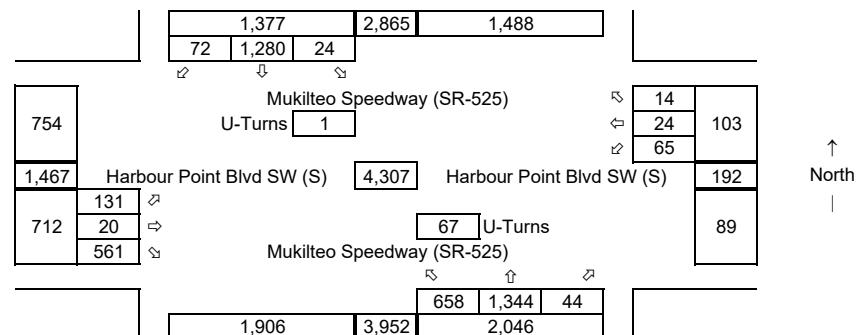
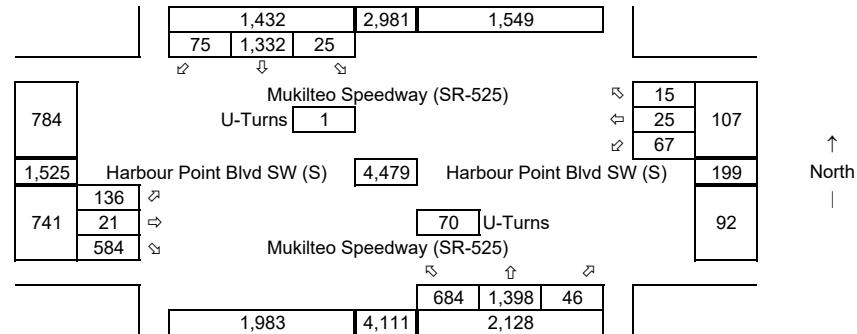
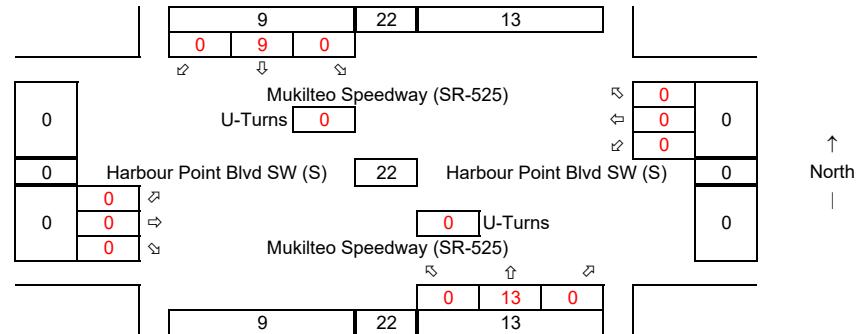
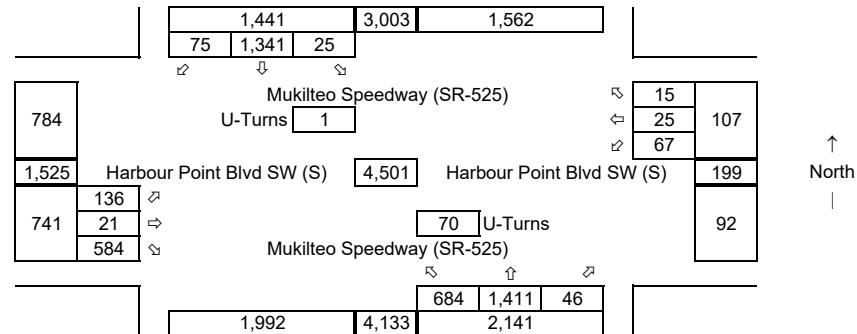
ExistingAverage Weekday
PM Peak Hour

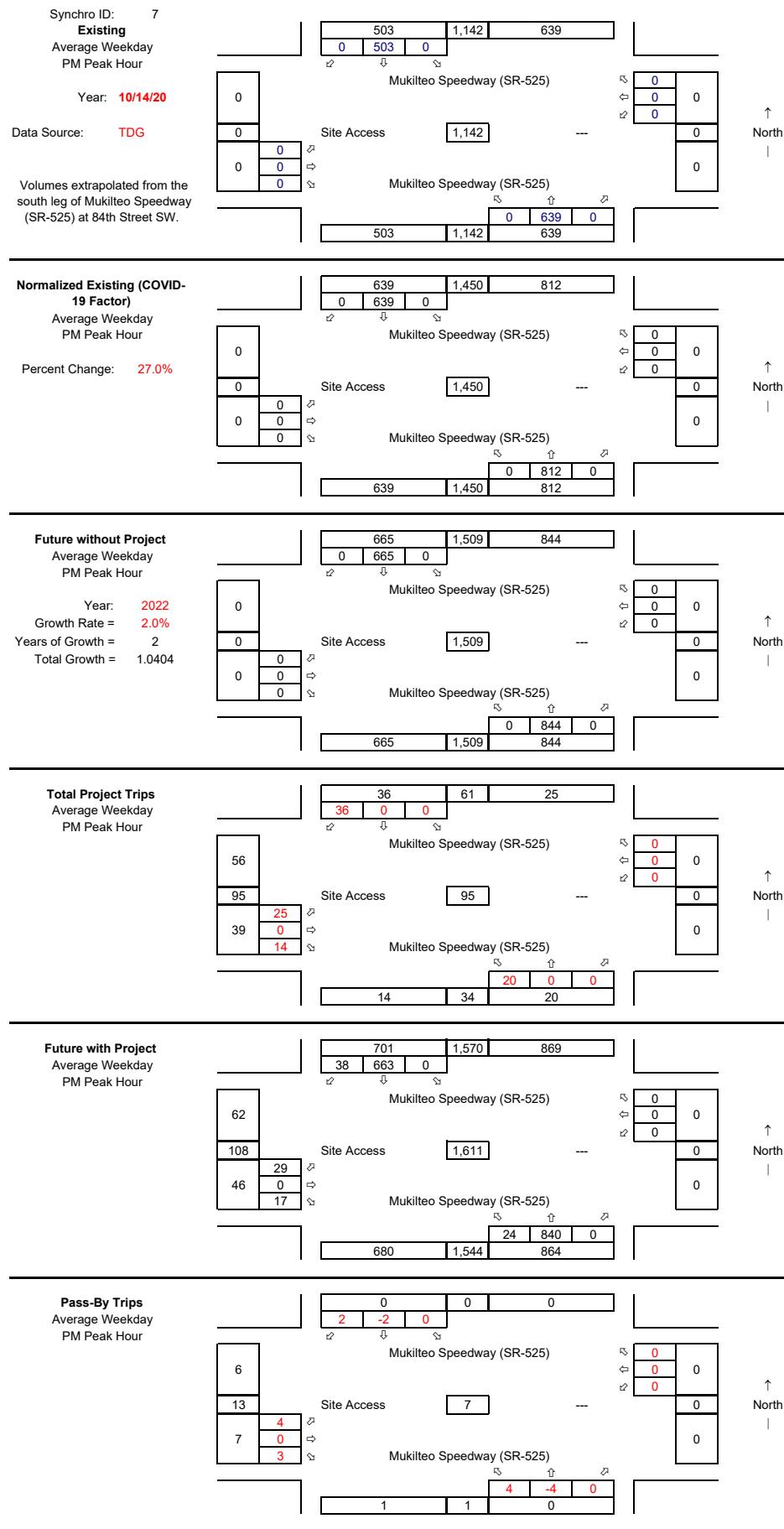
Year: 10/8/20

Data Source: TDG

**Normalized Existing (COVID-19 Factor)**Average Weekday
PM Peak Hour

Percent Change: 27.0%

**Future without Project**Average Weekday
PM Peak HourYear: 2022
Growth Rate = 2.0%
Years of Growth = 2
Total Growth = 1.0404**Total Project Trips**Average Weekday
PM Peak Hour**Future with Project**Average Weekday
PM Peak Hour



LOS Analysis

Carrik Court (GTC #20-185)

1: Mukilteo Speedway (SR-525) & 84th Street SW/84th Street SW (SR-526)

Normalized 2020 Existing Conditions

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑	↑	↑	↑	↑	↑	↑	
Traffic Volume (vph)	39	36	30	76	55	213	37	730	44	169	532	18
Future Volume (vph)	39	36	30	76	55	213	37	730	44	169	532	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	130		250	125		345	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00		0.98	1.00		0.98	1.00	1.00	
Fr _t		0.931				0.850			0.850		0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1700	0	1752	1845	1568	1752	1845	1568	1752	1834	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1744	1700	0	1748	1845	1529	1745	1845	1542	1750	1834	0
Right Turn on Red			Yes			Yes		Yes	Yes			Yes
Satd. Flow (RTOR)		32				224			127		3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		972			1695			647			1160	
Travel Time (s)		22.1			38.5			14.7			26.4	
Confl. Peds. (#/hr)	2		1	1		2	4		3	3		4
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	70	0	80	58	224	39	768	46	178	579	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases					8				2			
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5		9.6	22.6	22.6	10.8	43.3	43.3	14.6	47.1	
Total Split (%)	10.6%	25.0%		10.7%	25.1%	25.1%	12.0%	48.1%	48.1%	16.2%	52.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)	5.0	8.1		5.2	10.1	10.1	6.1	39.0	39.0	10.2	47.5	
Actuated g/C Ratio	0.06	0.10		0.07	0.13	0.13	0.08	0.50	0.50	0.13	0.61	
v/c Ratio	0.37	0.34		0.69	0.24	0.57	0.28	0.84	0.06	0.78	0.52	
Control Delay	46.7	25.4		69.1	34.7	11.3	41.6	28.6	0.1	60.2	13.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.7	25.4		69.1	34.7	11.3	41.6	28.6	0.1	60.2	13.6	
LOS	D	C		E	C	B	D	C	A	E	B	
Approach Delay		33.3			27.8			27.7			24.6	

Carrik Court (GTC #20-185)

1: Mukilteo Speedway (SR-525) & 84th Street SW/84th Street SW (SR-526)

Normalized 2020 Existing Conditions

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	20	18		40	27	0	19	320	0	88	182	
Queue Length 95th (ft)	54	55		#119	62	61	51	#606	0	#208	322	
Internal Link Dist (ft)		892			1615			567			1080	
Turn Bay Length (ft)	50			130		250	125		345	125		
Base Capacity (vph)	112	417		116	428	527	141	919	831	227	1113	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.37	0.17		0.69	0.14	0.43	0.28	0.84	0.06	0.78	0.52	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 78.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 26.9

Intersection LOS: C

Intersection Capacity Utilization 70.2%

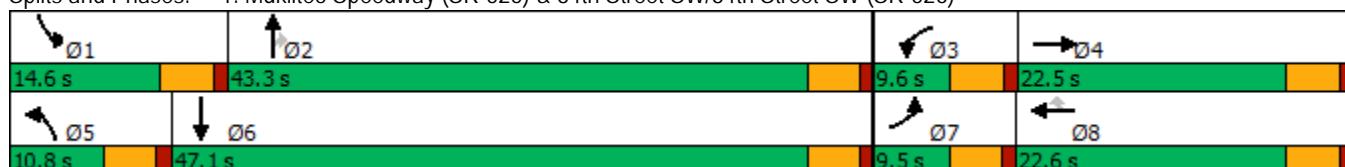
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Mukilteo Speedway (SR-525) & 84th Street SW/84th Street SW (SR-526)



Carrik Court (GTC #20-185)
2: Mukilteo Speedway (SR-525) & 88th Street SW

Normalized 2020 Existing Conditions
PM Peak-Hour

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	30	6	3	5	25	772	30	13	547	30
Future Vol, veh/h	9	1	30	6	3	5	25	772	30	13	547	30
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	155	-	-	255	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	32	6	3	5	27	830	32	14	588	32

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	1539	1553	607	1551	1553	848	623	0	0	864	0	0
Stage 1	635	635	-	902	902	-	-	-	-	-	-	-
Stage 2	904	918	-	649	651	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	94	113	496	92	113	361	958	-	-	779	-	-
Stage 1	467	472	-	332	356	-	-	-	-	-	-	-
Stage 2	331	350	-	458	465	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	87	107	495	82	107	360	955	-	-	778	-	-
Mov Cap-2 Maneuver	87	107	-	82	107	-	-	-	-	-	-	-
Stage 1	453	462	-	322	345	-	-	-	-	-	-	-
Stage 2	314	340	-	419	455	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.1	38.6	0.3	0.2
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	955	-	-	231	122	778	-	-
HCM Lane V/C Ratio	0.028	-	-	0.186	0.123	0.018	-	-
HCM Control Delay (s)	8.9	-	-	24.1	38.6	9.7	-	-
HCM Lane LOS	A	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.4	0.1	-	-

Carrik Court (GTC #20-185)

3: Mukilteo Speedway (SR-525) & 92nd Street SW

Normalized 2020 Existing Conditions

PM Peak-Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	420	5	86	15	4	42	124	833	5	3	14	528
Future Volume (vph)	420	5	86	15	4	42	124	833	5	3	14	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	70		0		170	
Storage Lanes	0		1	0		0	1		0		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr1			0.850		0.907			0.999				
Flt Protected		0.953			0.988		0.950				0.950	
Satd. Flow (prot)	0	1775	1583	0	1669	0	1770	1861	0	0	1770	1863
Flt Permitted		0.732			0.780		0.247				0.092	
Satd. Flow (perm)	0	1364	1583	0	1318	0	460	1861	0	0	171	1863
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			84		44							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		727			907			2048				1438
Travel Time (s)		16.5			20.6			46.5				32.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	447	91	0	64	0	131	882	0	0	18	556
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases		4			8		5	2			1	6
Permitted Phases	4		4	8			2			1	6	
Detector Phase	4	4	4	8	8		5	2		1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	9.5	22.5
Total Split (s)	33.2	33.2	33.2	33.2	33.2		11.5	47.3		9.5	9.5	45.3
Total Split (%)	36.9%	36.9%	36.9%	36.9%	36.9%		12.8%	52.6%		10.6%	10.6%	50.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Act Effct Green (s)		28.7	28.7		28.7		51.2	48.4			45.8	40.8
Actuated g/C Ratio		0.32	0.32		0.32		0.57	0.54			0.51	0.45
v/c Ratio		1.03	0.16		0.14		0.36	0.88			0.10	0.66
Control Delay		83.2	6.9		11.1		11.5	32.2			9.5	23.8
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		83.2	6.9		11.1		11.5	32.2			9.5	23.8
LOS		F	A		B		B	C			A	C
Approach Delay		70.3			11.1			29.5				13.9
Approach LOS		E			B			C				B
Queue Length 50th (ft)		~274	3		8		31	369			4	238
Queue Length 95th (ft)		#457	35		36		57	#752			13	353
Internal Link Dist (ft)		647			827			1968				1358

Lane Group	SBR
Lane Configurations	1
Traffic Volume (vph)	497
Future Volume (vph)	497
Ideal Flow (vphpl)	1900
Storage Length (ft)	335
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Fr1	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	523
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Shared Lane Traffic (%)	
Lane Group Flow (vph)	523
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	45.3
Total Split (%)	50.3%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	40.8
Actuated g/C Ratio	0.45
v/c Ratio	0.52
Control Delay	3.5
Queue Delay	0.0
Total Delay	3.5
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	54
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Bay Length (ft)			150				70				170	
Base Capacity (vph)		435	562		450		364	1002			175	845
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.03	0.16		0.14		0.36	0.88			0.10	0.66

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 89.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 30.8

Intersection LOS: C

Intersection Capacity Utilization 89.8%

ICU Level of Service E

Analysis Period (min) 15

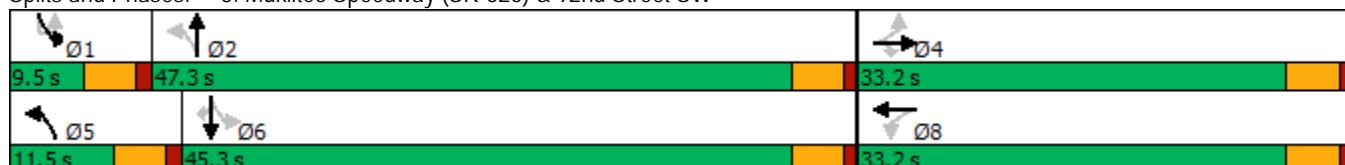
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Mukilteo Speedway (SR-525) & 92nd Street SW



Lane Group	SBR
Turn Bay Length (ft)	335
Base Capacity (vph)	1004
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.52

Intersection Summary

Carrik Court (GTC #20-185)

