Exhibit "9"

TRAFFIC IMPACT ANALYSIS

RAISING CANE'S

JURISDICTION: CITY OF BURLINGTON

Prepared for:
Raising Cane's Restaurant, LLC
6800 Bishop Road
Plano, Texas 75024

Prepared by:
Kimley»Horn

October 2025
KH 090042018

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

FOR

RAISING CANE'S

Prepared for:
Raising Cane's Restaurant, LLC
6800 Bishop Road
Plano, Texas 75024

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1. DEVELOPMENT IDENTIFICATION

Kimley-Horn and Associates, Inc. has been retained to provide a traffic impact analysis (TIA) report for Raising Cane's development (Development). This report is intended to provide the City of Burlington (City) with the necessary trip generation, trip distribution, and level of service information to facilitate their review of the Development. Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington.

The Development is proposed to include a 3,298 square foot (SF) fast-food restaurant with dual drive-through isles. The Development is located at the northwest corner of the intersection of S Burlington Boulevard and Gilkey Road on parcel #P23694. The site is currently occupied with a vacant high-turnover sit-down restaurant per Skagit County iMap. Analysis for the Development was performed for the anticipated build-out year of 2027 based discussion with City staff during the scoping process. A site vicinity map is included in **Figure 1** and a site plan is provided in **Appendix A**.

2. METHODOLOGY

The analysis contained in this report is based on TIA guidelines published by the City. The trip generation calculations are based on the average trip generation rates published in the ITE *Trip Generation Manual, 12th Edition (2025)*. The trip distribution is based on an approved distribution for commercial developments in the site vicinity.

The level of service analysis at the study intersections has been performed in accordance with the Highway Capacity Manual (HCM) 7th Edition. Congestion is generally measured in terms of level of service (LOS). Road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. A summary of the level of service criteria is included in **Table 1**. The level of service at all-way stop-controlled intersections, signalized intersections, and roundabouts are based on the average delay for all vehicles. The level of service analysis for unsignalized intersections is based on the stop-approach with the highest delay. The analysis has been performed utilizing the *Synchro 12* software.

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FIGURE 1: SITE VICINITY MAP

RAISING CANE'S - CITY OF BURLINGTON, WA (KH 090042018)

Table 1: Level of Service Criteria

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

The City of Burlington's level of service standard is LOS C for local roadways and LOS D for intersections along SR-20 and Burlington Boulevard.

[1] **Source:** Highway Capacity Manual 7th Edition.

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

LOS B: Generally stable traffic flow conditions.

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

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

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

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

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

3. TRIP GENERATION

The Development is proposed to consist of a 3,298 square foot (SF) fast-food restaurant with drive-through. The trip generation calculations have been performed using data published by the Institute of Transportation Engineers (ITE) (2021) *Trip Generation Manual,* 12th Edition. The average trip generation rates for ITE Land Use Code (LUC) 929, High-Volume Fast-Food Restaurant, have been used to calculate the trip generation of the proposed Development. A pass-by rate of 43% for the PM peak-hour has been used based on discussions with City staff. A pass-by rate of 43% has also been used for the average daily trip (ADT) generation.

The average trip generation rates for ITE LUC 934, High-Turnover Sit-Down Restaurant, have been used to calculate the trip generation of the existing use that will be removed during construction. The total calculations for new trips generated by the Development are summarized in **Table 2**.

Table 2: Trip Generation Summary

Trip Generator	ADTs			PM Peak Hour Trips		
	In	Out	Total	In	Out	Total
Total Trips	1,077	1,077	2,154	97	96	193
Pass-By Trips	*-463*	*-463*	*-926*	*-42*	*-41*	*-83*
Existing Credit	*-215*	*-215*	*-430*	*-23*	*-15*	*-38*
New Trips	**399**	**399**	**798**	**32**	**40**	**72**

The Development is anticipated to generate approximately 798 new ADTs with approximately 72 new PM peak hour trips after credit for the existing restaurant use and pass-by reductions have been applied. The trip generation calculations are provided in **Appendix B**.

4. TRIP DISTRIBUTION

The distribution of trips generated by the Development is primarily based on surrounding land uses and the proximity to other similar land uses in the area. Specific data regarding trip distribution are not available for the anticipated end-user of the site. The anticipated trip distribution is:

- 50% to and from the south
  - 25% along E George Hopper Road
  - 15% along S Burlington Boulevard
  - 10% from local trips along Marketplace Drive retail areas
  - 5% from local trips along Costco Drive
- 40% to and from the north
  - 15% along S Burlington Boulevard
  - 10% along I-5 Northbound
  - 5% along I-5 Southbound
  - 5% along SR-20
  - 5% along S Spruce Street
- 5% to and from the west along local roadways
- 5% to and from the east along local roadways

A detailed trip distribution for the PM peak hour is displayed in **Figure 2** for net new trips.

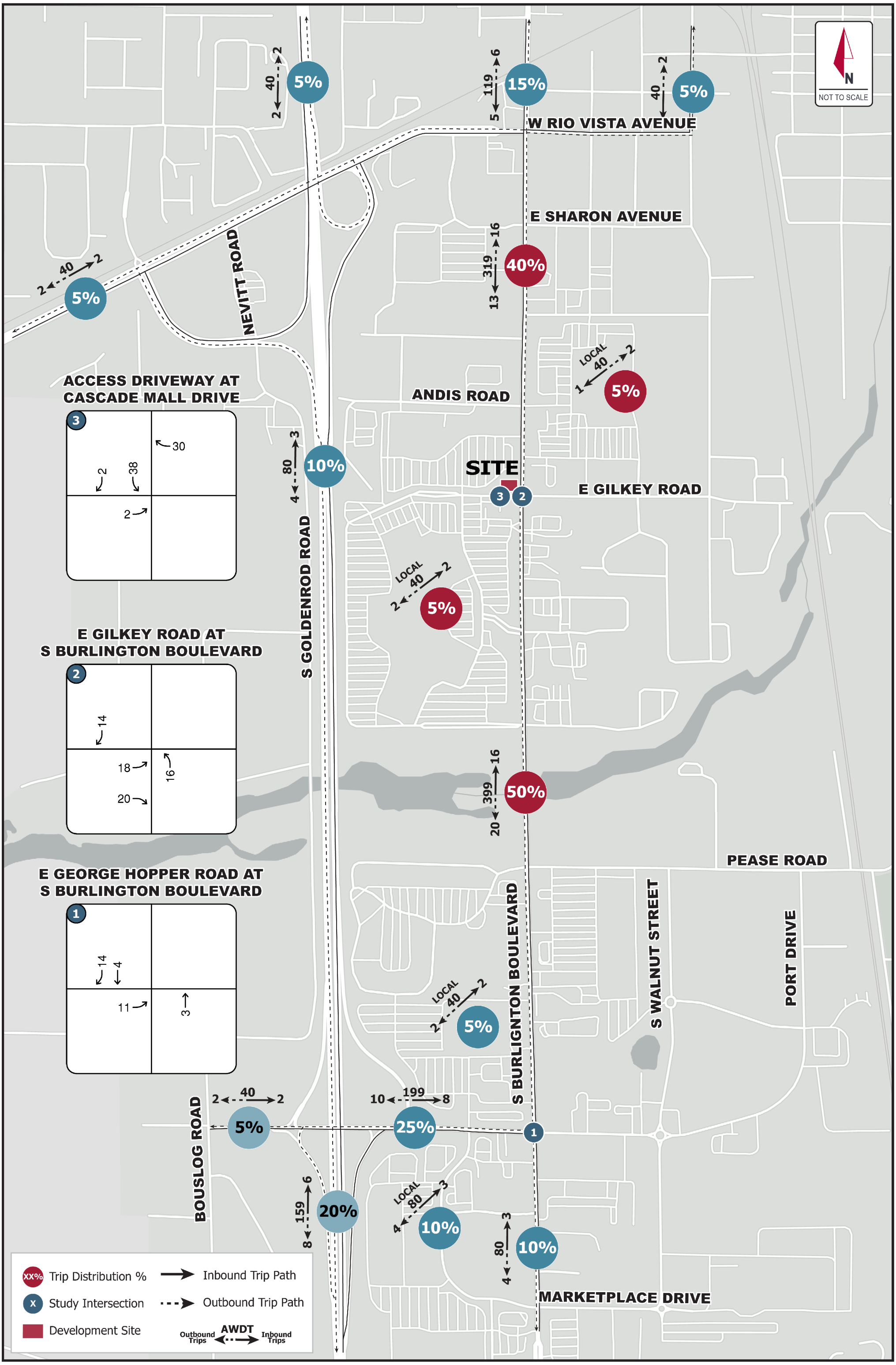

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FIGURE 2: DEVELOPMENT TRIP DISTRIBUTION (NET NEW TRIPS)

RAISING CANE'S - CITY OF BURLINGTON, WA (KH 090042018)

5. INTERSECTION LEVEL OF SERVICE ANALYSIS

Level of service at the following intersections has been analyzed for the weekday PM peak-hour:

1. S Burlington Boulevard at E George Hopper Road - Signal
2. S Burlington Boulevard at Gilkey Road - Signal
3. Access Driveway at Cascade Mall Drive - All-Way Stop Control

5.1. Turning Movement Calculations

The existing PM peak-hour turning movement counts for the study intersections was collected by the independent counting firm IDAX in September 2025. Existing turning movement volumes for the study intersections are shown in **Figure 3**. The existing study intersection count data is provided in **Appendix C**.

The future analysis has been performed for the year of 2027, which is the anticipated build-out year of the Development. The 2027 no-build turning movements have been calculated by applying a 2.5% annually compounding growth rate applied to the existing turning movements. The 2027 no-build turning movements at the study intersections are shown in **Figure 4.**

The 2027 build turning movements at the study intersections have been calculated by adding the PM peak-hour trips generated by the proposed Development to the 2027 no-build turning movements. The 2027 build turning movements are shown in **Figure 5**. The turning movement calculations are provided in **Appendix D**.

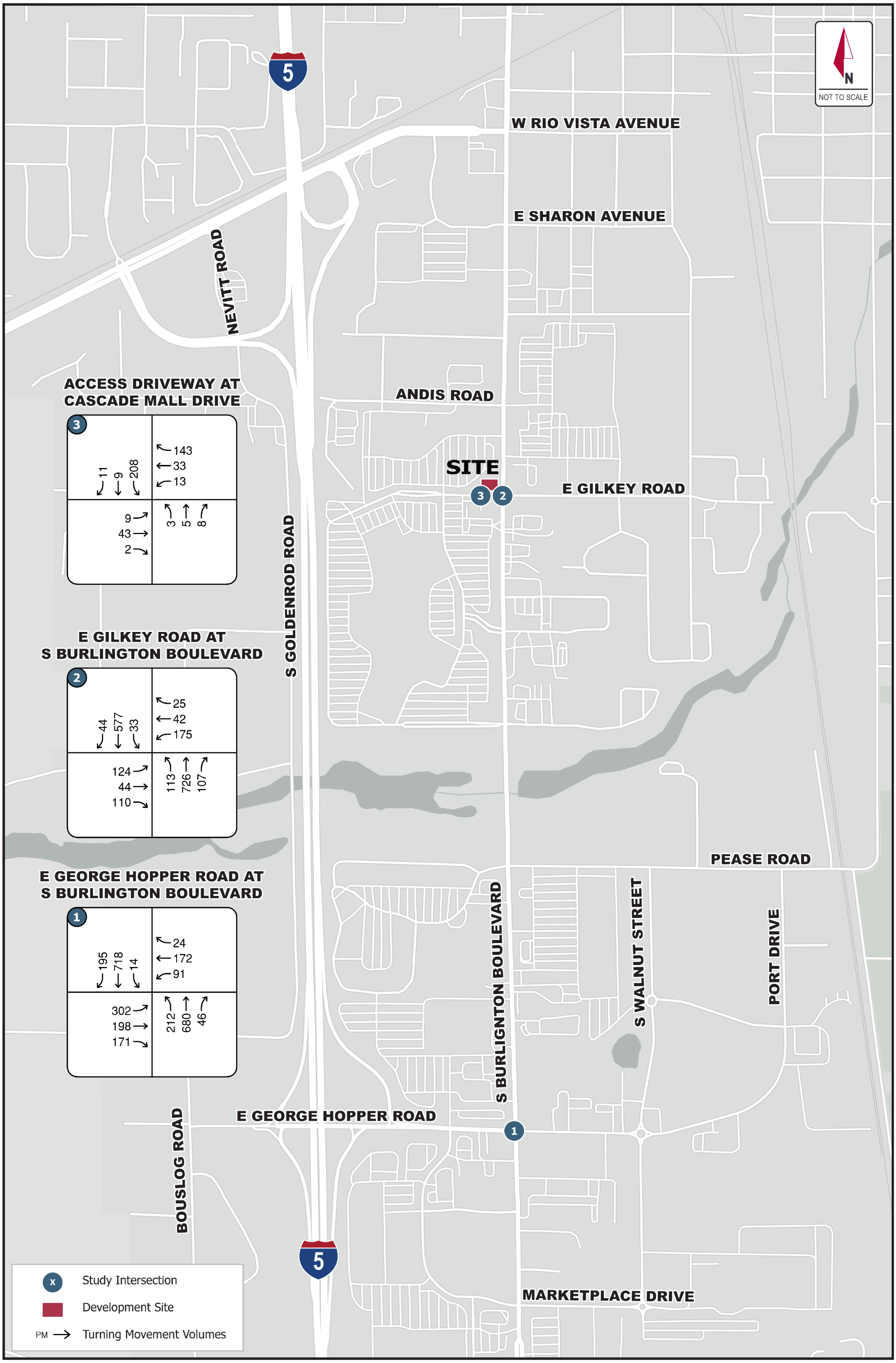

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FIGURE 3: 2025 EXISTING TURNING MOVEMENTS - PM PEAK HOUR

RAISING CANE'S - CITY OF BURLINGTON, WA (KH 090042018)

