May 9, 2021

# **Traffic Impact Study**

Parkside Extension 7507 Mt. Washington Road (KY 2053) Louisville, KY

Prepared for

Louisville Metro Planning Commission



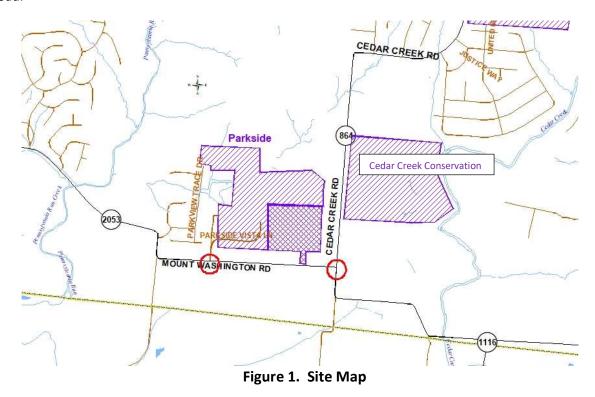


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### INTRODUCTION

The site plan for the proposed Parkside Extension subdivision shows an additional 117 single-family lots on Mt. Washington Road (KY 2053) in Louisville, KY. **Figure 1** displays a map of the site. Access from Mt. Washington Road to the site will be from Parkside Vista Lane. The subdivision also connects to Parkside Vista Trace. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersections of Mt. Washington Road with Parkside Vista Lane and Cedar Creek Road.



### **EXISTING CONDITIONS**

Mt. Washington Road, KY 2053, is a state-maintained road with an estimated 2021 ADT of 4,500 vehicles per day between Campion Court and KY 864, as estimated from the 2019 count by the Kentucky Transportation Cabinet at station 278. The road is a two-lane highway with ten-foot lanes with three-foot stabilized shoulders (provided by the Kentucky Transportation Cabinet). The speed limit is 35 mph. There are no sidewalks. The intersection with Cedar Creek Road is controlled with a stop sign.

Peak hour traffic counts for the intersections were obtained on Tuesday, April 13, 2021. The a.m. peak hour varied and the p.m. peak hour occurred between 4:15 and 5:15. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

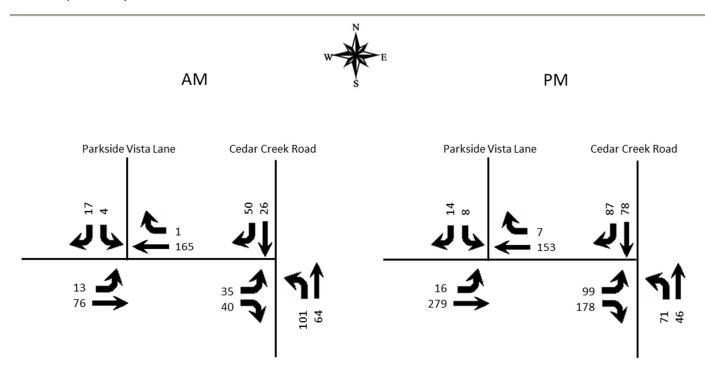


Figure 2. Existing Peak Hour Volumes

### **FUTURE CONDITIONS**

The project completion date is 2026. An annual growth rate of 2 percent was applied to the 2021 thru volumes. This was determined by the historical growth at KYTC station 278. Trip generation for 513 lots from approved subdivisions on Cedar Creek Road was included (see Appendix for detail). Trip generation for the 145 unbuilt lots that will be accessed from Parkside Vista Lane are shown on Parkside Vista Lane. This results in an annual growth rate of 9.2%. There are 46 lots that access from Mt. Washington Road will primarily be from Parkside Vista Trace. **Figure 3** displays the 2026 No Build peak hour volumes.

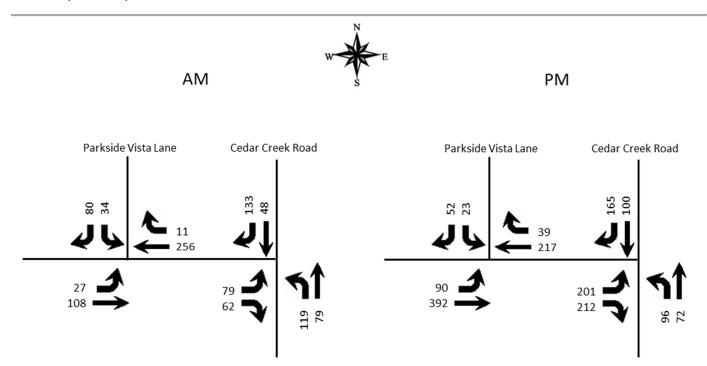


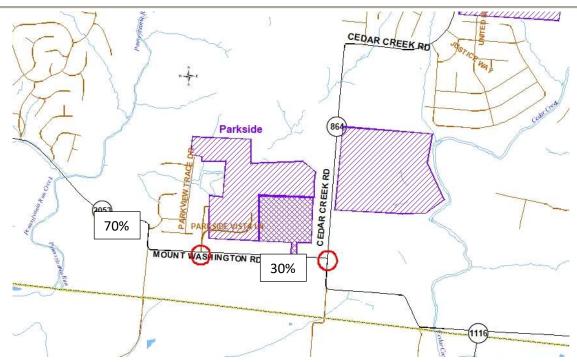
Figure 3. 2026 No Build Peak Hour Volumes

### TRIP GENERATION

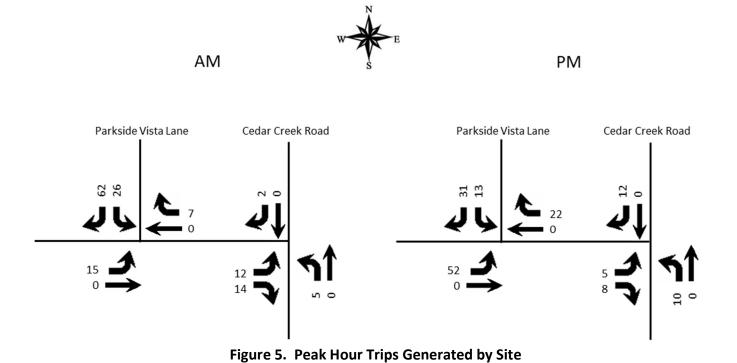
The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 10<sup>th</sup> Edition contains trip generation rates for a wide range of developments. The land use of "Single-Family Detached (210)" was reviewed and determined to be the best match. The trip generation results are listed in **Table 1**. The trips were assigned to the highway network with the percentages shown in **Figure 4**. At Cedar Creek Road, percentages from the count were used for each peak hour. **Figure 5** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed.

A.M. Peak Hour P.M. Peak Hour **Land Use Trips** Out **Trips** In Out In Single-Family (117 units) 88 22 66 118 74 44

Table 1. Peak Hour Trips Generated by Site



**Figure 4. Trip Distribution Percentages** 



Diane B. Zimmerman
Traffic Engineering, LLC.

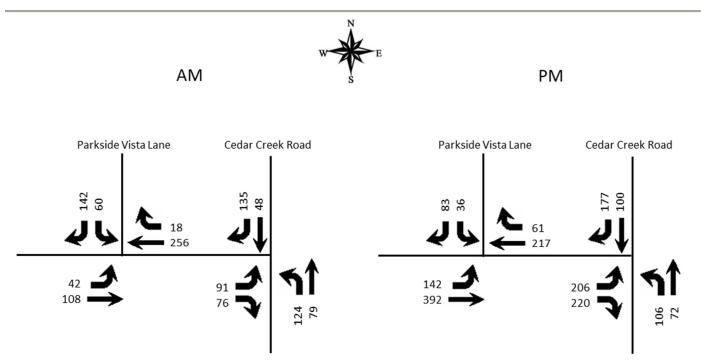


Figure 6. 2026 Build Peak Hour Volumes

### **ANALYSIS**

The qualitative measure of operation for a roadway facility or intersection is evaluated by assigning a "Level of Service". Level of Service is a ranking scale from A through F, "A" is the best operating condition and "F" is the worst. Level of Service results depend upon the facility that is analyzed. In this case, the Level of Service is based upon the total delay experienced for lanes at stop-controlled intersections.

To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the <u>Highway Capacity Manual</u>, 6<sup>th</sup> edition. Future delays and Level of Service were determined for the intersections using the HCS Streets (version 7.9.5) software. The delays and Level of Service are summarized in **Table 2**.

Table 2. Peak Hour Level of Service

|  |          | A.M.     |       |          | P.M.     |       |
|--|----------|----------|-------|----------|----------|-------|
| A  | 2021     | 2026     | 2026  | 2021     | 2026     | 2026  |
| Approach                                   | Existing | No Build | Build | Existing | No Build | Build |
| Mt. Washington Road at Parkside Vista Lane |          |          |       |          |          |       |
| Mt. Washington Road Eastbound (left)       | Α        | Α        | Α     | Α        | Α        | Α     |
| Wit. Washington Road Eastbound (left)      | 7.8      | 8.0      | 8.0   | 7.6      | 8.0      | 8.2   |
| Parkside Vista Lane Southbound             | Α        | В        | В     | В        | В        | В     |
| Parkside vista Larie Southbourid           | 9.6      | 12.7     | 12.6  | 10.4     | 13.1     | 13.2  |
| Mt. Washington Road at Cedar Creek Road    |          |          |       |          |          |       |
| Mt. Washington Road Eastbound              | В        | В        | В     | В        | С        | С     |
| Wit. Washington Noad Eastbound             | 10.6     | 13.3     | 14.0  | 12.1     | 21.5     | 24.1  |
| Codar Crook Bood Northbound (loft)         | Α        | Α        | Α     | Α        | Α        | Α     |
| Cedar Creek Road Northbound (left)         | 7.6      | 7.9      | 8.0   | 7.7      | 8.0      | 8.1   |

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance</u> <u>Manual</u> dated July, 2020. Using the volumes in Figure 6, an eastbound left-turn lane is recommended at the entrance.

### **CONCLUSIONS**

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2026, there will be a slight impact to the existing highway network. A left-turn lane is recommended at the entrance. No other improvements are required.

# **APPENDIX**

#### **Traffic Counts**

### 

Marr Traffic DATA COLLECTION

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Site 1 of 2 Site 1 of 2

Parkside Vista Ln KY-2053 Mt. Washinton Rd (West)

KY-2053 Mt. Washinton Rd (East)

Mt. Washington, KY

Date

Tuesday, April 13, 2021

Weather Cloudy 61°F

Lat/Long

38.083397°, -85.632467°

0700 - 0900 (Weekday 2h Session) (13-04-2021)

All vehicles

|                |      | N    | orthbou | nd     |       |       | Sc   | uthbou   | nd     |       |       | Е         | astbour | ıd       |       |      | W       | estbou | nd       |       |       |
|----------------|------|------|---------|--------|-------|-------|------|----------|--------|-------|-------|-----------|---------|----------|-------|------|---------|--------|----------|-------|-------|
|                |      |      | Drivewa | У      |       |       | Park | side Vis | ta Ln  |       | KY-20 | 053 Mt. \ | Washint | on Rd (V | Vest) | KY-2 | 053 Mt. | Washin | ton Rd ( | East) |       |
|                | Left | Thru | Right   | U-Turn | App   | Left  | Thru | Right    | U-Turn | App   | Left  | Thru      | Right   | U-Turn   | App   | Left | Thru    | Right  | U-Turn   | App   | Int   |
| TIME           | 1.1  | 1.2  | 1.3     | 1.4    | Total | 1.5   | 1.6  | 1.7      | 1.8    | Total | 1.9   | 1.10      | 1.11    | 1.12     | Total | 1.13 | 1.14    | 1.15   | 1.16     | Total | Total |
| 0700 - 0715    | 0    | 0    | 0       | 0      | 0     | 1     | 0    | 3        | 0      | 4     | 1     | 18        | 0       | 0        | 19    | 0    | 25      | 0      | 0        | 25    | 48    |
| 0715 - 0730    | 0    | 0    | 1       | 0      | 1     | 0     | 0    | 1        | 0      | 1     | 2     | 19        | 0       | 0        | 21    | 0    | 40      | 1      | 0        | 41    | 64    |
| 0730 - 0745    | 0    | 0    | 0       | 0      | 0     | 0     | 0    | 5        | 0      | 5     | 5     | 20        | 0       | 0        | 25    | 0    | 46      | 0      | 0        | 46    | 76    |
| 0745 - 0800    | 0    | 0    | 0       | 0      | 0     | 1     | 0    | 5        | 0      | 6     | 4     | 18        | 0       | 0        | 22    | 0    | 37      | 0      | 0        | 37    | 65    |
| Hourly Total   | 0    | 0    | 1       | 0      | 1     | 2     | 0    | 14       | 0      | 16    | 12    | 75        | 0       | 0        | 87    | 0    | 148     | 1      | 0        | 149   | 253   |
| 0800 - 0815    | 0    | 0    | 0       | 0      | 0     | 3     | 0    | 6        | 0      | 9     | 2     | 19        | 0       | 0        | 21    | 0    | 42      | 0      | 0        | 42    | 72    |
| 0815 - 0830    | 0    | 0    | 0       | 0      | 0     | 0     | 0    | 0        | 0      | 0     | 3     | 15        | 0       | 0        | 18    | 0    | 34      | 1      | 0        | 35    | 53    |
| 0830 - 0845    | 0    | 0    | 0       | 0      | 0     | 6     | 0    | 1        | 0      | 7     | 2     | 15        | 0       | 0        | 17    | 0    | 39      | 2      | 0        | 41    | 65    |
| 0845 - 0900    | 0    | 0    | 0       | 0      | 0     | 5     | 0    | 1        | 0      | 6     | 0     | 19        | 0       | 0        | 19    | 0    | 25      | 3      | 0        | 28    | 53    |
| Hourly Total   | 0    | 0    | 0       | 0      | 0     | 14    | 0    | 8        | 0      | 22    | 7     | 68        | 0       | 0        | 75    | 0    | 140     | 6      | 0        | 146   | 243   |
|                |      |      |         |        |       |       |      |          |        |       |       |           |         |          |       |      |         |        |          |       |       |
| Grand Total    | 0    | 0    | 1       | 0      | 1     | 16    | 0    | 22       | 0      | 38    | 19    | 143       | 0       | 0        | 162   | 0    | 288     | 7      | 0        | 295   | 496   |
| Approach %     | 0.00 | 0.00 | 100.00  | 0.00   | -     | 42.11 | 0.00 | 57.89    | 0.00   | -     | 11.73 | 88.27     | 0.00    | 0.00     | -     | 0.00 | 97.63   | 2.37   | 0.00     | -     |       |
| Intersection % | 0.00 | 0.00 | 0.20    | 0.00   | 0.20  | 3.23  | 0.00 | 4.44     | 0.00   | 7.66  | 3.83  | 28.83     | 0.00    | 0.00     | 32.66 | 0.00 | 58.06   | 1.41   | 0.00     | 59.48 | 1     |
|                |      |      |         |        |       |       |      |          |        |       |       |           |         |          |       |      |         |        |          |       | 1     |
| PHF            | 0.00 | 0.00 | 0.25    | 0.00   | 0.25  | 0.33  | 0.00 | 0.71     | 0.00   | 0.58  | 0.65  | 0.95      | 0.00    | 0.00     | 0.89  | 0.00 | 0.90    | 0.25   | 0.00     | 0.90  | 0.91  |
|                |      |      |         |        |       |       |      |          |        |       |       |           |         |          |       |      |         |        |          |       |       |