4: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard

Normalized 2020 Existing Conditions

PM Peak-Hour

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↑↑	↓↓	↔	↔	↑↑	↔	↑↑	↑↑
Traffic Volume (vph)	344	119	1	175	1582	4	932	305
Future Volume (vph)	344	119	1	175	1582	4	932	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		0		275
Storage Lanes	2	0		1		1		1
Taper Length (ft)	25			25		25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00			1.00				0.97
Fr _t	0.961							0.850
Flt Protected	0.964			0.950		0.950		
Satd. Flow (prot)	3348	0	0	1770	3539	1770	3539	1583
Flt Permitted	0.964			0.950		0.950		
Satd. Flow (perm)	3342	0	0	1765	3539	1770	3539	1536
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)	50				30			328
Link Speed (mph)	30				30		30	
Link Distance (ft)	1895				2216		1911	
Travel Time (s)	43.1				50.4		43.4	
Confl. Peds. (#/hr)	1			4				4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)								
Lane Group Flow (vph)	498	0	0	189	1701	4	1002	328
Turn Type	Prot		Prot	Prot	NA	Prot	NA	Perm
Protected Phases	4		5	5	2	1	6	
Permitted Phases								6
Detector Phase	4		5	5	2	1	6	6
Switch Phase								
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		9.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5		22.3	22.3	58.0	9.5	45.2	45.2
Total Split (%)	25.0%		24.8%	24.8%	64.4%	10.6%	50.2%	50.2%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	Max	None	Max	Max
Act Effct Green (s)	15.5			13.7	57.4	5.0	40.9	40.9
Actuated g/C Ratio	0.19			0.16	0.69	0.06	0.49	0.49
v/c Ratio	0.75			0.65	0.70	0.04	0.58	0.36
Control Delay	37.3			44.3	11.0	40.8	17.9	3.0
Queue Delay	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	37.3			44.3	11.0	40.8	17.9	3.0
LOS	D			D	B	D	B	A
Approach Delay	37.3				14.4		14.3	
Approach LOS	D				B		B	
Queue Length 50th (ft)	116			95	234	2	196	0



Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Queue Length 95th (ft)	177			165	466	13	286	45
Internal Link Dist (ft)	1815				2136		1831	
Turn Bay Length (ft)								275
Base Capacity (vph)	763			378	2426	106	1730	918
Starvation Cap Reductn	0			0	0	0	0	0
Spillback Cap Reductn	0			0	0	0	0	0
Storage Cap Reductn	0			0	0	0	0	0
Reduced v/c Ratio	0.65			0.50	0.70	0.04	0.58	0.36

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 83.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 17.4

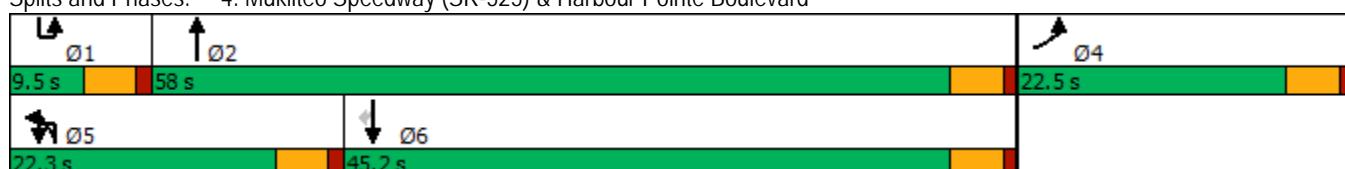
Intersection LOS: B

Intersection Capacity Utilization 72.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard



Carrik Court (GTC #20-185)

5: Mukilteo Speedway (SR-525) & Chennault Beach Road/Bernie Webber Drive

Normalized 2020 Existing Conditions

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	1	1		1	1	0	0	18	178	1560	0	11
Traffic Volume (vph)	206	1	274	1	0	0	18	178	1560	0	11	0
Future Volume (vph)	206	1	274	1	0	0	18	178	1560	0	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65		0	125		0		465		315		145
Storage Lanes	1		0	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99					1.00					
Fr _t		0.851										
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1770	1563	0	1770	1863	0	0	1770	3539	1863	0	1770
Flt Permitted	0.950			0.950				0.950				0.950
Satd. Flow (perm)	1766	1563	0	1770	1863	0	0	1764	3539	1863	0	1770
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		245										
Link Speed (mph)		30			30				30			
Link Distance (ft)		767			421				3726			
Travel Time (s)		17.4			9.6				84.7			
Confl. Peds. (#/hr)	1					1		5				
Confl. Bikes (#/hr)			2							2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	292	0	1	0	0	0	208	1660	0	0	12
Turn Type	Prot	NA		Prot			Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases										2		
Detector Phase	7	4		3	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	22.0	35.0		9.5	22.5		21.0	21.0	66.0	66.0	9.5	9.5
Total Split (%)	18.3%	29.2%		7.9%	18.8%		17.5%	17.5%	55.0%	55.0%	7.9%	7.9%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Act Effct Green (s)	17.9	16.4		5.1				15.5	59.0			5.1
Actuated g/C Ratio	0.20	0.19		0.06				0.18	0.67			0.06
v/c Ratio	0.60	0.59		0.01				0.67	0.70			0.12
Control Delay	40.8	13.8		47.0				48.2	12.4			48.5
Queue Delay	0.0	0.0		0.0				0.0	0.0			0.0
Total Delay	40.8	13.8		47.0				48.2	12.4			48.5
LOS	D	B		D				D	B			D
Approach Delay		25.4			47.0				16.4			
Approach LOS		C			D				B			



Lane Group	SBT	SBR
Lane Configurations	↑↓	
Traffic Volume (vph)	1120	58
Future Volume (vph)	1120	58
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Fr	0.993	
Flt Protected		
Satd. Flow (prot)	3508	0
Flt Permitted		
Satd. Flow (perm)	3508	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	5	
Link Speed (mph)	30	
Link Distance (ft)	2216	
Travel Time (s)	50.4	
Confl. Peds. (#/hr)		5
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1253	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	54.5	
Total Split (%)	45.4%	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	Min	
Act Effct Green (s)	40.4	
Actuated g/C Ratio	0.46	
v/c Ratio	0.77	
Control Delay	24.2	
Queue Delay	0.0	
Total Delay	24.2	
LOS	C	
Approach Delay	24.4	
Approach LOS	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)	114	22		1				109	234			7
Queue Length 95th (ft)	203	115		6				#255	573			28
Internal Link Dist (ft)		687				341				3646		
Turn Bay Length (ft)	65			125				465				145
Base Capacity (vph)	398	716		103				342	2603			103
Starvation Cap Reductn	0	0		0				0	0			0
Spillback Cap Reductn	0	0		0				0	0			0
Storage Cap Reductn	0	0		0				0	0			0
Reduced v/c Ratio	0.55	0.41		0.01				0.61	0.64			0.12

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 87.7

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 20.4

Intersection LOS: C

Intersection Capacity Utilization 76.6%

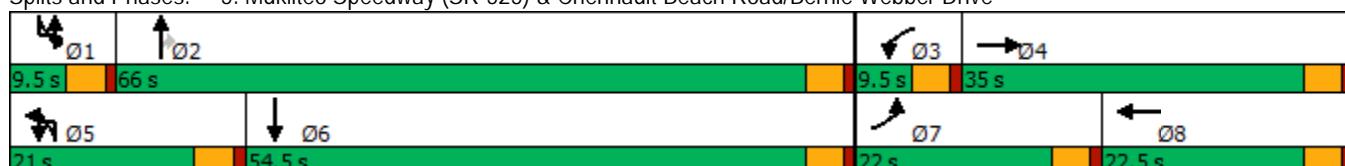
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Mukilteo Speedway (SR-525) & Chennault Beach Road/Bernie Webber Drive





Lane Group	SBT	SBR
Queue Length 50th (ft)	294	
Queue Length 95th (ft)	459	
Internal Link Dist (ft)	2136	
Turn Bay Length (ft)		
Base Capacity (vph)	2057	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.61	

Intersection Summary

Carrik Court (GTC #20-185)

6: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard SW

Normalized 2020 Existing Conditions

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	131	20	561	65	24	14	67	658	1344	44	1	24
Future Volume (vph)	131	20	561	65	24	14	67	658	1344	44	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	85		0		755		0		120
Storage Lanes	1		1	1		1		2		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00
Ped Bike Factor			0.98	1.00				1.00				
Fr _t			0.850			0.850				0.995		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1752	1845	1568	1752	1845	1568	0	3400	3487	0	0	1752
Flt Permitted	0.741			0.744				0.950				0.950
Satd. Flow (perm)	1367	1845	1542	1367	1845	1568	0	3393	3487	0	0	1752
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			232			95				5		
Link Speed (mph)		30			30				30			
Link Distance (ft)		884			384				2922			
Travel Time (s)		20.1			8.7				66.4			
Confl. Peds. (#/hr)			2	2				4				
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	21	591	68	25	15	0	764	1461	0	0	26
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA		Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8		8		5	5		1	1
Detector Phase	4	4	4	8	8	8	5	5	2		1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	9.5	22.5		9.5	9.5
Total Split (s)	35.6	35.6	35.6	35.6	35.6	35.6	31.8	31.8	73.8		10.6	10.6
Total Split (%)	29.7%	29.7%	29.7%	29.7%	29.7%	29.7%	26.5%	26.5%	61.5%		8.8%	8.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max		None	None							
Act Effct Green (s)	31.1	31.1	31.1	31.1	31.1	31.1		27.3	73.5			6.0
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26	0.26		0.23	0.61			0.05
v/c Ratio	0.39	0.04	1.04	0.19	0.05	0.03		0.99	0.68			0.30
Control Delay	40.6	33.8	74.0	36.5	33.9	0.1		76.1	18.3			64.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Delay	40.6	33.8	74.0	36.5	33.9	0.1		76.1	18.3			64.0
LOS	D	C	E	D	C	A		E	B			E
Approach Delay		66.7			30.8				38.1			



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1280	72
Future Volume (vph)	1280	72
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Fr _t	0.992	
Flt Protected		
Satd. Flow (prot)	3473	0
Flt Permitted		
Satd. Flow (perm)	3473	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	6	
Link Speed (mph)	30	
Link Distance (ft)	3726	
Travel Time (s)	84.7	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	3%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1423	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	52.6	
Total Split (%)	43.8%	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	Max	
Act Effct Green (s)	48.1	
Actuated g/C Ratio	0.40	
v/c Ratio	1.02	
Control Delay	65.0	
Queue Delay	0.0	
Total Delay	65.0	
LOS	E	
Approach Delay	65.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Approach LOS		E			C				D			
Queue Length 50th (ft)	88	12	~349	41	15	0		305	409			20
Queue Length 95th (ft)	151	33	#576	81	38	0		#436	495			51
Internal Link Dist (ft)		804			304				2842			
Turn Bay Length (ft)	160			85				755				120
Base Capacity (vph)	354	478	571	354	478	476		773	2138			89
Starvation Cap Reductn	0	0	0	0	0	0		0	0			0
Spillback Cap Reductn	0	0	0	0	0	0		0	0			0
Storage Cap Reductn	0	0	0	0	0	0		0	0			0
Reduced v/c Ratio	0.39	0.04	1.04	0.19	0.05	0.03		0.99	0.68			0.29

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 51.3

Intersection LOS: D

Intersection Capacity Utilization 112.5%

ICU Level of Service H

Analysis Period (min) 15

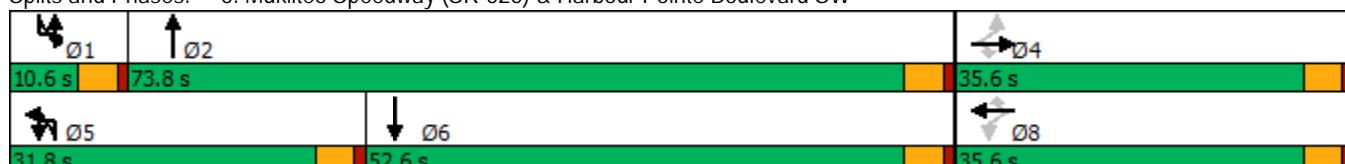
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard SW





Lane Group	SBT	SBR
Approach LOS	E	
Queue Length 50th (ft)	~614	
Queue Length 95th (ft)	#755	
Internal Link Dist (ft)	3646	
Turn Bay Length (ft)		
Base Capacity (vph)	1395	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.02	

Intersection Summary

Carrik Court (GTC #20-185)

1: Mukilteo Speedway (SR-525) & 84th Street SW/84th Street SW (SR-526)

2022 Baseline Conditions

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑	↑	↑	↑	↑	↑	↑	
Traffic Volume (vph)	41	37	32	79	57	222	38	760	46	176	554	18
Future Volume (vph)	41	37	32	79	57	222	38	760	46	176	554	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	130		250	125		345	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00		0.98	1.00		0.98	1.00	1.00	
Fr _t		0.930				0.850			0.850		0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1698	0	1752	1845	1568	1752	1845	1568	1752	1834	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1744	1698	0	1748	1845	1529	1745	1845	1542	1750	1834	0
Right Turn on Red			Yes			Yes		Yes	Yes			Yes
Satd. Flow (RTOR)		34				234			127		2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		972			1695			647			1160	
Travel Time (s)		22.1			38.5			14.7			26.4	
Confl. Peds. (#/hr)	2		1	1		2	4		3	3		4
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	73	0	83	60	234	40	800	48	185	602	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases					8				2			
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5		9.6	22.6	22.6	10.8	43.3	43.3	14.6	47.1	
Total Split (%)	10.6%	25.0%		10.7%	25.1%	25.1%	12.0%	48.1%	48.1%	16.2%	52.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)	5.0	8.4		5.2	10.3	10.3	6.2	39.1	39.1	10.2	47.6	
Actuated g/C Ratio	0.06	0.11		0.07	0.13	0.13	0.08	0.50	0.50	0.13	0.61	
v/c Ratio	0.38	0.35		0.72	0.25	0.58	0.29	0.87	0.06	0.82	0.54	
Control Delay	47.8	25.0		72.8	34.5	11.2	42.1	32.0	0.1	64.4	14.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.8	25.0		72.8	34.5	11.2	42.1	32.0	0.1	64.4	14.3	
LOS	D	C		E	C	B	D	C	A	E	B	
Approach Delay		33.4			28.4			30.7			26.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	21	18		42	28	0	19	345	0	92	194	
Queue Length 95th (ft)	#57	56		#126	63	61	52	#658	0	#222	351	
Internal Link Dist (ft)		892			1615			567			1080	
Turn Bay Length (ft)	50			130		250	125		345	125		
Base Capacity (vph)	112	417		116	427	534	141	916	829	226	1110	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.38	0.18		0.72	0.14	0.44	0.28	0.87	0.06	0.82	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 78.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 28.8

Intersection LOS: C

Intersection Capacity Utilization 72.3%

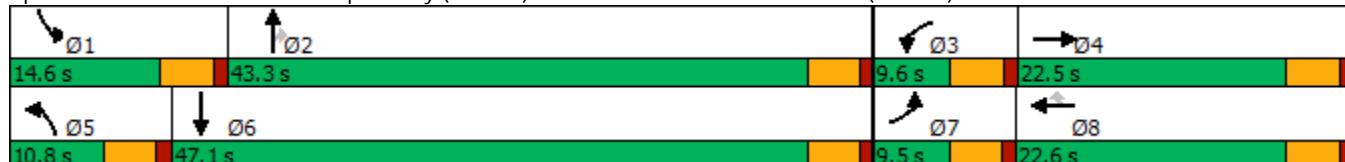
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Mukilteo Speedway (SR-525) & 84th Street SW/84th Street SW (SR-526)



Carrik Court (GTC #20-185)
2: Mukilteo Speedway (SR-525) & 88th Street SW

2022 Baseline Conditions
PM Peak-Hour

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	32	7	3	5	26	803	32	13	569	32
Future Vol, veh/h	9	1	32	7	3	5	26	803	32	13	569	32
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	155	-	-	255	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	34	8	3	5	28	863	34	14	612	34

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	1600	1615	632	1613	1615	882	649	0	0	899	0	0
Stage 1	660	660	-	938	938	-	-	-	-	-	-	-
Stage 2	940	955	-	675	677	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	85	104	480	84	104	345	937	-	-	756	-	-
Stage 1	452	460	-	317	343	-	-	-	-	-	-	-
Stage 2	316	337	-	444	452	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	78	98	479	74	98	344	934	-	-	755	-	-
Mov Cap-2 Maneuver	78	98	-	74	98	-	-	-	-	-	-	-
Stage 1	437	450	-	307	332	-	-	-	-	-	-	-
Stage 2	299	326	-	403	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.8	44.5	0.3	0.2
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	934	-	-	218	107	755	-	-
HCM Lane V/C Ratio	0.03	-	-	0.207	0.151	0.019	-	-
HCM Control Delay (s)	9	-	-	25.8	44.5	9.9	-	-
HCM Lane LOS	A	-	-	D	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.5	0.1	-	-