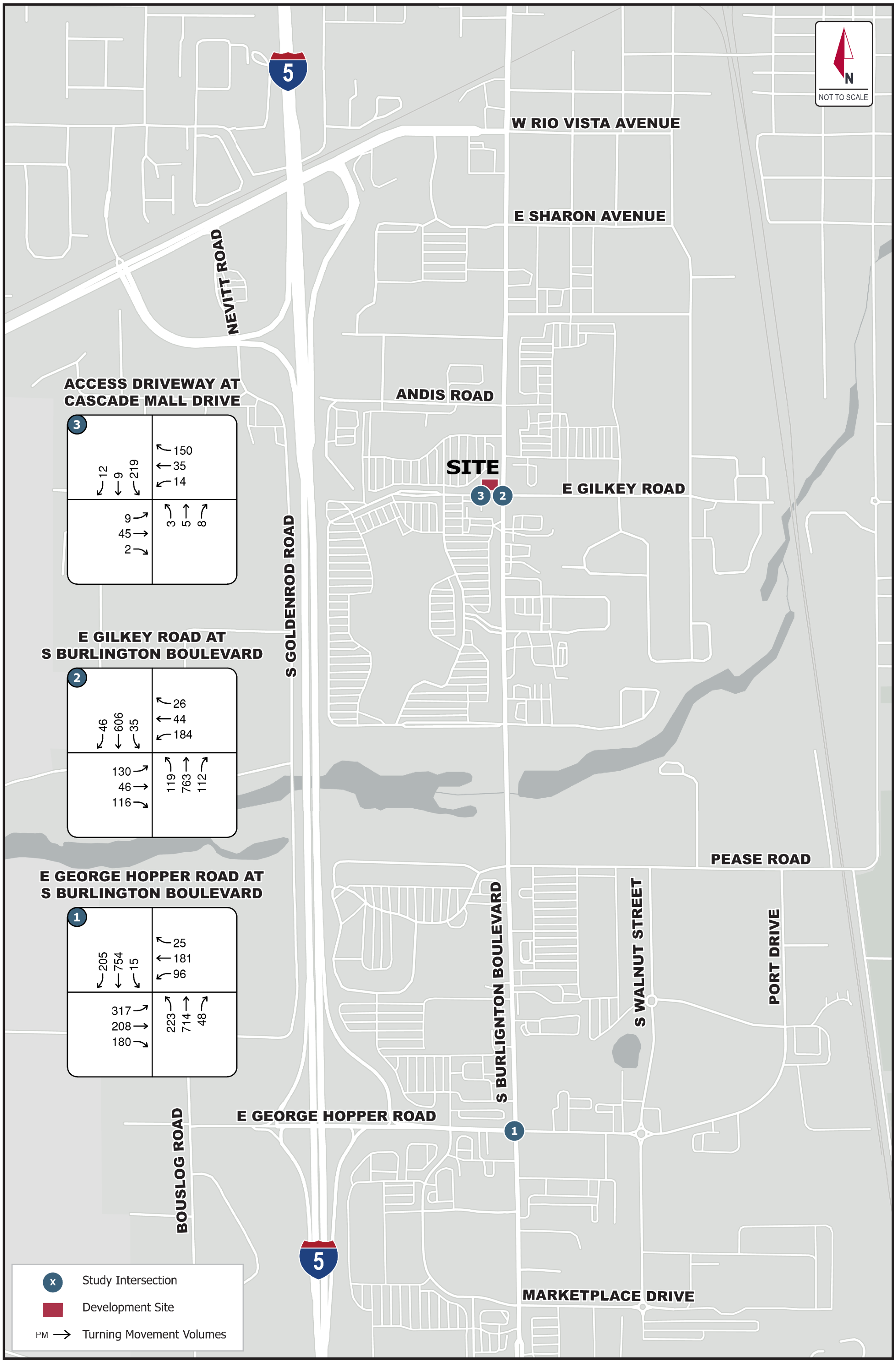

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FIGURE 4: 2027 NO-BUILD TURNING MOVEMENTS - PM PEAK HOUR

RAISING CANE'S - CITY OF BURLINGTON, WA (KH 090042018)

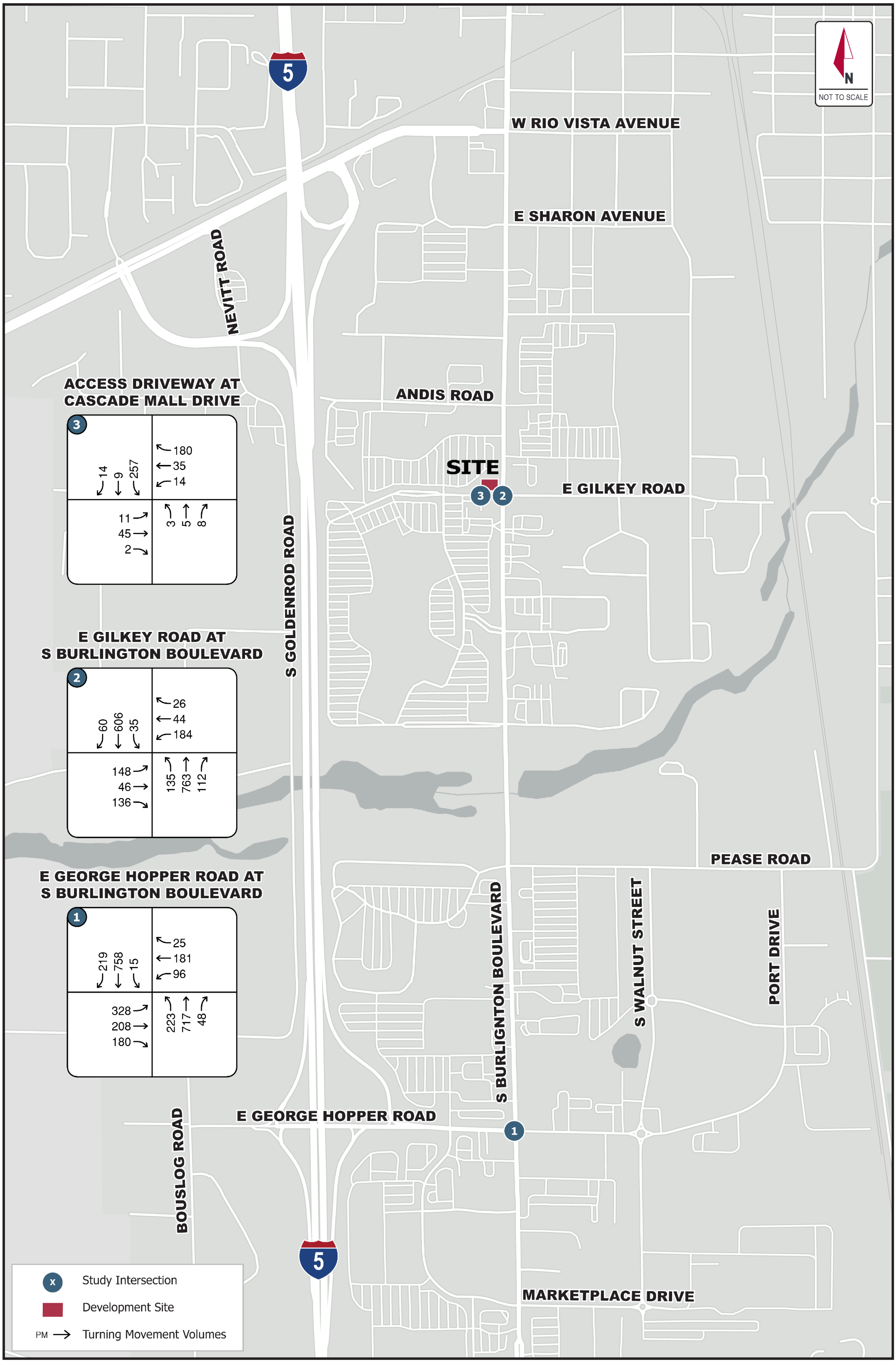

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FIGURE 5: 2027 BUILD TURNING MOVEMENTS - PM PEAK HOUR

RAISING CANE'S - CITY OF BURLINGTON, WA (KH 090042018)

5.2. Level of Service Calculations

The Development is planned to be completed in 2027 and the impacts of the Development have been evaluated for the 2035 no-build and build conditions. This accounts for the 10-year horizon period identified in the City of Burlington traffic impact analysis guidelines. The analysis is based on the existing channelization at the study intersections as well as the existing peak-hour factors, heavy-vehicle factors, and intersection control. These parameters have been used for the existing, 2035 no-build, and 2035 build conditions. The operations of the study intersections under the existing, 2035 no-build, and 2035 build conditions are summarized in **Table 3**.

Table 3: Level of Service Summary

Intersection	Control	Existing Conditions		2027 Conditions			
				No-Build		Build	
		LOS	Delay	LOS	Delay	LOS	Delay
1. S Burlington Boulevard at E George Hopper Road	Signalized	C	30.0 sec	C	30.9 sec	C	31.1 sec
2. S Burlington Boulevard at Gilkey Road	Signalized	C	28.2 sec	C	29.0 sec	C	30.3 sec
3. Access Driveway at Cascade Mall Drive	All-Way Stop Controlled	A	9.2 sec	A	9.4 sec	A	10.0 sec

The LOS analysis shows the existing study intersections are operating at acceptable LOS C or better. The study intersections are anticipated to continue operating at LOS C or better during both the no-build and build conditions. The intersection LOS calculations are provided in **Appendix E**.

6. COLLISION DATA

The latest collision history from January 1, 2020, through December 31, 2024, was obtained from WSDOT at each of the study intersections. The collision rate has been calculated using PM peak-hour volumes and a K-factor of 10 for conversion to total entering vehicles (TEV). The data shows a total of 95 collisions at the study intersections in the immediate vicinity of the site. The collision data is provided in **Appendix F**.

6.1. Collision Severity

The number of collisions by severity are summarized by year in **Table 4**.

Table 4: Collision Severity Summary

Severity	2020	2021	2022	2023	2024	Total
(K) Fatal Injury	0	0	0	0	0	0
(A) Suspected Serious Injury	0	0	2	0	1	3
(B) Suspected Minor Injury	0	0	0	1	2	4
(C) Possible Injury	5	2	7	2	0	16
(O) No Apparent Injury / PDO	12	16	22	8	14	72
Total	18	18	31	11	17	95

There were no fatalities reported during the study period at the the study intersections. The collision data shows that there were three suspected serious injury collisions (3% of collisions), four suspected minor injury collisions (4% of collisions), sixteen possibly injury collisions (17% of collisions), and seventy-two no apparent injury collisions (76% of collisions).

6.2. Collision Type

The collision type data is summarized in **Table 5**.

Table 5: Collision Type Summary

Intersection	Collision Type						Total
	Rear-End	At-Angle	Left Turn	Sideswipe	Ped / Bike	Other	
1. S Burlington Boulevard at E George Hopper Road	25	14	5	6	5	4	59
2. S Burlington Boulevard at Gilkey Road	10	12	5	2	5	1	35
3. Access Driveway at Cascade Mall Drive	1	0	0	0	0	0	1
Total	36	26	10	8	10	5	95

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

6.3. Collision Rates

The collisions per million entering vehicles (MEV) is the standard rate for intersections. The collision rates are summarized in **Table 6**.

Table 6: Collision Rate Summary

Intersection	Total Collisions	Years	Frequency	Collision Rate (per MEV)[3]		
				PM Peak-Hour TEV	K-Factor	Rate
1. S Burlington Boulevard at E George Hopper Road	59	5	11.8	2823	10	1.15
2. S Burlington Boulevard at Gilkey Road	35	5	7	2120	10	0.90
3. Access Driveway at Cascade Mall Drive	1	5	0.2	487	10	0.11

TEV = Total Entering Vehicles

7. TRAFFIC MITIGATION FEES

Site-generated traffic is expected to primarily utilize S Burlington Boulevard, which is a City-maintained roadway. The City of Burlington 2023 Comprehensive Plan states in Section 8.4.2 Traffic Congestion and Intersection Delays that intersections must function at level of service (LOS) D or better. Future improvements for the identified study intersection will be imposed if the trips generated by the Development will cause it to fall below acceptable City LOS D conditions upon completion of the Development.

The City's latest Impact Fee Schedule notes a traffic impact fee (TIF) of $2,665.00 per PM peak hour trip generated for developments. The Development is anticipated to generate 72 new PM peak hour trips. Therefore, the anticipated TIF owed to the City would be $191,880.00.

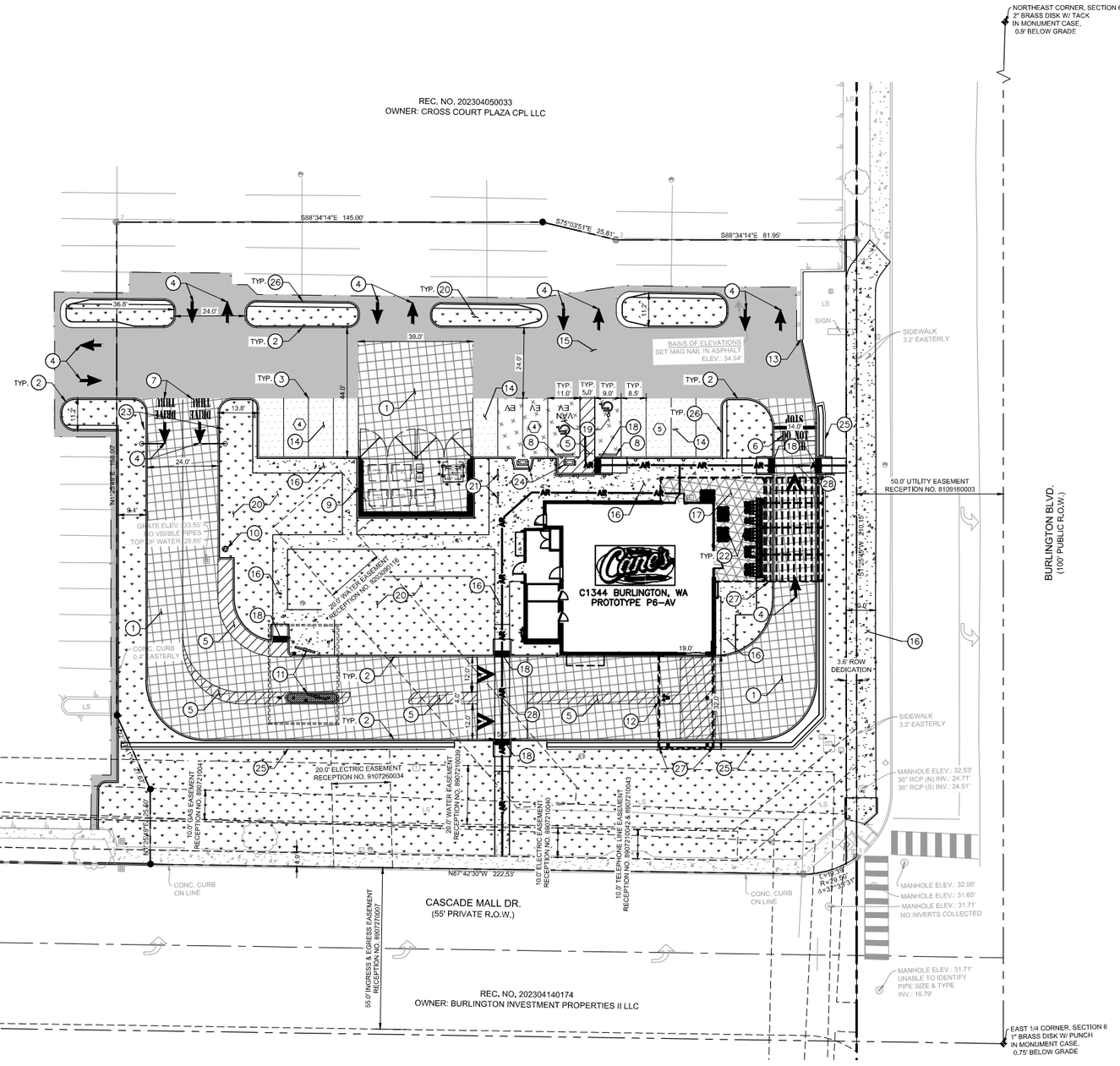
[3] The collision rate is based on Million Entering Vehicles (MEV).

8. CONCLUSIONS

The Development is proposed to consist of a 3,298 SF fast-food restaurant with drive-through. It is located at the northwest corner of the intersection of S Burlington Boulevard and Gilkey Road on parcel #P23694. The Development is anticipated to generate approximately 798 new ADTs with approximately 72 new PM peak hour trips after credit for the existing restaurant use and pass-by reductions have been applied. The study intersections are anticipated to continue operating at LOS C or better in both no-build and build conditions. The Development will have traffic mitigation fees of $191,880.00 payable to the City of Burlington after credit for the existing uses.

