City of Louisville
COLORADO • SINCE 1878

Planning Commission

Agenda

Thursday, June 11, 2026
Council Chambers
749 Main Street
6:30 PM

Members of the public are welcome to attend and give comments remotely; however, the in-person meeting may continue even if technology issues prevent remote participation.

- You can call in to +1 719 359 4580 or 833 928 4610 (toll free)
  Webinar ID # 899 0108 8931
  Passcode 650368
- You can log in via your computer. Please visit the City's website to link to the meeting.

The Commission will accommodate public comments during the meeting. Anyone may also email comments prior to the meeting.

1. **Call to Order & Roll Call**

2. **Approval of Agenda**

3. **Public Comment on Items Not on the Board Agenda and Items on the Consent Agenda**

   Public comments are limited to 3 minutes per speaker. When several people wish to speak to the same position on a given item, the board requests they select a spokesperson to state that position.

4. **Board Consent Agenda**

   The following items on the Consent Agenda are considered routine, and shall be approved, adopted, accepted, etc. by a motion of the Board unless a board member specifically requests an item be considered under "Regular Business". In such an event, the item shall be removed from the "Consent Agenda" and action taken separately on said item in the order appearing on the agenda. Those items so approved under the heading "Consent Agenda" will appear in the Board Minutes in their proper order.

5. **Regular Business**

   A. Centennial Valley General Development Plan (GDP) Amendment to Allow Multifamily Affordable Housing and Establish Maximum Building Heights and Residential Density

   B. St. Louis Parish GDP Amendment 3

C. 1006 and 1008 Honeysuckle Lane Minor Subdivision to Combine Lots

6. Commission Member Comments

7. Staff Report

8. Adjourn

Resident Information

If you wish to speak at the City Council meeting in person, please fill out a sign-up card and present it to the City Clerk at the meeting. If you are attending remotely, please use the “raise hand” icon to show you wish to speak in appropriate public comments section.

Persons planning to attend the meeting who need sign language interpretation, translation services, assisted listening systems, Braille, taped material, or other accommodation should email the City Clerk’s Office or call 303.335.4574

A two business day notice is requested.

Si requiere una copia en español de esta publicación o necesita un intérprete durante la reunión del Consejo, por favor llame a la Ciudad al 303.335.4574 o email

City of Louisville
COLORADO • SINCE 1878

Planning Commission Communication
Agenda Item 5.A.

Subject: Centennial Valley General Development Plan (GDP) Amendment to Allow Multifamily Affordable Housing and Establish Maximum Building Heights and Residential Density

Date: June 11, 2026

Prepared By: Jeff Hirt, Planning Manager
Rob Zuccaro, Director

Presented By: Jeff Hirt, Planning Manager
Rob Zuccaro, Director

Summary:
The City, in coordination with Koelbel and Company, is requesting an amendment to the Centennial Valley General Development Plan (GDP) for a 2.8-acre property to allow permanently affordable (deed-restricted) multifamily housing with a maximum height of 45 feet and a density of up to 37 dwelling units per acre. The City is the formal applicant with authorization from the property owner, and is initiating the GDP amendment as part of implementing the 2026 Comprehensive Plan and 2024 Housing Plan.

Attachment 1 includes the project narrative and information regarding a potential affordable housing project; however, this application does not approve a specific development proposal. This application would approve the allowed uses, maximum building heights, and maximum residential density for the subject site. Any future project would require separate PUD approvals and public hearings before the Planning Commission and City Council.



Background / Prior Discussions:

The subject property is zoned Planned Community Zone District - Commercial (PCZD-C) and is governed by the Centennial Valley General Development Plan (GDP), which establishes allowable land uses and development intensity throughout the approximately 487-acre GDP area (see Attachment 2). The site is currently vacant and is located within the “L2” subarea, which currently allows only commercial land uses. The surrounding area includes a mix of office uses, undeveloped land, and nearby commercial development along the McCaslin Boulevard corridor.

The GDP establishes permitted land uses and maximum development intensity by subarea, including allowable building square footage. Residential areas within the GDP have largely developed as planned, although some neighborhoods impacted by the Marshall Fire continue to rebuild. The GDP does not establish maximum building heights; building height is instead governed by the requirements for residential zoning, which generally restricts buildings to 35 feet in height, and the Commercial Development Design Standards and Guidelines (CDDSG), which restricts commercial buildings to 35 feet in height, and 42 feet to the top of rooftop mechanical screens.

The subject property is well served by existing infrastructure and transportation access. The site has vehicular access from Centennial Parkway and is located approximately one block from the McCaslin Boulevard commercial corridor, including the future King Soopers Marketplace planned to open in 2026. Existing sidewalks and multi-use paths connect the site to nearby commercial areas, RTD 228 bus stops, and the RTD US 36 and McCaslin Park-n-Ride, located less than one-half mile away with regional transit connections to Boulder and Denver.

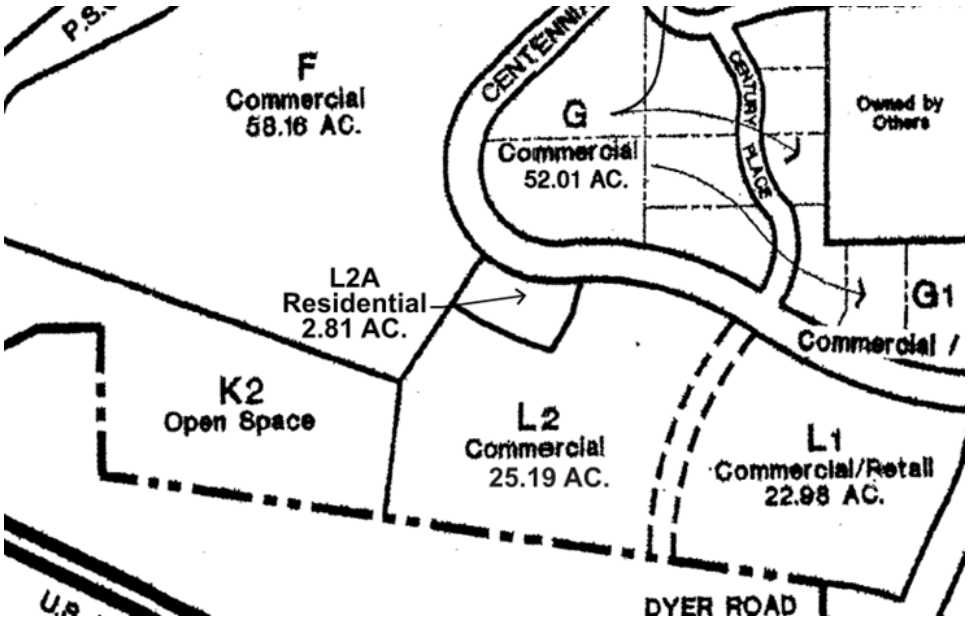
Koelbel and Company has also indicated plans to pursue a broader future GDP amendment to evaluate residential uses on additional sites within Centennial Valley following adoption of the Comprehensive Plan, which supports residential and mixed-use development in portions of the area. Preliminary discussions have generally contemplated lower residential densities and building heights on those sites than proposed for the subject affordable housing development. Koelbel and Company has also requested that the affordable housing project would be credited against Inclusionary Housing affordable housing obligations associated with future residential development on other Centennial Valley sites.

<u>City Council Concept Plan Feedback June 2026</u>

City Council held a Concept Plan public hearing for the proposed project and associated GDP amendment on June 2, 2026. The purpose of the hearing was to provide an opportunity for City Council and staff to review the proposal and offer preliminary feedback before the applicant proceeds with formal development applications. While no formal findings or recommendations are made at the Concept Plan stage, City Council did not express concerns regarding the proposed land use, building heights, or residential density and supported the project moving forward as proposed. No public comments were received during the hearing.

Development Proposal:

The proposal is to amend the Centennial Valley General Development Plan (GDP) for an approximately 2.8-acre site (new parcel L2) to allow multifamily residential development with all dwelling units permanently affordable through deed restrictions. The amendment would establish a maximum building height of 45 feet to accommodate a four-story building and a maximum residential density of 37 dwelling units per acre. The current GDP does not allow residential uses on the site.



(1) SPECIFIC DESCRIPTIONS OF PERMITTED LAND USES AND DENSITIES FOR EACH PARCEL IDENTIFIED ON THE GDP MAY BE FOUND IN THE CENTENNIAL VALLEY AMENDED AND RESTATED DEVELOPMENT AGREEMENT AS AMENDED.
(2) PARCEL L2A IS DESIGNATED FOR 100% AFFORDABLE MULTI-FAMILY RESIDENTIAL. ALL DWELLING UNITS WITHIN L2A SHALL BE DEED-RESTRICTED AFFORDABLE HOUSING UNITS. DEVELOPMENT OF PARCEL L2A IS SUBJECT TO AN AFFORDABLE HOUSING AGREEMENT BETWEEN THE CITY OF LOUISVILLE AND THE PROPERTY OWNER, AS MAY BE AMENDED. REFER TO THE CENTENNIAL VALLEY AMENDED AND RESTATED DEVELOPMENT AGREEMENT, AS AMENDED, FOR ADDITIONAL REQUIREMENTS. AFFORDABLE HOUSING UNITS DEVELOPED WITHIN CENTENNIAL VALLEY SHALL BE CREDITED TOWARD THE CITY'S INCLUSIONARY HOUSING ORDINANCE REQUIREMENTS, AS APPLICABLE. REFER TO THE TABLE BELOW FOR ADDITIONAL DEVELOPMENT STANDARDS ASSOCIATED WITH PARCEL L2A.

NEW RESIDENTIAL PARCEL USE STANDARDS

RESIDENTIAL PARCEL	USE TYPE	ACREAGE	MAX. DENSITY	MAX. UNITS	MAX. BUILDING HEIGHT	POCKET PARK PROPOSED
L2A	MF	2.81	37 DU/AC	104	45 FT	NO

Figure 1: Excerpt of GDP Amendment for New L2A Parcel and GDP Notes

This request does not seek approval of a specific development project. Rather, it would establish the land use, affordability, density, and building height parameters necessary to allow future consideration of affordable housing on the site. Any future development proposal would require separate review and approval through the Planned Unit Development (PUD) process, including public hearings before the Planning Commission and City Council.

The amendment is being pursued to facilitate a concept proposed by the property

owner, Koelbel and Company, for approximately 100 deed-restricted, permanently affordable rental housing units serving households earning up to 80 percent of Area Median Income (AMI), with affordability levels ranging from 30 percent to 80 percent AMI and averaging 60 percent AMI across the project. The current concept includes a three- to four-story building at a density consistent with the proposed GDP amendment.

Because the proposal would support a 100 percent affordable housing development and directly advance adopted City housing goals, the City is partnering with Koelbel and Company, the property owner, and is serving as the applicant for the GDP amendment. The proposed timeline is intended to support Koelbel and Company's anticipated August 2026 application for Low-Income Housing Tax Credits (LIHTC) through the Colorado Housing and Finance Authority (CHFA), which requires applicable land use approvals to be in place. The City is also supporting the project through a Proposition 123 Land Banking Grant application to CHFA.

Figure 1 provides a conceptual rendering of the type of affordable housing development that the proposed GDP amendment would support. The rendering is illustrative only and is not subject to approval as part of this application.

Attachment 5 includes additional project information prepared by Koelbel and Company for context. Any future development proposal would require separate Planned Unit Development (PUD) review and approval, including public hearings before the Planning Commission and City Council to evaluate site design, building architecture, landscaping, parking, access, and other project-specific details.



Figure 2: Conceptual Image of Proposed Project

Analysis:
The analysis of this application is limited to the proposed GDP amendment, which would allow multifamily residential development on the subject property with all dwelling units permanently affordable through deed restrictions, and would establish maximum building height and residential density standards. This application does not approve a specific development project, site plan, building design, or infrastructure improvements. Those project-specific details would be reviewed through a subsequent Planned Unit Development (PUD) process, including additional public hearings before the Planning Commission and City Council.

Consistency with Planned Community Zone District Purpose and GDP Requirements
Louisville Municipal Code Section 17.72.060 allows a GDP to be amended subject to the same procedures as original approval. The proposed amendment is consistent with the purpose of the Planned Community Zone District, which is intended to encourage coordinated community design and integrated development patterns that include a mix of housing types, commercial uses, services, recreation, public facilities, and other complementary land uses.

The proposed amendment would allow permanently affordable multifamily housing in an area with existing streets, utilities, services, employment, commercial activity, transit access, and bicycle and pedestrian infrastructure. Locating affordable housing in this context supports coordinated community planning by adding housing choice within an established mixed-use area rather than requiring extension of new infrastructure to an undeveloped location. The amendment also supports adopted Comprehensive Plan policies that identify Centennial Valley as an appropriate area for integrated development and future residential opportunities.

LMC Section 17.72.030 requires a GDP to address the proposed use of land, the type and character of development, residential density, public and quasi-public facilities, and street coordination. The proposed amendment addresses these requirements by identifying the allowable residential use, establishing maximum density and building height, and preserving the requirement for future site-specific PUD review. Detailed site design, including building placement, architecture, parking, access, landscaping, utilities, and infrastructure impacts, would be evaluated through the subsequent PUD process.

Building Height
The proposed GDP amendment would allow a maximum building height of 45 feet, accommodating a four-story building on the subject property. While the Comprehensive Plan’s Integrated Development/FLEX placetype identifies building heights of up to three stories, it also notes that density ranges and height guidance may vary based on project context and community benefits, including affordable housing (p. 37).

Although a four-story building would be uncommon in Louisville, the proposed height is generally consistent with the surrounding height context. The property immediately

south allows buildings up to 35 feet and two stories, while the next property south on the same block as the subject site allows up to 46 feet and three stories. The property to the west contains a one-story industrial building and allows a maximum height of 26 feet, while several nearby properties remain undeveloped. In addition, the Comprehensive Plan contemplates building heights of up to five stories within the Regional Center placetype south of Dillon Road.



Figure 3: Illustration of Surrounding Building Heights

On balance, staff finds the proposed height appropriate given the project's provision of permanently affordable housing, consistency with height of nearby buildings, its location within an area planned for integrated development, and the requirement for future PUD review to address building design, massing, transitions, and compatibility.



Figure 4: Image of conceptual project looking west from Centennial Parkway

Residential Density
The proposed GDP amendment would allow a maximum residential density of 37 dwelling units per acre. While this exceeds the 18–30 dwelling units per acre range identified for the Integrated Development/FLEX placetype, the Comprehensive Plan recognizes that density ranges are intended as guidance and may vary based on project context and community benefits. In this case, the requested density is directly tied to the provision of permanently affordable housing and is intended to facilitate approximately 100 deed-restricted affordable rental units.

Staff also finds the requested density appropriate given the site's location within an area characterized primarily by commercial, industrial, and undeveloped properties rather than established residential neighborhoods. The addition of new residents in this location would support nearby commercial uses, increase housing opportunities near employment and services, and advance Comprehensive Plan policies related to mixed-use and integrated development patterns (see Attachment 5, Comprehensive Plan applicable policies).

The proposed density should also be considered in the context of the limited scope of the GDP amendment. Approval of the amendment would establish a maximum allowable density but would not approve a specific unit count, building layout, or site plan. Any future development proposal would require Planned Unit Development (PUD)

review and approval, including evaluation of infrastructure capacity, transportation impacts, parking, access, site design, and compatibility with surrounding development.

Comprehensive Plan Consistency
Staff finds the proposed GDP amendment is consistent with the Comprehensive Plan when applicable policies are considered on balance. The subject property is located within the Integrated Development/FLEX placetype, which supports a mix of residential, employment, and commercial uses and identifies multifamily residential as an appropriate land use. The Comprehensive Plan also identifies portions of Centennial Valley as an opportunity area for future residential and mixed-use development and includes policies supporting affordable housing, housing diversity, redevelopment of underutilized commercial land, and residential development near services, employment centers, and transit.

The proposal would advance these objectives by allowing approximately 100 permanently affordable dwelling units on an underutilized site near existing commercial and employment areas. The amendment would expand housing opportunities, increase the City's supply of permanently affordable housing, and support the development of a more complete mixed-use Centennial Valley.

The proposal exceeds the FLEX placetype's general guidance of three stories and 18–30 dwelling units per acre. However, the Comprehensive Plan states that placetype height and density ranges are intended as guidance and may vary based on project context and the extent to which a development provides community benefits, including affordable housing. Staff finds that the proposed permanently affordable housing represents a significant community benefit that supports consideration of additional height and density in this location.

On balance, staff finds the proposal is generally consistent with the Comprehensive Plan. Future PUD review would evaluate project-specific issues such as building massing, transitions, site design, parking, and compatibility with surrounding development.

Attachment 7 provides a list of all the applicable Comprehensive Plan policies.

Housing Plan Consistency
The proposed GDP amendment is consistent with the Louisville Housing Plan goals to increase residential development opportunities, expand and maintain access to affordable housing, and diversify the City’s housing stock. The amendment would facilitate redevelopment of the site with multifamily residential development, creating additional housing opportunities while expanding the range of housing types available in Louisville. The proposal also aligns with the Housing Plan’s direction to accommodate future housing growth in appropriate locations and increase housing options for households that may otherwise be priced out of the community.

The proposal most directly advances the Housing Plan’s affordable housing objectives

because all residential units on the subject property would be permanently affordable through deed restrictions. The Housing Plan identifies the creation and preservation of income-restricted affordable housing as one of the most effective tools for addressing housing affordability challenges and encourages partnerships that support new affordable housing development. By requiring long-term affordability for all units and reflecting a partnership between the City and Koelbel and Company, the amendment would make a meaningful contribution toward the City's affordable housing goals and increase the supply of permanently affordable housing in Louisville.

Attachment 7 provides a list of all the applicable Housing Plan policies.

Proposition 123 Commitment
The City's Proposition 123 commitment includes a goal of creating 77 new affordable housing units by the end of 2026. The affordable housing concept associated with this GDP amendment includes approximately 100 deed-restricted affordable units. If developed, the project would exceed the City's Proposition 123 unit commitment and represent a significant contribution toward local affordable housing goals. While the GDP amendment does not approve a specific development proposal, it would establish the land use framework necessary to support future consideration of a project that could help fulfill this commitment.

Traffic and Transportation
The applicant submitted a traffic impact study prepared by Kimley-Horn that evaluates a broader potential residential redevelopment scenario for Centennial Valley, including the subject property (Attachment 4). That broader scenario is not part of this application and would require separate future approvals. However, the study's assumptions for the subject property are generally consistent with the land use, density, and building scale contemplated by the proposed GDP amendment.

The study concluded that the broader residential redevelopment scenario could be accommodated within the existing and planned roadway network and would generate substantially fewer AM and PM peak-hour trips than the office development previously contemplated for the area.

As of the date of this staff report, the study is undergoing final review by the City's Public Works Department. Any comments or requested refinements resulting from that review will be provided to the Planning Commission and City Council as they become available.

Regardless of the conclusions of the broader study, a project-specific traffic analysis would be required with any future PUD application to evaluate site access, circulation, parking, roadway operations, and any necessary improvements.

Council Work Plan:
This item directly advances several 2026 City Council Work Plan housing priorities. A future GDP amendment with the City as applicant would advance the work plan priority

of considering City-initiated rezonings to support housing development. The proposed project would also satisfy the City's Proposition 123 housing commitment goals and advance implementation of the Housing Plan, both identified as Council work plan priorities.

Fiscal Impact:
There is no direct fiscal impact associated with this Concept Plan review. Any future City financial participation or funding commitments associated with the proposed development would require separate City Council consideration and approval.

Alternatives:
Recommendation to City Council for approval of the proposed GDP amendment as presented, approval with modifications, or denial.

Recommendation:
Staff recommends approval of Resolution No. 7, Series 2026, approving a Centennial Valley General Development Plan amendment for Lot A of the Centennial Valley Business Park Filing No. 8 Final Plat to allow multifamily, permanently affordable residential development with a maximum building height of 45 feet and a maximum residential density of 37 dwelling units per acre.

Attachments:
1. Resolution No. 7, Series 2026
2. Draft City Council Ordinance
3. Application Materials
4. Proposed Centennial Valley_GDP Amendment_Affordable Housing
5. Narrative - Centennial Valley Family Affordable_4 Story Conceptual Plans
6. Centennial Valley Residential Traffic Study 5.28.2026
7. Applicable Comprehensive and Housing Plan Policies

RESOLUTION NO. 7
SERIES 2026

A RESOLUTION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF A CENTENNIAL VALLEY GENERAL DEVELOPMENT PLAN AMENDMENT FOR LOT A OF THE CENTENNIAL VALLEY BUSINESS PARK FILING NO. 8 FINAL PLAT

WHEREAS, the City of Louisville has applied for an amendment to the Centennial Valley General Development Plan (GDP) for Lot A of the Centennial Valley Business Park Filing No. 8 Final Plat to allow multifamily residential development with all dwelling units permanently affordable through deed restrictions, establish a maximum building height of 45 feet, and establish a maximum residential density of 37 dwelling units per acre; and

WHEREAS, the Planning Commission finds that the proposed GDP amendment is consistent with the purpose of the Planned Community Zone District and satisfies the applicable requirements of Chapter 17.72 of the Louisville Municipal Code; and

WHEREAS, the Planning Commission finds that the proposed GDP amendment supports adopted Comprehensive Plan and Housing Plan policies related to affordable housing, housing diversity, residential development opportunities, and integrated mixed-use development; and

WHEREAS, the Planning Commission has considered the application at a duly noticed public hearing on June 11, 2026, where evidence and testimony were entered into the record, including the findings contained in the Louisville Planning Commission Staff Report dated June 11, 2026.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado, does hereby recommend that the City Council approve the Centennial Valley General Development Plan Amendment for Lot A of the Centennial Valley Business Park Filing No. 8 Final Plat to allow multifamily residential development with all dwelling units permanently affordable through deed restrictions, a maximum building height of 45 feet, and a maximum residential density of 37 dwelling units per acre.

PASSED AND ADOPTED this 11th day of June, 2026.

By: _____
Steve Brauneis, Chair
Planning Commission

Attest: _____
Cullen Choi, Secretary
Planning Commission

ORDINANCE NO. __
SERIES 2026

AN ORDINANCE APPROVING A CENTENNIAL VALLEY GENERAL DEVELOPMENT PLAN AMENDMENT FOR LOT A OF THE CENTENNIAL VALLEY BUSINESS PARK FILING NO. 8 FINAL PLAT

WHEREAS, the City of Louisville (the "City"), is a Colorado home rule municipal corporation duly organized and existing under laws of the State of Colorado and the City of Louisville Home Rule Charter (the "City Charter"); and

WHEREAS, the subject property is Lot A of the Centennial Valley Business Park Filing No. 8 Final Plat and is located within the Centennial Valley General Development Plan (GDP) and Planned Community Commercial zone district; and

WHEREAS, the Centennial Valley GDP currently allows commercial development on the subject property but does not allow residential uses; and

WHEREAS, the City, in coordination with Koelbel and Company, has applied for an amendment to the Centennial Valley General Development Plan, attached hereto as Exhibit A (the "GDP Amendment"), to allow multifamily residential development with all dwelling units permanently affordable through deed restrictions, establish a maximum building height of 45 feet, and establish a maximum residential density of 37 dwelling units per acre on Lot A of the Centennial Valley Business Park Filing No. 8 Final Plat; and

WHEREAS, the proposed amendment is intended to facilitate the development of permanently affordable housing and advance adopted City housing goals, including goals and policies contained in the Louisville Comprehensive Plan and Louisville Housing Plan; and

WHEREAS, after a duly noticed public hearing held on June 11, 2026, at which evidence and testimony were entered into the record, including the Louisville Planning Commission Staff Report dated June 11, 2026, the Planning Commission forwarded a recommendation to the City Council to approve the proposed GDP amendment; and

WHEREAS, City Council has provided notice of a public hearing on this ordinance by publication as provided by law and has held a public hearing as provided in said notice; and

WHEREAS, the City Council finds the proposed GDP amendment is consistent with the requirements of the Planned Community Zone District chapter of the Louisville Municipal Code, the criteria and requirements applicable to General Development Plans, and the applicable goals and policies of the Louisville Comprehensive Plan and Louisville Housing Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE

CITY OF LOUISVILLE, COLORADO:

Section 1. The City Council hereby approves the Centennial Valley General Development Plan Amendment for Lot A of the Centennial Valley Business Park Filing No. 8 Final Plat, allowing multifamily residential development with all dwelling units permanently affordable through deed restrictions, a maximum building height of 45 feet, and a maximum residential density of 37 dwelling units per acre, substantially as depicted in Exhibit A attached hereto.

Section 2. Approval of the GDP amendment does not constitute approval of a specific development proposal. Any future development of the property shall be subject to applicable review and approval in accordance with the Louisville Municipal Code.

INTRODUCED, READ, PASSED ON FIRST READING AND ORDERED PUBLISHED this __th day of _____ 2026.

_____
Christopher M. Leh, Mayor

ATTEST:

_____
Genny Kline, Interim City Clerk

PUBLIC HEARING AND SECOND READING WILL BE THE __TH DAY OF _____, 2026, AT 6:00 P.M. AT LOUISVILLE CITY HALL, 749 MAIN STREET, LOUISVILLE, CO 80027.

PASSED AND ADOPTED ON SECOND AND FINAL READING, this __ day of _____, 2026.

_____
Christopher M. Leh, Mayor

ATTEST:

_____
Genny Kline, Interim City Clerk

APPROVED AS TO FORM:
Kelly PC, City Attorney

_____
Kathleen M. Kelly

Development Review Application Form

Please complete this form and include it with the submittal documents for your development review application. Applications will not be processed until all required information is provided to the satisfaction of the City of Louisville Planning Department.

Property Information

Common Address(es): 365 Centennial Parkway, 0 Dyer Road
Legal Description:
Lot A (including Outlot A) Block _____ Subdivision Centennial Valley Business Park Filing No. 8
Lot Area: approx. 122,404 SF Sq. Ft. or approx. 2.81 Acres

LAND USE PROCESS (check all that apply)

- ☐ Annexation
- ☐ Concept Plan
- ☐ Easement Vacation
- ☐ Oil and Gas
- ■ General Development Plan (GDP)
  - ■ Amendment
  - ☐ New GDP
- ☐ Planned Unit Development (PUD)
  - ☐ Amendment
  - ☐ Preliminary
  - ☐ New PUD
- ☐ Rezoning
- ☐ Special Review Use (SRU)
  - ☐ Amendment
  - ☐ New SRU
- ☐ Subdivision
  - ☐ Final or Replat
  - ☐ Preliminary Plat
- ☐ Temporary Use Permit
- ☐ Variance
- ☐ Vested Property Right
- ☐ Wireless Facility
- ☐ Other: _____

PROJECT DESCRIPTION:

A request to amend the Centennial Valley General Development Plan (GDP) to allow multifamily, permanently affordable residential development on the subject property and establish related maximum residential density and building height standards.

Property Owner Information

Name: City of Louisville Entity (if applicable) _____
Address: 749 Main Street
Phone: 303-666-6565 Email: planning@louisvilleco.gov

Application Representative Information

Name: Rob Zuccaro, Community Development Director Entity (if applicable) City of Louisville
Address: 749 Main Street
Phone: 303-666-6565 Email: planning@louisvilleco.gov

Certification/Signature

I certify that the information I have submitted is true and correct to the best of my knowledge and in filing the application and submittal documents, I am acting as and/or with the knowledge and consent of those persons who are owners of the subject property or are parties to this application.

Rob Zuccaro	Rob Zuccaro	5/27/26
Signature*	Print Name	Date

***If acting as a representative/agent of the owner, include written authorization from the owner that certifies the agent's right to submit this application**

Date: May 27, 2026

To: Louisville Planning Commission and City Council

From: Community Development Department

Re: General Development Plan Amendment – Centennial Valley Affordable Housing

Purpose of the Request

The City of Louisville is the applicant, on behalf of the property owner, for a General Development Plan (GDP) amendment affecting the properties commonly known as 365 Centennial Parkway and 0 Dyer Road, legally described as Lot A (including Outlot A), Centennial Valley Business Park Filing No. 8. The proposed amendment would allow multifamily residential use on the subject property and establish residential density and building height standards necessary to support permanently affordable housing.

This application is a City-initiated land use action intended to implement adopted affordable housing policies and priorities of the City of Louisville.

Background and Policy Context

The City is acting as applicant because advancing affordable housing is an adopted City priority and specific implementation objective of multiple City policy documents. The City Council's 2026 Work Plan identifies city-initiated rezonings and land use actions that support affordable housing goals as a priority action item. The proposed amendment also directly implements the Louisville Housing Plan, which calls for regulatory and land use actions that expand the supply and diversity of affordable housing opportunities within the community.

In addition, the amendment advances the recently adopted Comprehensive Plan, which identifies affordable housing as a top community priority and supports mixed-use and residential development patterns in appropriate locations. The proposed GDP amendment is therefore a direct implementation measure advancing adopted City policies related to housing affordability, housing diversity, transportation access, and sustainable land use patterns.

The subject property is particularly appropriate for affordable multifamily residential development due to its proximity to regional transit, employment centers, commercial services, schools, childcare, and bicycle and pedestrian infrastructure. The applicant materials note the site is located near the US 36 and McCaslin regional transit corridor and within walking distance of commercial services and

multimodal transportation connections. These site characteristics align with the City's adopted goals of locating housing opportunities in areas with access to transportation, services, and employment.

Affordable Housing Commitment
The amendment is intended to facilitate development of a 100% permanently affordable multifamily residential community serving low- and moderate-income households. The applicant materials contemplate approximately 100 affordable housing units on the subject property. The development team has committed that all residential units developed on the property will remain permanently affordable through applicable affordability restrictions and agreements.

The City acknowledges that the amendment request includes consideration of residential density and building height standards necessary to support affordable multifamily housing on the site. Those standards will continue to be evaluated through the public review process, including public hearings before the Planning Commission and City Council.

Conclusion
The proposed GDP amendment advances adopted City Council direction and implements the City's Comprehensive Plan and Housing Plan objectives related to permanently affordable housing, housing diversity, and transit-supportive residential development. The amendment represents an intentional and policy-driven effort to address identified community housing needs through implementation of the City's adopted plans and priorities.

Respectfully submitted,

Community Development Department
City of Louisville

Rob Zuccaro
Community Development Director

CENTENNIAL VALLEY

May 21, 2026

Dear Sirs:

Koelbel and Company, the Manager for all vacant properties located in Centennial Valley, Louisville, CO, hereby consents to allow the City and its Planning Staff represent it. The City will be initiating an amendment to the existing GDP, adding residential uses to the properties. We look forward to working hand in hand with the City to carry out the vision Louisville has laid out in its Comprehensive Plan.

Sincerely,



Jeffrey G. Sheets
Vice President
Koelbel and Company

PLANNING COMMISION CERTIFICATE

RECOMMENDED APPROVAL THIS _____ DAY OF _____, 20__ BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.
RESOLUTION NO. _____ SERIES _____

CITY COUNCIL CERTIFICATE

APPROVED THIS _____ DAY OF _____, 20__ BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.
ORDINANCE NO. _____ SERIES _____

_____ _____
MAYOR CITY CLERK

CLERK AND RECORDER CERTIFICATE

(COUNTY OF BOULDER
STATE OF COLORADO)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT _____ O'CLOCK, ___ . M., THIS _____ DAY OF _____, 20__, AND IS RECORDED IN PLAN FILE _____, FEE _____ PAID _____ FILM NO. _____, RECEPTION

_____ _____
CLERK & RECORDER DEPUTY

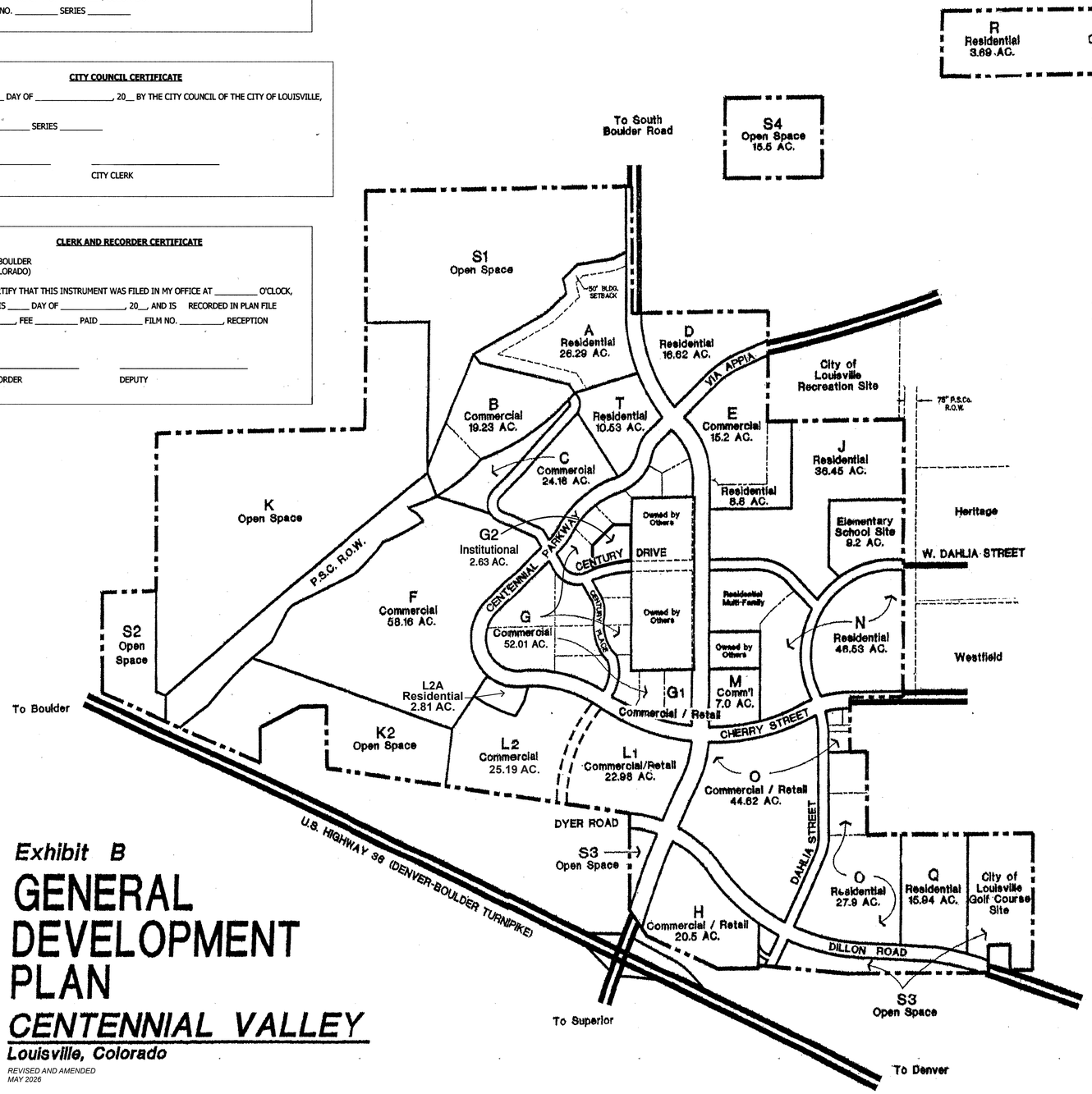


Exhibit B

GENERAL DEVELOPMENT PLAN

CENTENNIAL VALLEY

Louisville, Colorado

REVISED AND AMENDED
MAY 2026

DESIGNATED USES	PLANNING AREAS	ACREAGE	AVERAGE DENSITY	DWELLING UNITS	GROSS BUILDING AREA
RESIDENTIAL					
SINGLE FAMILY	A D E J N Q R T	155.46	3.92	609	-
MULTI-FAMILY	N O	37.29	13.70	511	-
MULTI-FAMILY (AFFORDABLE)	L2	2.81	37.00	104	-
TOTAL RESIDENTIAL		195.56	6.26	1224	N/A
NON-RESIDENTIAL					
RETAIL	H L M O G1	62.98	0.20	-	515,000 SF
RESEARCH / OFFICE	B C F G L	178.75	0.36	-	2,841,400 SF
INSTITUTIONAL	G2	2.63	0.41	-	47,000 SF
MIXED USE (EXCLUDING RESIDENTIAL)	O E H M	47.39	0.36	-	477,500 SF
TOTAL NON-RESIDENTIAL		291.75	0.31	N/A	3,880,900 SF
TOTAL DEVELOPMENT		**487.31**	**N/A**	**1224**	**3,880,900 SF**

OPEN SPACE	
OPEN SPACE PARCELS K, K2, S1-S5	295.01
ARTERIAL ROADS	90.46
TOTAL OPEN SPACE	**385.47**
SCHOOL SITE	9.22
TOTAL LAND	**882.00 AC.**

USE FOR EACH PARCEL ALLOWABLE UNDER DESIGNATED USES (1)

PARCEL L	CORPORATE USER / RETAIL / MIXED USE
PARCEL B C F G	RESEARCH / OFFICE / RETAIL
PARCEL G2	INSTITUTIONAL
PARCEL E	MIXED USE / COMMERCIAL
PARCEL M	RETAIL / OFFICE
PARCEL O	MIXED USE / RETAIL
PARCEL H	HOTEL / MIXED USE / RETAIL
PARCEL N O	TOWNHOUSE AND MULTI-FAMILY
PARCEL A D E J N Q R T	SINGLE FAMILY DETACHED
PARCEL K - K2	OPEN SPACE
PARCEL S1 - S5	OPEN SPACE
PARCEL L2A	AFFORDABLE MULTI-FAMILY (2)

(1) SPECIFIC DESCRIPTIONS OF PERMITTED LAND USES AND DENSITIES FOR EACH PARCEL IDENTIFIED ON THE GDP MAY BE FOUND IN THE CENTENNIAL VALLEY AMENDED AND RESTATED DEVELOPMENT AGREEMENT AS AMENDED.
(2) PARCEL L2A IS DESIGNATED FOR 100% AFFORDABLE MULTI-FAMILY RESIDENTIAL. ALL DWELLING UNITS WITHIN L2A SHALL BE DEED-RESTRICTED AFFORDABLE HOUSING UNITS. DEVELOPMENT OF PARCEL L2A IS SUBJECT TO AN AFFORDABLE HOUSING AGREEMENT BETWEEN THE CITY OF LOUISVILLE AND THE PROPERTY OWNER, AS MAY BE AMENDED. REFER TO THE CENTENNIAL VALLEY AMENDED AND RESTATED DEVELOPMENT AGREEMENT, AS AMENDED, FOR ADDITIONAL REQUIREMENTS. AFFORDABLE HOUSING UNITS DEVELOPED WITHIN CENTENNIAL VALLEY SHALL BE CREDITED TOWARD THE CITY'S INCLUSIONARY HOUSING ORDINANCE REQUIREMENTS, AS APPLICABLE. REFER TO THE TABLE BELOW FOR ADDITIONAL DEVELOPMENT STANDARDS ASSOCIATED WITH PARCEL L2A.

NEW RESIDENTIAL PARCEL USE STANDARDS

RESIDENTIAL PARCEL	USE TYPE	ACREAGE	MAX. DENSITY	MAX. UNITS	MAX. BUILDING HEIGHT	POCKET PARK PROPOSED
L2A	MF	2.81	37 DU/AC	104	45 FT	NO

GENERAL DEVELOPMENT PLAN - AMENDMENT

CENTENNIAL VALLEY

CITY OF LOUISVILLE, COLORADO

KOELBEL

DATE: MAY 27, 2026
CLIENT: KOELBEL
PROJECT NO: 260026
AUTHOR: JF, SW

NOT TO SCALE.

North

Redland
WHERE GREAT PLACES BEGIN
720.283.6783 Office
1500 West Canal Court
Littleton, Colorado 80120
REDLAND.COM

KOELBEL

5291 E. YALE AVENUE
DENVER, COLORADO 80222
P 303 758 3500
KOELBELCO.COM

Centennial Valley – Affordable Family Housing



Koelbel and Company is pleased to present to the City of Louisville this application for Centennial Valley Affordable Apartments (CVA), a new family oriented affordable housing project in Louisville, CO. Located in the Centennial Valley Business Park, CVA will be situated within walking distance of regional transit, local employment centers, a grocery store, childcare facilities, restaurants, shops and more.

CVA is proposed to consist of one hundred (100) affordable family housing units in a single building. The building will be constructed with five levels of Type V fully sprinkled wood frame construction. The building is contemplated to be designed with an envelope consisting of some or all of the following materials: masonry, pre-manufactured stone veneer, metal-clad siding, fiber cement siding, punched windows, and storefront. The site will be fully surface parked at a 1:1 parking to unit ratio. Vertical circulation of the building will consist of two elevators and two stair cores.

This proposed development will meaningfully surpass the minimum 77 units required as part of the City's 2024 Proposition 123 Commitment to increase the affordable housing supply by December of 2026. While these units will not be delivered by the end of 2026, we believe that securing the Land Banking Grant as well as submitting for Tax Credits in August will demonstrate a strong, continued effort, to deliver these housing units. We believe this effort will satisfy the Prop 123 commitment and ensure the City of Louisville and Koelbel will remain eligible for additional Prop 123 subsidy, which is contemplated in our proforma.

Each residential unit will be individually temperature controlled and include a full kitchen (with dishwasher, oven/range, microwave, refrigerator/freezer, and garbage disposal), coat closet, washer and dryer, and cable and internet wiring. Community amenities will consist of a community room, fitness room, bicycle storage, on-site property management, controlled access entries, and security cameras. The exterior amenities will include a community space such as a picnic area with outdoor dining and seating areas and/or a playground facility.

KOELBEL

5291 E. YALE AVENUE
DENVER, COLORADO 80222
P 303 758 3500
KOELBELCO.COM

CVA will follow, at a minimum, the sustainability criteria as set forth by the National Green Building Standards. Some of the energy efficiencies included in the project are the use of Energy Star appliances, all LED lighting, and advanced water conserving appliances. Additionally, at least 10% of the parking on site will be EV-ready and the project is designed to be electrification ready. We propose joint pursuit of state and federal energy grants that can be loaned into the project to secure the necessary funding for additional energy efficiencies such as a fully electric community utilizing electric resistance heat pumps or geothermal heating and cooling.

The proposed unit mix will contain sixty-three (65) one-bed / one-bath units, twenty-four (24) two-bed / one-bath units, and eleven (11) three-bed / two-bath units. The project targets low-to-moderate income families and utilizing the income averaging approach of AMI levels between 30%-80% with the average AMI below the 60% AMI threshold per the unit mix below:

Centennial Valley Affordable Apartments - Unit Mix				
AMI	**1 Bed / 1 Bath**	**2 Bed / 1 Bath**	**3 Bed / 2 Bath**	**Total**
30%	4	1	1	6
40%	4	1	1	6
50%	4	2	1	7
60%	44	16	6	66
70%	6	3	1	10
80%	3	1	1	5
Total	**65**	**24**	**11**	**100**

The project site is located less than a half mile from the US 36 and McCaslin Blvd. regional transit stations. From there, residents will have easy access to Boulder and greater Denver and Denver Metro areas via RTD's Flatiron Flyer. Locally, residents will have immediate access to multiple childcare facilities, schools, grocery centers and pharmacies. In addition, residents are within minutes of the US 36 Bikeway that provides an off-street route for safe and pleasant pedestrian or bicycle travel that is connected to the entire community.



Unit Tabulations

UNITS	Garden	Level 1	Level 2	Level 3	Grand Totals	%
1 BED	8	19	19	19	**65**	65.00%
2 BED	3	7	7	7	**24**	24.00%
3 BED	2	3	3	3	**11**	11.00%
Total	**13**	**29**	**29**	**29**	**100**	**100.00%**

Parking

Compact	17	17.00%
ADA	5	
Standard	43	
(E) Standard	35	
Total	100	
Per Unit	1.00	

Building Square Footages

	Circulation	Amenity	Utility	Net SF	Gross SF
Garden	3,000	1,590	1,850	13,400	18,250
Level 1	3,390	0	250	25,410	29,050
Level 2	3,390	0	250	25,410	29,050
Level 3	3,375	0	250	24,570	28,210
Grand Totals	13,155	1,590	2,600	88,790	**104,560**
% of Gross	12.58%	1.52%	2.49%	84.92%	

Key Notes

1. Tenant Parking
2. Tenant Entrance
3. Wireless Pedestals
4. (E) Detention Amenity
5. Landscape Amenity
6. Compact Parking
7. Surface Parking
8. Standard Parking

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BF AD

KOELBEL

Louisville Affordable Housing
Louisville, Colorado

May 12th, 2026

MULTIFAMILY TEST FIT
3 levels Type V / 1 Garden level

TYPICAL FLOOR PLAN
SCALE 1” = 40’

NORTH



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BF AD

KOELBEL

Louisville Affordable Housing
Louisville, Colorado

May 12th, 2026

MULTIFAMILY TEST FIT
3 levels Type V / 1 Garden level

FLOOR PLAN
SCALE 1” = 40’

NORTH

©2026 **BRYANT FLINK** ARCHITECTURE + DESIGN

BF AD

KOELBEL

Louisville Affordable Housing
Louisville, Colorado

May 12th, 2026

MULTIFAMILY TEST FIT
3 levels Type V / 1 Garden level

View From South Centennial Parkway - 3 story

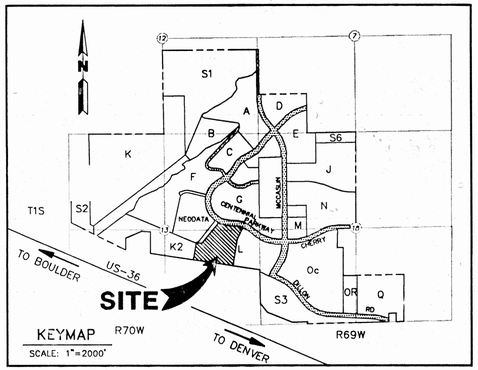
NORTH

FINAL PLAT

CENTENNIAL VALLEY BUSINESS PARK
FILING NO. 8

A PART OF THE EAST HALF OF SECTION 13, TOWNSHIP 1 SOUTH, RANGE 70 WEST, OF THE 6th. P.M. CITY OF LOUISVILLE, COUNTY OF BOULDER STATE OF COLORADO

SHEET 1 OF 2



DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING THE OWNER OF A TRACT OF LAND LOCATED IN THE EAST HALF OF SECTION 13, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, BEIND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY CORNER OF CENTENNIAL VALLEY BUSINESS PARK, FILING NO. 5 AND THE SOUTHERLY RIGHT-OF-WAY LINE OF CENTENNIAL PARKWAY FROM WHENCE THE EAST QUARTER CORNER OF SAID SECTION 13 BEARS N79°37'40"E, 1,163.93 FEET; THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE THE FOLLOWING THREE (3) CONSECUTIVE COURSES: 1) THENCE 277.65 FEET ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 675.00 FEET, A CENTRAL ANGLE OF 23°34'16", AND A CHORD WHICH BEARS S73°28'11"E, 275.74 FEET TO A POINT OF TANGENCY; 2) THENCE S85°15'19"E, 225.00 FEET TO A POINT OF CURVATURE; 3) THENCE 300.35 FEET ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 625.00 FEET, A CENTRAL ANGLE OF 27°32'02" AND A CHORD WHICH BEARS S71°29'18"E, 297.47 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF CENTURY PLACE; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING THREE (3) CONSECUTIVE COURSES: 1) THENCE S35°01'47"W, 100.00 FEET TO A POINT OF CURVATURE; 2) THENCE 199.34 FEET ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 505.00 FEET, A CENTRAL ANGLE OF 21°35'43" AND A CHORD WHICH BEARS S24°13'55"W, 189.21 FEET TO A POINT OF TANGENCY; 3) THENCE S13°26'04"W, 782.50 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF DILLON ROAD; THENCE ALONG SAID NORTHERLY LINE N81°11'36"W, 1,151.96 FEET; THENCE LEAVING SAID NORTHERLY LINE N08°48'24"E, 475.00 FEET TO THE SOUTHWESTERLY CORNER OF SAID FILING NO. 5; THENCE ALONG THE EASTERLY LINE OF SAID FILING NO. 5 THE FOLLOWING TWO (2) CONSECUTIVE COURSES: 1) THENCE N81°12'08"E, 133.73 FEET; 2) THENCE N41°35'56"E, 722.44 FEET TO THE TRUE POINT OF BEGINNING. SAID PARCEL CONTAINS 26.03 ACRES (1,134,020 SQUARE FEET), MORE OR LESS.

HAS LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER DRAWING HEREON CONTAINED UNDER THE NAME AND STYLE OF "CENTENNIAL VALLEY BUSINESS PARK, FILING NO. 8, A SUBDIVISION OF A PART OF THE CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE CITY OF LOUISVILLE AND THE PUBLIC, THE INGRESS-EGRESS AND FIRE LANE EASEMENTS AS SHOWN ON THE ACCOMPANYING PLAT FOR VEHICULAR, PEDESTRIAN AND EMERGENCY ACCESS, AS SHOWN ON THE ACCOMPANYING PLAT FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE CITY OF LOUISVILLE AND ALL MUNICIPALLY OWNED AND/OR FRANCHISED UTILITIES AND SERVICES THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS EASEMENTS AND RIGHT-OF-WAYS FOR THE CONSTRUCTION, INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT FOR ALL SERVICES, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, TELEPHONE AND ELECTRIC LINES, WORKS, POLES AND UNDERGROUND CABLES, GAS PIPELINES, WATER PIPELINES, SANITARY SEWER LINES, STREET LIGHTS, CULVERTS, HYDRANTS, DRAINAGE DITCHES AND DRAINS AND ALL APPURTENANCES THERETO, IT BEING EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTING AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, STORM SEWERS AND DRAINS, STREET LIGHTING, GRADING AND LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER OR ARRANGEMENTS MADE BY THE SUBDIVIDER THEREOF WHICH ARE APPROVED BY THE CITY OF LOUISVILLE, COLORADO, AND SUCH SUMS SHALL NOT BE PAID BY THE CITY OF LOUISVILLE, COLORADO, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE CITY OF LOUISVILLE, COLORADO, SHALL BECOME THE SOLE PROPERTY OF SAID CITY OF LOUISVILLE, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT AND ITEMS OWNED BY MUNICIPALLY FRANCHISED UTILITIES AND/OR U.S. WEST COMMUNICATIONS, INC. WHICH WHEN CONSTRUCTED OR INSTALLED, SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL NOT BECOME THE PROPERTY OF THE CITY OF LOUISVILLE, COLORADO.

WITNESS OUR HANDS AND SEALS THIS 11 DAY OF June, 1998.

OWNER: Walter A. Koelbel Jr. ATTEST:

CENTENNIAL VALLEY PROPERTIES II, LLC
BY; KOELBEL & COMPANY AS MANAGER
A COLORADO CORPORATION
BY; WALTER A. KOELBEL JR.
PRESIDENT

NOTARY

STATE OF COLORADO)
)SS
COUNTY OF ~~BOULDER~~ Denver)

THE FOREGOING INSTRUMENT WAS ACKNOWLEGED BEFORE ME THIS 11 DAY OF June, 1998
BY Walter A. Koelbel, Jr., President of Koelbel and Company

WITNESS MY HAND AND SEAL. MY COMMISSION EXPIRES THE 2nd DAY OF July, 2001

Marilyn Peter
NOTARY PUBLIC

MARILYN PETER NOTARY PUBLIC STATE OF COLORADO

OWNER

CENTENNIAL VALLEY PROPERTIES II, LLC
BY; KOELBEL & COMPANY AS MANAGER
A COLORADO CORPORATION
BY; WALTER A. KOELBEL JR.
PRESIDENT
5291 YALE CIRCLE
DENVER, COLORADO 80222
CONTACT: JEFF SHEETS
PHONE: (303) 758-3500

NOTES

1. CROSS ACCESS IS HEREBY GRANTED OVER AND ACROSS ALL LOTS WITHIN THIS SUBDIVISION FOR THE BENEFIT OF ALL PARTIES, SUCCESSORS, ASSIGNS, INVITEES, CUSTOMERS, TENANTS AND GUESTS.
2. OUTLOTS A, B, E AND F ARE OUTLETS FOR COMMON STORM WATER DETENTION AND ARE TO BE MAINTAINED BY THE OWNERS' ASSOCIATION.