Carrik Court (GTC #20-185)

3: Mukilteo Speedway (SR-525) & 92nd Street SW

2022 Baseline Conditions

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	437	5	90	16	4	44	129	867	5	3	15	550
Future Volume (vph)	437	5	90	16	4	44	129	867	5	3	15	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	70		0		170	
Storage Lanes	0		1	0		0	1		0		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr1			0.850		0.907			0.999				
Flt Protected		0.953			0.987		0.950				0.950	
Satd. Flow (prot)	0	1775	1583	0	1668	0	1770	1861	0	0	1770	1863
Flt Permitted		0.728			0.727		0.252				0.088	
Satd. Flow (perm)	0	1356	1583	0	1228	0	469	1861	0	0	164	1863
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			84		46							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		727			907			2048				1438
Travel Time (s)		16.5			20.6			46.5				32.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	465	95	0	67	0	136	918	0	0	19	579
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases		4			8		5	2			1	6
Permitted Phases	4		4	8			2			1	6	
Detector Phase	4	4	4	8	8		5	2		1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	9.5	22.5
Total Split (s)	33.0	33.0	33.0	33.0	33.0		9.8	47.5		9.5	9.5	47.2
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%		10.9%	52.8%		10.6%	10.6%	52.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Act Effct Green (s)		28.5	28.5		28.5		50.8	48.7			47.7	42.7
Actuated g/C Ratio		0.32	0.32		0.32		0.56	0.54			0.53	0.47
v/c Ratio		1.08	0.17		0.16		0.40	0.91			0.11	0.66
Control Delay		99.7	7.3		11.2		12.3	35.5			9.4	22.5
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		99.7	7.3		11.2		12.3	35.5			9.4	22.5
LOS		F	A		B		B	D			A	C
Approach Delay		84.1			11.2			32.5				13.1
Approach LOS		F			B			C				B
Queue Length 50th (ft)		~299	4		8		32	398			4	241
Queue Length 95th (ft)		#484	38		38		58	#795			13	357
Internal Link Dist (ft)		647			827			1968				1358

Lane Group	SBR
Lane Configurations	1
Traffic Volume (vph)	517
Future Volume (vph)	517
Ideal Flow (vphpl)	1900
Storage Length (ft)	335
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	544
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Shared Lane Traffic (%)	
Lane Group Flow (vph)	544
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	47.2
Total Split (%)	52.4%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	42.7
Actuated g/C Ratio	0.47
v/c Ratio	0.53
Control Delay	3.3
Queue Delay	0.0
Total Delay	3.3
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	53
Internal Link Dist (ft)	

Carrik Court (GTC #20-185)
3: Mukilteo Speedway (SR-525) & 92nd Street SW

2022 Baseline Conditions
PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Bay Length (ft)			150				70				170	
Base Capacity (vph)	429	558		420			341	1007			176	883
Starvation Cap Reductn	0	0		0			0	0			0	0
Spillback Cap Reductn	0	0		0			0	0			0	0
Storage Cap Reductn	0	0		0			0	0			0	0
Reduced v/c Ratio	1.08	0.17		0.16			0.40	0.91			0.11	0.66

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 34.4

Intersection LOS: C

Intersection Capacity Utilization 92.5%

ICU Level of Service F

Analysis Period (min) 15

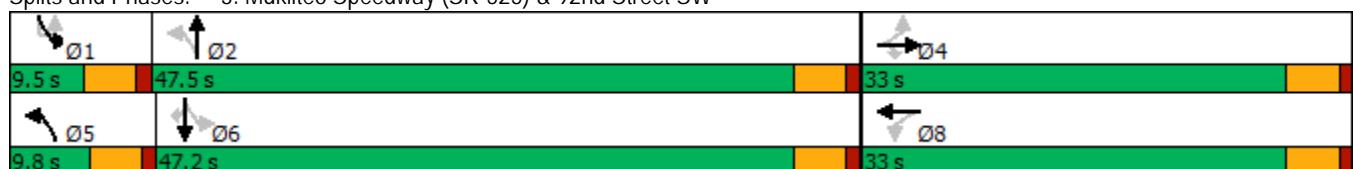
- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Mukilteo Speedway (SR-525) & 92nd Street SW





Lane Group	SBR
Turn Bay Length (ft)	335
Base Capacity (vph)	1036
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.53

Intersection Summary

Carrik Court (GTC #20-185)
4: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard

2022 Baseline Conditions

PM Peak-Hour

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↑↑	↓↓	↔	↔	↑↑	↔	↑↑	↑↑
Traffic Volume (vph)	358	124	1	182	1646	4	970	317
Future Volume (vph)	358	124	1	182	1646	4	970	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		0		275
Storage Lanes	2	0		1		1		1
Taper Length (ft)	25			25		25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00			1.00				0.97
Fr _t	0.961							0.850
Flt Protected	0.964			0.950		0.950		
Satd. Flow (prot)	3348	0	0	1770	3539	1770	3539	1583
Flt Permitted	0.964			0.950		0.950		
Satd. Flow (perm)	3342	0	0	1765	3539	1770	3539	1536
Right Turn on Red		Yes					Yes	
Satd. Flow (RTOR)	50							341
Link Speed (mph)	30				30		30	
Link Distance (ft)	1895				2216		1911	
Travel Time (s)	43.1				50.4		43.4	
Confl. Peds. (#/hr)	1			4				4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)								
Lane Group Flow (vph)	518	0	0	197	1770	4	1043	341
Turn Type	Prot		Prot	Prot	NA	Prot	NA	Perm
Protected Phases	4		5	5	2	1	6	
Permitted Phases								6
Detector Phase	4		5	5	2	1	6	6
Switch Phase								
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		9.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5		22.7	22.7	58.0	9.5	44.8	44.8
Total Split (%)	25.0%		25.2%	25.2%	64.4%	10.6%	49.8%	49.8%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	Max	None	Max	Max
Act Effct Green (s)	15.8			14.0	57.3	5.0	40.5	40.5
Actuated g/C Ratio	0.19			0.17	0.68	0.06	0.48	0.48
v/c Ratio	0.77			0.67	0.73	0.04	0.61	0.37
Control Delay	38.1			44.6	11.9	40.8	18.8	3.1
Queue Delay	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	38.1			44.6	11.9	40.8	18.8	3.1
LOS	D			D	B	D	B	A
Approach Delay	38.1				15.2		15.0	
Approach LOS	D				B		B	
Queue Length 50th (ft)	122			100	262	2	213	0

Carrik Court (GTC #20-185)
4: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard

2022 Baseline Conditions
PM Peak-Hour

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Queue Length 95th (ft)	185			171	505	13	305	46
Internal Link Dist (ft)	1815				2136		1831	
Turn Bay Length (ft)								275
Base Capacity (vph)	761			385	2416	106	1708	917
Starvation Cap Reductn	0			0	0	0	0	0
Spillback Cap Reductn	0			0	0	0	0	0
Storage Cap Reductn	0			0	0	0	0	0
Reduced v/c Ratio	0.68			0.51	0.73	0.04	0.61	0.37

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 83.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 18.2

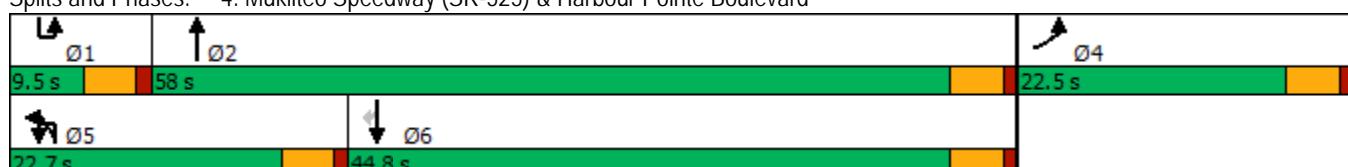
Intersection LOS: B

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard



Carrik Court (GTC #20-185)

5: Mukilteo Speedway (SR-525) & Chennault Beach Road/Bernie Webber Drive

2022 Baseline Conditions

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	1	1		1	1	0	0	18	185	1623	0	12
Traffic Volume (vph)	214	1	285	1	0	0	18	185	1623	0	12	0
Future Volume (vph)	214	1	285	1	0	0	18	185	1623	0	12	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65		0	125		0		465		315		145
Storage Lanes	1		0	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99					1.00					
Fr _t		0.850										
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1770	1562	0	1770	1863	0	0	1770	3539	1863	0	1770
Flt Permitted	0.950			0.950				0.950				0.950
Satd. Flow (perm)	1766	1562	0	1770	1863	0	0	1765	3539	1863	0	1770
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		242										
Link Speed (mph)		30			30				30			
Link Distance (ft)		767			421				3726			
Travel Time (s)		17.4			9.6				84.7			
Confl. Peds. (#/hr)	1					1		5				
Confl. Bikes (#/hr)			2							2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	228	304	0	1	0	0	0	216	1727	0	0	13
Turn Type	Prot	NA		Prot			Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases										2		
Detector Phase	7	4		3	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	22.0	35.0		9.5	22.5		21.0	21.0	66.0	66.0	9.5	9.5
Total Split (%)	18.3%	29.2%		7.9%	18.8%		17.5%	17.5%	55.0%	55.0%	7.9%	7.9%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Act Effct Green (s)	18.7	17.1		5.1				15.9	61.8			5.1
Actuated g/C Ratio	0.20	0.19		0.06				0.17	0.68			0.06
v/c Ratio	0.63	0.62		0.01				0.70	0.72			0.13
Control Delay	42.7	15.5		48.0				51.8	13.2			50.0
Queue Delay	0.0	0.0		0.0				0.0	0.0			0.0
Total Delay	42.7	15.5		48.0				51.8	13.2			50.0
LOS	D	B		D				D	B			D
Approach Delay		27.2			48.0				17.5			
Approach LOS		C			D				B			



Lane Group	SBT	SBR
Lane Configurations	↑↓	
Traffic Volume (vph)	1165	61
Future Volume (vph)	1165	61
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Fr	0.993	
Flt Protected		
Satd. Flow (prot)	3508	0
Flt Permitted		
Satd. Flow (perm)	3508	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	5	
Link Speed (mph)	30	
Link Distance (ft)	2216	
Travel Time (s)	50.4	
Confl. Peds. (#/hr)		5
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1304	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	54.5	
Total Split (%)	45.4%	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	Min	
Act Effct Green (s)	42.9	
Actuated g/C Ratio	0.47	
v/c Ratio	0.79	
Control Delay	25.1	
Queue Delay	0.0	
Total Delay	25.1	
LOS	C	
Approach Delay	25.3	
Approach LOS	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)	124	31		1				118	253			7
Queue Length 95th (ft)	211	128		6				#274	640			30
Internal Link Dist (ft)		687				341						3646
Turn Bay Length (ft)	65			125				465				145
Base Capacity (vph)	386	692		98				326	2532			98
Starvation Cap Reductn	0	0		0				0	0			0
Spillback Cap Reductn	0	0		0				0	0			0
Storage Cap Reductn	0	0		0				0	0			0
Reduced v/c Ratio	0.59	0.44		0.01				0.66	0.68			0.13

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 91.3

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 21.6

Intersection LOS: C

Intersection Capacity Utilization 78.8%

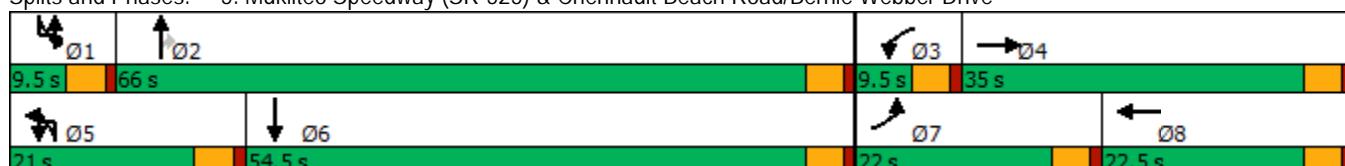
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Mukilteo Speedway (SR-525) & Chennault Beach Road/Bernie Webber Drive





Lane Group	SBT	SBR
Queue Length 50th (ft)	313	
Queue Length 95th (ft)	502	
Internal Link Dist (ft)	2136	
Turn Bay Length (ft)		
Base Capacity (vph)	1964	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.66	

Intersection Summary

Carrik Court (GTC #20-185)

6: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard SW

2022 Baseline Conditions

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	136	21	584	67	25	15	70	684	1398	46	1	25
Future Volume (vph)	136	21	584	67	25	15	70	684	1398	46	1	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	85		0		755		0		120
Storage Lanes	1		1	1		1		2		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00
Ped Bike Factor			0.98	1.00				1.00				
Fr _t			0.850			0.850				0.995		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1752	1845	1568	1752	1845	1568	0	3400	3487	0	0	1752
Flt Permitted	0.740			0.743				0.950				0.950
Satd. Flow (perm)	1365	1845	1542	1365	1845	1568	0	3394	3487	0	0	1752
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			222			95				5		
Link Speed (mph)		30			30				30			
Link Distance (ft)		884			384				2922			
Travel Time (s)		20.1			8.7				66.4			
Confl. Peds. (#/hr)			2	2				4				
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	22	615	71	26	16	0	794	1520	0	0	27
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Prot	Prot	Prot
Protected Phases			4		8		5	5	2		1	1
Permitted Phases	4		4	8		8		5				
Detector Phase	4	4	4	8	8	8	5	5	2		1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	9.5	22.5		9.5	9.5
Total Split (s)	35.6	35.6	35.6	35.6	35.6	35.6	31.4	31.4	73.8		10.6	10.6
Total Split (%)	29.7%	29.7%	29.7%	29.7%	29.7%	29.7%	26.2%	26.2%	61.5%		8.8%	8.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max		None	None							
Act Effct Green (s)	31.1	31.1	31.1	31.1	31.1	31.1		26.9	73.5			6.0
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26	0.26		0.22	0.61			0.05
v/c Ratio	0.41	0.05	1.09	0.20	0.05	0.03		1.04	0.71			0.31
Control Delay	41.0	33.9	92.3	36.6	34.0	0.1		89.4	19.1			64.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Delay	41.0	33.9	92.3	36.6	34.0	0.1		89.4	19.1			64.5
LOS	D	C	F	D	C	A		F	B			E
Approach Delay		81.3			30.9				43.2			



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1332	75
Future Volume (vph)	1332	75
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Fr	0.992	
Flt Protected		
Satd. Flow (prot)	3473	0
Flt Permitted		
Satd. Flow (perm)	3473	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	6	
Link Speed (mph)	30	
Link Distance (ft)	3726	
Travel Time (s)	84.7	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	3%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1481	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	53.0	
Total Split (%)	44.2%	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	Max	
Act Effct Green (s)	48.5	
Actuated g/C Ratio	0.40	
v/c Ratio	1.05	
Control Delay	74.2	
Queue Delay	0.0	
Total Delay	74.2	
LOS	E	
Approach Delay	74.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Approach LOS		F			C				D			
Queue Length 50th (ft)	92	13	~401	43	15	0		-343	438			21
Queue Length 95th (ft)	156	34	#629	84	39	0		#467	530			52
Internal Link Dist (ft)		804			304				2842			
Turn Bay Length (ft)	160			85				755				120
Base Capacity (vph)	353	478	564	353	478	476		762	2138			89
Starvation Cap Reductn	0	0	0	0	0	0		0	0			0
Spillback Cap Reductn	0	0	0	0	0	0		0	0			0
Storage Cap Reductn	0	0	0	0	0	0		0	0			0
Reduced v/c Ratio	0.41	0.05	1.09	0.20	0.05	0.03		1.04	0.71			0.30

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 59.1

Intersection LOS: E

Intersection Capacity Utilization 116.3%

ICU Level of Service H

Analysis Period (min) 15

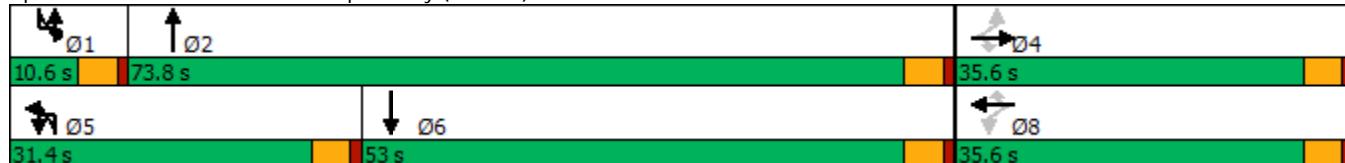
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard SW



Carrik Court (GTC #20-185)
6: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard SW

2022 Baseline Conditions
PM Peak-Hour



Lane Group	SBT	SBR
Approach LOS	E	
Queue Length 50th (ft)	~658	
Queue Length 95th (ft)	#800	
Internal Link Dist (ft)	3646	
Turn Bay Length (ft)		
Base Capacity (vph)	1407	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.05	