APPENDIX A

SITE PLAN



LEGEND

- PROPERTY LINE
- EASEMENT
- SETBACK LINE
- ACCESSIBLE ROUTE (FOR REFERENCE, DO NOT PAINT)
- (X) PARKING STALL COUNT
- LIGHT DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- INTEGRAL COLORED LIGHT DUTY CONCRETE PAVEMENT
- INTEGRAL COLORED HEAVY DUTY CONCRETE PAVEMENT
- INTEGRAL COLORED LIGHT DUTY CONCRETE PATIO PAVEMENT
- LANDSCAPE/PLANTER AREA, REFER TO LANDSCAPE PLANS FOR MORE INFORMATION.
- DETECTABLE WARNING SYSTEM
- INTEGRAL COLORED LIGHT DUTY CONCRETE SIDEWALK PAVEMENT

SITE KEYNOTES

1. INSTALL HEAVY DUTY INTEGRAL COLORED CONCRETE PAVEMENT
2. INSTALL CONCRETE CURB
3. INSTALL STANDARD 90° PARKING STALL STRIPING
4. INSTALL PAVEMENT MARKING ARROW
5. INSTALL 2 COATS 60" WHITE HATCHING AT 36" O.C. 4" THICK
6. INSTALL "DO NOT ENTER" IN 12" HIGH WHITE LETTERS
7. INSTALL "DRIVE-THRU" PAVEMENT MARKING
8. INSTALL WHEEL STOP AT 2.0' FROM FACE OF WHEEL STOP TO FACE OF CURB
9. INSTALL TRASH AND RECYCLING BIN ENCLOSURE, REFER TO ARCHITECTURAL PLANS
10. INSTALL PREVIEW BOARD, REFER TO ARCHITECTURAL PLANS
11. INSTALL ORDER BOARD, REFER TO ARCHITECTURAL PLANS
12. INSTALL DRIVE-THRU CANOPY, REFER TO ARCHITECTURAL PLANS
13. JOIN EXISTING CURB AND PROPOSED CURB
14. LIGHT DUTY ASPHALT PAVEMENT
15. HEAVY DUTY ASPHALT PAVEMENT
16. CONCRETE SIDEWALK
17. COVERED PATIO, INTEGRAL COLOR SIDEWALK PAVEMENT COLOR SMOKESTACK 102 - 5LB
18. ACCESSIBLE RAMP WITH TRUNCATED DOMES DETECTABLE WARNING
19. ACCESSIBLE PARKING STALL.
20. LANDSCAPE AREA, REFER TO LANDSCAPE PLANS
21. INSTALL BICYCLE PARKING RACK
22. INSTALL PATIO FURNITURE, REFER TO LANDSCAPE PLANS
23. INSTALL HEIGHT DETECTORS, REFER TO ARCHITECTURAL PLANS
24. INSTALL EV CHARGING EQUIPMENT
25. INSTALL LANDSCAPE SCREEN WALL
26. INSTALL WALK OFF CURB
27. CANOPY AND CONNECTED TRELLIS
28. RAISED PEDESTRIAN CROSSING

SITE NOTES

1. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY KIMLEY-HORN SURVEY (SURVEYOR: WILLIAM TRAVIS BRADLEY, OR PLS #48372) DATED MARCH 21, 2025.
2. PER FEMA MAP NUMBER 530153 0001 B DATED JANUARY 3, 1985, THIS SITE IS WITHIN A FLOODPLAIN.

BASIS OF BEARINGS

S01°25'49"W 2641.79' (M)
S00°17'42"W 2641.81' (R)
EAST LINE OF THE NORTHEAST QUARTER OF SECTION 6

SITE BENCHMARK

BENCHMARK 1: NORTHEAST CORNER, SECTION 6 2" BRASS DISK W/ TACK IN MONUMENT CASE, 0.9' BELOW GRADE

PARKING / SITE DATA		
EXISTING ZONING	MIXED-USE COMMERCIAL (MUC-2)	
PROPOSED USE	RESTAURANT W/ DRIVE-THRU	
LOT AREA	54,518 SF / 1.25 AC	
BUILDING AREA	3,298 SF	
FINISHED FLOOR ELEVATION	35.00	
IMPERVIOUS AREA	38,353 SF	
LOT COVERAGE	70.3%	
	REQUIRED	PROVIDED
TOTAL PARKING	19 SPACES	32 SPACES
ACCESSIBLE	2 SPACES	2 SPACES
SHORT-TERM BICYCLE	6 SPACES	6 SPACES
MINIMUM PARKING: 1 SPACES/200 SF BICYCLE PARKING REQUIRED IS 4 SPACES.		

Raising Cane's Chicken Fingers
Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Store:
1075 S Burlington Blvd,
Burlington, WA 98233
Restaurant #C1344
P6-AV

Professional of Record:

Kimley»Horn

1201 Third Ave.
Suite 2800
Seattle, WA 98101
CONTACT:
LIZ WILLMOT, P.E.
(206) 677-8610
LIZ.WILLMOT@KIMLEY-HORN.COM

PRELIMINARY - NOT FOR CONSTRUCTION

Prototype :	P6-AV
Prototype Issue Date:	10/2024
Kicthen Issue Date:	10/08/2024
Design Bulletin Updates:	N/A
Date Issued:	Bulletin Number:
10/2024	VERSION 2024-1.0

TYPE III LAND USE

ISSUED

	DATE	DESCRIPTION
1		

Sheet Title:

SITE PLAN

Date: 7/3/2025
Project Number: 090042018
Drawn By: SB, SP
Checked By: LW

Sheet Number:

C2.0

APPENDIX B

TRIP GENERATION CALCULATIONS

Raising Cane's - Burlington
KH 090042018

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

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
High-Volume Fast-Food Restaurant	3.298 K SF	929	653.22	50%	50%	2154	0%	0	2154	43%	926	0%	0	1228	463	463	0	0	614	614
High-Turnover Sit-Down Restaurant	-7.271 K SF	932	103.75	50%	50%	-754	0%	0	-754	43%	-324	0%	0	-430	-162	-162	0	0	-215	-215
Total						1400		0	1400		602		0	798	301	301	0	0	399	399

Raising Cane's - Burlington
KH 090042018

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

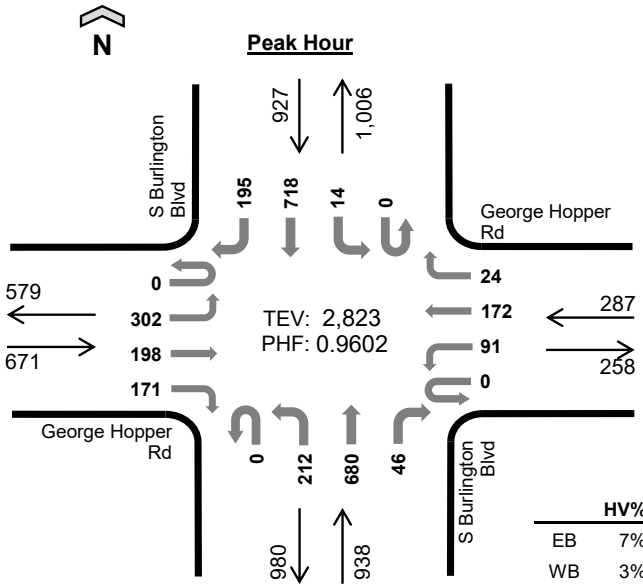
									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
High-Volume Fast-Food Restaurant	3.298 K SF	929	58.43	50%	50%	193	0%	0.00	193	43%	83	0%	0.00	110	42	41	0	0	55	55
High-Turnover Sit-Down Restaurant	-7.271 K SF	932	9.18	61%	39%	-67	0%	0.00	-67	43%	-29	0%	0.00	-38	-18	-11	0	0	-23	-15
Total						126		0.00	126		54		0.00	72	24	30	0	0	32	40

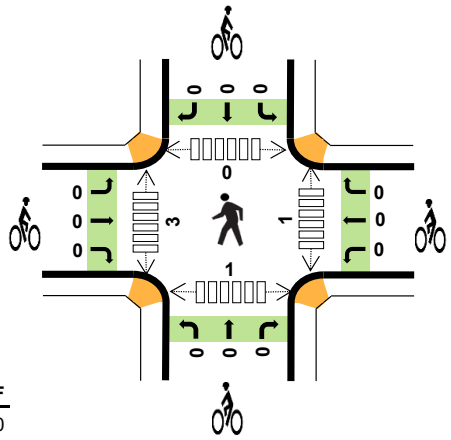
APPENDIX C

COUNT DATA

S Burlington Blvd
George Hopper Rd

Date: 9/16/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV%	PHF
EB	7%	0.90
WB	3%	0.91
NB	1%	0.95
SB	1%	0.93
TOTAL	2%	0.96

Peak Hour Count Summaries

Peak Hour Interval Start		George Hopper Rd Eastbound				George Hopper Rd Westbound				S Burlington Blvd Northbound				S Burlington Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	71	53	48	0	25	46	4	0	49	187	10	0	5	159	37	694	0
4:45 PM		0	66	51	40	0	22	34	7	0	52	174	12	0	2	199	36	695	0
5:00 PM		0	88	40	28	0	24	47	8	0	59	145	12	0	4	179	65	699	0
5:15 PM		0	77	54	55	0	20	45	5	0	52	174	12	0	3	181	57	735	2,823
Pk Hr	All	0	302	198	171	0	91	172	24	0	212	680	46	0	14	718	195	2,823	
	HV	0	5	37	2	0	1	7	0	0	1	8	2	0	0	4	2	69	
	HV%	-	2%	19%	1%	-	1%	4%	0%	-	0%	1%	4%	-	0%	1%	1%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	11	4	1	1	*17*	0	0	0	0	*0*	1	1	0	0	*2*
4:45 PM	13	2	5	2	*22*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	10	0	1	2	*13*	0	0	0	0	*0*	0	1	0	1	*2*
5:15 PM	10	2	4	1	*17*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	44	8	11	6	*69*	0	0	0	0	*0*	1	3	0	1	*5*

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Count Summaries - All Vehicles

Interval Start	George Hopper Rd				George Hopper Rd				S Burlington Blvd				S Burlington Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	64	52	33	0	20	29	7	0	64	155	19	0	16	167	50	676	0
4:15 PM	0	61	32	40	0	15	33	6	0	40	157	11	0	2	167	39	603	0
4:30 PM	**0**	**71**	**53**	**48**	**0**	**25**	**46**	**4**	**0**	**49**	**187**	**10**	**0**	**5**	**159**	**37**	**694**	**0**
4:45 PM	**0**	**66**	**51**	**40**	**0**	**22**	**34**	**7**	**0**	**52**	**174**	**12**	**0**	**2**	**199**	**36**	**695**	**2,668**
5:00 PM	**0**	**88**	**40**	**28**	**0**	**24**	**47**	**8**	**0**	**59**	**145**	**12**	**0**	**4**	**179**	**65**	**699**	**2,691**
5:15 PM	**0**	**77**	**54**	**55**	**0**	**20**	**45**	**5**	**0**	**52**	**174**	**12**	**0**	**3**	**181**	**57**	**735**	**2,823**
5:30 PM	0	58	50	50	0	16	34	4	0	57	186	10	0	2	155	57	679	2,808
5:45 PM	0	63	43	37	0	11	23	6	0	44	143	12	0	3	180	42	607	2,720
Count Total	0	548	375	331	0	153	291	47	0	417	1,321	98	0	37	1,387	383	5,388	
Pk Hr All	**0**	**302**	**198**	**171**	**0**	**91**	**172**	**24**	**0**	**212**	**680**	**46**	**0**	**14**	**718**	**195**	**2,823**	
Pk Hr HV	**0**	**5**	**37**	**2**	**0**	**1**	**7**	**0**	**0**	**1**	**8**	**2**	**0**	**0**	**4**	**2**	**69**	
Pk Hr HV%	**-**	**2%**	**19%**	**1%**	**-**	**1%**	**4%**	**0%**	**-**	**0%**	**1%**	**4%**	**-**	**0%**	**1%**	**1%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	8	3	4	12	*27*	0	0	0	8	*8*	0	2	0	0	*2*
4:15 PM	11	1	3	3	*18*	0	0	0	0	*0*	0	2	0	1	*3*
4:30 PM	**11**	**4**	**1**	**1**	**17**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**
4:45 PM	**13**	**2**	**5**	**2**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**10**	**0**	**1**	**2**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
5:15 PM	**10**	**2**	**4**	**1**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
5:30 PM	11	0	0	1	*12*	0	1	0	0	*1*	2	2	0	1	*5*
5:45 PM	9	1	3	2	*15*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	83	13	21	24	*141*	0	1	0	8	*9*	3	9	0	3	*15*
Peak Hour	**44**	**8**	**11**	**6**	***69***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**0**	**1**	**5**

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Count Summaries - Heavy Vehicles

Interval Start	George Hopper Rd				George Hopper Rd				S Burlington Blvd				S Burlington Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	8	0	0	0	3	0	0	0	4	0	0	8	2	2	27	0
4:15 PM	0	2	7	2	0	0	1	0	0	0	2	1	0	0	2	1	18	0
4:30 PM	**0**	**1**	**10**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**17**	**0**
4:45 PM	**0**	**3**	**9**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**2**	**0**	**22**	**84**
5:00 PM	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**13**	**70**
5:15 PM	**0**	**1**	**8**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**1**	**0**	**17**	**69**
5:30 PM	0	2	9	0	0	0	0	0	0	0	0	0	0	0	1	0	12	64
5:45 PM	0	1	8	0	0	0	1	0	0	0	3	0	0	0	1	1	15	57
Count Total	0	10	69	4	0	1	12	0	0	1	17	3	0	8	10	6	141	
Pk Hr Heavy	**0**	**5**	**37**	**2**	**0**	**1**	**7**	**0**	**0**	**1**	**8**	**2**	**0**	**0**	**4**	**2**	**69**	

Count Summaries - Bikes

Interval Start	George Hopper Rd				George Hopper Rd				S Burlington Blvd				S Burlington Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	8	0	0	9	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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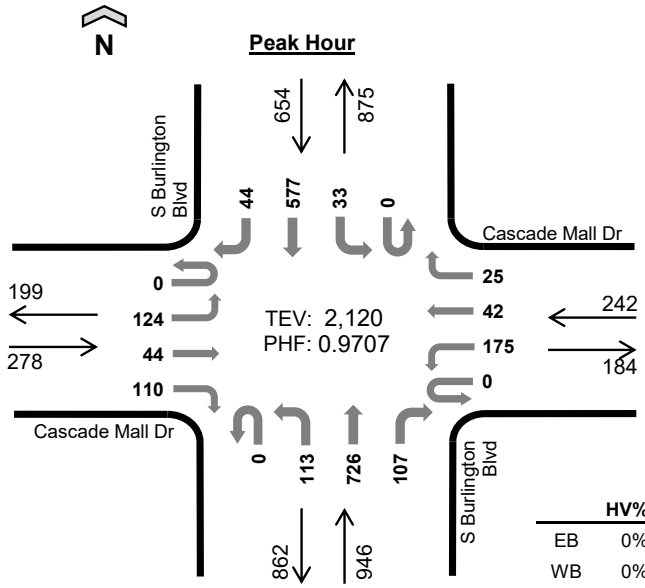
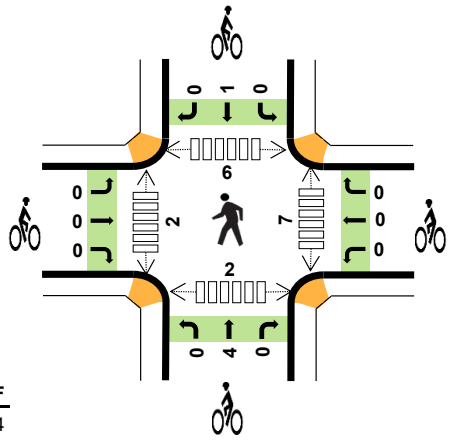
S Burlington Blvd
Cascade Mall Dr