BASIS OF BEARING

BASIS OF BEARINGS: THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE SIXTH PRINCIPAL MERIDIAN IS ASSUMED TO BEAR N00°26'33"W. SAID LINE BEING ESTABLISHED BY THE NORTHWEST CORNER (A 3 3/4" ALUMINUM CAP IN A RANGE BOX LS # 5429) AND THE EAST QUARTER CORNER (A 3 1/4" ALUMINUM CAP LS # 10945) OF SAID SECTION 13.

PLANNING COMMISSION CERTIFICATE

APPROVED THIS 9th DAY OF Dec, 1997 BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. 52 SERIES 1997.

CHAIRMAN

Betty Solde
SECRETARY

CITY COUNCIL CERTIFICATE

APPROVED THIS 6th DAY OF JAN., 1998 BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. 2 SERIES 1998.

Tom Davidson
MAYOR

CITY CLERK

SURVEYORS CERTIFICATE

I, WAYNE W. HARRIS, A REGISTERED LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY OF CENTENNIAL VALLEY BUSINESS PARK FILING 8 WAS MADE BY ME OR UNDER MY SUPERVISION ON OR ABOUT THE ___ OF _____, 19___, AND THAT THE ACCOMPANYING PLAT ACCURATELY AND PROPERLY SHOWS SAID SUBDIVISION AND SURVEY THEREOF.

Wayne W. Harris
REGISTERED COLORADO LAND SURVEYOR, LS# 18548
6-10-98

WAYNE WILLIAM HARRIS 18548 REGISTERED LAND SURVEYOR STATE OF COLORADO

CLERK AND RECORDER CERTIFICATE

COUNTY OF BOULDER)
STATE OF COLORADO)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 3:50 O'CLOCK, P .M
THIS 12th DAY OF AUGUST, 1998, AND IS DULY RECORDED IN PLAN FILE P-44 F-4 #48 & 49
FEE $21.00 PAID $21.00, FILM NO. N/A RECEPTION NO. 1834434

CHARLOTTE HOUSTON
RECORDER

Carol Jacobsen
DEPUTY

REV: 06-10-98
REV: 05-04-98
REV: 01-06-98
REV: 12-29-97
REV: 12-17-97
REV: 11-24-97
REV: 10-27-97
REV: 10-03-97
DATE: 08-19-97

MARTIN/MARTIN
Consulting Engineers
4251 Kipling St.
Wheat Ridge, CO 80033
(303) 431-6100

P-44 F-4 # 48 (182)

1834434
Page 1 of 2
08/12/1998 03:55P
R 21.00 D 0.00
Boulder County Clerk, CO

G:\JANSEN1\PLAT.DWG
PLAN
PLOT
05/09/98 STC
..\BASE\BASE.DWG

DRAWING NUMBER
PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
RECORDER'S NUMBER 07549

CEN. VALLEY BUS. PARK #8
PARCEL L2
1 OF 2

G:\JANSEN1\L2\PLAT 134060.01 PLAT

BEW BEW LMP

FINAL PLAT

CENTENNIAL VALLEY BUSINESS PARK FILING NO. 8

A PART OF THE EAST HALF OF SECTION 13, TOWNSHIP 1 SOUTH, RANGE 70 WEST, OF THE 6th. P.M. CITY OF LOUISVILLE, COUNTY OF BOULDER STATE OF COLORADO

SHEET 2 OF 2

OUTLOT CURVE & LINE TABLES

OUTLOT A

	DELTA	R='	L='	CH B=	CH L='
C1	18°51'48"	675.00	222.23	S71°06'58"E	221.23

NUMBER	DIRECTION	DISTANCE
L1	S09°27'08"W	33.69'
L2	S40°47'10"W	70.52'
L3	N64°34'23"W	232.18'
L4	N41°35'56"E	78.28'

OUTLOT B

	DELTA	R='	L='	CH B=	CH L='
C2	14°13'39"	625.00	155.20	N78°08'29"W	154.80

NUMBER	DIRECTION	DISTANCE
L5	S18°58'20"W	93.20'
L6	N71°10'05"W	135.93'
L7	N85°15'19"W	88.86'
L8	N04°44'41"E	76.43'
L9	S85°15'19"E	90.00'

OUTLOT E

	DIRECTION	DISTANCE
L10	N08°48'24"E	34.61'
L11	N58°30'48"E	87.67'
L12	S81°11'36"E	60.38'
L13	S08°48'24"W	91.31'
L14	N81°11'36"W	127.25'

OUTLOT F

	DIRECTION	DISTANCE
L15	N08°48'24"E	24.68'
L16	N47°25'53"E	36.68'
L17	N13°15'04"E	152.69'
L18	S76°33'56"E	77.00'
L19	S13°26'04"W	200.00'
L20	N81°11'36"W	95.34'

LEGEND

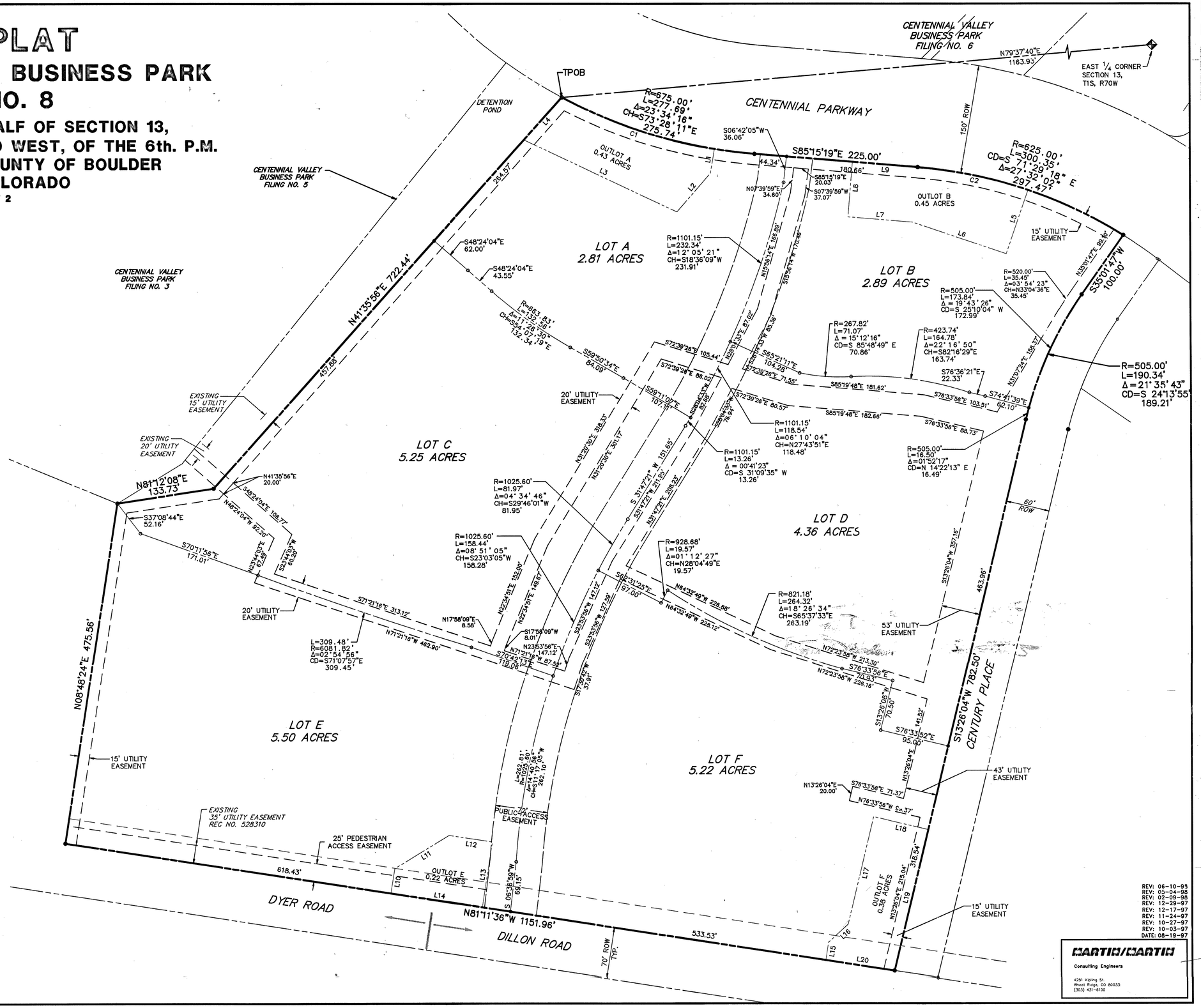
EXISTING		PROPOSED
	PROPERTY LINE	
	EASEMENT	AND
	FLOWLINE	
o	MONUMENTS	

N

100 50 0 100 200

SCALE 1"= 100'

MARTIN/MARTIN assumes no responsibility for utility locations. The utilities shown on this drawing have been plotted from the best available information. It is, however, the contractors responsibility to field verify the location of all utilities prior to the commencement of any construction.



REV: 06-10-93
REV: 03-04-98
REV: 02-09-98
REV: 12-29-97
REV: 12-17-97
REV: 11-24-97
REV: 10-27-97
REV: 10-03-97
DATE: 08-19-97

MARTIN/MARTIN
Consulting Engineers
4251 Kipling St.
Wheat Ridge, CO. 80033
(303) 431-6100

CEN. VALLEY BUS. PARK # 8
PARCEL L2
2 OF 2

PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
RECORDER'S NUMBER 0725361
POSITION 1302 OF PAGE 134 MAP 1341

DRAWING NUMBER

06/09/98 STC PLOT
PLAN - PLAT.DWG ...\BASE\BASE.DWG

CENTENNIAL VALLEY BUSINESS PARK
FILING NO. 8
A PART OF THE EAST HALF OF SECTION 13, TOWNSHIP 1 SOUTH, RANGE 70 WEST, OF THE 6th. P.M.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING THE OWNER OF A TRACT OF LAND LOCATED IN THE EAST HALF OF SECTION 13, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, BEIND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY CORNER OF CENTENNIAL VALLEY BUSINESS PARK, FILING NO. 5 AND THE SOUTHERLY RIGHT-OF-WAY LINE OF CENTENNIAL PARKWAY FROM WHENCE THE EAST QUARTER CORNER OF SAID SECTION 13 BEARS N79°37'40"E, 1,163.93 FEET; THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE THE FOLLOWING THREE (3) CONSECUTIVE COURSES: 1) THENCE 277.69 FEET ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 675.00 FEET, A CENTRAL ANGLE OF 23°34'16", AND A CHORD WHICH BEARS S73°28'11"E, 275.74 FEET TO A POINT OF TANGENCY; 2) THENCE S85°15'19"E, 225.00 FEET TO A POINT OF CURVATURE; 3) THENCE 300.35 FEET ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 625.00 FEET, A CENTRAL ANGLE OF 27°32'02" AND A CHORD WHICH BEARS S71°29'18"E, 297.47 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF CENTURY PLACE; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING THREE (3) CONSECUTIVE COURSES: 1) THENCE S35°01'47"W, 100.00 FEET TO A POINT OF CURVATURE; 2) THENCE 190.34 FEET ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 505.00 FEET, A CENTRAL ANGLE OF 21°35'43" AND A CHORD WHICH BEARS S24°13'55"W, 189.21 FEET TO A POINT OF TANGENCY; 3) THENCE S13°26'04"W, 782.50 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF DILLON ROAD; THENCE ALONG SAID NORTHERLY LINE N81°11'36"W, 1,151.96 FEET; THENCE LEAVING SAID NORTHERLY LINE N08°48'24"E, 475.50 FEET TO THE SOUTHWESTERLY CORNER OF SAID FILING NO. 5; THENCE ALONG THE EASTERLY LINE OF SAID FILING NO. 5 THE FOLLOWING TWO (2) CONSECUTIVE COURSES: 1) THENCE N81°12'08"E, 133.73 FEET; 2) THENCE N41°35'56"E, 722.44 FEET TO THE TRUE POINT OF BEGINNING. SAID PARCEL CONTAINS 26.03 ACRES (1,134,020 SQUARE FEET), MORE OR LESS.

HAS LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER DRAWING HEREON CONTAINED UNDER THE NAME AND STYLE OF CENTENNIAL VALLEY BUSINESS PARK, FILING NO. 8, A SUBDIVISION OF A PART OF THE CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE CITY OF LOUISVILLE AND THE PUBLIC, THE INGRESS-EGRESS AND FIRE LANE EASEMENTS AS SHOWN ON THE ACCOMPANYING PLAT FOR VEHICULAR, PEDESTRIAN AND EMERGENCY ACCESS, AS SHOWN ON THE ACCOMPANYING PLAT FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE CITY OF LOUISVILLE AND ALL MUNICIPALLY OWNED AND/OR FRANCHISED UTILITIES AND SERVICES THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS EASEMENTS AND RIGHT-OF-WAYS FOR THE CONSTRUCTION, INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT FOR ALL SERVICES, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, TELEPHONE AND ELECTRIC LINES, WORKS, POLES AND UNDERGROUND CABLES, GAS PIPELINES, WATER PIPELINES, SANITARY SEWER LINES, STREET LIGHTS, CULVERTS, HYDRANTS, DRAINAGE DITCHES AND DRAINS AND ALL APPURTENANCES THERETO, IT BEING EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTING AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, STORM SEWERS AND DRAINS, STREET LIGHTING, GRADING AND LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER OR ARRANGEMENTS MADE BY THE SUBDIVIDER THEREOF WHICH ARE APPROVED BY THE CITY OF LOUISVILLE, COLORADO, AND SUCH SUMS SHALL NOT BE PAID BY THE CITY OF LOUISVILLE, COLORADO, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE CITY OF LOUISVILLE, COLORADO, SHALL BECOME THE SOLE PROPERTY OF SAID CITY OF LOUISVILLE, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT AND ITEMS OWNED BY MUNICIPALLY FRANCHISED UTILITIES AND/OR U.S. WEST COMMUNICATIONS, INC. WHICH WHEN CONSTRUCTED OR INSTALLED, SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL NOT BECOME THE PROPERTY OF THE CITY OF LOUISVILLE, COLORADO.

WITNESS OUR HANDS AND SEALS THIS 11 DAY OF June, 1998.

OWNER: Walter A Koelbel Jr. ATTEST: [signature]

CENTENNIAL VALLEY PROPERTIES II, LLC
BY; KOELBEL & COMPANY AS MANAGER
A COLORADO CORPORATION
BY; WALTER A. KOELBEL JR.
PRESIDENT

Centennial Valley Business Park Filing 8 Subdivision Mylar

PLANNING COMMISSION CERTIFICATE

APPROVED THIS 9th DAY OF Dec, 1997 BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. 52 SERIES 1997.

CHAIRMAN _____ SECRETARY Betty Solde

CITY COUNCIL CERTIFICATE

APPROVED THIS 6TH DAY OF JAN., 1998 BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. 2 SERIES 1998.

MAYOR Tom Davidson CITY CLERK _____

SURVEYORS CERTIFICATE

, WAYNE W. HARRIS, A REGISTERED LAND SURVEYOR IN THE STATE OF COLORADO,)O HEREBY CERTIFY THAT THE SURVEY OF CENTENNIAL VALLEY BUSINESS PARK FILING 8 WAS MADE BY ME OR UNDER MY SUPERVISION ON OR ABOUT THE ___ OF _____, 19___, AND THAT THE ACCOMPANYING PLAT ACCURATELY AND PROPERLY SHOWS SAID SUBDIVISION AND SURVEY THEREOF.

Wayne W. Harris

REGISTERED COLORADO LAND SURVEYOR, LS# 18548

6-10-98

CLERK AND RECORDER CERTIFICATE

COUNTY OF BOULDER)
STATE OF COLORADO)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 3:56 O'CLOCK, P .M THIS 12TH DAY OF AUGUST, 1998, AND IS DULY RECORDED IN PLAN FILE P-44 F-4 #48 & 49

FEE $21.00 PAID $21.00, FILM NO. N/A RECEPTION NO. 1834434

CHARLOTTE HOUSTON RECORDER Carol Jacobsen DEPUTY

OWNER

CENTENNIAL VALLEY PROPERTIES II, LLC
BY; KOELBEL & COMPANY AS MANAGER
A COLORADO CORPORATION
BY; WALTER A. KOELBEL JR.
PRESIDENT
5291 YALE CIRCLE
DENVER, COLORADO 80222
CONTACT: JEFF SHEETS
PHONE: (303) 758-3500

NOTES

1. CROSS ACCESS IS HEREBY GRANTED OVER AND ACROSS ALL LOTS WITHIN THIS SUBDIVISION FOR THE BENEFIT OF ALL PARTIES, SUCCESSORS, ASSIGNS, INVITEES, CUSTOMERS, TENANTS AND GUESTS.
2. OUTLOTS A, B, E AND F ARE OUTLETS FOR COMMON STORM WATER DETENTION AND ARE TO BE MAINTAINED BY THE OWNERS' ASSOCIATION.

BASIS OF BEARING

BASIS OF BEARINGS: THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE SIXTH PRINCIPAL MERIDIAN IS ASSUMED TO BEAR N00°26'33"W. SAID LINE BEING ESTABLISHED BY THE NORTHWEST CORNER (A 3 3/4 " ALUMINUM CAP IN A RANGE BOX LS # 5429) AND THE EAST QUARTER CORNER (A 3 1/4" ALUMINUM CAP LS # 10945) OF SAID SECTION 13.

LOUISVILLE AFFORDABLE HOUSING

CENTENNIAL VALLEY, LOT A

ARCHITECTURAL TEST FIT

BRYANT FLINK
ARCHITECTURE & DESIGN





BEFORE



AFTER

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KOELBEL

Louisville Affordable Housing
Louisville, Colorado

May 7th, 2026

MULTIFAMILY TEST FIT
3 levels Type V / 1 Garden level

View From Off Ramp Before

2 OF 6





BEFORE



AFTER

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Louisville Affordable Housing
Louisville, Colorado

May 7th, 2026

MULTIFAMILY TEST FIT
3 levels Type V / 1 Garden level

View From W. Dillon Rd Before





BEFORE



AFTER

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KOELBEL

Louisville Affordable Housing
Louisville, Colorado

May 7th, 2026

MULTIFAMILY TEST FIT
3 levels Type V / 1 Garden level

View From Centennial Pkwy





BEFORE



AFTER

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Louisville Affordable Housing
Louisville, Colorado

May 7th, 2026

MULTIFAMILY TEST FIT
3 levels Type V / 1 Garden level

View from Centennial Parkway and Century Place

5 OF 6





BEFORE



AFTER

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Louisville, Colorado

May 7th, 2026

MULTIFAMILY TEST FIT
3 levels Type V / 1 Garden level

View From Century Place

6 OF 6

THANK YOU

BRYANT FLINK
ARCHITECTURE & DESIGN

PLANNING COMMISION CERTIFICATE

RECOMMENDED APPROVAL THIS _____ DAY OF _____, 20__ BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.
RESOLUTION NO. _____ SERIES _____

CITY COUNCIL CERTIFICATE

APPROVED THIS _____ DAY OF _____, 20__ BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.
ORDINANCE NO. _____ SERIES _____

_____ _____
MAYOR CITY CLERK

CLERK AND RECORDER CERTIFICATE

(COUNTY OF BOULDER
STATE OF COLORADO)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT _____ O'CLOCK, ___ . M., THIS _____ DAY OF _____, 20__, AND IS RECORDED IN PLAN FILE _____, FEE _____ PAID _____ FILM NO. _____, RECEPTION

_____ _____
CLERK & RECORDER DEPUTY

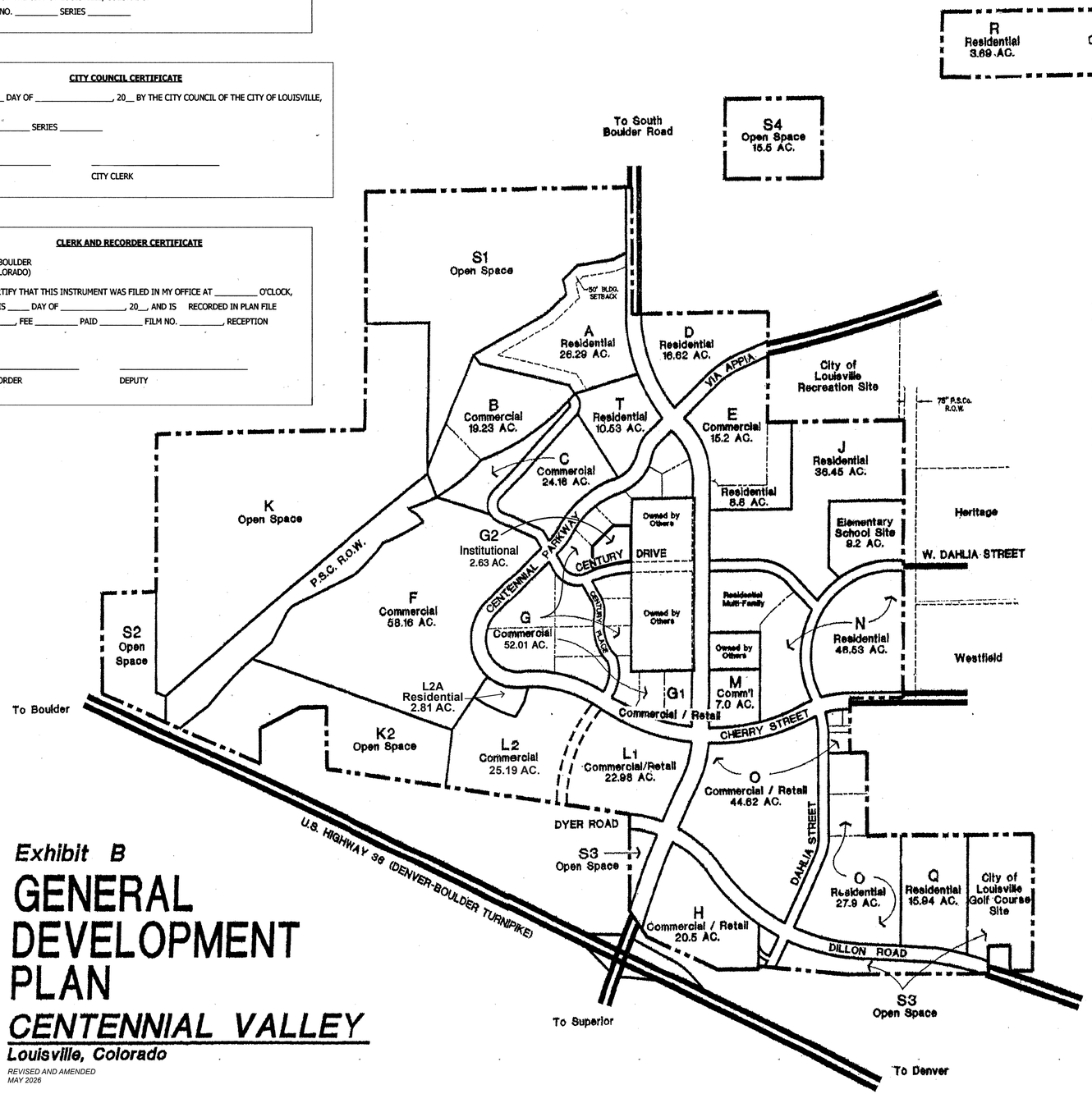


Exhibit B

GENERAL DEVELOPMENT PLAN

CENTENNIAL VALLEY

Louisville, Colorado

REVISED AND AMENDED
MAY 2026

DESIGNATED USES	PLANNING AREAS	ACREAGE	AVERAGE DENSITY	DWELLING UNITS	GROSS BUILDING AREA
RESIDENTIAL					
SINGLE FAMILY	A D E J N Q R T	155.46	3.92	609	-
MULTI-FAMILY	N O	37.29	13.70	511	-
MULTI-FAMILY (AFFORDABLE)	L2	2.81	37.00	104	-
TOTAL RESIDENTIAL		195.56	6.26	1224	N/A
NON-RESIDENTIAL					
RETAIL	H L M O G1	62.98	0.20	-	515,000 SF
RESEARCH / OFFICE	B C F G L	178.75	0.36	-	2,841,400 SF
INSTITUTIONAL	G2	2.63	0.41	-	47,000 SF
MIXED USE (EXCLUDING RESIDENTIAL)	O E H M	47.39	0.36	-	477,500 SF
TOTAL NON-RESIDENTIAL		291.75	0.31	N/A	3,880,900 SF
TOTAL DEVELOPMENT		**487.31**	**N/A**	**1224**	**3,880,900 SF**
OPEN SPACE					
OPEN SPACE PARCELS K, K2, S1-S5		295.01			
ARTERIAL ROADS		90.46			
TOTAL OPEN SPACE		**385.47**			
SCHOOL SITE		9.22			
TOTAL LAND		**882.00 AC.**			

USE FOR EACH PARCEL ALLOWABLE UNDER DESIGNATED USES (1)

PARCEL L	CORPORATE USER / RETAIL / MIXED USE
PARCEL B C F G	RESEARCH / OFFICE / RETAIL
PARCEL G2	INSTITUTIONAL
PARCEL E	MIXED USE / COMMERCIAL
PARCEL M	RETAIL / OFFICE
PARCEL O	MIXED USE / RETAIL
PARCEL H	HOTEL / MIXED USE / RETAIL
PARCEL N O	TOWNHOUSE AND MULTI-FAMILY
PARCEL A D E J N Q R T	SINGLE FAMILY DETACHED
PARCEL K - K2	OPEN SPACE
PARCEL S1 - S5	OPEN SPACE
PARCEL L2A	AFFORDABLE MULTI-FAMILY (2)

(1) SPECIFIC DESCRIPTIONS OF PERMITTED LAND USES AND DENSITIES FOR EACH PARCEL IDENTIFIED ON THE GDP MAY BE FOUND IN THE CENTENNIAL VALLEY AMENDED AND RESTATED DEVELOPMENT AGREEMENT AS AMENDED.
(2) PARCEL L2A IS DESIGNATED FOR 100% AFFORDABLE MULTI-FAMILY RESIDENTIAL. ALL DWELLING UNITS WITHIN L2A SHALL BE DEED-RESTRICTED AFFORDABLE HOUSING UNITS. DEVELOPMENT OF PARCEL L2A IS SUBJECT TO AN AFFORDABLE HOUSING AGREEMENT BETWEEN THE CITY OF LOUISVILLE AND THE PROPERTY OWNER, AS MAY BE AMENDED. REFER TO THE CENTENNIAL VALLEY AMENDED AND RESTATED DEVELOPMENT AGREEMENT, AS AMENDED, FOR ADDITIONAL REQUIREMENTS. AFFORDABLE HOUSING UNITS DEVELOPED WITHIN CENTENNIAL VALLEY SHALL BE CREDITED TOWARD THE CITY'S INCLUSIONARY HOUSING ORDINANCE REQUIREMENTS, AS APPLICABLE. REFER TO THE TABLE BELOW FOR ADDITIONAL DEVELOPMENT STANDARDS ASSOCIATED WITH PARCEL L2A.

NEW RESIDENTIAL PARCEL USE STANDARDS

RESIDENTIAL PARCEL	USE TYPE	ACREAGE	MAX. DENSITY	MAX. UNITS	MAX. BUILDING HEIGHT	POCKET PARK PROPOSED
L2A	MF	2.81	37 DU/AC	104	45 FT	NO

GENERAL DEVELOPMENT PLAN - AMENDMENT

CENTENNIAL VALLEY

CITY OF LOUISVILLE, COLORADO

KOELBEL

DATE: MAY 27, 2026
CLIENT: KOELBEL
PROJECT NO: 260026
AUTHOR: JF, SW

NOT TO SCALE.

North

Redland
WHERE GREAT PLACES BEGIN
720.283.6783 Office
1500 West Canal Court
Littleton, Colorado 80120
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KOELBEL

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DENVER, COLORADO 80222
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Centennial Valley – Affordable Family Housing



Koelbel and Company is pleased to present to the City of Louisville this application for Centennial Valley Affordable Apartments (CVA), a new family oriented affordable housing project in Louisville, CO. Located in the Centennial Valley Business Park, CVA will be situated within walking distance of regional transit, local employment centers, a grocery store, childcare facilities, restaurants, shops and more.

CVA is proposed to consist of one hundred (100) affordable family housing units in a single building. The building will be constructed with five levels of Type V fully sprinkled wood frame construction. The building is contemplated to be designed with an envelope consisting of some or all of the following materials: masonry, pre-manufactured stone veneer, metal-clad siding, fiber cement siding, punched windows, and storefront. The site will be fully surface parked at a 1:1 parking to unit ratio. Vertical circulation of the building will consist of two elevators and two stair cores.

This proposed development will meaningfully surpass the minimum 77 units required as part of the City's 2024 Proposition 123 Commitment to increase the affordable housing supply by December of 2026. While these units will not be delivered by the end of 2026, we believe that securing the Land Banking Grant as well as submitting for Tax Credits in August will demonstrate a strong, continued effort, to deliver these housing units. We believe this effort will satisfy the Prop 123 commitment and ensure the City of Louisville and Koelbel will remain eligible for additional Prop 123 subsidy, which is contemplated in our proforma.

Each residential unit will be individually temperature controlled and include a full kitchen (with dishwasher, oven/range, microwave, refrigerator/freezer, and garbage disposal), coat closet, washer and dryer, and cable and internet wiring. Community amenities will consist of a community room, fitness room, bicycle storage, on-site property management, controlled access entries, and security cameras. The exterior amenities will include a community space such as a picnic area with outdoor dining and seating areas and/or a playground facility.

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CVA will follow, at a minimum, the sustainability criteria as set forth by the National Green Building Standards. Some of the energy efficiencies included in the project are the use of Energy Star appliances, all LED lighting, and advanced water conserving appliances. Additionally, at least 10% of the parking on site will be EV-ready and the project is designed to be electrification ready. We propose joint pursuit of state and federal energy grants that can be loaned into the project to secure the necessary funding for additional energy efficiencies such as a fully electric community utilizing electric resistance heat pumps or geothermal heating and cooling.

The proposed unit mix will contain sixty-three (65) one-bed / one-bath units, twenty-four (24) two-bed / one-bath units, and eleven (11) three-bed / two-bath units. The project targets low-to-moderate income families and utilizing the income averaging approach of AMI levels between 30%-80% with the average AMI below the 60% AMI threshold per the unit mix below:

Centennial Valley Affordable Apartments - Unit Mix				
AMI	**1 Bed / 1 Bath**	**2 Bed / 1 Bath**	**3 Bed / 2 Bath**	**Total**
30%	4	1	1	6
40%	4	1	1	6
50%	4	2	1	7
60%	44	16	6	66
70%	6	3	1	10
80%	3	1	1	5
Total	**65**	**24**	**11**	**100**

The project site is located less than a half mile from the US 36 and McCaslin Blvd. regional transit stations. From there, residents will have easy access to Boulder and greater Denver and Denver Metro areas via RTD's Flatiron Flyer. Locally, residents will have immediate access to multiple childcare facilities, schools, grocery centers and pharmacies. In addition, residents are within minutes of the US 36 Bikeway that provides an off-street route for safe and pleasant pedestrian or bicycle travel that is connected to the entire community.



Unit Tabulations

UNITS	Garden	Level 1	Level 2	Level 3	Grand Totals	%
1 BED	8	19	19	19	**65**	65.00%
2 BED	3	7	7	7	**24**	24.00%
3 BED	2	3	3	3	**11**	11.00%
Total	**13**	**29**	**29**	**29**	**100**	**100.00%**

Parking

Compact	17	17.00%
ADA	5	
Standard	43	
(E) Standard	35	
Total	100	
Per Unit	1.00	

Building Square Footages

	Circulation	Amenity	Utility	Net SF	Gross SF
Garden	3,000	1,590	1,850	13,400	18,250
Level 1	3,390	0	250	25,410	29,050
Level 2	3,390	0	250	25,410	29,050
Level 3	3,375	0	250	24,570	28,210
Grand Totals	13,155	1,590	2,600	88,790	**104,560**
% of Gross	12.58%	1.52%	2.49%	84.92%	

Key Notes

1. Tenant Parking
2. Tenant Entrance
3. Wireless Pedestals
4. (E) Detention Amenity
5. Landscape Amenity
6. Compact Parking
7. Surface Parking
8. Standard Parking

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KOELBEL

Louisville Affordable Housing
Louisville, Colorado

May 12th, 2026

MULTIFAMILY TEST FIT
3 levels Type V / 1 Garden level

TYPICAL FLOOR PLAN
SCALE 1” = 40’

NORTH



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Louisville, Colorado

May 12th, 2026

MULTIFAMILY TEST FIT
3 levels Type V / 1 Garden level

FLOOR PLAN
SCALE 1” = 40’

NORTH

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Louisville Affordable Housing
Louisville, Colorado

May 12th, 2026

MULTIFAMILY TEST FIT
3 levels Type V / 1 Garden level

View From South Centennial Parkway - 3 story

NORTH

TRAFFIC IMPACT STUDY

Centennial Valley Residential

Louisville, Colorado

Prepared for:

Centennial Valley Properties VII, LLC by Koelbel and Company Manager

Kimley»Horn

T R A F F I C I M P A C T S T U D Y

Centennial Valley Residential

Louisville, Colorado

Prepared for
Centennial Valley Properties VII, LLC by Koelbel and Company Manager
5291 E. Yale Avenue
Denver, Colorado 80222

Prepared by
Jeffrey R. Planck, P.E.
Kimley-Horn and Associates, Inc.
6200 South Syracuse Way
Suite 300
Greenwood Village, Colorado 80111
(303) 228-2300



May 2026

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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1.0 EXECUTIVE SUMMARY

Centennial Valley Residential is proposed to be located on the northwest and southwest corners of the Century Drive & Centennial Parkway intersection, the southwest and northwest corners of the Centennial Parkway Access approximately 550 feet west of the Century Place & Centennial Parkway intersection, and the northeast corner of the Dillon Road Access approximately 600 feet east of the Dillon Road and McCaslin Boulevard intersection in Louisville, Colorado. For the purposes of this analysis, the project is anticipated to include approximately 925 multifamily housing units, 121 single-family attached units, and 102 multifamily affordable housing units. It is expected that the project will be completed in the next several years. Therefore, analysis was conducted for the 2030 short-term buildout horizon as well as the 2050 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study based on the Louisville, Colorado requested scope:

1. Centennial Parkway/Via Appia & McCaslin Boulevard
2. Century Drive & McCaslin Boulevard
3. Centennial Parkway/Cherry Street & McCaslin Boulevard
4. Dillon Road & McCaslin Boulevard
5. Centennial Parkway & Century Drive
6. Infinite Drive and Centennial Parkway
7. Centennial Parkway & Century Place

In addition, three existing accesses along Centennial Parkway, one existing access along McCaslin Boulevard, and one existing access along Dillon Road were evaluated.

Regional access to the site will be provided by the Denver Boulder Turnpike (US-36) and Northwest Parkway. Primary access will be provided by McCaslin Boulevard, Centennial Parkway, and Dillon Road. Direct access will be provided by the three existing accesses along Centennial Parkway, an existing three-quarter access along McCaslin Boulevard, and one existing access along Dillon Road.

Centennial Parkway, with multimodal reduction, is expected to generate approximately 6,398 weekday daily trips, with 420 of these trips occurring during the morning peak hour and 542 of these trips occurring during the afternoon peak hour.

Based on the analysis presented in this report, Kimley-Horn believes the Centennial Valley Residential project will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following recommendations:

- With the completion of the project, a north leg is proposed at the North Centennial Parkway Access (#8) to serve the residential development. It is recommended that an R1-1 “STOP” sign is installed on the southbound approach, exiting the development.

- The eastbound left-turn lane at Centennial Parkway/Cherry Street and McCaslin Boulevard (#3) experiences queueing that exceeds available storage and is influenced by existing geometric constraints and wide median widths rather than project-generated traffic. It is recommended that the eastbound left turn lane be extended to the maximum feasible length of approximately 325 feet to better accommodate anticipated queues. Alternatively, the intersection could be further analyzed by modifying the median geometry to align opposing left-turn lanes. The realignment would allow for protected–permissive signal phasing and eliminate overlapping vehicle paths. Under protected–permissive phasing, eastbound left-turn queues are reduced during the afternoon peak hour, with corresponding improvements in overall intersection delay. This finding is consistent with other development traffic studies in the area and should be noted that project-generated traffic contributes negligible impacts to the need for this extension.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Louisville and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for the Centennial Valley Residential project proposed to be located on the northwest and southwest corners of the Century Drive & Centennial Parkway intersection, the southwest and northwest corners of the Centennial Parkway Access approximately 550 feet west of the Century Place & Centennial Parkway intersection, and the northeast corner of the Dillon Road Access approximately 600 feet east of the Dillon Road and McCaslin Boulevard intersection in Louisville, Colorado. There are seven total distinct plots of land in this development. B1, C1, F1, and F2 are located on the northwest corner of the Infinite Drive & Centennial Parkway intersection. G3 is proposed on the north side of Centennial Parkway approximately 550 feet east of Century Place. L7 is proposed on the south side of Centennial Parkway approximately 550 feet east of Century Place. O2 is proposed on the west side of an existing parking lot located on the north side of Dillon Road approximately 600 feet east of McCaslin Boulevard. A vicinity map illustrating the project development location is shown in **Figure 1**. The project is proposed to include multifamily housing, single-family attached housing, and affordable multifamily housing. A conceptual site plan is attached in **Appendix A**. It is expected that the project will be completed in the next several years; therefore, analysis was conducted for the 2030 short-term buildout horizon as well as the 2050 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study based on the Louisville, Colorado requested scope:

1. Centennial Parkway/Via Appia & McCaslin Boulevard
2. Century Drive & McCaslin Boulevard
3. Centennial Parkway/Cherry Street & McCaslin Boulevard
4. Dillon Road & McCaslin Boulevard
5. Centennial Parkway & Century Drive
6. Infinite Drive and Centennial Parkway
7. Centennial Parkway & Century Place

In addition, three existing accesses along Centennial Parkway, one existing access along McCaslin Boulevard, and one existing access along Dillon Road were evaluated.

Regional access to the site will be provided by the Denver Boulder Turnpike (US-36) and Northwest Parkway. Primary access will be provided by McCaslin Boulevard, Centennial Parkway, and Dillon Road. Direct access will be provided by the three existing accesses along Centennial Parkway, an existing three-quarter access along McCaslin Bouelvard, and one existing access along Dillon Road.

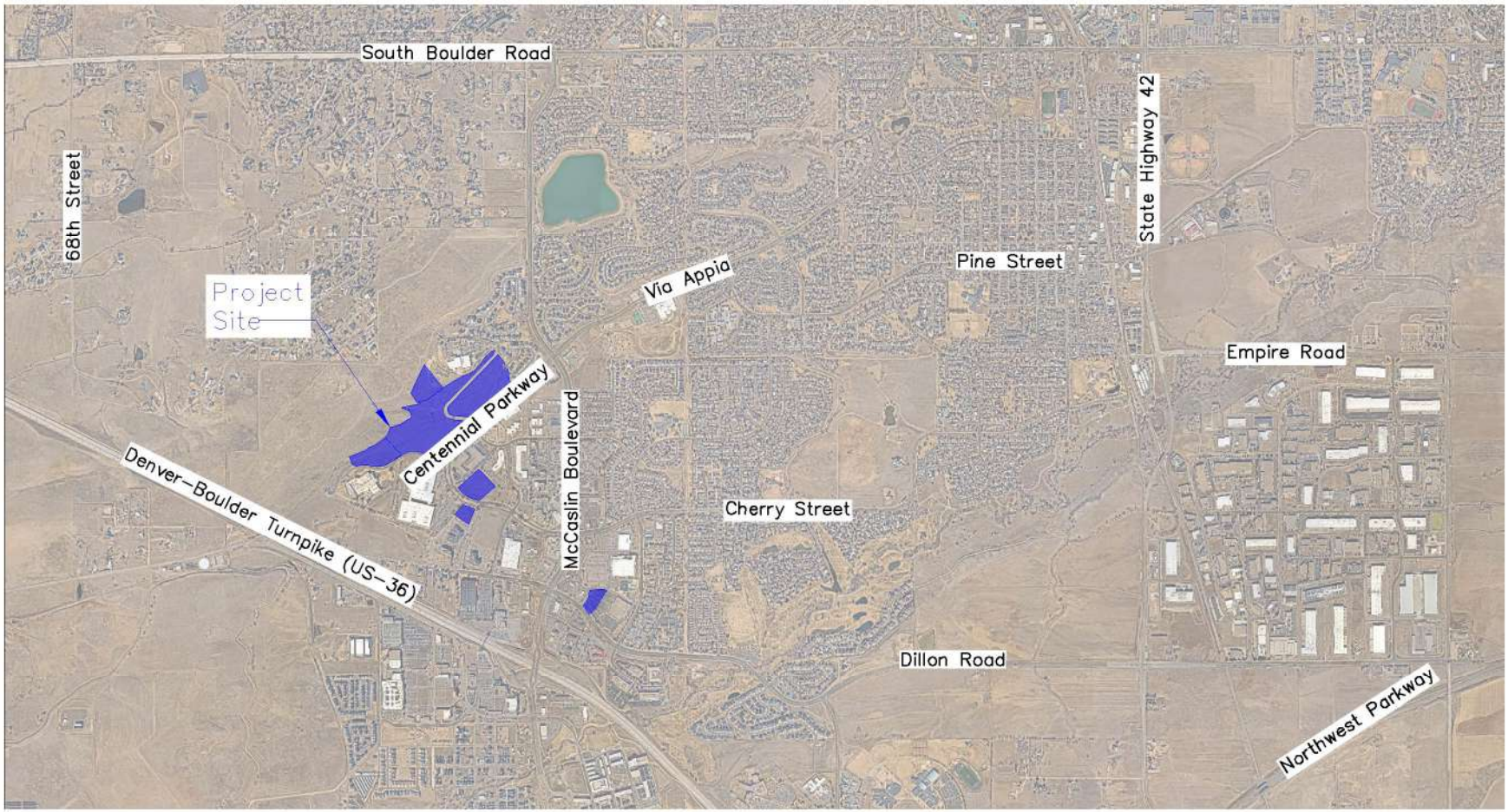


FIGURE 1
Centennial Valley Residential
Louisville, Colorado
Vicinity Map

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is comprised of vacant land except the O2 Site where there is currently a parking lot for an office building. The surrounding area has mixed uses including housing, office buildings, and multifamily and single-family residential housing. Commercial uses are located south of Dillon Road while retail centers are located south of US-36. To the north of the B1, C1, F1 and F2 plots there is additional vacant land. The Centennial Parkway loop has restaurants and office buildings while east of McCaslin Boulevard there is both multifamily and single-family housing.

3.2 Existing Roadway Network

McCaslin Boulevard extends north/south with three through lanes in each direction with a raised median south of its intersection with Centennial Parkway/Via Appia and two through lanes in each direction with a raised median north of its intersection with Centennial Parkway/Via Appia. The posted speed limit near the site is 35 miles per hour south of its intersection with Centennial Parkway/Cherry Street and 40 miles per hour north of that intersection. The City of Louisville Transportation Master Plan (TMP) from 2019 identifies McCaslin Boulevard as a "Key Corridor" with an existing level of service (LOS) D.

Centennial Parkway extends west of McCaslin Boulevard in a loop connection to Via Appia (north) and Cherry Street (south) east of McCaslin Boulevard. Centennial Parkway provides one through lane in each direction with an approximate 50-foot wide raised center median. The posted speed limit in the study area is 30 miles per hour. The City of Louisville TMP identifies Centennial Parkway as a "Key Corridor" with an existing LOS C.

Via Appia extends primarily in the northeast/southwest direction with one through lane in each direction and a raised center median but for the purposes of this analysis was evaluated as an east/west roadway. Via Appia extends east from McCaslin Boulevard to its intersection with Lafayette Street where it bends and becomes north/south until its terminus at South Boulder Road. The speed limit near the site is 35 miles per hour. The City of Louisville TMP identifies Via Appia as a "Key Corridor" with an existing LOS D.

Century Drive is a two-lane local roadway with one through lane in each direction. The roadway primarily extends east–west, terminating at a T-intersection with Dahlia Street on the east end. On the west end, Century Drive curves terminated to a cul-de-sac serving the Global Healthcare Exchange (GHX) office building. Century Drive extends primarily east/west to its terminus with Dahlia Street. The City of Louisville TMP documents an existing LOS C.

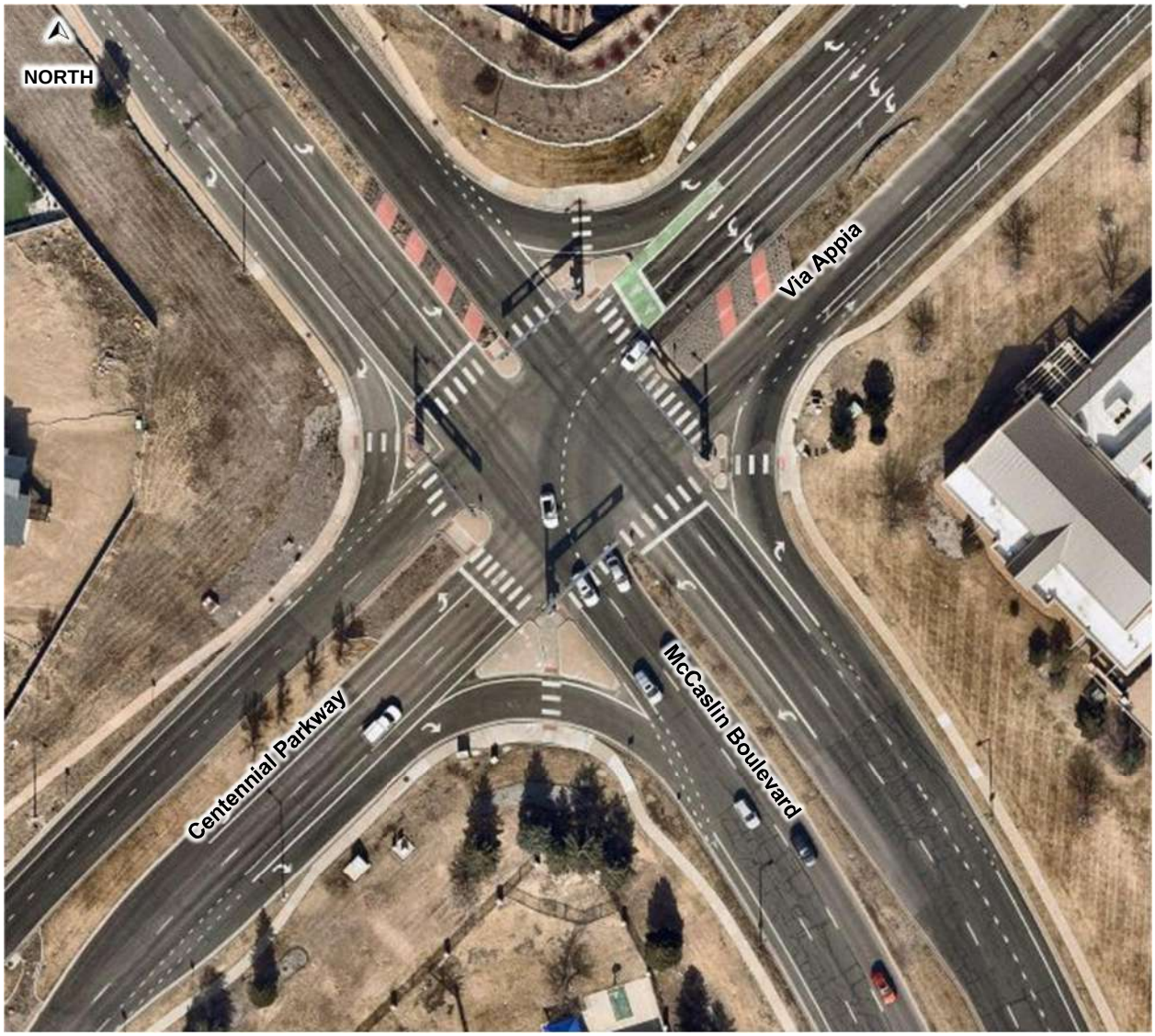
Cherry Street extends in the east/west direction east from its intersection with McCaslin Boulevard to its eastern terminus where it becomes Bella Vista Drive at its intersection with Adams Drive. Cherry Street provides two through lanes in each direction with a raised center median within the study limits while transitioning to one through lane in each direction east of Dahlia Street. The speed limit near the site is 35 miles per hour. The City of Louisville TMP identifies Cherry Street as a "Key Corridor" with an existing LOS C.

Dillon Road extends in the east/west direction providing two through lanes in each direction with a raised center median from its start at Dyer Road to its intersection with 88th Street. East of its intersection with 88th Street, Dillon Road provides one through lane in each direction. The speed limit near the site is 30 miles per hour. The City of Louisville TMP identifies Cherry Street as a "Key Corridor" with an existing LOS D west of McCaslin Boulevard and east of Dahlia Street with an LOS C between McCaslin Boulevard and Dahlia Street.

Century Place extends north/south from Century Drive to Dillon Road with one through lane in each direction. The City of Louisville TMP documents an existing LOS C along Century Place.

Infinite Drive extends west from Centennial Parkway for less than half a mile before terminating at an office building.

The signalized intersection of Centennial Parkway/Via Appia and McCaslin Boulevard (#1) operates with protected-permissive left turn phasing on the north-south McCaslin Boulevard legs while the eastbound and westbound along Centennial Parkway/Via Appia operate with split phasing. The northbound, southbound, and eastbound approaches provide a left turn lane, two through lanes, and a channelized right turn lane. The westbound approach along Via Appia provides dual left turn lanes, one through lane, and a channelized right turn lane. An aerial photo of the existing configuration is below.