Intersection Summary

Carrik Court (GTC #20-185)

2022 Future with Development Conditions

1: Mukilteo Speedway (SR-525) & 84th Street SW/84th Street SW (SR-526)

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑	↑	↑	↑	↑	↑	↑	
Traffic Volume (vph)	41	37	37	93	57	222	42	772	55	176	571	18
Future Volume (vph)	41	37	37	93	57	222	42	772	55	176	571	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	130		250	125		345	125		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00		0.98	1.00		0.98	1.00	1.00	
Fr _t		0.925				0.850			0.850		0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1687	0	1752	1845	1568	1752	1845	1568	1752	1834	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1744	1687	0	1748	1845	1529	1745	1845	1542	1750	1834	0
Right Turn on Red			Yes			Yes		Yes	Yes			Yes
Satd. Flow (RTOR)		39				234			127		2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		972			1695			647			1160	
Travel Time (s)		22.1			38.5			14.7			26.4	
Confl. Peds. (#/hr)	2		1	1		2	4		3	3		4
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	78	0	98	60	234	44	813	58	185	620	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases					8				2			
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	22.5		9.6	22.6	22.6	10.8	43.3	43.3	14.6	47.1	
Total Split (%)	10.6%	25.0%		10.7%	25.1%	25.1%	12.0%	48.1%	48.1%	16.2%	52.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)	5.0	8.4		5.2	10.3	10.3	6.2	39.1	39.1	10.2	47.6	
Actuated g/C Ratio	0.06	0.11		0.07	0.13	0.13	0.08	0.50	0.50	0.13	0.61	
v/c Ratio	0.38	0.36		0.84	0.25	0.58	0.32	0.89	0.07	0.82	0.56	
Control Delay	47.8	24.2		92.2	34.5	11.2	43.0	33.5	0.2	64.4	14.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.8	24.2		92.2	34.5	11.2	43.0	33.5	0.2	64.4	14.6	
LOS	D	C		F	C	B	D	C	A	E	B	
Approach Delay		32.6			35.0			31.8			26.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	21	18		50	28	0	21	354	0	92	203	
Queue Length 95th (ft)	#57	57		#150	63	61	57	#673	0	#222	367	
Internal Link Dist (ft)		892			1615			567			1080	
Turn Bay Length (ft)	50			130		250	125		345	125		
Base Capacity (vph)	112	418		116	427	534	141	916	829	226	1110	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.38	0.19		0.84	0.14	0.44	0.31	0.89	0.07	0.82	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 78.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 30.3

Intersection LOS: C

Intersection Capacity Utilization 73.7%

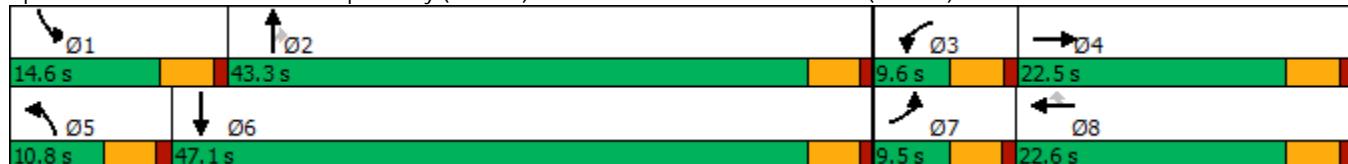
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Mukilteo Speedway (SR-525) & 84th Street SW/84th Street SW (SR-526)



Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	32	7	3	5	26	822	32	13	582	32
Future Vol, veh/h	9	1	32	7	3	5	26	822	32	13	582	32
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	155	-	-	255	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	34	8	3	5	28	884	34	14	626	34

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	1635	1650	646	1648	1650	903	663	0	0	920	0	0
Stage 1	674	674	-	959	959	-	-	-	-	-	-	-
Stage 2	961	976	-	689	691	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	81	99	472	79	99	336	926	-	-	742	-	-
Stage 1	444	454	-	309	335	-	-	-	-	-	-	-
Stage 2	308	329	-	436	446	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	75	94	471	70	94	335	923	-	-	741	-	-
Mov Cap-2 Maneuver	75	94	-	70	94	-	-	-	-	-	-	-
Stage 1	429	444	-	299	324	-	-	-	-	-	-	-
Stage 2	291	318	-	396	436	-	-	-	-	-	-	-

Approach	EB	WB			NB		SB	
HCM Control Delay, s	26.5	46.8			0.3		0.2	
HCM LOS	D	E						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	923	-	-	212	102	741	-	-
HCM Lane V/C Ratio	0.03	-	-	0.213	0.158	0.019	-	-
HCM Control Delay (s)	9	-	-	26.5	46.8	10	-	-
HCM Lane LOS	A	-	-	D	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.5	0.1	-	-

Carrik Court (GTC #20-185)

3: Mukilteo Speedway (SR-525) & 92nd Street SW

2022 Future with Development Conditions

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	437	5	90	16	4	44	129	886	5	3	15	563
Future Volume (vph)	437	5	90	16	4	44	129	886	5	3	15	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	70		0		170	
Storage Lanes	0		1	0		0	1		0		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr1			0.850		0.907			0.999				
Flt Protected		0.953			0.987		0.950				0.950	
Satd. Flow (prot)	0	1775	1583	0	1668	0	1770	1861	0	0	1770	1863
Flt Permitted		0.728			0.727		0.241				0.088	
Satd. Flow (perm)	0	1356	1583	0	1228	0	449	1861	0	0	164	1863
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			84		46							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		727			907			2048				1438
Travel Time (s)		16.5			20.6			46.5				32.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	465	95	0	67	0	136	938	0	0	19	593
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases		4			8		5	2			1	6
Permitted Phases	4		4	8			2			1	6	
Detector Phase	4	4	4	8	8		5	2		1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	9.5	22.5
Total Split (s)	33.0	33.0	33.0	33.0	33.0		9.8	47.5		9.5	9.5	47.2
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%		10.9%	52.8%		10.6%	10.6%	52.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Act Effct Green (s)		28.5	28.5		28.5		50.8	48.7			47.7	42.7
Actuated g/C Ratio		0.32	0.32		0.32		0.56	0.54			0.53	0.47
v/c Ratio		1.08	0.17		0.16		0.41	0.93			0.11	0.67
Control Delay		99.7	7.3		11.2		12.6	38.2			9.4	22.9
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		99.7	7.3		11.2		12.6	38.2			9.4	22.9
LOS		F	A		B		B	D			A	C
Approach Delay		84.1			11.2			34.9				13.5
Approach LOS		F			B			C				B
Queue Length 50th (ft)		~299	4		8		32	415			4	249
Queue Length 95th (ft)		#484	38		38		58	#820			13	369
Internal Link Dist (ft)		647			827			1968				1358

Lane Group	SBR
Lane Configurations	1
Traffic Volume (vph)	517
Future Volume (vph)	517
Ideal Flow (vphpl)	1900
Storage Length (ft)	335
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Fr1	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	544
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Shared Lane Traffic (%)	
Lane Group Flow (vph)	544
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	47.2
Total Split (%)	52.4%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	42.7
Actuated g/C Ratio	0.47
v/c Ratio	0.53
Control Delay	3.3
Queue Delay	0.0
Total Delay	3.3
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	53
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Bay Length (ft)			150				70				170	
Base Capacity (vph)	429	558		420			331	1007			176	883
Starvation Cap Reductn	0	0		0			0	0			0	0
Spillback Cap Reductn	0	0		0			0	0			0	0
Storage Cap Reductn	0	0		0			0	0			0	0
Reduced v/c Ratio	1.08	0.17		0.16			0.41	0.93			0.11	0.67

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 35.3

Intersection LOS: D

Intersection Capacity Utilization 93.5%

ICU Level of Service F

Analysis Period (min) 15

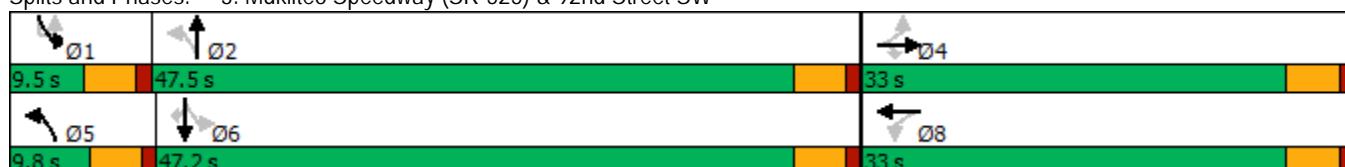
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Mukilteo Speedway (SR-525) & 92nd Street SW





Lane Group	SBR
Turn Bay Length (ft)	335
Base Capacity (vph)	1036
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.53

Intersection Summary

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↑↑			↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Volume (vph)	361	124	1	182	1662	4	981	319
Future Volume (vph)	361	124	1	182	1662	4	981	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		0		275
Storage Lanes	2	0		1		1		1
Taper Length (ft)	25			25		25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00			1.00				0.97
Fr _t	0.962							0.850
Flt Protected	0.964			0.950		0.950		
Satd. Flow (prot)	3351	0	0	1770	3539	1770	3539	1583
Flt Permitted	0.964			0.950		0.950		
Satd. Flow (perm)	3345	0	0	1766	3539	1770	3539	1536
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)	49							343
Link Speed (mph)	30				30		30	
Link Distance (ft)	1895				2216		1911	
Travel Time (s)	43.1				50.4		43.4	
Confl. Peds. (#/hr)	1			4				4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)								
Lane Group Flow (vph)	521	0	0	197	1787	4	1055	343
Turn Type	Prot		Prot	Prot	NA	Prot	NA	Perm
Protected Phases	4		5	5	2	1	6	
Permitted Phases								6
Detector Phase	4		5	5	2	1	6	6
Switch Phase								
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		9.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5		22.7	22.7	58.0	9.5	44.8	44.8
Total Split (%)	25.0%		25.2%	25.2%	64.4%	10.6%	49.8%	49.8%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	Max	None	Max	Max
Act Effct Green (s)	15.9			14.0	57.3	5.0	40.5	40.5
Actuated g/C Ratio	0.19			0.17	0.68	0.06	0.48	0.48
v/c Ratio	0.78			0.67	0.74	0.04	0.62	0.37
Control Delay	38.3			44.7	12.1	40.8	19.0	3.1
Queue Delay	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	38.3			44.7	12.1	40.8	19.0	3.1
LOS	D			D	B	D	B	A
Approach Delay	38.3				15.4		15.1	
Approach LOS	D				B		B	
Queue Length 50th (ft)	123			100	268	2	217	0



Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Queue Length 95th (ft)	186			171	515	13	310	46
Internal Link Dist (ft)	1815				2136		1831	
Turn Bay Length (ft)								275
Base Capacity (vph)	760			385	2414	106	1706	918
Starvation Cap Reductn	0			0	0	0	0	0
Spillback Cap Reductn	0			0	0	0	0	0
Storage Cap Reductn	0			0	0	0	0	0
Reduced v/c Ratio	0.69			0.51	0.74	0.04	0.62	0.37

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 84

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 18.3

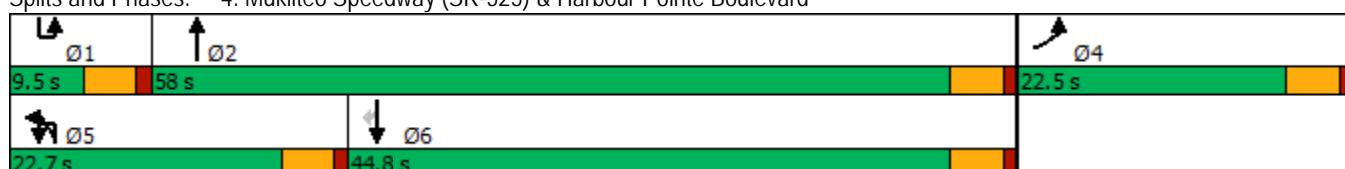
Intersection LOS: B

Intersection Capacity Utilization 75.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard



Carrik Court (GTC #20-185)

5: Mukilteo Speedway (SR-525) & Chennault Beach Road/Bernie Webber Drive

2022 Future with Development Conditions

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	1	1		1	1	0	0	18	185	1636	0	12
Traffic Volume (vph)	217	1	285	1	0	0	18	185	1636	0	12	0
Future Volume (vph)	217	1	285	1	0	0	18	185	1636	0	12	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65		0	125		0		465		315		145
Storage Lanes	1		0	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99					1.00					
Fr _t		0.850										
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1770	1562	0	1770	1863	0	0	1770	3539	1863	0	1770
Flt Permitted	0.950			0.950				0.950				0.950
Satd. Flow (perm)	1766	1562	0	1770	1863	0	0	1765	3539	1863	0	1770
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		242										
Link Speed (mph)		30			30				30			
Link Distance (ft)		767			421				3726			
Travel Time (s)		17.4			9.6				84.7			
Confl. Peds. (#/hr)	1					1		5				
Confl. Bikes (#/hr)			2							2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	304	0	1	0	0	0	216	1740	0	0	13
Turn Type	Prot	NA		Prot			Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases										2		
Detector Phase	7	4		3	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	22.0	35.0		9.5	22.5		21.0	21.0	66.0	66.0	9.5	9.5
Total Split (%)	18.3%	29.2%		7.9%	18.8%		17.5%	17.5%	55.0%	55.0%	7.9%	7.9%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Act Effct Green (s)	18.9	17.3		5.1				15.9	62.4			5.1
Actuated g/C Ratio	0.21	0.19		0.06				0.17	0.68			0.06
v/c Ratio	0.64	0.62		0.01				0.71	0.73			0.13
Control Delay	43.2	15.5		48.0				52.4	13.4			50.2
Queue Delay	0.0	0.0		0.0				0.0	0.0			0.0
Total Delay	43.2	15.5		48.0				52.4	13.4			50.2
LOS	D	B		D				D	B			D
Approach Delay		27.5			48.0				17.7			
Approach LOS		C			D				B			



Lane Group	SBT	SBR
Lane Configurations	↑↓	
Traffic Volume (vph)	1174	63
Future Volume (vph)	1174	63
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Fr	0.992	
Flt Protected		
Satd. Flow (prot)	3504	0
Flt Permitted		
Satd. Flow (perm)	3504	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	6	
Link Speed (mph)	30	
Link Distance (ft)	2216	
Travel Time (s)	50.4	
Confl. Peds. (#/hr)		5
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1316	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	54.5	
Total Split (%)	45.4%	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	Min	
Act Effct Green (s)	43.5	
Actuated g/C Ratio	0.47	
v/c Ratio	0.79	
Control Delay	25.2	
Queue Delay	0.0	
Total Delay	25.2	
LOS	C	
Approach Delay	25.5	
Approach LOS	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Queue Length 50th (ft)	129	31		1				121	256			8
Queue Length 95th (ft)	214	128		6				#274	650			30
Internal Link Dist (ft)		687				341						3646
Turn Bay Length (ft)	65			125					465			145
Base Capacity (vph)	382	687		97				323	2519			97
Starvation Cap Reductn	0	0		0				0	0			0
Spillback Cap Reductn	0	0		0				0	0			0
Storage Cap Reductn	0	0		0				0	0			0
Reduced v/c Ratio	0.60	0.44		0.01				0.67	0.69			0.13

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 92.1

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 21.8

Intersection LOS: C

Intersection Capacity Utilization 79.3%

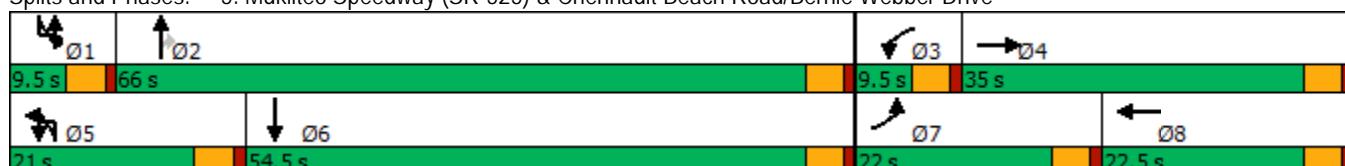
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Mukilteo Speedway (SR-525) & Chennault Beach Road/Bernie Webber Drive





Lane Group	SBT	SBR
Queue Length 50th (ft)	317	
Queue Length 95th (ft)	510	
Internal Link Dist (ft)	2136	
Turn Bay Length (ft)		
Base Capacity (vph)	1942	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.68	

Intersection Summary

Carrik Court (GTC #20-185)