Date: 9/16/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	0%	0.94
WB	0%	0.92
NB	2%	0.97
SB	2%	0.90
TOTAL	2%	0.97



Peak Hour Count Summaries

Peak Hour Interval Start		Cascade Mall Dr Eastbound				Cascade Mall Dr Westbound				S Burlington Blvd Northbound				S Burlington Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	35	7	24	0	46	14	4	0	29	182	25	0	15	143	12	536	0
4:15 PM		0	28	12	34	0	36	10	7	0	22	186	29	0	8	142	12	526	0
4:30 PM		0	30	16	22	0	45	8	6	0	34	179	31	0	3	129	9	512	0
4:45 PM		0	31	9	30	0	48	10	8	0	28	179	22	0	7	163	11	546	2,120
Pk Hr	All	0	124	44	110	0	175	42	25	0	113	726	107	0	33	577	44	2,120	
	HV	0	1	0	0	0	0	0	0	0	0	13	2	0	1	15	0	32	
	HV%	-	1%	0%	0%	-	0%	0%	0%	-	0%	2%	2%	-	3%	3%	0%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	5	7	*12*	0	0	0	1	*1*	3	0	4	0	*7*
4:15 PM	0	0	5	5	*10*	0	0	1	0	*1*	0	2	0	2	*4*
4:30 PM	1	0	2	1	*4*	0	0	2	0	*2*	3	0	1	0	*4*
4:45 PM	0	0	3	3	*6*	0	0	1	0	*1*	1	0	1	0	*2*
Peak Hour	1	0	15	16	*32*	0	0	4	1	*5*	7	2	6	2	*17*

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Count Summaries - All Vehicles

Interval Start	Cascade Mall Dr Eastbound				Cascade Mall Dr Westbound				S Burlington Blvd Northbound				S Burlington Blvd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**35**	**7**	**24**	**0**	**46**	**14**	**4**	**0**	**29**	**182**	**25**	**0**	**15**	**143**	**12**	**536**	0
4:15 PM	**0**	**28**	**12**	**34**	**0**	**36**	**10**	**7**	**0**	**22**	**186**	**29**	**0**	**8**	**142**	**12**	**526**	**0**
4:30 PM	**0**	**30**	**16**	**22**	**0**	**45**	**8**	**6**	**0**	**34**	**179**	**31**	**0**	**3**	**129**	**9**	**512**	**0**
4:45 PM	**0**	**31**	**9**	**30**	**0**	**48**	**10**	**8**	**0**	**28**	**179**	**22**	**0**	**7**	**163**	**11**	**546**	**2,120**
5:00 PM	0	34	9	23	0	44	4	8	0	25	194	19	0	3	141	10	514	2,098
5:15 PM	0	25	4	23	0	43	5	10	0	30	185	23	0	7	162	7	524	2,096
5:30 PM	0	30	10	28	0	32	10	7	0	25	179	21	0	5	143	14	504	2,088
5:45 PM	0	27	4	23	0	42	7	7	0	28	164	24	0	2	133	2	463	2,005
Count Total	0	240	71	207	0	336	68	57	0	221	1,448	194	0	50	1,156	77	4,125	
Pk Hr All	**0**	**124**	**44**	**110**	**0**	**175**	**42**	**25**	**0**	**113**	**726**	**107**	**0**	**33**	**577**	**44**	**2,120**	
Pk Hr HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**2**	**0**	**1**	**15**	**0**	**32**	
Pk Hr HV%	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**2%**	**2%**	**-**	**3%**	**3%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**0**	**0**	**5**	**7**	**12**	**0**	**0**	**0**	**1**	**1**	**3**	**0**	**4**	**0**	**7**
4:15 PM	**0**	**0**	**5**	**5**	**10**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**2**	**4**
4:30 PM	**1**	**0**	**2**	**1**	**4**	**0**	**0**	**2**	**0**	**2**	**3**	**0**	**1**	**0**	**4**
4:45 PM	**0**	**0**	**3**	**3**	**6**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**1**	**0**	**2**
5:00 PM	1	0	5	2	*8*	1	0	4	0	*5*	0	0	0	0	*0*
5:15 PM	0	1	2	2	*5*	1	0	1	0	*2*	0	0	0	3	*3*
5:30 PM	1	0	1	2	*4*	0	0	1	0	*1*	1	1	0	0	*2*
5:45 PM	1	0	3	1	*5*	0	0	1	0	*1*	2	0	1	0	*3*
Count Total	4	1	26	23	*54*	2	0	11	1	*14*	10	3	7	5	*25*
Peak Hour	**1**	**0**	**15**	**16**	***32***	**0**	**0**	**4**	**1**	***5***	**7**	**2**	**6**	**2**	**17**

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Count Summaries - Heavy Vehicles

Interval Start	Cascade Mall Dr				Cascade Mall Dr				S Burlington Blvd				S Burlington Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**7**	**0**	**12**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**1**	**4**	**0**	**10**	**0**
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**4**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**6**	**32**
5:00 PM	0	0	0	1	0	0	0	0	0	0	4	1	0	0	2	0	8	28
5:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	2	0	5	23
5:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	4	23
5:45 PM	0	0	0	1	0	0	0	0	0	1	2	0	0	0	1	0	5	22
Count Total	0	2	0	2	0	1	0	0	0	1	22	3	0	1	22	0	54	
Pk Hr Heavy	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**2**	**0**	**1**	**15**	**0**	**32**	

Count Summaries - Bikes

Interval Start	Cascade Mall Dr				Cascade Mall Dr				S Burlington Blvd				S Burlington Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
5:00 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	5	9
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	10
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9
Count Total	0	2	0	0	0	0	0	0	0	0	11	0	0	0	1	0	14	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**5**	

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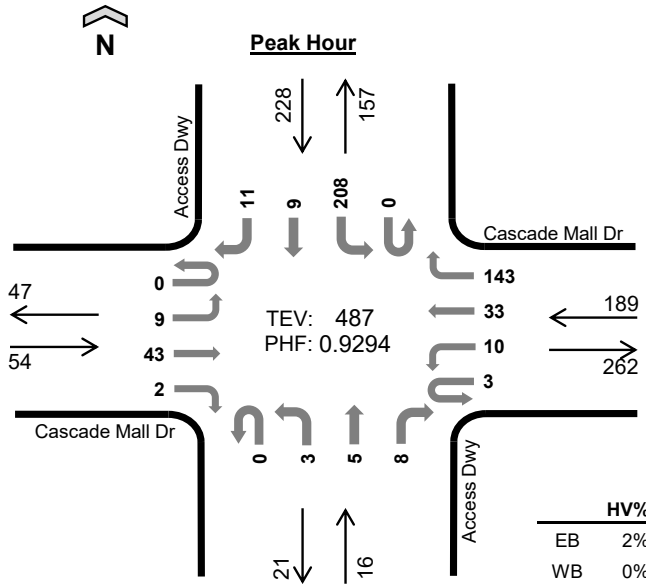
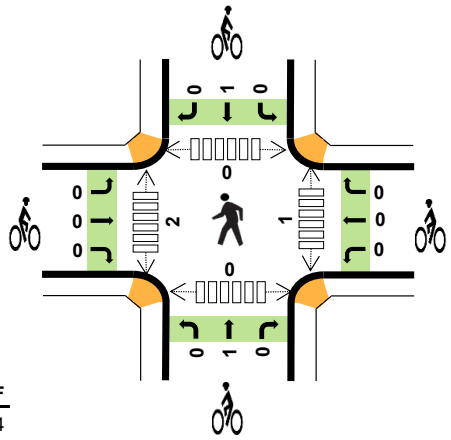
Access Dwy
Cascade Mall Dr

Date: 9/16/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	2%	0.64
WB	0%	0.91
NB	0%	0.67
SB	0%	0.90
TOTAL	0%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Cascade Mall Dr Eastbound				Cascade Mall Dr Westbound				Access Dwy Northbound				Access Dwy Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	4	17	0	1	2	5	39	0	0	0	5	0	44	2	0	119	0
4:15 PM		0	2	12	2	0	1	15	32	0	0	1	1	0	52	2	5	125	0
4:30 PM		0	2	8	0	1	2	3	46	0	2	3	1	0	59	3	1	131	0
4:45 PM		0	1	6	0	1	5	10	26	0	1	1	1	0	53	2	5	112	487
Pk Hr	All	0	9	43	2	3	10	33	143	0	3	5	8	0	208	9	11	487	
	HV	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	HV%	-	0%	2%	0%	0%	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	0	*0*	0	0	1	1	*2*	0	2	0	0	*2*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
4:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	0	0	0	*1*	0	0	1	1	*2*	1	2	0	0	*3*

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Count Summaries - All Vehicles

Interval Start	Cascade Mall Dr Eastbound				Cascade Mall Dr Westbound				Access Dwy Northbound				Access Dwy Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**4**	**17**	**0**	**1**	**2**	**5**	**39**	**0**	**0**	**0**	**5**	**0**	**44**	**2**	**0**	**119**	0
4:15 PM	**0**	**2**	**12**	**2**	**0**	**1**	**15**	**32**	**0**	**0**	**1**	**1**	**0**	**52**	**2**	**5**	**125**	**0**
4:30 PM	**0**	**2**	**8**	**0**	**1**	**2**	**3**	**46**	**0**	**2**	**3**	**1**	**0**	**59**	**3**	**1**	**131**	**0**
4:45 PM	**0**	**1**	**6**	**0**	**1**	**5**	**10**	**26**	**0**	**1**	**1**	**1**	**0**	**53**	**2**	**5**	**112**	**487**
5:00 PM	0	4	7	3	1	3	10	24	0	0	3	3	0	41	3	0	102	470
5:15 PM	0	3	10	1	0	0	7	35	0	2	2	0	0	42	1	1	104	449
5:30 PM	0	1	16	1	1	3	12	35	0	0	3	0	0	54	3	4	133	451
5:45 PM	0	1	16	0	1	2	10	19	0	1	3	0	0	36	4	2	95	434
Count Total	0	18	92	7	6	18	72	256	0	6	16	11	0	381	20	18	921	
Pk Hr All	**0**	**9**	**43**	**2**	**3**	**10**	**33**	**143**	**0**	**3**	**5**	**8**	**0**	**208**	**9**	**11**	**487**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	
Pk Hr HV%	**-**	**0%**	**2%**	**0%**	**0%**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**2**	**0**	**0**	**2**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
4:45 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	1	0	1	*3*	0	0	1	1	*2*	1	2	0	0	*3*
Peak Hour	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**1**	**2**	**1**	**2**	**0**	**0**	**3**

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Count Summaries - Heavy Vehicles

Interval Start	Cascade Mall Dr				Cascade Mall Dr				Access Dwy				Access Dwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	3	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

Count Summaries - Bikes

Interval Start	Cascade Mall Dr				Cascade Mall Dr				Access Dwy				Access Dwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	

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APPENDIX D

TURNING MOVEMENT CALCULATIONS

1 S Burlington Blvd @ E GH Rd

Synchro ID: 1

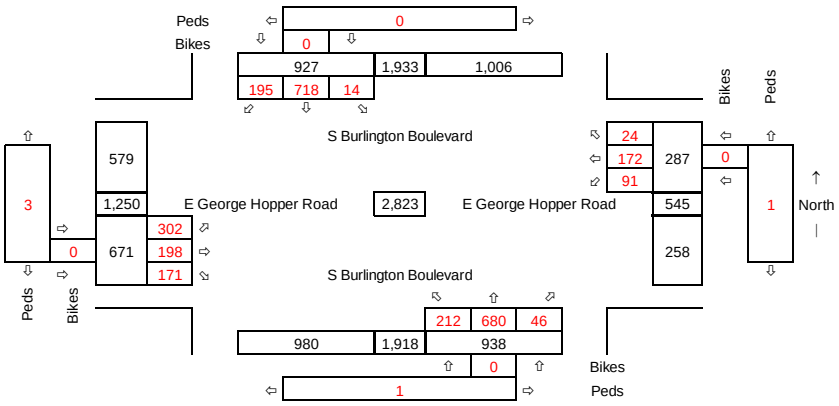
Existing
Average Weekday
PM Peak-Hour

Date: **9/16/2025**

Data Source: **IDAX**

PHF: 0.96

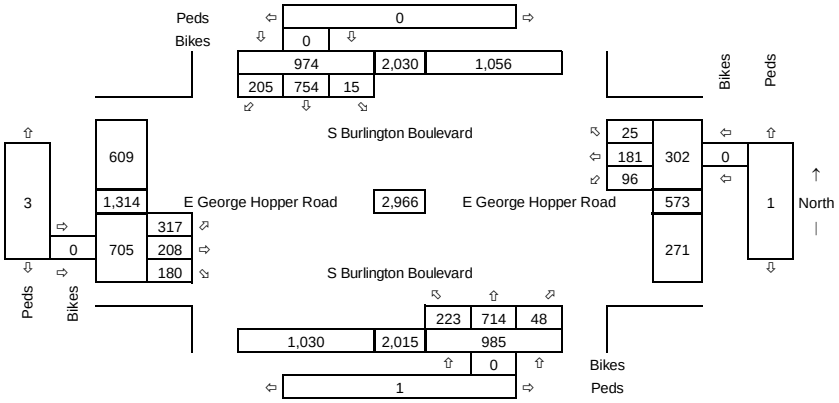
EB HVF= 7%
WB HVF= 3%
NB HVF= 1%
SB HVF= 1%



No-Build
Average Weekday
PM Peak-Hour

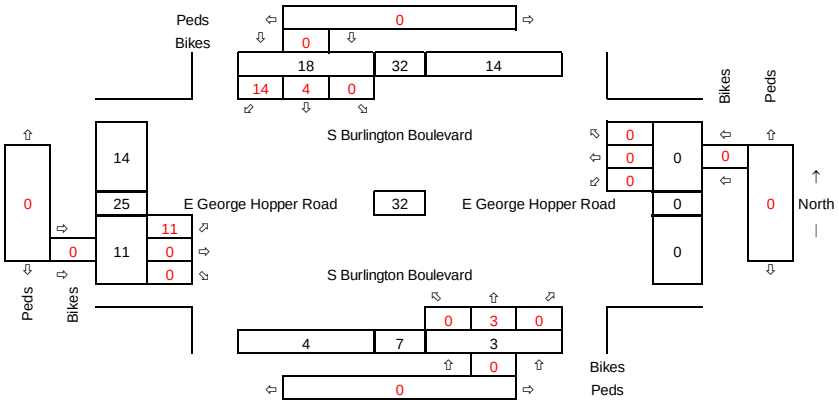
Year: 2027
Years of Growth = 2
Growth Rate = 2.5%
Growth Factor = 1.05