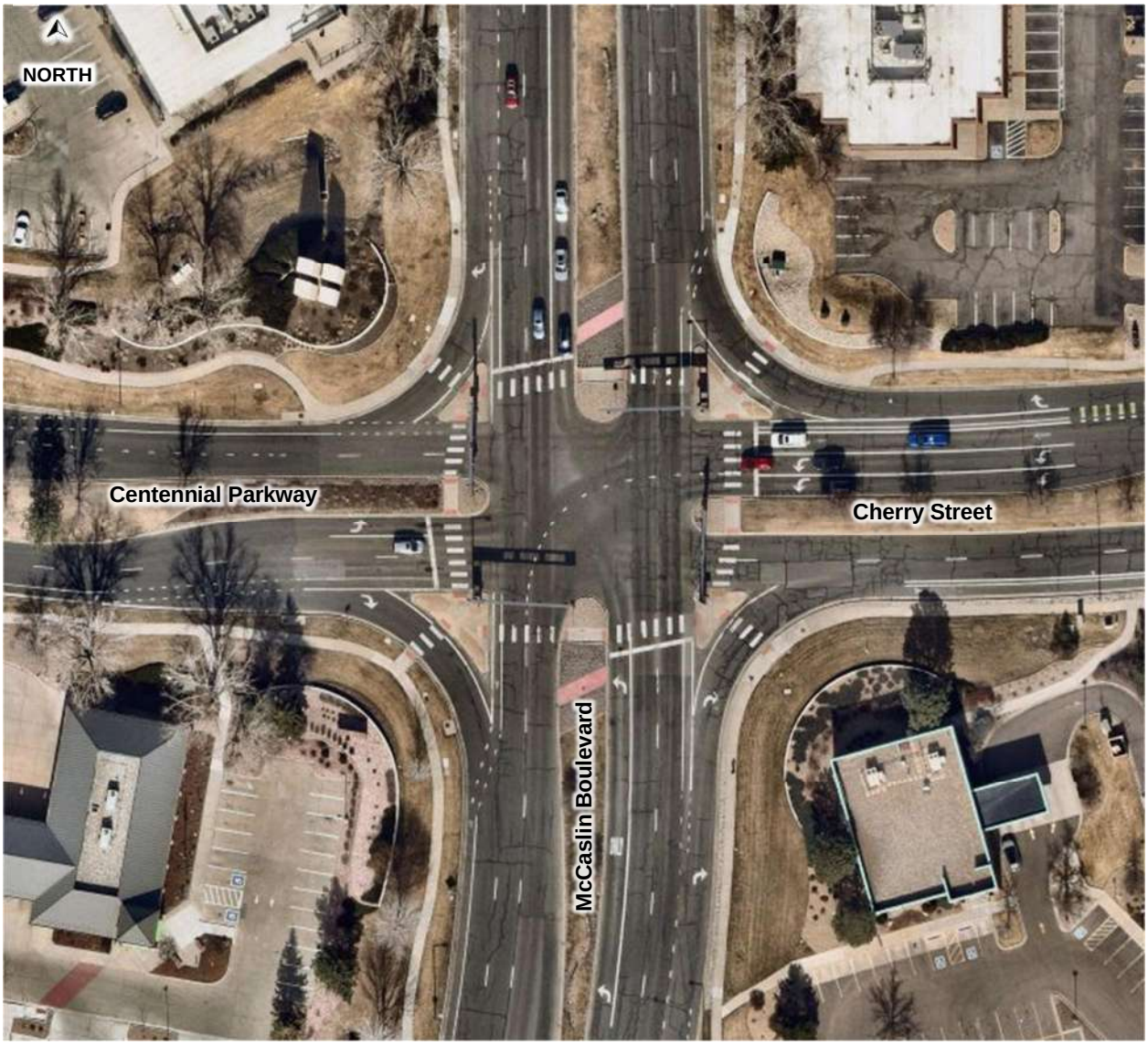
Centennial Parkway/Via Appia & McCaslin Boulevard (#1)

The signalized intersection of Century Drive and McCaslin Boulevard (#2) operates with protected-permissive left turn phasing on all approaches. The northbound approach provides a left turn lane, three through lanes, and a right turn lane while the southbound approach provides a left turn lane and three through lanes with the outside lane being a shared through/right turn lane. The eastbound and westbound approaches provide a left turn lane and a shared through/right turn lane. An aerial photo of the existing configuration is below.



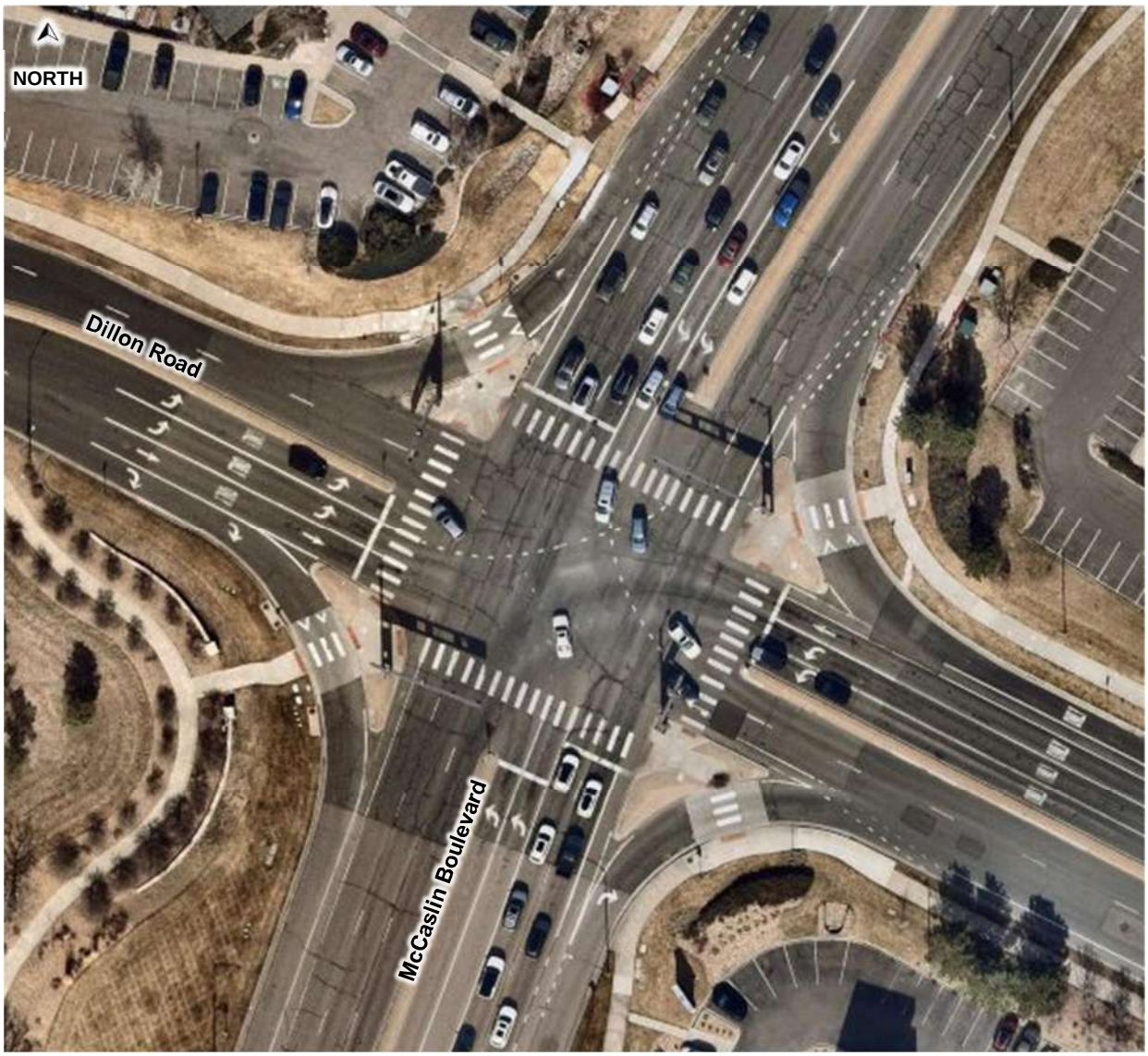
Century Drive & McCaslin Boulevard (#2)

The signalized intersection of Centennial Parkway/Cherry Street and McCaslin Boulevard (#3) operates with protected-permissive left turn phasing on the north-south McCaslin Boulevard legs while the eastbound and westbound along Centennial Parkway/Cherry Street operate with split phasing. The northbound, southbound, and eastbound approaches provide a left turn lane, two through lanes, and a channelized right turn lane. The westbound approach along Cherry Street provides dual left turn lanes, a through lane, and a channelized right turn lane. An aerial photo of the existing configuration is below.



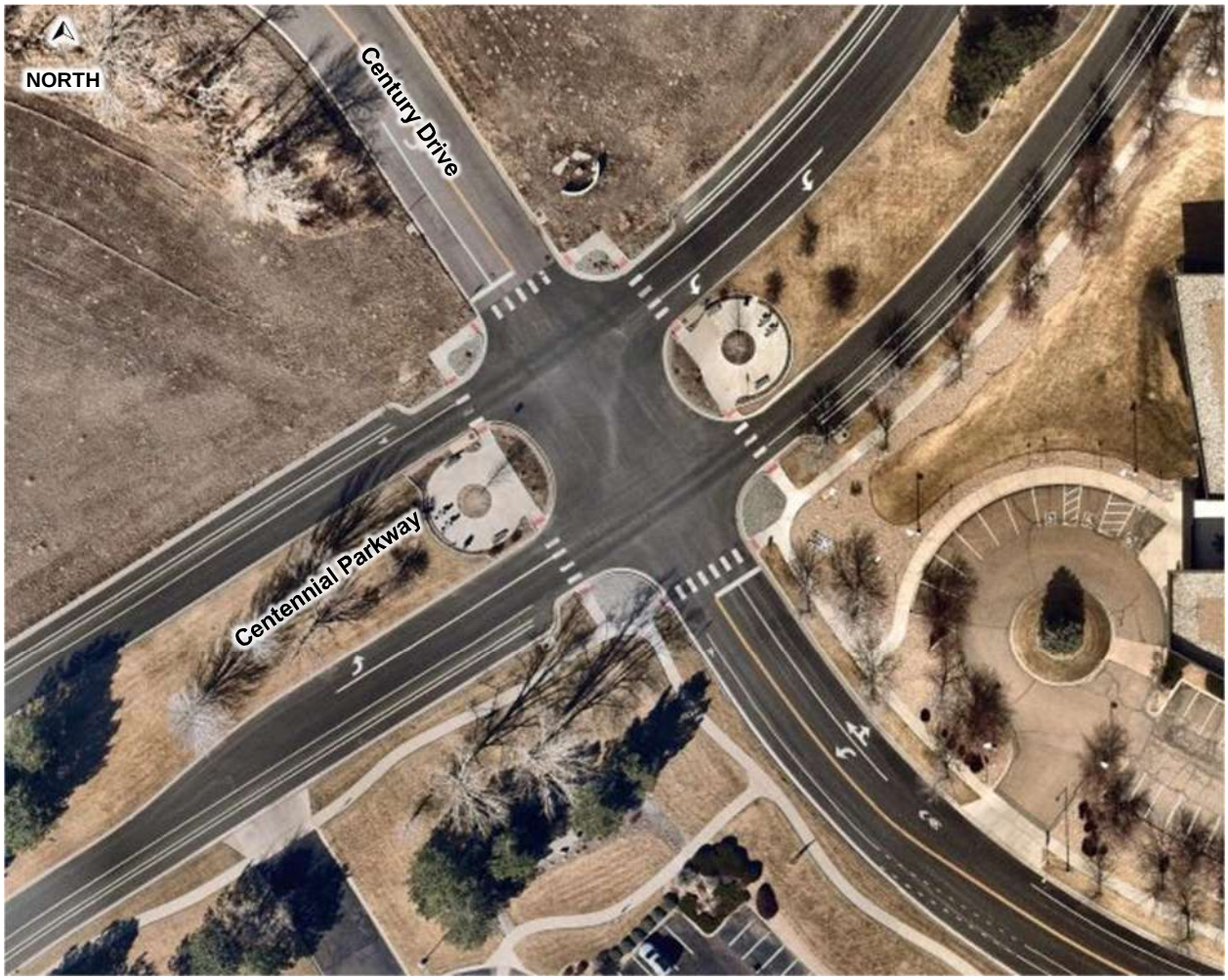
Centennial Parkway/Cherry Street & McCaslin Boulevard (#3)

The signalized intersection of Dillon Road and McCaslin Boulevard (#4) operates with protected-only left turn phasing on all approaches. The northbound approach provides dual left turn lanes, two through lanes, and a channelized right turn lane while the southbound approach provides dual left turn lanes, three through lanes, and a channelized right turn. The eastbound and westbound approaches provide dual left turn lanes, one through lane, and a channelized right turn lane. An aerial photo of the existing configuration is below.



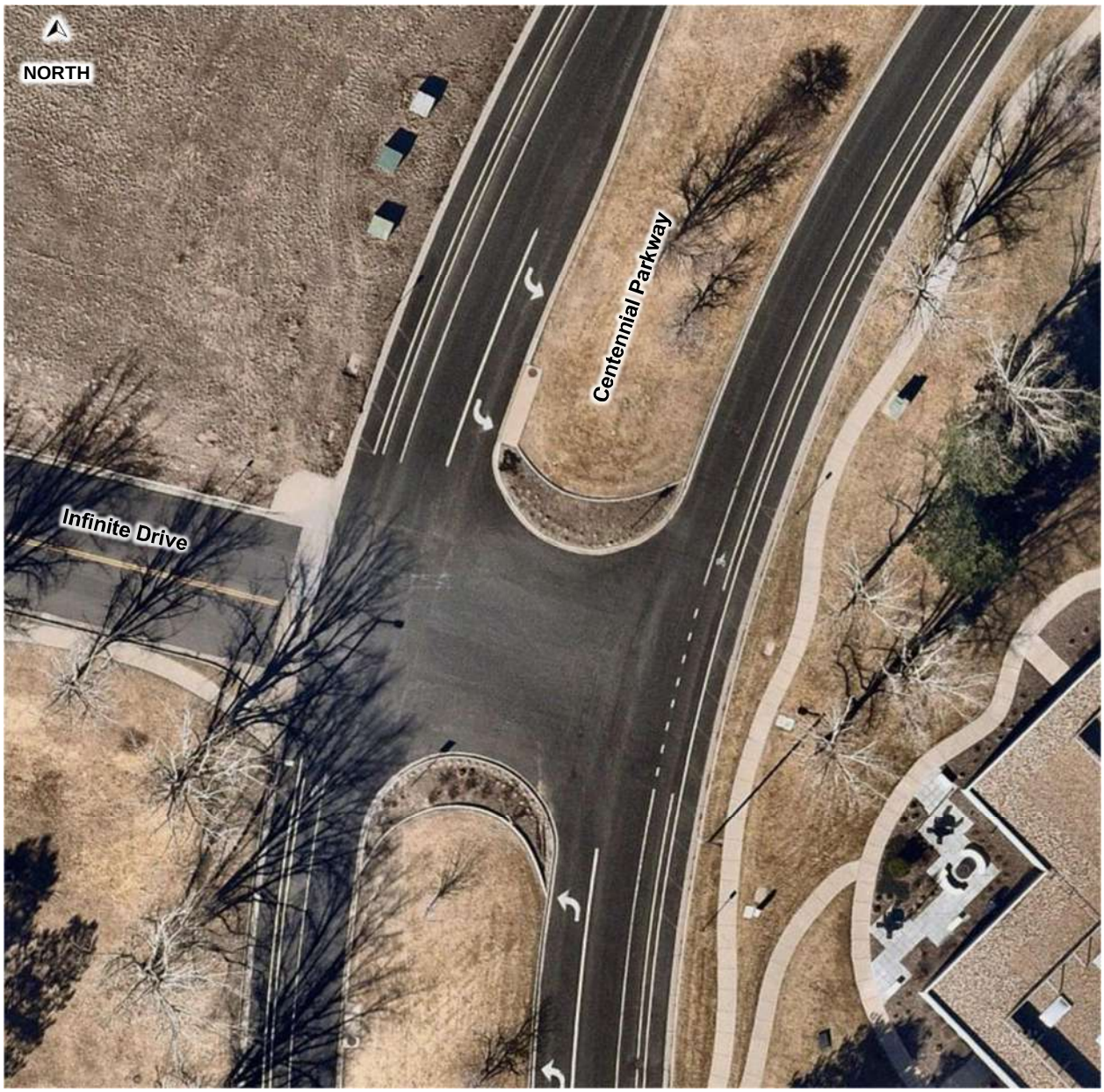
Dillon Road & McCaslin Boulevard (#4)

The unsignalized intersection of Centennial Parkway and Century Drive (#5) operates with stop control on the northbound and southbound Century Drive approaches. All approaches provide a left turn lane and a shared through/right turn lane. Of note, the center median is 50 feet wide. An aerial photo of the existing intersection configuration is below.



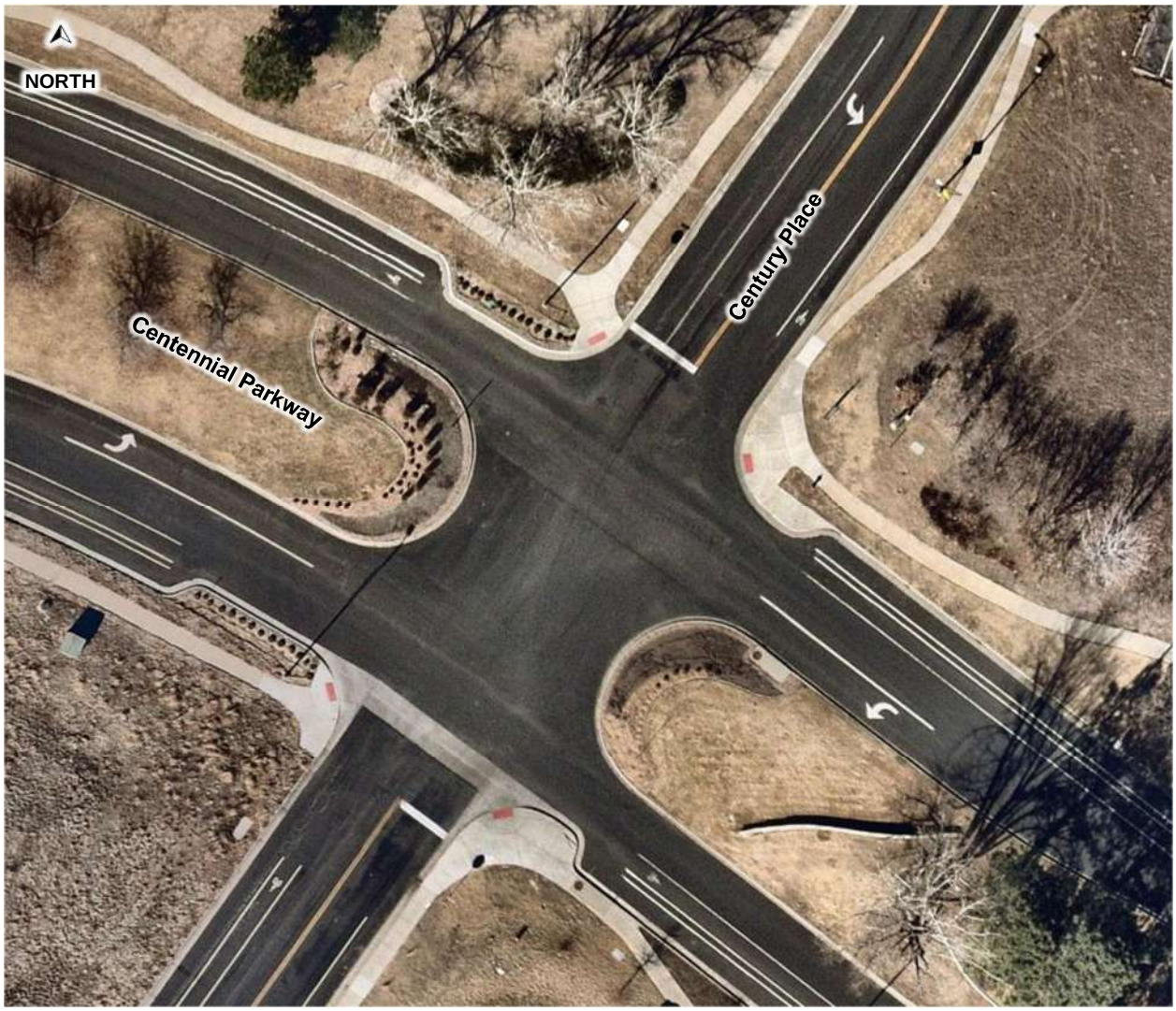
Centennial Parkway & Century Drive (#5)

The unsignalized ‘T’-intersection of Infinite Drive and Centennial Parkway (#6) operates with stop control on the eastbound Infinite Drive approach. The northbound and southbound approaches provide a left turn lane, and a shared through/right turn lane. The eastbound approach provides one lane shared for left and right turning movements. Of note, the center median is 50 feet wide and the southbound left turn lane is designated for U-turns due to not having an east leg at this intersection. An aerial photo of the existing intersection configuration is below.



Infinite Drive & Centennial Parkway (#6)

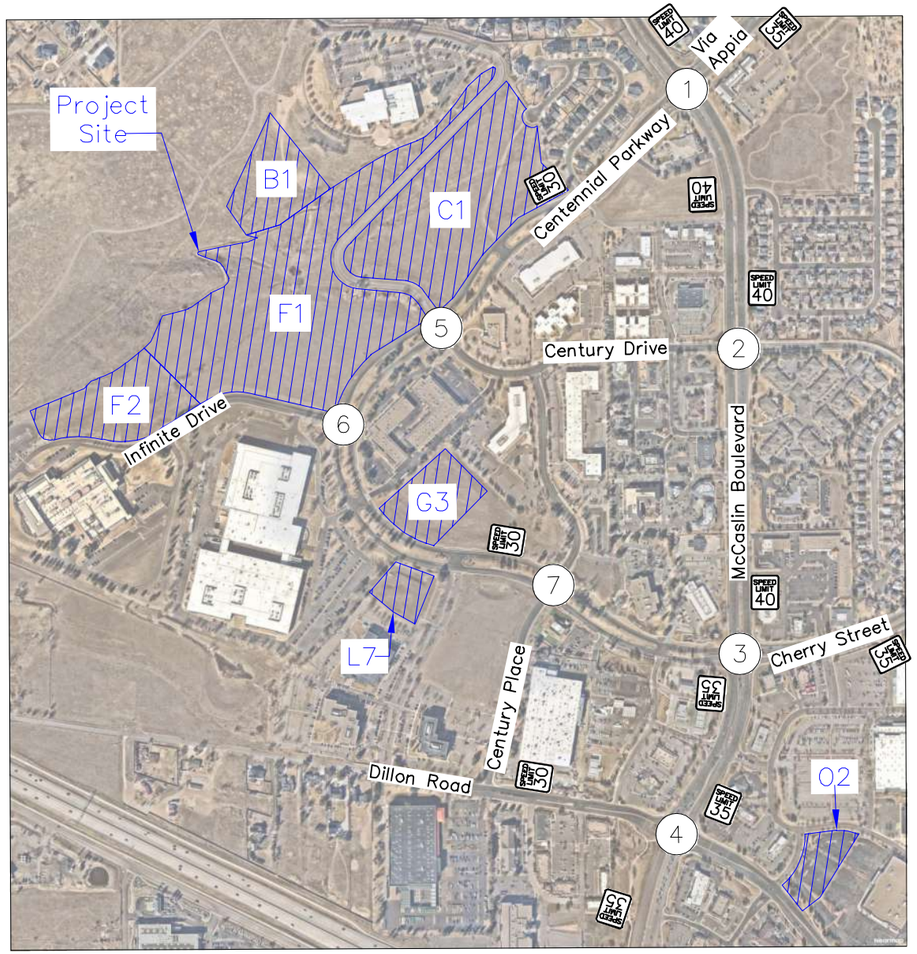
The unsignalized intersection of Centennial Parkway and Century Place (#7) operates with stop control on the northbound and southbound approaches along Century Place. The northbound approach of Century Place provides a single lane shared for all movements. The southbound, eastbound, and westbound approaches provide a left turn lane and a shared through/right turn lane. Of note, the center median is 50 feet wide. An aerial photo of the existing intersection configuration is below.



Centennial Parkway & Century Place (#7)

The intersection lane configuration and control for the study area intersections are shown in **Figure 2**.

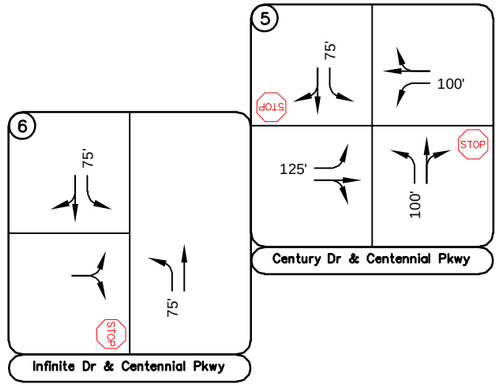
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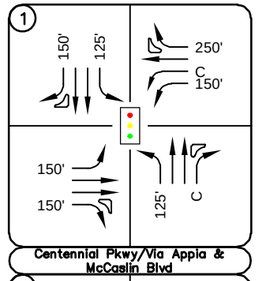


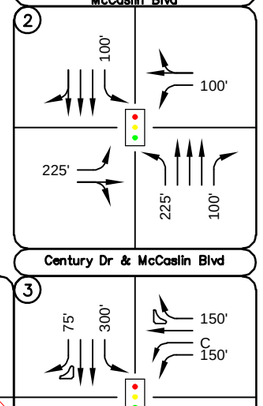
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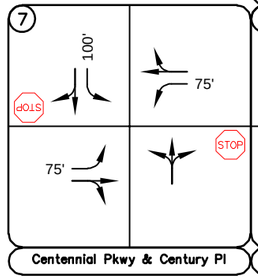
- (X) Study Area Key Intersection
- Signalized Intersection
- STOP Stop–Controlled Approach
- SPEED LIMIT XX Roadway Speed Limit
- 100' Turn Lane Length (feet)

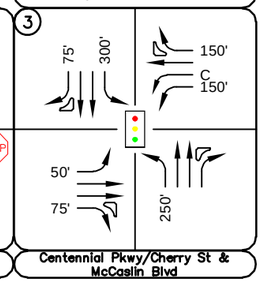
FIGURE 2
Centennial Valley Residential
Louisville, Colorado
Existing Geometry and Control

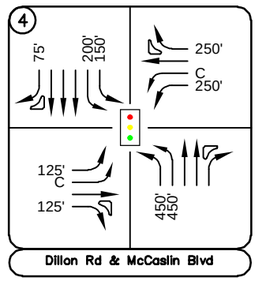












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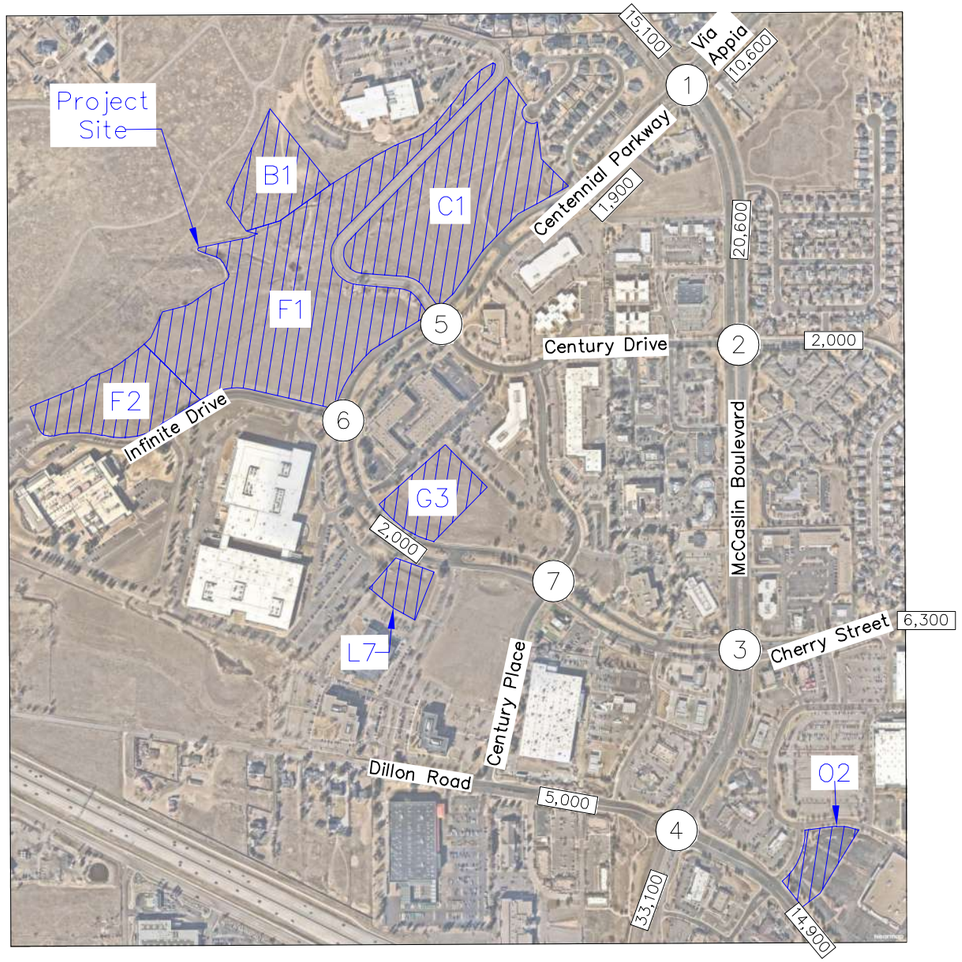
3.3 Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections on Wednesday, March 11, 2026 during the weekday morning and afternoon peak hours. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix B.**

3.4 Unspecified Development Traffic Growth

According to traffic projections from the Denver Regional Council of Governments (DRCOG) traffic model, the area surrounding the site is expected to have an average 30-year growth factor of 1.33. This growth factor equates to an annual growth rate of 0.96 percent. Future traffic volume projections and growth rate calculations are provided in **Appendix C**. As such, a one (1) percent annual traffic growth rate was used to estimate short-term 2030 and long-term 2050 traffic volume projections at the key intersections. In addition, project traffic volumes from the King Soopers 142 Traffic Impact Study completed in February 2025 were included as background traffic in 2030 and 2050. Further, CU Boulder Faculty Housing is proposed at 1164 W Dillon Road on the site of the vacant Cinebarre. As no development plans have been submitted to the City, the site was assumed to be Multi-Family Housing (Low-Rise) consistent with the King Soopers Traffic Impact Study, with 50 dwelling units based on the existing building footprint. This development was included in the background analysis for 2050 conditions only, using the same trip generation, distribution, and assignment methodology applied in the King Soopers Traffic Impact Study. Background study information is included in **Appendix C**. The calculated background traffic volumes for 2030 and 2050 are shown in **Figure 4** and **Figure 5**, respectively.

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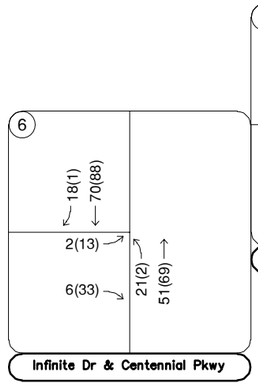
LEGEND

(X) Study Area Key Intersection

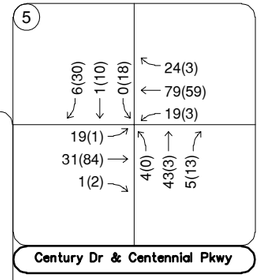
XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

[XX,X00] Estimated Daily Traffic Volume

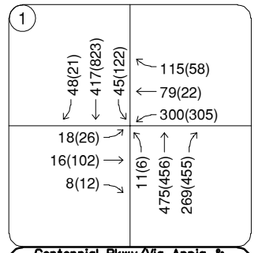
FIGURE 3
Centennial Valley Residential
Louisville, Colorado
2026 Existing Traffic Volumes



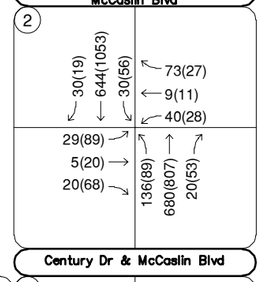
Wed, Mar 11, 2026
7:45 to 8:45AM
(4:15 to 5:15PM)



Wed, Mar 11, 2026
7:45 to 8:45AM
(4:15 to 5:15PM)

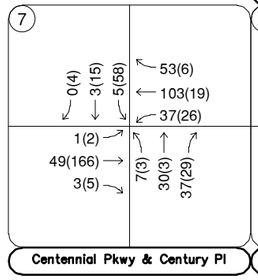


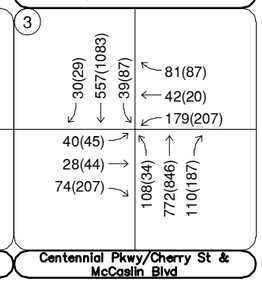
Wed, Mar 11, 2026
8:00 to 9:00AM
(4:30 to 5:30PM)



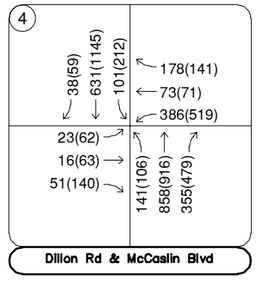
Wed, Mar 11, 2026
8:00 to 9:00AM
(4:45 to 5:45PM)

Wed, Mar 11, 2026
8:00 to 9:00AM
(4:15 to 5:15PM)





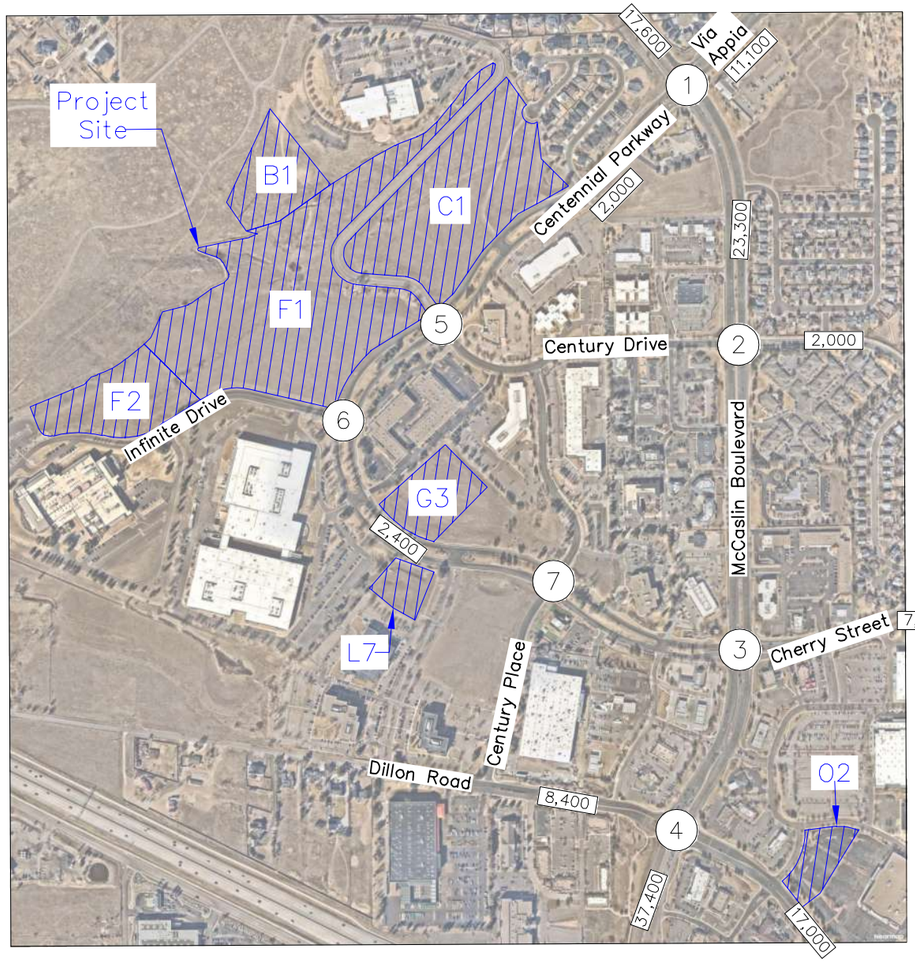
Wed, Mar 11, 2026
8:00 to 9:00AM
(4:30 to 5:30PM)

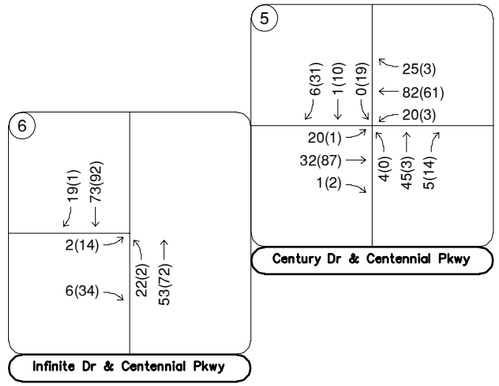


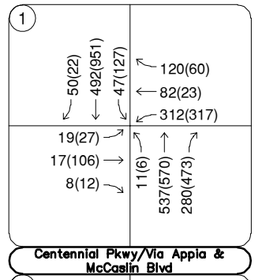
Wed, Mar 11, 2026
8:00 to 9:00AM
(4:15 to 5:15PM)

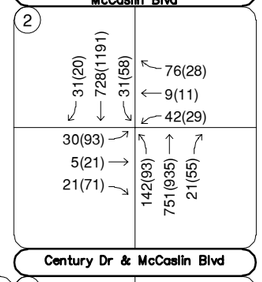
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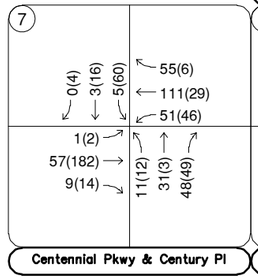
Kimley»Horn NORTH
NTS 296402000

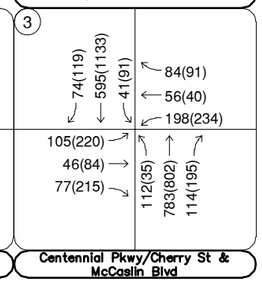


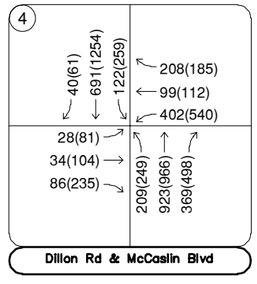












LEGEND

(X) Study Area Key Intersection

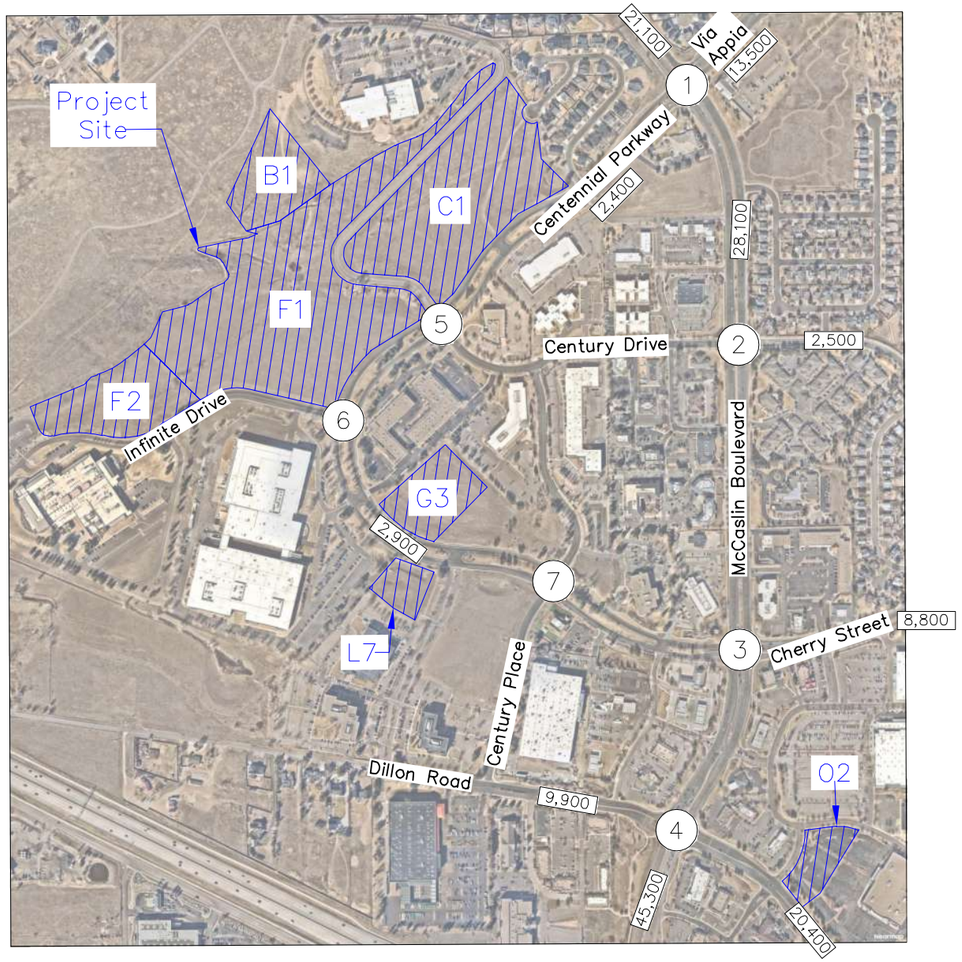
XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

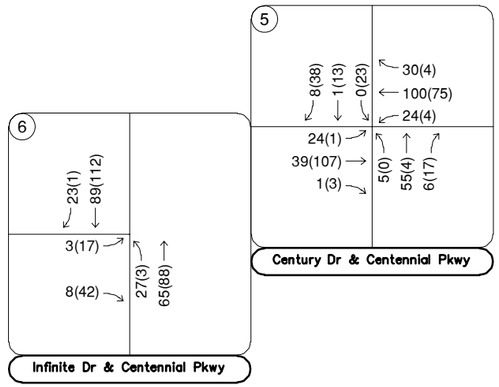
[XX,X00] Estimated Daily Traffic Volume

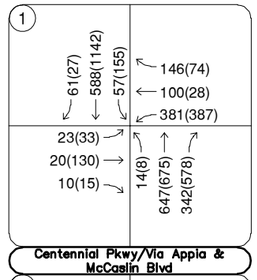
FIGURE 4
Centennial Valley Residential
Louisville, Colorado
2030 Background Traffic Volumes

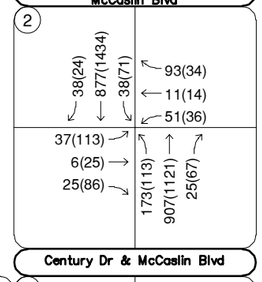
Kimley»Horn

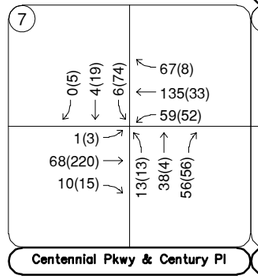
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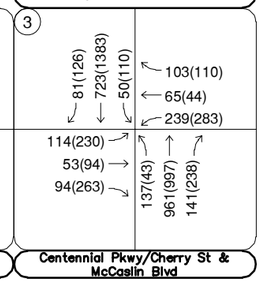


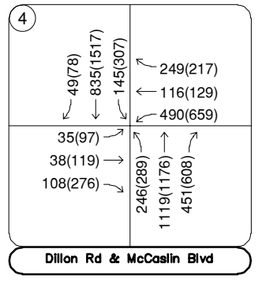












LEGEND

(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE 4
Centennial Valley Residential
Louisville, Colorado
2050 Background Traffic Volumes

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4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rates/fitted curve equations that apply to Single-Family Attached Housing (ITE Land Use Code 215), Multifamily Low-Rise Housing (ITE Land Use Code 220), and Affordable Housing (ITE Lane Use Code 223). for traffic associated with the development.

With the Centennial Parkway project being constructed near McCaslin Boulevard and the Denver-Boulder Turnpike (US-36), a five (5) percent reduction of trips has been applied to the residential uses. The proposed five (5) percent multimodal reduction is supported by the project's proximity to established transit services, bicycle facilities, and pedestrian infrastructure, as well as planned connections that enhance accessibility. The site is located near McCaslin Station, which serves the Flatiron Flyer BRT and multiple RTD routes, providing regional transit access. McCaslin Boulevard and Centennial Parkway provide existing on-street bicycle facilities and connections to a broader network identified in the City of Louisville Transportation Master Plan, including planned multi-use paths and regional trail connections. Pedestrian facilities are also well established, with detached sidewalks along key corridors and signalized crossings on McCaslin Boulevard supporting safe access to nearby destinations and transit stops. **Figure 6** displays the existing pedestrian, bicycle, and transit infrastructure in the nearby area. The project will integrate with these multimodal facilities through internal sidewalks and direct connections to adjacent corridors, bike lanes, and transit stops. The surrounding area also includes a mix of residential, office, and retail uses which supports capture among the uses and multimodal usage. These characteristics support multimodal travel opportunities; therefore, it is anticipated that the development will utilize alternative modes of transportation.

[1] Institute of Transportation Engineers, *Trip Generation Manual*, Twelfth Edition, Washington DC, 2025.

Centennial Parkway, with multimodal reduction, is expected to generate approximately 6,398 weekday daily trips, with 420 of these trips occurring during the morning peak hour and 542 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 12th Edition – Volume 1: User's Guide and Handbook*, 2025. **Table 1** summarizes the estimated trip generation for the site. The trip generation worksheets are included in **Appendix D**.

Table 1 – Centennial Valley Residential Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Single-Family Attached Housing (ITE 215) – B1, F2: 96 Dwelling Units	632	11	34	45	27	20	47
Multifamily Low-Rise Housing (ITE 220) – C1, F1: 850 Dwelling Units	4,906	74	236	310	257	158	415
Single-Family Attached Housing (ITE 215) – G3: 25 Dwelling Units	164	3	9	12	7	6	13
Affordable Housing (ITE 223) – L7: 102 Dwelling Units	492	11	26	37	31	22	53
Multifamily Low-Rise Housing (ITE 220) – O2: 75 Dwelling Units	544	9	30	39	27	16	43
Total Project Trips	**6,738**	**108**	**335**	**443**	**349**	**222**	**571**
Total Project Trips with TOD Reduction	**6,398**	**103**	**317**	**420**	**331**	**211**	**542**

With development of this project, the parcels will be rezoned from P-C: Planning Community Commercial to residential land use. Further, it should be noted that the McCaslin Boulevard Small Area Plan identified all the project parcels to be developed as office use while parcel O2 was planned as retail/office. As such, a trip generation comparison of a potential uses from the McCaslin Boulevard Small Area Plan evaluated as office use (calculated using the 12th Edition fitted curve equations for General Office Building - ITE Land Use Code 710) was compared to the current proposal evaluated specifically above which is a mix of residential uses (ITE Land Use Code 215/220/223). It should be noted that general retail generates more trips than general office; therefore, to provide a conservative trip generation comparison, general office was utilized for the O2 area that could develop as either office or retail. The following **Table 2** compares the trip generation of the McCaslin Boulevard Small Area Plan office use to the proposed residential land uses. The trip generation worksheets are included in **Appendix D**.

Table 2 – Trip Generation Comparison: Existing Zoning vs Proposed Land Uses

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Zoning / McCaslin Small Area Plan							
Office (ITE 710 – 0.4 FAR) – 1,050,000 Square Feet	6,698	1,052	144	1,196	171	900	1,071
Proposed Land Uses							
Residential (Mix of ITE 215/220/223) – 1,148 Dwelling Units	6,738	108	335	443	349	222	571
Net Difference in Trips	**+40**	**-944**	**+191**	**-753**	**+178**	**-678**	**-500**

As summarized in **Table 2**, the McCaslin Boulevard Small Area Plan office use is anticipated to generate approximately 6,698 weekday daily trips with 1,196 of these trips occurring during the morning peak hour and 1,071 of these trips occurring during the afternoon peak hour. Therefore, the proposed mix of residential development is calculated to generate approximately 40 more daily trips, 753 fewer trips in the morning peak hour, and 500 fewer trips in the afternoon peak hour compared to a use that could be developed in the existing zoning.

4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The distribution was divided into four zones, including the B1, C1, F1, F2 sites, the G3 site, the L7 site, and the O2 site. The overall project trip distribution for the proposed development is illustrated in **Figure 7** while the trip distribution for each zone can be found in **Appendix E.**

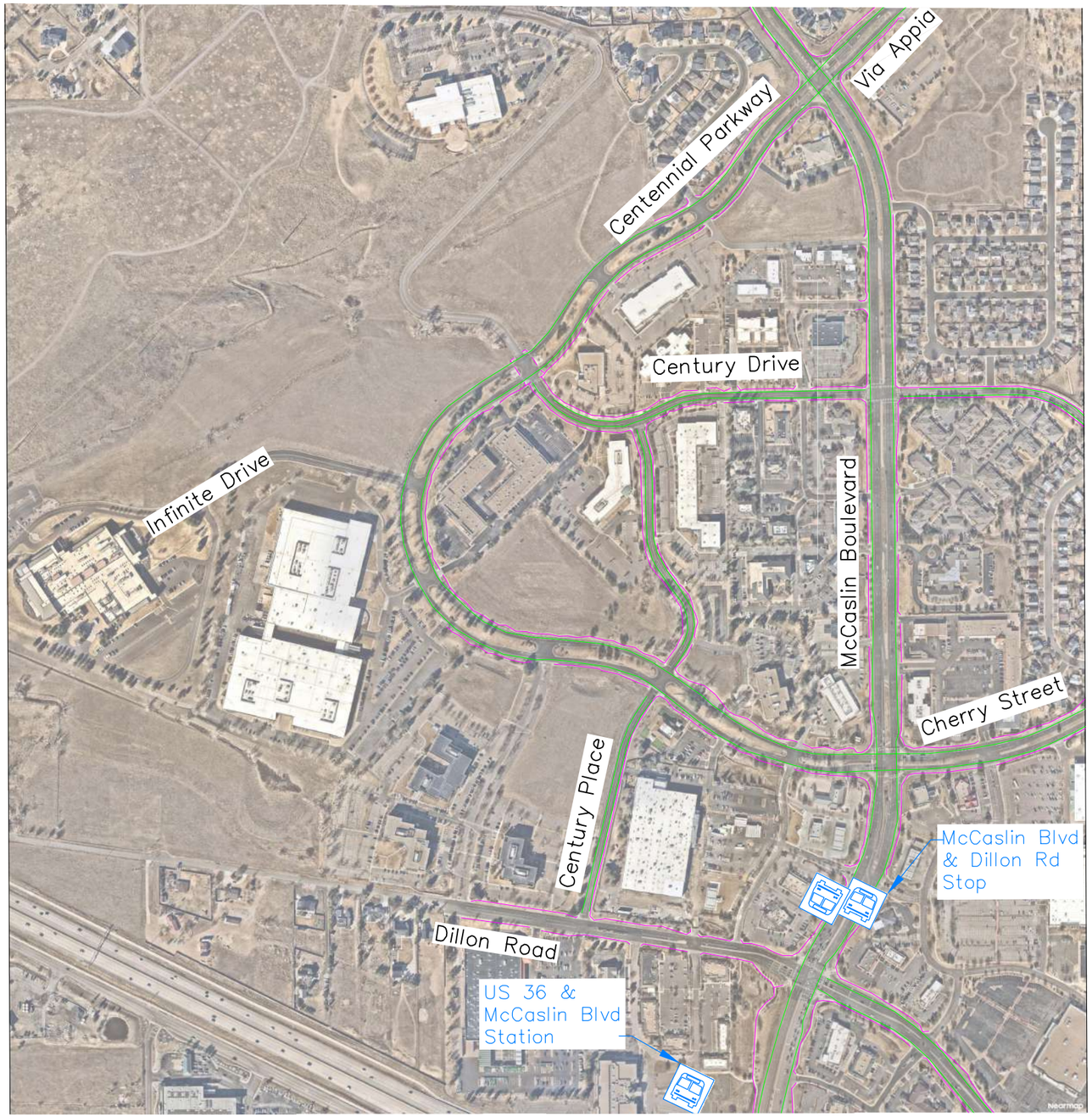
4.3 Traffic Assignment

The project's traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Total traffic assignment is shown in **Figure 8** while zone traffic assignments are in **Appendix E**.

4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2030 buildout horizon and long-term 2050 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2030 and 2050 horizon years in **Figure 9** and **Figure 10**, respectively.