6: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard SW

2022 Future with Development Conditions

PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	1	1	1	1	1	1	1	1	1	1	1	1
Traffic Volume (vph)	136	21	584	67	25	15	70	684	1411	46	1	25
Future Volume (vph)	136	21	584	67	25	15	70	684	1411	46	1	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	85		0		755		0		120
Storage Lanes	1		1	1		1		2		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00
Ped Bike Factor			0.98	1.00				1.00				
Fr1			0.850			0.850				0.995		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1752	1845	1568	1752	1845	1568	0	3400	3487	0	0	1752
Flt Permitted	0.740			0.743				0.950				0.950
Satd. Flow (perm)	1365	1845	1542	1365	1845	1568	0	3394	3487	0	0	1752
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			222			95				4		
Link Speed (mph)		30			30				30			
Link Distance (ft)		884			384				2922			
Travel Time (s)		20.1			8.7				66.4			
Confl. Peds. (#/hr)			2	2				4				
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	22	615	71	26	16	0	794	1533	0	0	27
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA		Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	5	2		1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	9.5	22.5		9.5	9.5
Total Split (s)	35.6	35.6	35.6	35.6	35.6	35.6	31.4	31.4	73.8		10.6	10.6
Total Split (%)	29.7%	29.7%	29.7%	29.7%	29.7%	29.7%	26.2%	26.2%	61.5%		8.8%	8.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max		None	None							
Act Effct Green (s)	31.1	31.1	31.1	31.1	31.1	31.1		26.9	73.5			6.0
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26	0.26		0.22	0.61			0.05
v/c Ratio	0.41	0.05	1.09	0.20	0.05	0.03		1.04	0.72			0.31
Control Delay	41.0	33.9	92.3	36.6	34.0	0.1		89.4	19.3			64.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Delay	41.0	33.9	92.3	36.6	34.0	0.1		89.4	19.3			64.5
LOS	D	C	F	D	C	A		F	B			E
Approach Delay		81.3			30.9				43.2			



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1341	75
Future Volume (vph)	1341	75
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Fr	0.992	
Flt Protected		
Satd. Flow (prot)	3473	0
Flt Permitted		
Satd. Flow (perm)	3473	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	6	
Link Speed (mph)	30	
Link Distance (ft)	3726	
Travel Time (s)	84.7	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	3%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1491	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	53.0	
Total Split (%)	44.2%	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	Max	
Act Effct Green (s)	48.5	
Actuated g/C Ratio	0.40	
v/c Ratio	1.06	
Control Delay	76.5	
Queue Delay	0.0	
Total Delay	76.5	
LOS	E	
Approach Delay	76.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Approach LOS		F			C				D			
Queue Length 50th (ft)	92	13	~401	43	15	0		-343	446			21
Queue Length 95th (ft)	156	34	#629	84	39	0		#467	538			52
Internal Link Dist (ft)		804			304				2842			
Turn Bay Length (ft)	160			85					755			120
Base Capacity (vph)	353	478	564	353	478	476		762	2138			89
Starvation Cap Reductn	0	0	0	0	0	0		0	0			0
Spillback Cap Reductn	0	0	0	0	0	0		0	0			0
Storage Cap Reductn	0	0	0	0	0	0		0	0			0
Reduced v/c Ratio	0.41	0.05	1.09	0.20	0.05	0.03		1.04	0.72			0.30

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 59.8

Intersection LOS: E

Intersection Capacity Utilization 116.5%

ICU Level of Service H

Analysis Period (min) 15

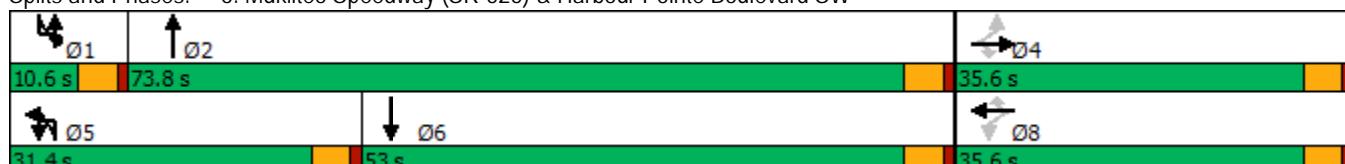
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Mukilteo Speedway (SR-525) & Harbour Pointe Boulevard SW





Lane Group	SBT	SBR
Approach LOS	E	
Queue Length 50th (ft)	~667	
Queue Length 95th (ft)	#808	
Internal Link Dist (ft)	3646	
Turn Bay Length (ft)		
Base Capacity (vph)	1407	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.06	

Intersection Summary

Carrik Court (GTC #20-185)
7: Mukilteo Speedway (SR-525) & Site Access

2022 Future with Development Conditions
PM Peak-Hour

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		↑	↑	↑	
Traffic Vol, veh/h	29	17	24	840	663	38
Future Vol, veh/h	29	17	24	840	663	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	18	26	913	721	41

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1707	742	762	0	-
Stage 1	742	-	-	-	-
Stage 2	965	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	100	416	850	-	-
Stage 1	471	-	-	-	-
Stage 2	370	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	97	416	850	-	-
Mov Cap-2 Maneuver	230	-	-	-	-
Stage 1	456	-	-	-	-
Stage 2	370	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.9	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	850	-	276	-	-
HCM Lane V/C Ratio	0.031	-	0.181	-	-
HCM Control Delay (s)	9.4	-	20.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

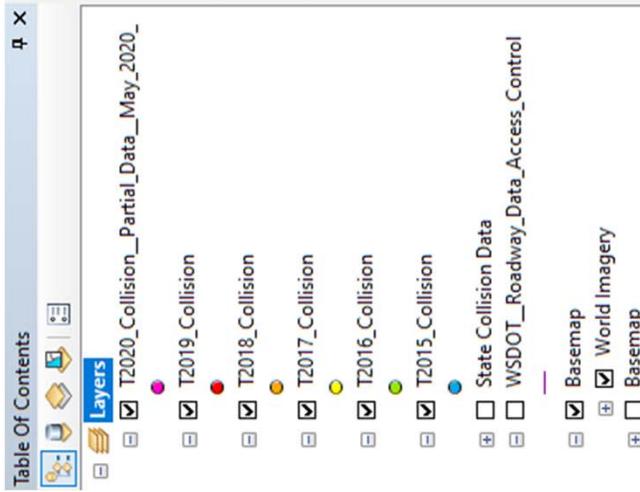
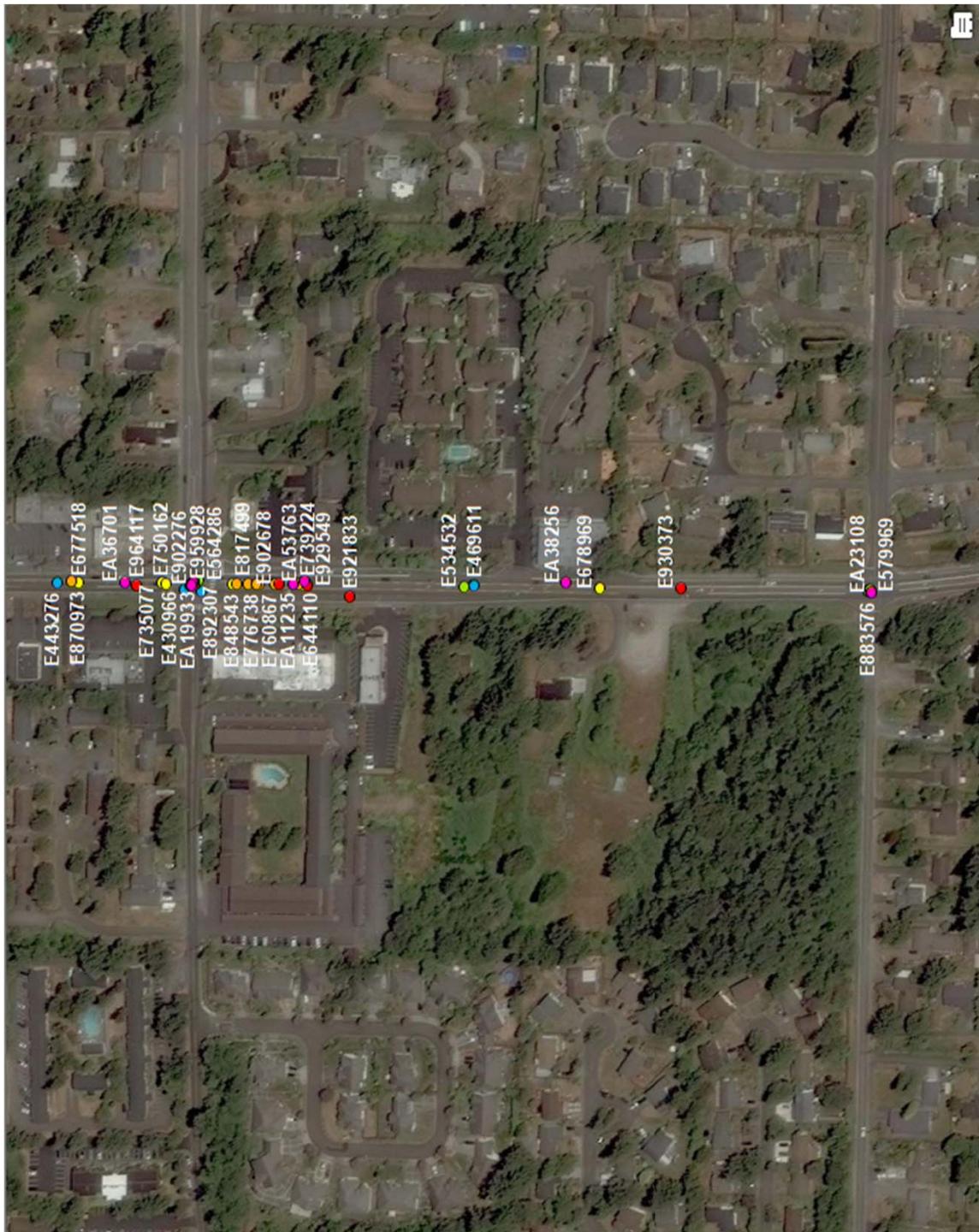
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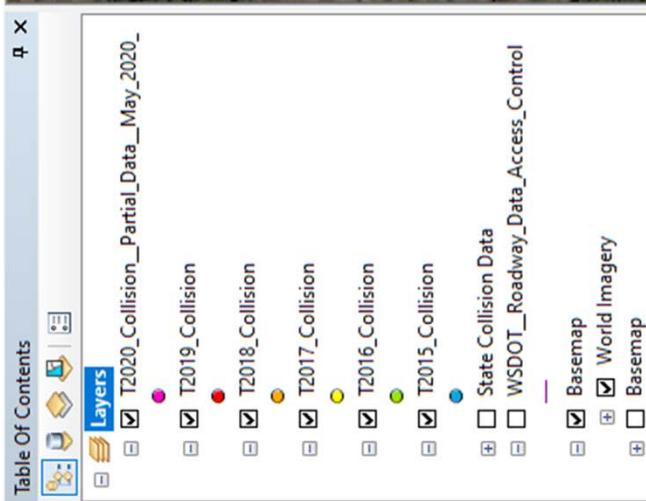
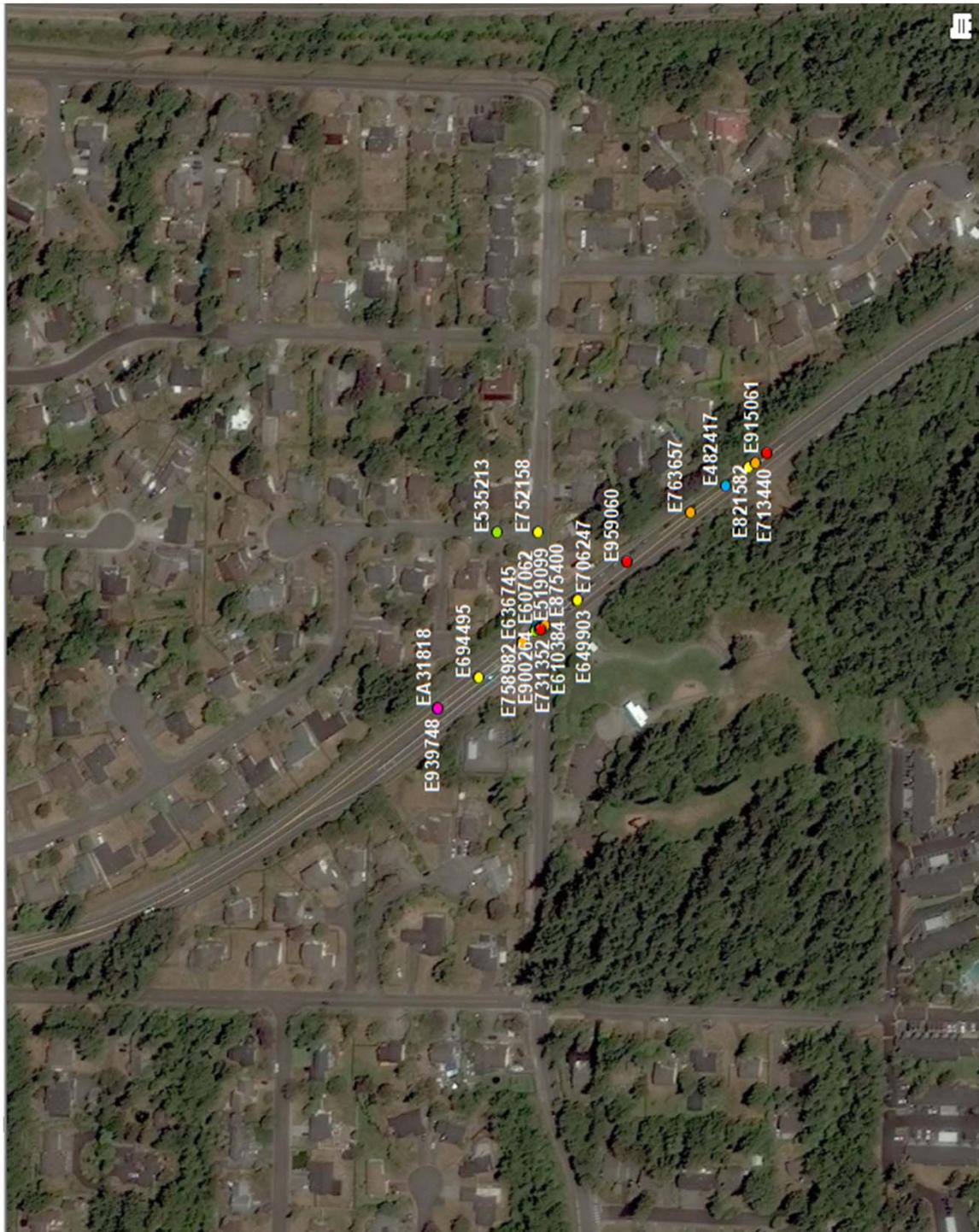
PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY / REFERENCE POINT NAME	DIST FROM REF POINT	REPORT NUMBER	MILEPOST	DATE	TIME	MOST SEVERE INJURY TYPE	# # P Bi	# # F V E K	N A E D E S S	FIRST COLLISION TYPE / OBJECT STRUCK
526	SR-525	0.00	E484680	2015-11-17 08:03	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
526	SR-525	0.00	E482416	2015-11-14 17:17	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
526	SR-525	0.00	E564286	2016-07-16 19:30	Possible Injury	0 1 0	Utility Pole				
526	SR-525	0.00	E735058	2017-11-14 08:52	No Apparent Injury	0 0 0	From same direction - both going straight - both moving - rear-end				
526	SR-525	0.00	EA00082	2019-12-31 15:21	No Apparent Injury	0 0 0	Entering at angle				
525	84TH ST SW	0 6.55	E870973	2018-12-11 16:41	Possible Injury	1 0 0	From same direction - both going straight - one stopped - rear-end				
525	84 TH ST SW	0 6.53	E964117	2019-09-22 18:36	No Apparent Injury	0 0 0	From same direction - both going straight - both moving - rear-end				
525	84TH ST SW	0 6.52	E735077	2017-11-13 17:37	Possible Injury	1 0 0	From same direction - both going straight - both moving - rear-end				
525	84TH ST SW	0 6.52	E750162	2017-12-21 12:57	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.51	E437055	2015-06-25 13:00	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	84 TH ST SW	0 6.51	E430966	2015-06-02 15:40	Suspected Minor Injury	0 0 0	Entering at angle				
525	84TH ST SW	0 6.51	E441823	2015-07-01 07:38	No Apparent Injury	1 0 0	From same direction - one left turn - one straight				
525	84TH ST SW	0 6.51	E482415	2015-11-13 13:42	No Apparent Injury	0 0 0	Entering at angle				
525	84TH ST SW	0 6.51	E490002	2015-10-10 17:32	No Apparent Injury	0 0 0	From same direction - both going straight - both moving - rear-end				
525	84TH ST SW	0 6.51	E566728	2016-07-25 14:40	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.51	E528417	2016-03-26 14:25	Possible Injury	1 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.51	E489346	2015-12-02 15:19	Possible Injury	1 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.51	E449069	2015-08-02 12:00	Possible Injury	1 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.51	E405047	2015-02-28 15:40	Possible Injury	1 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.51	E622935	2016-12-17 11:33	Suspected Minor Injury	1 0 0	From same direction - both going straight - one stopped - rear-end				
525	84 TH ST SW	0 6.51	E729351	2017-10-20 20:53	No Apparent Injury	0 0 0	Entering at angle				
525	84TH ST SW	0 6.51	E817587	2018-07-14 21:43	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.51	E821799	2018-07-26 14:32	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.51	E817572	2018-07-14 21:57	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.51	E902276	2019-03-14 17:19	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.51	E892176	2019-02-10 18:25	No Apparent Injury	0 0 0	Entering at angle				
525	84TH ST SW	0 6.51	E892307	2019-02-11 17:46	Suspected Minor Injury	2 0 0	Entering at angle				
525	84TH ST SW	0 6.51	E959828	2019-09-13 15:27	Possible Injury	1 0 0	From opposite direction - one left turn - one straight				
525	84TH ST SW	0 6.51	EA19933	2020-02-23 11:58	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.51	EA04121	2020-01-15 14:42	No Apparent Injury	0 0 0	Entering at angle				
525	84TH ST SW	0 6.50	E722483	2017-10-13 20:50	No Apparent Injury	0 0 0	From same direction - both going straight - both moving - sideswipe				
525	84TH ST SW	0 6.49	E817499	2018-07-05 15:51	No Apparent Injury	0 0 0	From same direction - both going straight - both moving - rear-end				
525	84TH ST SW	0 6.49	E848543	2018-10-12 18:39	Suspected Minor Injury	1 0 0	Vehicle going straight his pedestrian				
525	84TH ST SW	0 6.49	E874559	2018-12-20 12:19	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.49	E776738	2018-03-07 19:37	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	84TH ST SW	0 6.47	E859788	2018-11-12 14:58	Suspected Minor Injury	2 0 0	Entering at angle				
525	84TH ST SW	0 6.47	E929549	2019-06-11 16:12	No Apparent Injury	0 0 0	From opposite direction - one left turn - one straight				
525	84TH ST SW	0 6.47	EA53763	2020-08-03 19:07	No Apparent Injury	0 0 0	Entering at angle				
525	84TH ST SW	0 6.47	EA11235	2020-01-31 10:42	Possible Injury	1 0 0	Entering at angle				
525	84TH ST SW	0 6.47	E644110	2017-02-16 14:10	Possible Injury	1 0 0	From opposite direction - one left turn - one straight				
525	84 TH ST SW	0 6.47	E845723	2018-10-05 20:13	No Apparent Injury	0 0 0	Entering at angle				
525	SITE FRONTAGE	0 6.45	E921833	2019-05-19 12:41	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	SITE FRONTAGE	0 6.41	E534432	2016-04-12 14:38	No Apparent Injury	0 0 0	Over Embankment - No Guardrail Present				
525	SITE FRONTAGE	0 6.41	E469611	2015-10-10 10:35	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	SITE FRONTAGE	0 6.37	EA38256	2020-06-06 12:26	No Apparent Injury	0 0 0	Mailbox				
525	SITE FRONTAGE	0 6.36	E678969	2017-06-07 16:30	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	SITE FRONTAGE	0 6.33	E930373	2019-06-14 14:47	No Apparent Injury	0 0 0	From same direction - both going straight - one stopped - rear-end				
525	83TH ST SW	0 6.26	3216260	2015-01-07 17:15	No Apparent Injury	0 0 0	Entering at angle				