Grow Peds? No
Grow Bikes? No

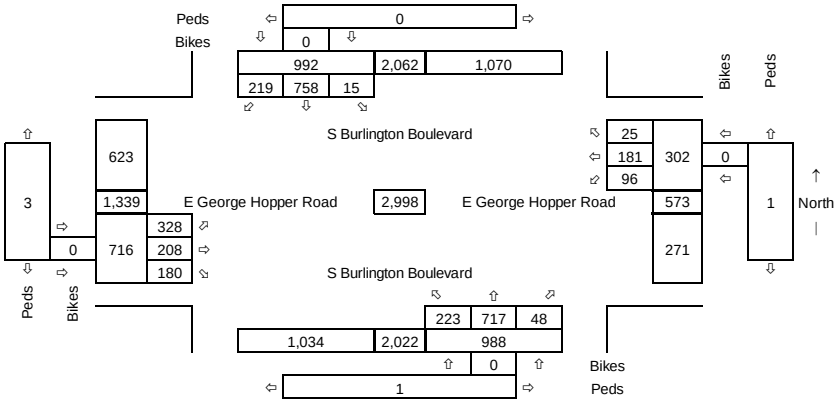


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



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2 S Burlington Blvd @ C Mall Dr

Synchro ID: 2

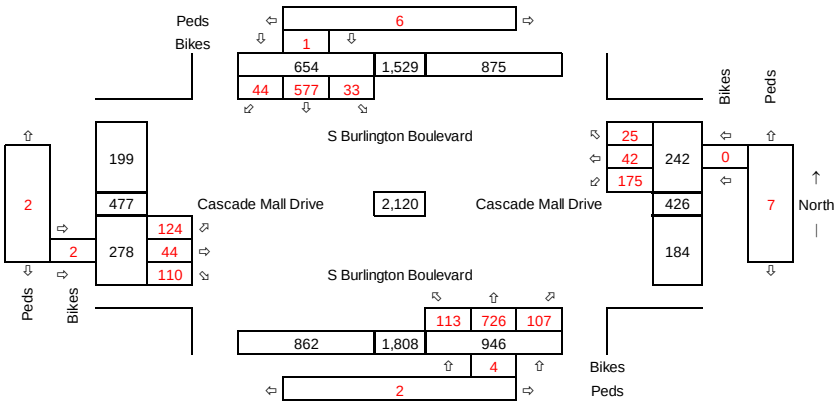
Existing
Average Weekday
PM Peak-Hour

Date: **9/16/2025**

Data Source: **IDAX**

PHF: 0.97

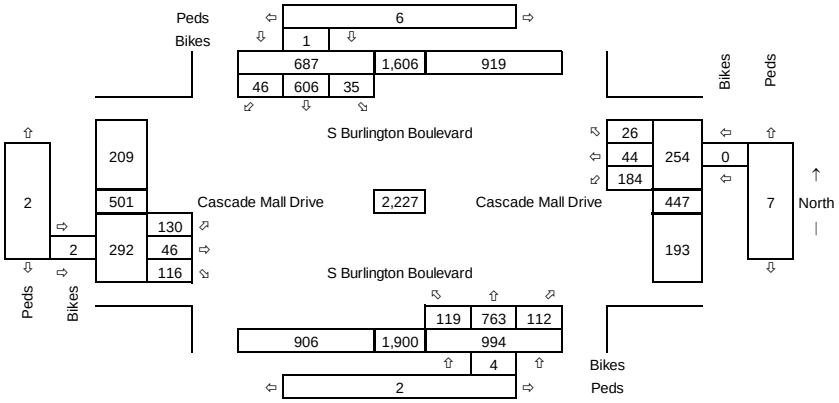
EB HVF= 0%
WB HVF= 0%
NB HVF= 2%
SB HVF= 2%



No-Build
Average Weekday
PM Peak-Hour

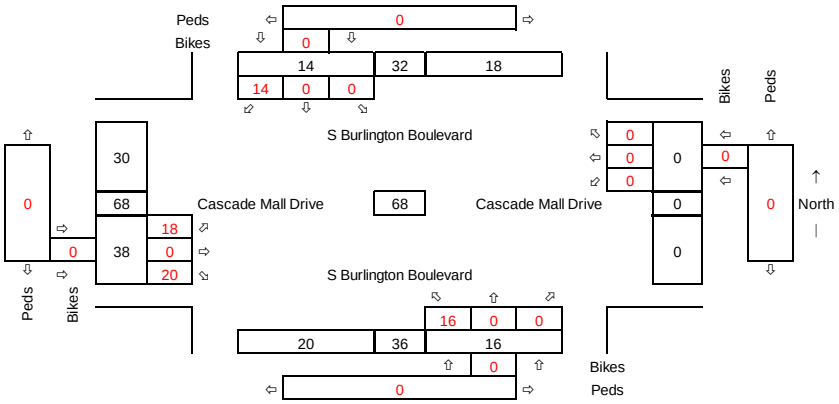
Year: 2027
Years of Growth = 2
Growth Rate = 2.5%
Growth Factor = 1.05

Grow Peds? No
Grow Bikes? No

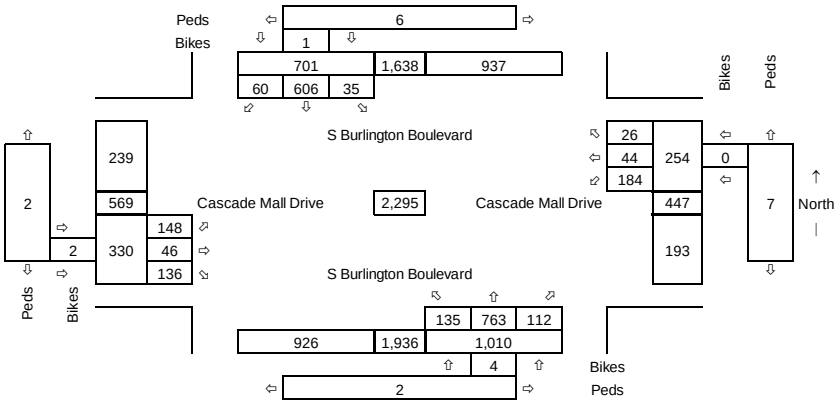


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



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3 Access Dwy @ Cascade Mall Dr

Synchro ID: 3

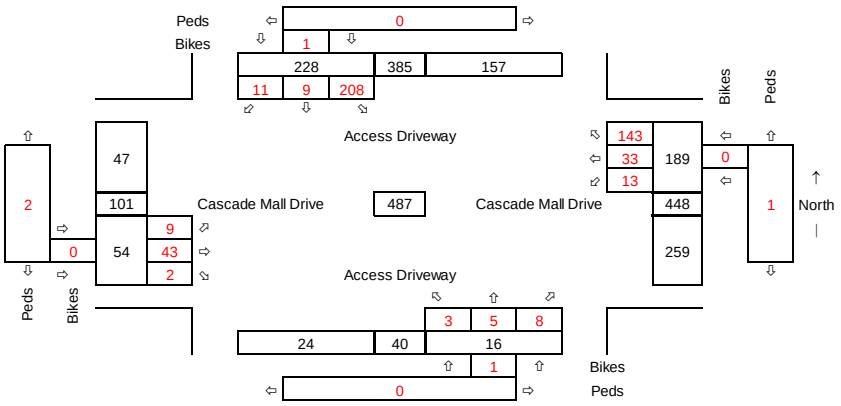
Existing
Average Weekday
PM Peak-Hour

Date: **9/16/2025**

Data Source: **IDAX**

PHF: 0.93

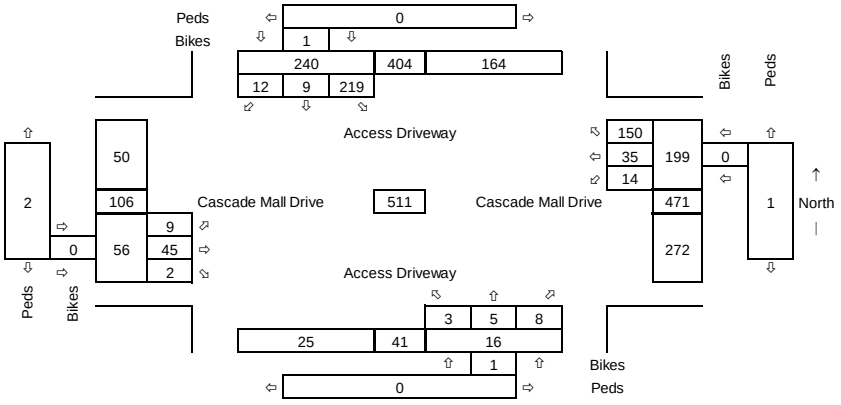
EB HVF= 2%
WB HVF= 0%
NB HVF= 0%
SB HVF= 0%



No-Build
Average Weekday
PM Peak-Hour

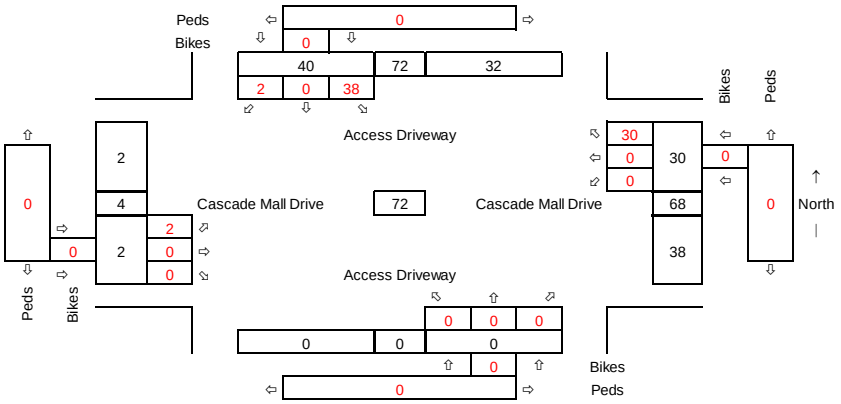
Year: 2027
Years of Growth = 2
Growth Rate = 2.5%
Growth Factor = 1.05

Grow Peds? No
Grow Bikes? No

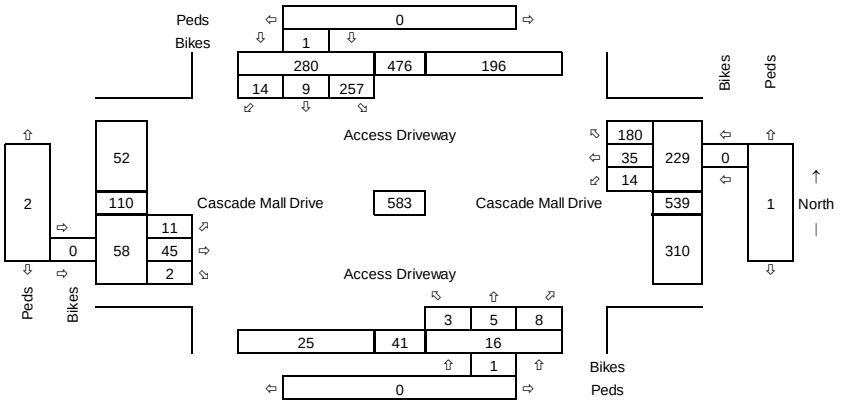


Development Trips
Average Weekday
PM Peak-Hour

Development



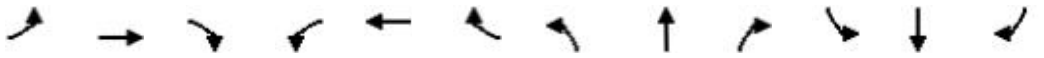
Build Trips
Average Weekday
PM Peak-Hour



APPENDIX E

LEVEL OF SERVICE CALCULATIONS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	302	198	171	91	172	24	212	680	46	14	718	195
Future Volume (vph)	302	198	171	91	172	24	212	680	46	14	718	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		0	190		0	225		0	200		185
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00			1.00	1.00		1.00		0.98
Frt			0.850		0.982			0.990				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3273	1776	1509	1752	1811	0	1787	3534	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.266			0.297		
Satd. Flow (perm)	3273	1776	1489	1751	1811	0	500	3534	0	558	3574	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			162		5			6				203
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1403			930			830			4557	
Travel Time (s)		27.3			18.1			16.2			88.8	
Confl. Peds. (#/hr)			1	1			3		1	1		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	206	178	95	204	0	221	756	0	15	748	203
Turn Type	Prot	NA	pm+ov	Prot	NA		D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6		5	2	3
Permitted Phases			8				2			6		2
Detector Phase	3	8	1	7	4		1	6		5	2	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	7.0		5.0	7.0	5.0
Minimum Split (s)	10.5	34.9	10.5	10.5	22.5		10.5	32.9		10.5	40.9	10.5
Total Split (s)	27.0	36.0	20.0	22.0	31.0		20.0	50.0		15.0	45.0	27.0
Total Split (%)	22.0%	29.3%	16.3%	17.9%	25.2%		16.3%	40.7%		12.2%	36.6%	22.0%
Yellow Time (s)	3.5	3.9	3.5	3.5	3.9		3.5	3.9		3.5	3.9	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.9	5.5	5.5	5.9		5.5	5.9		5.5	5.9	5.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	None
Act Effct Green (s)	17.0	23.8	37.4	12.0	18.7		64.9	65.1		68.2	51.3	68.7
Actuated g/C Ratio	0.14	0.19	0.30	0.10	0.15		0.53	0.53		0.55	0.42	0.56
v/c Ratio	0.70	0.60	0.31	0.56	0.73		0.55	0.40		0.04	0.50	0.21
Control Delay (s/veh)	58.6	52.2	6.3	64.9	63.3		20.3	20.6		14.9	29.8	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	58.6	52.2	6.3	64.9	63.3		20.3	20.6		14.9	29.8	1.6
LOS	E	D	A	E	E		C	C		B	C	A
Approach Delay (s/veh)		43.4			63.8			20.5			23.7	
Approach LOS		D			E			C			C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	198	171	91	172	24	212	680	46	14	718	195
Future Volume (veh/h)	302	198	171	91	172	24	212	680	46	14	718	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1856	1856	1856	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	315	206	178	95	179	25	221	708	48	15	748	203
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	7	7	3	3	3	1	1	1	1	1	1
Cap, veh/h	381	327	398	119	210	29	409	1867	127	395	1739	958
Arrive On Green	0.11	0.18	0.18	0.07	0.13	0.13	0.08	0.55	0.55	0.02	0.49	0.49
Sat Flow, veh/h	3319	1796	1520	1767	1592	222	1795	3403	231	1795	3582	1595
Grp Volume(v), veh/h	315	206	178	95	0	204	221	372	384	15	748	203
Grp Sat Flow(s),veh/h/ln	1659	1796	1520	1767	0	1815	1795	1791	1843	1795	1791	1595
Q Serve(g_s), s	11.4	13.0	12.0	6.5	0.0	13.5	7.5	14.6	14.6	0.5	16.7	2.2
Cycle Q Clear(g_c), s	11.4	13.0	12.0	6.5	0.0	13.5	7.5	14.6	14.6	0.5	16.7	2.2
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	381	327	398	119	0	239	409	983	1011	395	1739	958
V/C Ratio(X)	0.83	0.63	0.45	0.80	0.00	0.85	0.54	0.38	0.38	0.04	0.43	0.21
Avail Cap(c_a), veh/h	580	440	493	237	0	370	478	983	1011	504	1739	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	53.3	46.5	38.0	56.5	0.0	52.2	15.1	15.8	15.8	12.6	20.6	3.4
Incr Delay (d2), s/veh	6.0	2.0	0.8	11.4	0.0	11.1	1.1	1.1	1.1	0.0	0.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	6.0	4.5	3.3	0.0	6.8	3.1	6.1	6.3	0.2	7.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.2	48.4	38.8	67.9	0.0	63.4	16.2	16.9	16.9	12.7	21.3	3.8
LnGrp LOS	E	D	D	E		E	B	B	B	B	C	A
Approach Vol, veh/h		699			299			977			966	
Approach Delay, s/veh		50.8			64.8			16.8			17.5	
Approach LOS		D			E			B			B	