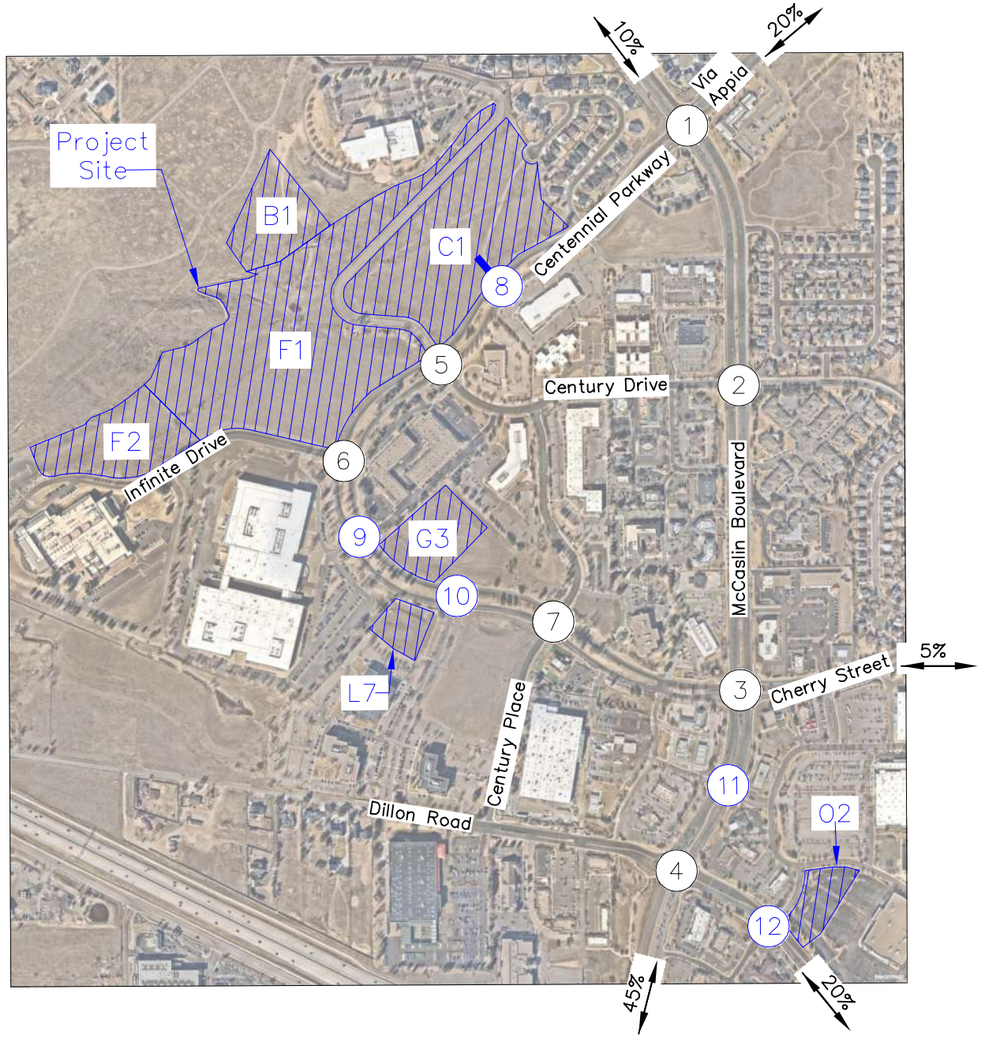
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LEGEND

- Bus Stop
- Pedestrian Sidewalk
- Designated Bike Lane

FIGURE 6
Centennial Valley Residential
Louisville, Colorado
Multimodal Facilities

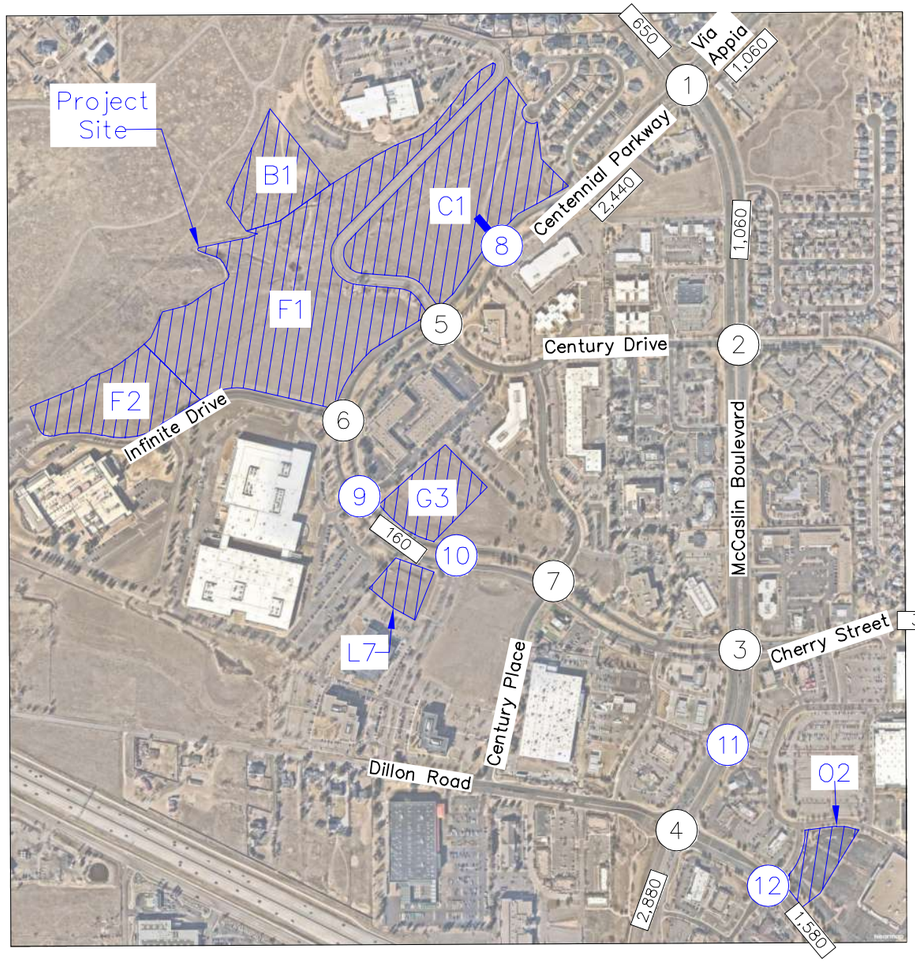


LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XX% External Trip Distribution Percentage
- XX%[XX%] Entering[Exiting] Trip Distribution Percentage

FIGURE 7
Centennial Valley Residential
Louisville, Colorado
Project Trip Distribution

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NORTH
NTS 296402000



LEGEND

(X)	Study Area Key Intersection
(X)	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

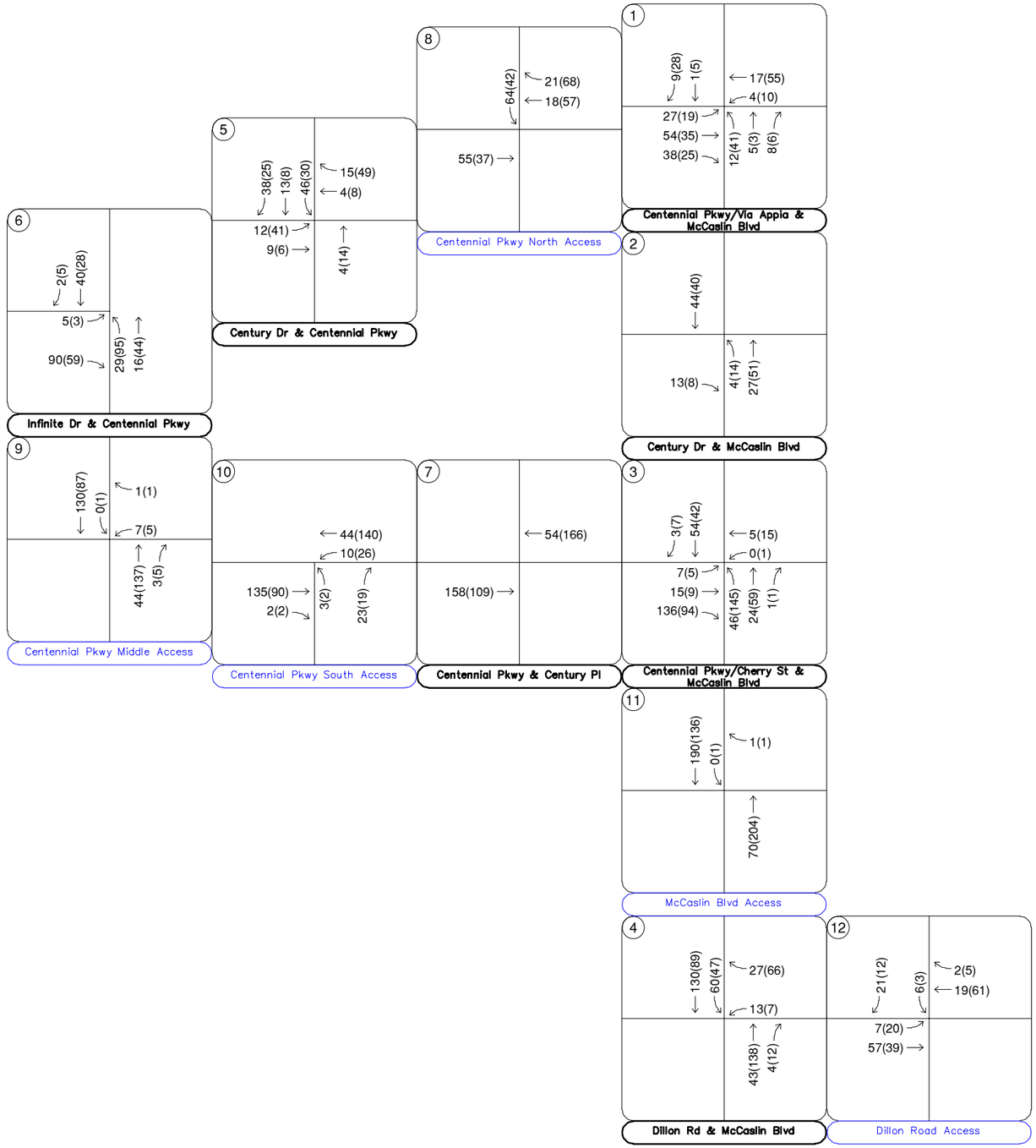
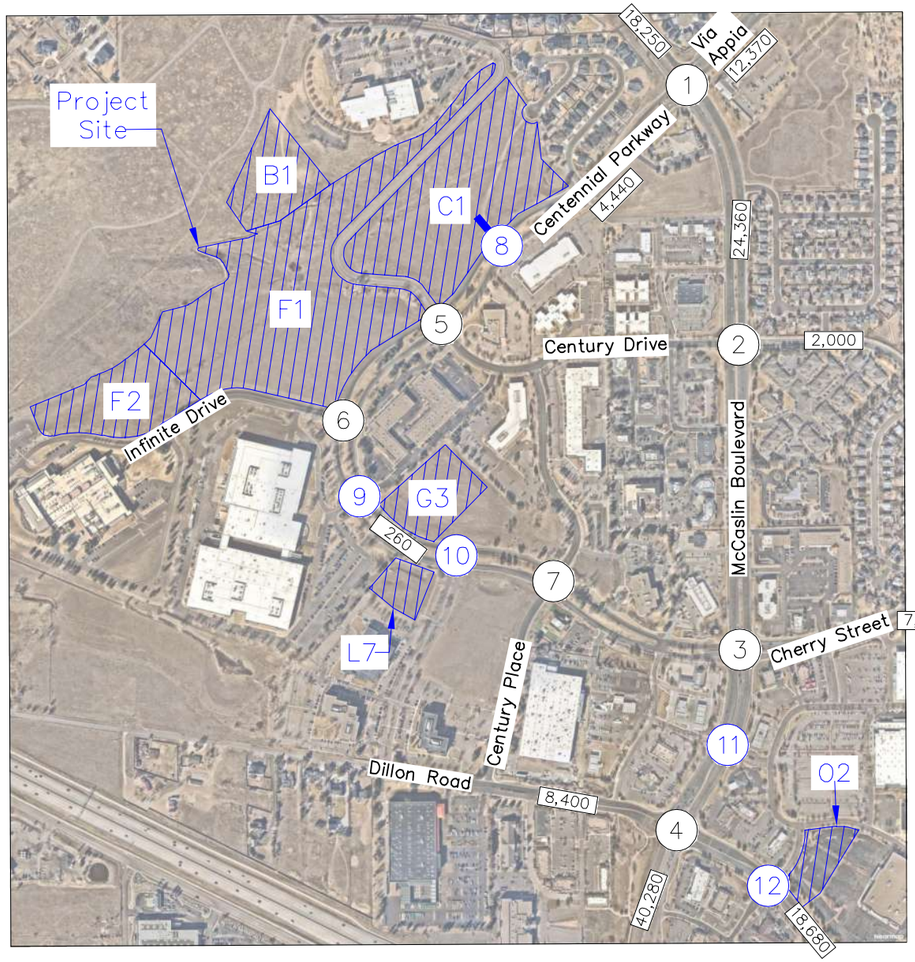


FIGURE 8
Centennial Valley Residential
Louisville, Colorado
Project Traffic Assignment

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NORTH
NTS 296402000



LEGEND

X	Study Area Key Intersection
X	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

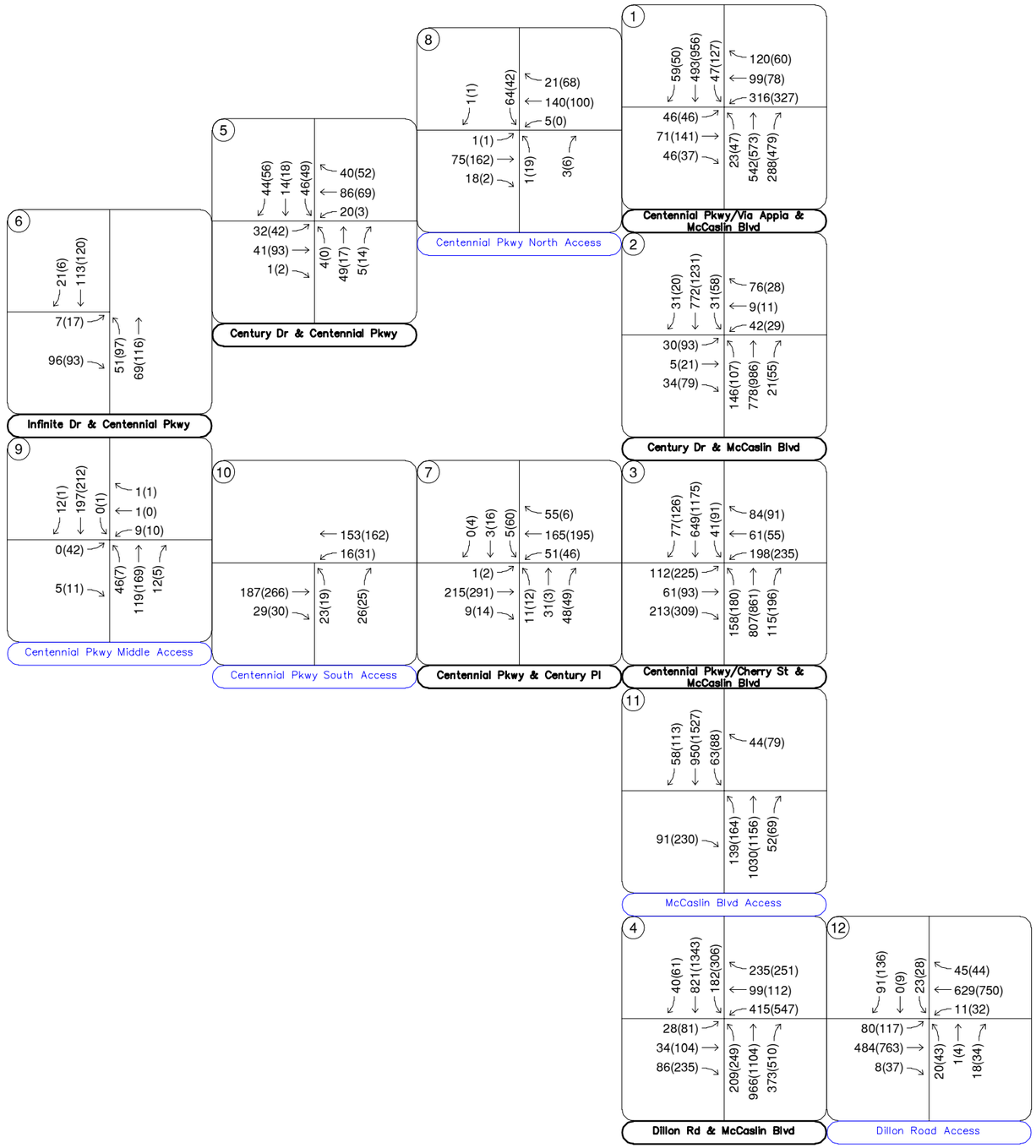
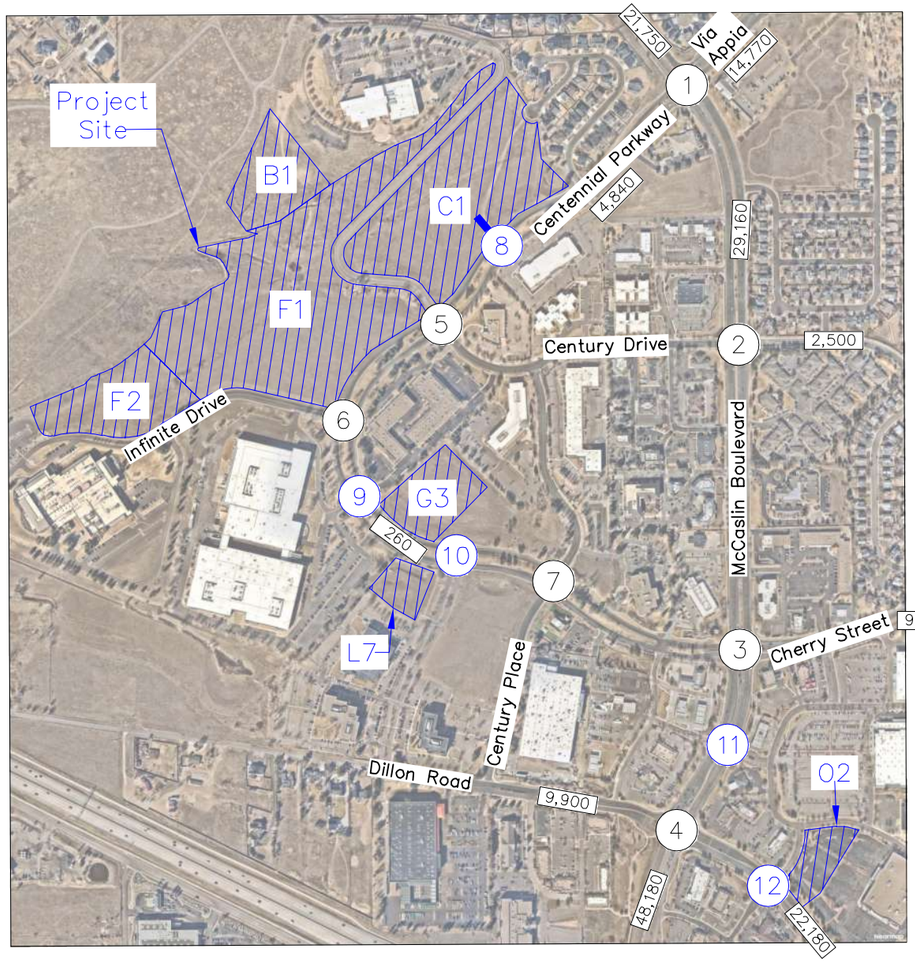
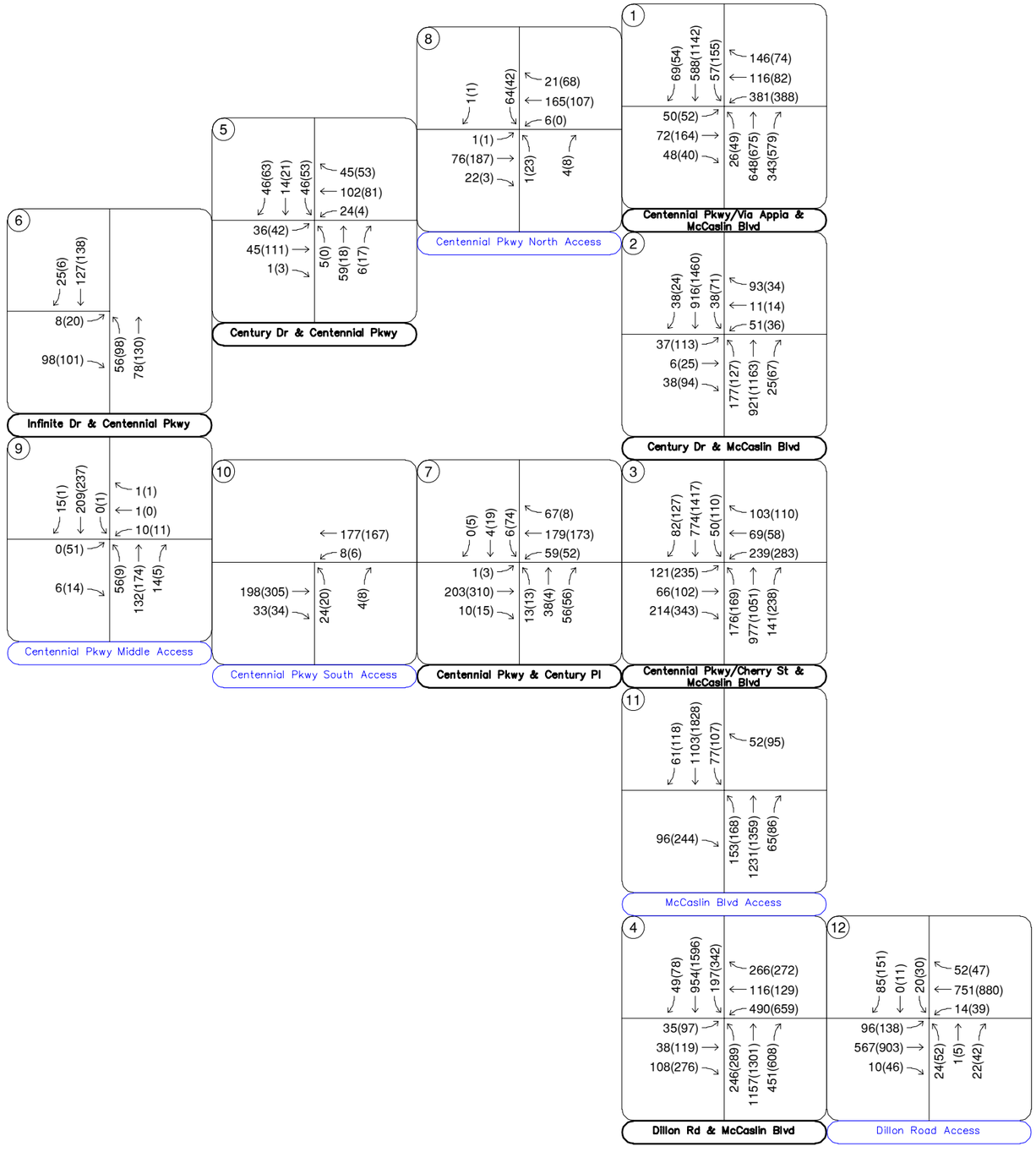


FIGURE 9
Centennial Valley Residential
Louisville, Colorado
2030 Total Traffic Volumes

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NORTH
NTS 296402000





LEGEND

X	Study Area Key Intersection
X	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE 10
Centennial Valley Residential
Louisville, Colorado
2050 Total Traffic Volumes

Kimley»Horn

5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2030 and 2050 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*[2].

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, standard traffic engineering practice recommends overall intersection LOS D and movement/approach LOS E as the minimum desirable thresholds for acceptable operations. **Table 3** shows the definition of level of service for signalized and unsignalized intersections.

Table 3 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Seventh Edition, Transportation Research Board, 2022.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized, roundabout, and all-way stop controlled intersections are defined for each approach and for the overall intersection.

[2] Transportation Research Board, *Highway Capacity Manual*, Seventh Edition, Washington DC, 2022.

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix F**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2**. Existing peak hour factors were utilized in the existing and 2030 horizon analysis years while the HCM urban standard of 0.92 was used for the long-term 2050 horizon analysis at intersections where this peak hour was not yet achieved in existing conditions. The existing heavy vehicle percentages obtained from the turning movement counts were also used in each horizon year. The signalized intersection analysis utilizes the observed cycle lengths and timing with optimized phasing. Synchro traffic analysis software was used to analyze the signalized and unsignalized key intersections for HCM level of service.

Centennial Parkway/Via Appia and McCaslin Boulevard (#1)

The signalized intersection of Centennial Parkway/Via Appia and McCaslin Boulevard (#1) operates with protected-permissive left turn phasing on the north-south McCaslin Boulevard legs while the eastbound and westbound along Centennial Parkway/Via Appia operate with split phasing. The intersection operates acceptably at LOS C or better during both peak hours under existing conditions. With project traffic, the intersection is anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Notably, the overall intersection delay decreases from the 2026 existing conditions to the 2030 background conditions. The decrease in delays is a result of additional north/south through traffic that better utilizes the signal splits and traffic being added to movements that have less delay than the average intersection delay, therefore decreasing the north/south through delays and thus the overall intersection delay. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 4** provides the results of the LOS analysis conducted at this intersection.

Table 4 – Centennial Parkway/Via Appia and McCaslin Boulevard LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	22.1	C	20.3	C
2030 Background	21.4	C	19.5	B
2030 Background Plus Project	24.2	C	22.4	C
2050 Background	28.3	C	22.2	C
2050 Background Plus Project	30.2	C	24.6	C

Century Drive and McCaslin Boulevard (#2)

The signalized intersection of Century Drive and McCaslin Boulevard (#2) operates with protected-permissive left turn phasing on all approaches. Of note, the observed timings operated with permissive-only left turn phasing on the east-west Century Drive legs during the morning peak hour. During the afternoon peak hour, all four approaches operated with protected-permissive phasing. The intersection operates acceptably at LOS A or better during both peak hours under existing conditions. With project traffic, the intersection is anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Notably, the overall intersection delay decreases from the 2026 existing conditions to the 2030 background conditions. The decrease in delays is a result of additional north/south through traffic that better utilizes the signal splits and traffic being added to movements that have less delay than the average intersection delay, therefore decreasing the north/south through delays and thus the overall intersection delay. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 5** provides the results of the LOS analysis conducted at this intersection.

Table 5 – Century Drive and McCaslin Boulevard LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	6.8	A	8.7	A
2030 Background	6.6	A	8.6	A
2030 Background Plus Project	6.7	A	9.4	A
2050 Background	8.3	A	12.7	B
2050 Background Plus Project	8.4	A	14.0	B

Centennial Parkway/Cherry Street and McCaslin Boulevard (#3)

The signalized intersection of Centennial Parkway/Cherry Street and McCaslin Boulevard (#3) operates with protected-permissive left turn phasing on the north-south McCaslin Boulevard legs while the eastbound and westbound along Centennial Parkway/Cherry Street operate with split phasing. The intersection operates acceptably at LOS C or better during both peak hours under existing conditions. With project traffic and optimized signal splits, the intersection is anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 6** provides the results of the LOS analysis conducted at this intersection.

Table 6 – Centennial Parkway/Cherry Street and McCaslin Boulevard LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	32.3	C	11.1	B
2030 Background	38.0	D	32.8	C
2030 Background Plus Project	59.2	E	51.1	D
2030 Background Plus Project[1]	18.2	B	35.4	D
2050 Background	43.5	D	37.7	D
2050 Background Plus Project[1]	21.6	C	40.2	D

1 = Optimized timings

Dillon Road and McCaslin Boulevard (#4)

The signalized intersection of Dillon Road and McCaslin Boulevard (#4) operates with protected-only left turn phasing on all approaches. The intersection operates acceptably at LOS D or better during both peak hours under existing conditions. With project traffic and optimized signal splits, the intersection is anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no lane improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 7** provides the results of the LOS analysis conducted at this intersection.

Table 7 – Dillon Road and McCaslin Boulevard LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	46.8	D	26.8	C
2030 Background	49.9	D	39.8	D
2030 Background Plus Project	51.1	D	41.3	D
2050 Background	71.0	E	55.9	E
2050 Background Plus Project	67.9	E	58.0	E
2050 Background Plus Project[1]	27.4	C	46.0	D

1 = Optimized Timings

Centennial Parkway and Century Drive (#5)

The unsignalized intersection of Centennial Parkway and Century Drive (#5) operates with stop control on the northbound and southbound Century Drive approaches. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 8** provides the results of the LOS.

Table 8 – Centennial Parkway and Century Drive LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing				
Northbound Left	9.8	A	-	A
Northbound Through/Right	10.6	B	9.4	A
Eastbound Left	7.5	A	7.4	A
Westbound Left	7.3	A	7.5	A
Southbound Left	-	A	9.9	A
Southbound Through/Right	9.1	A	9.4	A
2030 Background				
Northbound Left	9.8	A	-	A
Northbound Through/Right	10.7	B	9.4	A
Eastbound Left	7.5	A	7.4	A
Westbound Left	7.3	A	7.5	A
Southbound Left	-	A	10.0	A
Southbound Through/Right	9.1	A	9.4	A
2030 Background Plus Project				
Northbound Left	10.5	B	-	A
Northbound Through/Right	11.1	B	11.0	B
Eastbound Left	7.6	A	7.7	A
Westbound Left	7.4	A	7.5	A
Southbound Left	11.1	B	12.2	B
Southbound Through/Right	9.7	A	10.3	B
2050 Background				
Northbound Left	10.0	A	-	A
Northbound Through/Right	10.9	B	9.3	B
Eastbound Left	7.6	A	7.4	A
Westbound Left	7.3	A	7.5	A
Southbound Left	-	A	9.7	B
Southbound Through/Right	9.1	A	9.3	B
2050 Background Plus Project				
Northbound Left	10.5	B	-	A
Northbound Through/Right	11.3	B	10.3	A
Eastbound Left	7.6	A	7.6	A
Westbound Left	7.4	A	7.5	A
Southbound Left	11.1	B	11.0	A
Southbound Through/Right	9.7	A	9.8	A

Infinite Drive and Centennial Parkway (#6)

The unsignalized 'T'-intersection of Infinite Drive and Centennial Parkway (#6) operates with stop control on the eastbound Infinite Drive approach. The intersection movements operate acceptably at LOS A during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 9** provides the results of the LOS analysis conducted at this intersection.

Table 9 – Infinite Drive and Centennial Parkway LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing				
Northbound Left	7.5	A	7.5	A
Eastbound Approach	9.0	A	9.6	A
2030 Background				
Northbound Left	7.5	A	7.5	A
Eastbound Approach	9.0	A	9.7	A
2030 Background Plus Project				
Northbound Left	7.7	A	8.0	A
Eastbound Approach	9.9	A	11.3	B
2050 Background				
Northbound Left	7.5	A	7.5	A
Eastbound Approach	9.1	A	9.3	A
2050 Background Plus Project				
Northbound Left	7.7	A	7.7	A
Eastbound Approach	9.7	A	10.1	B

Centennial Parkway and Century Place (#7)

The unsignalized intersection of Centennial Parkway and Century Place (#7) operates with stop control on the northbound approach along Century Place provides one lane for all movements. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 10** provides the results of the LOS analysis conducted at this intersection.

Table 10 – Centennial Parkway and Century Place LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing				
Northbound Approach	10.5	B	10.0	B
Eastbound Left	7.6	A	7.3	A
Westbound Left	7.4	A	7.8	A
Southbound Left	11.7	B	12.3	B
Southbound Through/Right	11.3	B	11.0	B
2030 Background				
Northbound Approach	10.9	B	11.0	B
Eastbound Left	7.6	A	7.3	A
Westbound Left	7.5	A	7.9	A
Southbound Left	12.6	B	14.2	B
Southbound Through/Right	11.9	B	11.9	B
2030 Background Plus Project				
Northbound Approach	13.6	B	13.8	B
Eastbound Left	7.8	A	7.8	A
Westbound Left	7.9	A	8.3	A
Southbound Left	16.7	C	24.9	C
Southbound Through/Right	14.6	B	16.5	C
2050 Background				
Northbound Approach	11.4	B	10.8	B
Eastbound Left	7.7	A	7.3	A
Westbound Left	7.5	A	7.9	A
Southbound Left	13.3	B	13.9	B
Southbound Through/Right	12.3	B	11.7	B
2050 Background Plus Project				
Northbound Approach	13.7	B	12.5	B
Eastbound Left	7.8	A	7.6	A
Westbound Left	7.8	A	8.1	A
Southbound Left	16.8	C	19.7	C
Southbound Through/Right	14.5	B	14.4	B

Project Accesses

Five existing accesses were analyzed that will serve the residential developments. Of the five accesses, three accesses are located along Centennial Parkway, a three-quarter access is located along McCaslin Boulevard, and one access is located along Dillon Road. With completion of the project, a north leg is proposed at the North Access along Centennial Parkway, located approximately a quarter of a mile southwest of the intersection of Centennial Parkway/ Via Appia and McCaslin Boulevard. It is recommended that a R1-1 “STOP” sign be installed on the southbound approach for vehicles exiting the development. **Table 11** provides the results of the level of service for these project accesses. As shown in the table, the project access intersections are anticipated to have all movements operating acceptably during the peak hours in the buildout year 2030 horizon. Similarly, the access movements are anticipated to operate acceptably in the 2050 long-term horizon except for Dillon Road Access (#12). If 2050 traffic volumes are realized, it is expected that the northbound left turning movement at the Dillon Road Access will operate with a failing level of service. However, project traffic does not contribute to the failing movement, and the long delay only occurs during the afternoon peak hour of the long-term twenty-year planning level horizon. Further, it is common for minor movements to have failing levels of service during peak hours along major roadways. Additionally, there is sufficient connection within the area to the south that vehicles can reroute and utilize other routes, including the intersection of Dillon Road and Dahlia Street. If the anticipated volumes are reached, the City of Louisville could consider restricting this access to operate with three-quarters movements either full-time or during the peak hours with posted signage or otherwise realize the vehicle delays would only be for limited period of time in the afternoon peak hour.

Table 11 – Project Access Level of Service Results

Intersection	2030 Total				2050 Total			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS
Centennial Parkway North Access (#8)								
Northbound Approach	9.0	A	10.7	B	9.0	A	10.0	B
Eastbound Left	7.6	A	7.8	A	7.6	A	7.6	A
Westbound Left	7.4	A	-	A	7.4	A	-	A
Southbound Approach	10.2	B	11.5	B	10.4	B	10.5	B
Centennial Parkway Middle Access (#9)								
Northbound Left	7.8	A	8.0	A	7.9	A	7.8	A
Eastbound Approach	9.8	A	12.2	B	9.8	A	11.1	B
Westbound Approach	10.9	B	11.6	B	11.1	B	10.7	B
Southbound Left	-	A	7.8	A	-	A	7.6	A
Centennial Parkway South Access (#10)								
Northbound Left	10.5	B	12.1	B	10.4	B	10.9	B
Northbound Right	9.7	A	11.2	B	9.5	A	10.3	B
Westbound Left	7.8	A	8.5	A	7.8	A	8.1	A
McCaslin Boulevard Access (#11)								
Northbound Left	12.8	B	24.3	C	14.8	B	44.4	E
Eastbound Right	10.6	B	13.5	B	10.8	B	14.9	B
Westbound Right	10.0	B	10.6	B	10.4	B	11.0	B
Southbound Left	12.4	B	13.4	B	13.6	B	16.5	C
Dillon Road Access (#12)								
Northbound Left	18.5	C	34.4	D	22.9	C	69.6	F
Northbound Thru/Right	9.5	A	11.7	B	9.7	A	13.7	B
Eastbound Left	9.6	A	10.3	B	10.4	B	11.4	B
Westbound Left	8.0	A	8.7	A	8.2	A	9.2	A
Southbound Approach	14.3	B	19.8	C	15.9	C	28.4	D

5.3 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 12** with calculations provided within the level of service operational sheets of **Appendix F** for unsignalized intersections and **Appendix G** for signalized intersections.

Table 12 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length	2030 Calculated Queue (AM/PM)	2030 Recommended Length	2050 Calculated Queue (AM/PM)	2050 Recommended Length
Centennial Pkwy/Via Appia & McCaslin (#1)					
Eastbound Left	150’	77’/76’	150’	82’/83’	150’
Eastbound Right	150’	25’/25’	150’	25’/25’	150’
Westbound Left	C/150’	210’/186’	C/150’	275’/227’	C/150’
Westbound Right	250’	59’/25’	250’	63’/25’	250’
Northbound Left	125’	25’/32’	125’	25’/33’	125’
Northbound Right	350’	135’/83’	350’	128’/102’	350’
Southbound Left	125’	29’/77’	125’	33’/93’	125’
Southbound Right	150’	25’/25’	150’	25’/25’	150’
Century Dr & McCaslin (#2)					
Eastbound Left	225’	58’/155’	225’	69’/172’	225’
Westbound Left	100’	73’/54’	100’	92’/62’	100’
Northbound Left	225’	25’/46’	225’	35’/76’	225’
Northbound Right	100’	25’/25’	100’	25’/25’	100’
Southbound Left	100’	25’/25’	100’	25’25’	100’
Centennial Pkwy/Cherry St & McCaslin (#3)					
Eastbound Left	50’	156’/**339’**	**325’**	166’/**346’**	**325’**
Eastbound Right	75’	25’/25’	75’	25’/25’	75’
Westbound Left	C/150’	125’/144’	C/150’	146’/184’	C/150’
Westbound Right	150’	25’/25’	150’	25’/25’	150’
Northbound Left	250’	209’/206’	250’	217’/169’	250’
Northbound Right	C	38’/61’	C	51’/35’	C
Southbound Left	300’	78’/131’	300’	87’/181’	300’
Southbound Right	75’	25’/56’	75’	25’/64’	75’
Dillon Rd & McCaslin (#4)					
Eastbound Left	125’/C	27’/34’	125’/C	32’/71’	125’/C
Eastbound Right	150’	25’/25’	150’	25’/25’	150’
Westbound Left	C/250’	334’/341’	C/250’	179’/446’	C/250’
Westbound Right	250’	25’/25’	250’	25’/25’	250’
Northbound Left	450’ DL	124’/154’	450’ DL	143’/291’	450’ DL
Northbound Right	C	48’/165’	C	84’/293’	C
Southbound Left	200’/150’	115’/175’	200’/150’	124’/157’	200’/150’
Southbound Right	75’	25’/25’	75’	25’/25’	75’
Centennial Pkwy & Century Dr (#5)	125’ 100’	25’/25’ 25’/25’	125’ 100’	25’/25’ 25’/25’	125’ 100’
Eastbound Left	100’	25’/25’	100’	25’/25’	100’
Westbound Left	75’	25’/25’	75’	25’/25’	75’

Intersection Turn Lane	Existing Turn Lane Length	2030 Calculated Queue (AM/PM)	2030 Recommended Length	2050 Calculated Queue (AM/PM)	2050 Recommended Length
Northbound Left					
Southbound Left					
Infinite Dr & Centennial Pkwy (#6)					
Northbound Left	75’	25’/25’	75’	25’/25’	75’
Centennial Pkwy & Century Pl (#7)					
Eastbound Left	75’	25’/25’	75’	25’/25’	75’
Westbound Left	75’	25’/25’	75’	25’/25’	75’
Southbound Left	100’	25’/25’	100’	25’/25’	100’
Centennial Pkwy North Access (#8)					
Eastbound Left	100’	25’/25’	100’	25’/25’	100’
Westbound Left	50’	25’/25’	50’	25’/25’	50’
Centennial Pkwy Middle Access (#9)					
Northbound Left	75’	25’/25’	75’	25’/25’	75’
Southbound Left	75’	25’/25’	75’	25’/25’	75’
Centennial Pkwy South Access (#10)					
Northbound Left	C	25’/25’	C	25’/25’	C
Northbound Right	C	25’/25’	C	25’/25’	C
Westbound Left	75’	25’/25’	75’	25’/25’	75’
McCaslin Blvd Access (#11)					
Northbound Left	125’	50’/75’	125’	50’/125’	125’
Southbound Left	200’	25’/25’	200’	25’/50’	200’
Dillon Rd Access (#12)					
Eastbound Left	75’	25’/25’	75’	25’/25’	75’
Westbound Left	75’	25’/25’	75’	25’/25’	75’

DL = Dual Left; C = Continuous Lane; **Blue** Text = Recommendation; **Red Text** = Turn Lane constraint

All queues are anticipated to remain within the existing or recommended turn lane lengths through 2050 except for the eastbound left turn lane at the intersection of Centennial Parkway/Cherry Street and McCaslin Boulevard.

It is recommended that the eastbound left at the intersection of Centennial Parkway/Cherry Street and McCaslin Boulevard be extended to the maximum length of 325 feet to approximately accommodate anticipated vehicle queues. It is important to note that project-generated traffic does not contribute to the need for this extension. Further, evaluation of this intersection may be appropriate, as existing operational challenges are primarily related to geometric constraints and wide median widths. Adjustments to the median geometry to better align the opposing eastbound and westbound left-turn lanes could be considered and would allow for protected–permissive

signal phasing by eliminating overlapping vehicle paths. When evaluated with protected–permissive phasing, eastbound left-turn queues decrease from approximately 350 feet to approximately 250 feet during the afternoon peak hour. Overall intersection operations also improve under this phasing strategy, with reduced delay observed for the minor street approaches along Centennial Parkway and Cherry Street. Given the complexity of the intersection geometry and the influence of wide medians on operations, this location may warrant further operational evaluation to improve efficiency. Although the intersection of Centennial Parkway/Via Appia and McCaslin Boulevard operates accepting and vehicle queues are contained in existing turn lanes (westbound continuous left turn lane has a long vehicle queue), the same wide median modifications could be explored at this intersection to align left turn lanes and potentially remove the inefficient split phasing signal timings on the minor approaches.

5.4 Crash Analysis

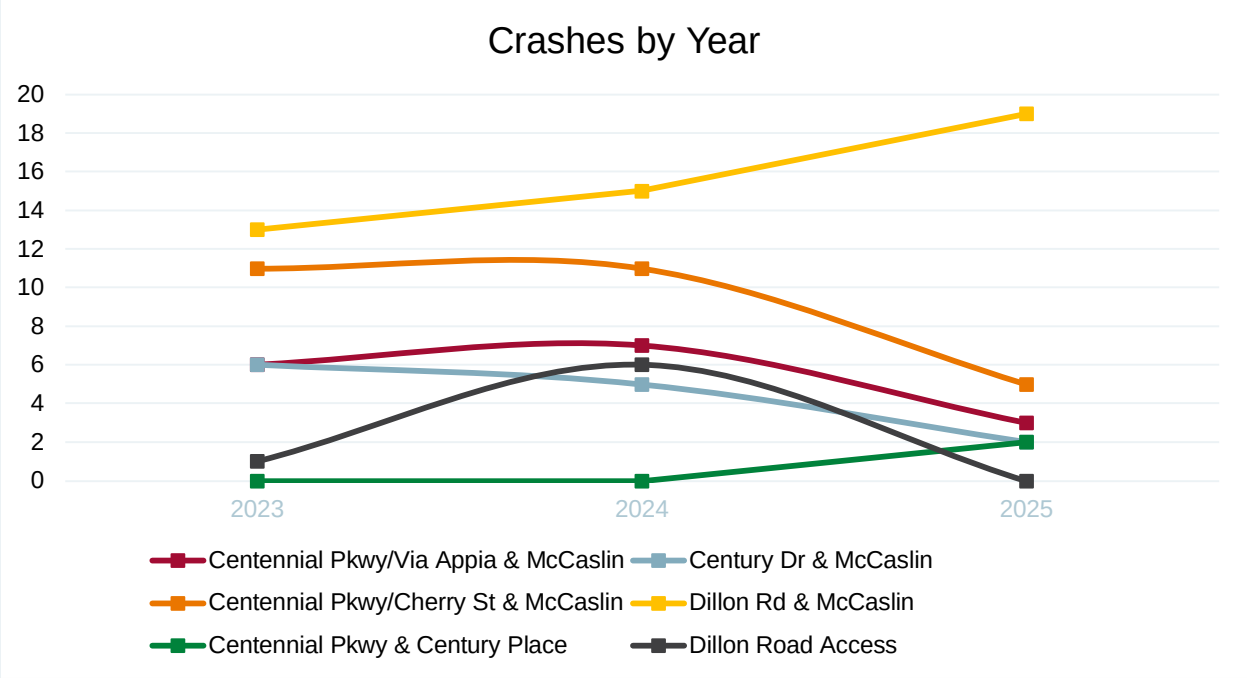
Existing crash data reported between 2023 and 2025 adjacent to the project site were evaluated as part of this study. Data was obtained from the Colorado Department of Transportation (CDOT) Crash Data Consortium. The data includes the crash time and date, crash type, crash severity, weather, roadway, lighting conditions, and crash location, among other relevant crash information. The crash data was reported by the City of Louisville Police Department. The raw crash data used in this analysis are included in **Appendix H**. A map of the crash data can be seen below.



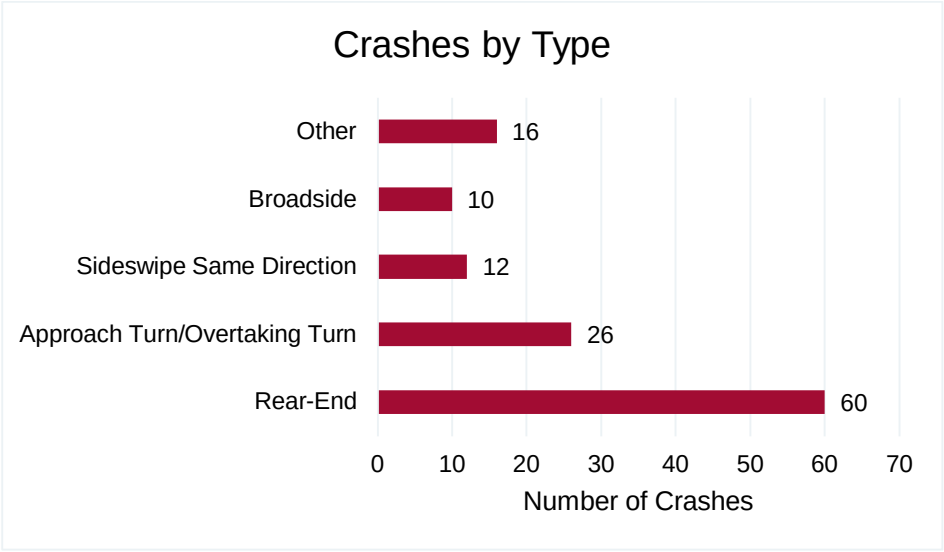
CDOT Crash Data (2023-2025)

There was a total of 124 crashes within the study area in the studied roadways between 2023 and 2025. Of these 124 crashes, 16 crashes occurred at the Centennial Parkway/Via Appia & McCaslin Boulevard intersection, 13 occurred at the Century Drive & McCaslin Boulevard intersection, 27 occurred at the Centennial Parkway/Cherry Street & McCaslin Boulevard intersection, and 47 occurred at the Dillon Road & McCaslin Boulevard intersection. Further, of the 124 crashes, 7 crashes occurred at the Dillon Road Access and two (2) crashes occurred at the Centennial Parkway and Century Place intersection. The remaining 12 crashes occurred elsewhere within the area, not at an intersection.

The number of crashes reported by intersection each year is illustrated by below. As shown in the chart, crashes have varied year to year at each intersection. However, there were a total of 44 crashes reported in 2024 compared to 37 in 2023 and 31 in 2025.



The number of crashes by the most common crash type at each intersection is included in the chart below. As shown in the chart, rear-end collisions comprise the majority of crashes within the study area. Rear-end collisions are typically caused by distracted driving, following too closely, speeding, weather conditions, and can also be caused by excessive and unexpected vehicle queues or stoppages.



The crashes by severity are shown in **Table 13** below. As shown in the table, approximately 80 percent of crashes experienced no reported injury, while roughly 10 percent of crashes were a possible suspected injury, and eight percent of crashes reported a minor injury. Between 2023 and 2025, there were two reported crashes with major injuries. One major injury was in 2023 at the intersection of Century Drive and McCaslin Boulevard and occurred due to an approach turn collision, the front of one car into the side of the other. The other serious injury was in 2024 at the intersection of Dillon Road and McCaslin Boulevard and occurred due to a broadside collision where one vehicle rolled over. There were no fatalities in the area within the studied time period.

Table 13 – Crashes by Severity Summary

Severity	Year			# of Crashes	%
	2023	2024	2025		
Fatality	0	0	0	0	0%
Serious Injury	1	1	0	2	2%
Minor Injury	6	2	2	10	8%
Possible Injury	4	4	4	12	10%
Property Damage Only/No Injury	33	38	29	100	80%
Total	**44**	**45**	**35**	**124**	100%

5.5 Transit, Bicycle, and Pedestrian Evaluation

Transit, bicycle, and pedestrian evaluations were conducted to ensure all aspects of transportation are addressed within the study area. Existing conditions and planned improvements were reviewed based on the City of Louisville's 2019 Transportation Master Plan (TMP) and existing infrastructure along the key corridors of McCaslin Boulevard, Centennial Parkway, and Dillon Road.

Along McCaslin Boulevard south of Centennial Parkway/Via Appia, the Transportation Master Plan (TMP) identifies this segment as a critical transit corridor due to its proximity to McCaslin Station, a major regional hub serving the Flatiron Flyer Bus Rapid Transit (BRT) on US-36 and local Regional Transportation District (RTD) routes including the 228A and 228F. The TMP notes that improving internal circulation and connectivity is a priority to further access to the transit stations. Along Dillon Road west of Dahlia Street, there is no existing transit infrastructure. It is

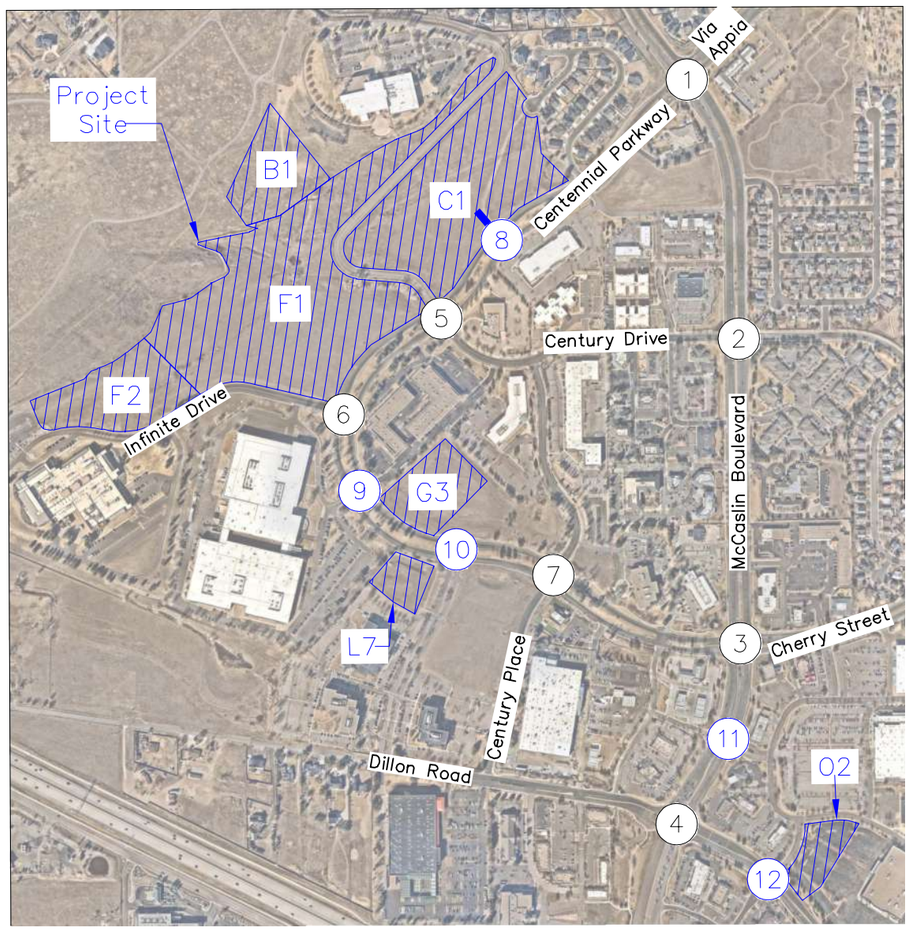
anticipated that the proposed Centennial Valley Residential development will utilize nearby bus facilities, including McCaslin Station, to support transit access.