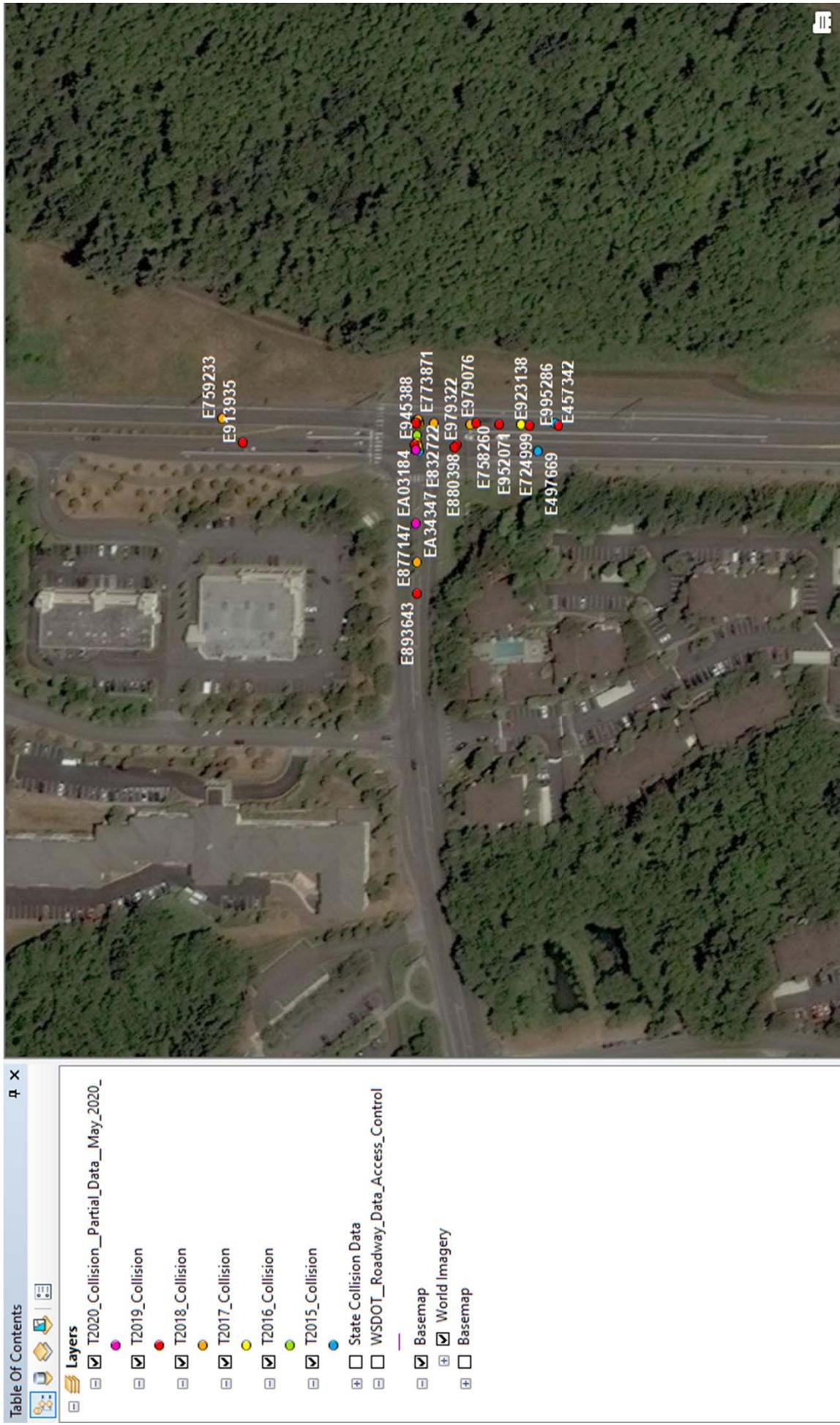
PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY / REFERENCE POINT NAME	DIST FROM REF POINT	REPORT NUMBER	MILEPOST	DATE	TIME	MOST SEVERE INJURY TYPE	# # J T H S	# # P Bi
									I F V E K
S25	88TH ST SW	0 6.26	E490355	2015-12-06 04:40	No Apparent Injury	0 0 1 0	Roadway Ditch		N A E D E
S25	88TH ST SW	0 6.26	E579969	2016-08-31 17:06	No Apparent Injury	0 0 3 0	From same direction - both going straight - one stopped - rear-end		F V E K
S25	88TH ST SW	0 6.26	E517776	2016-02-16 18:37	Possible Injury	0 0 2 0	Entering at angle		H S
S25	88TH ST SW	0 6.26	E523446	2016-03-10 21:37	No Apparent Injury	0 0 2 0	Entering at angle		J
S25	88TH ST SW	0 6.26	E883576	2019-01-16 15:52	No Apparent Injury	0 0 2 0	Entering at angle		T
S25	88TH ST SW	0 6.26	EA23108	2020-03-12 13:54	Suspected Minor Injury	1 0 2 0	Entering at angle		H
S25	92ND ST SW	0 6.03	E939748	2019-07-14 12:00	No Apparent Injury	0 0 2 0	From same direction - both going straight - one stopped - rear-end		S
S25	92ND ST SW	0 5.99	E601469	2016-10-24 06:41	Possible Injury	2 0 3 0	From same direction - both going straight - one stopped - rear-end		J
S25	92ND ST SW	0 5.99	E636745	2017-01-30 08:42	No Apparent Injury	0 0 2 0	From same direction - both going straight - one stopped - rear-end		T
S25	92ND ST SW	0 5.99	E758882	2018-01-15 17:45	Suspected Minor Injury	1 0 2 0	From opposite direction - one left turn - one straight		H
S25	92ND ST SW	0 5.98	E519099	2016-02-23 16:00	No Apparent Injury	0 0 3 0	From same direction - both going straight - one stopped - rear-end		S
S25	92ND ST SW	0 5.98	E456702	2015-08-30 20:18	No Apparent Injury	0 0 2 0	Entering at angle		J
S25	92ND ST SW	0 5.98	E481907	2015-11-13 18:50	Suspected Minor Injury	1 0 1 0	Vehicle backing hits pedestrian		T
S25	92ND ST SW	0 5.98	E443100	2015-07-15 19:12	Suspected Minor Injury	1 0 1 0	Vehicle backing hits pedestrian		H
S25	92ND ST SW	0 5.98	E533864	2016-04-13 16:15	No Apparent Injury	0 0 2 0	From same direction - both going straight - one stopped - rear-end		S
S25	92ND ST SW	0 5.98	E607062	2016-11-02 15:13	No Apparent Injury	0 0 2 0	From same direction - both going straight - one stopped - rear-end		J
S25	92ND ST SW	0 5.98	E610384	2016-11-20 09:55	Possible Injury	1 0 2 0	Entering at angle		T
S25	92ND ST SW	0 5.98	E569122	2016-07-28 09:04	No Apparent Injury	0 0 2 0	From same direction - both going straight - one stopped - rear-end		H
S25	92ND ST SW	0 5.98	E612316	2016-11-22 19:29	No Apparent Injury	0 0 2 0	Same direction -- both turning left -- both moving -- rear end		S
S25	92ND ST SW	0 5.98	E613616	2016-11-22 18:51	Possible Injury	1 0 2 0	From opposite direction - one left turn - one straight		J
S25	92ND ST SW	0 5.98	E731352	2017-11-04 10:27	Possible Injury	1 0 2 0	From same direction - both going straight - one stopped - rear-end		T
S25	92ND ST SW	0 5.98	E875400	2018-12-18 20:24	No Apparent Injury	0 0 2 0	From opposite direction - one left turn - one straight		H
S25	92ND ST SW	0 5.98	E900264	2019-03-06 22:12	Suspected Minor Injury	1 0 1 0	Traffic Island		S
S25	92ND ST SW	0 5.97	E706247	2017-08-29 18:30	Possible Injury	1 0 2 0	From same direction - both going straight - one stopped - rear-end		J
S25	HARBOUR POINTE BLVD (N)	0 5.3	E759233	2018-01-16 12:30	No Apparent Injury	0 0 1 0	Concrete Barrier/Jersey Barrier - Face		T
S25	HARBOUR POINTE BLVD (N)	0 5.25	E463031	2015-09-15 09:03	Suspected Serious Injury	2 0 3 0	From same direction - both going straight - both moving - rear-end		H
S25	HARBOUR POINTE BLVD (N)	0 5.25	E605748	2016-11-08 07:01	Suspected Minor Injury	1 0 1 0	Vehicle overturned		S
S25	HARBOUR POINTE BLVD (N)	0 5.25	E547837	2016-05-24 15:37	No Apparent Injury	0 0 3 0	From same direction - both going straight - both moving - rear-end		J
S25	HARBOUR POINTE BLVD (N)	0 5.25	E527143	2016-03-22 11:56	No Apparent Injury	0 0 2 0	From same direction - both going straight - one stopped - rear-end		T
S25	HARBOUR POINTE BLVD (N)	0 5.25	E500129	2015-12-30 09:05	No Apparent Injury	0 0 1 0	Vehicle overturned		H
S25	HARBOUR POINTE BLVD (N)	0 5.25	E489344	2015-12-02 17:15	No Apparent Injury	0 0 2 0	From same direction -- both going straight - one stopped - rear-end		S
S25	HARBOUR POINTE BLVD (N)	0 5.25	E477735	2015-11-02 18:00	No Apparent Injury	0 0 2 0	Same direction -- both turning left -- both moving -- sideswipe		J
S25	HARBOUR POINTE BLVD (N)	0 5.25	E391024	2015-01-09 10:34	No Apparent Injury	0 0 2 0	From same direction - both going straight - one stopped - rear-end		T
S25	HARBOUR POINTE BLVD (N)	0 5.25	E588615	2016-09-25 17:15	Suspected Minor Injury	2 0 3 0	Entering at angle		H
S25	HARBOUR POINTE BLVD (N)	0 5.25	E622932	2016-12-17 10:14	No Apparent Injury	0 0 2 0	From same direction - both going straight - both moving - rear-end		S
S25	HARBOUR POINTE BLVD (N)	0 5.25	E531385	2016-04-05 11:05	Possible Injury	1 0 2 0	From same direction - both going straight - both moving - rear-end		J
S25	HARBOUR POINTE BLVD (N)	0 5.25	E621400	2016-12-17 10:30	No Apparent Injury	0 0 3 0	From same direction - both going straight - both moving - rear-end		T
S25	HARBOUR POINTE BLVD (N)	0 5.25	E832722	2018-08-28 18:36	No Apparent Injury	0 0 2 0	Entering at angle		H
S25	HARBOUR POINTE BLVD (N)	0 5.25	E876853	2018-12-21 09:12	No Apparent Injury	0 0 2 0	From same direction - both going straight - one stopped - rear-end		S
S25	HARBOUR POINTE BLVD (N)	0 5.25	E773871	2018-02-22 8:33	No Apparent Injury	0 0 2 0	From same direction - both going straight - one stopped - rear-end		J
S25	HARBOUR POINTE BLVD (N)	0 5.25	E767807	2018-02-09 11:15	No Apparent Injury	0 0 2 0	From same direction - both going straight - one stopped - rear-end		T
S25	HARBOUR POINTE BLVD (N)	0 5.25	E872264	2018-12-14 11:55	No Apparent Injury	0 0 2 0	Entering at angle		H
S25	HARBOUR POINTE BLVD (N)	0 5.25	E793759	2018-05-01 13:40	Possible Injury	2 0 2 0	From opposite direction - one left turn - one straight		S
S25	HARBOUR POINTE BLVD (N)	0 5.25	E945388	2019-07-30 21:50	Suspected Minor Injury	2 0 2 0	From opposite direction - one left turn - one straight		J