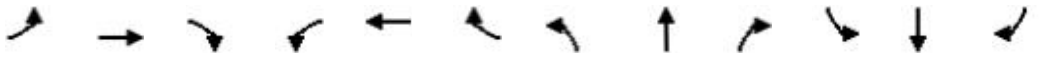
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	65.6	20.0	22.1	7.5	73.4	13.8	28.3
Change Period (Y+Rc), s	5.5	5.9	5.9	* 5.9	5.5	5.9	5.5	5.9
Max Green Setting (Gmax), s	14.5	39.1	21.5	* 25	9.5	44.1	16.5	30.1
Max Q Clear Time (g_c+I1), s	9.5	18.7	13.4	15.5	2.5	16.6	8.5	15.0
Green Ext Time (p_c), s	0.3	8.0	0.7	0.7	0.0	7.2	0.1	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	30.0
HCM 7th LOS	C

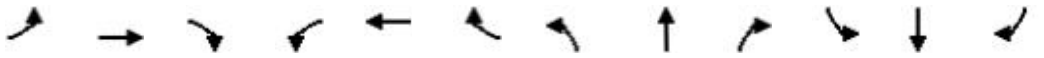
Notes

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	44	110	175	42	25	113	726	107	33	577	44
Future Volume (vph)	124	44	110	175	42	25	113	726	107	33	577	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		0	375		0	150		0	150		0
Storage Lanes	1		1	1		0	1		0	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	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99		0.98	1.00	0.99		1.00	1.00		1.00	1.00	
Frt			0.850		0.943			0.981			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1805	1778	0	1770	3455	0	1770	3496	0
Flt Permitted	0.950			0.950			0.368			0.278		
Satd. Flow (perm)	1790	1900	1587	1800	1778	0	685	3455	0	516	3496	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145		19			13			6	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		433			826			4557			974	
Travel Time (s)		11.8			16.1			88.8			19.0	
Confl. Peds. (#/hr)	6		2	2		6	2		7	7		2
Confl. Bikes (#/hr)			2						4			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	45	113	180	69	0	116	858	0	34	640	0
Turn Type	Prot	NA	Perm	Prot	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8				2			6		
Detector Phase	3	8	8	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0		3.0	7.0		3.0	7.0	
Minimum Split (s)	10.5	33.5	33.5	10.5	34.5		10.5	41.9		10.5	35.9	
Total Split (s)	32.0	33.0	33.0	36.0	37.0		21.0	65.0		12.0	56.0	
Total Split (%)	21.9%	22.6%	22.6%	24.7%	25.3%		14.4%	44.5%		8.2%	38.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.9		3.5	3.9	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.9		5.5	5.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	18.0	11.2	11.2	19.4	14.7		93.4	89.5		94.5	84.8	
Actuated g/C Ratio	0.12	0.08	0.08	0.13	0.10		0.64	0.61		0.65	0.58	
v/c Ratio	0.57	0.31	0.44	0.75	0.35		0.23	0.40		0.09	0.31	
Control Delay (s/veh)	71.5	66.6	8.9	79.7	46.7		11.5	17.4		11.4	18.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	71.5	66.6	8.9	79.7	46.7		11.5	17.4		11.4	18.2	
LOS	E	E	A	E	D		B	B		B	B	
Approach Delay (s/veh)		46.0			70.6			16.7			17.9	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	44	110	175	42	25	113	726	107	33	577	44
Future Volume (veh/h)	124	44	110	175	42	25	113	726	107	33	577	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	45	113	180	43	26	116	748	110	34	595	45
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	2	2	2
Cap, veh/h	152	189	154	205	142	86	519	1913	281	396	1988	150
Arrive On Green	0.08	0.10	0.10	0.11	0.13	0.13	0.04	0.62	0.62	0.02	0.59	0.59
Sat Flow, veh/h	1810	1900	1555	1810	1102	667	1781	3095	455	1781	3344	253
Grp Volume(v), veh/h	128	45	113	180	0	69	116	429	429	34	316	324
Grp Sat Flow(s),veh/h/ln	1810	1900	1555	1810	0	1769	1781	1777	1773	1781	1777	1820
Q Serve(g_s), s	10.2	3.2	10.3	14.3	0.0	5.2	3.7	17.8	17.8	1.0	12.8	12.8
Cycle Q Clear(g_c), s	10.2	3.2	10.3	14.3	0.0	5.2	3.7	17.8	17.8	1.0	12.8	12.8
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.26	1.00		0.14
Lane Grp Cap(c), veh/h	152	189	154	205	0	227	519	1098	1096	396	1056	1082
V/C Ratio(X)	0.84	0.24	0.73	0.88	0.00	0.30	0.22	0.39	0.39	0.09	0.30	0.30
Avail Cap(c_a), veh/h	328	358	293	378	0	382	638	1098	1096	448	1056	1082
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	60.7	63.9	63.7	0.0	57.7	11.1	14.0	14.0	11.1	14.6	14.6
Incr Delay (d2), s/veh	8.8	0.6	6.5	8.6	0.0	0.7	0.1	0.9	0.9	0.0	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	1.6	4.4	7.1	0.0	2.4	1.5	7.3	7.3	0.4	5.3	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.7	61.3	70.4	72.3	0.0	58.4	11.2	14.9	14.9	11.2	15.3	15.3
LnGrp LOS	E	E	E	E		E	B	B	B	B	B	B
Approach Vol, veh/h		286			249			974			674	
Approach Delay, s/veh		70.9			68.5			14.5			15.1	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	92.7	17.8	24.3	7.8	96.2	22.1	20.0
Change Period (Y+Rc), s	5.5	5.9	5.5	5.5	5.5	5.9	5.5	5.5
Max Green Setting (Gmax), s	15.5	50.1	26.5	31.5	6.5	59.1	30.5	27.5
Max Q Clear Time (g_c+I1), s	5.7	14.8	12.2	7.2	3.0	19.8	16.3	12.3
Green Ext Time (p_c), s	0.1	6.2	0.2	0.3	0.0	9.4	0.3	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	28.2
HCM 7th LOS	C

Notes

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

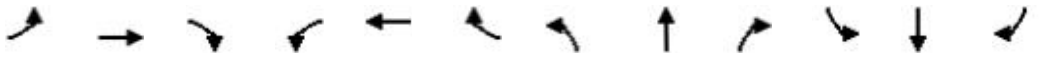
Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	43	2	13	33	143	3	5	8	208	9	11
Future Vol, veh/h	9	43	2	13	33	143	3	5	8	208	9	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	46	2	14	35	154	3	5	9	224	10	12
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	8.5	8.6	7.7	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	30%	0%	44%	0%	91%
Vol Thru, %	31%	70%	91%	56%	10%	4%
Vol Right, %	50%	0%	9%	0%	90%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	31	24	30	160	228
LT Vol	3	9	0	13	0	208
Through Vol	5	22	22	17	17	9
RT Vol	8	0	2	0	143	11
Lane Flow Rate	17	33	25	32	172	245
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.022	0.05	0.037	0.048	0.218	0.319
Departure Headway (Hd)	4.555	5.523	5.314	5.43	4.576	4.686
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	783	647	673	659	784	767
Service Time	2.596	3.264	3.055	3.162	2.308	2.714
HCM Lane V/C Ratio	0.022	0.051	0.037	0.049	0.219	0.319
HCM Control Delay, s/veh	7.7	8.6	8.3	8.4	8.6	9.9
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.2	0.8	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	317	208	180	96	181	25	223	714	48	15	754	205
Future Volume (vph)	317	208	180	96	181	25	223	714	48	15	754	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		0	190		0	225		0	200		185
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00			1.00	1.00		1.00		0.98
Frt			0.850		0.982			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3273	1776	1509	1752	1811	0	1787	3537	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.241			0.277		
Satd. Flow (perm)	3273	1776	1489	1751	1811	0	453	3537	0	521	3574	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		5			6				214
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1403			930			830			4557	
Travel Time (s)		27.3			18.1			16.2			88.8	
Confl. Peds. (#/hr)			1	1			3		1	1		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	330	217	188	100	215	0	232	794	0	16	785	214
Turn Type	Prot	NA	pm+ov	Prot	NA		D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6		5	2	3
Permitted Phases			8				2			6		2
Detector Phase	3	8	1	7	4		1	6		5	2	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	7.0		5.0	7.0	5.0
Minimum Split (s)	10.5	34.9	10.5	10.5	22.5		10.5	32.9		10.5	40.9	10.5
Total Split (s)	27.0	36.0	20.0	22.0	31.0		20.0	50.0		15.0	45.0	27.0
Total Split (%)	22.0%	29.3%	16.3%	17.9%	25.2%		16.3%	40.7%		12.2%	36.6%	22.0%
Yellow Time (s)	3.5	3.9	3.5	3.5	3.9		3.5	3.9		3.5	3.9	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.9	5.5	5.5	5.9		5.5	5.9		5.5	5.9	5.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	None
Act Effct Green (s)	17.5	24.5	38.5	12.2	19.3		63.9	64.1		67.2	49.9	67.8
Actuated g/C Ratio	0.14	0.20	0.31	0.10	0.16		0.52	0.52		0.55	0.41	0.55
v/c Ratio	0.71	0.61	0.33	0.57	0.75		0.61	0.43		0.05	0.54	0.22
Control Delay (s/veh)	58.9	52.1	7.9	65.4	64.0		22.6	21.5		15.2	31.3	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	58.9	52.1	7.9	65.4	64.0		22.6	21.5		15.2	31.3	1.6
LOS	E	D	A	E	E		C	C		B	C	A
Approach Delay (s/veh)		43.8			64.4			21.7			24.8	
Approach LOS		D			E			C			C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	208	180	96	181	25	223	714	48	15	754	205
Future Volume (veh/h)	317	208	180	96	181	25	223	714	48	15	754	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1856	1856	1856	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	330	217	188	100	189	26	232	744	50	16	785	214
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	7	7	3	3	3	1	1	1	1	1	1
Cap, veh/h	396	341	417	125	220	30	393	1830	123	370	1683	940
Arrive On Green	0.12	0.19	0.19	0.07	0.14	0.14	0.08	0.54	0.54	0.02	0.47	0.47
Sat Flow, veh/h	3319	1796	1520	1767	1596	220	1795	3405	229	1795	3582	1595
Grp Volume(v), veh/h	330	217	188	100	0	215	232	391	403	16	785	214
Grp Sat Flow(s),veh/h/ln	1659	1796	1520	1767	0	1815	1795	1791	1843	1795	1791	1595
Q Serve(g_s), s	12.0	13.7	12.6	6.9	0.0	14.2	8.1	15.9	15.9	0.5	18.3	2.5
Cycle Q Clear(g_c), s	12.0	13.7	12.6	6.9	0.0	14.2	8.1	15.9	15.9	0.5	18.3	2.5
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	396	341	417	125	0	250	393	962	990	370	1683	940
V/C Ratio(X)	0.83	0.64	0.45	0.80	0.00	0.86	0.59	0.41	0.41	0.04	0.47	0.23
Avail Cap(c_a), veh/h	580	440	500	237	0	370	453	962	990	478	1683	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	53.0	45.9	37.0	56.3	0.0	51.9	16.3	16.8	16.8	13.4	22.1	3.6
Incr Delay (d2), s/veh	6.8	2.0	0.8	11.2	0.0	12.6	1.5	1.3	1.2	0.0	0.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	6.3	4.7	3.4	0.0	7.3	3.4	6.7	6.9	0.2	7.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.8	47.9	37.7	67.5	0.0	64.5	17.9	18.1	18.1	13.4	23.0	4.1
LnGrp LOS	E	D	D	E		E	B	B	B	B	C	A
Approach Vol, veh/h		735			315			1026			1015	
Approach Delay, s/veh		50.6			65.5			18.0			18.8	
Approach LOS		D			E			B			B	

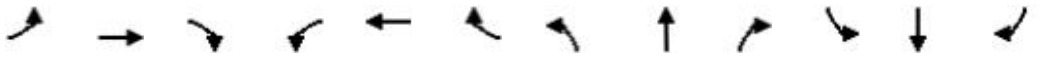
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	63.7	20.6	22.8	7.6	72.0	14.2	29.2
Change Period (Y+Rc), s	5.5	5.9	5.9	* 5.9	5.5	5.9	5.5	5.9
Max Green Setting (Gmax), s	14.5	39.1	21.5	* 25	9.5	44.1	16.5	30.1
Max Q Clear Time (g_c+I1), s	10.1	20.3	14.0	16.2	2.5	17.9	8.9	15.7
Green Ext Time (p_c), s	0.3	8.1	0.7	0.7	0.0	7.5	0.1	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	30.9
HCM 7th LOS	C