McCaslin Boulevard and Centennial Parkway both currently have dedicated bicycle lanes in both directions. Cherry Street, Via Appia, Century Drive, and Century Place also provide designated bike lanes while Dillon Road only provides bicycle lanes to the east of its intersection with McCaslin Boulevard. Infinite Drive does not provide designated bicycle lanes. The TMP identifies McCaslin Boulevard south of Centennial Parkway/Via Appia as a challenging bicycling environment due to traffic volumes and speeds and looks to prioritize greater separation between bicyclists and vehicles through parallel multi-use paths and secondary network connections. Along Centennial Parkway, the TMP documents that the existing on-street bicycle facilities a key east–west connection. For Dillon Road east of McCaslin Boulevard, the TMP emphasizes regional trail connectivity and bicycle access to medical facilities and McCaslin Station. The proposed Centennial Valley Residential development is anticipated to maintain bicycle connectivity, with Centennial Parkway serving as the primary access route.

From a pedestrian perspective, there are existing detached sidewalks along McCaslin Boulevard, Centennial Parkway, Century Drive, Century Place, and Dillon Road while Cherry Street and Via Appia provide attached sidewalks for pedestrian use. Additionally, the four signalized intersections along McCaslin Boulevard provide designated crosswalks. Notably, the TMP highlights McCaslin Boulevard south of Centennial Parkway/Via Appia as an area where wide crossings, large parcels, and auto-oriented site design reduce comfort and direct access to destinations and transit. Along Centennial Parkway, the plan notes opportunities to strengthen pedestrian connections between commercial uses and the broader sidewalk and trail system with targeted improvements rather than corridor-wide capacity changes. The Centennial Valley Residential development is anticipated to connect to existing pedestrian infrastructure with sidewalks within the development areas.

5.6 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 11**.



LEGEND

- Study Area Key Intersection
- Project Access Intersection
- Signalized Intersection
- Stop-Controlled Approach
- Improvement
- 100' Turn Lane Length (feet)

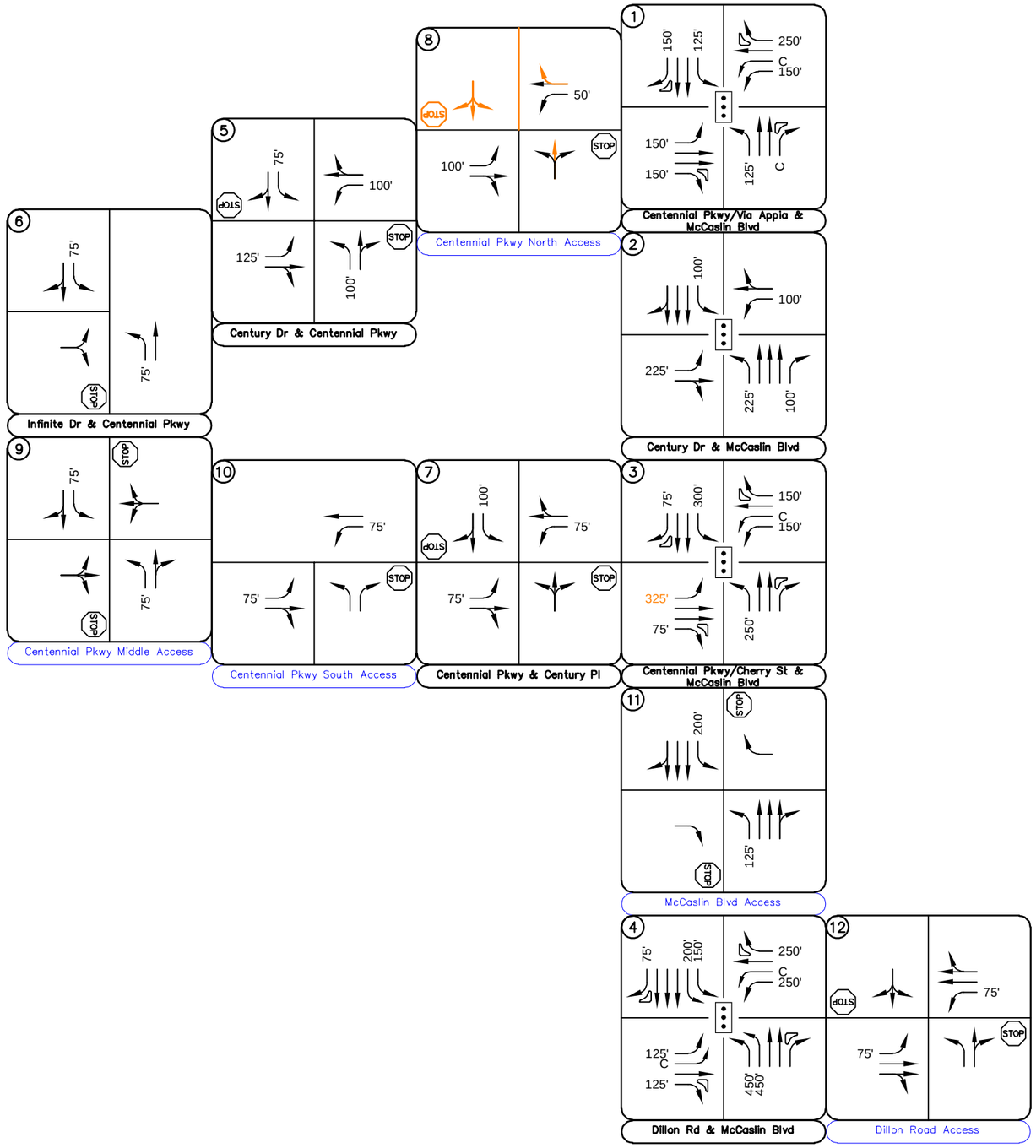


FIGURE 11
Centennial Valley Residential
Louisville, Colorado
Recommended Geometry & Control

6.0 CONCLUSIONS AND RECOMMENDATIONS

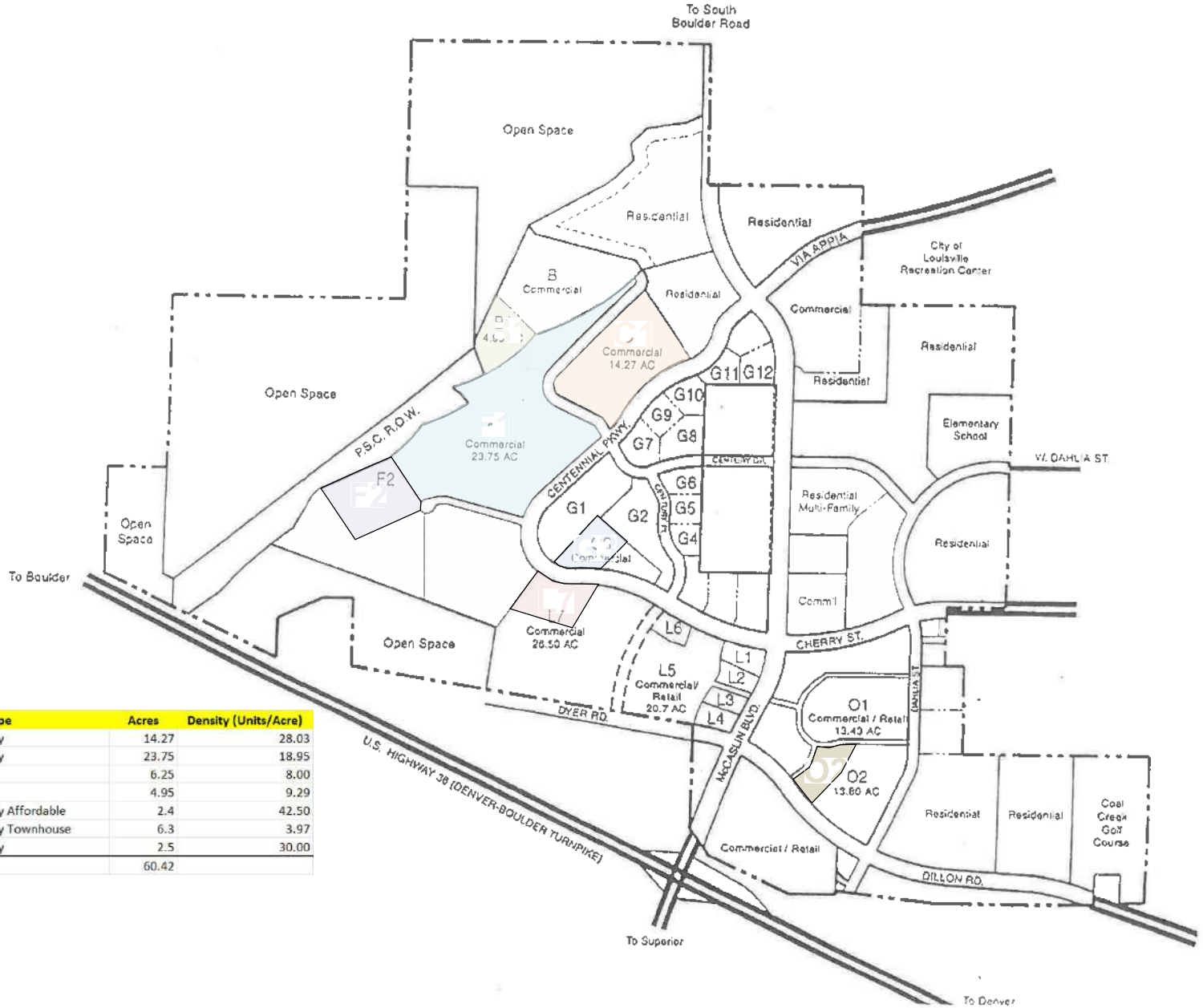
Based on the analysis presented in this report, Kimley-Horn believes the Centennial Valley Residential project will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following recommendations:

- With the completion of the project, a north leg is proposed at the North Centennial Parkway Access (#8) to serve the residential development. It is recommended that an R1-1 “STOP” sign is installed on the southbound approach, exiting the development.

- The eastbound left-turn lane at Centennial Parkway/Cherry Street and McCaslin Boulevard experiences queueing that exceeds available storage and is influenced by existing geometric constraints and wide median widths rather than project-generated traffic. It is recommended that the eastbound left turn lane be extended to the maximum feasible length of approximately 325 feet to better accommodate anticipated queues. Alternatively, the intersection could be further analyzed by modifying the median geometry to align opposing left-turn lanes. The realignment would allow for protected–permissive signal phasing and eliminate overlapping vehicle paths. Under protected–permissive phasing, eastbound left-turn queues are reduced during the afternoon peak hour, with corresponding improvements in overall intersection delay. This finding is consistent with other development traffic studies in the area and should be noted that project-generated traffic contributes negligible impacts to the need for this extension.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Louisville and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

Appendix A: Conceptual Site Plan

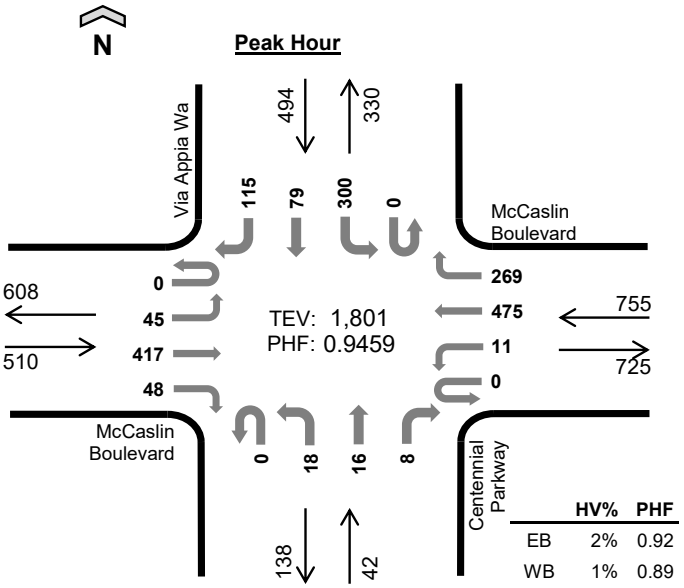


Area	Units	Product Type	Acres	Density (Units/Acre)
C-1	400	Multi-Family	14.27	28.03
F-1	450	Multi-Family	23.75	18.95
F-2	50	Paired	6.25	8.00
B-1	46	Paired	4.95	9.29
L-7	102	Multi-Family Affordable	2.4	42.50
G-3	25	Multi-Family Townhouse	6.3	3.97
O-2	75	Multi-Family	2.5	30.00
Totals	1148		60.42	

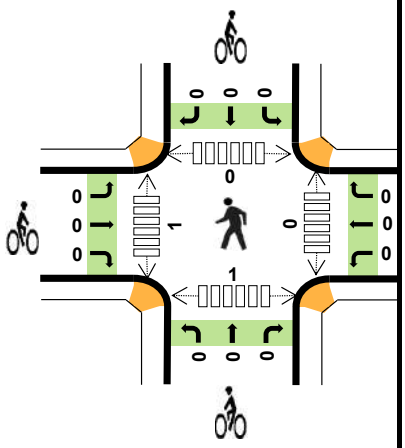
Appendix B: Intersection Count Sheets

Centennial Parkway
McCaslin Boulevard

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	2%	0.92
WB	1%	0.89
NB	5%	0.81
SB	1%	0.94
TOTAL	2%	0.95



Peak Hour Count Summaries

Peak Hour Interval Start	McCaslin Boulevard Eastbound				McCaslin Boulevard Westbound				Centennial Parkway Northbound				Via Appia Wa Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM	0	6	106	8	0	2	116	57	0	5	4	1	0	81	28	22	436	0
8:15 AM	0	10	104	9	0	2	114	52	0	3	3	4	0	78	19	30	428	0
8:30 AM	0	15	107	17	0	3	119	77	0	6	5	2	0	76	18	31	476	0
8:45 AM	0	14	100	14	0	4	126	83	0	4	4	1	0	65	14	32	461	1,801
Pk Hr All	0	45	417	48	0	11	475	269	0	18	16	8	0	300	79	115	1,801	
Pk Hr HV	0	2	9	1	0	0	5	6	0	1	1	0	0	5	1	0	31	
Pk Hr HV%	-	4%	2%	2%	-	0%	1%	2%	-	6%	6%	0%	-	2%	1%	0%	2%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	1	1	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	2	4	1	2	*9*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	7	5	0	3	*15*	0	0	0	0	*0*	0	0	0	1	*1*
8:45 AM	2	1	1	0	*4*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	12	11	2	6	*31*	0	0	0	0	*0*	0	1	0	1	*2*

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Count Summaries - All Vehicles

Interval Start	McCaslin Boulevard Eastbound				McCaslin Boulevard Westbound				Centennial Parkway Northbound				Via Appia Wa Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	45	1	0	1	82	27	0	1	1	0	0	41	6	13	220	0
7:15 AM	0	6	66	4	0	1	81	32	0	0	1	0	0	38	7	17	253	0
7:30 AM	0	8	71	7	0	2	96	32	0	1	1	0	0	63	13	22	316	0
7:45 AM	0	10	77	10	0	2	106	49	0	1	2	0	0	56	24	25	362	1,151
8:00 AM	**0**	**6**	**106**	**8**	**0**	**2**	**116**	**57**	**0**	**5**	**4**	**1**	**0**	**81**	**28**	**22**	**436**	**1,367**
8:15 AM	**0**	**10**	**104**	**9**	**0**	**2**	**114**	**52**	**0**	**3**	**3**	**4**	**0**	**78**	**19**	**30**	**428**	**1,542**
8:30 AM	**0**	**15**	**107**	**17**	**0**	**3**	**119**	**77**	**0**	**6**	**5**	**2**	**0**	**76**	**18**	**31**	**476**	**1,702**
8:45 AM	**0**	**14**	**100**	**14**	**0**	**4**	**126**	**83**	**0**	**4**	**4**	**1**	**0**	**65**	**14**	**32**	**461**	**1,801**
Count Total	0	71	676	70	0	17	840	409	0	21	21	8	0	498	129	192	2,952	
Pk Hr All	**0**	**45**	**417**	**48**	**0**	**11**	**475**	**269**	**0**	**18**	**16**	**8**	**0**	**300**	**79**	**115**	**1,801**	
Pk Hr HV	**0**	**2**	**9**	**1**	**0**	**0**	**5**	**6**	**0**	**1**	**1**	**0**	**0**	**5**	**1**	**0**	**31**	
Pk Hr HV%	**-**	**4%**	**2%**	**2%**	**-**	**0%**	**1%**	**2%**	**-**	**6%**	**6%**	**0%**	**-**	**2%**	**1%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	2	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	2	0	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	2	6	0	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	3	5	0	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**1**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**2**	**4**	**1**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**7**	**5**	**0**	**3**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:45 AM	**2**	**1**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
Count Total	18	26	2	13	*59*	0	0	0	0	*0*	0	1	0	1	*2*
Peak Hour	**12**	**11**	**2**	**6**	***31***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	**2**

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Count Summaries - Heavy Vehicles

Interval Start	McCaslin Boulevard				McCaslin Boulevard				Centennial Parkway				Via Appia Wa				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	3	0
7:15 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	3	0	0	6	0
7:30 AM	0	0	2	0	0	1	2	3	0	0	0	0	0	1	0	1	10	0
7:45 AM	0	0	3	0	0	0	4	1	0	0	0	0	0	1	0	0	9	28
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**28**
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**9**	**31**
8:30 AM	**0**	**2**	**5**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**15**	**36**
8:45 AM	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**31**
Count Total	0	2	15	1	0	1	13	12	0	1	1	0	0	11	1	1	59	
Pk Hr Heavy	**0**	**2**	**9**	**1**	**0**	**0**	**5**	**6**	**0**	**1**	**1**	**0**	**0**	**5**	**1**	**0**	**31**	

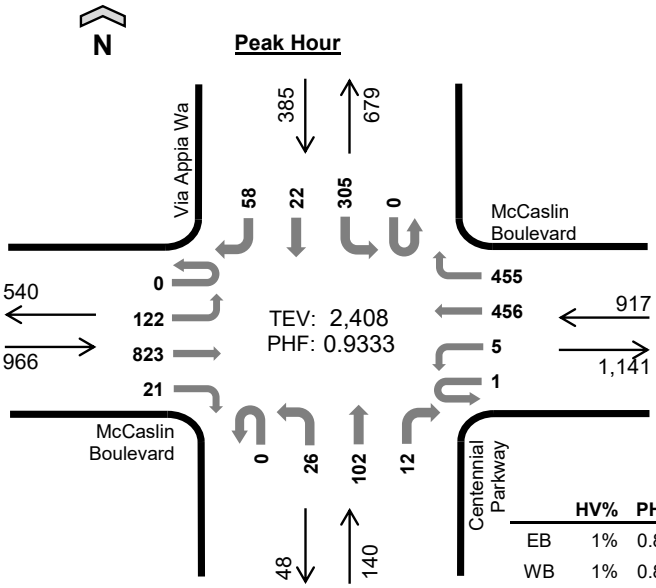
Count Summaries - Bikes

Interval Start	McCaslin Boulevard				McCaslin Boulevard				Centennial Parkway				Via Appia Wa				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

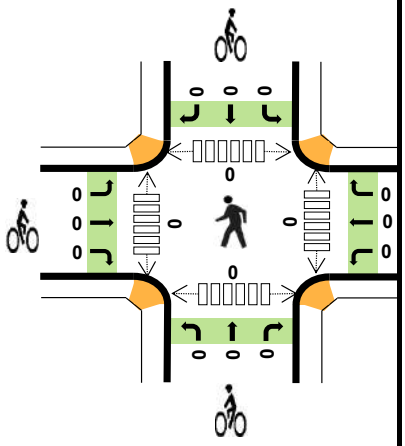
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Centennial Parkway
McCaslin Boulevard

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.88
WB	1%	0.89
NB	1%	0.74
SB	1%	0.89
TOTAL	1%	0.93



Peak Hour Count Summaries

Peak Hour Interval Start	McCaslin Boulevard Eastbound				McCaslin Boulevard Westbound				Centennial Parkway Northbound				Via Appia Wa Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	26	159	3	0	0	104	96	0	8	23	6	0	86	6	16	533	0
4:45 PM	0	31	236	9	0	2	122	124	0	3	44	0	0	56	8	10	645	0
5:00 PM	0	35	208	5	0	1	120	137	0	6	22	5	0	80	4	14	637	0
5:15 PM	0	30	220	4	1	2	110	98	0	9	13	1	0	83	4	18	593	2,408
Pk Hr All	0	122	823	21	1	5	456	455	0	26	102	12	0	305	22	58	2,408	
Pk Hr HV	0	0	10	0	0	1	3	4	0	0	1	0	0	3	0	0	22	
Pk Hr HV%	-	0%	1%	0%	0%	20%	1%	1%	-	0%	1%	0%	-	1%	0%	0%	1%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	2	0	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	2	4	1	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	3	2	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	4	0	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	10	8	1	3	*22*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	McCaslin Boulevard				McCaslin Boulevard				Centennial Parkway				Via Appia Wa				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	21	161	5	0	1	104	100	0	10	4	4	0	70	4	17	501	0
4:15 PM	0	23	156	7	0	2	117	133	0	5	17	3	0	61	5	10	539	0
4:30 PM	**0**	**26**	**159**	**3**	**0**	**0**	**104**	**96**	**0**	**8**	**23**	**6**	**0**	**86**	**6**	**16**	**533**	**0**
4:45 PM	**0**	**31**	**236**	**9**	**0**	**2**	**122**	**124**	**0**	**3**	**44**	**0**	**0**	**56**	**8**	**10**	**645**	**2,218**
5:00 PM	**0**	**35**	**208**	**5**	**0**	**1**	**120**	**137**	**0**	**6**	**22**	**5**	**0**	**80**	**4**	**14**	**637**	**2,354**
5:15 PM	**0**	**30**	**220**	**4**	**1**	**2**	**110**	**98**	**0**	**9**	**13**	**1**	**0**	**83**	**4**	**18**	**593**	**2,408**
5:30 PM	0	28	156	3	0	2	96	101	0	4	7	1	0	82	4	14	498	2,373
5:45 PM	0	32	144	1	0	1	123	119	0	5	13	1	0	52	4	16	511	2,239
Count Total	0	226	1,440	37	1	11	896	908	0	50	143	21	0	570	39	115	4,457	
Pk Hr All	**0**	**122**	**823**	**21**	**1**	**5**	**456**	**455**	**0**	**26**	**102**	**12**	**0**	**305**	**22**	**58**	**2,408**	
Pk Hr HV	**0**	**0**	**10**	**0**	**0**	**1**	**3**	**4**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**22**	
Pk Hr HV%	**-**	**0%**	**1%**	**0%**	**0%**	**20%**	**1%**	**1%**	**-**	**0%**	**1%**	**0%**	**-**	**1%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	3	3	0	1	*7*	0	0	0	2	*2*	0	2	0	0	*2*
4:15 PM	2	3	0	5	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**1**	**2**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**2**	**4**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**3**	**2**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	3	0	2	*5*	0	0	0	0	*0*	0	0	0	22	*22*
5:45 PM	2	0	0	0	*2*	1	0	0	0	*1*	1	0	0	1	*2*
Count Total	17	17	1	11	*46*	1	0	0	2	*3*	1	2	0	23	*26*
Peak Hour	**10**	**8**	**1**	**3**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	McCaslin Boulevard				McCaslin Boulevard				Centennial Parkway				Via Appia Wa				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	0	2	1	0	0	0	0	0	1	0	0	7	0
4:15 PM	0	0	2	0	0	0	2	1	0	0	0	0	0	3	1	1	10	0
4:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**0**
4:45 PM	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**29**
5:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**28**
5:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**22**
5:30 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	2	0	0	5	22
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17
Count Total	0	0	17	0	0	1	8	8	0	0	1	0	0	9	1	1	46	
Pk Hr Heavy	**0**	**0**	**10**	**0**	**0**	**1**	**3**	**4**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**22**	

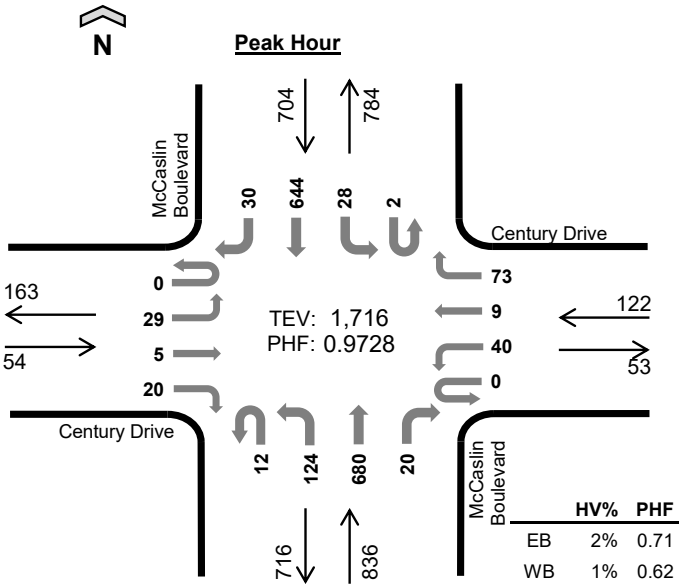
Count Summaries - Bikes

Interval Start	McCaslin Boulevard				McCaslin Boulevard				Centennial Parkway				Via Appia Wa				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

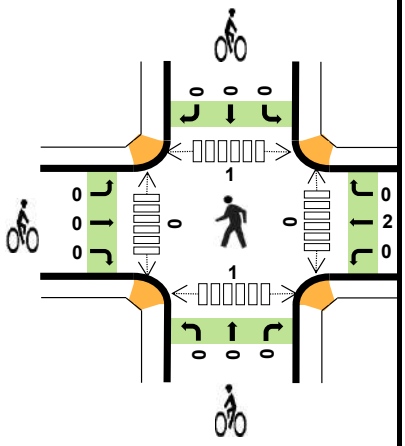
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McCaslin Boulevard
Century Drive

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	2%	0.71
WB	1%	0.62
NB	1%	0.93
SB	2%	0.91
TOTAL	2%	0.97



Peak Hour Count Summaries

Peak Hour Interval Start		Century Drive Eastbound				Century Drive Westbound				McCaslin Boulevard Northbound				McCaslin Boulevard Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	2	1	5	0	7	2	13	2	24	163	5	0	5	160	5	394	0
8:15 AM		0	5	1	6	0	12	3	7	1	44	166	2	1	5	180	8	441	0
8:30 AM		0	9	3	3	0	6	3	20	4	29	188	3	0	10	155	7	440	0
8:45 AM		0	13	0	6	0	15	1	33	5	27	163	10	1	8	149	10	441	1,716
Pk Hr	All	0	29	5	20	0	40	9	73	12	124	680	20	2	28	644	30	1,716	
	HV	0	0	1	0	0	0	0	1	0	2	10	0	0	2	13	0	29	
	HV%	-	0%	20%	0%	-	0%	0%	1%	0%	2%	1%	0%	0%	7%	2%	0%	2%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	4	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	1	0	6	8	*15*	0	1	0	0	*1*	0	0	0	0	*0*
8:45 AM	0	1	1	2	*4*	0	1	0	0	*1*	0	0	1	1	*2*
Peak Hour	1	1	12	15	*29*	0	2	0	0	*2*	0	0	1	1	*2*

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Count Summaries - All Vehicles

Interval Start	Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	4	1	2	0	1	0	4	0	8	101	0	0	3	72	4	200	0
7:15 AM	0	4	2	1	0	3	0	7	3	12	108	1	1	3	101	5	251	0
7:30 AM	0	4	0	6	0	4	0	10	6	18	114	2	0	5	118	4	291	0
7:45 AM	0	4	2	1	0	5	1	9	1	21	152	1	0	7	126	5	335	1,077
8:00 AM	**0**	**2**	**1**	**5**	**0**	**7**	**2**	**13**	**2**	**24**	**163**	**5**	**0**	**5**	**160**	**5**	**394**	**1,271**
8:15 AM	**0**	**5**	**1**	**6**	**0**	**12**	**3**	**7**	**1**	**44**	**166**	**2**	**1**	**5**	**180**	**8**	**441**	**1,461**
8:30 AM	**0**	**9**	**3**	**3**	**0**	**6**	**3**	**20**	**4**	**29**	**188**	**3**	**0**	**10**	**155**	**7**	**440**	**1,610**
8:45 AM	**0**	**13**	**0**	**6**	**0**	**15**	**1**	**33**	**5**	**27**	**163**	**10**	**1**	**8**	**149**	**10**	**441**	**1,716**
Count Total	0	45	10	30	0	53	10	103	22	183	1,155	24	3	46	1,061	48	2,793	
Pk Hr All	**0**	**29**	**5**	**20**	**0**	**40**	**9**	**73**	**12**	**124**	**680**	**20**	**2**	**28**	**644**	**30**	**1,716**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**10**	**0**	**0**	**2**	**13**	**0**	**29**	
Pk Hr HV%	**-**	**0%**	**20%**	**0%**	**-**	**0%**	**0%**	**1%**	**0%**	**2%**	**1%**	**0%**	**0%**	**7%**	**2%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	3	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	2	2	*4*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	0	1	7	3	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	6	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**0**	**1**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**4**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**1**	**0**	**6**	**8**	**15**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**1**	**1**	**2**	**4**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**2**
Count Total	1	2	30	26	*59*	0	2	0	0	*2*	1	0	1	1	*3*
Peak Hour	**1**	**1**	**12**	**15**	***29***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**1**	**1**	**2**

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Count Summaries - Heavy Vehicles

Interval Start	Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
7:30 AM	0	0	0	0	0	1	0	0	1	0	6	0	0	0	3	0	11	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	5	0	11	30
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**4**	**30**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**6**	**32**
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**2**	**6**	**0**	**15**	**36**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**29**
Count Total	0	0	1	0	0	1	0	1	1	4	25	0	0	3	23	0	59	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**10**	**0**	**0**	**2**	**13**	**0**	**29**	

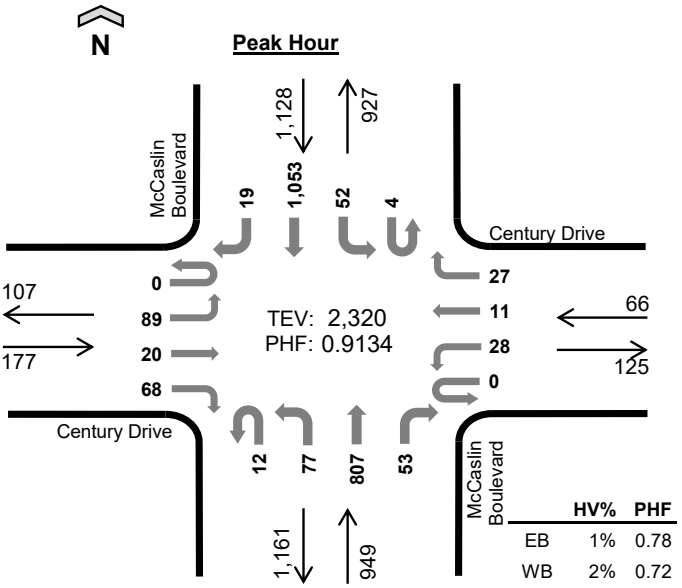
Count Summaries - Bikes

Interval Start	Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

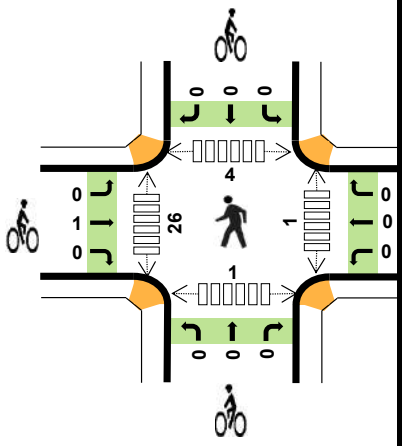
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McCaslin Boulevard
Century Drive

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV%	PHF
EB	1%	0.78
WB	2%	0.72
NB	1%	0.86
SB	1%	0.94
TOTAL	1%	0.91



Peak Hour Count Summaries

Peak Hour Interval Start	Century Drive Eastbound				Century Drive Westbound				McCaslin Boulevard Northbound				McCaslin Boulevard Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM	0	21	3	15	0	6	2	8	1	17	199	7	0	11	271	6	567	0
5:00 PM	0	29	6	22	0	8	2	7	5	19	237	16	1	12	269	2	635	0
5:15 PM	0	24	5	17	0	8	5	10	1	19	168	17	3	11	279	6	573	0
5:30 PM	0	15	6	14	0	6	2	2	5	22	203	13	0	18	234	5	545	2,320
Pk Hr All	0	89	20	68	0	28	11	27	12	77	807	53	4	52	1,053	19	2,320	
Pk Hr HV	0	0	0	1	0	1	0	0	0	0	7	0	0	0	11	1	21	
Pk Hr HV%	-	0%	0%	1%	-	4%	0%	0%	0%	0%	1%	0%	0%	0%	1%	5%	1%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:45 PM	1	0	3	2	*6*	1	0	0	0	*1*	0	0	1	0	*1*
5:00 PM	0	0	2	4	*6*	0	0	0	0	*0*	1	0	1	1	*3*
5:15 PM	0	0	0	4	*4*	0	0	0	0	*0*	0	0	1	0	*1*
5:30 PM	0	1	2	2	*5*	0	0	0	0	*0*	0	26	1	0	*27*
Peak Hour	1	1	7	12	*21*	1	0	0	0	*1*	1	26	4	1	*32*

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Count Summaries - All Vehicles

Interval Start	Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	13	4	19	0	5	3	5	2	17	194	7	2	10	210	6	497	0
4:15 PM	0	23	4	21	0	6	2	6	2	10	224	8	0	6	214	7	533	0
4:30 PM	0	19	1	10	0	9	1	6	2	16	183	7	1	7	226	8	496	0
4:45 PM	**0**	**21**	**3**	**15**	**0**	**6**	**2**	**8**	**1**	**17**	**199**	**7**	**0**	**11**	**271**	**6**	**567**	**2,093**
5:00 PM	**0**	**29**	**6**	**22**	**0**	**8**	**2**	**7**	**5**	**19**	**237**	**16**	**1**	**12**	**269**	**2**	**635**	**2,231**
5:15 PM	**0**	**24**	**5**	**17**	**0**	**8**	**5**	**10**	**1**	**19**	**168**	**17**	**3**	**11**	**279**	**6**	**573**	**2,271**
5:30 PM	**0**	**15**	**6**	**14**	**0**	**6**	**2**	**2**	**5**	**22**	**203**	**13**	**0**	**18**	**234**	**5**	**545**	**2,320**
5:45 PM	0	19	5	10	0	11	5	4	0	17	205	10	1	12	178	3	480	2,233
Count Total	0	163	34	128	0	59	22	48	18	137	1,613	85	8	87	1,881	43	4,326	
Pk Hr All	**0**	**89**	**20**	**68**	**0**	**28**	**11**	**27**	**12**	**77**	**807**	**53**	**4**	**52**	**1,053**	**19**	**2,320**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**11**	**1**	**21**	
Pk Hr HV%	**-**	**0%**	**0%**	**1%**	**-**	**4%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**1%**	**5%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	3	4	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	0	3	5	*9*	0	0	0	1	*1*	0	0	0	1	*1*
4:30 PM	0	1	1	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**1**	**0**	**3**	**2**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
5:00 PM	**0**	**0**	**2**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**3**
5:15 PM	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
5:30 PM	**0**	**1**	**2**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**1**	**0**	**27**
5:45 PM	0	1	1	3	*5*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	2	3	15	26	*46*	1	0	0	1	*2*	1	26	4	3	*34*
Peak Hour	**1**	**1**	**7**	**12**	***21***	**1**	**0**	**0**	**0**	***1***	**1**	**26**	**4**	**1**	**32**

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Count Summaries - Heavy Vehicles

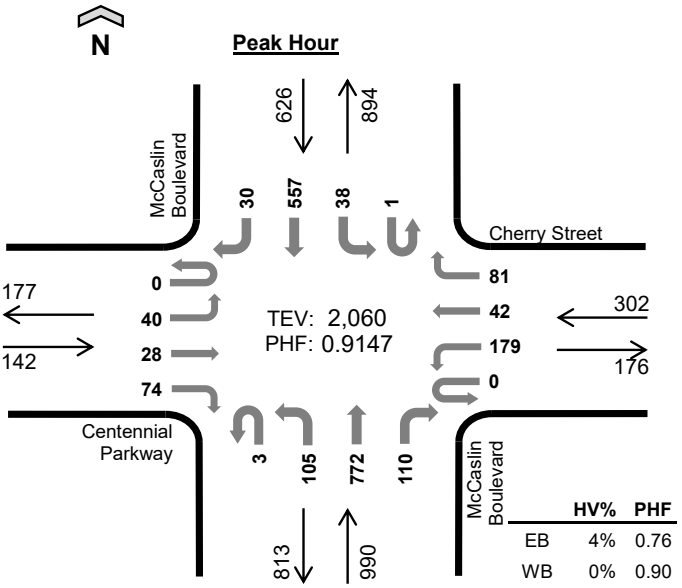
Interval Start	Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	3	0	0	1	4	0	9	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	4	0
4:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**6**	**26**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**1**	**6**	**25**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**20**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**5**	**21**
5:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	5	20
Count Total	0	0	0	2	0	2	0	1	0	0	15	0	0	1	23	2	46	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**11**	**1**	**21**	

Count Summaries - Bikes

Interval Start	Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

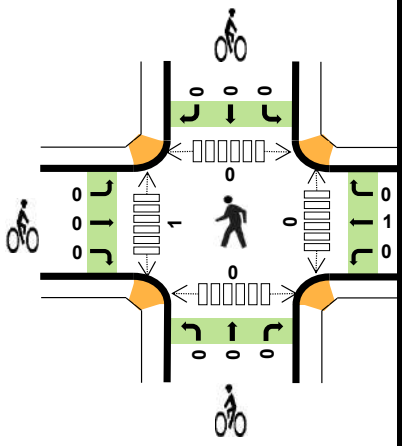
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McCaslin Boulevard
Centennial Parkway



	HV%	PHF
EB	4%	0.76
WB	0%	0.90
NB	2%	0.88
SB	2%	0.93
TOTAL	2%	0.91

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



Peak Hour Count Summaries

Peak Hour Interval Start		Centennial Parkway Eastbound				Cherry Street Westbound				McCaslin Boulevard Northbound				McCaslin Boulevard Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	8	3	19	0	38	9	13	0	22	175	18	1	9	128	8	451	0
8:15 AM		0	5	5	14	0	41	15	22	1	26	213	26	0	6	154	9	537	0
8:30 AM		0	16	13	18	0	53	7	24	1	27	170	30	0	13	131	6	509	0
8:45 AM		0	11	7	23	0	47	11	22	1	30	214	36	0	10	144	7	563	2,060
Pk Hr	All	0	40	28	74	0	179	42	81	3	105	772	110	1	38	557	30	2,060	
	HV	0	2	2	1	0	1	0	0	0	2	13	1	0	1	10	1	34	
	HV%	-	5%	7%	1%	-	1%	0%	0%	0%	2%	2%	1%	0%	3%	2%	3%	2%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	0	0	1	4	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	2	0	3	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	1	1	6	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	2	0	6	4	*12*	0	1	0	0	*1*	0	1	0	0	*1*
Peak Hour	5	1	16	12	*34*	0	1	0	0	*1*	0	1	0	0	*1*

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Count Summaries - All Vehicles

Interval Start	Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	5	1	6	0	23	4	13	0	7	103	10	0	2	67	1	242	0
7:15 AM	0	3	3	8	0	34	5	11	1	21	126	19	0	7	94	2	334	0
7:30 AM	0	7	3	18	0	46	11	19	1	20	117	21	0	2	106	3	374	0
7:45 AM	0	7	4	17	0	50	8	17	0	31	177	20	0	4	110	4	449	1,399
8:00 AM	**0**	**8**	**3**	**19**	**0**	**38**	**9**	**13**	**0**	**22**	**175**	**18**	**1**	**9**	**128**	**8**	**451**	**1,608**
8:15 AM	**0**	**5**	**5**	**14**	**0**	**41**	**15**	**22**	**1**	**26**	**213**	**26**	**0**	**6**	**154**	**9**	**537**	**1,811**
8:30 AM	**0**	**16**	**13**	**18**	**0**	**53**	**7**	**24**	**1**	**27**	**170**	**30**	**0**	**13**	**131**	**6**	**509**	**1,946**
8:45 AM	**0**	**11**	**7**	**23**	**0**	**47**	**11**	**22**	**1**	**30**	**214**	**36**	**0**	**10**	**144**	**7**	**563**	**2,060**
Count Total	0	62	39	123	0	332	70	141	5	184	1,295	180	1	53	934	40	3,459	
Pk Hr All	**0**	**40**	**28**	**74**	**0**	**179**	**42**	**81**	**3**	**105**	**772**	**110**	**1**	**38**	**557**	**30**	**2,060**	
Pk Hr HV	**0**	**2**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**13**	**1**	**0**	**1**	**10**	**1**	**34**	
Pk Hr HV%	**-**	**5%**	**7%**	**1%**	**-**	**1%**	**0%**	**0%**	**0%**	**2%**	**2%**	**1%**	**0%**	**3%**	**2%**	**3%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	2	0	4	1	*7*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	0	0	2	3	*5*	0	0	0	0	*0*	1	1	0	0	*2*
7:30 AM	1	3	7	4	*15*	0	1	0	0	*1*	0	0	1	0	*1*
7:45 AM	1	4	6	3	*14*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**0**	**1**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**2**	**0**	**3**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**1**	**1**	**6**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**2**	**0**	**6**	**4**	**12**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**
Count Total	9	8	35	23	*75*	0	2	0	0	*2*	1	2	1	1	*5*
Peak Hour	**5**	**1**	**16**	**12**	***34***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	1	0	7	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	5	0
7:30 AM	0	0	0	1	0	2	0	1	0	0	6	1	0	0	4	0	15	0
7:45 AM	0	0	0	1	0	3	1	0	0	1	5	0	0	1	2	0	14	41
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**5**	**39**
8:15 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**7**	**41**
8:30 AM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**1**	**1**	**0**	**10**	**36**
8:45 AM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**3**	**1**	**12**	**34**
Count Total	0	3	2	4	0	6	1	1	0	3	28	4	0	3	19	1	75	
Pk Hr Heavy	**0**	**2**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**13**	**1**	**0**	**1**	**10**	**1**	**34**	

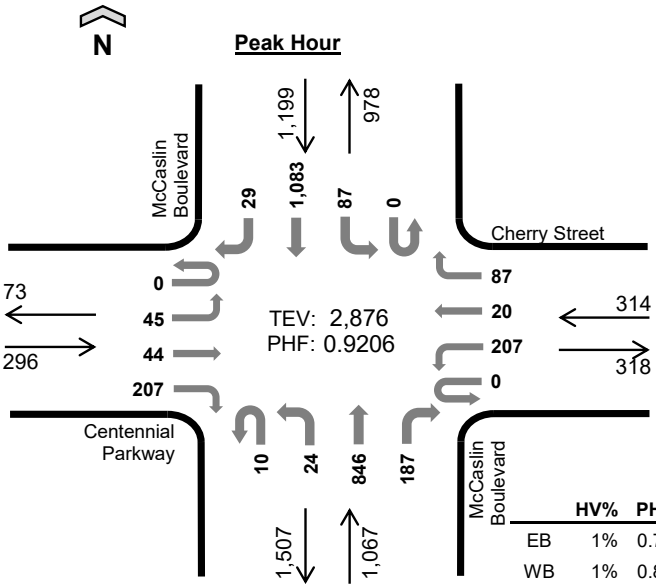
Count Summaries - Bikes

Interval Start	Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

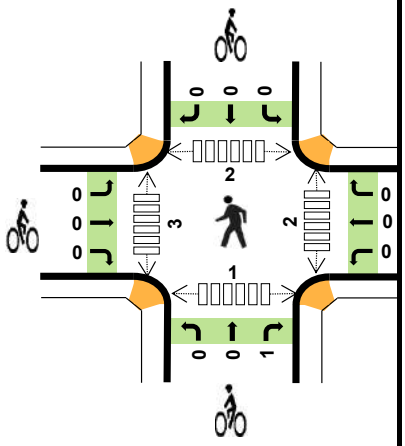
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McCaslin Boulevard
Centennial Parkway

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.73
WB	1%	0.84
NB	1%	0.93
SB	1%	0.93
TOTAL	1%	0.92



Peak Hour Count Summaries

Peak Hour Interval Start		Centennial Parkway Eastbound				Cherry Street Westbound				McCaslin Boulevard Northbound				McCaslin Boulevard Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	13	8	40	0	58	10	15	1	5	197	44	0	18	230	5	644	0
4:45 PM		0	13	16	73	0	35	3	27	2	3	209	56	0	24	268	7	736	0
5:00 PM		0	9	10	58	0	65	2	26	3	9	236	40	0	22	293	8	781	0
5:15 PM		0	10	10	36	0	49	5	19	4	7	204	47	0	23	292	9	715	2,876
Pk Hr	All	0	45	44	207	0	207	20	87	10	24	846	187	0	87	1,083	29	2,876	
	HV	0	0	1	2	0	1	0	1	0	0	7	0	0	0	10	0	22	
	HV%	-	0%	2%	1%	-	0%	0%	1%	0%	0%	1%	0%	-	0%	1%	0%	1%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	0	2	2	*5*	0	0	0	0	*0*	1	0	0	0	*1*
4:45 PM	0	2	4	2	*8*	0	0	0	0	*0*	0	3	0	1	*4*
5:00 PM	2	0	1	3	*6*	0	0	1	0	*1*	1	0	0	0	*1*
5:15 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	2	0	*2*
Peak Hour	3	2	7	10	*22*	0	0	1	0	*1*	2	3	2	1	*8*

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Count Summaries - All Vehicles

Interval Start	Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	7	5	27	0	63	2	21	2	4	212	47	0	16	209	3	618	0
4:15 PM	0	5	12	33	0	42	5	25	4	6	232	50	0	28	221	7	670	0
4:30 PM	**0**	**13**	**8**	**40**	**0**	**58**	**10**	**15**	**1**	**5**	**197**	**44**	**0**	**18**	**230**	**5**	**644**	**0**
4:45 PM	**0**	**13**	**16**	**73**	**0**	**35**	**3**	**27**	**2**	**3**	**209**	**56**	**0**	**24**	**268**	**7**	**736**	**2,668**
5:00 PM	**0**	**9**	**10**	**58**	**0**	**65**	**2**	**26**	**3**	**9**	**236**	**40**	**0**	**22**	**293**	**8**	**781**	**2,831**
5:15 PM	**0**	**10**	**10**	**36**	**0**	**49**	**5**	**19**	**4**	**7**	**204**	**47**	**0**	**23**	**292**	**9**	**715**	**2,876**
5:30 PM	0	15	6	27	0	48	3	19	0	2	218	51	1	21	226	4	641	2,873
5:45 PM	0	7	5	28	0	45	1	24	1	2	223	49	0	16	212	7	620	2,757
Count Total	0	79	72	322	0	405	31	176	17	38	1,731	384	1	168	1,951	50	5,425	
Pk Hr All	**0**	**45**	**44**	**207**	**0**	**207**	**20**	**87**	**10**	**24**	**846**	**187**	**0**	**87**	**1,083**	**29**	**2,876**	
Pk Hr HV	**0**	**0**	**1**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**10**	**0**	**22**	
Pk Hr HV%	**-**	**0%**	**2%**	**1%**	**-**	**0%**	**0%**	**1%**	**0%**	**0%**	**1%**	**0%**	**-**	**0%**	**1%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	4	5	*9*	0	0	1	0	*1*	1	0	0	0	*1*
4:15 PM	0	0	3	5	*8*	0	0	1	0	*1*	1	0	0	1	*2*
4:30 PM	**1**	**0**	**2**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
4:45 PM	**0**	**2**	**4**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**4**
5:00 PM	**2**	**0**	**1**	**3**	**6**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
5:30 PM	1	0	1	4	*6*	0	0	0	0	*0*	0	1	2	0	*3*
5:45 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	2	0	*2*
Count Total	4	2	16	27	*49*	0	0	3	0	*3*	4	4	6	2	*16*
Peak Hour	**3**	**2**	**7**	**10**	***22***	**0**	**0**	**1**	**0**	***1***	**2**	**3**	**2**	**1**	**8**

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Count Summaries - Heavy Vehicles

Interval Start	Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	5	0	9	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8	0
4:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**5**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**8**	**30**
5:00 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**6**	**27**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**22**
5:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	0	6	23
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	19
Count Total	0	1	1	2	0	1	0	1	0	1	15	0	0	0	27	0	49	
Pk Hr Heavy	**0**	**0**	**1**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**10**	**0**	**22**	

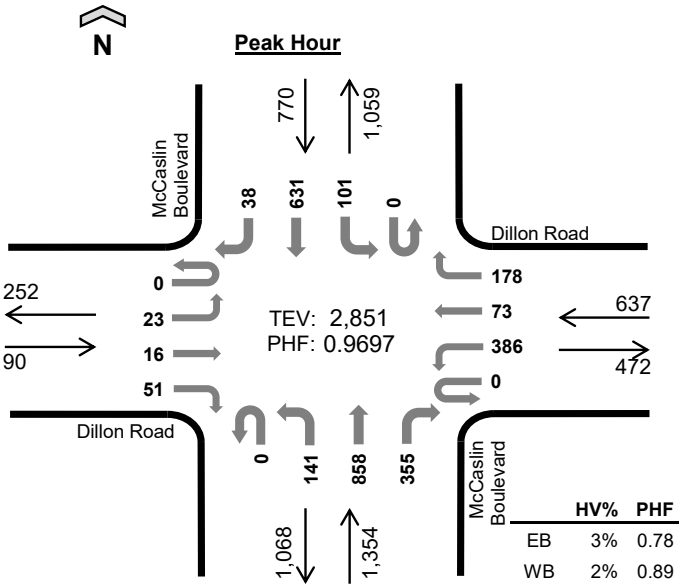
Count Summaries - Bikes

Interval Start	Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	

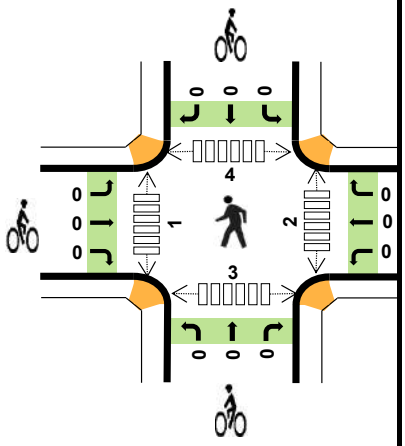
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McCaslin Boulevard
Dillon Road

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	3%	0.78
WB	2%	0.89
NB	2%	0.96
SB	2%	0.96
TOTAL	2%	0.97