1600 - 1800 (Weekday 2h Session) (13-04-2021)

All vehicles

|                |        | No   | orthbou              | nd     |       |       | Sc   | uthbou   | nd     |       |       | Е         | astbour | ıd       |       |      | W       | estbou | nd       |       | 1     |
|----------------|--------|------|----------------------|--------|-------|-------|------|----------|--------|-------|-------|-----------|---------|----------|-------|------|---------|--------|----------|-------|-------|
|                |        | 1    | Orivewa <sup>-</sup> | у      |       |       | Park | side Vis | ta Ln  |       | KY-20 | 053 Mt. \ | Washint | on Rd (V | Vest) | KY-2 | 053 Mt. | Washin | ton Rd ( | East) |       |
|                | Left   | Thru | Right                | U-Turn | App   | Left  | Thru | Right    | U-Turn | App   | Left  | Thru      | Right   | U-Turn   | App   | Left | Thru    | Right  | U-Turn   | App   | Int   |
| TIME           | 1.1    | 1.2  | 1.3                  | 1.4    | Total | 1.5   | 1.6  | 1.7      | 1.8    | Total | 1.9   | 1.10      | 1.11    | 1.12     | Total | 1.13 | 1.14    | 1.15   | 1.16     | Total | Total |
| 1600 - 1615    | 1      | 0    | 0                    | 0      | 1     | 0     | 0    | 2        | 0      | 2     | 4     | 54        | 1       | 0        | 59    | 0    | 47      | 4      | 0        | 51    | 113   |
| 1615 - 1630    | 0      | 0    | 0                    | 0      | 0     | 2     | 0    | 6        | 0      | 8     | 3     | 79        | 0       | 0        | 82    | 0    | 34      | 2      | 0        | 36    | 126   |
| 1630 - 1645    | 0      | 0    | 0                    | 0      | 0     | 2     | 0    | 3        | 0      | 5     | 2     | 69        | 0       | 0        | 71    | 0    | 43      | 1      | 0        | 44    | 120   |
| 1645 - 1700    | 0      | 0    | 0                    | 0      | 0     | 2     | 0    | 1        | 0      | 3     | 6     | 59        | 0       | 0        | 65    | 0    | 42      | 2      | 0        | 44    | 112   |
| Hourly Total   | 1      | 0    | 0                    | 0      | 1     | 6     | 0    | 12       | 0      | 18    | 15    | 261       | 1       | 0        | 277   | 0    | 166     | 9      | 0        | 175   | 471   |
| 1700 - 1715    | 0      | 0    | 0                    | 0      | 0     | 2     | 0    | 4        | 0      | 6     | 5     | 72        | 0       | 0        | 77    | 0    | 34      | 2      | 0        | 36    | 119   |
| 1715 - 1730    | 0      | 0    | 0                    | 0      | 0     | 0     | 0    | 2        | 0      | 2     | 3     | 61        | 0       | 0        | 64    | 0    | 32      | 2      | 0        | 34    | 100   |
| 1730 - 1745    | 0      | 0    | 0                    | 0      | 0     | 3     | 0    | 1        | 0      | 4     | 1     | 58        | 0       | 0        | 59    | 0    | 34      | 2      | 0        | 36    | 99    |
| 1745 - 1800    | 0      | 0    | 0                    | 0      | 0     | 4     | 0    | 2        | 0      | 6     | 1     | 47        | 0       | 0        | 48    | 0    | 49      | 3      | 0        | 52    | 106   |
| Hourly Total   | 0      | 0    | 0                    | 0      | 0     | 9     | 0    | 9        | 0      | 18    | 10    | 238       | 0       | 0        | 248   | 0    | 149     | 9      | 0        | 158   | 424   |
|                |        |      |                      |        |       |       |      |          |        |       |       |           |         |          |       |      |         |        |          |       |       |
| Grand Total    | 1      | 0    | 0                    | 0      | 1     | 15    | 0    | 21       | 0      | 36    | 25    | 499       | 1       | 0        | 525   | 0    | 315     | 18     | 0        | 333   | 895   |
| Approach %     | 100.00 | 0.00 | 0.00                 | 0.00   | -     | 41.67 | 0.00 | 58.33    | 0.00   | -     | 4.76  | 95.05     | 0.19    | 0.00     | -     | 0.00 | 94.59   | 5.41   | 0.00     | -     |       |
| Intersection % | 0.11   | 0.00 | 0.00                 | 0.00   | 0.11  | 1.68  | 0.00 | 2.35     | 0.00   | 4.02  | 2.79  | 55.75     | 0.11    | 0.00     | 58.66 | 0.00 | 35.20   | 2.01   | 0.00     | 37.21 |       |
|                |        |      |                      |        |       |       |      |          |        |       |       |           |         |          |       |      |         |        |          |       |       |
| PHF            | 0.00   | 0.00 | 0.00                 | 0.00   | 0.00  | 1.00  | 0.00 | 0.58     | 0.00   | 0.69  | 0.67  | 0.88      | 0.00    | 0.00     | 0.90  | 0.00 | 0.89    | 0.88   | 0.00     | 0.91  | 0.95  |
| ·              |        |      |                      |        |       |       |      |          |        |       |       |           |         |          |       |      |         |        |          |       |       |

## Parkside Extension Mt. Washington Road Traffic Impact Study

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Site 2 of 2

Cedar Creek Rd

VV 964 Codar Croek Be

Cedar Creek Rd KY-864 Cedar Creek Rd KY-2053 Mt. Washington Rd Date Tuesday, April 13, 2021

38.083042°, -85.623591°

Lat/Long

Weather
Cloudy
61°F

Mt. Washington, KY

Tellie i

0700 - 0900 (Weekday 2h Session) (13-04-2021)

All vehicles

|                |       | No    | orthbou   | nd     |       | So     | uthbou  | nd      |       |       | E        | astbour   | id        |       |
|----------------|-------|-------|-----------|--------|-------|--------|---------|---------|-------|-------|----------|-----------|-----------|-------|
|                |       | Ced   | lar Creel | k Rd   |       | KY-864 | Cedar C | reek Rd |       | K١    | /-2053 N | /It. Wash | nington l | Rd    |
| P.             | Left  | Thru  |           | U-Turn | App   | Thru   | Right   | U-Turn  | App   | Left  |          | Right     | U-Turn    | App   |
| TIME           | 2.1   | 2.2   |           | 2.3    | Total | 2.4    | 2.5     | 2.6     | Total | 2.7   |          | 2.8       | 2.9       | Total |
| 0700 - 0715    | 23    | 18    |           | 0      | 41    | 1      | 7       | 0       | 8     | 14    |          | 2         | 0         | 16    |
| 0715 - 0730    | 24    | 18    |           | 0      | 42    | 1      | 13      | 0       | 14    | 11    |          | 8         | 0         | 19    |
| 0730 - 0745    | 34    | 21    |           | 0      | 55    | 4      | 12      | 0       | 16    | 5     |          | 16        | 0         | 21    |
| 0745 - 0800    | 18    | 12    |           | 0      | 30    | 7      | 13      | 1       | 21    | 12    |          | 11        | 0         | 23    |
| Hourly Total   | 99    | 69    |           | 0      | 168   | 13     | 45      | 1       | 59    | 42    |          | 37        | 0         | 79    |
| 0800 - 0815    | 26    | 14    |           | 0      | 40    | 9      | 12      | 0       | 21    | 10    |          | 9         | 1         | 20    |
| 0815 - 0830    | 23    | 17    |           | 0      | 40    | 6      | 13      | 0       | 19    | 7     |          | 4         | 0         | 11    |
| 0830 - 0845    | 21    | 17    |           | 0      | 38    | 5      | 16      | 0       | 21    | 13    |          | 7         | 0         | 20    |
| 0845 - 0900    | 18    | 8     |           | 0      | 26    | 2      | 14      | 0       | 16    | 17    |          | 8         | 0         | 25    |
| Hourly Total   | 88    | 56    |           | 0      | 144   | 22     | 55      | 0       | 77    | 47    |          | 28        | 1         | 76    |
|                |       |       |           |        |       |        |         |         |       |       |          |           |           |       |
| Grand Total    | 187   | 125   |           | 0      | 312   | 35     | 100     | 1       | 136   | 89    |          | 65        | 1         | 155   |
| Approach %     | 59.94 | 40.06 |           | 0.00   | -     | 25.74  | 73.53   | 0.74    | -     | 57.42 |          | 41.94     | 0.65      | -     |
| Intersection % | 31.01 | 20.73 |           | 0.00   | 51.74 | 5.80   | 16.58   | 0.17    | 22.55 | 14.76 |          | 10.78     | 0.17      | 25.70 |
|                |       |       |           |        |       |        |         |         |       |       |          |           |           |       |
| PHF            | 0.74  | 0.76  |           | 0.00   | 0.75  | 0.72   | 0.96    | 0.25    | 0.92  | 0.71  |          | 0.63      | 0.25      | 0.82  |
|                |       |       |           |        |       |        |         |         |       |       |          |           |           |       |

Int

603

0.86

Trans. Designated

1600 - 1800 (Weekday 2h Session) (13-04-2021)

All vehicles

|                |       | No    | rthbou   | nd     |       | So     | uthbou  | nd      |       |       | E        | astbour  | ıd        |       |
|----------------|-------|-------|----------|--------|-------|--------|---------|---------|-------|-------|----------|----------|-----------|-------|
|                |       | Ced   | ar Creel | k Rd   |       | KY-864 | Cedar C | reek Rd |       | KY    | /-2053 N | 1t. Wash | nington f | Rd    |
|                | Left  | Thru  |          | U-Turn | App   | Thru   | Right   | U-Turn  | App   | Left  |          | Right    | U-Turn    | Арр   |
| TIME           | 2.1   | 2.2   |          | 2.3    | Total | 2.4    | 2.5     | 2.6     | Total | 2.7   |          | 2.8      | 2.9       | Total |
| 1600 - 1615    | 19    | 8     |          | 1      | 28    | 17     | 23      | 0       | 40    | 25    |          | 25       | 0         | 50    |
| 1615 - 1630    | 19    | 13    |          | 0      | 32    | 19     | 20      | 1       | 40    | 22    |          | 52       | 0         | 74    |
| 1630 - 1645    | 18    | 10    |          | 0      | 28    | 15     | 26      | 0       | 41    | 30    |          | 37       | 1         | 68    |
| 1645 - 1700    | 19    | 12    |          | 0      | 31    | 19     | 25      | 1       | 45    | 19    |          | 44       | 0         | 63    |
| Hourly Total   | 75    | 43    |          | 1      | 119   | 70     | 94      | 2       | 166   | 96    |          | 158      | 1         | 255   |
| 1700 - 1715    | 15    | 11    |          | 0      | 26    | 25     | 18      | 0       | 43    | 27    |          | 45       | 0         | 72    |
| 1715 - 1730    | 16    | 12    |          | 0      | 28    | 22     | 12      | 1       | 35    | 26    |          | 29       | 0         | 55    |
| 1730 - 1745    | 16    | 8     |          | 0      | 24    | 20     | 27      | 0       | 47    | 23    |          | 32       | 0         | 55    |
| 1745 - 1800    | 23    | 14    |          | 0      | 37    | 18     | 19      | 0       | 37    | 18    |          | 29       | 0         | 47    |
| Hourly Total   | 70    | 45    |          | 0      | 115   | 85     | 76      | 1       | 162   | 94    |          | 135      | 0         | 229   |
|                |       |       |          |        |       |        |         |         |       |       |          |          |           |       |
| Grand Total    | 145   | 88    |          | 1      | 234   | 155    | 170     | 3       | 328   | 190   |          | 293      | 1         | 484   |
| Approach %     | 61.97 | 37.61 |          | 0.43   | -     | 47.26  | 51.83   | 0.91    | ī     | 39.26 |          | 60.54    | 0.21      | -     |
| Intersection % | 13.86 | 8.41  |          | 0.10   | 22.37 | 14.82  | 16.25   | 0.29    | 31.36 | 18.16 |          | 28.01    | 0.10      | 46.27 |
|                |       |       |          |        |       |        |         |         |       |       |          |          |           |       |
| PHF            | 0.93  | 0.88  |          | 0.00   | 0.91  | 0.78   | 0.86    | 0.50    | 0.94  | 0.82  |          | 0.86     | 0.25      | 0.94  |
|                |       |       |          |        |       |        |         |         |       |       |          |          |           |       |

1046

0.96

#### TRIP GENERATION NEARBY SUBDIVISIONS

Cedar Creek Conservation Subdivision 10803 Cedar Creek Road Traffic Impact Study

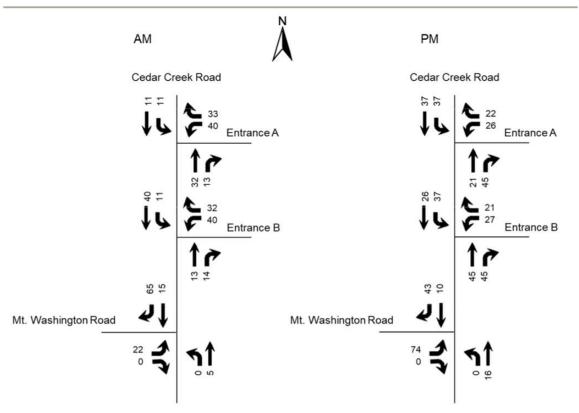


Figure 5. Peak Hour Trips Generated by Site

Diane B. Zimmerman Traffic Engineering, LLC.