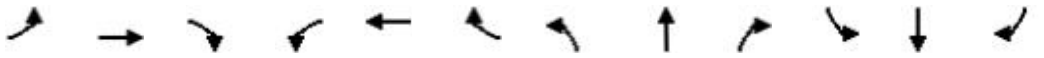
Notes

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	46	116	184	44	26	119	763	112	35	606	46
Future Volume (vph)	130	46	116	184	44	26	119	763	112	35	606	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		0	375		0	150		0	150		0
Storage Lanes	1		1	1		0	1		0	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	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99		0.98	1.00	0.99		1.00	1.00		1.00	1.00	
Frt			0.850		0.944			0.981			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1805	1780	0	1770	3455	0	1770	3500	0
Flt Permitted	0.950			0.950			0.352			0.262		
Satd. Flow (perm)	1790	1900	1587	1800	1780	0	655	3455	0	487	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145		19			13			6	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		433			826			4557			974	
Travel Time (s)		11.8			16.1			88.8			19.0	
Confl. Peds. (#/hr)	6		2	2		6	2		7	7		2
Confl. Bikes (#/hr)			2						4			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	47	120	190	72	0	123	902	0	36	672	0
Turn Type	Prot	NA	Perm	Prot	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8				2			6		
Detector Phase	3	8	8	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0		3.0	7.0		3.0	7.0	
Minimum Split (s)	10.5	33.5	33.5	10.5	34.5		10.5	41.9		10.5	35.9	
Total Split (s)	32.0	33.0	33.0	36.0	37.0		21.0	65.0		12.0	56.0	
Total Split (%)	21.9%	22.6%	22.6%	24.7%	25.3%		14.4%	44.5%		8.2%	38.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.9		3.5	3.9	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.9		5.5	5.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	15.6	11.2	11.2	20.2	15.8		92.6	88.6		93.7	83.5	
Actuated g/C Ratio	0.11	0.08	0.08	0.14	0.11		0.63	0.61		0.64	0.57	
v/c Ratio	0.70	0.32	0.47	0.76	0.34		0.26	0.43		0.10	0.34	
Control Delay (s/veh)	80.9	67.0	10.5	79.5	46.6		12.0	18.3		11.8	19.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	80.9	67.0	10.5	79.5	46.6		12.0	18.3		11.8	19.2	
LOS	F	E	B	E	D		B	B		B	B	
Approach Delay (s/veh)		50.7			70.5			17.5			18.8	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	46	116	184	44	26	119	763	112	35	606	46
Future Volume (veh/h)	130	46	116	184	44	26	119	763	112	35	606	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	47	120	190	45	27	123	787	115	36	625	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	2	2	2
Cap, veh/h	159	196	161	215	149	89	496	1883	275	371	1949	146
Arrive On Green	0.09	0.10	0.10	0.12	0.13	0.13	0.04	0.61	0.61	0.02	0.58	0.58
Sat Flow, veh/h	1810	1900	1557	1810	1106	664	1781	3098	453	1781	3346	251
Grp Volume(v), veh/h	134	47	120	190	0	72	123	451	451	36	332	340
Grp Sat Flow(s),veh/h/ln	1810	1900	1557	1810	0	1770	1781	1777	1773	1781	1777	1820
Q Serve(g_s), s	10.7	3.3	10.9	15.1	0.0	5.4	4.1	19.5	19.5	1.1	14.0	14.0
Cycle Q Clear(g_c), s	10.7	3.3	10.9	15.1	0.0	5.4	4.1	19.5	19.5	1.1	14.0	14.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.26	1.00		0.14
Lane Grp Cap(c), veh/h	159	196	161	215	0	238	496	1080	1078	371	1035	1060
V/C Ratio(X)	0.84	0.24	0.75	0.88	0.00	0.30	0.25	0.42	0.42	0.10	0.32	0.32
Avail Cap(c_a), veh/h	328	358	293	378	0	382	611	1080	1078	421	1035	1060
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	60.2	63.6	63.3	0.0	57.0	11.9	15.1	15.1	11.9	15.7	15.7
Incr Delay (d2), s/veh	8.8	0.6	6.7	8.8	0.0	0.7	0.1	1.0	1.0	0.0	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.7	4.7	7.5	0.0	2.4	1.6	8.0	8.0	0.4	5.9	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.4	60.8	70.3	72.1	0.0	57.7	12.0	16.1	16.1	11.9	16.5	16.5
LnGrp LOS	E	E	E	E		E	B	B	B	B	B	B
Approach Vol, veh/h		301			262			1025			708	
Approach Delay, s/veh		70.7			68.2			15.6			16.2	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	90.9	18.3	25.2	7.9	94.6	22.9	20.6
Change Period (Y+Rc), s	5.5	5.9	5.5	5.5	5.5	5.9	5.5	5.5
Max Green Setting (Gmax), s	15.5	50.1	26.5	31.5	6.5	59.1	30.5	27.5
Max Q Clear Time (g_c+I1), s	6.1	16.0	12.7	7.4	3.1	21.5	17.1	12.9
Green Ext Time (p_c), s	0.1	6.6	0.2	0.3	0.0	9.9	0.3	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C

Notes

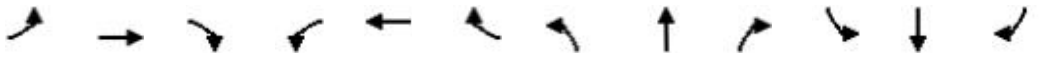
User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

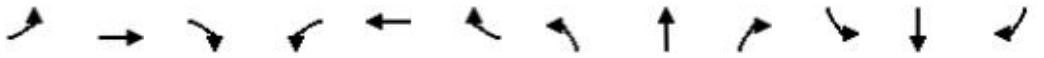
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	45	2	14	35	150	3	5	8	219	9	12
Future Vol, veh/h	9	45	2	14	35	150	3	5	8	219	9	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	48	2	15	38	161	3	5	9	235	10	13
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	8.5	8.7	7.8	10.2
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	29%	0%	44%	0%	91%
Vol Thru, %	31%	71%	92%	56%	10%	4%
Vol Right, %	50%	0%	8%	0%	90%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	32	25	32	168	240
LT Vol	3	9	0	14	0	219
Through Vol	5	23	23	18	18	9
RT Vol	8	0	2	0	150	12
Lane Flow Rate	17	34	26	34	180	258
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.022	0.052	0.039	0.051	0.231	0.338
Departure Headway (Hd)	4.607	5.571	5.369	5.473	4.617	4.717
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	774	642	666	654	776	761
Service Time	2.653	3.314	3.112	3.206	2.35	2.747
HCM Lane V/C Ratio	0.022	0.053	0.039	0.052	0.232	0.339
HCM Control Delay, s/veh	7.8	8.6	8.3	8.5	8.7	10.2
HCM Lane LOS	A	A	A	A	A	B
HCM 95th-tile Q	0.1	0.2	0.1	0.2	0.9	1.5



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	328	208	180	96	181	25	223	717	48	15	758	219
Future Volume (vph)	328	208	180	96	181	25	223	717	48	15	758	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		0	190		0	225		0	200		185
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00			1.00	1.00		1.00		0.98
Frt			0.850		0.982			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3273	1776	1509	1752	1811	0	1787	3537	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.238			0.274		
Satd. Flow (perm)	3273	1776	1489	1751	1811	0	447	3537	0	515	3574	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			150		5			6				228
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1403			930			830			4557	
Travel Time (s)		27.3			18.1			16.2			88.8	
Confl. Peds. (#/hr)			1	1			3		1	1		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	342	217	188	100	215	0	232	797	0	16	790	228
Turn Type	Prot	NA	pm+ov	Prot	NA		D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6		5	2	3
Permitted Phases			8				2			6		2
Detector Phase	3	8	1	7	4		1	6		5	2	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	7.0		5.0	7.0	5.0
Minimum Split (s)	10.5	34.9	10.5	10.5	22.5		10.5	32.9		10.5	40.9	10.5
Total Split (s)	27.0	36.0	20.0	22.0	31.0		20.0	50.0		15.0	45.0	27.0
Total Split (%)	22.0%	29.3%	16.3%	17.9%	25.2%		16.3%	40.7%		12.2%	36.6%	22.0%
Yellow Time (s)	3.5	3.9	3.5	3.5	3.9		3.5	3.9		3.5	3.9	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.9	5.5	5.5	5.9		5.5	5.9		5.5	5.9	5.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	None
Act Effct Green (s)	17.8	24.8	38.8	12.2	19.3		63.6	63.8		66.9	49.6	67.8
Actuated g/C Ratio	0.14	0.20	0.32	0.10	0.16		0.52	0.52		0.54	0.40	0.55
v/c Ratio	0.72	0.61	0.33	0.57	0.75		0.61	0.43		0.05	0.55	0.23
Control Delay (s/veh)	59.2	51.5	7.9	65.4	64.0		23.0	21.7		15.3	31.7	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	59.2	51.5	7.9	65.4	64.0		23.0	21.7		15.3	31.7	1.7
LOS	E	D	A	E	E		C	C		B	C	A
Approach Delay (s/veh)		44.0			64.4			22.0			24.8	
Approach LOS		D			E			C			C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	208	180	96	181	25	223	717	48	15	758	219
Future Volume (veh/h)	328	208	180	96	181	25	223	717	48	15	758	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1856	1856	1856	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	342	217	188	100	189	26	232	747	50	16	790	228
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	7	7	3	3	3	1	1	1	1	1	1
Cap, veh/h	408	347	423	125	220	30	387	1818	122	366	1669	939
Arrive On Green	0.12	0.19	0.19	0.07	0.14	0.14	0.08	0.53	0.53	0.02	0.47	0.47
Sat Flow, veh/h	3319	1796	1520	1767	1596	220	1795	3406	228	1795	3582	1595
Grp Volume(v), veh/h	342	217	188	100	0	215	232	393	404	16	790	228
Grp Sat Flow(s),veh/h/ln	1659	1796	1520	1767	0	1815	1795	1791	1843	1795	1791	1595
Q Serve(g_s), s	12.4	13.6	12.5	6.9	0.0	14.2	8.2	16.1	16.1	0.5	18.6	2.7
Cycle Q Clear(g_c), s	12.4	13.6	12.5	6.9	0.0	14.2	8.2	16.1	16.1	0.5	18.6	2.7
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	408	347	423	125	0	250	387	956	984	366	1669	939
V/C Ratio(X)	0.84	0.63	0.44	0.80	0.00	0.86	0.60	0.41	0.41	0.04	0.47	0.24
Avail Cap(c_a), veh/h	580	440	501	237	0	370	446	956	984	474	1669	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	52.8	45.5	36.6	56.3	0.0	51.9	16.7	17.1	17.1	13.6	22.5	3.7
Incr Delay (d2), s/veh	7.4	1.8	0.7	11.2	0.0	12.6	1.7	1.3	1.3	0.0	0.9	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	6.2	4.7	3.4	0.0	7.3	3.4	6.8	7.0	0.2	7.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.2	47.4	37.3	67.5	0.0	64.5	18.4	18.4	18.4	13.6	23.4	4.2
LnGrp LOS	E	D	D	E		E	B	B	B	B	C	A
Approach Vol, veh/h		747			315			1029			1034	
Approach Delay, s/veh		50.7			65.5			18.4			19.0	
Approach LOS		D			E			B			B	

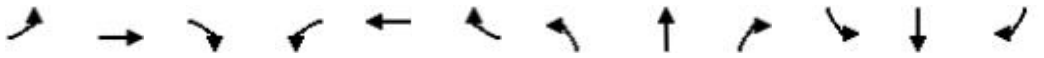
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	63.2	21.0	22.8	7.6	71.6	14.2	29.7
Change Period (Y+Rc), s	5.5	5.9	5.9	* 5.9	5.5	5.9	5.5	5.9
Max Green Setting (Gmax), s	14.5	39.1	21.5	* 25	9.5	44.1	16.5	30.1
Max Q Clear Time (g_c+I1), s	10.2	20.6	14.4	16.2	2.5	18.1	8.9	15.6
Green Ext Time (p_c), s	0.3	8.1	0.7	0.7	0.0	7.5	0.1	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	31.1
HCM 7th LOS	C

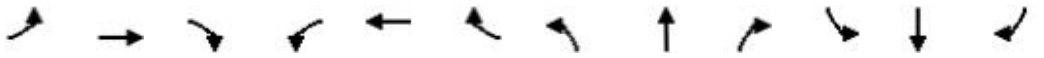
Notes

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	46	136	184	44	26	135	763	112	35	606	60
Future Volume (vph)	148	46	136	184	44	26	135	763	112	35	606	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		0	375		0	150		0	150		0
Storage Lanes	1		1	1		0	1		0	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	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99		0.98	1.00	0.99		1.00	1.00		1.00	1.00	
Frt			0.850		0.944			0.981			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1805	1780	0	1770	3455	0	1770	3485	0
Flt Permitted	0.950			0.950			0.342			0.261		
Satd. Flow (perm)	1790	1900	1587	1800	1780	0	637	3455	0	485	3485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145		19			13			8	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		433			826			4557			974	
Travel Time (s)		11.8			16.1			88.8			19.0	
Confl. Peds. (#/hr)	6		2	2		6	2		7	7		2
Confl. Bikes (#/hr)			2						4			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	47	140	190	72	0	139	902	0	36	687	0
Turn Type	Prot	NA	Perm	Prot	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8				2			6		
Detector Phase	3	8	8	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0		3.0	7.0		3.0	7.0	
Minimum Split (s)	10.5	33.5	33.5	10.5	34.5		10.5	41.9		10.5	35.9	
Total Split (s)	32.0	33.0	33.0	36.0	37.0		21.0	65.0		12.0	56.0	
Total Split (%)	21.9%	22.6%	22.6%	24.7%	25.3%		14.4%	44.5%		8.2%	38.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.9		3.5	3.9	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.9		5.5	5.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	17.1	11.6	11.6	20.2	14.7		92.2	88.2		93.3	81.9	
Actuated g/C Ratio	0.12	0.08	0.08	0.14	0.10		0.63	0.60		0.64	0.56	
v/c Ratio	0.73	0.31	0.54	0.76	0.37		0.29	0.43		0.10	0.35	
Control Delay (s/veh)	81.0	65.9	15.5	79.5	48.0		12.6	18.7		12.2	20.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	81.0	65.9	15.5	79.5	48.0		12.6	18.7		12.2	20.4	
LOS	F	E	B	E	D		B	B		B	C	
Approach Delay (s/veh)		51.9			70.9			17.9			20.0	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	46	136	184	44	26	135	763	112	35	606	60
Future Volume (veh/h)	148	46	136	184	44	26	135	763	112	35	606	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	47	140	190	45	27	139	787	115	36	625	62
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	2	2	2
Cap, veh/h	178	217	179	215	149	90	482	1848	270	362	1845	183
Arrive On Green	0.10	0.11	0.11	0.12	0.14	0.14	0.05	0.60	0.60	0.02	0.57	0.57
Sat Flow, veh/h	1810	1900	1560	1810	1106	664	1781	3098	453	1781	3260	323
Grp Volume(v), veh/h	153	47	140	190	0	72	139	451	451	36	340	347
Grp Sat Flow(s),veh/h/ln	1810	1900	1560	1810	0	1770	1781	1777	1773	1781	1777	1806
Q Serve(g_s), s	12.2	3.3	12.7	15.1	0.0	5.4	4.8	20.1	20.1	1.2	15.0	15.1
Cycle Q Clear(g_c), s	12.2	3.3	12.7	15.1	0.0	5.4	4.8	20.1	20.1	1.2	15.0	15.1
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.26	1.00		0.18
Lane Grp Cap(c), veh/h	178	217	179	215	0	239	482	1060	1058	362	1006	1022
V/C Ratio(X)	0.86	0.22	0.78	0.88	0.00	0.30	0.29	0.43	0.43	0.10	0.34	0.34
Avail Cap(c_a), veh/h	328	358	294	378	0	382	588	1060	1058	412	1006	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	58.7	62.9	63.3	0.0	56.9	12.8	15.9	15.9	12.6	17.0	17.0
Incr Delay (d2), s/veh	8.7	0.5	7.4	8.8	0.0	0.7	0.1	1.1	1.1	0.0	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	1.6	5.5	7.5	0.0	2.4	1.9	8.3	8.3	0.5	6.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.6	59.2	70.3	72.1	0.0	57.6	12.9	17.0	17.0	12.7	17.9	17.9
LnGrp LOS	E	E	E	E		E	B	B	B	B	B	B
Approach Vol, veh/h		340			262			1041			723	
Approach Delay, s/veh		70.2			68.1			16.4			17.6	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	88.6	19.9	25.2	7.9	93.0	22.9	22.2
Change Period (Y+Rc), s	5.5	5.9	5.5	5.5	5.5	5.9	5.5	5.5
Max Green Setting (Gmax), s	15.5	50.1	26.5	31.5	6.5	59.1	30.5	27.5
Max Q Clear Time (g_c+I1), s	6.8	17.1	14.2	7.4	3.2	22.1	17.1	14.7
Green Ext Time (p_c), s	0.1	6.7	0.2	0.3	0.0	9.9	0.3	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	30.3
HCM 7th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