Peak Hour Count Summaries

Peak Hour Interval Start		Dillon Road Eastbound				Dillon Road Westbound				McCaslin Boulevard Northbound				McCaslin Boulevard Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	3	6	7	0	75	11	39	0	44	207	90	0	20	157	8	667	0
8:15 AM		0	8	0	10	0	115	21	42	0	34	212	75	0	26	164	10	717	0
8:30 AM		0	7	4	16	0	96	18	55	0	40	215	98	0	28	148	10	735	0
8:45 AM		0	5	6	18	0	100	23	42	0	23	224	92	0	27	162	10	732	2,851
Pk Hr	All	0	23	16	51	0	386	73	178	0	141	858	355	0	101	631	38	2,851	
	HV	0	1	0	2	0	9	1	3	0	5	13	10	0	1	13	0	58	
	HV%	-	4%	0%	4%	-	2%	1%	2%	-	4%	2%	3%	-	1%	2%	0%	2%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	0	2	7	4	*13*	0	0	0	0	*0*	0	0	1	1	*2*
8:15 AM	1	5	6	2	*14*	0	0	0	0	*0*	1	0	0	0	*1*
8:30 AM	0	3	6	4	*13*	0	0	0	0	*0*	1	1	3	1	*6*
8:45 AM	2	3	9	4	*18*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	3	13	28	14	*58*	0	0	0	0	*0*	2	1	4	3	*10*

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Count Summaries - All Vehicles

Interval Start	Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	4	3	9	0	38	8	25	0	18	134	51	0	9	82	5	386	0
7:15 AM	0	8	3	8	0	53	6	21	0	19	143	61	0	16	104	11	453	0
7:30 AM	0	4	2	6	0	88	7	36	0	27	159	81	0	20	134	9	573	0
7:45 AM	0	3	3	7	0	80	13	40	0	24	179	102	0	23	137	11	622	2,034
8:00 AM	**0**	**3**	**6**	**7**	**0**	**75**	**11**	**39**	**0**	**44**	**207**	**90**	**0**	**20**	**157**	**8**	**667**	**2,315**
8:15 AM	**0**	**8**	**0**	**10**	**0**	**115**	**21**	**42**	**0**	**34**	**212**	**75**	**0**	**26**	**164**	**10**	**717**	**2,579**
8:30 AM	**0**	**7**	**4**	**16**	**0**	**96**	**18**	**55**	**0**	**40**	**215**	**98**	**0**	**28**	**148**	**10**	**735**	**2,741**
8:45 AM	**0**	**5**	**6**	**18**	**0**	**100**	**23**	**42**	**0**	**23**	**224**	**92**	**0**	**27**	**162**	**10**	**732**	**2,851**
Count Total	0	42	27	81	0	645	107	300	0	229	1,473	650	0	169	1,088	74	4,885	
Pk Hr All	**0**	**23**	**16**	**51**	**0**	**386**	**73**	**178**	**0**	**141**	**858**	**355**	**0**	**101**	**631**	**38**	**2,851**	
Pk Hr HV	**0**	**1**	**0**	**2**	**0**	**9**	**1**	**3**	**0**	**5**	**13**	**10**	**0**	**1**	**13**	**0**	**58**	
Pk Hr HV%	**-**	**4%**	**0%**	**4%**	**-**	**2%**	**1%**	**2%**	**-**	**4%**	**2%**	**3%**	**-**	**1%**	**2%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	4	4	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	3	3	2	*9*	0	0	0	0	*0*	0	1	0	1	*2*
7:30 AM	2	3	9	7	*21*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	5	7	6	*19*	0	0	0	0	*0*	1	0	0	1	*2*
8:00 AM	**0**	**2**	**7**	**4**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
8:15 AM	**1**	**5**	**6**	**2**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**3**	**6**	**4**	**13**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**1**	**6**
8:45 AM	**2**	**3**	**9**	**4**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	7	28	51	31	*117*	0	0	0	0	*0*	3	2	4	5	*14*
Peak Hour	**3**	**13**	**28**	**14**	***58***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**4**	**3**	**10**

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Count Summaries - Heavy Vehicles

Interval Start	Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	3	1	0	0	0	4	0	0	1	1	0	10	0
7:15 AM	0	0	1	0	0	2	1	0	0	1	2	0	0	1	1	0	9	0
7:30 AM	0	1	1	0	0	0	0	3	0	2	5	2	0	1	5	1	21	0
7:45 AM	0	1	0	0	0	3	0	2	0	1	3	3	0	1	4	1	19	59
8:00 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**2**	**3**	**0**	**0**	**4**	**0**	**13**	**62**
8:15 AM	**0**	**0**	**0**	**1**	**0**	**4**	**1**	**0**	**0**	**1**	**3**	**2**	**0**	**0**	**2**	**0**	**14**	**67**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**2**	**3**	**1**	**0**	**0**	**4**	**0**	**13**	**59**
8:45 AM	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**5**	**4**	**0**	**1**	**3**	**0**	**18**	**58**
Count Total	0	3	2	2	0	17	3	8	0	9	27	15	0	5	24	2	117	
Pk Hr Heavy	**0**	**1**	**0**	**2**	**0**	**9**	**1**	**3**	**0**	**5**	**13**	**10**	**0**	**1**	**13**	**0**	**58**	

Count Summaries - Bikes

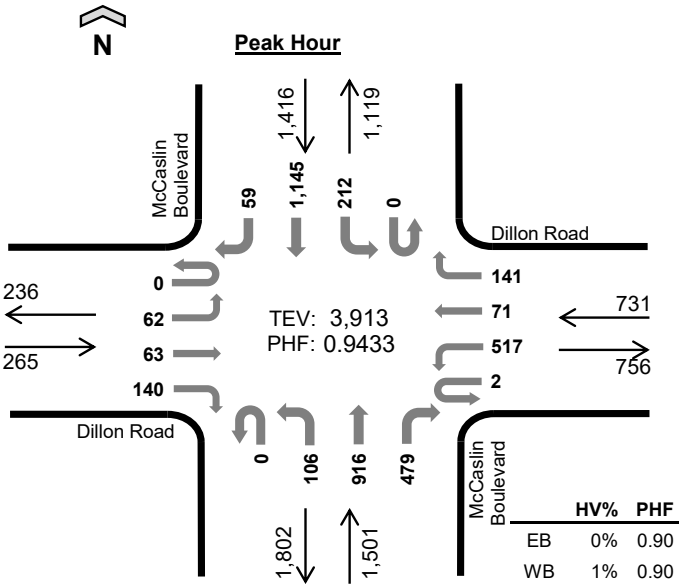
Interval Start	Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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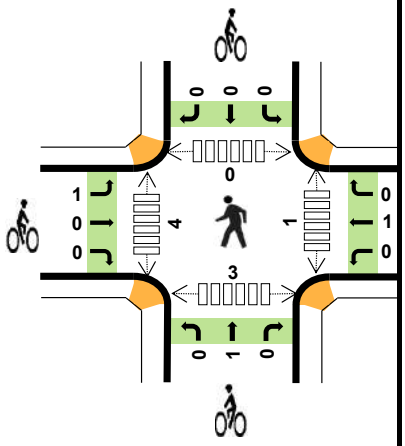
tj.wethington@idaxdata.com

McCaslin Boulevard
Dillon Road

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	0%	0.90
WB	1%	0.90
NB	1%	0.93
SB	1%	0.84
TOTAL	1%	0.94



Peak Hour Count Summaries

Peak Hour Interval Start		Dillon Road Eastbound				Dillon Road Westbound				McCaslin Boulevard Northbound				McCaslin Boulevard Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		**0**	**11**	**19**	**37**	**1**	**129**	**22**	**50**	**0**	**19**	**245**	**123**	**0**	**33**	**260**	**11**	**960**	**0**
4:30 PM		**0**	**15**	**21**	**38**	**0**	**142**	**19**	**26**	**0**	**24**	**203**	**107**	**0**	**61**	**252**	**17**	**925**	**0**
4:45 PM		**0**	**18**	**8**	**31**	**1**	**125**	**13**	**30**	**0**	**34**	**251**	**119**	**0**	**58**	**286**	**17**	**991**	**0**
5:00 PM		**0**	**18**	**15**	**34**	**0**	**121**	**17**	**35**	**0**	**29**	**217**	**130**	**0**	**60**	**347**	**14**	**1,037**	**3,913**
Pk Hr	All	**0**	**62**	**63**	**140**	**2**	**517**	**71**	**141**	**0**	**106**	**916**	**479**	**0**	**212**	**1,145**	**59**	**3,913**	
	HV	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**6**	**7**	**0**	**3**	**11**	**1**	**36**	
	HV%	-	**2%**	**0%**	**0%**	**0%**	**1%**	**0%**	**2%**	-	**0%**	**1%**	**1%**	-	**1%**	**1%**	**2%**	**1%**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	**0**	**1**	**5**	**6**	***12***	**1**	**0**	**0**	**0**	***1***	**1**	**1**	**0**	**1**	***3***
4:30 PM	**0**	**2**	**3**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
4:45 PM	**1**	**2**	**2**	**3**	***8***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**1**	***2***
5:00 PM	**0**	**2**	**3**	**3**	***8***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**0**	**1**	***2***
Peak Hour	**1**	**7**	**13**	**15**	***36***	**1**	**1**	**1**	**0**	***3***	**1**	**4**	**0**	**3**	***8***

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Count Summaries - All Vehicles

Interval Start	Dillon Road Eastbound				Dillon Road Westbound				McCaslin Boulevard Northbound				McCaslin Boulevard Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	11	22	57	0	131	17	50	0	22	219	155	0	41	253	14	992	0
4:15 PM	**0**	**11**	**19**	**37**	**1**	**129**	**22**	**50**	**0**	**19**	**245**	**123**	**0**	**33**	**260**	**11**	**960**	**0**
4:30 PM	**0**	**15**	**21**	**38**	**0**	**142**	**19**	**26**	**0**	**24**	**203**	**107**	**0**	**61**	**252**	**17**	**925**	**0**
4:45 PM	**0**	**18**	**8**	**31**	**1**	**125**	**13**	**30**	**0**	**34**	**251**	**119**	**0**	**58**	**286**	**17**	**991**	**3,868**
5:00 PM	**0**	**18**	**15**	**34**	**0**	**121**	**17**	**35**	**0**	**29**	**217**	**130**	**0**	**60**	**347**	**14**	**1,037**	**3,913**
5:15 PM	0	18	13	28	0	118	6	31	2	24	209	127	0	57	278	20	931	3,884
5:30 PM	0	10	6	24	0	110	21	33	1	26	225	136	0	57	218	16	883	3,842
5:45 PM	0	24	13	23	0	114	14	30	0	21	217	133	0	46	188	13	836	3,687
Count Total	0	125	117	272	2	990	129	285	3	199	1,786	1,030	0	413	2,082	122	7,555	
Pk Hr All	**0**	**62**	**63**	**140**	**2**	**517**	**71**	**141**	**0**	**106**	**916**	**479**	**0**	**212**	**1,145**	**59**	**3,913**	
Pk Hr HV	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**6**	**7**	**0**	**3**	**11**	**1**	**36**	
Pk Hr HV%	**-**	**2%**	**0%**	**0%**	**0%**	**1%**	**0%**	**2%**	**-**	**0%**	**1%**	**1%**	**-**	**1%**	**1%**	**2%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	2	3	4	*10*	0	0	0	0	*0*	0	1	0	0	*1*
4:15 PM	**0**	**1**	**5**	**6**	**12**	**1**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**1**	**3**
4:30 PM	**0**	**2**	**3**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
4:45 PM	**1**	**2**	**2**	**3**	**8**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**2**
5:00 PM	**0**	**2**	**3**	**3**	**8**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**2**
5:15 PM	0	3	2	3	*8*	0	0	0	0	*0*	0	2	2	1	*5*
5:30 PM	0	1	1	4	*6*	0	1	0	0	*1*	0	2	0	2	*4*
5:45 PM	1	0	1	3	*5*	0	0	0	0	*0*	0	3	1	0	*4*
Count Total	3	13	20	29	*65*	1	2	1	0	*4*	1	12	3	6	*22*
Peak Hour	**1**	**7**	**13**	**15**	***36***	**1**	**1**	**1**	**0**	***3***	**1**	**4**	**0**	**3**	**8**

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Count Summaries - Heavy Vehicles

Interval Start	Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	2	0	0	3	0	0	0	3	1	10	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**6**	**0**	**12**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**2**	**1**	**0**	**8**	**0**
4:45 PM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**1**	**8**	**38**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**3**	**0**	**8**	**36**
5:15 PM	0	0	0	0	0	3	0	0	0	0	1	1	0	0	3	0	8	32
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3	0	6	30
5:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	2	1	0	5	27
Count Total	0	1	1	1	0	8	0	5	0	1	11	8	0	6	21	2	65	
Pk Hr Heavy	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**6**	**7**	**0**	**3**	**11**	**1**	**36**	

Count Summaries - Bikes

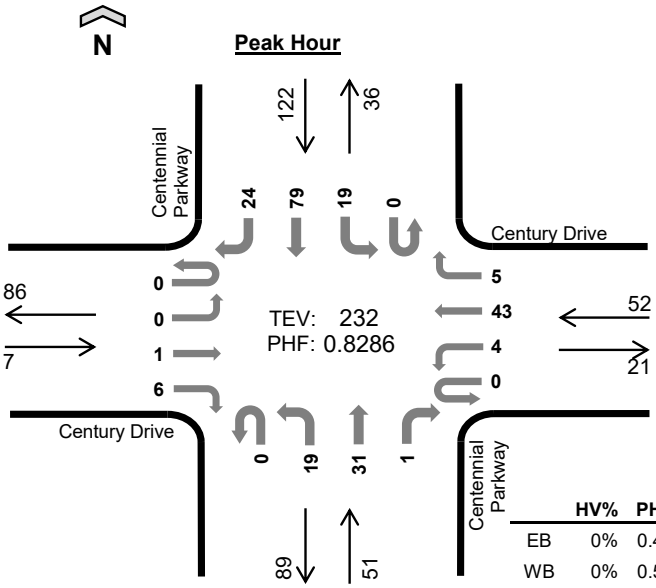
Interval Start	Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	0	0	0	0	2	0	0	0	1	0	0	0	0	0	4	
Pk Hr Bike	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	

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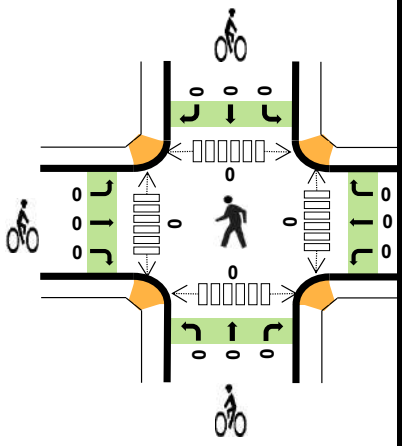
tj.wethington@idaxdata.com

Centennial Parkway
Century Drive

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	0%	0.44
WB	0%	0.54
NB	4%	0.71
SB	1%	0.80
TOTAL	1%	0.83



Peak Hour Count Summaries

Peak Hour Interval Start	Century Drive Eastbound				Century Drive Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM	0	0	1	3	0	1	8	1	0	11	6	1	0	4	25	9	70	0
8:00 AM	0	0	0	2	0	1	7	1	0	3	7	0	0	3	17	3	44	0
8:15 AM	0	0	0	0	0	0	23	1	0	0	10	0	0	7	14	6	61	0
8:30 AM	0	0	0	1	0	2	5	2	0	5	8	0	0	5	23	6	57	232
Pk Hr All	0	0	1	6	0	4	43	5	0	19	31	1	0	19	79	24	232	
Pk Hr HV	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	
Pk Hr HV%	-	-	0%	0%	-	0%	0%	0%	-	0%	6%	0%	-	5%	0%	0%	1%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Century Drive Eastbound				Century Drive Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	3	0	0	1	1	1	0	3	4	0	14	0
7:15 AM	0	0	0	1	0	0	1	1	0	3	7	2	0	3	5	2	25	0
7:30 AM	0	0	0	0	0	0	2	1	0	4	1	1	0	4	12	1	26	0
7:45 AM	**0**	**0**	**1**	**3**	**0**	**1**	**8**	**1**	**0**	**11**	**6**	**1**	**0**	**4**	**25**	**9**	**70**	**135**
8:00 AM	**0**	**0**	**0**	**2**	**0**	**1**	**7**	**1**	**0**	**3**	**7**	**0**	**0**	**3**	**17**	**3**	**44**	**165**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**1**	**0**	**0**	**10**	**0**	**0**	**7**	**14**	**6**	**61**	**201**
8:30 AM	**0**	**0**	**0**	**1**	**0**	**2**	**5**	**2**	**0**	**5**	**8**	**0**	**0**	**5**	**23**	**6**	**57**	**232**
8:45 AM	0	1	0	1	0	1	6	3	0	5	8	0	0	6	9	5	45	207
Count Total	0	1	1	8	0	6	55	10	0	32	48	5	0	35	109	32	342	
Pk Hr All	**0**	**0**	**1**	**6**	**0**	**4**	**43**	**5**	**0**	**19**	**31**	**1**	**0**	**19**	**79**	**24**	**232**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	
Pk Hr HV%	**-**	**-**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**6%**	**0%**	**-**	**5%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	1	0	0	*2*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	1	*1*	0	0	1	0	*1*	0	0	0	0	*0*
Count Total	0	0	2	2	*4*	0	0	1	0	*1*	1	1	0	1	*3*
Peak Hour	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Century Drive				Century Drive				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	4	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	

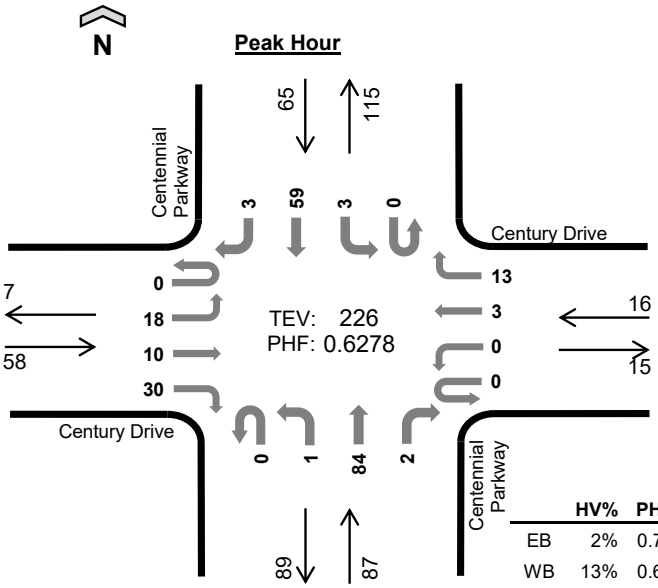
Count Summaries - Bikes

Interval Start	Century Drive				Century Drive				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

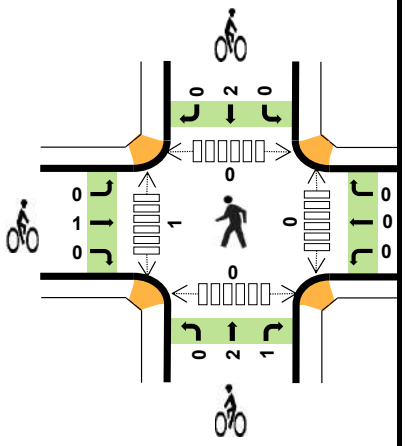
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Centennial Parkway
Century Drive

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	2%	0.76
WB	13%	0.67
NB	0%	0.48
SB	3%	0.74
TOTAL	2%	0.63



Peak Hour Count Summaries

Peak Hour Interval Start		Century Drive Eastbound				Century Drive Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	1	6	5	0	0	1	5	0	0	16	1	0	2	15	0	52	0
4:30 PM		0	9	2	4	0	0	1	2	0	1	13	0	0	0	10	0	42	0
4:45 PM		0	7	0	12	0	0	1	3	0	0	44	1	0	1	19	2	90	0
5:00 PM		0	1	2	9	0	0	0	3	0	0	11	0	0	0	15	1	42	226
Pk Hr	All	0	18	10	30	0	0	3	13	0	1	84	2	0	3	59	3	226	
	HV	0	0	1	0	0	0	1	1	0	0	0	0	0	1	1	0	5	
	HV%	-	0%	10%	0%	-	-	33%	8%	-	0%	0%	0%	-	33%	2%	0%	2%	

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

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

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Count Summaries - All Vehicles

Interval Start	Century Drive Eastbound				Century Drive Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	5	1	3	0	2	1	2	2	0	15	0	0	0	10	0	41	0
4:15 PM	**0**	**1**	**6**	**5**	**0**	**0**	**1**	**5**	**0**	**0**	**16**	**1**	**0**	**2**	**15**	**0**	**52**	**0**
4:30 PM	**0**	**9**	**2**	**4**	**0**	**0**	**1**	**2**	**0**	**1**	**13**	**0**	**0**	**0**	**10**	**0**	**42**	**0**
4:45 PM	**0**	**7**	**0**	**12**	**0**	**0**	**1**	**3**	**0**	**0**	**44**	**1**	**0**	**1**	**19**	**2**	**90**	**225**
5:00 PM	**0**	**1**	**2**	**9**	**0**	**0**	**0**	**3**	**0**	**0**	**11**	**0**	**0**	**0**	**15**	**1**	**42**	**226**
5:15 PM	0	4	2	9	0	2	0	3	0	1	10	1	0	2	7	0	41	215
5:30 PM	0	1	1	10	0	0	1	5	0	2	3	1	0	0	6	0	30	203
5:45 PM	0	4	1	3	0	0	1	1	0	1	7	0	0	1	5	0	24	137
Count Total	0	32	15	55	0	4	6	24	2	5	119	4	0	6	87	3	362	
Pk Hr All	**0**	**18**	**10**	**30**	**0**	**0**	**3**	**13**	**0**	**1**	**84**	**2**	**0**	**3**	**59**	**3**	**226**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**5**	
Pk Hr HV%	**-**	**0%**	**10%**	**0%**	**-**	**-**	**33%**	**8%**	**-**	**0%**	**0%**	**0%**	**-**	**33%**	**2%**	**0%**	**2%**	

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

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Count Summaries - Heavy Vehicles

Interval Start	Century Drive				Century Drive				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**5**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	1	1	0	0	0	0	0	1	1	0	5	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**5**	

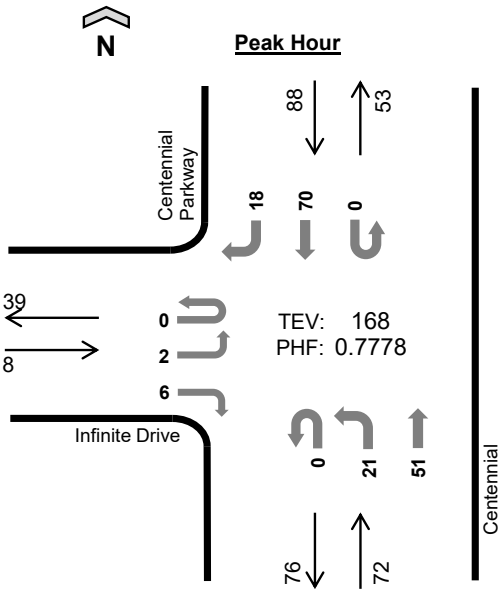
Count Summaries - Bikes

Interval Start	Century Drive				Century Drive				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**8**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
Count Total	0	0	1	0	0	0	0	0	0	0	4	1	0	0	4	0	10	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**6**	

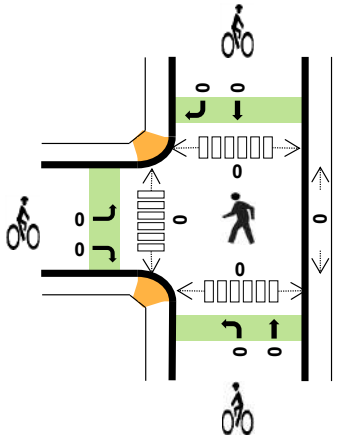
TJ Wethington
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Centennial Parkway
Infinite Drive

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	0%	0.50
WB	--	--
NB	3%	0.75
SB	0%	0.76
TOTAL	1%	0.78



Peak Hour Count Summaries

Peak Hour Interval Start		Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**19**	**0**	**0**	**0**	**24**	**5**	**54**	**0**
8:00 AM		**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**10**	**0**	**0**	**0**	**16**	**3**	**36**	**0**
8:15 AM		**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**11**	**0**	**0**	**0**	**12**	**3**	**32**	**0**
8:30 AM		**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**11**	**0**	**0**	**0**	**18**	**7**	**46**	**168**
Pk Hr	All	**0**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**21**	**51**	**0**	**0**	**0**	**70**	**18**	**168**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	
	HV%	-	**0%**	-	**0%**	-	-	-	-	-	**0%**	**4%**	-	-	-	**0%**	**0%**	**1%**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	3	2	0	1	0	3	1	11	0
7:15 AM	0	0	0	0	0	0	0	0	0	2	12	0	0	0	7	0	21	0
7:30 AM	0	0	0	1	0	0	0	0	0	3	5	0	0	0	11	1	21	0
7:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**19**	**0**	**0**	**0**	**24**	**5**	**54**	**107**
8:00 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**10**	**0**	**0**	**0**	**16**	**3**	**36**	**132**
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**11**	**0**	**0**	**0**	**12**	**3**	**32**	**143**
8:30 AM	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**11**	**0**	**0**	**0**	**18**	**7**	**46**	**168**
8:45 AM	0	1	0	1	0	0	0	0	0	8	16	0	0	0	9	2	37	151
Count Total	0	4	0	8	0	0	0	0	0	37	86	0	1	0	100	22	258	
Pk Hr All	**0**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**21**	**51**	**0**	**0**	**0**	**70**	**18**	**168**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	
Pk Hr HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**4%**	**-**	**-**	**-**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	1	0	0	*2*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	1	1	*2*	0	0	1	0	*1*	0	0	0	0	*0*
Count Total	0	0	3	1	*4*	0	0	1	0	*1*	1	1	0	0	*2*
Peak Hour	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	4
Count Total	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	4	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	

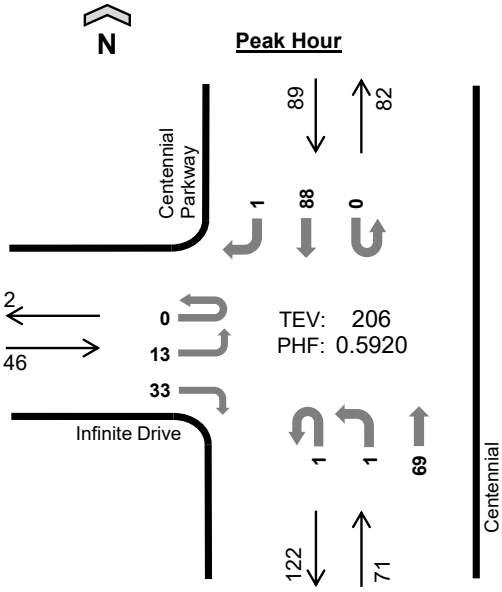
Count Summaries - Bikes

Interval Start	Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

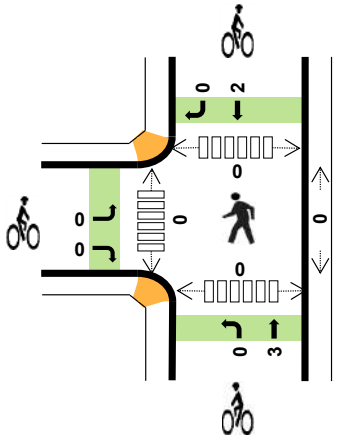
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Centennial Parkway
Infinite Drive

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	0%	0.82
WB	--	--
NB	0%	0.42
SB	1%	0.72
TOTAL	0%	0.59



Peak Hour Count Summaries

Peak Hour Interval Start		Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	3	0	7	0	0	0	0	1	1	11	0	0	0	20	0	43	0
4:30 PM		0	1	0	10	0	0	0	0	0	0	11	0	0	0	13	0	35	0
4:45 PM		0	5	0	9	0	0	0	0	0	0	42	0	0	0	30	1	87	0
5:00 PM		0	4	0	7	0	0	0	0	0	0	5	0	0	0	25	0	41	206
Pk Hr	All	0	13	0	33	0	0	0	0	1	1	69	0	0	0	88	1	206	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
	HV%	-	0%	-	0%	-	-	-	-	0%	0%	0%	-	-	-	1%	0%	0%	

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

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

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Count Summaries - All Vehicles

Interval Start	Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	8	0	3	0	0	0	0	0	0	9	0	0	0	17	0	37	0
4:15 PM	**0**	**3**	**0**	**7**	**0**	**0**	**0**	**0**	**1**	**1**	**11**	**0**	**0**	**0**	**20**	**0**	**43**	**0**
4:30 PM	**0**	**1**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**13**	**0**	**35**	**0**
4:45 PM	**0**	**5**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**30**	**1**	**87**	**202**
5:00 PM	**0**	**4**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**25**	**0**	**41**	**206**
5:15 PM	0	1	0	1	0	0	0	0	0	0	12	0	0	0	18	0	32	195
5:30 PM	0	3	0	1	0	0	0	0	0	0	2	0	0	0	16	0	22	182
5:45 PM	0	3	0	2	0	0	0	0	0	0	5	0	0	0	7	1	18	113
Count Total	0	28	0	40	0	0	0	0	1	1	97	0	0	0	146	2	315	
Pk Hr All	**0**	**13**	**0**	**33**	**0**	**0**	**0**	**0**	**1**	**1**	**69**	**0**	**0**	**0**	**88**	**1**	**206**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	
Pk Hr HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**-**	**1%**	**0%**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	0	*0*	0	0	0	2	*2*	0	0	0	0	*0*
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	0	0	0	0	*0*	0	0	2	0	*2*	1	0	0	0	*1*
Count Total	0	0	0	1	*1*	0	0	5	4	*9*	3	0	0	0	*3*
Peak Hour	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	

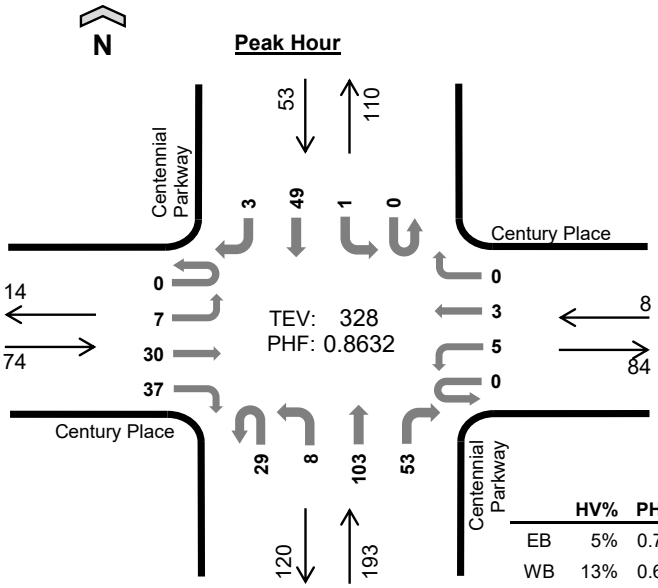
Count Summaries - Bikes

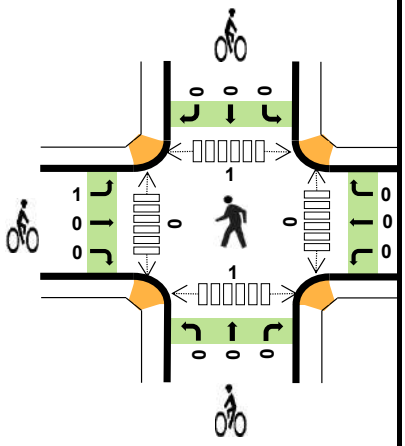
Interval Start	Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**7**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
Count Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	

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Centennial Parkway
Century Place

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	5%	0.77
WB	13%	0.67
NB	2%	0.98
SB	2%	0.58
TOTAL	3%	0.86

Peak Hour Count Summaries

Peak Hour Interval Start	Century Place Eastbound				Century Place Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM	0	4	2	9	0	1	1	0	9	1	26	12	0	0	6	1	72	0
8:15 AM	0	1	12	11	0	2	0	0	12	2	22	11	0	0	8	2	83	0
8:30 AM	0	1	7	12	0	2	1	0	3	5	26	15	0	1	22	0	95	0
8:45 AM	0	1	9	5	0	0	1	0	5	0	29	15	0	0	13	0	78	328
Pk Hr All	0	7	30	37	0	5	3	0	29	8	103	53	0	1	49	3	328	
Pk Hr HV	0	0	0	4	0	1	0	0	0	0	2	1	0	0	1	0	9	
Pk Hr HV%	-	0%	0%	11%	-	20%	0%	-	0%	0%	2%	2%	-	0%	2%	0%	3%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	1	0	*1*
8:30 AM	1	1	2	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	0	1	0	*2*	1	0	0	0	*1*	0	0	0	1	*1*
Peak Hour	4	1	3	1	*9*	1	0	0	0	*1*	0	0	1	1	*2*

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Count Summaries - All Vehicles

Interval Start	Century Place Eastbound				Century Place Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	1	0	1	1	0	2	3	11	5	0	0	6	0	31	0
7:15 AM	0	1	1	2	0	0	2	0	3	0	22	3	0	1	3	0	38	0
7:30 AM	0	1	4	6	0	0	0	0	5	2	15	5	0	0	4	0	42	0
7:45 AM	0	2	4	5	0	2	2	0	6	2	29	11	0	0	12	1	76	187
8:00 AM	**0**	**4**	**2**	**9**	**0**	**1**	**1**	**0**	**9**	**1**	**26**	**12**	**0**	**0**	**6**	**1**	**72**	**228**
8:15 AM	**0**	**1**	**12**	**11**	**0**	**2**	**0**	**0**	**12**	**2**	**22**	**11**	**0**	**0**	**8**	**2**	**83**	**273**
8:30 AM	**0**	**1**	**7**	**12**	**0**	**2**	**1**	**0**	**3**	**5**	**26**	**15**	**0**	**1**	**22**	**0**	**95**	**326**
8:45 AM	**0**	**1**	**9**	**5**	**0**	**0**	**1**	**0**	**5**	**0**	**29**	**15**	**0**	**0**	**13**	**0**	**78**	**328**
Count Total	0	12	39	51	0	8	8	0	45	15	180	77	0	2	74	4	515	
Pk Hr All	**0**	**7**	**30**	**37**	**0**	**5**	**3**	**0**	**29**	**8**	**103**	**53**	**0**	**1**	**49**	**3**	**328**	
Pk Hr HV	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**9**	
Pk Hr HV%	**-**	**0%**	**0%**	**11%**	**-**	**20%**	**0%**	**-**	**0%**	**0%**	**2%**	**2%**	**-**	**0%**	**2%**	**0%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	2	0	1	*3*	0	0	0	0	*0*	1	0	0	0	*1*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	4	0	0	0	*4*	0	0	1	0	*1*	0	0	0	0	*0*
7:45 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:30 AM	**1**	**1**	**2**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**1**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
Count Total	9	3	3	2	*17*	1	0	1	0	*2*	2	0	1	1	*4*
Peak Hour	**4**	**1**	**3**	**1**	***9***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**1**	**2**

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Count Summaries - Heavy Vehicles

Interval Start	Century Place				Century Place				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
8:15 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**
8:30 AM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**5**	**8**
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
Count Total	0	0	0	9	0	2	1	0	0	0	2	1	0	0	2	0	17	
Pk Hr Heavy	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**9**	

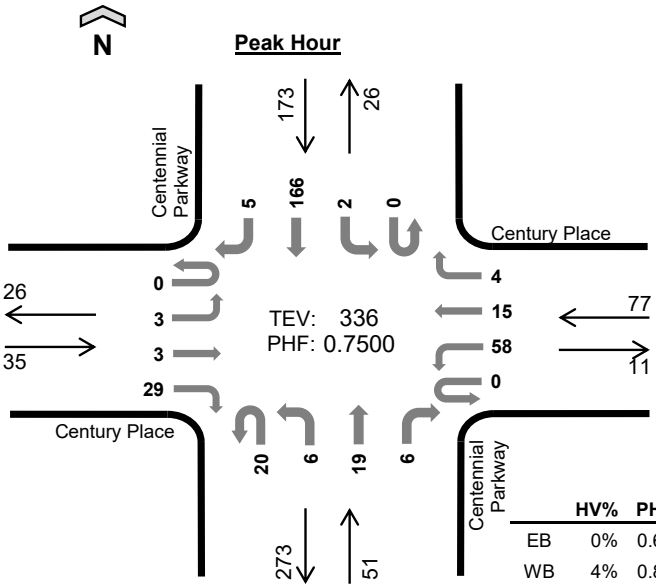
Count Summaries - Bikes

Interval Start	Century Place				Century Place				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
Pk Hr Bike	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

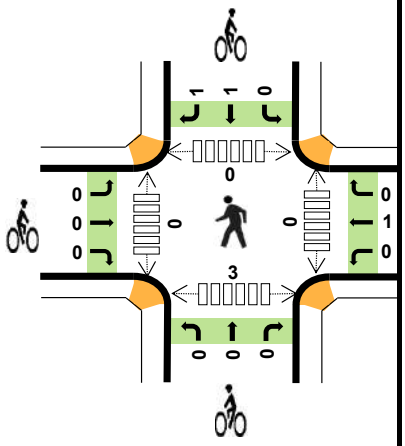
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Centennial Parkway
Century Place

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	0%	0.67
WB	4%	0.84
NB	0%	0.85
SB	1%	0.59
TOTAL	1%	0.75



Peak Hour Count Summaries

Peak Hour Interval Start		Century Place Eastbound				Century Place Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	0	1	4	0	13	3	1	6	2	6	1	0	0	26	3	66	0
4:30 PM		0	2	1	6	0	11	8	1	4	2	5	2	0	0	29	2	73	0
4:45 PM		0	0	0	8	0	15	1	1	6	2	5	1	0	1	72	0	112	0
5:00 PM		0	1	1	11	0	19	3	1	4	0	3	2	0	1	39	0	85	336
Pk Hr	All	0	3	3	29	0	58	15	4	20	6	19	6	0	2	166	5	336	
	HV	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	5	
	HV%	-	0%	0%	0%	-	2%	0%	50%	0%	0%	0%	0%	-	0%	1%	0%	1%	

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

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

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Count Summaries - All Vehicles

Interval Start	Century Place Eastbound				Century Place Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	6	0	10	4	0	1	2	3	2	0	0	34	1	66	0
4:15 PM	**0**	**0**	**1**	**4**	**0**	**13**	**3**	**1**	**6**	**2**	**6**	**1**	**0**	**0**	**26**	**3**	**66**	**0**
4:30 PM	**0**	**2**	**1**	**6**	**0**	**11**	**8**	**1**	**4**	**2**	**5**	**2**	**0**	**0**	**29**	**2**	**73**	**0**
4:45 PM	**0**	**0**	**0**	**8**	**0**	**15**	**1**	**1**	**6**	**2**	**5**	**1**	**0**	**1**	**72**	**0**	**112**	**317**
5:00 PM	**0**	**1**	**1**	**11**	**0**	**19**	**3**	**1**	**4**	**0**	**3**	**2**	**0**	**1**	**39**	**0**	**85**	**336**
5:15 PM	0	0	0	10	0	14	3	0	5	0	5	1	0	0	20	3	61	331
5:30 PM	0	0	1	3	0	5	0	0	1	0	1	1	0	0	22	0	34	292
5:45 PM	0	1	0	1	0	10	1	0	1	2	1	1	0	1	10	0	29	209
Count Total	0	4	7	49	0	97	23	4	28	10	29	11	0	3	252	9	526	
Pk Hr All	**0**	**3**	**3**	**29**	**0**	**58**	**15**	**4**	**20**	**6**	**19**	**6**	**0**	**2**	**166**	**5**	**336**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**50%**	**0%**	**0%**	**0%**	**0%**	**-**	**0%**	**1%**	**0%**	**1%**	

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

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Count Summaries - Heavy Vehicles

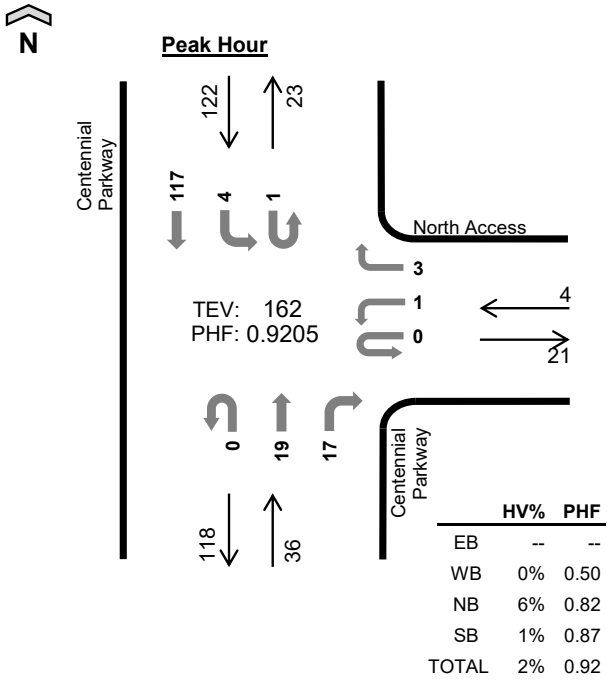
Interval Start	Century Place				Century Place				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**5**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	0	0	1	0	2	0	0	0	1	0	0	3	0	7	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	

Count Summaries - Bikes

Interval Start	Century Place				Century Place				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	1	7	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	

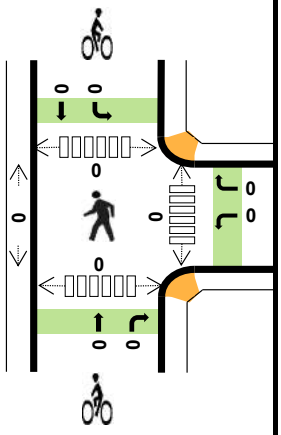
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Centennial Parkway
North Access



	HV%	PHF
EB	--	--
WB	0%	0.50
NB	6%	0.82
SB	1%	0.87
TOTAL	2%	0.92

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	0	0	0	0	0	0	0	0	4	3	0	0	35	0	42	0
8:00 AM		0	0	0	0	0	0	0	1	0	0	6	2	0	3	27	0	39	0
8:15 AM		0	0	0	0	0	0	0	1	0	0	6	5	0	0	25	0	37	0
8:30 AM		0	0	0	0	0	1	0	1	0	0	3	7	1	1	30	0	44	162
Pk Hr	All	0	0	0	0	0	1	0	3	0	0	19	17	1	4	117	0	162	
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	
	HV%	-	-	-	-	-	0%	-	0%	-	-	11%	0%	0%	0%	1%	-	2%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	0	9	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	4	0	0	10	0	17	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	20	0	22	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**0**	**35**	**0**	**42**	**90**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**2**	**0**	**3**	**27**	**0**	**39**	**120**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**5**	**0**	**0**	**25**	**0**	**37**	**140**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	**7**	**1**	**1**	**30**	**0**	**44**	**162**
8:45 AM	0	0	0	0	0	0	0	1	0	0	4	9	0	0	21	0	35	155
Count Total	0	0	0	0	0	1	0	4	0	0	28	31	1	5	175	0	245	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**19**	**17**	**1**	**4**	**117**	**0**	**162**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**11%**	**0%**	**0%**	**0%**	**1%**	**-**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	0	*2*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	2	2	*4*	0	0	0	0	*0*	2	1	0	0	*3*
Peak Hour	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

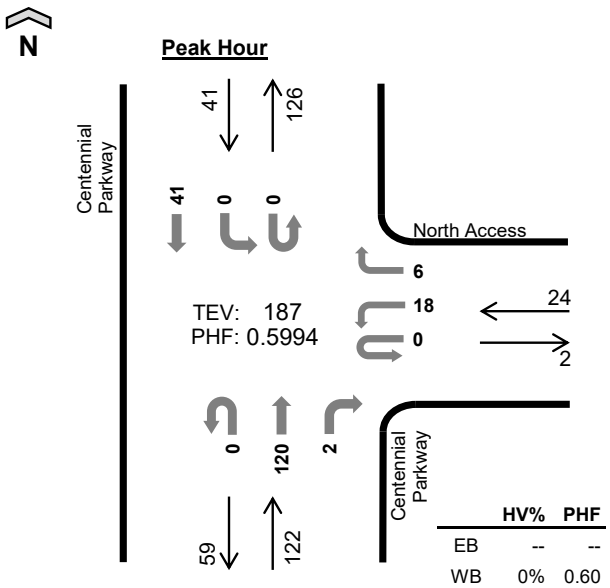
Interval Start	n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**2**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	

Count Summaries - Bikes

Interval Start	n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

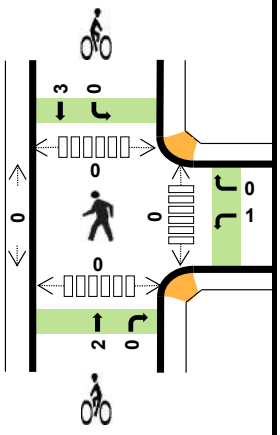
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Centennial Parkway
North Access



	HV%	PHF
EB	--	--
WB	0%	0.60
NB	1%	0.55
SB	5%	0.57
TOTAL	2%	0.60

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	2	0	3	0	0	22	1	0	0	8	0	36	0
4:15 PM		0	0	0	0	0	9	0	1	0	0	20	1	0	0	8	0	39	0
4:30 PM		0	0	0	0	0	3	0	1	0	0	23	0	0	0	7	0	34	0
4:45 PM		0	0	0	0	0	4	0	1	0	0	55	0	0	0	18	0	78	187
Pk Hr	All	0	0	0	0	0	18	0	6	0	0	120	2	0	0	41	0	187	
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	
	HV%	-	-	-	-	-	0%	-	0%	-	-	1%	0%	-	-	5%	-	2%	

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

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

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Count Summaries - All Vehicles

Interval Start	n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**22**	**1**	**0**	**0**	**8**	**0**	**36**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**20**	**1**	**0**	**0**	**8**	**0**	**39**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**23**	**0**	**0**	**0**	**7**	**0**	**34**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**55**	**0**	**0**	**0**	**18**	**0**	**78**	**187**
5:00 PM	0	0	0	0	0	6	0	1	0	0	14	1	0	0	10	0	32	183
5:15 PM	0	0	0	0	0	2	0	1	0	0	16	1	0	0	7	0	27	171
5:30 PM	0	0	0	0	0	1	0	1	0	0	8	0	0	0	5	0	15	152
5:45 PM	0	0	0	0	0	1	0	0	0	0	13	0	0	0	5	0	19	93
Count Total	0	0	0	0	0	28	0	9	0	0	171	4	0	0	68	0	280	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**6**	**0**	**0**	**120**	**2**	**0**	**0**	**41**	**0**	**187**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**1%**	**0%**	**-**	**-**	**5%**	**-**	**2%**	

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

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Count Summaries - Heavy Vehicles

Interval Start	n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**3**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	

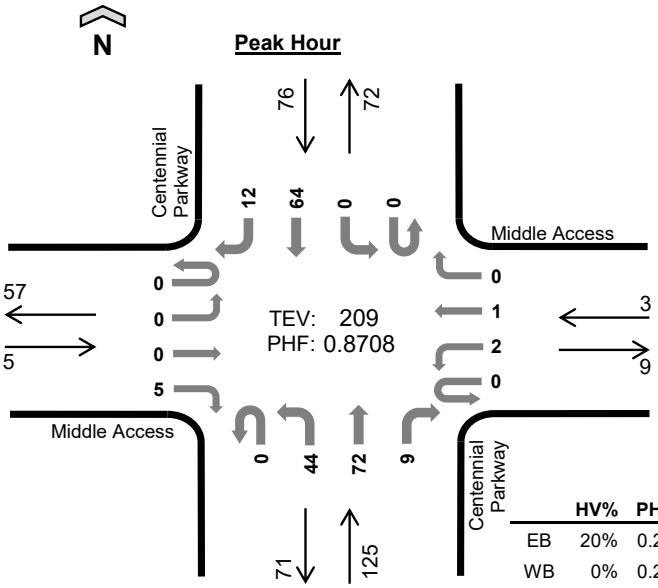
Count Summaries - Bikes

Interval Start	n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
Count Total	0	0	0	0	0	1	0	0	0	0	4	0	0	0	3	0	8	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**6**	

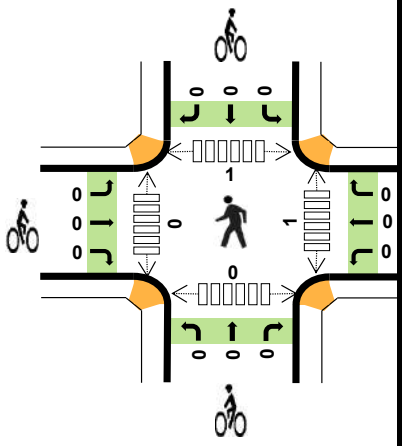
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Centennial Parkway
Middle Access

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	20%	0.25
WB	0%	0.25
NB	2%	0.89
SB	0%	0.76
TOTAL	1%	0.87



Peak Hour Count Summaries

Peak Hour Interval Start	Middle Access Eastbound				Middle Access Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM	0	0	0	0	0	0	0	0	0	10	24	1	0	0	22	3	60	0
8:00 AM	0	0	0	0	0	0	0	0	0	14	15	5	0	0	13	5	52	0
8:15 AM	0	0	0	0	0	0	0	0	0	7	16	3	0	0	10	2	38	0
8:30 AM	0	0	0	5	0	2	1	0	0	13	17	0	0	0	19	2	59	209
Pk Hr All	0	0	0	5	0	2	1	0	0	44	72	9	0	0	64	12	209	
Pk Hr HV	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	
Pk Hr HV%	-	-	-	20%	-	0%	0%	-	-	0%	3%	0%	-	-	0%	0%	1%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
8:30 AM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hour	1	0	2	0	*3*	0	0	0	0	*0*	1	0	1	0	*2*

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Count Summaries - All Vehicles

Interval Start	Middle Access Eastbound				Middle Access Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	2	0	1	0	0	0	4	5	2	0	0	2	1	17	0
7:15 AM	0	0	0	0	0	0	0	0	1	8	14	1	0	0	6	1	31	0
7:30 AM	0	0	0	0	0	0	0	0	0	7	8	1	0	0	6	6	28	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**24**	**1**	**0**	**0**	**22**	**3**	**60**	**136**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**15**	**5**	**0**	**0**	**13**	**5**	**52**	**171**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**16**	**3**	**0**	**0**	**10**	**2**	**38**	**178**
8:30 AM	**0**	**0**	**0**	**5**	**0**	**2**	**1**	**0**	**0**	**13**	**17**	**0**	**0**	**0**	**19**	**2**	**59**	**209**
8:45 AM	0	0	0	0	0	1	0	0	2	5	24	3	0	0	9	1	45	194
Count Total	0	0	0	7	0	4	1	0	3	68	123	16	0	0	87	21	330	
Pk Hr All	**0**	**0**	**0**	**5**	**0**	**2**	**1**	**0**	**0**	**44**	**72**	**9**	**0**	**0**	**64**	**12**	**209**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	
Pk Hr HV%	**-**	**-**	**-**	**20%**	**-**	**0%**	**0%**	**-**	**-**	**0%**	**3%**	**0%**	**-**	**-**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	1	0	0	*2*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
8:30 AM	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:45 AM	0	0	1	1	*2*	0	0	1	0	*1*	0	0	0	0	*0*
Count Total	2	0	3	1	*6*	0	0	1	0	*1*	2	1	1	0	*4*
Peak Hour	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	**2**

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Count Summaries - Heavy Vehicles

Interval Start	Middle Access Eastbound				Middle Access Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	5
Count Total	0	0	0	2	0	0	0	0	0	0	3	0	0	0	1	0	6	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	