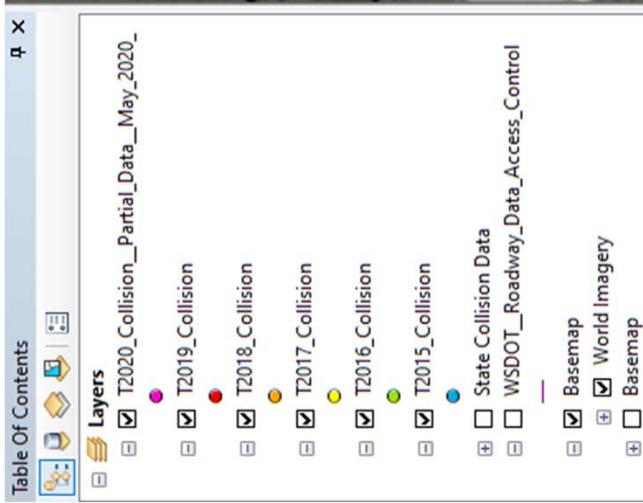
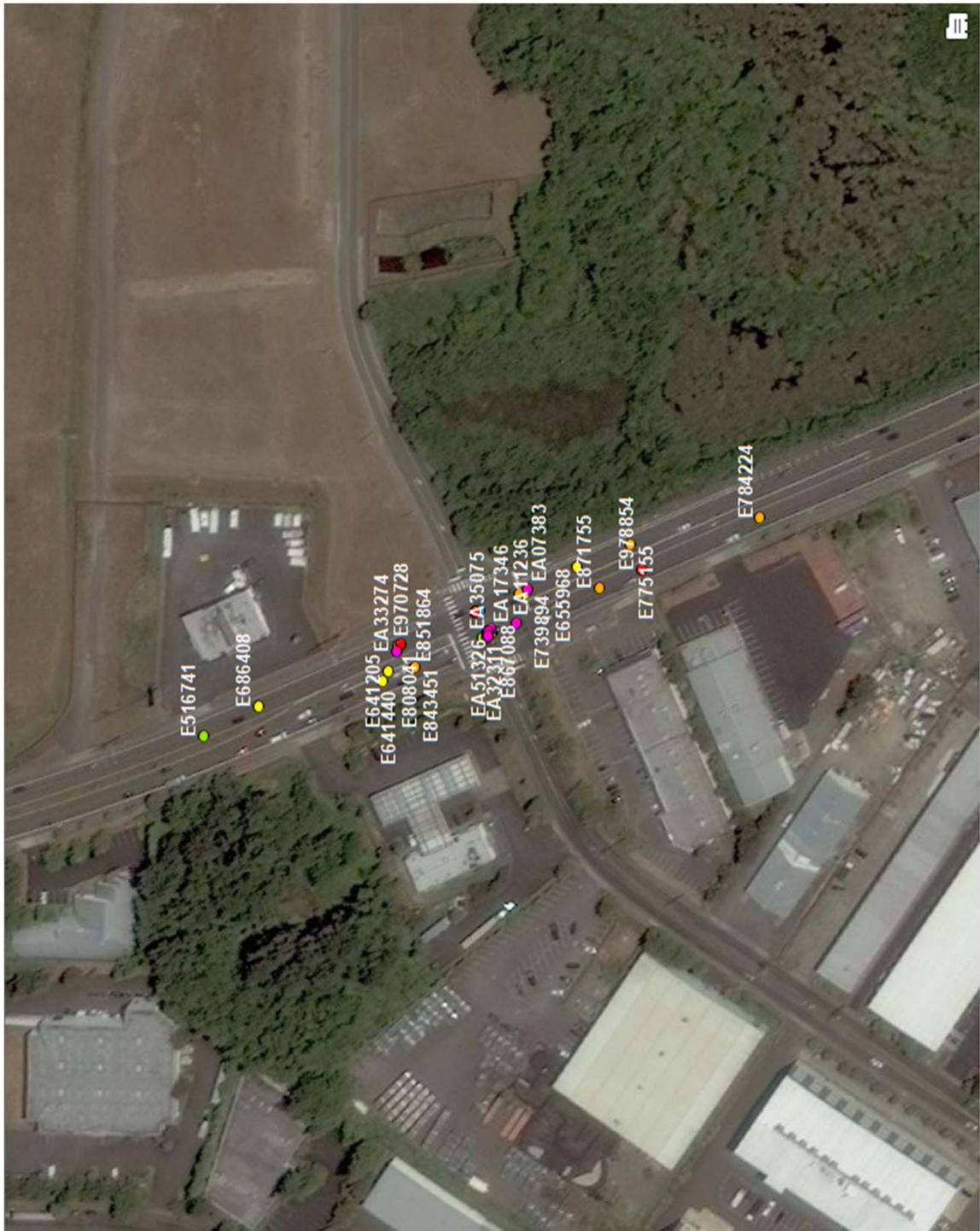
PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	DIST FROM REF POINT	REPORT NUMBER	MILEPOST	DATE	TIME	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE / OBJECT STRUCK					
								#	#	#	#	#	#
					J	T	H	S	S	E	D	E	
S25	HARBOUR POINTE BLVD (N)	0.25	E898887	2019-03-04 14:37	Possible Injury			0	0	0	0	0	Entering at angle
S25	HARBOUR POINTE BLVD (N)	0.25	E993664	2019-12-13 23:25	Possible Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	HARBOUR POINTE BLVD (N)	0.25	EA03122	2020-12-21 21:51	Suspected Minor Injury			0	0	0	0	0	From opposite direction - all others
S25	HARBOUR POINTE BLVD (N)	0.25	EA11888	2020-02-06 22:01	Suspected Minor Injury			0	0	0	0	0	From opposite direction - one left turn - one straight
S25	HARBOUR POINTE BLVD (N)	0.25	E774882	2018-02-25 14:42	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	HARBOUR POINTE BLVD (N)	0.23	E979076	2019-10-29 19:13	No Apparent Injury			0	0	0	0	0	Entering at angle
S25	HARBOUR POINTE BLVD (N)	0.23	E952071	2019-08-19 12:45	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - both moving - rear-end
S25	HARBOUR POINTE BLVD (N)	0.22	E923138	2019-05-23 19:22	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	HARBOUR POINTE BLVD (N)	0.21	E457342	2015-08-31 15:37	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.486	E641440	2017-02-11 10:22	Possible Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.485	E641205	2017-02-09 10:20	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.485	E843451	2018-09-29 16:25	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E528686	2016-03-27 17:50	No Apparent Injury			0	0	0	0	0	From same direction - one right turn - one straight
S25	CHENNNAULT BEACH RD	0.483	E464669	2015-09-21 09:40	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - both moving - sideswipe
S25	CHENNNAULT BEACH RD	0.483	E442238	2015-07-09 17:35	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E521794	2016-03-04 14:41	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E530663	2016-04-02 16:50	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E2669190	2015-04-16 17:18	Possible Injury			1	0	0	0	0	From same direction - both going straight - one stopped - sideswipe
S25	CHENNNAULT BEACH RD	0.483	E466214	2015-09-29 18:02	No Apparent Injury			0	0	0	0	0	From same direction - one right turn - one straight
S25	CHENNNAULT BEACH RD	0.483	E434131	2015-06-16 12:30	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E458023	2015-09-02 12:13	Possible Injury			1	0	0	0	0	Entering at angle
S25	CHENNNAULT BEACH RD	0.483	E409841	2015-03-20 15:17	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E491860	2015-12-09 06:25	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E446011	2015-07-25 13:01	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E551365	2016-06-02 18:10	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E507628	2016-01-20 12:07	No Apparent Injury			0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E5622130	2016-03-07 09:00	Possible Injury			2	0	4	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E537281	2016-04-25 07:07	Possible Injury			1	0	2	0	0	Entering at angle
S25	CHENNNAULT BEACH RD	0.483	E723781	2017-10-03 12:34	No Apparent Injury			0	0	2	0	0	Same direction -- both turning right -- one stopped - rear end
S25	CHENNNAULT BEACH RD	0.483	E6966338	2017-07-30 20:56	Possible Injury			1	0	2	0	0	From opposite direction - one left turn - one straight
S25	CHENNNAULT BEACH RD	0.483	E871798	2018-12-12 23:23	No Apparent Injury			0	0	1	0	0	Metal Sign Post
S25	CHENNNAULT BEACH RD	0.483	E8670988	2018-12-01 15:15	No Apparent Injury			0	0	2	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.483	E8614488	2018-11-08 22:22	No Apparent Injury			0	0	2	0	0	From opposite direction - one left turn - one straight
S25	CHENNNAULT BEACH RD	0.483	E851863	2018-10-22 17:22	Possible Injury			1	0	1	1	1	Vehicle Strikes Pedalcyclist
S25	CHENNNAULT BEACH RD	0.483	E8898367	2019-02-04 16:32	No Apparent Injury			0	0	2	0	0	Entering at angle
S25	CHENNNAULT BEACH RD	0.483	E930713	2019-06-14 20:21	No Apparent Injury			0	0	2	0	0	From same direction - both going straight - both moving - sideswipe
S25	CHENNNAULT BEACH RD	0.483	E435075	2020-05-20 15:19	No Apparent Injury			0	0	2	0	0	Same direction -- both turning right -- one stopped - rear end
S25	CHENNNAULT BEACH RD	0.483	E417346	2020-02-23 10:38	No Apparent Injury			0	0	2	0	0	Same direction -- both turning right -- one stopped - sideswipe
S25	CHENNNAULT BEACH RD	0.483	EA51326	2020-07-29 22:08	No Apparent Injury			0	0	2	0	0	From opposite direction - one left turn - one straight
S25	CHENNNAULT BEACH RD	0.483	EA32311	2020-05-05 17:00	Suspected Minor Injury			1	0	1	0	0	Vehicle turning right hits pedestrian
S25	CHENNNAULT BEACH RD	0.482	E758259	2018-01-09 15:10	No Apparent Injury			0	0	2	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.482	EA11236	2020-01-31 08:11	No Apparent Injury			0	0	2	0	0	From opposite direction - one left turn - one straight
S25	CHENNNAULT BEACH RD	0.482	EA07383	2020-01-25 11:03	No Apparent Injury			0	0	2	0	0	From same direction - both going straight - one stopped - rear-end
S25	CHENNNAULT BEACH RD	0.479	E775155	2018-02-22 19:15	No Apparent Injury			0	0	2	0	0	From same direction - both going straight - one left turn - one straight
S25	HARBOUR POINTE BLVD (S)	0.421	E605790	2016-11-07 17:41	No Apparent Injury			0	0	2	0	0	From same direction - both going straight - one stopped - rear-end
S25	HARBOUR POINTE BLVD (S)	0.417	E923318	2019-05-23 18:38	Possible Injury			1	0	2	0	0	From same direction - both going straight - one stopped - rear-end
S25	HARBOUR POINTE BLVD (S)	0.416	E770158	2018-02-16 15:08	No Apparent Injury			0	0	2	0	0	From same direction - both going straight - one stopped - rear-end
S25	HARBOUR POINTE BLVD (S)	0.414	E943403	2019-07-24 11:54	Possible Injury			1	0	2	0	0	From same direction - both going straight - both moving - rear-end

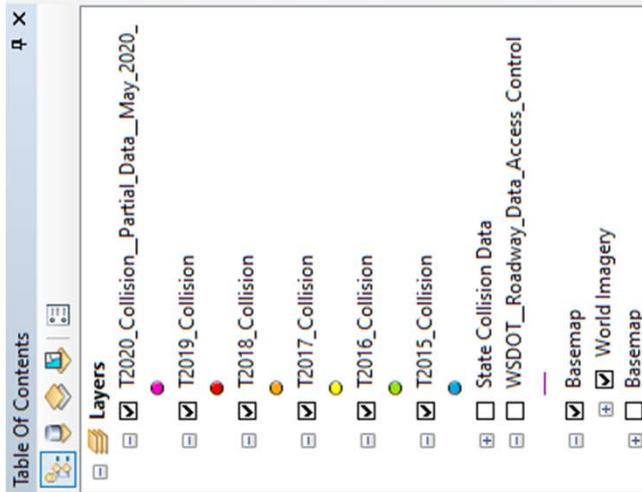
PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	DIST FROM REF POINT	REPORT NUMBER	MILEPOST	DATE	TIME	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE / OBJECT STRUCK									
								#	#	P	B	I	F	V	E	K	
S25	HARBOUR POINTE BLVD (S)	04.13	EA41544	2020-06-21	13:50	No Apparent Injury	0	0	0	From same direction - both going straight - one stopped - rear-end							
S25	HARBOUR POINTE BLVD (S)	04.11	E483343	2015-11-16	18:10	Possible Injury	1	0	0	From same direction - both going straight - both moving - rear-end							
S25	HARBOUR POINTE BLVD (S)	04.11	2663821	2015-01-26	18:15	Possible Injury	1	0	0	From same direction - both going straight - one stopped - rear-end							
S25	HARBOUR POINTE BLVD (S)	04.11	E621618	2016-12-16	18:43	Possible Injury	1	0	0	From same direction - both going straight - one stopped - rear-end							
S25	HARBOUR POINTE BLVD (S)	04.11	E581875	2016-09-07	07:44	No Apparent Injury	0	0	0	From same direction - both going straight - one stopped - rear-end							
S25	HARBOUR POINTE BLVD (S)	04.11	E539979	2016-05-03	17:50	Suspected Minor Injury	1	0	0	From same direction - both going straight - both moving - sideswipe							
S25	HARBOUR POINTE BLVD (S)	04.11	E623499	2016-12-22	11:15	No Apparent Injury	0	0	0	From same direction - both going straight - one stopped - rear-end							
S25	HARBOUR POINTE BLVD (S)	04.11	E494083	2015-11-30	17:45	Possible Injury	1	0	3	0	From same direction - both going straight - one stopped - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.11	E421487	2015-04-26	09:10	Possible Injury	2	0	2	From same direction - both going straight - both moving - rear-end							
S25	HARBOUR POINTE BLVD (S)	04.11	E403613	2015-02-25	17:14	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.11	E403339	2015-02-17	08:26	No Apparent Injury	0	0	2	0	From same direction - one right turn - one straight						
S25	HARBOUR POINTE BLVD (S)	04.11	E424543	2015-05-05	13:30	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.11	E410350	2015-03-23	14:40	No Apparent Injury	0	0	2	0	From opposite direction - one right turn						
S25	HARBOUR POINTE BLVD (S)	04.11	2669186	2015-04-16	06:34	Possible Injury	1	0	2	0	Entering at angle						
S25	HARBOUR POINTE BLVD (S)	04.11	2669187	2015-04-16	13:08	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight						
S25	HARBOUR POINTE BLVD (S)	04.11	E433820	2015-06-15	13:40	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.11	E518034	2016-02-22	20:45	Suspected Serious Injury	1	0	2	0	From opposite direction - one left turn - one straight						
S25	HARBOUR POINTE BLVD (S)	04.11	E568065	2016-07-21	17:18	No Apparent Injury	0	0	3	0	From same direction - both going straight - one left turn - one right turn						
S25	HARBOUR POINTE BLVD (S)	04.11	E515080	2016-02-12	15:20	Possible Injury	2	0	2	0	From opposite direction - one left turn - one straight						
S25	HARBOUR POINTE BLVD (S)	04.11	E549341	2016-06-01	15:52	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.11	E578383	2016-08-27	22:30	Possible Injury	2	0	2	0	From same direction - both going straight - one stopped - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.11	E568875	2016-07-27	15:51	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.11	E526209	2016-03-18	13:51	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.11	E544944	2016-05-14	17:25	Suspected Minor Injury	1	0	2	0	Entering at angle						
S25	HARBOUR POINTE BLVD (S)	04.11	E506858	2016-01-13	17:36	Suspected Serious Injury	1	0	1	0	Vehicle going straight hits pedestrian						
S25	HARBOUR POINTE BLVD (S)	04.11	E599848	2016-10-21	22:42	No Apparent Injury	0	0	1	0	Utility Box						
S25	HARBOUR POINTE BLVD (S)	04.11	E684129	2017-06-18	22:16	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight						
S25	HARBOUR POINTE BLVD (S)	04.11	E731904	2017-11-03	15:44	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight						
S25	HARBOUR POINTE BLVD (S)	04.11	E666240	2017-04-28	12:48	Possible Injury	5	0	2	0	Same direction -- both turning right -- both moving -- rear end						
S25	HARBOUR POINTE BLVD (S)	04.11	E669716	2017-05-02	15:40	Possible Injury	1	0	3	0	From same direction - both going straight - one stopped - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.11	E633283	2017-01-18	06:46	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.11	E749121	2017-12-18	11:50	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight						
S25	HARBOUR POINTE BLVD (S)	04.11	E786722	2018-04-04	16:30	No Apparent Injury	0	0	3	0	From opposite direction - both going straight - both moving - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.11	E790912	2018-04-18	14:25	Possible Injury	1	0	1	0	Signal Pole						
S25	HARBOUR POINTE BLVD (S)	04.11	E764672	2018-01-31	19:02	No Apparent Injury	0	0	2	0	Same direction -- both turning right -- both moving -- rear end						
S25	HARBOUR POINTE BLVD (S)	04.11	E781236	2018-03-21	11:44	No Apparent Injury	0	0	2	0	Same direction -- both turning left -- both moving -- sideswipe						
S25	HARBOUR POINTE BLVD (S)	04.11	EA02275	2019-12-31	20:49	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight						
S25	HARBOUR POINTE BLVD (S)	04.11	E919178	2019-05-01	18:20	Suspected Serious Injury	2	0	2	0	From opposite direction - one left turn - one straight						
S25	HARBOUR POINTE BLVD (S)	04.11	E883678	2019-01-12	15:10	No Apparent Injury	0	0	2	0	From same direction - one right turn - one straight						
S25	HARBOUR POINTE BLVD (S)	04.11	E919445	2019-05-11	17:47	Possible Injury	2	0	2	0	From opposite direction - one left turn - one straight						
S25	HARBOUR POINTE BLVD (S)	04.11	EA42450	2020-06-24	12:00	No Apparent Injury	0	0	2	0	From same direction - all others						
S25	HARBOUR POINTE BLVD (S)	04.11	EA51930	2020-08-02	17:15	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.10	E666765	2017-04-27	05:28	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.09	EA31417	2020-04-21	12:25	No Apparent Injury	0	0	2	0	From same direction - both moving - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.09	E773870	2018-02-22	09:05	No Apparent Injury	0	0	2	0	From same direction - both moving - rear-end						
S25	HARBOUR POINTE BLVD (S)	04.08	E714755	2017-09-19	14:15	No Apparent Injury	0	0	2	0	From same direction - both moving - sideswipe						