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Heritage Creek Extension Cedar Creek Road Traffic Impact Study

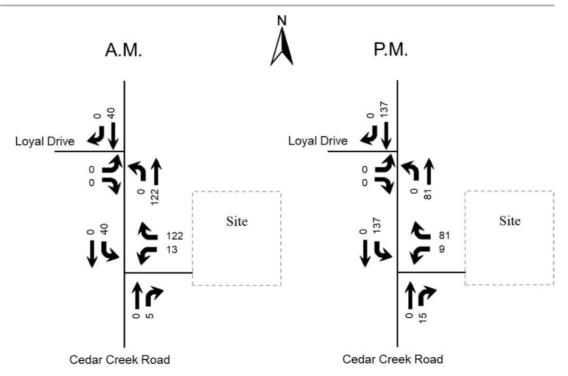


Figure 5. Peak Hour Trips Generated by Site

# **HCS Reports**

|   |               | Н         | CS7      | Two-            | -Way     | Sto                     | p-Co     | ntrol           | Rep      | ort  |         |           |           |        |        |     |
|---|---------------|-----------|----------|-----------------|----------|-------------------------|----------|-----------------|----------|------|---------|-----------|-----------|--------|--------|-----|
| General Information                     |               |           |          |                 |          |                         | Site     | Inform          | natio    | n    |         |           |           |        |        |     |
| Analyst                                 | DBZ           |           |          |                 |          |                         | Inters   | ection          |          |      | Mt W    | ash at P  | arkside \ | /ista  |        |     |
| Agency/Co.                              | Diane         | e B Zimm  | nerman T | raffic En       | aineerin | a                       | Jurisd   | iction          |          |      |         |           |           |        |        |     |
| Date Performed                          | 5/9/2         |           |          |                 | J        | 2                       |          | West Str        | eet      |      | Mt W    | ashingto  | on        |        |        |     |
| Analysis Year                           | 2021          |           |          |                 |          |                         |          | /South          |          |      | _       | ide Vista |           |        |        |     |
| Time Analyzed                           | AM P          | eak       |          |                 |          |                         | _        | Hour Fac        |          |      | 0.91    |           |           |        |        |     |
| Intersection Orientation                | East-         |           |          |                 |          |                         |          |                 | Period ( | hrs) | 0.25    |           |           |        |        |     |
| Project Description                     | -             | ide Exter | nsion    |                 |          |                         |          |                 |          |      | 0.00    |           |           |        |        |     |
| Lanes                                   | 1             |           |          |                 |          |                         |          |                 |          |      |         |           |           |        |        |     |
| Vehicle Volumes and Adj                 | ustme         |           |          | 9 J 4 ∻ ≺ → ₹ ⊃ | n 1      | 人<br>・<br>ヤヤ<br>weet Ea | est-West | 0 4 4 7 4 4 C G | ı        | Most | shour d |           |           | Consti | hour d |     |
| Approach                                | _             | _         | ound     |                 |          | _                       | bound    |                 |          | _    | bound   |           |           | _      | bound  | _   |
| Movement                                | U             | L         | Т        | R               | U        | L                       | T        | R               | U        | L    | T       | R         | U         | L      | Ţ      | R   |
| Priority                                | 10            | 1         | 2        | 3               | 4U       | 4                       | 5        | 6               |          | 7    | 8       | 9         |           | 10     | 11     | 12  |
| Number of Lanes                         | 0             | 0         | 1        | 0               | 0        | 0                       | 1        | 0               |          | 0    | 0       | 0         |           | 0      | 1      | 0   |
| Configuration                           | -             | LT        |          |                 |          |                         |          | TR              | _        |      |         |           |           |        | LR     |     |
| Volume (veh/h)                          | -             | 13        | 76       |                 |          |                         | 165      | 1               |          |      |         |           |           | 4      |        | 17  |
| Percent Heavy Vehicles (%)              | _             | 15        |          |                 |          |                         |          |                 |          |      |         |           |           | 25     |        | 6   |
| Proportion Time Blocked                 | _             |           |          |                 |          |                         |          |                 |          |      |         |           |           |        |        |     |
| Percent Grade (%)                       | _             |           |          |                 |          |                         |          |                 |          |      |         |           |           |        | 0      |     |
| Right Turn Channelized                  | _             |           |          |                 |          |                         |          |                 |          |      |         |           |           |        |        |     |
| Median Type   Storage                   |               |           |          | Undi            | vided    |                         |          |                 |          |      |         |           |           |        |        |     |
| Critical and Follow-up He               | eadwa         | ys        |          |                 |          |                         |          |                 |          |      |         |           |           |        |        |     |
| Base Critical Headway (sec)             |               | 4.1       |          |                 |          |                         |          |                 |          |      |         |           |           | 7.1    |        | 6.2 |
| Critical Headway (sec)                  |               | 4.25      |          |                 |          |                         |          |                 |          |      |         |           |           | 6.65   |        | 6.2 |
| Base Follow-Up Headway (sec)            |               | 2.2       |          |                 |          |                         |          |                 |          |      |         |           |           | 3.5    |        | 3.3 |
| Follow-Up Headway (sec)                 |               | 2.34      |          |                 |          |                         |          |                 |          |      |         |           |           | 3.73   |        | 3.3 |
| Delay, Queue Length, and                | d Leve        | l of S    | ervice   |                 |          |                         |          |                 |          |      |         |           |           |        |        |     |
| Flow Rate, v (veh/h)                    | $\overline{}$ | 14        |          |                 |          |                         |          |                 |          |      |         |           |           |        | 23     | П   |
| Capacity, c (veh/h)                     |               | 1318      |          |                 |          |                         |          |                 |          |      |         |           |           |        | 801    |     |
| v/c Ratio                               |               | 0.01      |          |                 |          |                         |          |                 |          |      |         |           |           |        | 0.03   |     |
| 95% Queue Length, Q <sub>95</sub> (veh) |               | 0.0       |          |                 |          |                         |          |                 |          |      |         |           |           |        | 0.1    |     |
| Control Delay (s/veh)                   |               | 7.8       |          |                 |          |                         |          |                 |          |      |         |           |           |        | 9.6    |     |
| Level of Service (LOS)                  |               | А         |          |                 |          |                         |          |                 |          |      |         |           |           |        | А      |     |
|   | _             | _         | 2        |                 |          |                         |          |                 |          |      |         |           |           | _      | .6     |     |
| Approach Delay (s/veh)                  | 1             | 1         | .2       |                 |          |                         |          |                 |          |      |         |           |           | 9      | .0     |     |

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|  |        | Н         | CS7     | Two-            | -Way     | Stop                 | o-Co   | ntrol     | Rep      | ort   |       |           |           |          |       |      |
|--|--------|-----------|---------|-----------------|----------|----------------------|--------|-----------|----------|-------|-------|-----------|-----------|----------|-------|------|
| General Information                                | _      |           |         |                 |          |                      | Site   | Inform    | natio    | n     |       |           |           |          |       |      |
| Analyst  | DBZ    |           |         |                 |          |                      | Inters | ection    |          |       | Mt W  | ash at P  | arkside \ | /ista    |       |      |
| Agency/Co.   | _      | e B Zimm  | erman T | raffic En       | aineerin | a                    |        | liction   |          |       |       |           |           |          |       |      |
| Date Performed                                     | 5/9/2  |           |         |                 |          |                      | East/\ | West Str  | eet      |       | Mt W  | /ashingto | on        |          |       |      |
| Analysis Year                                      | 2026   |           |         |                 |          |                      |        | /South    |          |       | _     | ide Vista |           |          |       |      |
| Time Analyzed                                      | AM P   | eak No I  | Build   |                 |          |                      | Peak   | Hour Fac  | ctor     |       | 0.91  |           |           |          |       |      |
| Intersection Orientation                           | East-  | West      |         |                 |          |                      | Analy  | sis Time  | Period ( | (hrs) | 0.25  |           |           |          |       |      |
| Project Description                                | Parks  | ide Exter | nsion   |                 |          |                      |        |           |          |       |       |           |           |          |       |      |
| Lanes  |        |           |         |                 |          |                      |        |           |          |       |       |           |           |          |       |      |
| Vahiala Valuura assa 1 a 1                         |        |           |         | 5 7 4 4 X → Y 7 |          | ተ ሃ<br>or Street: Ea |        | 1 4 4 Y T |          |       |       |           |           |          |       |      |
| Vehicle Volumes and Adj                            | ustme  |           |         |                 |          |                      |        |           |          |       |       |           |           |          |       |      |
| Approach   |        | _         | ound    |                 |          |                      | bound  |           |          |       | bound |           |           | _        | bound |      |
| Movement   | U      | L         | Ţ       | R               | U        | L                    | T      | R         | U        | L     | T     | R         | U         | L        | T     | R    |
| Priority   | 10     | 1         | 2       | 3               | 40       | 4                    | 5      | 6         |          | 7     | 8     | 9         |           | 10       | 11    | 12   |
| Number of Lanes                                    | 0      | 0         | 1       | 0               | 0        | 0                    | 1      | 0         |          | 0     | 0     | 0         |           | 0        | 1     | 0    |
| Configuration  Volume (veh/h)                      |        | LT<br>27  | 108     |                 |          |                      | 256    | TR<br>11  |          |       |       |           |           | 80       | LR    | 34   |
|  | +      | 7         | 108     |                 |          |                      | 230    | - ''      |          |       |       |           |           | 1        |       | 34   |
| Percent Heavy Vehicles (%) Proportion Time Blocked | -      | -         |         |                 |          |                      |        |           |          |       |       |           |           | <u> </u> |       | 3    |
| Percent Grade (%)                                  | +      |           |         |                 |          |                      |        |           |          |       |       |           |           |          | 0     |      |
| Right Turn Channelized                             | +      |           |         |                 |          |                      |        |           |          |       |       |           |           |          | 0     |      |
| Median Type   Storage                              | +      |           |         | Undi            | vided    |                      |        |           |          |       |       |           |           |          |       |      |
| Critical and Follow-up H                           |        |           |         | Ondi            | viueu    |                      |        |           |          |       |       |           |           |          |       |      |
| •  | - auwa | _         |         |                 |          |                      |        |           | _        |       | _     |           |           |          |       |      |
| Base Critical Headway (sec)                        | -      | 4.1       |         |                 |          |                      |        |           |          |       |       |           |           | 7.1      |       | 6.2  |
| Critical Headway (sec)                             |        | 4.17      |         |                 |          |                      |        |           |          |       |       |           |           | 6.41     |       | 6.23 |
| Base Follow-Up Headway (sec)                       |        | 2.2       |         |                 |          |                      |        |           |          |       |       |           |           | 3.5      |       | 3.3  |
| Follow-Up Headway (sec)                            | 1      | 2.26      |         |                 |          |                      |        |           |          |       |       |           |           | 3.51     |       | 3.33 |
| Delay, Queue Length, an                            | d Leve | l of S    | ervice  |                 |          |                      |        |           |          |       |       |           |           |          |       |      |
| Flow Rate, v (veh/h)                               |        | 30        |         |                 |          |                      |        |           |          |       |       |           |           |          | 125   |      |
| Capacity, c (veh/h)                                |        | 1240      |         |                 |          |                      |        |           |          |       |       |           |           |          | 592   |      |
| v/c Ratio  |        | 0.02      |         |                 |          |                      |        |           |          |       |       |           |           |          | 0.21  |      |
| 95% Queue Length, Q <sub>95</sub> (veh)            |        | 0.1       |         |                 |          |                      |        |           |          |       |       |           |           |          | 0.8   |      |
| Control Delay (s/veh)                              |        | 8.0       |         |                 |          |                      |        |           |          |       |       |           |           |          | 12.7  |      |
| Level of Service (LOS)                             |        | А         |         |                 |          |                      |        |           |          |       |       |           |           |          | В     |      |
| Approach Delay (s/veh)                             |        | 1         | .8      |                 |          |                      |        |           |          |       |       |           |           |          | 2.7   |      |
| Approach LOS                                       |        |           |         |                 |          |                      |        |           |          |       |       |           |           |          | В     |      |