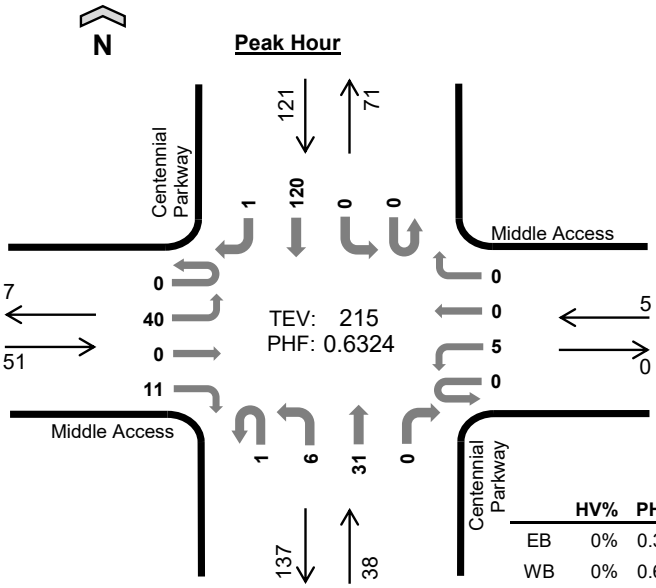
Count Summaries - Bikes

Interval Start	Middle Access Eastbound				Middle Access Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

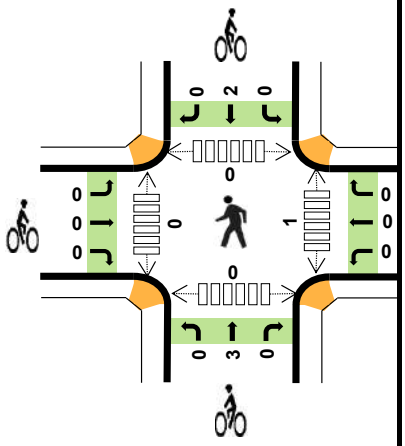
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Centennial Parkway
Middle Access

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	0%	0.36
WB	0%	0.63
NB	3%	0.95
SB	1%	0.78
TOTAL	1%	0.63



Peak Hour Count Summaries

Peak Hour Interval Start		Middle Access Eastbound				Middle Access Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	4	0	3	0	1	0	0	0	1	9	0	0	0	26	0	44	0
4:30 PM		0	3	0	3	0	1	0	0	1	1	8	0	0	0	23	1	41	0
4:45 PM		0	32	0	3	0	1	0	0	0	0	10	0	0	0	39	0	85	0
5:00 PM		0	1	0	2	0	2	0	0	0	4	4	0	0	0	32	0	45	215
Pk Hr	All	0	40	0	11	0	5	0	0	1	6	31	0	0	0	120	1	215	
	HV	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	
	HV%	-	0%	-	0%	-	0%	-	-	0%	17%	0%	-	-	-	1%	0%	1%	

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

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

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Count Summaries - All Vehicles

Interval Start	Middle Access Eastbound				Middle Access Westbound				Centennial Parkway Northbound				Centennial Parkway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	0	4	0	5	0	1	0	1	5	0	0	0	22	0	41	0
4:15 PM	**0**	**4**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**26**	**0**	**44**	**0**
4:30 PM	**0**	**3**	**0**	**3**	**0**	**1**	**0**	**0**	**1**	**1**	**8**	**0**	**0**	**0**	**23**	**1**	**41**	**0**
4:45 PM	**0**	**32**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**39**	**0**	**85**	**211**
5:00 PM	**0**	**1**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**32**	**0**	**45**	**215**
5:15 PM	0	3	0	1	0	2	0	0	0	1	9	0	0	0	17	0	33	204
5:30 PM	0	0	0	0	0	2	0	0	0	1	2	0	0	0	18	0	23	186
5:45 PM	0	0	0	0	0	1	0	0	0	0	5	0	0	0	9	0	15	116
Count Total	0	46	0	16	0	15	0	1	1	9	52	0	0	0	186	1	327	
Pk Hr All	**0**	**40**	**0**	**11**	**0**	**5**	**0**	**0**	**1**	**6**	**31**	**0**	**0**	**0**	**120**	**1**	**215**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	
Pk Hr HV%	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**-**	**0%**	**17%**	**0%**	**-**	**-**	**-**	**1%**	**0%**	**1%**	

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

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Count Summaries - Heavy Vehicles

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

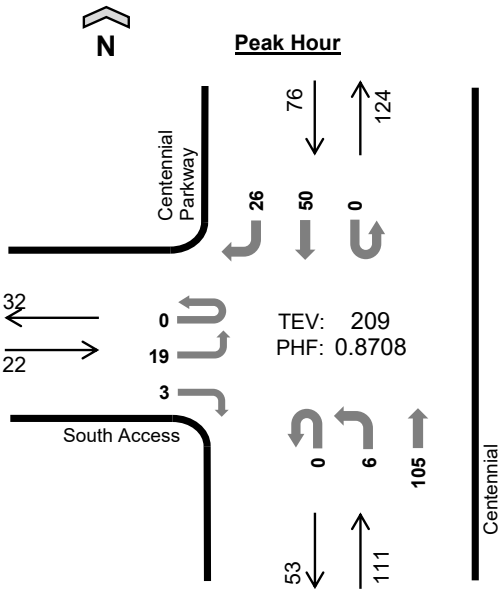
Count Summaries - Bikes

Interval Start	Middle Access				Middle Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	4	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
Count Total	0	0	0	0	0	1	0	0	0	0	5	0	0	0	5	0	11	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	

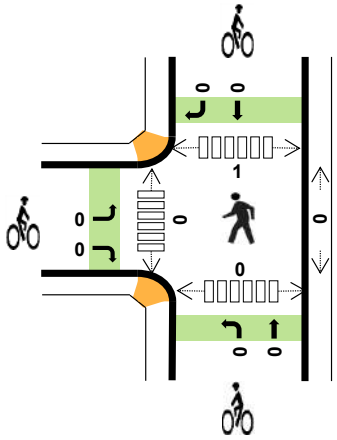
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Centennial Parkway
South Access

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	5%	0.79
WB	--	--
NB	1%	0.90
SB	1%	0.70
TOTAL	1%	0.87



Peak Hour Count Summaries

Peak Hour Interval Start	South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**29**	**0**	**0**	**0**	**11**	**11**	**60**	**0**
8:00 AM	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**27**	**0**	**0**	**0**	**7**	**7**	**51**	**0**
8:15 AM	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**21**	**0**	**0**	**0**	**10**	**3**	**40**	**0**
8:30 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**22**	**5**	**58**	**209**
Pk Hr All	**0**	**19**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**105**	**0**	**0**	**0**	**50**	**26**	**209**	
Pk Hr HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	
Pk Hr HV%	**-**	**5%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**1%**	**-**	**-**	**-**	**2%**	**0%**	**1%**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
8:30 AM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**1**	**0**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***

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Count Summaries - All Vehicles

Interval Start	South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	2	0	0	0	0	0	1	11	0	0	0	4	1	19	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	23	0	0	0	4	1	29	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	16	0	0	0	4	3	24	0
7:45 AM	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**29**	**0**	**0**	**0**	**11**	**11**	**60**	**132**
8:00 AM	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**27**	**0**	**0**	**0**	**7**	**7**	**51**	**164**
8:15 AM	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**21**	**0**	**0**	**0**	**10**	**3**	**40**	**175**
8:30 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**22**	**5**	**58**	**209**
8:45 AM	0	4	0	1	0	0	0	0	0	0	30	0	0	0	12	3	50	199
Count Total	0	25	0	6	0	0	0	0	0	7	185	0	0	0	74	34	331	
Pk Hr All	**0**	**19**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**105**	**0**	**0**	**0**	**50**	**26**	**209**	
Pk Hr HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	
Pk Hr HV%	**-**	**5%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**1%**	**-**	**-**	**-**	**2%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:30 AM	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	1	0	*1*	0	0	1	0	*1*	0	0	0	0	*0*
Count Total	1	0	2	2	*5*	0	0	2	0	*2*	1	0	1	0	*2*
Peak Hour	**1**	**0**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
Count Total	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	5	
Pk Hr Heavy	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	

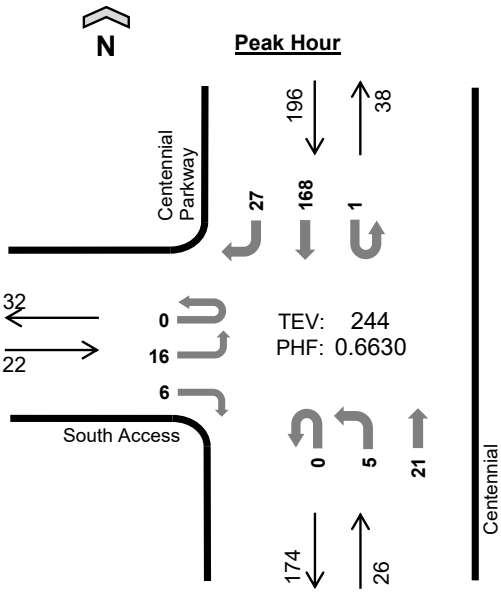
Count Summaries - Bikes

Interval Start	South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

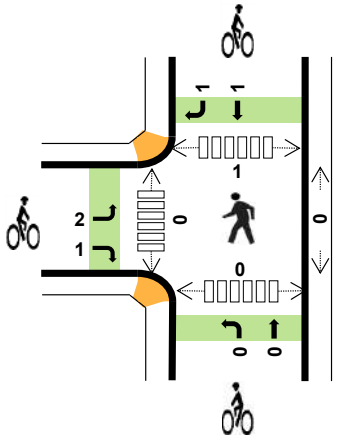
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Centennial Parkway
South Access

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	5%	0.69
WB	--	--
NB	8%	0.81
SB	1%	0.63
TOTAL	2%	0.66



Peak Hour Count Summaries

Peak Hour Interval Start		South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	2	0	0	0	0	0	0	0	0	7	0	1	0	31	3	44	0
4:30 PM		0	6	0	1	0	0	0	0	0	3	5	0	0	0	29	8	52	0
4:45 PM		0	4	0	4	0	0	0	0	0	1	5	0	0	0	73	5	92	0
5:00 PM		0	4	0	1	0	0	0	0	0	1	4	0	0	0	35	11	56	244
Pk Hr	All	0	16	0	6	0	0	0	0	0	5	21	0	1	0	168	27	244	
	HV	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	5	
	HV%	-	6%	-	0%	-	-	-	-	-	40%	0%	-	0%	-	1%	0%	2%	

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

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

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Count Summaries - All Vehicles

Interval Start	South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	0	3	0	0	0	0	0	0	3	0	0	0	32	12	53	0
4:15 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**1**	**0**	**31**	**3**	**44**	**0**
4:30 PM	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**0**	**0**	**0**	**29**	**8**	**52**	**0**
4:45 PM	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**73**	**5**	**92**	**241**
5:00 PM	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**35**	**11**	**56**	**244**
5:15 PM	0	6	0	1	0	0	0	0	0	0	5	0	0	0	21	6	39	239
5:30 PM	0	1	0	1	0	0	0	0	0	0	1	0	0	0	21	3	27	214
5:45 PM	0	3	0	1	0	0	0	0	0	0	2	0	0	0	10	2	18	140
Count Total	0	29	0	12	0	0	0	0	0	5	32	0	1	0	252	50	381	
Pk Hr All	**0**	**16**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**5**	**21**	**0**	**1**	**0**	**168**	**27**	**244**	
Pk Hr HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	
Pk Hr HV%	**-**	**6%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**40%**	**0%**	**-**	**0%**	**-**	**1%**	**0%**	**2%**	

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

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Count Summaries - Heavy Vehicles

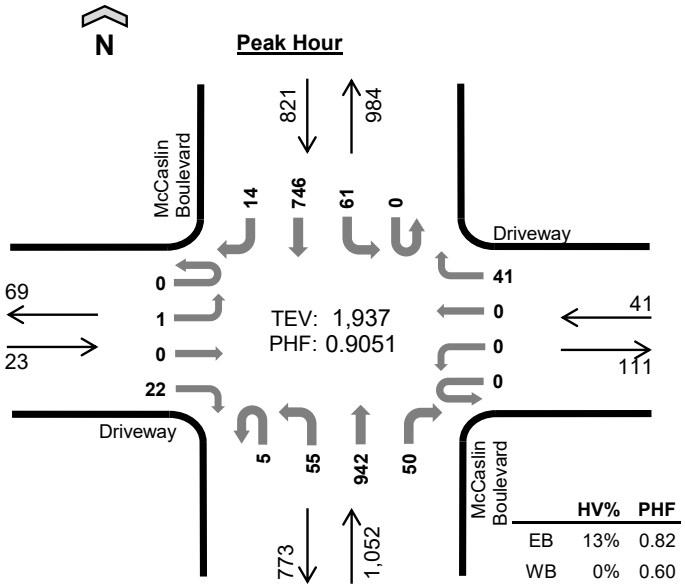
Interval Start	South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**2**
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**5**
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	1	0	1	0	0	0	0	0	2	0	0	0	0	2	0	6	
Pk Hr Heavy	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	

Count Summaries - Bikes

Interval Start	South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	5	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3
Count Total	0	4	0	2	0	0	0	0	0	0	1	0	0	0	2	3	12	
Pk Hr Bike	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**5**	

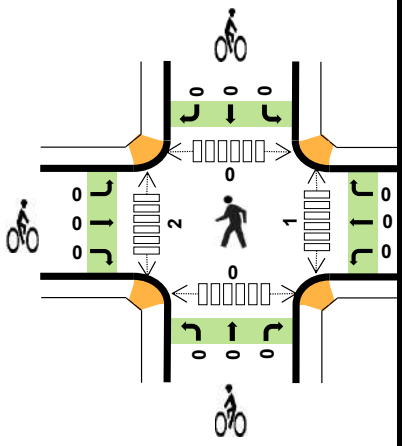
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McCaslin Boulevard
Driveway



	HV%	PHF
EB	13%	0.82
WB	0%	0.60
NB	2%	0.89
SB	2%	0.95
TOTAL	2%	0.91

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



Peak Hour Count Summaries

Peak Hour Interval Start		Driveway Eastbound				Driveway Westbound				McCaslin Boulevard Northbound				McCaslin Boulevard Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	0	6	0	0	0	6	0	11	217	9	0	11	176	2	438	0
8:15 AM		0	0	0	6	0	0	0	11	1	11	248	10	0	16	191	1	495	0
8:30 AM		0	0	0	4	0	0	0	7	2	15	218	15	0	15	187	6	469	0
8:45 AM		0	1	0	6	0	0	0	17	2	18	259	16	0	19	192	5	535	1,937
Pk Hr	All	0	1	0	22	0	0	0	41	5	55	942	50	0	61	746	14	1,937	
	HV	0	0	0	3	0	0	0	0	0	2	16	0	0	1	11	1	34	
	HV%	-	0%	-	14%	-	-	-	0%	0%	4%	2%	0%	-	2%	1%	7%	2%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	0	0	2	4	*6*	0	0	0	0	*0*	1	0	0	0	*1*
8:15 AM	0	0	4	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	1	0	6	3	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	2	0	6	2	*10*	0	0	0	0	*0*	0	2	0	0	*2*
Peak Hour	3	0	18	13	*34*	0	0	0	0	*0*	1	2	0	0	*3*

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Count Summaries - All Vehicles

Interval Start	Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	4	0	0	0	5	1	23	120	13	0	6	88	0	260	0
7:15 AM	0	0	0	6	0	0	0	8	0	16	151	8	1	4	121	4	319	0
7:30 AM	0	0	0	5	0	0	0	10	0	11	168	12	0	8	161	4	379	0
7:45 AM	0	0	0	3	0	0	0	9	1	16	208	15	0	6	168	2	428	1,386
8:00 AM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**6**	**0**	**11**	**217**	**9**	**0**	**11**	**176**	**2**	**438**	**1,564**
8:15 AM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**11**	**1**	**11**	**248**	**10**	**0**	**16**	**191**	**1**	**495**	**1,740**
8:30 AM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**7**	**2**	**15**	**218**	**15**	**0**	**15**	**187**	**6**	**469**	**1,830**
8:45 AM	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**17**	**2**	**18**	**259**	**16**	**0**	**19**	**192**	**5**	**535**	**1,937**
Count Total	0	1	0	40	0	0	0	73	7	121	1,589	98	1	85	1,284	24	3,323	
Pk Hr All	**0**	**1**	**0**	**22**	**0**	**0**	**0**	**41**	**5**	**55**	**942**	**50**	**0**	**61**	**746**	**14**	**1,937**	
Pk Hr HV	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**16**	**0**	**0**	**1**	**11**	**1**	**34**	
Pk Hr HV%	**-**	**0%**	**-**	**14%**	**-**	**-**	**-**	**0%**	**0%**	**4%**	**2%**	**0%**	**-**	**2%**	**1%**	**7%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	0	4	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	2	2	*4*	0	0	0	0	*0*	0	1	0	0	*1*
7:30 AM	0	1	8	6	*15*	0	0	0	0	*0*	1	0	0	0	*1*
7:45 AM	0	0	6	7	*13*	0	0	0	0	*0*	1	0	0	0	*1*
8:00 AM	**0**	**0**	**2**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
8:15 AM	**0**	**0**	**4**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**1**	**0**	**6**	**3**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**2**	**0**	**6**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
Count Total	4	1	38	29	*72*	0	0	0	0	*0*	3	3	0	0	*6*
Peak Hour	**3**	**0**	**18**	**13**	***34***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**0**	**3**

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Count Summaries - Heavy Vehicles

Interval Start	Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	3	1	0	0	1	0	6	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	7	1	0	0	6	0	15	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	38
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	**38**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**3**	**0**	**8**	**42**
8:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**2**	**1**	**10**	**37**
8:45 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**2**	**0**	**10**	**34**
Count Total	0	0	0	4	0	0	0	1	0	2	34	2	0	1	27	1	72	
Pk Hr Heavy	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**16**	**0**	**0**	**1**	**11**	**1**	**34**	

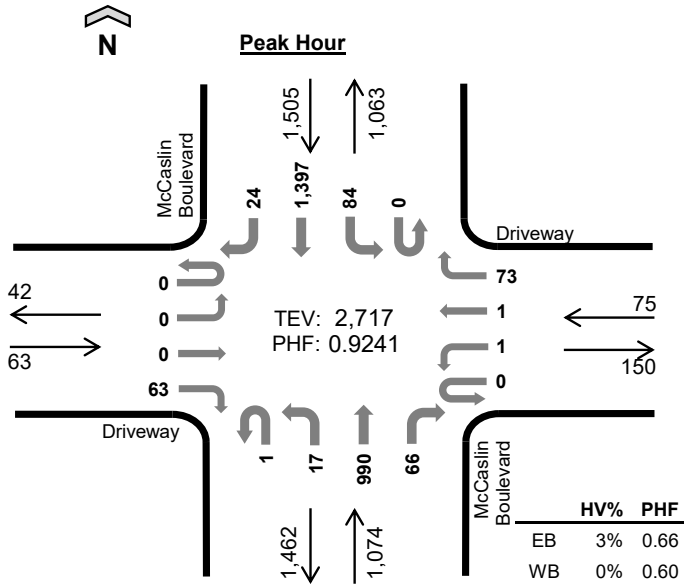
Count Summaries - Bikes

Interval Start	Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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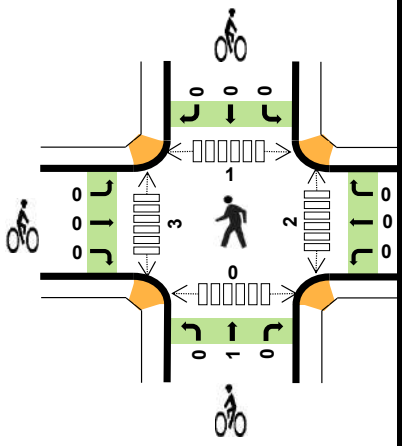
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McCaslin Boulevard
Driveway



	HV%	PHF
EB	3%	0.66
WB	0%	0.60
NB	1%	0.93
SB	1%	0.89
TOTAL	1%	0.92

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



Peak Hour Count Summaries

Peak Hour Interval Start		Driveway Eastbound				Driveway Westbound				McCaslin Boulevard Northbound				McCaslin Boulevard Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	0	24	0	0	1	15	0	4	228	14	0	19	305	5	615	0
4:45 PM		0	0	0	13	0	0	0	12	1	3	267	18	0	25	344	3	686	0
5:00 PM		0	0	0	12	0	1	0	30	0	4	245	21	0	22	392	8	735	0
5:15 PM		0	0	0	14	0	0	0	16	0	6	250	13	0	18	356	8	681	2,717
Pk Hr	All	0	0	0	63	0	1	1	73	1	17	990	66	0	84	1,397	24	2,717	
	HV	0	0	0	2	0	0	0	0	0	0	8	0	0	1	10	1	22	
	HV%	-	-	-	3%	-	0%	0%	0%	0%	0%	1%	0%	-	1%	1%	4%	1%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	2	0	2	2	*6*	0	0	0	0	*0*	1	0	0	0	*1*
4:45 PM	0	0	4	3	*7*	0	0	1	0	*1*	0	2	0	0	*2*
5:00 PM	0	0	1	3	*4*	0	0	0	0	*0*	1	0	0	0	*1*
5:15 PM	0	0	1	4	*5*	0	0	0	0	*0*	0	1	1	0	*2*
Peak Hour	2	0	8	12	*22*	0	0	1	0	*1*	2	3	1	0	*6*

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Count Summaries - All Vehicles

Interval Start	Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	12	0	0	0	15	0	4	242	19	1	14	285	3	595	0
4:15 PM	0	0	0	10	0	0	0	22	1	4	281	17	0	11	283	10	639	0
4:30 PM	**0**	**0**	**0**	**24**	**0**	**0**	**1**	**15**	**0**	**4**	**228**	**14**	**0**	**19**	**305**	**5**	**615**	**0**
4:45 PM	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**12**	**1**	**3**	**267**	**18**	**0**	**25**	**344**	**3**	**686**	**2,535**
5:00 PM	**0**	**0**	**0**	**12**	**0**	**1**	**0**	**30**	**0**	**4**	**245**	**21**	**0**	**22**	**392**	**8**	**735**	**2,675**
5:15 PM	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**16**	**0**	**6**	**250**	**13**	**0**	**18**	**356**	**8**	**681**	**2,717**
5:30 PM	0	0	0	12	0	0	0	16	2	4	247	17	0	24	276	4	602	2,704
5:45 PM	0	0	0	9	0	0	0	16	1	4	265	14	2	11	264	2	588	2,606
Count Total	0	0	0	106	0	1	1	142	5	33	2,025	133	3	144	2,505	43	5,141	
Pk Hr All	**0**	**0**	**0**	**63**	**0**	**1**	**1**	**73**	**1**	**17**	**990**	**66**	**0**	**84**	**1,397**	**24**	**2,717**	
Pk Hr HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**1**	**10**	**1**	**22**	
Pk Hr HV%	**-**	**-**	**-**	**3%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**-**	**1%**	**1%**	**4%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	5	5	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	1	2	5	*8*	0	0	1	1	*2*	2	0	0	0	*2*
4:30 PM	**2**	**0**	**2**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
4:45 PM	**0**	**0**	**4**	**3**	**7**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**2**
5:00 PM	**0**	**0**	**1**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**0**	**1**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**
5:30 PM	0	0	1	5	*6*	0	0	0	0	*0*	0	1	0	0	*1*
5:45 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	2	0	0	*2*
Count Total	2	1	17	30	*50*	0	0	2	1	*3*	4	6	1	0	*11*
Peak Hour	**2**	**0**	**8**	**12**	***22***	**0**	**0**	**1**	**0**	***1***	**2**	**3**	**1**	**0**	**6**

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Count Summaries - Heavy Vehicles

Interval Start	Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	1	4	0	10	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	5	0	8	0
4:30 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**6**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**1**	**7**	**31**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**4**	**25**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**5**	**22**
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	6	22
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	19
Count Total	0	0	0	2	0	0	0	1	0	1	15	1	0	2	27	1	50	
Pk Hr Heavy	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**1**	**10**	**1**	**22**	

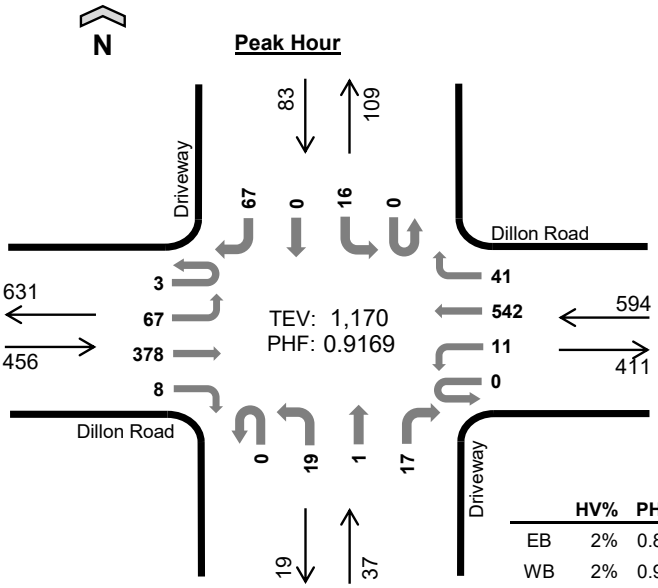
Count Summaries - Bikes

Interval Start	Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	

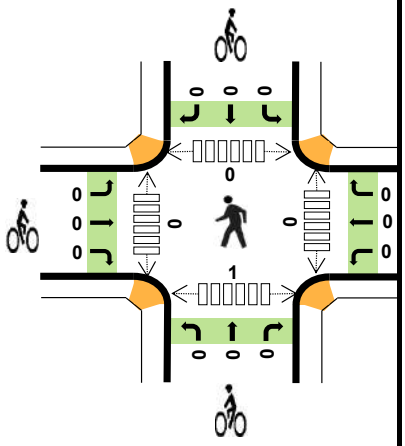
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Driveway
Dillon Road

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	2%	0.88
WB	2%	0.91
NB	3%	0.66
SB	2%	0.80
TOTAL	2%	0.92



Peak Hour Count Summaries

Peak Hour Interval Start	Dillon Road Eastbound				Dillon Road Westbound				Driveway Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM	0	17	92	4	0	2	114	10	0	2	0	9	0	4	0	14	268	0
8:15 AM	0	12	80	1	0	3	143	12	0	8	0	6	0	4	0	22	291	0
8:30 AM	2	14	111	2	0	4	152	8	0	6	0	1	0	4	0	15	319	0
8:45 AM	1	24	95	1	0	2	133	11	0	3	1	1	0	4	0	16	292	1,170
Pk Hr All	3	67	378	8	0	11	542	41	0	19	1	17	0	16	0	67	1,170	
Pk Hr HV	0	1	9	0	0	0	12	0	0	0	0	1	0	1	0	1	25	
Pk Hr HV%	0%	1%	2%	0%	-	0%	2%	0%	-	0%	0%	6%	-	6%	-	1%	2%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	3	1	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	2	4	0	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	4	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	5	3	0	0	*8*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	10	12	1	2	*25*	0	0	0	0	*0*	0	0	0	1	*1*

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Count Summaries - All Vehicles

Interval Start	Dillon Road Eastbound				Dillon Road Westbound				Driveway Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	7	57	2	0	2	64	4	0	0	0	1	0	4	0	8	149	0
7:15 AM	0	3	70	3	1	2	69	10	0	2	1	2	0	3	1	10	177	0
7:30 AM	0	4	99	1	0	0	112	7	0	1	1	3	0	5	0	18	251	0
7:45 AM	0	17	111	6	0	2	123	6	0	6	0	7	0	4	0	8	290	867
8:00 AM	**0**	**17**	**92**	**4**	**0**	**2**	**114**	**10**	**0**	**2**	**0**	**9**	**0**	**4**	**0**	**14**	**268**	**986**
8:15 AM	**0**	**12**	**80**	**1**	**0**	**3**	**143**	**12**	**0**	**8**	**0**	**6**	**0**	**4**	**0**	**22**	**291**	**1,100**
8:30 AM	**2**	**14**	**111**	**2**	**0**	**4**	**152**	**8**	**0**	**6**	**0**	**1**	**0**	**4**	**0**	**15**	**319**	**1,168**
8:45 AM	**1**	**24**	**95**	**1**	**0**	**2**	**133**	**11**	**0**	**3**	**1**	**1**	**0**	**4**	**0**	**16**	**292**	**1,170**
Count Total	3	98	715	20	1	17	910	68	0	28	3	30	0	32	1	111	2,037	
Pk Hr All	**3**	**67**	**378**	**8**	**0**	**11**	**542**	**41**	**0**	**19**	**1**	**17**	**0**	**16**	**0**	**67**	**1,170**	
Pk Hr HV	**0**	**1**	**9**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**25**	
Pk Hr HV%	**0%**	**1%**	**2%**	**0%**	**-**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**6%**	**-**	**6%**	**-**	**1%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	2	3	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	2	1	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	4	3	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	3	4	0	1	*8*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**3**	**1**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**2**	**4**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**4**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**5**	**3**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	22	24	2	4	*52*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	**10**	**12**	**1**	**2**	***25***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	Dillon Road Eastbound				Dillon Road Westbound				Driveway Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	1	6	0
7:15 AM	0	0	2	1	0	0	2	0	0	1	0	0	0	0	0	0	6	0
7:30 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
7:45 AM	0	0	2	1	0	0	4	0	0	0	0	0	0	0	0	1	8	27
8:00 AM	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**26**
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**27**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**25**
8:45 AM	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**25**
Count Total	0	1	18	3	0	0	24	0	0	1	0	1	0	1	0	3	52	
Pk Hr Heavy	**0**	**1**	**9**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**25**	

Count Summaries - Bikes

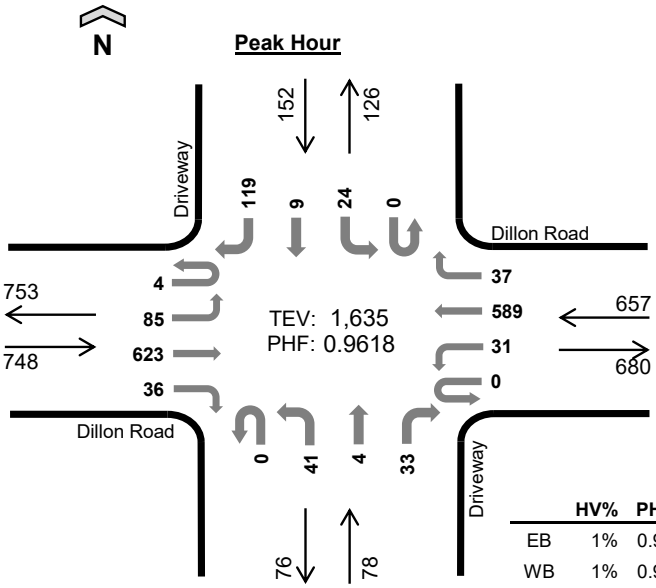
Interval Start	Dillon Road Eastbound				Dillon Road Westbound				Driveway Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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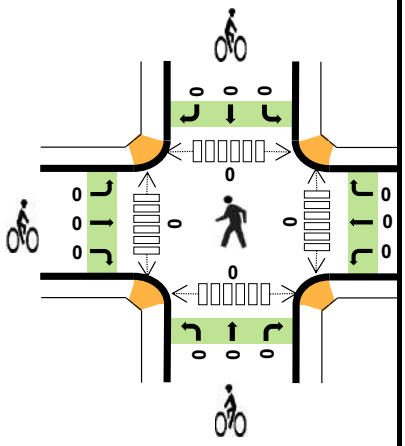
tj.wethington@idaxdata.com

Driveway
Dillon Road

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	1%	0.94
WB	1%	0.94
NB	0%	0.81
SB	0%	0.90
TOTAL	1%	0.96



Peak Hour Count Summaries

Peak Hour Interval Start	Dillon Road Eastbound				Dillon Road Westbound				Driveway Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**3**	**26**	**163**	**8**	**0**	**9**	**157**	**9**	**0**	**10**	**1**	**10**	**0**	**3**	**1**	**25**	**425**	**0**
4:15 PM	**0**	**19**	**156**	**10**	**0**	**7**	**152**	**11**	**0**	**11**	**1**	**4**	**0**	**6**	**4**	**32**	**413**	**0**
4:30 PM	**0**	**13**	**143**	**11**	**0**	**6**	**155**	**8**	**0**	**8**	**1**	**15**	**0**	**5**	**2**	**33**	**400**	**0**
4:45 PM	**1**	**27**	**161**	**7**	**0**	**9**	**125**	**9**	**0**	**12**	**1**	**4**	**0**	**10**	**2**	**29**	**397**	**1,635**
Pk Hr All	**4**	**85**	**623**	**36**	**0**	**31**	**589**	**37**	**0**	**41**	**4**	**33**	**0**	**24**	**9**	**119**	**1,635**	
Pk Hr HV	**0**	**2**	**6**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	
Pk Hr HV%	**0%**	**2%**	**1%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**8**	**7**	**0**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Dillon Road Eastbound				Dillon Road Westbound				Driveway Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**3**	**26**	**163**	**8**	**0**	**9**	**157**	**9**	**0**	**10**	**1**	**10**	**0**	**3**	**1**	**25**	**425**	0
4:15 PM	**0**	**19**	**156**	**10**	**0**	**7**	**152**	**11**	**0**	**11**	**1**	**4**	**0**	**6**	**4**	**32**	**413**	**0**
4:30 PM	**0**	**13**	**143**	**11**	**0**	**6**	**155**	**8**	**0**	**8**	**1**	**15**	**0**	**5**	**2**	**33**	**400**	**0**
4:45 PM	**1**	**27**	**161**	**7**	**0**	**9**	**125**	**9**	**0**	**12**	**1**	**4**	**0**	**10**	**2**	**29**	**397**	**1,635**
5:00 PM	0	19	161	11	0	2	152	11	0	9	1	13	0	9	3	30	421	1,631
5:15 PM	0	23	181	9	0	6	126	8	0	10	1	15	0	6	1	23	409	1,627
5:30 PM	0	20	164	8	0	9	123	10	0	15	2	10	0	6	2	18	387	1,614
5:45 PM	2	23	154	9	0	5	109	11	0	9	0	13	0	5	0	27	367	1,584
Count Total	6	170	1,283	73	0	53	1,099	77	0	84	8	84	0	50	15	217	3,219	
Pk Hr All	**4**	**85**	**623**	**36**	**0**	**31**	**589**	**37**	**0**	**41**	**4**	**33**	**0**	**24**	**9**	**119**	**1,635**	
Pk Hr HV	**0**	**2**	**6**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	
Pk Hr HV%	**0%**	**2%**	**1%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**3**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**2**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**2**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	2	2	1	0	*5*	0	1	0	0	*1*	0	0	0	0	*0*
5:15 PM	2	2	0	1	*5*	0	0	0	0	*0*	2	0	0	1	*3*
5:30 PM	1	1	0	0	*2*	0	1	0	0	*1*	0	1	1	1	*3*
5:45 PM	2	0	0	0	*2*	0	0	0	0	*0*	1	1	0	0	*2*
Count Total	15	12	1	1	*29*	0	2	0	0	*2*	3	2	1	2	*8*
Peak Hour	**8**	**7**	**0**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Dillon Road Eastbound				Dillon Road Westbound				Driveway Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
4:15 PM	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
4:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
4:45 PM	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**15**
5:00 PM	0	1	1	0	0	0	2	0	0	0	0	1	0	0	0	0	5	17
5:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	5	18
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
Count Total	0	3	12	0	0	0	12	0	0	0	0	1	0	0	0	1	29	
Pk Hr Heavy	**0**	**2**	**6**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	

Count Summaries - Bikes

Interval Start	Dillon Road Eastbound				Dillon Road Westbound				Driveway Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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Appendix C: Future Traffic Projections and Background Traffic Study Excerpts

DRCOG Traffic Projections: Centennial Valley

Location	2020	2050	Growth Factor	Annual Growth
McCaslin N of Centennial Pkwy	25,000	33,000	1.32	0.93%
McCaslin S of Centennial Pkwy	29,000	40,000	1.38	1.08%
McCaslin N of Centennial Pkwy/Cherry St	34,000	44,000	1.29	0.86%
McCaslin S of Centennial Pkwy/Cherry St	38,000	49,000	1.29	0.85%
McCaslin N of Dillon Rd	41,000	55,000	1.34	0.98%
Centennial Pkwy E of McCaslin	6,000	10,000	1.67	1.72%
Cherry St E of McCaslin	5,000	6,000	1.20	0.61%
Dillon Rd E of McCaslin	22,000	29,000	1.32	0.93%
Total	200,000	266,000	1.33	0.96%

TRAFFIC IMPACT STUDY

KING SOOPERS 142

Louisville, CO

PREPARED FOR:
King Soopers

PREPARED BY:
Brian Horan, PE, PTOE
Daniela Gonzalez
Cooper Riddell-Brosig

Galloway & Company, Inc.
5500 Greenwood Plaza Blvd, Suite 200
Greenwood Village, CO 80111



DATE:
February 7, 2025
REVISED: April 14, 2025



FIGURE 1-1
SITE LOCATION

KING SOOPERS
LOUISVILLE, CO

IV. Analysis of Future Conditions without Site Development

Methodology

The future traffic forecasts, without the proposed new use, were developed for 2026 and 2045 conditions based on a composite of existing baseline traffic volumes, regional traffic growth, and pipeline developments. A 1.0% growth factor per year was applied to all movements of existing traffic on the study intersections.

Regional Growth

Increases in traffic associated with regional growth were estimated at 1.0 percent per year compounded for all movements on study intersections up to 2026 as well as to 2045. This growth was determined using CDOT'S Online Transportation Information System's (OTIS) count station #104952 on McCaslin Blvd south of Dillon Rd, and accounts for increases in traffic resulting from influences outside of the immediate study area. The resulting increases in volumes within the study area are reflected in Figure 4-1 for 2026 conditions and Figure 4-2 for 2045 conditions.

Pipeline Developments

One unbuilt/unoccupied (i.e., "pipeline") development was identified for consideration within the study. CU Boulder Faculty Housing is planned to be built at 1164 W Dillon Rd at the site of the vacant Cinebarre. No plans have been submitted to the City for this development, therefore the use for this site was assumed to be Multi-Family Housing (Low-Rise). The existing Cinebarre building is 45,000 square feet (SF), therefore it was assumed that the development could provide 50 dwelling units (DU). With this information, and the proximity to the park and ride, the following development program was included in the background and total future analysis for 2045 conditions:

CU Boulder Faculty Housing

50	DU	Multi-Family Housing (Low-Rise) - Close to Rail Transit

The location of the pipeline developments in relation to the Applicant's property is shown in Figure 4-3. The pipeline development site was assumed to have 80% of its trips going to and from the south on McCaslin Blvd, 10% going to and from the north on McCaslin Blvd, 5% going to and from the east on Centennial Pkwy/Cherry St, and 5% going to and from the east on Dillon Rd. The pipeline site trips are shown in Figure 4-4 for 2045 conditions.

Background Traffic Forecasts

The existing traffic forecasts depicted in Figure 3-1, the regional growth shown in Figure 4-1 (2026) and Figure 4-2 (2045), and the pipeline development site trips shown in Figure 4-4 (2045) were added together to yield the background future traffic forecasts shown in Figure 4-5 for 2026 conditions and Figure 4-6 for 2045 conditions.

Background Future Levels of Service

Capacity analyses of 2026 and 2045 future traffic conditions without the proposed development are provided in Appendix E and summarized in Table 4-1. The forecasted levels of service are also depicted graphically in Figure 4-7 for 2026 conditions and Figure 4-8 for 2045 conditions.

As shown on Table 4-1, under background future 2026 conditions the intersections in the study area are forecasted to operate consistent with existing conditions.

Under background future 2045 conditions the signalized intersections in the study area are forecasted to operate at acceptable overall LOS “D” or better during the weekday peak hours with the exception of the Dillon Rd & McCaslin Blvd intersection which is expected to operate at LOS “E” in the 2045 weekday PM peak hour. The unsignalized intersection movements in the study area are expected to operate at acceptable LOS “C” or better during the weekday peak hours.

Background Future Queueing

An analysis of intersection queues was performed at key locations under background future traffic conditions. The results of the queuing analysis are summarized in Table 4-2.

As shown in the table, queues within the study network will increase due to assumed regional traffic growth. All queues are expected to be contained in their effective storage during background conditions with the exception of the eastbound left movement at the Centennial Pkwy & McCaslin Blvd intersection during the background future long range (2045) weekday AM peak hour.



FIGURE 4-3
PIPELINE LOCATION

KING SOOPERS
LOUISVILLE, CO

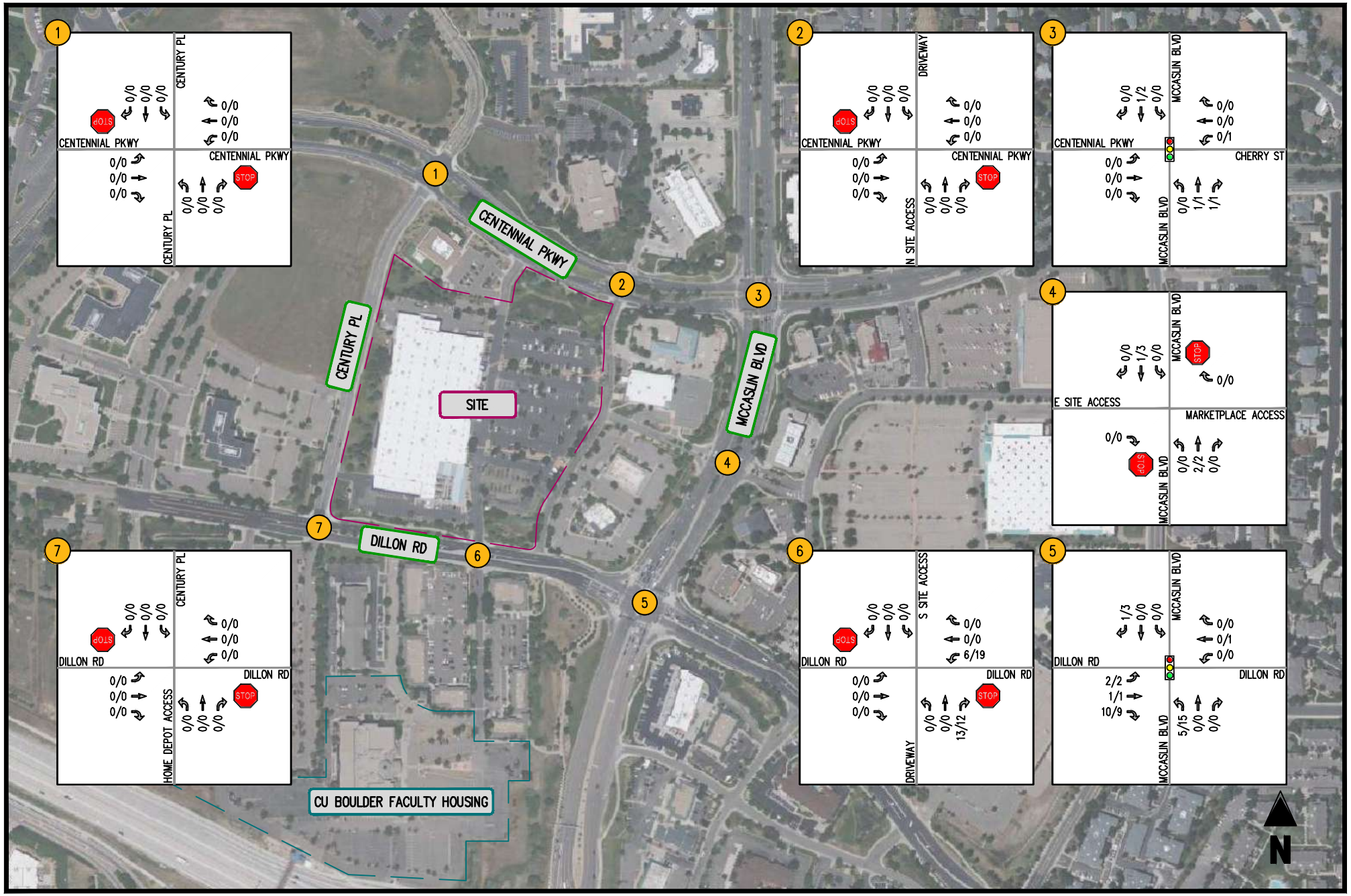


FIGURE 4-4
PIPELINE SITE TRIPS

KING SOOPERS
LOUISVILLE, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

MOVEMENT
SIGNALIZED INTERSECTION
STOP STOP SIGN
YIELD SIGN

V. Site Analysis

Overview

The Applicant is proposing to redevelop the approximately 13.5-acre site with commercial uses consisting of a supermarket and gas station use. For purposes of this study, the site is assumed complete and occupied in 2026. The following use and development programs were analyzed:

Build-Out 2026:

136,380	SF	Supermarket
14	FP	Gas Station

Proposed Site Access

As shown on the Applicant's conceptual plan (Figure 1-2), access to the development is being proposed via the existing right-in/right-out (RIRO) access on Centennial Pkwy, full movement access on Centennial Pkwy, ¾ movement access on McCaslin Blvd, RIRO access on Dillon Rd, two full movement accesses on Dillon Rd, and two full movement accesses on Century Pl. No change to the lane use and traffic control is being proposed.

Trip Generation

Overview

Trip generation estimates for the weekday AM and PM peak hours, as well as the weekday average daily traffic (ADT), were derived from the standard Institute of Transportation Engineers (ITE) Trip Generation Manual rates/equations, as published in the 11th edition. The trip generation analysis is presented in Table 5-1.

Internal Capture

Due to the mixed-use nature of the proposed development, it is assumed that a number of trips would be shared between the uses. These are trips that are going from one use on site to another use on site and should not be counted as separate trips for each use. An internal capture reduction of 10% was applied to the trip generation analysis consistent with ITE methodologies:

- Internal Capture: 10%

Pass-by Trips

According to ITE, in some cases the driveway volumes at a particular land use are different from the amount of traffic added to the adjacent street system. Uses such as commercial establishments attract a portion of their trips from traffic that is already present on the road network. Pass-by trips are those trips which are made as intermediate stops on the way to a primary destination. An example of a pass-by trip would be one in which a driver stops at a grocery store or a gas station on his/her way from work.

The proposed use would experience pass-by trips consistent with the primary uses located on site. In recognition of this phenomenon and consistent with ITE published data, the following pass-by reductions were applied to the trip generation analysis:

- Supermarket: 0% AM / 24% PM
- Gas Station: 63% AM / 57% PM

As shown in Table 5-1, the site in total is anticipated to generate 82 weekday AM and 315 weekday PM peak hour pass-by trips. Therefore, these trips would be drawn from the existing road network and assigned to the future site entrances accordingly. Trip distributions for pass-by trips were considered only along northbound and southbound McCaslin Blvd. It was assumed that 40% of pass-by trips would come from the north and 60% would come from the south. Pass-by trip assignments at key study intersections are shown in Figure 5-1.

Net Site Trips

The vehicle trips that would be generated by the proposed development plan are summarized in Table 5-1. As shown in Table 5-1, the site would generate upon completion and full occupancy 399 net new weekday AM and 755 net new weekday PM peak hour vehicle trips, as well as 10,301 net new weekday daily trips.

Site Trip Distributions

The distribution of the anticipated trips generated by the completion of the proposed development was based on an examination of existing traffic counts and local knowledge. Existing travel patterns indicate the following distribution is appropriate in the forecasting of net new future site traffic:

- To/from the north on McCaslin Blvd: 25%
- To/from the south on McCaslin Blvd: 40%
- To/from the east on Centennial Pkwy/Cherry St: 10%
- To/from the west on Centennial Pkwy/Cherry St: 5%
- To/from the east on Dillon Rd: 20%

Site Trip Assignments

The assignment of the new vehicle trips generated upon the future build-out of the development project was based on the above distribution. The net new trips assignments are depicted in Figure 5-2.