Channelization Warrants

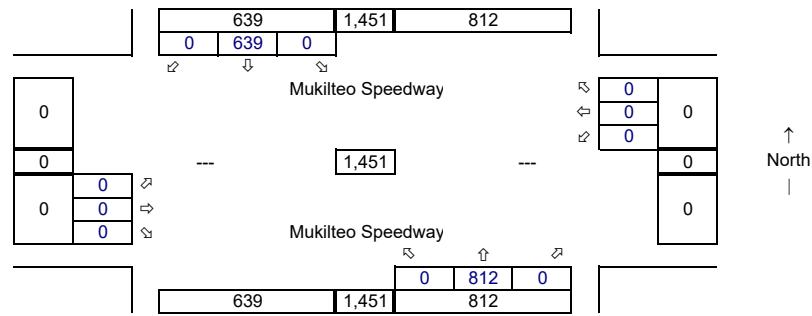
7 Mukilteo Speedway@Site Access

Synchro ID: 7
Normalized Existing
 Average Weekday
 PM Peak Hour

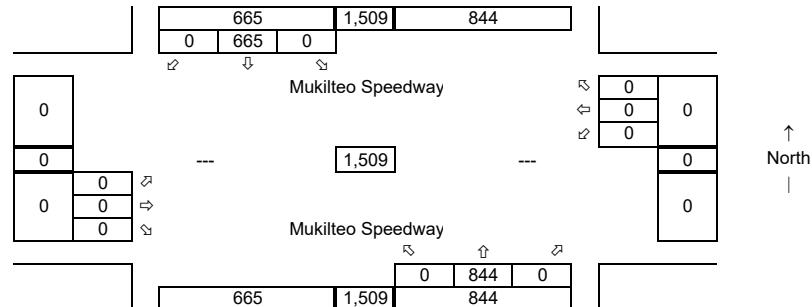
Year: 10/14/20

Data Source: TDG

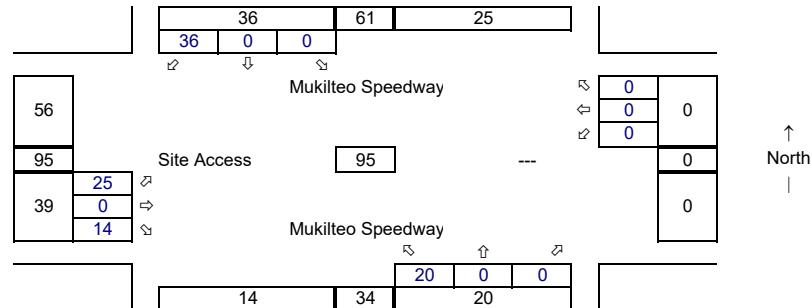
Volumes from the original count
 have been increased by 27%
 utilizing the same methods as
 the level of service section.



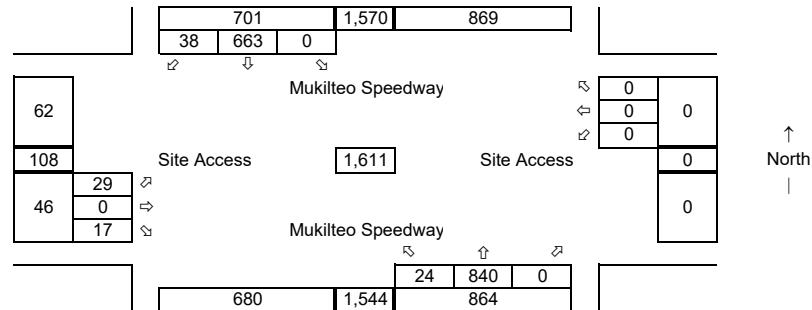
Future without Project
 Average Weekday
 PM Peak Hour
 Year: 2022
 Growth Rate = 2.0%
 Years of Growth = 2
 Total Growth = 1.0404



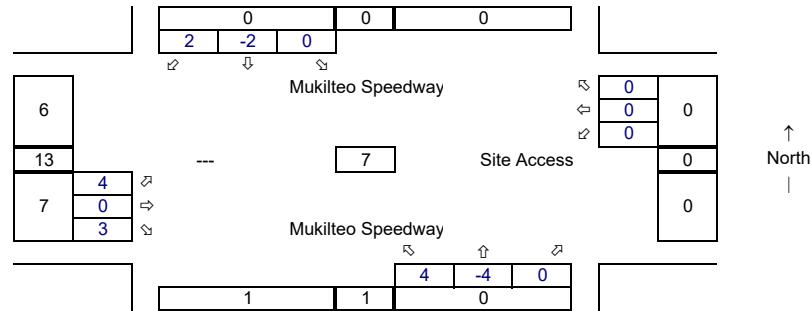
Total Project Trips
 Average Weekday
 PM Peak Hour



Future with Project
 Average Weekday
 PM Peak Hour



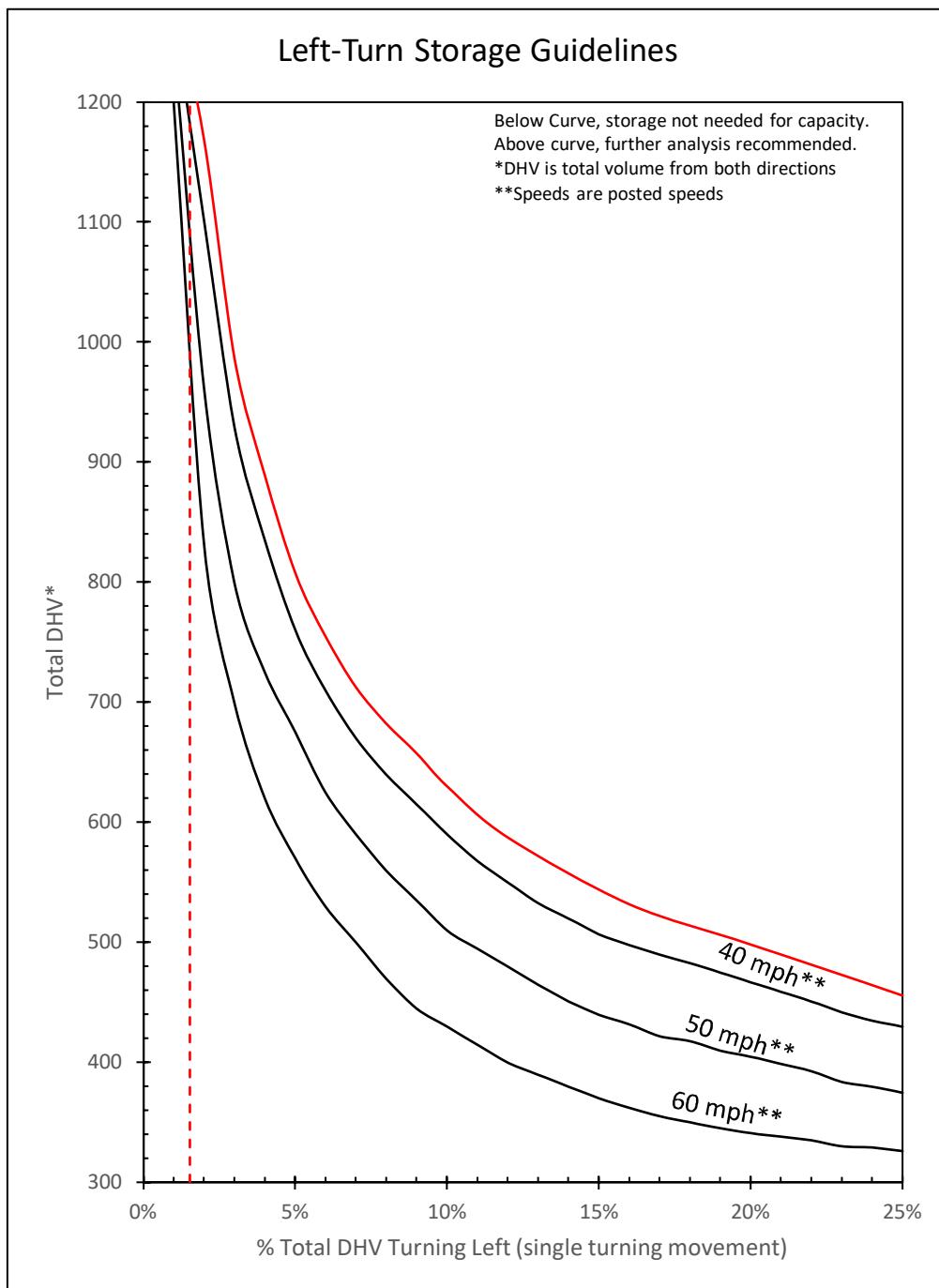
Pass-By Project Trips
 Average Weekday
 PM Peak Hour



Left-Turn Nomigraph

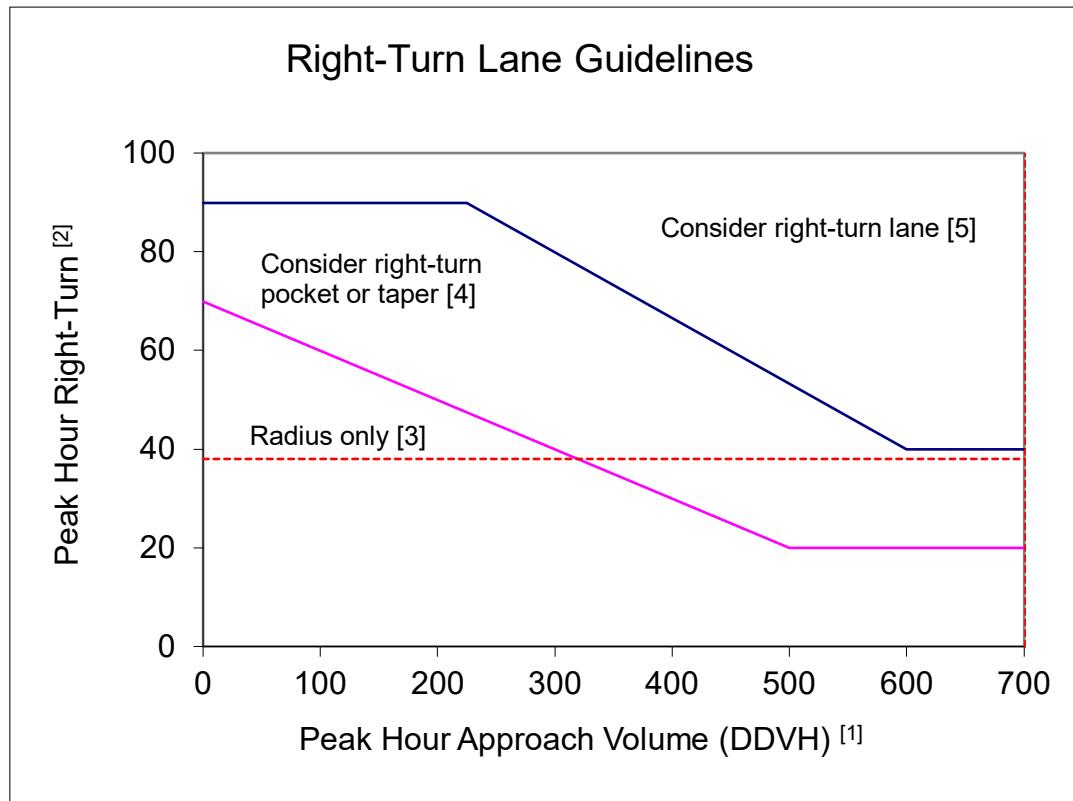
GIBSON TRAFFIC CONSULTANTS

Mukilteo Speedway at Site Access



Total DHV: 1,565 Posted Speed: 35 mph
Left Turns: 24
% Left: 1.5%

Based on WSDOT July 2018 Design Manual: Exhibit 1310-7a, Page 1310-14.

GIBSON TRAFFIC CONSULTANTS**Mukilteo Speedway at Site Access**

Right Turn Volume: 38 [DDHV] Posted Speed: **35 mph**
 Adjusted Right Turn Volume: 38 [DDHV]
 Pk Hr Curb Ln Approach Vol: 701 [DDHV]

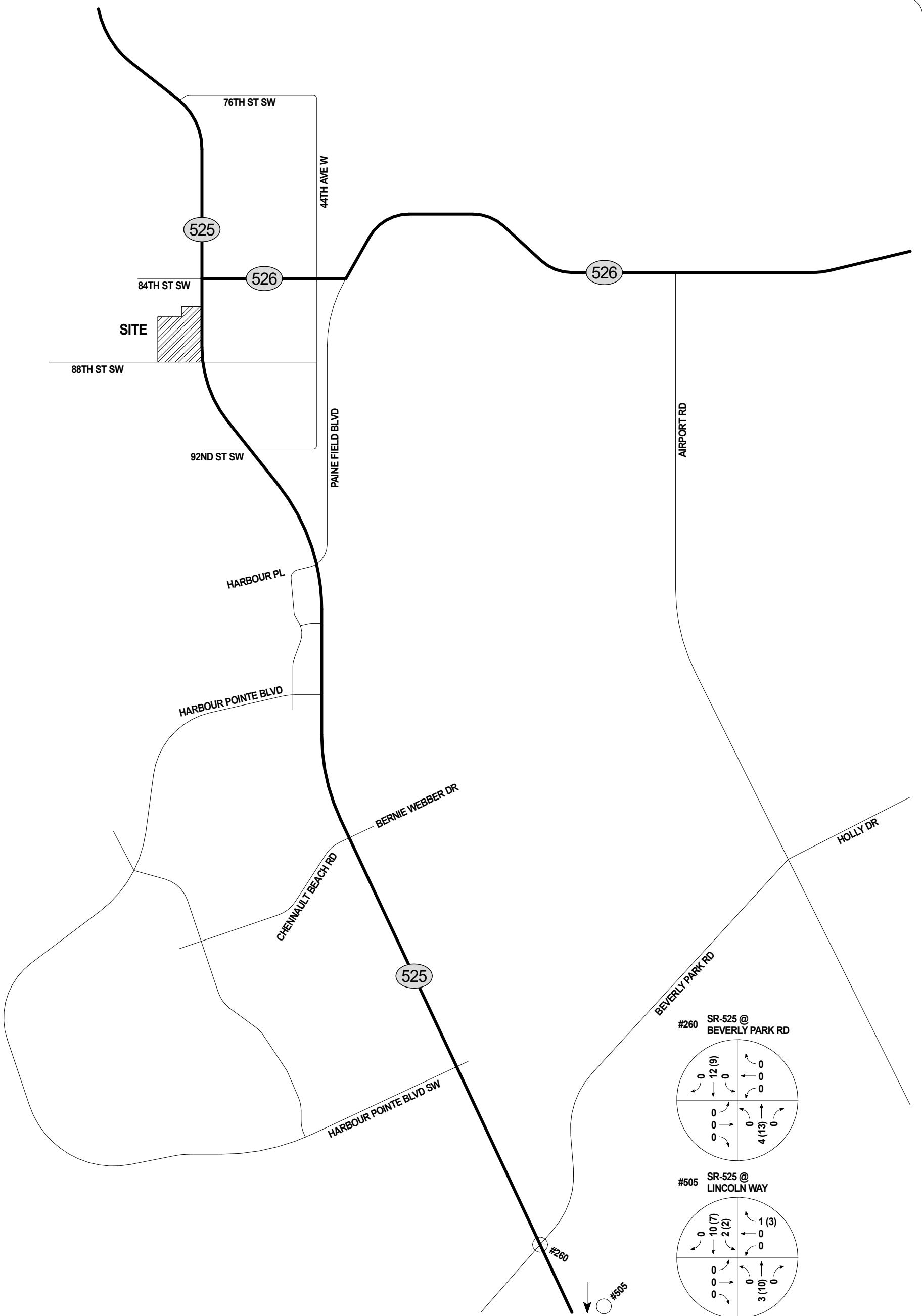
[1] For two-lane highways, use the peak hour DDHV (through + right turn).
 For multilane, high speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
 - The posted speed is 45 mph or less
 - The right-turn volume is greater than 40 VPH
 - The peak hour approach volume (DDHV) is less than 300 VPH.

[3] For right-turn corner design, see Exhibit 1310-6.
 [4] For right-turn pocket or taper design, see Exhibit 1310-12.
 [5] For right-turn lane design, see Exhibit 1310-13.

Based on WSDOT July 2018 Design Manual: Exhibit 1310-11, Page 1310-27.

Snohomish County Key Intersections



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-185

CARRIK COURT
125 TOWNHOUSE AND
10,000 SF OF COMMERCIAL

MUKILTEO

LEGEND



SNOHOMISH COUNTY KEY INTERSECTION

XXX →

AM (PM) PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE G1
SNOHOMISH COUNTY
KEY INTERSECTIONS