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|  |         | Н  | CS7     | Two-            | -Way       | Stop | o-Co               | ntrol          | Rep      | ort   |       |           |           |                            |                                   |                   |
|--|---------|--|---------|-----------------|------------|------|--------------------|----------------|----------|-------|-------|-----------|-----------|----------------------------|-----------------------------------|-------------------|
| General Information  |         |  |         |                 |            |      | Site               | Inforr         | natio    | 1     |       |           |           |                            |                                   | _                 |
| Analyst  | DBZ     |  |         |                 |            |      | Inters             | ection         |          |       | Mt W  | ash at P  | arkside \ | /ista                      |                                   |                   |
| Agency/Co.   | Diane   | B Zimm   | erman T | Traffic En      | gineerin   | g    | Jurisd             | liction        |          |       |       |           |           |                            |                                   |                   |
| Date Performed   | 5/9/2   | 021  |         |                 |            |      | East/\             | Nest Stre      | eet      |       | Mt W  | ashingto  | on        |                            |                                   |                   |
| Analysis Year  | 2026    |  |         |                 |            |      | North              | /South S       | Street   |       | Parks | ide Vista | Lane      |                            |                                   |                   |
| Time Analyzed  | AM P    | eak Build  | d       |                 |            |      | Peak               | Hour Fac       | tor      |       | 0.91  |           |           |                            |                                   |                   |
| Intersection Orientation   | East-\  | West   |         |                 |            |      | Analy              | sis Time       | Period ( | hrs)  | 0.25  |           |           |                            |                                   |                   |
| Project Description  | Parks   | ide Exter  | nsion   |                 |            |      |                    |                |          |       |       |           |           |                            |                                   |                   |
| Lanes  |         |  |         |                 |            |      |                    |                |          |       |       |           |           |                            |                                   |                   |
|  |         |  |         | 0 7 4 4 Y → Y ∩ | ካ ተ<br>Maj | 학    | ↑ ↑ ↑*<br>ist-West | 4 + 14 + 14 10 |          |       |       |           |           |                            |                                   |                   |
| Vehicle Volumes and Adj  | ustme   | nts  |         |                 |            |      |                    |                |          |       |       |           |           |                            |                                   |                   |
| Approach   | $\perp$ | Eastb  | ound    |                 |            | West | bound              |                |          | North | bound |           |           | South                      | bound                             | _                 |
| Movement   | U       | L  | T       | R               | U          | L    | T                  | R              | U        | L     | T     | R         | U         | L                          | T                                 | R                 |
| Priority   | 1U      | 1  | 2       | 3               | 4U         | 4    | 5                  | 6              |          | 7     | 8     | 9         |           | 10                         | 11                                | 12                |
| Number of Lanes  | 0       | 1  | 1       | 0               | 0          | 0    | 1                  | 0              |          | 0     | 0     | 0         |           | 0                          | 1                                 | 0                 |
| Configuration  | _       | L  | T       |                 |            |      | 255                | TR             |          |       |       |           |           |                            | LR                                |                   |
| Volume (veh/h)   | +       | 42<br>7  | 108     |                 |            |      | 256                | 18             |          |       |       |           |           | 60                         |                                   | 142               |
|  |         | /  |         |                 | ı          |      |                    |                |          |       |       |           |           |                            |                                   |                   |
| Percent Heavy Vehicles (%)   | +       | _  |         |                 |            |      |                    |                |          |       |       |           |           | 3                          |                                   | 1                 |
| Proportion Time Blocked  |         | ,  |         |                 |            |      |                    |                |          |       |       |           |           |                            |                                   | 1                 |
| Proportion Time Blocked Percent Grade (%)  |         | ,  |         |                 |            |      |                    |                |          |       |       |           |           |                            | 0                                 | 1                 |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized   |         |  |         | Loft            | Only       |      |                    |                |          |       |       |           | 1         |                            | 0                                 | 1                 |
| Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  | eadwa   |  |         | Left            | Only       |      |                    |                |          |       |       |           | 1         |                            | 0                                 | 1                 |
| Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  | eadwa   | ys   |         | Left            | Only       |      |                    |                |          |       |       |           | 1         |                            | 0                                 |                   |
| Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)   | eadwa   | <b>ys</b> 4.1  |         | Left            | Only       |      |                    |                |          |       |       |           | 1         | 7.1                        | 0                                 | 6.2               |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  | eadwa   | <b>ys</b> 4.1 4.17   |         | Left            | Only       |      |                    |                |          |       |       |           | 1         | 7.1<br>6.43                | 0                                 | 6.2               |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)   | eadwa   | <b>ys</b> 4.1 4.17 2.2   |         | Left            | Only       |      |                    |                |          |       |       |           | 1         | 7.1<br>6.43<br>3.5         | 0                                 | 6.2<br>6.2<br>3.3 |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)   |         | ys 4.1 4.17 2.2 2.26   |         |                 | Only       |      |                    |                |          |       |       |           | 1         | 7.1<br>6.43                | 0                                 | 6.2<br>6.2<br>3.3 |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an  |         | ys 4.1<br>4.17<br>2.2<br>2.26                                  | ervice  |                 | Only       |      |                    |                |          |       |       |           | 1         | 7.1<br>6.43<br>3.5         |                                   | 6.2               |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h)   |         | ys 4.1<br>4.17<br>2.2<br>2.26<br>I of Se                       | ervice  |                 | Only       |      |                    |                |          |       |       |           | 1         | 7.1<br>6.43<br>3.5         | 222                               | 6.2<br>6.2<br>3.3 |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)   |         | ys 4.1 4.17 2.2 2.26 I of Se 46 1232                           | ervice  |                 | Only       |      |                    |                |          |       |       |           | 1         | 7.1<br>6.43<br>3.5         | 222 692                           | 6.2<br>6.2<br>3.3 |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio   |         | ys 4.1<br>4.17<br>2.2<br>2.26<br>I of So<br>46<br>1232<br>0.04 | ervice  |                 | Only       |      |                    |                |          |       |       |           | 1         | 7.1<br>6.43<br>3.5         | 222<br>692<br>0.32                | 6.2               |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)                       |         | ys 4.1 4.17 2.2 2.26 I of Se 46 1232 0.04 0.1                  | ervice  |                 | Only       |      |                    |                |          |       |       |           | 1         | 7.1<br>6.43<br>3.5         | 222<br>692<br>0.32<br>1.4         | 6.2<br>6.2<br>3.3 |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh) |         | ys 4.1 4.17 2.2 2.26 1 of Se 1232 0.04 0.1 8.0                 | ervice  |                 | Only       |      |                    |                |          |       |       |           | 1         | 7.1<br>6.43<br>3.5         | 222<br>692<br>0.32<br>1.4<br>12.6 | 6.2               |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)                       |         | ys  4.1  4.17  2.2  2.26  I of So  46  1232  0.04  0.1  8.0  A | ervice. |                 | Only       |      |                    |                |          |       |       |           | 1         | 7.1<br>6.43<br>3.5<br>3.53 | 222<br>692<br>0.32<br>1.4         | 6.2               |

|   |        | Н   | CS7     | Two-            | -Way     | Sto           | o-Co    | ntrol      | Rep       | ort   |       |           |           |                            |                                  |                      |
|---|--------|---|---------|-----------------|----------|---------------|---------|------------|-----------|-------|-------|-----------|-----------|----------------------------|----------------------------------|----------------------|
| General Information   |        |   |         |                 |          |               | Site    | Inforr     | natio     | n     |       |           |           |                            |                                  | _                    |
| Analyst   | DBZ    |   |         |                 |          |               | Inters  | ection     |           |       | Mt W  | ash at Pa | arkside \ | /ista                      |                                  |                      |
| Agency/Co.  | Diane  | B Zimm  | erman T | raffic En       | gineerin | a             | Juriso  | liction    |           |       |       |           |           |                            |                                  |                      |
| Date Performed  | 5/9/2  |   |         |                 |          |               |         | West Stre  | eet       |       | Mt W  | ashingto  | n         |                            |                                  |                      |
| Analysis Year   | 2021   |   |         |                 |          |               | _       | /South S   |           |       |       | ide Vista |           |                            |                                  |                      |
| Time Analyzed   | PM Pe  | -ak   |         |                 |          |               |         | Hour Fac   |           |       | 0.95  | ide vista | Larre     |                            |                                  |                      |
| Intersection Orientation  | East-\ |   |         |                 |          |               |         | sis Time   |           | hrs)  | 0.25  |           |           |                            |                                  |                      |
| Project Description   | -      | ide Exter   | nsion   |                 |          |               | Analy   | 313 111110 | r criou ( | 1113) | 0.23  |           |           |                            |                                  |                      |
| Lanes   | Turks  | IGC EXICI   | 131011  |                 |          |               |         |            |           |       |       |           |           |                            |                                  |                      |
|   |        |   |         | A 7 4 4 7 ↑ 7 C | <u>৷</u> | ቀሃተ           | 112     | 74 474 470 |           |       |       |           |           |                            |                                  |                      |
| Vehicle Volumes and Adj   | ustme  | nts   |         |                 | Maj      | or Street: Ea | st-West |            |           |       |       |           |           |                            |                                  |                      |
| Approach  |        | Eastb   | ound    |                 |          | Westl         | oound   |            |           | North | bound |           |           | South                      | bound                            |                      |
| Movement  | U      | L   | T       | R               | U        | L             | T       | R          | U         | L     | Т     | R         | U         | L                          | T                                | R                    |
| Priority  | 1U     | 1   | 2       | 3               | 4U       | 4             | 5       | 6          |           | 7     | 8     | 9         |           | 10                         | 11                               | 13                   |
| 10 Year   | 0      | 0   | 1       | 0               | 0        | 0             | 1       | 0          |           | 0     | 0     | 0         |           | 0                          | 1                                | 0                    |
| Number of Lanes   |        | LT  |         |                 |          |               |         | TR         |           |       |       |           |           |                            | LR                               |                      |
| Number of Lanes  Configuration  |        |   |         |                 |          |               |         |            |           |       |       |           |           |                            |                                  |                      |
|   |        | 16  | 279     |                 |          |               | 153     | 7          |           |       |       |           |           | 8                          |                                  | 14                   |
| Configuration   |        | _   | 279     |                 |          |               | 153     | 7          |           |       |       |           |           | 8                          |                                  |                      |
| Configuration Volume (veh/h)  |        | 16  | 279     |                 |          |               | 153     | 7          |           |       |       |           |           |                            |                                  |                      |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%)   |        | 16  | 279     |                 |          |               | 153     | 7          |           |       |       |           |           | 0                          |                                  |                      |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  |        | 16  | 279     |                 |          |               | 153     | 7          |           |       |       |           |           | 0                          |                                  |                      |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)   |        | 16  | 279     | Undi            | vided    |               | 153     | 7          |           |       |       |           |           | 0                          | 0                                |                      |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  | eadwa  | 16  | 279     | Undi            | vided    |               | 153     | 7          |           |       |       |           |           | 0                          | 0                                |                      |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized   | eadwa  | 16  | 279     | Undi            | vided    |               | 153     | 7          |           |       |       |           |           | 0                          |                                  | 2                    |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Ho   | eadwa  | 16<br>0   | 279     | Undi            | vided    |               | 153     | 7          |           |       |       |           |           | 0                          | 0                                | 6.                   |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Ho   | eadwa  | 16<br>0<br><b>ys</b><br>4.1   | 279     | Undi            | vided    |               | 153     | 7          |           |       |       |           |           | 7.1                        |                                  | 6.                   |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Ho  Base Critical Headway (sec)  Critical Headway (sec)  | eadwa  | 16<br>0<br>ys<br>4.1<br>4.10  | 279     | Undi            | vided    |               | 153     | 7          |           |       |       |           |           | 7.1                        |                                  | 6.4.3.               |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Ho  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  |        | 16<br>0<br>ys<br>4.1<br>4.10<br>2.2<br>2.20   |         |                 | vided    |               | 153     | 7          |           |       |       |           |           | 7.1<br>6.40<br>3.5         |                                  | 6.4.3.               |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Ho  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, and   |        | 16<br>0<br>ys<br>4.1<br>4.10<br>2.2<br>2.20   |         |                 | vided    |               | 153     | 7          |           |       |       |           |           | 7.1<br>6.40<br>3.5         | 23                               | 6. 6.4. 3.           |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up He  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, and  Flow Rate, v (veh/h)   |        | 16<br>0<br>ys<br>4.1<br>4.10<br>2.2<br>2.20   |         |                 | vided    |               | 153     | 7          |           |       |       |           |           | 7.1<br>6.40<br>3.5         |                                  | 6. 6.4. 3.           |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Ho  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, and   |        | 16<br>0<br>ys<br>4.1<br>4.10<br>2.2<br>2.20<br>I of Sc  |         |                 | vided    |               | 153     | 7          |           |       |       |           |           | 7.1<br>6.40<br>3.5         | 23                               | 6. 6.4. 3.           |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Ho  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, and  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio   |        | 16<br>0<br>ys<br>4.1<br>4.10<br>2.2<br>2.20<br>I of Se<br>17<br>1421                            |         |                 | vided    |               | 153     | 7          |           |       |       |           |           | 7.1<br>6.40<br>3.5         | 23 691                           | 6. 6.4. 3.           |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Ho Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, and Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)                          |        | 16<br>0<br>ys<br>4.1<br>4.10<br>2.2<br>2.20<br>17<br>1421<br>0.01<br>0.0                        |         |                 | vided    |               | 153     | 7          |           |       |       |           |           | 7.1<br>6.40<br>3.5         | 23<br>691<br>0.03<br>0.1         | 6<br>6.4<br>3<br>3.4 |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up He  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, and  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)  Control Delay (s/veh) |        | 16<br>0<br>ys<br>4.1<br>4.10<br>2.2<br>2.20<br>1 of Se<br>17<br>1421<br>0.01<br>0.0<br>7.6      |         |                 | vided    |               | 153     | 7          |           |       |       |           |           | 7.1<br>6.40<br>3.5         | 23<br>691<br>0.03                | 6.4                  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Ho Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, and Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)                          |        | 16<br>0<br>ys<br>4.1<br>4.10<br>2.2<br>2.20<br>I of Se<br>17<br>1421<br>0.01<br>0.0<br>7.6<br>A |         |                 | vided    |               | 153     | 7          |           |       |       |           |           | 7.1<br>6.40<br>3.5<br>3.50 | 23<br>691<br>0.03<br>0.1<br>10.4 | 6.4                  |