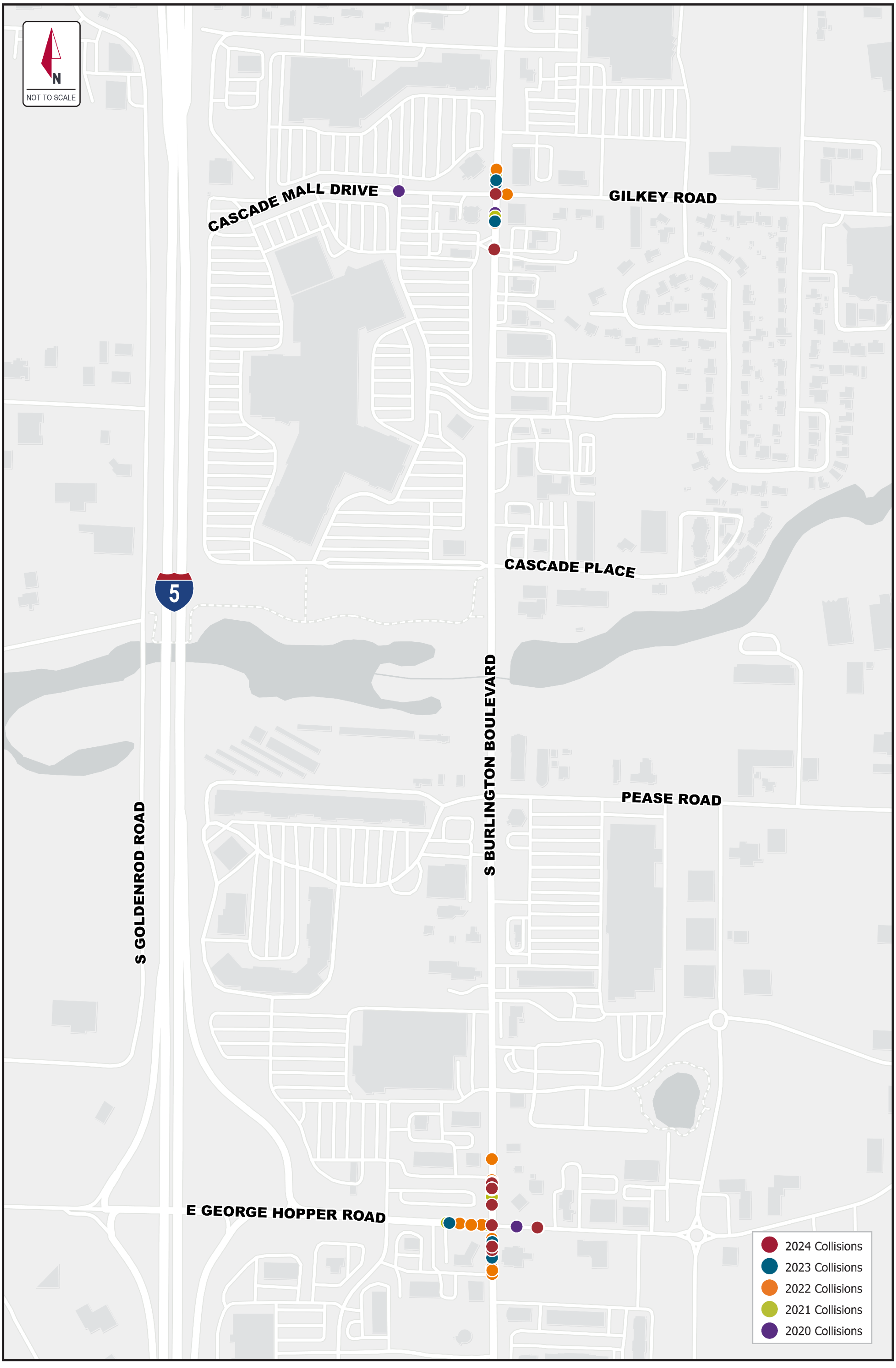
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	45	2	14	35	180	3	5	8	257	9	14
Future Vol, veh/h	11	45	2	14	35	180	3	5	8	257	9	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	48	2	15	38	194	3	5	9	276	10	15
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	8.7	9.2	7.9	11.1
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	33%	0%	44%	0%	92%
Vol Thru, %	31%	67%	92%	56%	9%	3%
Vol Right, %	50%	0%	8%	0%	91%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	34	25	32	198	280
LT Vol	3	11	0	14	0	257
Through Vol	5	23	23	18	18	9
RT Vol	8	0	2	0	180	14
Lane Flow Rate	17	36	26	34	212	301
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.023	0.058	0.04	0.053	0.279	0.402
Departure Headway (Hd)	4.761	5.754	5.531	5.595	4.727	4.804
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	746	619	644	638	756	747
Service Time	2.829	3.518	3.294	3.345	2.476	2.849
HCM Lane V/C Ratio	0.023	0.058	0.04	0.053	0.28	0.403
HCM Control Delay, s/veh	7.9	8.9	8.5	8.7	9.3	11.1
HCM Lane LOS	A	A	A	A	A	B
HCM 95th-tile Q	0.1	0.2	0.1	0.2	1.1	1.9

APPENDIX F

COLLISION DATA



Kimley»Horn

2020 - 2024 COLLISION HISTORY

RAISING CANES - CITY OF BURLINGTON, WASHINGTON (KH 090042018)

Collision Data Table

Raising Canes - Burlington, WA

REPORT NUMBER	DATE	TIME	PRIMARY ROADWAY	CROSS STREET	SEVERITY	# VEHICLES	# PEDS	# BIKES	COLLISION TYPE	VEHICLE 1 MANEUVER	VEHICLE 2 MANEUVER
EA76477	2020-10-27	13:55	CASCADE MALL DR	S BURLINGTON BLVD	Possible Injury	2	0	0	From same direction - both going straight - both moving - rear-end	Starting in Traffic Lane	Starting in Traffic Lane
EA74991	2020-10-21	6:13	E GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	N/A
EB40705	2021-06-18	21:48	E GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From opposite direction - one left turn - one right turn	Making Left Turn	Making Right Turn
EB64350	2021-09-04	15:03	S BURLINGTON BLVD	E GEORGE HOPPER BLVD	No Apparent Injury	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
EC38876	2022-04-12	11:26	S BURLINGTON BLVD	E GEORGE HOPPER BLVD	No Apparent Injury	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
EC90479	2022-09-29	16:22	S BURLINGTON BLVD	GEORGE HOPPER RD	No Apparent Injury	2	0	0	Entering at angle	Making Right Turn	Stopped for Traffic
ED14381	2022-12-13	2:17	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
ED30712	2023-02-02	11:56	GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
ED46134	2023-03-19	12:39	E GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
ED66792	2023-06-03	13:28	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	Entering at angle	Merging (Entering Traffic)	Going Straight Ahead
ED90261	2023-08-08	14:40	W GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
EE43634	2024-01-17	17:33	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	Entering at angle	Making Right Turn	Stopped at Signal or Stop Sign
EE69360	2024-04-13	18:14	S BURLINGTON BLVD	GEORGE HOPPER RD	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn
EF01507	2024-08-01	15:05	S BURLINGTON BLVD	GEORGE HOPPER RD	No Apparent Injury	3	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
EF43446	2024-12-06	16:38	E GEORGE HOPPER RD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
ED81959	2023-07-21	17:34	E GEORGE HOPPER RD	E GEORGE HOPPER RD	Suspected Minor Injury	1	0	1	Pedalcyclist Strikes Moving Vehicle	Going Straight Ahead	N/A
EB32397	2021-05-18	16:42	S BURLINGTON BLVD	E GEORGE HOPPER RD	Possible Injury	1	0	1	Pedalcyclist Strikes Moving Vehicle	Going Straight Ahead	N/A
ED03353	2022-11-07	14:18	S BURLINGTON BLVD	E GEORGE HOPPER RD	Possible Injury	1	0	1	Pedalcyclist Strikes Moving Vehicle	Stopped at Signal or Stop S	N/A
EB46792	2021-07-09	7:42	E GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From opposite direction - one stopped - head-on	Going Straight Ahead	Stopped at Signal or Stop Sign
EC99748	2022-11-02	14:57	S BURLINGTON BLVD	E GEORGE HOPPER RD	Possible Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EA33546	2020-05-13	12:51	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EA69336	2020-10-05	17:22	S BURLINGTON BLVD	HOPPER RD	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn
EB41070	2021-06-11	15:55	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EE83601	2024-06-04	21:29	S BURLINGTON BLVD	GEORGE HOPPER RD	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EF54609	2024-12-22	0:53	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	1	0	0	Other Objects	Making Right Turn	N/A
EC97747	2022-10-27	21:52	E GEORGE HOPPER RD	S BURLINGTON BLVD	Possible Injury	1	1	0	Vehicle going straight hits pedestrian	Going Straight Ahead	N/A
EC81984	2022-09-07	5:45	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	1	1	0	Vehicle turning right hits pedestrian	Making Right Turn	N/A
EA16166	2020-02-19	13:14	S BURLINGTON BLVD	E GEORGE HOPPER RD	Suspected Minor Injury	3	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
ED04406	2022-11-04	17:43	S BURLINGTON BLVD	E GEORGE HOPPER RD	Possible Injury	3	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
ED15113	2022-12-15	9:24	S BURLINGTON BLVD	E GEORGE HOPPER RD	Possible Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EE14483	2023-10-26	10:28	S BURLINGTON BLVD	E GEORGE HOPPER RD	Possible Injury	4	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EA27489	2020-03-30	10:22	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EA50416	2020-07-18	13:13	E GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EA59289	2020-08-25	17:15	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EA74251	2020-10-22	19:30	E GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EB62965	2021-08-31	9:11	HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - one right turn - one straight	Overtaking and Passing	Making Right Turn
EB78321	2021-10-11	8:26	HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EB79519	2021-10-14	15:04	HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	3	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EB78666	2021-10-14	14:31	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EB96258	2021-12-02	12:15	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EC19065	2022-02-05	12:45	GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing
EC19436	2022-02-11	16:43	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EC25674	2022-02-28	17:41	GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EC39925	2022-04-22	12:48	S BURLINGTON BLVD	GEORGE HOPPER RD	No Apparent Injury	3	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EC78939	2022-08-29	10:49	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - one right turn - one straight	Going Straight Ahead	Making Right Turn
ED17601	2022-12-19	10:51	GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	Same direction -- both turning left -- one stopped -- rear end	Making Left Turn	Stopped for Traffic
ED17486	2022-12-22	17:59	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	3	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
ED64964	2023-05-24	19:16	E GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EF01749	2024-07-30	11:31	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	3	0	0	From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped for Traffic
EF14982	2024-09-13	17:25	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Slowing	Stopped for Traffic
EF41316	2024-11-30	10:20	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped for Traffic
EF43445	2024-12-02	13:36	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EC97116	2022-10-18	9:20	E GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - all others	Backing	Stopped for Traffic
EE41050	2024-01-10	11:03	GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - all others	Backing	Stopped at Signal or Stop Sign
EB04580	2021-01-31	12:16	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Changing Lanes

Collision Data Table

Raising Canes - Burlington, WA

EB63469	2021-09-01	13:27	E GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	Same direction -- both turning left -- both moving -- sideswipe	Making Left Turn	Making Left Turn
EC38457	2022-04-10	18:17	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead
EC61954	2022-07-05	12:14	GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	Same direction -- both turning left -- both moving -- sideswipe	Making Left Turn	Making Left Turn
ED01501	2022-11-04	18:59	GEORGE HOPPER RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead
ED13227	2022-12-10	14:17	S BURLINGTON BLVD	E GEORGE HOPPER RD	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead
EE58344	2024-03-11	9:44	S BURLINGTON BLVD	GILKEY RD	Suspected Minor Injury	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn
EA09702	2020-01-31	12:19	S BURLINGTON BLVD	GILKEY RD	Possible Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
EC77582	2022-08-21	8:05	S BURLINGTON BLVD	GILKEY RD	Possible Injury	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
EA19145	2020-02-24	18:32	S BURLINGTON BLVD	GILKEY RD	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn
EA68638	2020-10-02	11:12	S BURLINGTON BLVD	CASCADE MALL DR	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
EB40776	2021-06-19	12:58	S BURLINGTON BLVD	CASCADE MALL DR	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn
EB79958	2021-10-17	11:58	S BURLINGTON BLVD	GILKEY RD	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
ED19634	2022-12-26	14:02	S BURLINGTON BLVD	CASCADE MALL DR	No Apparent Injury	2	0	0	Entering at angle	Merging (Entering Traffic)	Stopped in Roadway
ED22950	2023-01-07	9:39	S BURLINGTON BLVD	CASCADE MALL DR	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
EE95584	2024-07-12	7:30	S BURLINGTON BLVD	GILKEY RD	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn
EF31239	2024-11-01	14:05	S BURLINGTON BLVD	CASCADE MALL DR	No Apparent Injury	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
EF34267	2024-11-07	8:55	GILKEY RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn
EC57358	2022-06-14	16:41	S BURLINGTON BLVD	GILKEY RD	Suspected Serious Injury	1	0	1	Pedalcyclist Strikes Moving Vehicle	Making Right Turn	N/A
EF12561	2024-08-25	19:55	S BURLINGTON BLVD	CASCADE MALL DR	Suspected Minor Injury	1	0	1	Pedalcyclist Strikes Moving Vehicle	Merging (Entering Traffic)	N/A
EA36906	2020-05-29	14:12	S BURLINGTON BLVD	GILKEY RD	Possible Injury	1	0	1	Vehicle Strikes Pedalcyclist	Making Right Turn	N/A
EC99139	2022-10-28	20:12	CASCADE MALL DR	S BURLINGTON BLVD	Possible Injury	1	0	1	Vehicle Strikes Pedalcyclist	Going Straight Ahead	N/A
EE94862	2024-07-10	14:30	S BURLINGTON BLVD	CASCADE MALL DR	Suspected Serious Injury	3	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EA44644	2020-06-30	17:19	S BURLINGTON BLVD	CASCADE MALL DR	Possible Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EA78920	2020-11-03	17:56	S BURLINGTON BLVD	GILKEY RD	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EB01617	2021-01-24	13:09	GILKEY RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn
EC43425	2022-05-05	14:27	S BURLINGTON BLVD	CASCADE MALL DR	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
ED07723	2022-11-19	17:37	S BURLINGTON BLVD	GILKEY RD	Suspected Serious Injury	1	1	0	Vehicle going straight hits pedestrian	Going Straight Ahead	N/A
EA25059	2020-03-17	10:14	S BURLINGTON BLVD	CASCADE MALL DR	Possible Injury	3	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EB59843	2021-08-17	16:13	S BURLINGTON BLVD	CASCADE MALL DR	Possible Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
ED39550	2023-02-23	18:06	S BURLINGTON BLVD	GILKEY RD	Possible Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EA48146	2020-07-16	18:19	S BURLINGTON BLVD	GILKEY RD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Slowing	Stopped at Signal or Stop Sign
EB08165	2021-02-21	12:43	S BURLINGTON BLVD	GILKEY RD	No Apparent Injury	3	0	0	From same direction - both going straight - both moving - rear-end	Slowing	Starting in Traffic Lane
EC12047	2021-12-23	8:57	S BURLINGTON BLVD	GILKEY RD	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EC52616	2022-06-05	16:48	S BURLINGTON BLVD	CASCADE MALL DR	No Apparent Injury	3	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
ED08921	2022-11-25	20:42	S BURLINGTON BLVD	CASCADE MALL DR	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
ED46476	2023-03-27	16:20	S BURLINGTON BLVD	CASCADE MALL DR	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped for Traffic
ED83890	2023-07-19	16:32	S BURLINGTON BLVD	CASCADE MALL DR	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
EA91754	2020-12-13	17:04	GILKEY RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - all others	Backing	Stopped at Signal or Stop Sign
EC80477	2022-09-04	16:47	GILKEY RD	S BURLINGTON BLVD	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead
ED03632	2022-11-05	13:14	S BURLINGTON BLVD	CASCADE MALL DR	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - sideswipe	Stopped for Traffic	Going Straight Ahead