|   |        | Н   | CS7     | Two-            | -Way     | Stop          | o-Co    | ntrol         | Rep      | ort   |       |           |           |                            |                          |            |
|---|--------|---|---------|-----------------|----------|---------------|---------|---------------|----------|-------|-------|-----------|-----------|----------------------------|--------------------------|------------|
| General Information   |        |   |         |                 |          |               | Site    | Inforr        | natio    | n     |       |           |           |                            |                          | _          |
| Analyst   | DBZ    |   |         |                 |          |               | Inters  | ection        |          |       | Mt W  | ash at Pa | arkside \ | √ista                      |                          |            |
| Agency/Co.  | Diane  | B Zimm  | erman 1 | raffic En       | gineerin | a             | Juriso  | liction       |          |       |       |           |           |                            |                          |            |
| Date Performed  | 5/9/2  |   |         |                 |          |               | East/   | West Stre     | eet      |       | Mt W  | ashingto  | n         |                            |                          |            |
| Analysis Year   | 2026   |   |         |                 |          |               | _       | /South S      |          |       | _     | ide Vista |           |                            |                          |            |
| Time Analyzed   | PM P   | eak   |         |                 |          |               |         | Hour Fac      |          |       | 0.95  |           |           |                            |                          |            |
| Intersection Orientation  | East-\ | West  |         |                 |          |               | Analy   | sis Time      | Period ( | hrs)  | 0.25  |           |           |                            |                          |            |
| Project Description   | Parksi | ide Exter   | nsion   |                 |          |               |         |               |          | •     |       |           |           |                            |                          |            |
| Lanes   |        |   |         |                 |          |               |         |               |          |       |       |           |           |                            |                          |            |
|   |        |   |         | A 7 4 4 7 ↑ 7 7 | <u>^</u> | The Y         | t West  | 4 4 7 4 4 7 6 |          |       |       |           |           |                            |                          |            |
| Vehicle Volumes and Adj   | ustme  | nts   |         |                 | iviaji   | or street. La | st-west |               |          |       |       |           |           |                            |                          |            |
| Approach  |        | Eastb   | ound    |                 |          | Westl         | oound   |               |          | North | bound |           |           | South                      | bound                    | _          |
| Movement  | U      | L   | Т       | R               | U        | L             | T       | R             | U        | L     | T     | R         | U         | L                          | T                        |            |
| D : 1   | 1U     | 1   | 2       | 3               | 4U       | 4             | 5       | 6             |          | 7     | 8     | 9         |           | 10                         | 11                       | 1          |
| Priority  | +      |   |         | 0               |          |               |         | 0             |          | _ ^   |       | _         |           | _ ^                        | 1                        |            |
| Number of Lanes   | 0      | 0   | 1       | U               | 0        | 0             | 1       | U             |          | 0     | 0     | 0         |           | 0                          | '                        | <u> </u>   |
|   | 0      | 0<br>LT   | 1       | U               | 0        | 0             | 1       | TR            |          | 0     | 0     | 0         |           | 0                          | LR                       |            |
| Number of Lanes Configuration Volume (veh/h)  | 0      |   | 392     | 0               | 0        | 0             | 217     |               |          | 0     | 0     | 0         |           | 23                         |                          |            |
| Number of Lanes Configuration   | 0      | LT  |         | 0               | 0        | 0             |         | TR            |          | 0     | 0     | 0         |           |                            |                          | 5          |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked   | 0      | LT<br>90  |         | 0               | 0        | 0             |         | TR            |          | 0     | 0     | 0         |           | 23                         | LR                       | 5          |
| Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  | 0      | LT<br>90  |         |                 | 0        | 0             |         | TR            |          | 0     | 0     | 0         |           | 23                         |                          | 5          |
| Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  | 0      | LT<br>90  |         |                 |          | 0             |         | TR            |          | 0     | 0     | 0         |           | 23                         | LR                       | 5          |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  |        | 90<br>0   |         |                 | vided    |               |         | TR            |          | 0     | 0     | 0         |           | 23                         | LR                       | 5          |
| Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage   |        | 90<br>0   |         |                 |          | 0             |         | TR            |          | 0     | 0     | 0         |           | 23                         | LR                       | 5          |
| Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage   |        | 90<br>0   |         |                 |          |               |         | TR            |          |       |       |           |           | 23                         | LR                       | 5          |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up Heaves  |        | 90<br>0   |         |                 |          |               |         | TR            |          |       |       |           |           | 23 0                       | LR                       | 5          |
| Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Heave Critical Headway (sec)  |        | 90<br>0<br>ys                                       |         |                 |          |               |         | TR            |          |       |       |           |           | 23 0                       | LR                       | 6 6.       |
| Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Hease Critical Headway (sec)  |        | ys<br>4.1<br>4.10                                   |         |                 |          |               |         | TR            |          |       |       |           |           | 7.1<br>6.40                | LR                       | 6 6. 3     |
| Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  | eadwa  | ys 4.1 4.10 2.2 2.20                                | 392     | Undi            |          |               |         | TR            |          |       |       |           |           | 7.1<br>6.40<br>3.5         | LR                       | 6 6. 3     |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)   | eadwa  | ys 4.1 4.10 2.2 2.20                                | 392     | Undi            |          |               |         | TR            |          |       |       |           |           | 7.1<br>6.40<br>3.5         | LR                       | 6 6. 3     |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an  | eadwa  | ys<br>4.1<br>4.10<br>2.2<br>2.20                    | 392     | Undi            |          |               |         | TR            |          |       |       |           |           | 7.1<br>6.40<br>3.5         | LR                       | 6 6. 3     |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)  | eadwa  | ys 4.1 4.10 2.2 2.20 l of So                        | 392     | Undi            |          |               |         | TR            |          |       |       |           |           | 7.1<br>6.40<br>3.5         | LR 00 79                 | 6 6.3      |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Critical Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)   | eadwa  | ys 4.1 4.10 2.2 2.20 I of Se 95 1306                | 392     | Undi            |          |               |         | TR            |          |       |       |           |           | 7.1<br>6.40<br>3.5         | 79<br>525                | 6. 6.3 3.3 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up Headway (sec) Critical Headway (sec) Base Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio   | eadwa  | ys 4.1 4.10 2.2 2.20 l of Sc 95 1306 0.07           | 392     | Undi            |          |               |         | TR            |          |       |       |           |           | 7.1<br>6.40<br>3.5         | 79<br>525<br>0.15        | 6.6.3      |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up Hollow-up Hollow-up Hollow-Up Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh)   | eadwa  | ys 4.1 4.10 2.2 2.20 l of Sc 95 1306 0.07 0.2       | 392     | Undi            |          |               |         | TR            |          |       |       |           |           | 7.1<br>6.40<br>3.5         | 79<br>525<br>0.15<br>0.5 | 6 6.3      |
| Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)  Control Delay (s/veh) | eadwa  | ys 4.1 4.10 2.2 2.20 I of Se 95 1306 0.07 0.2 8.0 A | 392     | Undi            |          |               |         | TR            |          |       |       |           |           | 7.1<br>6.40<br>3.5<br>3.50 | 79<br>525<br>0.15<br>0.5 | 6 6.3      |

|   |         | Н       | CS7      | Two-            | -Way     | Stop          | o-Co              | ntrol         | Rep      | ort   |       |           |           |       |       |         |
|---|---------|---------|----------|-----------------|----------|---------------|-------------------|---------------|----------|-------|-------|-----------|-----------|-------|-------|---------|
| General Information                     | _       |         |          |                 |          |               | Site              | Inforr        | natio    | n     |       |           |           |       |       |         |
| Analyst                                 | DBZ     |         |          |                 |          |               | Inters            | ection        |          |       | Mt W  | ash at P  | arkside \ | Vista |       |         |
| Agency/Co.                              | Diane   | B Zimm  | nerman 1 | raffic En       | gineerin | ıg            | Juriso            | liction       |          |       |       |           |           |       |       |         |
| Date Performed                          | 5/9/2   | .021    |          |                 |          |               | East/             | Nest Stre     | eet      |       | Mt W  | /ashingto | on Rd     |       |       |         |
| Analysis Year                           | 2026    |         |          |                 |          |               | North             | /South :      | Street   |       | Parks | ide Vista | a Lane    |       |       |         |
| Time Analyzed                           | PM P    | eak     |          |                 |          |               | Peak              | Hour Fac      | tor      |       | 0.95  |           |           |       |       |         |
| Intersection Orientation                | East-   | West    |          |                 |          |               | Analy             | sis Time      | Period ( | hrs)  | 0.25  |           |           |       |       |         |
| Project Description                     | Parks   | ide Ext |          |                 |          |               |                   |               |          |       |       |           |           |       |       |         |
| Lanes                                   |         |         |          |                 |          |               |                   |               |          |       |       |           |           |       |       |         |
|   |         |         |          | 0 1 4 4 Y 1 Y 1 |          | or Street: Ea | ↑ ↑ ↑<br>ist-West | 4 + 4 4 4 4 6 |          |       |       |           |           |       |       |         |
| Vehicle Volumes and Adj                 | ustme   | nts     |          |                 |          |               |                   |               |          |       |       |           |           |       |       |         |
| Approach                                |         | Eastb   | ound     |                 |          | West          | bound             |               |          | North | bound |           |           | South | bound |         |
| Movement                                | U       | L       | Т        | R               | U        | L             | Т                 | R             | U        | L     | Т     | R         | U         | L     | Т     | R       |
| Priority                                | 1U      | 1       | 2        | 3               | 4U       | 4             | 5                 | 6             |          | 7     | 8     | 9         |           | 10    | 11    | 12      |
| Number of Lanes                         | 0       | 1       | 1        | 0               | 0        | 0             | 1                 | 0             |          | 0     | 0     | 0         |           | 0     | 1     | 0       |
| Configuration                           | _       | L       | T        |                 |          |               |                   | TR            |          |       |       |           |           |       | LR    | $\perp$ |
| Volume (veh/h)                          |         | 142     | 392      |                 |          |               | 217               | 61            |          |       |       |           |           | 36    |       | 83      |
| Percent Heavy Vehicles (%)              | _       | 1       |          |                 |          |               |                   |               |          |       |       |           |           | 1     |       | 5       |
| Proportion Time Blocked                 |         |         |          |                 |          |               |                   |               |          |       |       |           |           |       |       |         |
| Percent Grade (%)                       | _       |         |          |                 |          |               |                   |               |          |       |       |           |           |       | 0     |         |
| Right Turn Channelized                  | _       |         |          |                 |          |               |                   |               |          |       |       |           |           |       |       |         |
| Median Type   Storage                   | $\perp$ |         |          | Left            | Only     |               |                   |               |          |       |       |           | 1         |       |       |         |
| Critical and Follow-up H                | eadwa   | ys      |          |                 |          |               |                   |               |          |       |       |           |           |       |       |         |
| Base Critical Headway (sec)             |         | 4.1     |          |                 |          |               |                   |               |          |       |       |           |           | 7.1   |       | 6.2     |
| Critical Headway (sec)                  |         | 4.11    |          |                 |          |               |                   |               |          |       |       |           |           | 6.41  |       | 6.25    |
| Base Follow-Up Headway (sec)            |         | 2.2     |          |                 |          |               |                   |               |          |       |       |           |           | 3.5   |       | 3.3     |
| Follow-Up Headway (sec)                 |         | 2.21    |          |                 |          |               |                   |               |          |       |       |           |           | 3.51  |       | 3.35    |
| Delay, Queue Length, an                 | d Leve  | l of Se | ervice   |                 |          |               |                   |               |          |       |       |           |           |       |       |         |
| Flow Rate, v (veh/h)                    | Т       | 149     |          |                 |          | П             |                   |               |          |       | П     | П         | Т         | Т     | 125   | П       |
| Capacity, c (veh/h)                     |         | 1275    |          |                 |          |               |                   |               |          |       |       |           |           |       | 566   |         |
| v/c Ratio                               |         | 0.12    |          |                 |          |               |                   |               |          |       |       |           |           |       | 0.22  |         |
| 95% Queue Length, Q <sub>95</sub> (veh) |         | 0.4     |          |                 |          |               |                   |               |          |       |       |           |           |       | 0.8   |         |
| Control Delay (s/veh)                   |         | 8.2     |          |                 |          |               |                   |               |          |       |       |           |           |       | 13.2  |         |
| Level of Service (LOS)                  |         | А       |          |                 |          |               |                   |               |          |       |       |           |           |       | В     |         |
|   |         | _       |          |                 |          |               |                   |               |          |       |       | _         |           | -     |       |         |
| Approach Delay (s/veh)                  |         | 2       | 2        |                 |          |               |                   |               |          |       |       |           |           | 1     | 3.2   |         |

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|  |        | Н                          | CS7                              | Two-                       | -Way     | Stop                        | o-Co              | ntrol    | Rep      | ort   |                  |           |          |    |    |    |
|--|--------|----------------------------|----------------------------------|----------------------------|----------|-----------------------------|-------------------|----------|----------|---|------------------|-----------|----------|----|----|----|
| General Information  | _      | _                          | _                                | _                          | _        |                             | Site              | Inforr   | natio    | 1   | _                | _         |          | _  | _  | _  |
| Analyst  | DBZ    |                            |                                  |                            |          |                             | Inters            | ection   |          |   | Mt W             | ash at C  | edar Cre | ek |    |    |
| Agency/Co.   | Diane  | B Zimm                     | nerman 1                         | Traffic En                 | gineerin | q                           | Juriso            | liction  |          |   |                  |           |          |    |    |    |
| Date Performed   | 5/9/2  |                            |                                  |                            |          | _                           | East/             | West Str | eet      |   | Mt. W            | /ashingt  | on Rd    |    |    |    |
| Analysis Year  | 2021   |                            |                                  |                            |          |                             | North             | /South   | Street   |   |                  | r Creek I |          |    |    |    |
| Time Analyzed  | AM P   | eak                        |                                  |                            |          |                             | Peak              | Hour Fac | tor      |   | 0.86             |           |          |    |    |    |
| Intersection Orientation   | North  | -South                     |                                  |                            |          |                             | Analy             | sis Time | Period ( | hrs)  | 0.25             |           |          |    |    |    |
| Project Description  | Parksi | ide Exte                   | nsion                            |                            |          |                             |                   |          |          |   |                  |           |          |    |    |    |
| Lanes  |        |                            |                                  |                            |          |                             |                   |          |          |   |                  |           |          |    |    |    |
|  |        |                            |                                  | 1447117                    | ត្រា     | イ<br>イ サ Y<br>r Street: Nor | ተ ሥ ጦ<br>th-South | 14471    |          |   |                  |           |          |    |    |    |
| Vehicle Volumes and Adj  | ustme  | nts                        |                                  |                            |          |                             |                   |          |          |   |                  |           |          |    |    |    |
| Approach   |        | Eastb                      | ound                             |                            |          | Westl                       | oound             |          |          | North   | thbound Southbou |           |          |    |    |    |
| Movement   | U      | L                          | Т                                | R                          | U        | L                           | T                 | R        | U L      |   | T R              |           | U        | L  | T  | R  |
| Priority   | _      | 10                         | 11                               | 12                         |          | 7                           | 8                 | 9        | 1U       | 1   | 2                | 3         | 4U       | 4  | 5  | 6  |
| Number of Lanes  |        | 0                          | 1                                | 0                          |          | 0                           | 0                 | 0        | 0        | 0   | 1                | 0         | 0        | 0  | 1  | 0  |
| Configuration  | _      |                            | LR                               |                            |          |                             |                   |          |          | LT  |                  |           |          |    |    | TI |
| Volume (veh/h)   | -      | 35                         |                                  | 40                         |          |                             |                   |          |          | 101   | 64               |           |          |    | 26 | 50 |
| Percent Heavy Vehicles (%)   | _      | 14                         |                                  | 2                          |          |                             |                   |          |          | 1   |                  |           |          |    |    |    |
| Proportion Time Blocked  |        |                            |                                  |                            |          |                             |                   |          |          |   |                  |           |          |    |    |    |
| •  |        |                            | 0                                |                            |          |                             |                   |          | l        |   |                  |           | 1        |    |    |    |
| Percent Grade (%)  | _      |                            | U                                |                            |          |                             |                   |          | _        |   |                  |           | _        |    |    |    |
| Right Turn Channelized   |        |                            | U                                |                            |          |                             |                   |          |          |   |                  |           |          |    |    |    |
| Right Turn Channelized  Median Type   Storage  |        |                            | 0                                | Undi                       | vided    |                             |                   |          |          |   |                  |           |          |    |    |    |
| Right Turn Channelized  Median Type   Storage  | eadwa  |                            | 0                                | Undi                       | vided    |                             |                   |          |          |   |                  |           |          |    |    |    |
| Right Turn Channelized  Median Type   Storage  | eadwa  |                            |                                  | Undi                       | vided    |                             |                   |          |          | 4.1   |                  |           |          |    |    |    |
| Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  | eadwa  | ys                         |                                  |                            | vided    |                             |                   |          |          | 4.1<br>4.11   |                  |           |          |    |    |    |
| Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)   | eadwa  | <b>ys</b> 7.1              |                                  | 6.2                        | vided    |                             |                   |          |          |   |                  |           |          |    |    |    |
| Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)   | eadwa  | <b>ys</b> 7.1 6.54         |                                  | 6.2                        | vided    |                             |                   |          |          | 4.11  |                  |           |          |    |    |    |
| Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  |        | 7.1<br>6.54<br>3.5<br>3.63 |                                  | 6.2<br>6.22<br>3.3<br>3.32 | vided    |                             |                   |          |          | 4.11<br>2.2   |                  |           |          |    |    |    |
| Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  |        | 7.1<br>6.54<br>3.5<br>3.63 |                                  | 6.2<br>6.22<br>3.3<br>3.32 | vided    |                             |                   |          |          | 4.11<br>2.2   |                  |           |          |    |    |    |
| Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an   |        | 7.1<br>6.54<br>3.5<br>3.63 | ervice                           | 6.2<br>6.22<br>3.3<br>3.32 | vided    |                             |                   |          |          | 4.11<br>2.2<br>2.21   |                  |           |          |    |    |    |
| Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)   |        | 7.1<br>6.54<br>3.5<br>3.63 | ervice<br>87                     | 6.2<br>6.22<br>3.3<br>3.32 | vided    |                             |                   |          |          | 4.11<br>2.2<br>2.21   |                  |           |          |    |    |    |
| Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)   |        | 7.1<br>6.54<br>3.5<br>3.63 | 87<br>733                        | 6.2<br>6.22<br>3.3<br>3.32 | vided    |                             |                   |          |          | 4.11<br>2.2<br>2.21<br>117<br>1514                            |                  |           |          |    |    |    |
| Right Turn Channelized Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  |        | 7.1<br>6.54<br>3.5<br>3.63 | 87<br>733<br>0.12                | 6.2<br>6.22<br>3.3<br>3.32 | vided    |                             |                   |          |          | 4.11<br>2.2<br>2.21<br>117<br>1514<br>0.08                    |                  |           |          |    |    |    |
| Right Turn Channelized Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)                       |        | 7.1<br>6.54<br>3.5<br>3.63 | 87<br>733<br>0.12<br>0.4         | 6.2<br>6.22<br>3.3<br>3.32 | vided    |                             |                   |          |          | 4.11<br>2.2<br>2.21<br>117<br>1514<br>0.08<br>0.3             |                  |           |          |    |    |    |
| Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)  Control Delay (s/veh) |        | 7.1<br>6.54<br>3.5<br>3.63 | 87<br>733<br>0.12<br>0.4<br>10.6 | 6.2<br>6.22<br>3.3<br>3.32 | vided    |                             |                   |          |          | 4.11<br>2.2<br>2.21<br>117<br>1514<br>0.08<br>0.3<br>7.6<br>A | .9               |           |          |    |    |    |

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|  |               | Н        | ICS7        | Two-       | -Way     | Sto                         | o-Co   | ntrol     | Rep      | ort        |                    |           |          |    |    |           |
|--|---------------|----------|-------------|------------|----------|-----------------------------|--------|-----------|----------|------------|--------------------|-----------|----------|----|----|-----------|
| General Information  |               |          |             |            |          |                             | Site   | Infor     | natio    | n          |                    |           |          |    |    |           |
| Analyst  | DBZ           |          |             |            |          |                             | Inters | ection    |          |            | Mt W               | ash at C  | edar Cre | ek |    |           |
| Agency/Co.   | Diane         | B Zimn   | nerman T    | Traffic En | gineerin | g                           | Jurisc | liction   |          |            |                    |           |          |    |    |           |
| Date Performed   | 5/9/2         | 021      |             |            |          |                             | East/  | West Str  | eet      |            | Mt. V              | /ashingt  | on Rd    |    |    |           |
| Analysis Year  | 2026          |          |             |            |          |                             | North  | n/South : | Street   |            | Ceda               | r Creek F | Rd       |    |    |           |
| Time Analyzed  | AM P          | eak No I | Build       |            |          |                             | Peak   | Hour Fac  | ctor     |            | 0.86               |           |          |    |    |           |
| Intersection Orientation   | North         | n-South  |             |            |          |                             | Analy  | sis Time  | Period ( | hrs)       | 0.25               |           |          |    |    |           |
| Project Description  | Parks         | ide Exte | nsion       |            |          |                             |        |           |          |            |                    |           |          |    |    |           |
| Lanes  |               |          |             |            |          |                             |        |           |          |            |                    |           |          |    |    |           |
|  |               |          |             | 1447447    |          | †<br>† † Y<br>r Street: Nor |        | 7 4 4 4 4 |          |            |                    |           |          |    |    |           |
| Vehicle Volumes and Adj  | ustme         | nts      |             |            |          |                             |        |           |          |            |                    |           |          |    |    |           |
| Approach   |               | Eastb    | oound       |            |          | West                        | bound  |           |          | North      | thbound Southbound |           |          |    |    |           |
| Movement   | U             | L        | Т           | R          | U        | L                           | Т      | R         | U        | L          | Т                  | R         | U        | L  | T  |           |
| Priority   | $\perp$       | 10       | 11          | 12         |          | 7                           | 8      | 9         | 1U       | 1          | 2                  | 3         | 4U       | 4  | 5  | -         |
| Number of Lanes  | _             | 0        | 1           | 0          |          | 0                           | 0      | 0         | 0        | 0          | 1                  | 0         | 0        | 0  | 1  | (         |
| Configuration  | _             |          | LR          |            |          |                             |        |           |          | LT         |                    |           |          |    | _  | Ţ         |
| Volume (veh/h)   | _             | 79       |             | 62         |          |                             |        |           |          | 119        | 79                 |           |          |    | 48 | 13        |
| Percent Heavy Vehicles (%)   | $\perp$       | 6        |             | 2          |          |                             |        |           |          | 1          |                    |           |          |    |    | ╙         |
| Proportion Time Blocked  |               |          |             |            |          |                             |        |           |          |            |                    |           |          |    |    | L         |
| Percent Grade (%)  | _             |          | 0           |            |          |                             |        |           |          |            |                    |           |          |    |    |           |
| Right Turn Channelized   | _             |          |             |            |          |                             |        |           |          |            |                    |           |          |    |    |           |
| Median Type   Storage  | $\perp$       |          |             | Undi       | vided    |                             |        |           |          |            |                    |           |          |    |    |           |
| Critical and Follow-up H   | eadwa         | ys       |             |            |          |                             |        |           |          |            |                    |           |          |    |    |           |
| Base Critical Headway (sec)  |               | 7.1      |             | 6.2        |          |                             |        |           |          | 4.1        |                    |           |          |    |    |           |
| Critical Headway (sec)   |               | 6.46     |             | 6.22       |          |                             |        |           |          | 4.11       |                    |           |          |    |    |           |
| Base Follow-Up Headway (sec)   |               | 3.5      |             | 3.3        |          |                             |        |           |          | 2.2        |                    |           |          |    |    |           |
| Follow-Up Headway (sec)  |               | 3.55     |             | 3.32       |          |                             |        |           |          | 2.21       |                    |           |          |    |    |           |
| Delay, Queue Length, an  | d Leve        | l of S   | ervice      |            |          |                             |        |           |          |            |                    |           |          |    |    |           |
|  | $\overline{}$ |          | 164         |            |          |                             |        |           |          | 138        |                    |           |          |    |    | Т         |
| Flow Rate, v (veh/h)   | _             |          | 595         |            |          |                             |        |           |          | 1366       |                    |           |          |    |    | $\dagger$ |
|  |               |          |             |            |          |                             |        |           |          | 0.10       |                    |           |          |    |    | T         |
| Flow Rate, v (veh/h)   | +             |          | 0.28        |            |          |                             |        |           |          |            |                    |           |          |    |    |           |
| Flow Rate, v (veh/h)  Capacity, c (veh/h)  |               |          | 0.28        |            |          |                             |        |           |          | 0.3        |                    |           |          |    |    | П         |
| Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio   |               |          | _           |            |          |                             |        |           |          | 0.3<br>7.9 |                    |           |          |    |    |           |
| Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)                           |               |          | 1.1         |            |          |                             |        |           |          |            |                    |           |          |    |    |           |
| Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)  Control Delay (s/veh) |               | 1:       | 1.1<br>13.3 |            |          |                             |        |           |          | 7.9<br>A   | .1                 |           |          |    |    |           |

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|   |       |                            | CS/                               | IWO.                       | -vvay        | Sto                      | J-C0   | HUOI     | кер      | ort  |       |           |          |       |       |     |
|---|-------|----------------------------|-----------------------------------|----------------------------|--------------|--------------------------|--------|----------|----------|--|-------|-----------|----------|-------|-------|-----|
| General Information   |       |                            |                                   |                            |              |                          | Site   | Infor    | natio    | n  |       |           |          |       |       |     |
| Analyst   | DBZ   |                            |                                   |                            |              |                          | Inters | ection   |          |  | Mt W  | ash at C  | edar Cre | ek    |       | _   |
| Agency/Co.  | Diane | B Zimn                     | nerman 1                          | raffic En                  | gineerin     | g                        | Jurisd | liction  |          |  |       |           |          |       |       |     |
| Date Performed  | 5/9/2 | 021                        |                                   |                            |              |                          | East/\ | West Str | eet      |  | Mt. V | /ashingt  | on Rd    |       |       |     |
| Analysis Year   | 2026  |                            |                                   |                            |              |                          | North  | n/South  | Street   |  | Ceda  | r Creek F | Rd       |       |       |     |
| Time Analyzed   | AM P  | eak Buil                   | d                                 |                            |              |                          | Peak   | Hour Fa  | ctor     |  | 0.86  |           |          |       |       |     |
| Intersection Orientation  | North | n-South                    |                                   |                            |              |                          | Analy  | sis Time | Period ( | (hrs)  | 0.25  |           |          |       |       |     |
| Project Description   | Parks | ide Exte                   | nsion                             |                            |              |                          |        |          |          |  |       |           |          |       |       |     |
| Lanes   |       |                            |                                   |                            |              |                          |        |          |          |  |       |           |          |       |       |     |
|   |       |                            |                                   | 74444                      | A T<br>Major | †<br>† † Y<br>Street: No | † † r  | +        |          |  |       |           |          |       |       |     |
| Vehicle Volumes and Adj   | ustme | nts                        |                                   |                            |              |                          |        |          |          |  |       |           |          |       |       |     |
| Approach  |       | Eastb                      | oound                             |                            |              | West                     | bound  |          |          | North  | bound |           |          | South | bound |     |
| Movement  | U     | L                          | T                                 | R                          | U            | L                        | T      | R        | U        | L  | T     | R         | U        | L     | T     | R   |
| Priority  | _     | 10                         | 11                                | 12                         |              | 7                        | 8      | 9        | 1U       | 1  | 2     | 3         | 4U       | 4     | 5     | 6   |
| Number of Lanes   | -     | 0                          | 1                                 | 0                          |              | 0                        | 0      | 0        | 0        | 0  | 1     | 0         | 0        | 0     | 1     | 0   |
| Configuration   |       |                            | LR                                |                            |              |                          |        |          |          | LT   |       | ı         |          | 1     | 1     | TF  |
| Configuration   | _     |                            |                                   |                            |              |                          |        |          |          |  |       |           |          |       |       | -   |
| Volume (veh/h)  |       | 91                         |                                   | 76                         |              |                          |        |          |          | 124  | 79    |           |          |       | 48    | -   |
| Volume (veh/h) Percent Heavy Vehicles (%)   |       | 91<br>6                    |                                   | 76<br>2                    |              |                          |        |          |          | 124<br>1   | 79    |           |          |       | 48    | _   |
| Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked   |       | 6                          |                                   |                            |              |                          |        |          |          |  | 79    |           |          |       | 48    | _   |
| Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  |       | 6                          | 0                                 |                            |              |                          |        |          |          |  | 79    |           |          |       | 48    | _   |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized  |       | 6                          | 0                                 | 2                          |              |                          |        |          |          |  | 79    |           |          |       | 48    | 135 |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  |       | 6                          | 0                                 | 2                          | ivided       |                          |        |          |          |  | 79    |           |          |       | 48    | _   |
| Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up Heaves  | eadwa | 6<br>ys                    | 0                                 | 2<br>Undi                  | ivided       |                          |        |          |          | 1  | 79    |           |          |       | 48    | _   |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up Home Base Critical Headway (sec)   | eadwa | 9 <b>ys</b> 7.1            | 0                                 | Undi                       | ivided       |                          |        |          |          | 4.1  | 79    |           |          |       | 48    | _   |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)   | eadwa | ys 7.1 6.46                | 0                                 | Undi                       | ivided       |                          |        |          |          | 4.1 4.11   | 79    |           |          |       | 48    | _   |
| Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  | eadwa | 7.1<br>6.46<br>3.5         | 0                                 | Undi 6.2 6.22 3.3          | ivided       |                          |        |          |          | 4.1<br>4.11<br>2.2                                     | 79    |           |          |       | 48    | _   |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  |       | 7.1<br>6.46<br>3.5<br>3.55 |                                   | 6.2<br>6.22<br>3.3<br>3.32 | ivided       |                          |        |          |          | 4.1 4.11   | 79    |           |          |       | 48    | _   |
| Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  |       | 7.1<br>6.46<br>3.5<br>3.55 |                                   | 6.2<br>6.22<br>3.3<br>3.32 | ivided       |                          |        |          |          | 4.1<br>4.11<br>2.2                                     | 79    |           |          |       | 48    | _   |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  |       | 7.1<br>6.46<br>3.5<br>3.55 |                                   | 6.2<br>6.22<br>3.3<br>3.32 | ivided       |                          |        |          |          | 4.1<br>4.11<br>2.2                                     | 79    |           |          |       | 48    | -   |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an   |       | 7.1<br>6.46<br>3.5<br>3.55 | ervice                            | 6.2<br>6.22<br>3.3<br>3.32 | ivided       |                          |        |          |          | 4.1<br>4.11<br>2.2<br>2.21                             | 79    |           |          |       | 48    | _   |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h)  |       | 7.1<br>6.46<br>3.5<br>3.55 | ervice                            | 6.2<br>6.22<br>3.3<br>3.32 | ivided       |                          |        |          |          | 4.1<br>4.11<br>2.2<br>2.21                             | 79    |           |          |       | 48    | -   |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Pollow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>85</sub> (veh) |       | 7.1<br>6.46<br>3.5<br>3.55 | ervice<br>194<br>591              | 6.2<br>6.22<br>3.3<br>3.32 | ivided       |                          |        |          |          | 4.1<br>4.11<br>2.2<br>2.21<br>144<br>1363              | 79    |           |          |       | 48    | _   |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio  |       | 7.1<br>6.46<br>3.5<br>3.55 | 194<br>591<br>0.33<br>1.4<br>14.0 | 6.2<br>6.22<br>3.3<br>3.32 | ivided       |                          |        |          |          | 1<br>4.1<br>4.11<br>2.2<br>2.21<br>144<br>1363<br>0.11 | 79    |           |          |       | 48    | -   |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Pollow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>85</sub> (veh) |       | 7.1<br>6.46<br>3.5<br>3.55 | 194<br>591<br>0.33                | 6.2<br>6.22<br>3.3<br>3.32 | ivided       |                          |        |          |          | 1 4.1 4.11 2.2 2.21 144 1363 0.11 0.4 8.0 A            | 79    |           |          |       | 48    | -   |

|   |  |          |         | 100            | vvay     | 310                        | ,                 | 116101    | Rep      | OIL  |                   |           |          |    |    |   |  |  |
|---|--|----------|---------|----------------|----------|----------------------------|-------------------|-----------|----------|------|-------------------|-----------|----------|----|----|---|--|--|
| General Information                     |  |          |         |                |          |                            | Site              | Inforr    | natio    | n    |                   |           |          |    |    |   |  |  |
| Analyst                                 | DBZ  |          |         |                |          |                            | Inters            | ection    |          |      | Mt W              | ash at C  | edar Cre | ek |    |   |  |  |
| Agency/Co.                              | Diane B  | B Zimm   | erman T | raffic En      | gineerin | g                          | Juriso            | liction   |          |      |                   |           |          |    |    |   |  |  |
| Date Performed                          | 5/9/202  | 21       |         |                |          |                            | East/             | West Stre | eet      |      | Mt. Washington Rd |           |          |    |    |   |  |  |
| Analysis Year                           | 2021   |          |         |                |          |                            | North             | /South    | Street   |      | Ceda              | r Creek f | Rd       |    |    |   |  |  |
| Time Analyzed                           | PM Pea   | ak       |         |                |          |                            | Peak              | Hour Fac  | ctor     |      | 0.96              |           |          |    |    |   |  |  |
| Intersection Orientation                | North-   | South    |         |                |          |                            | Analy             | sis Time  | Period ( | hrs) | 0.25              |           |          |    |    |   |  |  |
| Project Description                     | Parksid  | le Exter | nsion   |                |          |                            |                   |           |          |      |                   |           |          |    |    |   |  |  |
| Lanes                                   |  |          |         |                |          |                            |                   |           |          |      |                   |           |          |    |    |   |  |  |
|   |  |          |         | 14 + A + B + C |          | 1<br>1 + Y<br>r Street: No | ↑ ↑ ↑<br>th-South | 14471     |          |      |                   |           |          |    |    |   |  |  |
| Vehicle Volumes and Adj                 | ustmen   | its      |         |                |          |                            |                   |           |          |      |                   |           |          |    |    |   |  |  |
| Approach                                |  | Eastb    |         |                |          |                            | oound             |           |          |      | bound             | bound     | _        |    |    |   |  |  |
| Movement                                | U  | L        | T       | R              | U        | L                          | T                 | R         | U        | L    | T                 | R         | U        | L  | T  | 1 |  |  |
| Priority                                | $\longrightarrow$                                | 10       | 11      | 12             |          | 7                          | 8                 | 9         | 1U       | 1    | 2                 | 3         | 4U       | 4  | 5  | ┡ |  |  |
| Number of Lanes                         | ++   | 0        | 1       | 0              |          | 0                          | 0                 | 0         | 0        | 0    | 1                 | 0         | 0        | 0  | 1  | L |  |  |
| Configuration                           | +  |          | LR      |                |          |                            |                   |           |          | LT   |                   |           |          |    |    | 1 |  |  |
| Volume (veh/h)                          | ++   | 99       |         | 178            |          |                            |                   |           |          | 71   | 46                |           |          |    | 78 | 8 |  |  |
| Percent Heavy Vehicles (%)              | $\longrightarrow$                                | 6        |         | 1              |          |                            |                   |           |          | 0    |                   |           |          |    |    | ╄ |  |  |
| Proportion Time Blocked                 |  |          |         |                |          |                            |                   |           |          |      |                   |           |          |    |    | L |  |  |
| Percent Grade (%)                       | <del>                                     </del> | (        | )       |                |          |                            |                   |           |          |      |                   |           |          |    |    | _ |  |  |
| Right Turn Channelized                  | -  |          |         |                |          |                            |                   |           |          |      |                   |           |          |    |    |   |  |  |
| Median Type   Storage                   |  |          |         | Undi           | vided    |                            |                   |           |          |      |                   |           |          |    |    | _ |  |  |
| Critical and Follow-up H                | eadway   | S        |         |                |          |                            |                   |           |          |      |                   |           |          |    |    |   |  |  |
| Base Critical Headway (sec)             |  | 7.1      |         | 6.2            |          |                            |                   |           |          | 4.1  |                   |           |          |    |    |   |  |  |
| Critical Headway (sec)                  |  | 6.46     |         | 6.21           |          |                            |                   |           |          | 4.10 |                   |           |          |    |    |   |  |  |
| Base Follow-Up Headway (sec)            |  | 3.5      |         | 3.3            |          |                            |                   |           |          | 2.2  |                   |           |          |    |    |   |  |  |
| Follow-Up Headway (sec)                 |  | 3.55     |         | 3.31           |          |                            |                   |           |          | 2.20 |                   |           |          |    |    |   |  |  |
| Delay, Queue Length, an                 | d Level  | of Se    | ervice  |                |          |                            |                   |           |          |      |                   |           |          |    |    |   |  |  |
| Flow Rate, v (veh/h)                    |  |          | 289     |                |          |                            |                   |           |          | 74   |                   |           |          |    |    | Г |  |  |
| Capacity, c (veh/h)                     |  |          | 792     |                |          |                            |                   |           |          | 1417 |                   |           |          |    |    | Γ |  |  |
| v/c Ratio                               |  |          | 0.36    |                |          |                            |                   |           |          | 0.05 |                   |           |          |    |    | Γ |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |          | 1.7     |                |          |                            |                   |           |          | 0.2  |                   |           |          |    |    |   |  |  |
| Control Delay (s/veh)                   |  |          | 12.1    |                |          |                            |                   |           |          | 7.7  |                   |           |          |    |    | Γ |  |  |
| Level of Service (LOS)                  |  |          | В       |                |          |                            |                   |           |          | А    |                   |           |          |    |    | Г |  |  |
| Approach Delay (s/veh)                  | 1  | 12       | 2.1     |                |          |                            |                   |           |          | 4    | .8                |           |          |    |    |   |  |  |
| ripproderi belay (s, veri)              |  |          |         |                |          |                            |                   |           |          |      |                   |           |          |    |    |   |  |  |

|   |        | Н                          | CS7                               | Two-                       | -Way         | Stop                        | o-Co   | ntrol     | Rep      | ort   |                  |           |          |    |     |    |  |  |
|---|--------|----------------------------|-----------------------------------|----------------------------|--------------|-----------------------------|--------|-----------|----------|---|------------------|-----------|----------|----|-----|----|--|--|
| General Information   |        | _                          | _                                 | _                          | _            |                             | Site   | Inform    | natio    | n   | _                |           |          |    |     | _  |  |  |
| Analyst   | DBZ    |                            |                                   |                            |              |                             | Inters | ection    |          |   | Mt W             | ash at C  | edar Cre | ek |     |    |  |  |
| Agency/Co.  | Diane  | B Zimm                     | nerman 1                          | raffic En                  | gineerin     | g                           | Juriso | liction   |          |   |                  |           |          |    |     |    |  |  |
| Date Performed  | 5/9/2  |                            |                                   |                            |              |                             | East/  | West Str  | eet      |   | Mt. V            | Vashingt  | on Rd    |    |     | _  |  |  |
| Analysis Year   | 2026   |                            |                                   |                            |              |                             | North  | /South    | Street   |   |                  | r Creek I |          |    |     |    |  |  |
| Time Analyzed   | PM Pe  | eak No E                   | Build                             |                            |              |                             | Peak   | Hour Fac  | ctor     |   | 0.96             |           |          |    |     | _  |  |  |
| Intersection Orientation  | North  | -South                     |                                   |                            |              |                             | Analy  | sis Time  | Period ( | hrs)  | 0.25             |           |          |    |     |    |  |  |
| Project Description   | Parksi | de Exter                   | nsion                             |                            |              |                             |        |           |          |   |                  |           |          |    |     | _  |  |  |
| Lanes   |        |                            |                                   |                            |              |                             |        |           |          |   |                  |           |          |    |     |    |  |  |
|   |        |                            |                                   | 7 4 4 Y 7 7 C              | ብ ግ<br>Major | 1<br>1 + Y<br>r Street: Nor | † † r  | 4 + 4 + 4 |          |   |                  |           |          |    |     |    |  |  |
| Vehicle Volumes and Ad  | justme | nts                        |                                   |                            |              |                             |        |           |          |   |                  |           |          |    |     |    |  |  |
| Approach  |        | Eastb                      | ound                              |                            |              | Westl                       | ound   |           |          | North   | thbound Southboo |           |          |    |     | _  |  |  |
| Movement  | U      | L                          | T                                 | R                          | U            | L                           | T      | R         | U        | L   | T                | R         | U        | L  | T   |    |  |  |
| Priority  | _      | 10                         | 11                                | 12                         |              | 7                           | 8      | 9         | 1U       | 1   | 2                | 3         | 4U       | 4  | 5   | -  |  |  |
| Number of Lanes   |        | 0                          | 1                                 | 0                          |              | 0                           | 0      | 0         | 0        | 0   | 1                | 0         | 0        | 0  | 1   | (  |  |  |
|   |        |                            | LR                                |                            |              |                             |        | l         |          | LT  | l .              |           |          |    |     | ΙT |  |  |
| Configuration   |        |                            |                                   |                            |              |                             |        |           |          |   |                  |           |          |    |     |    |  |  |
| Configuration Volume (veh/h)  |        | 201                        |                                   | 212                        |              |                             |        |           |          | 96  | 72               |           |          |    | 100 | 16 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)   |        | 201<br>6                   |                                   | 212                        |              |                             |        |           |          | 96<br>0   | 72               |           |          |    | 100 | 16 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  |        | 6                          |                                   |                            |              |                             |        |           |          |   | 72               |           |          |    | 100 | 16 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)   |        | 6                          | 0                                 |                            |              |                             |        |           |          |   | 72               |           |          |    | 100 | 16 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized   |        | 6                          | 0                                 | 1                          | vidad        |                             |        |           |          |   | 72               |           |          |    | 100 | 16 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  | leadwa | 6                          | 0                                 | 1                          | vided        |                             |        |           |          |   | 72               |           |          |    | 100 | 16 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  | leadwa | 6<br>ys                    | 0                                 | 1<br>Undi                  | vided        |                             |        |           |          | 0   | 72               |           |          |    | 100 | 16 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)   | leadwa | 9 <b>ys</b> 7.1            | 0                                 | Undi                       | vided        |                             |        |           |          | 4.1   | 72               |           |          |    | 100 | 16 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)   | leadwa | 6<br><b>ys</b> 7.1 6.46    | 0                                 | 1<br>Undi                  | vided        |                             |        |           |          | 4.1   | 72               |           |          |    | 100 | 10 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)   | leadwa | 7.1<br>6.46<br>3.5         | 0                                 | 6.2<br>6.21<br>3.3         | vided        |                             |        |           |          | 4.1<br>4.10<br>2.2  | 72               |           |          |    | 100 | 10 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  |        | 7.1<br>6.46<br>3.5<br>3.55 |                                   | 6.2<br>6.21<br>3.3<br>3.31 | vided        |                             |        |           |          | 4.1   | 72               |           |          |    | 100 | 10 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, and  |        | 7.1<br>6.46<br>3.5<br>3.55 | ervice                            | 6.2<br>6.21<br>3.3<br>3.31 | vided        |                             |        |           |          | 4.1<br>4.10<br>2.2<br>2.20                                    | 72               |           |          |    | 100 | 10 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)   |        | 7.1<br>6.46<br>3.5<br>3.55 | ervice<br>430                     | 6.2<br>6.21<br>3.3<br>3.31 | vided        |                             |        |           |          | 4.1<br>4.10<br>2.2<br>2.20                                    | 72               |           |          |    | 100 | 16 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  |        | 7.1<br>6.46<br>3.5<br>3.55 | <b>ervice</b> 430 639             | 6.2<br>6.21<br>3.3<br>3.31 | vided        |                             |        |           |          | 4.1<br>4.10<br>2.2<br>2.20                                    | 72               |           |          |    | 100 | 16 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio   |        | 7.1<br>6.46<br>3.5<br>3.55 | 430<br>639<br>0.67                | 6.2<br>6.21<br>3.3<br>3.31 | vided        |                             |        |           |          | 0<br>4.1<br>4.10<br>2.2<br>2.20<br>100<br>1299<br>0.08        | 72               |           |          |    | 100 | 10 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  y/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)                        |        | 7.1<br>6.46<br>3.5<br>3.55 | 430<br>639<br>0.67<br>5.2         | 6.2<br>6.21<br>3.3<br>3.31 | vided        |                             |        |           |          | 0<br>4.1<br>4.10<br>2.2<br>2.20<br>100<br>1299<br>0.08<br>0.2 | 72               |           |          |    | 100 | 10 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)  Control Delay (s/veh) |        | 7.1<br>6.46<br>3.5<br>3.55 | 430<br>639<br>0.67<br>5.2<br>21.5 | 6.2<br>6.21<br>3.3<br>3.31 | vided        |                             |        |           |          | 100<br>1299<br>0.08<br>0.2<br>8.0                             | 72               |           |          |    | 100 | 10 |  |  |
| Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  y/c Ratio  95% Queue Length, Qos (veh)                                    |        | 7.1<br>6.46<br>3.5<br>3.55 | 430<br>639<br>0.67<br>5.2         | 6.2<br>6.21<br>3.3<br>3.31 | vided        |                             |        |           |          | 100<br>1299<br>0.08<br>0.2<br>8.0<br>A                        | .8               |           |          |    | 100 | 1  |  |  |

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|  |        |                                       | -                                 |                            |          |                             |                   |           | Rep      | 011   |       |           |          |       |       |    |
|--|--------|---------------------------------------|-----------------------------------|----------------------------|----------|-----------------------------|-------------------|-----------|----------|---|-------|-----------|----------|-------|-------|----|
| General Information  |        |                                       |                                   |                            |          |                             | Site              | Inforr    | natio    | n   |       |           |          |       |       | Т  |
| Analyst  | DBZ    |                                       |                                   |                            |          |                             | Inters            | ection    |          |   | Mt W  | ash at C  | edar Cre | ek    |       |    |
| Agency/Co.   | Diane  | B Zimm                                | nerman i                          | raffic En                  | gineerin | g                           | Jurisd            | liction   |          |   |       |           |          |       |       |    |
| Date Performed   | 5/9/2  | 021                                   |                                   |                            |          |                             | East/\            | West Str  | eet      |   | Mt. V | /ashingt  | on Rd    |       |       |    |
| Analysis Year  | 2026   |                                       |                                   |                            |          |                             | North             | n/South : | Street   |   | Ceda  | r Creek I | Rd       |       |       |    |
| Time Analyzed  | PM Pe  | eak Build                             | d                                 |                            |          |                             | Peak              | Hour Fac  | tor      |   | 0.96  |           |          |       |       |    |
| Intersection Orientation   | North  | -South                                |                                   |                            |          |                             | Analy             | sis Time  | Period ( | hrs)  | 0.25  |           |          |       |       |    |
| Project Description  | Parksi | ide Exte                              | nsion                             |                            |          |                             |                   |           |          |   |       |           |          |       |       |    |
| Lanes  |        |                                       |                                   |                            |          |                             |                   |           |          |   |       |           |          |       |       |    |
|  |        |                                       |                                   | 14 47 4 F C                | ภา       | 寸<br>寸 수 Y<br>r Street: Nor | ተ ሥ ጦ<br>th-South | 4 + 4 4 4 |          |   |       |           |          |       |       |    |
| Vehicle Volumes and Adj  | ustme  | nts                                   |                                   |                            |          |                             |                   |           |          |   |       |           |          |       |       |    |
| Approach   |        | Eastb                                 | ound                              |                            |          | Westl                       | oound             |           |          | North   | bound |           |          | South | bound |    |
| Movement   | U      | L                                     | T                                 | R                          | U        | L                           | T                 | R         | U L T R  |   |       |           | U        | L     | T     | F  |
| Priority   |        | 10                                    | 11                                | 12                         |          | 7                           | 8                 | 9         | 1U       | 1   | 2     | 3         | 4U       | 4     | 5     | 6  |
| Number of Lanes  |        | 0                                     | 1                                 | 0                          |          | 0                           | 0                 | 0         | 0        | 0   | 1     | 0         | 0        | 0     | 1     | (  |
| Configuration  |        |                                       | LR                                |                            |          |                             |                   |           |          | LT  |       |           |          |       |       | Т  |
| Volume (veh/h)   |        | 206                                   |                                   | 220                        |          |                             |                   |           |          | 106   | 72    |           |          |       | 100   | 17 |
| Percent Heavy Vehicles (%)   |        | 6                                     |                                   | 1                          |          |                             |                   |           |          | 0   |       |           |          |       |       |    |
| Proportion Time Blocked  |        |                                       |                                   |                            |          |                             |                   |           |          |   |       |           |          |       |       |    |
| Percent Grade (%)  |        |                                       | 0                                 |                            |          |                             |                   |           |          |   |       |           |          |       |       |    |
|  |        |                                       |                                   |                            |          |                             |                   |           |          |   |       |           |          |       |       |    |
| Right Turn Channelized   |        |                                       |                                   |                            |          |                             |                   |           |          |   |       |           |          |       |       |    |
| Right Turn Channelized  Median Type   Storage  |        |                                       |                                   | Undi                       | vided    |                             |                   |           |          |   |       |           |          |       |       |    |
| Median Type   Storage  | eadwa  | ys                                    |                                   | Undi                       | vided    |                             |                   |           |          |   |       |           |          |       |       |    |
| Median Type   Storage  | eadwa  | <b>ys</b> 7.1                         |                                   | Undi                       | vided    |                             |                   |           |          | 4.1   |       |           |          |       |       |    |
| Median Type   Storage  Critical and Follow-up H  | eadwa  | _                                     |                                   |                            | vided    |                             |                   |           |          | 4.1   |       |           |          |       |       |    |
| Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)   | eadwa  | 7.1                                   |                                   | 6.2                        | vided    |                             |                   |           |          |   |       |           |          |       |       |    |
| Median Type   Storage  Critical and Follow-up He  Base Critical Headway (sec)  Critical Headway (sec)  | eadwa  | 7.1<br>6.46                           |                                   | 6.2                        | vided    |                             |                   |           |          | 4.10  |       |           |          |       |       |    |
| Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  |        | 7.1<br>6.46<br>3.5<br>3.55            | ervice                            | 6.2<br>6.21<br>3.3<br>3.31 | vided    |                             |                   |           |          | 4.10<br>2.2   |       |           |          |       |       |    |
| Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)   |        | 7.1<br>6.46<br>3.5<br>3.55            | ervice<br>444                     | 6.2<br>6.21<br>3.3<br>3.31 | vided    |                             |                   |           |          | 4.10<br>2.2   |       |           |          |       |       |    |
| Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an   |        | 7.1<br>6.46<br>3.5<br>3.55            | _                                 | 6.2<br>6.21<br>3.3<br>3.31 | vided    |                             |                   |           |          | 4.10<br>2.2<br>2.20   |       |           |          |       |       |    |
| Median Type   Storage  Critical and Follow-up Home Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)  Delay, Queue Length, an Flow Rate, v (veh/h)   |        | 7.1<br>6.46<br>3.5<br>3.55            | 444                               | 6.2<br>6.21<br>3.3<br>3.31 | vided    |                             |                   |           |          | 4.10<br>2.2<br>2.20   |       |           |          |       |       |    |
| Median Type   Storage  Critical and Follow-up Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)   |        | 7.1<br>6.46<br>3.5<br>3.55            | 444<br>620                        | 6.2<br>6.21<br>3.3<br>3.31 | vided    |                             |                   |           |          | 4.10<br>2.2<br>2.20<br>110<br>1285                            |       |           |          |       |       |    |
| Median Type   Storage  Critical and Follow-up Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  |        | 7.1<br>6.46<br>3.5<br>3.55            | 444<br>620<br>0.72                | 6.2<br>6.21<br>3.3<br>3.31 | vided    |                             |                   |           |          | 4.10<br>2.2<br>2.20<br>110<br>1285<br>0.09                    |       |           |          |       |       |    |
| Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)                        |        | 7.1<br>6.46<br>3.5<br>3.55            | 444<br>620<br>0.72<br>6.0         | 6.2<br>6.21<br>3.3<br>3.31 | vided    |                             |                   |           |          | 4.10<br>2.2<br>2.20<br>110<br>1285<br>0.09<br>0.3             |       |           |          |       |       |    |
| Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)  Control Delay (s/veh) |        | 7.1<br>6.46<br>3.5<br>3.55<br>I of So | 444<br>620<br>0.72<br>6.0<br>24.1 | 6.2<br>6.21<br>3.3<br>3.31 | vided    |                             |                   |           |          | 4.10<br>2.2<br>2.20<br>110<br>1285<br>0.09<br>0.3<br>8.1<br>A | .1    |           |          |       |       |    |

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