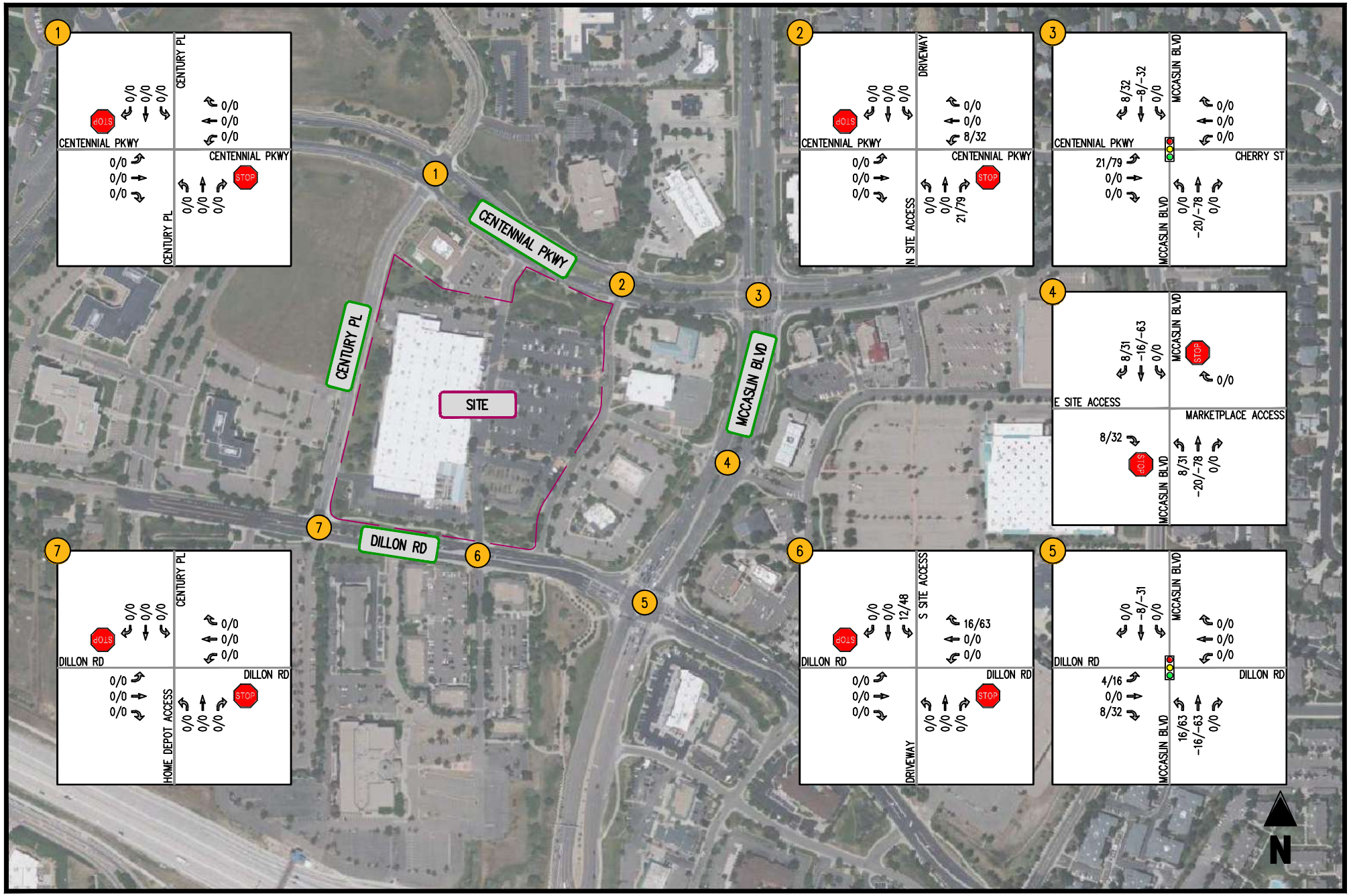


FIGURE 5-1
PASS-BY TRIPS

KING SOOPERS
LOUISVILLE, CO

(A/A) INTERSECTION LOS

0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

MOVEMENT

SIGNALIZED INTERSECTION

STOP STOP SIGN

YIELD SIGN

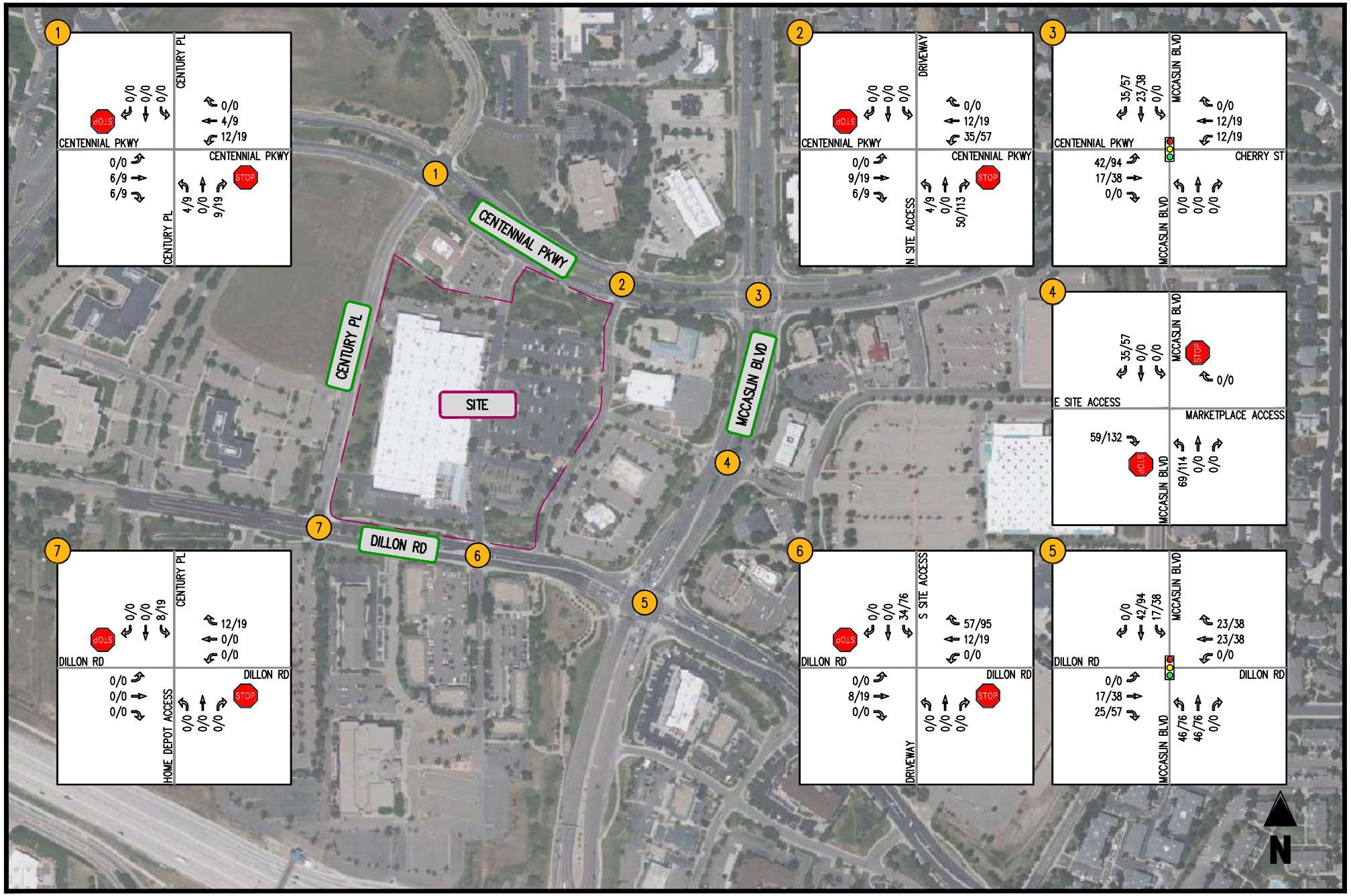


FIGURE 5-2
SITE TRIPS

KING SOOPERS
LOUISVILLE, CO

(A/A) INTERSECTION LOS

0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

MOVEMENT

SIGNALIZED INTERSECTION

STOP STOP SIGN

YIELD SIGN

Appendix D: Trip Generation Worksheets

Output Summary

ITE LUC	Land Use	Size	Unit	Daily			AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
B1,C1,F2,F1												
220	Multifamily Housing (Low-Rise)	850	DU	2,453	2,453	4,906	74	236	310	257	158	415
215	Single-Family Attached Housing	96	DU	316	316	632	11	34	45	27	20	47
B1,C1,F2,F1 Baseline Trips				**2,769**	**2,769**	**5,538**	**85**	**270**	**355**	**284**	**178**	**462**
			Multimodal Trips	138	140	278	4	14	18	14	9	23
B1,C1,F2,F1 New External Vehicular Trips				**2,631**	**2,629**	**5,260**	**81**	**256**	**337**	**270**	**169**	**439**
G3												
215	Single-Family Attached Housing	25	DU	82	82	164	3	9	12	7	6	13
G3 Baseline Trips				**82**	**82**	**164**	**3**	**9**	**12**	**7**	**6**	**13**
			Multimodal Trips	4	4	8	0	1	1	1	0	0
G3 New External Vehicular Trips				**78**	**78**	**156**	**3**	**8**	**11**	**6**	**6**	**12**
L7												
223	Affordable Housing	102	DU	246	245	491	11	26	37	31	22	53
L7 Baseline Trips				**246**	**245**	**491**	**11**	**26**	**37**	**31**	**22**	**53**
			Multimodal Trips	12	13	25	1	1	2	2	1	3
L7 New External Vehicular Trips				**234**	**232**	**466**	**10**	**25**	**35**	**29**	**21**	**50**
O2												
220	Multifamily Housing (Low-Rise)	75	DU	272	272	544	9	30	39	27	16	43
O2 Baseline Trips				**272**	**272**	**544**	**9**	**30**	**39**	**27**	**16**	**43**
			Multimodal Trips	13	15	28	0	2	2	1	1	2
O2 New External Vehicular Trips				**259**	**257**	**516**	**9**	**28**	**37**	**26**	**15**	**41**
B1,C1,F2,F1,G3,L7,O2												
Total Baseline Trips				3,369	3,368	6,737	108	335	443	349	222	571
			Total Multimodal Trips	167	172	339	5	18	23	18	11	28
Total New External Vehicular Trips				**3,202**	**3,196**	**6,398**	**103**	**317**	**420**	**331**	**211**	**542**

B1,C1,F2,F1 Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	850	DU	T = 5.63(X) + 120.45	50%	50%	2,453	2,453	4,906	5.0%	245	2,331	2,330	4,661
2	(215) Single-Family Attached Housing	ITE 12th Ed	96	DU	T = 6.57(X)	50%	50%	316	315	631	5.0%	32	300	299	599
							Total:	2,769	2,768	5,537	5.0%	277	2,631	2,629	5,260

B1,C1,F2,F1 AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	850	DU	T = 0.35(X) + 12.93	24%	76%	74	236	310	5.0%	16	70	224	294
2	(215) Single-Family Attached Housing	ITE 12th Ed	96	DU	T = 0.47(X)	25%	75%	11	34	45	5.0%	2	11	32	43
							Total:	85	270	355	5.0%	18	81	256	337

B1,C1,F2,F1 PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	850	DU	T = 0.48(X) + 7.35	62%	38%	257	158	415	5.0%	21	244	150	394
2	(215) Single-Family Attached Housing	ITE 12th Ed	96	DU	T = 0.57(X) - 7.84	57%	43%	27	20	47	5.0%	2	26	19	45
							Total:	284	178	462	5.0%	23	270	169	439

G3 Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(215) Single-Family Attached Housing	ITE 12th Ed	25	DU	T = 6.57(X)	50%	50%	82	82	164	5.0%	8	78	78	156
							Total:	82	82	164	5.0%	8	78	78	156

G3 AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(215) Single-Family Attached Housing	ITE 12th Ed	25	DU	T = 0.47(X)	25%	75%	3	9	12	5.0%	1	3	8	11
							Total:	3	9	12	5.0%	1	3	8	11

G3 PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(215) Single-Family Attached Housing	ITE 12th Ed	25	DU	T = 0.51(X)	57%	43%	7	6	13	5.0%	1	6	6	12
							Total:	7	6	13	5.0%	1	6	6	12

L7 Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(223) Affordable Housing	ITE 12th Ed	102	DU	T = 4.81(X)	50%	50%	246	245	491	5.0%	25	234	232	466
							Total:	246	245	491	5.0%	25	234	232	466

L7 AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(223) Affordable Housing	ITE 12th Ed	102	DU	T = 0.36(X)	29%	71%	11	26	37	5.0%	2	10	25	35
							Total:	11	26	37	5.0%	2	10	25	35

L7 PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(223) Affordable Housing	ITE 12th Ed	102	DU	Ln(T) = 0.72 Ln(X) + 0.64	59%	41%	31	22	53	5.0%	3	29	21	50
							Total:	31	22	53	5.0%	3	29	21	50

O2 Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	75	DU	T = 5.63(X) + 120.45	50%	50%	272	271	543	5.0%	27	259	257	516
							Total:	272	271	543	5.0%	27	259	257	516

O2 AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	75	DU	T = 0.35(X) + 12.93	24%	76%	9	30	39	5.0%	2	9	28	37
							Total:	9	30	39	5.0%	2	9	28	37

O2 PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	75	DU	T = 0.48(X) + 7.35	62%	38%	27	16	43	5.0%	2	26	15	41
							Total:	27	16	43	5.0%	2	26	15	41

Centennial Valley McCaslin Small Area Plan Uses Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(710) General Office Building	ITE 12th Ed	1050	KSF	T = 6.18(X) + 207.96	50%	50%	3,349	3,349	6,698
2	(710) General Office Building	ITE 12th Ed	43.6	KSF	T = 6.18(X) + 207.96	50%	50%	239	239	478
3	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	27.2	LKSF	T = 54.45(X)	50%	50%	741	741	1,482
							Total:	4,329	4,329	8,658

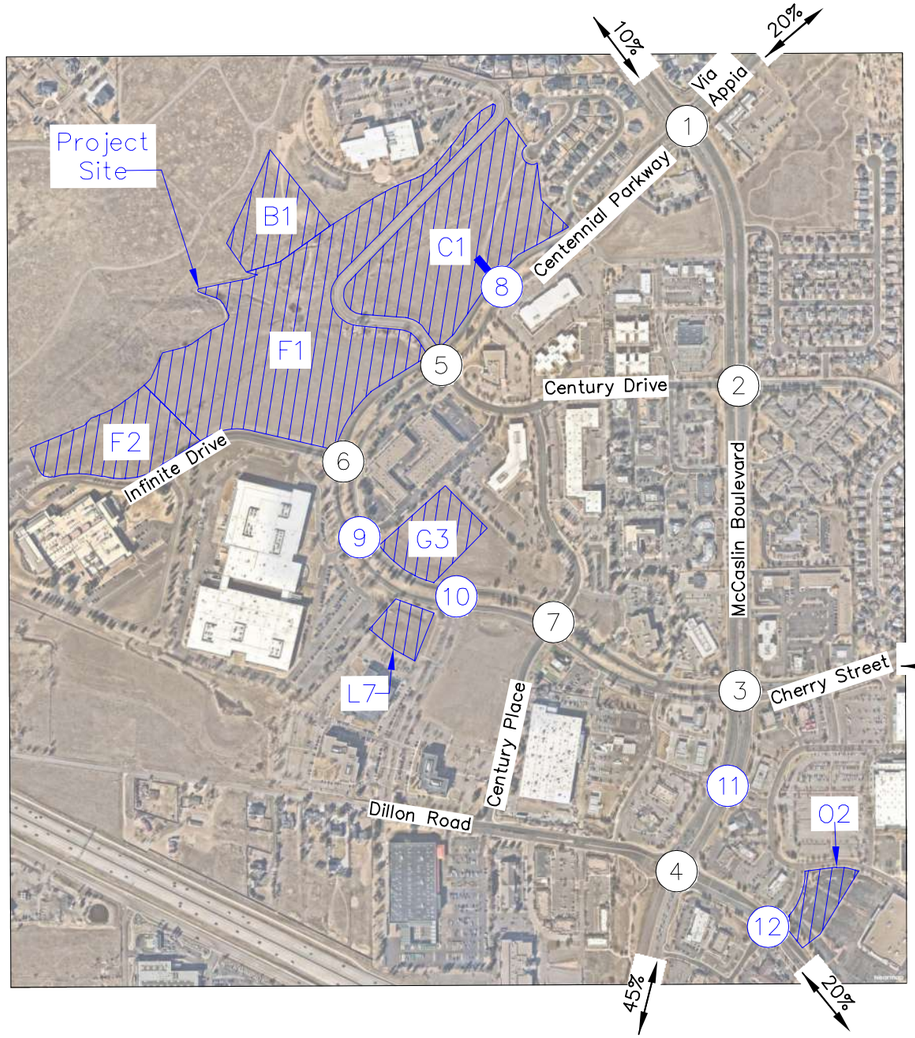
Centennial Valley McCaslin Small Area Plan Uses AM Peak Hour Trip Generation Calculations

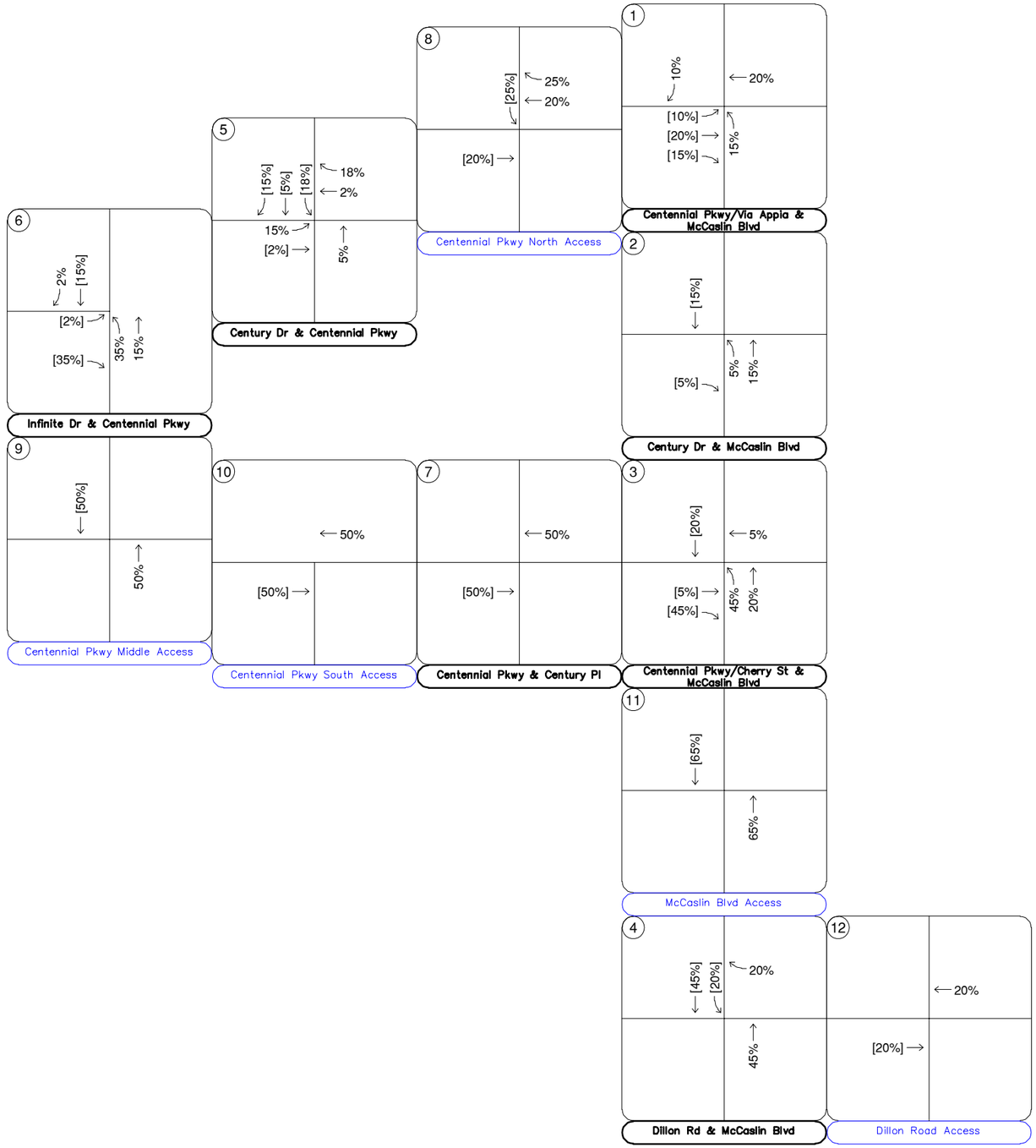
	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(710) General Office Building	ITE 12th Ed	1050	KSF	T = 1.12(X) + 19.95	88%	12%	1,052	144	1,196
2	(710) General Office Building	ITE 12th Ed	43.6	KSF	T = 1.12(X) + 19.95	88%	12%	61	8	69
3	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	27.2	LKSF	T = 3.93(X)	55%	45%	59	48	107
							Total:	1,172	200	1,372

Centennial Valley McCaslin Small Area Plan Uses PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(710) General Office Building	ITE 12th Ed	1050	KSF	T = 0.99(X) + 31.14	16%	84%	171	900	1,071
2	(710) General Office Building	ITE 12th Ed	43.6	KSF	T = 0.99(X) + 31.14	16%	84%	12	62	74
3	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	27.2	LKSF	Ln(T) = 0.68 Ln(X) + 2.77	50%	50%	76	75	151
							Total:	259	1,037	1,296

Appendix E: Zone Distribution and Assignment

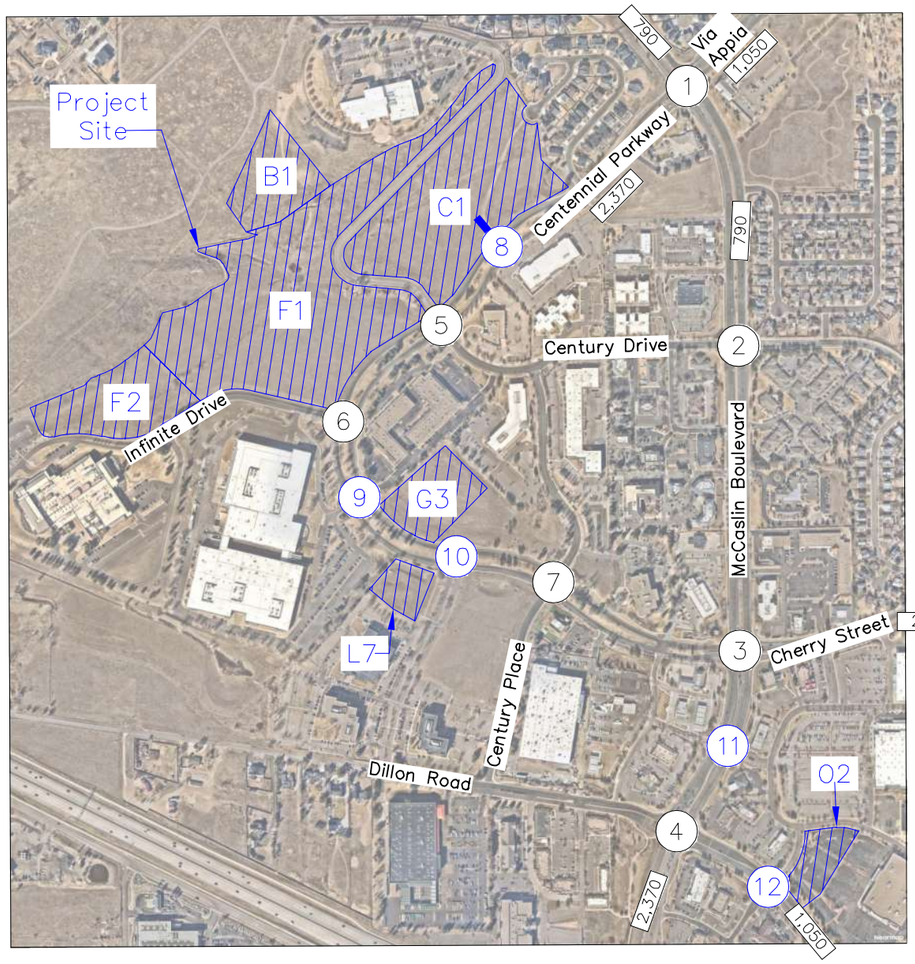




LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XX% External Trip Distribution Percentage
- XX%[XX%] Entering[Exiting] Trip Distribution Percentage

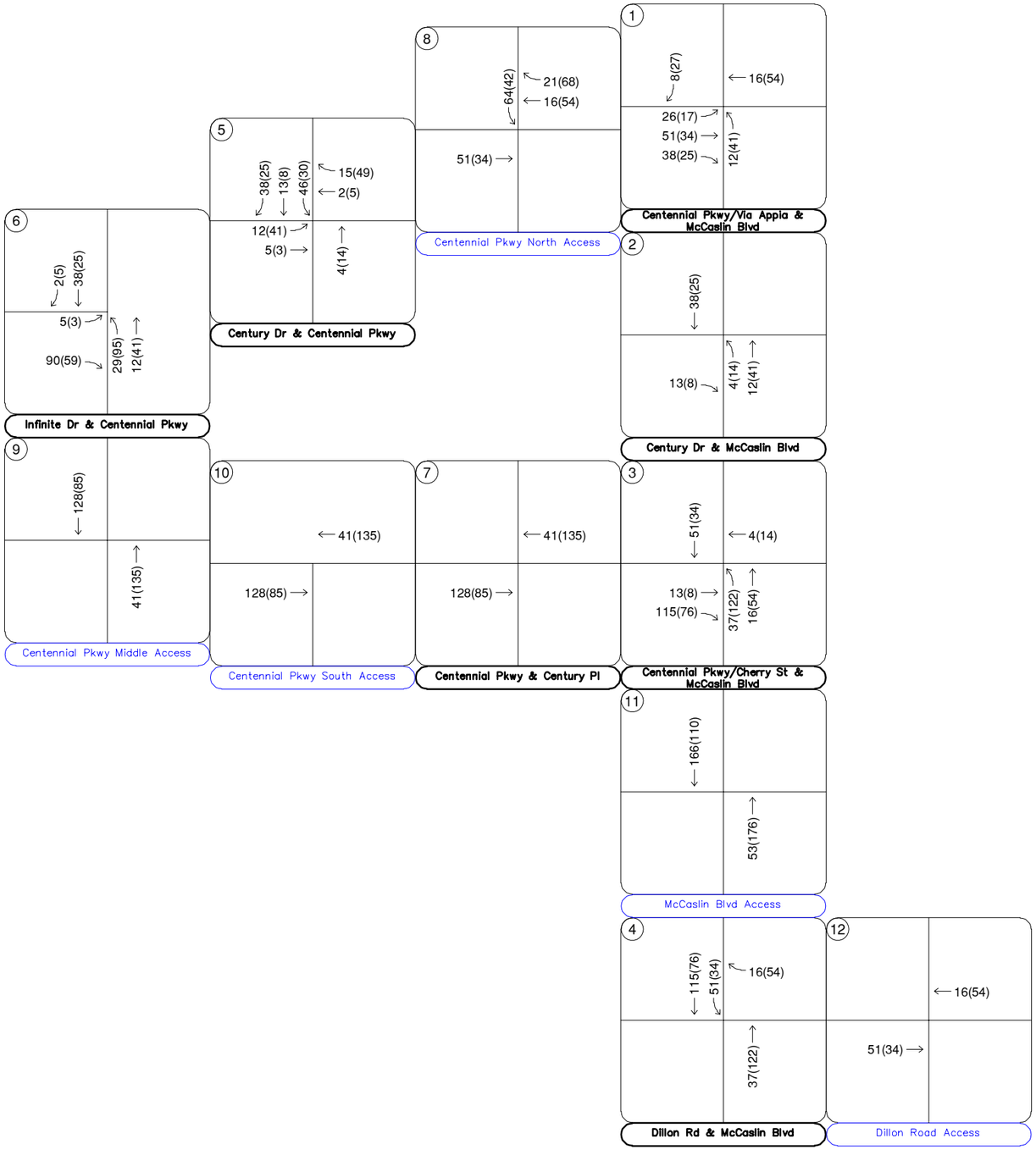
FIGURE A
Centennial Valley Residential
Louisville, Colorado
B1, C1, F1, F2 Trip Distribution

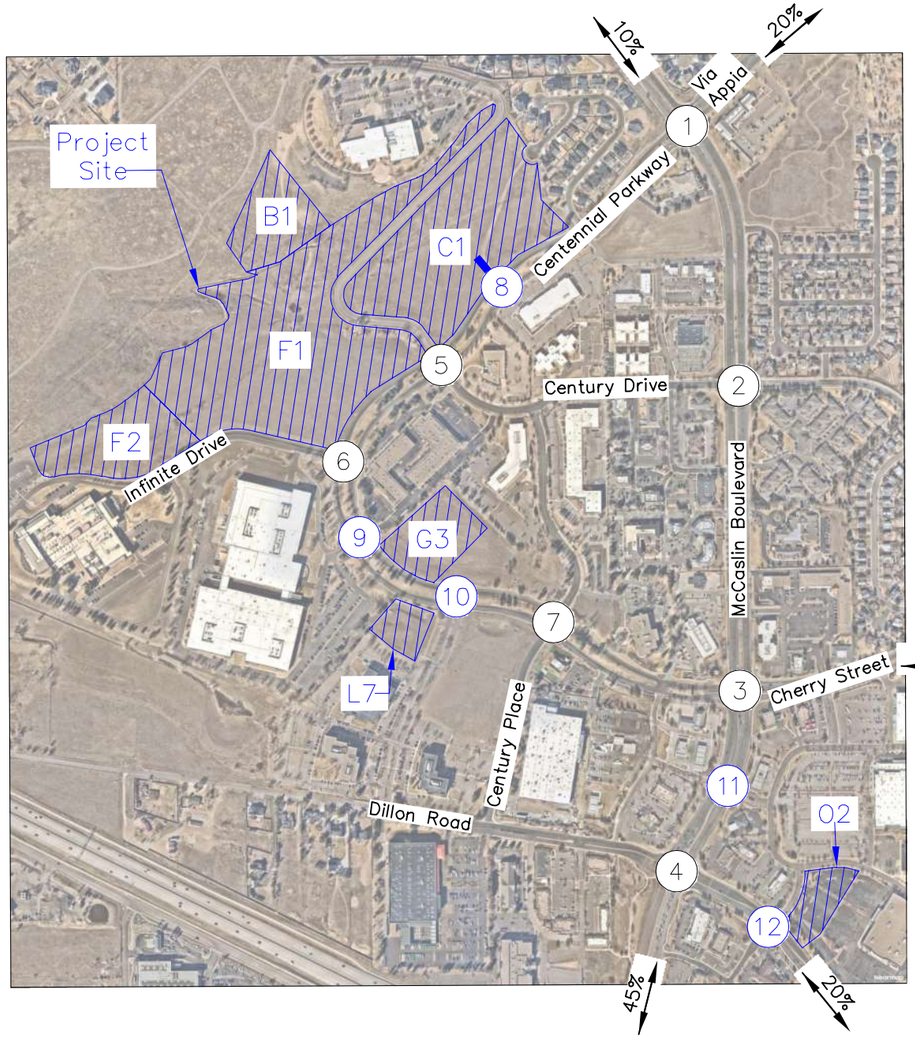


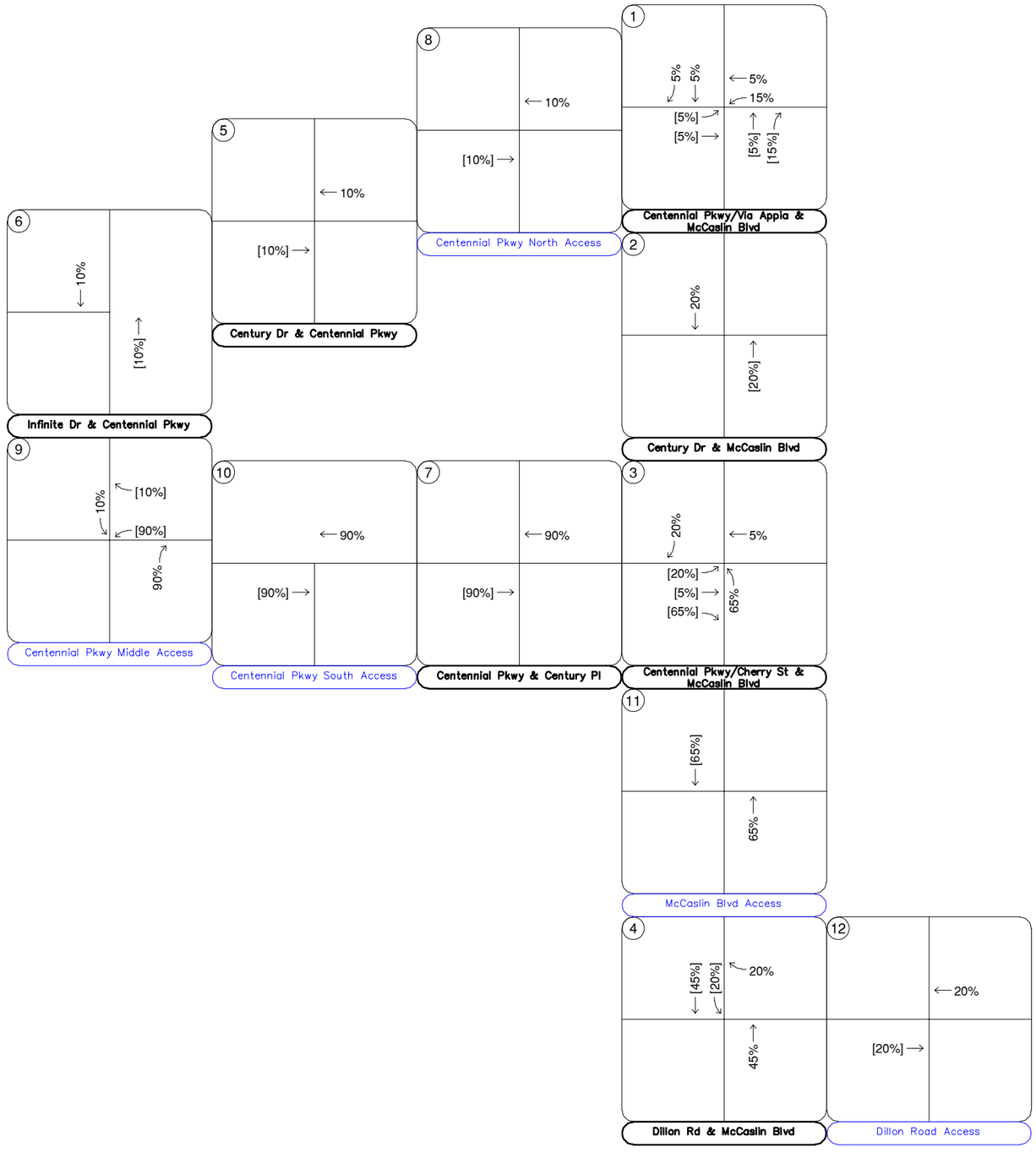
LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE B
Centennial Valley Residential
Louisville, Colorado
B1, C1, F1, F2 Traffic Assignment





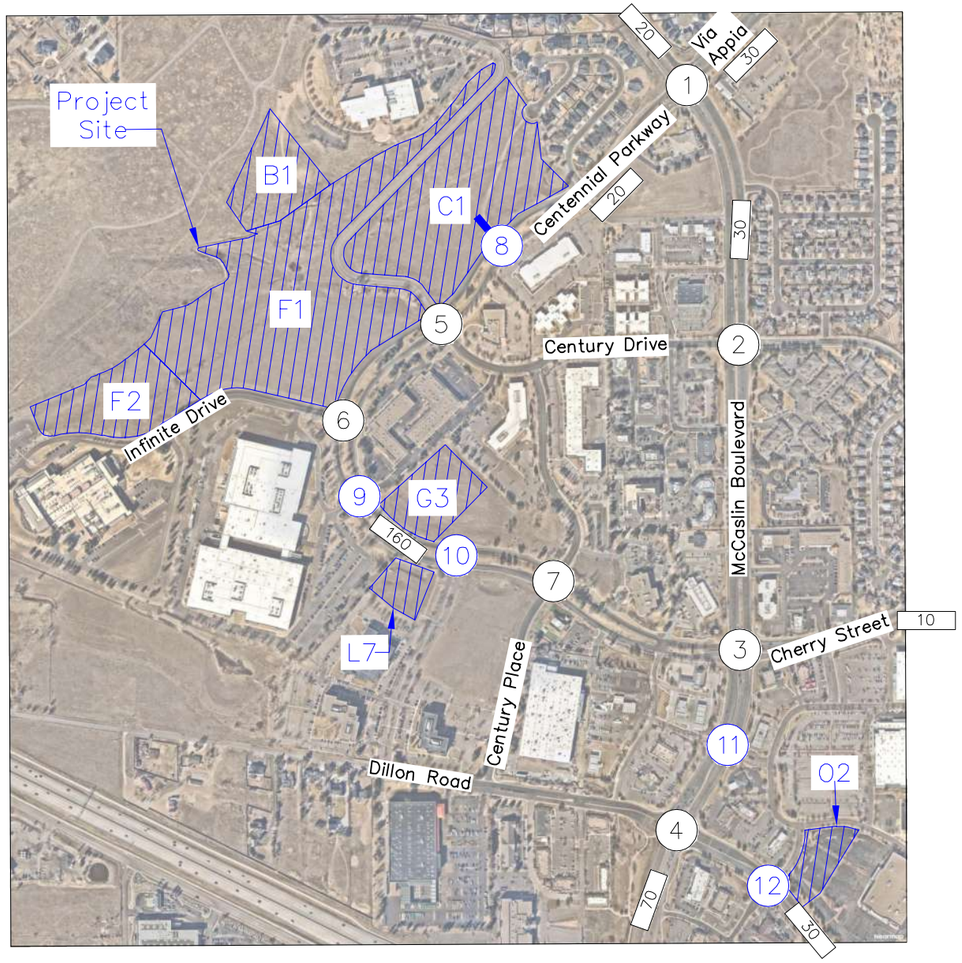


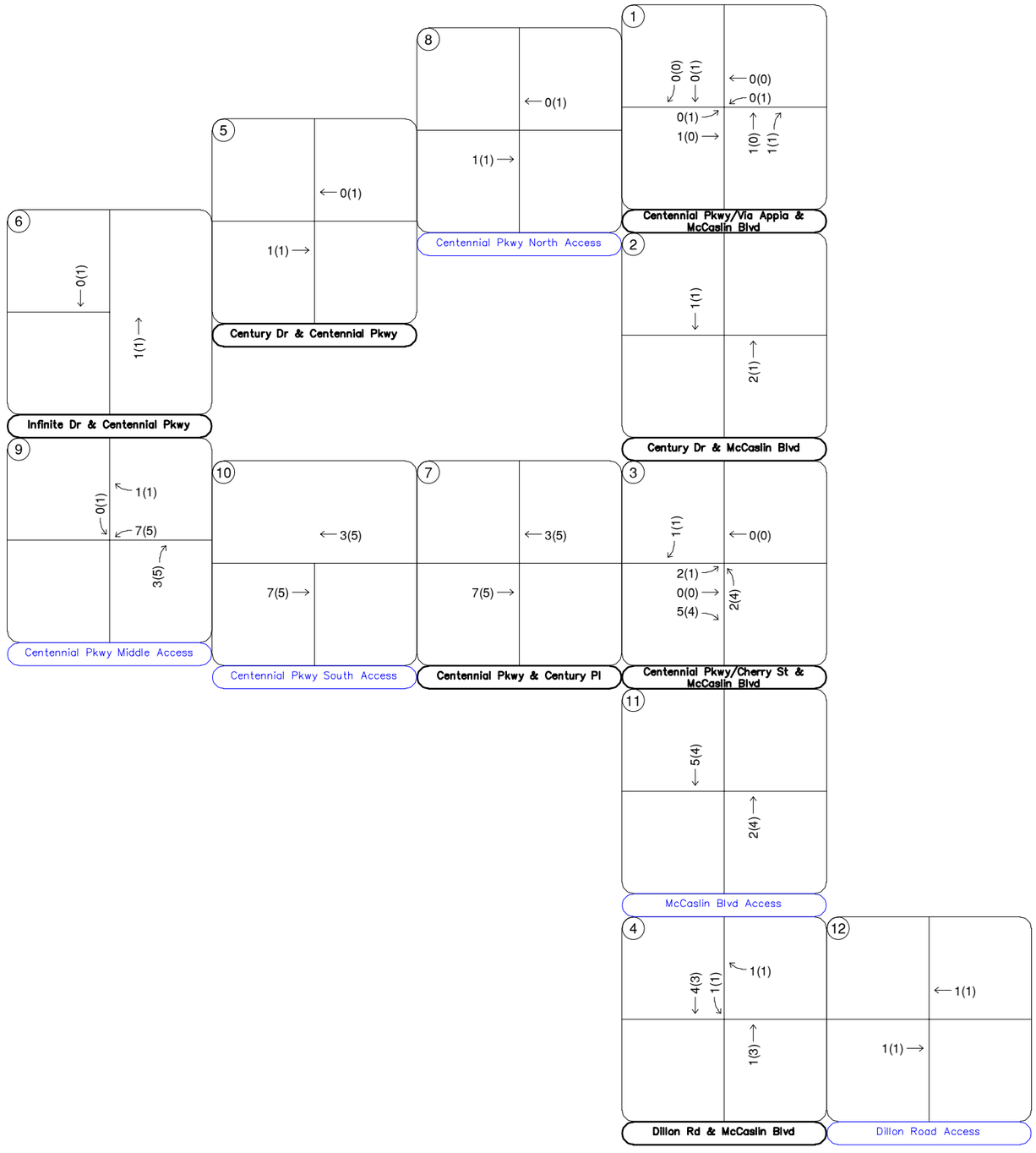
LEGEND

- X — Study Area Key Intersection
- X — Project Access Intersection
- XX% — External Trip Distribution Percentage
- XX%[XX%] — Entering[Exiting] Trip Distribution Percentage

FIGURE C
Centennial Valley Residential
Louisville, Colorado
G3 Project Trip Distribution

NTS 296402000

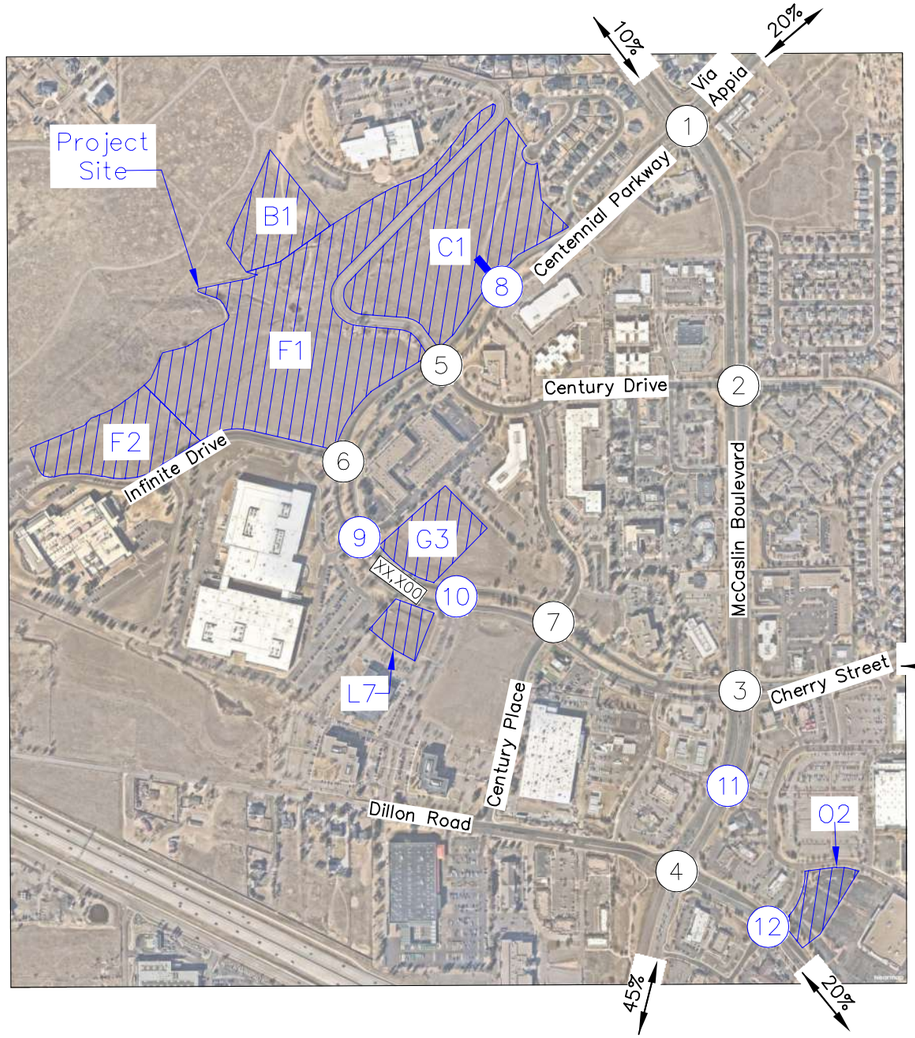


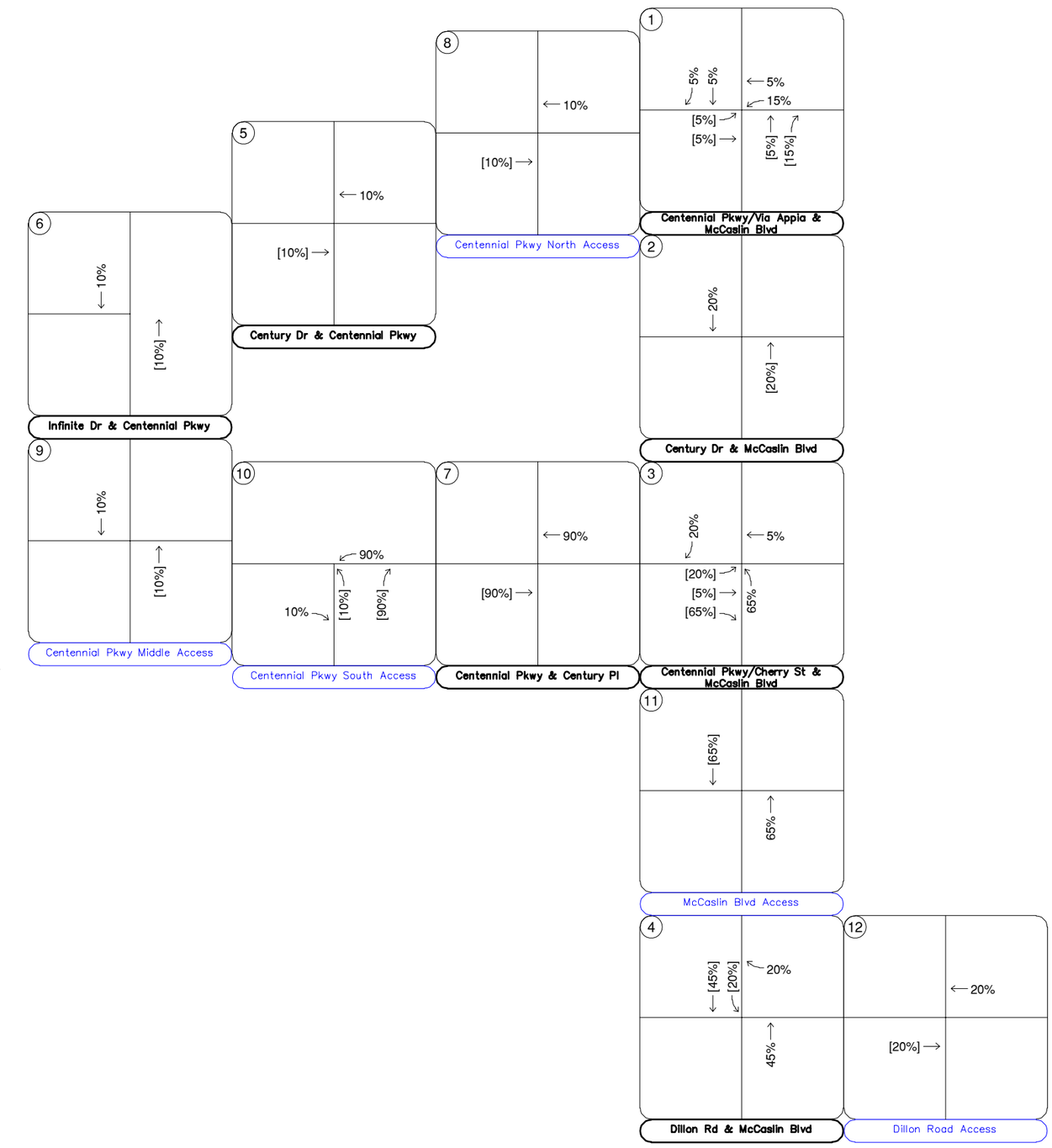


LEGEND

X	Study Area Key Intersection
X	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE D
Centennial Valley Residential
Louisville, Colorado
G3 Project Traffic Assignment

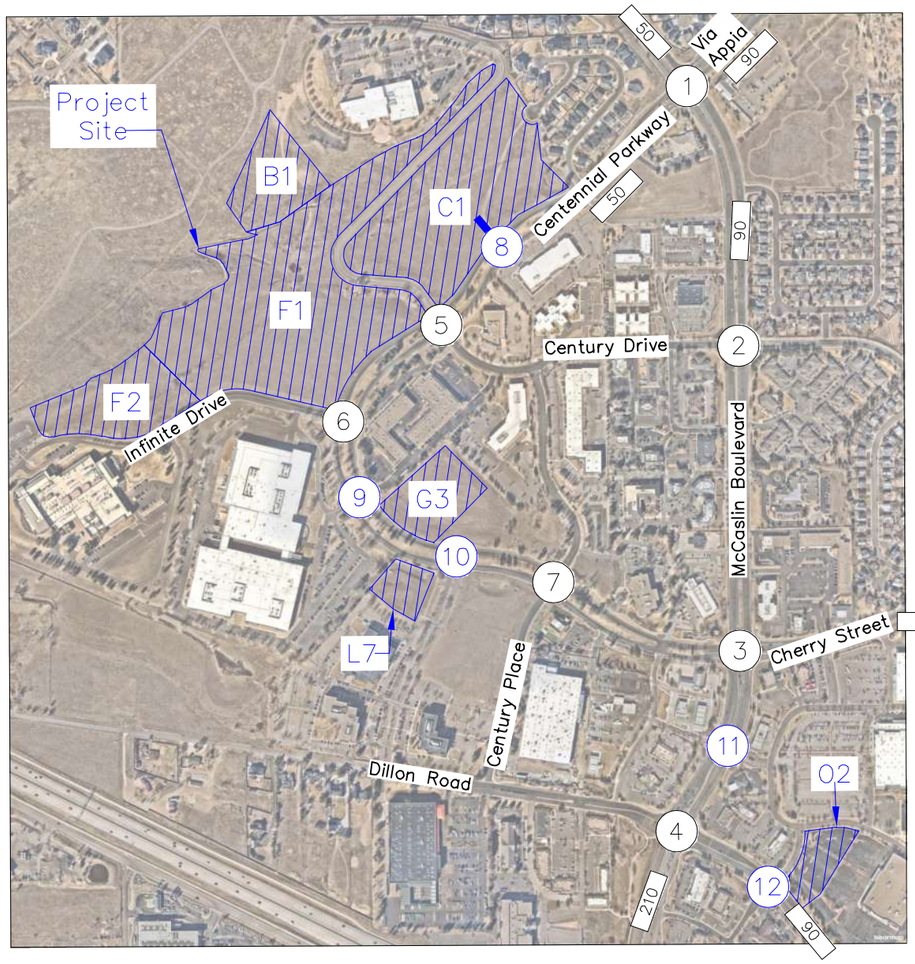


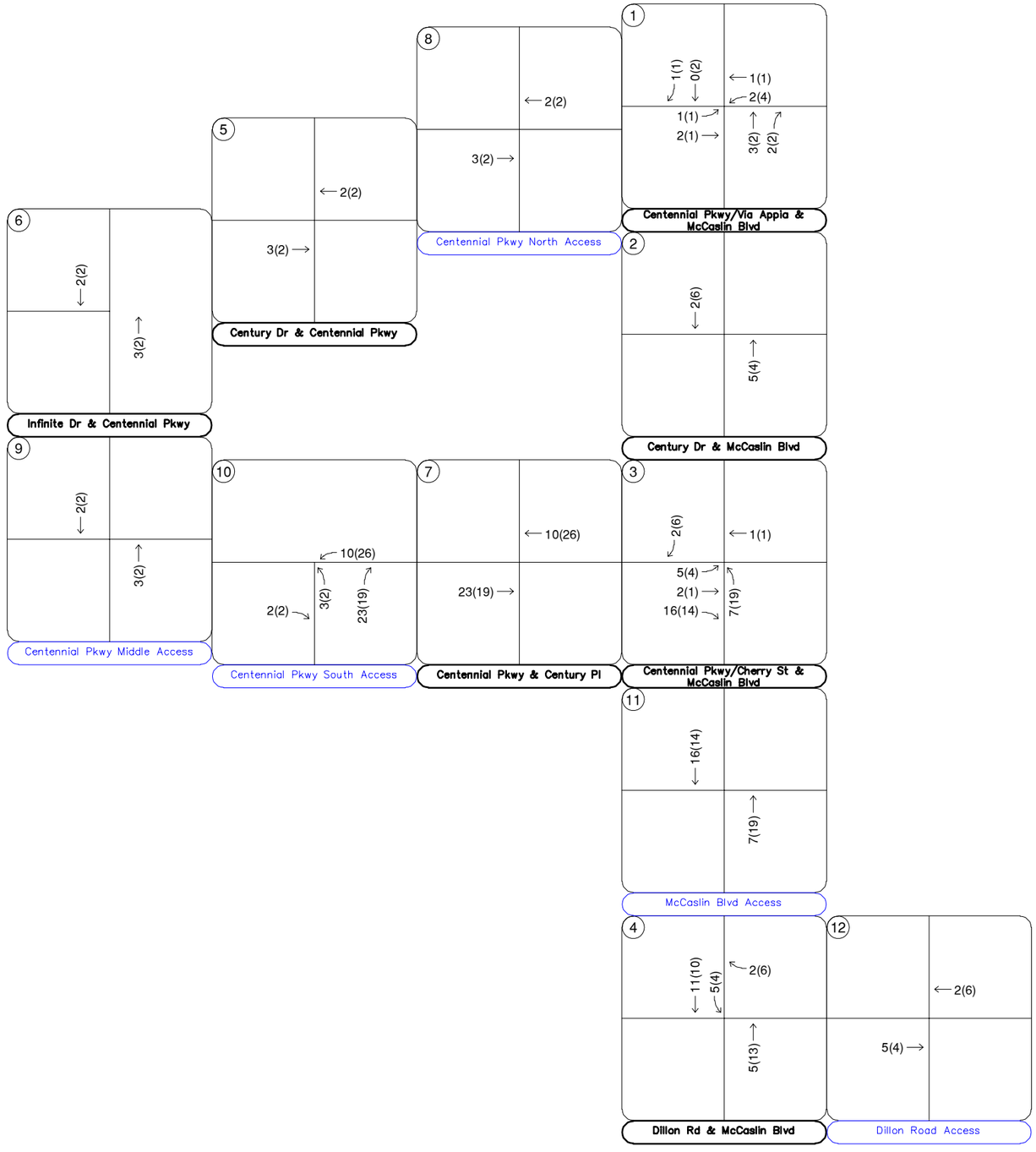


LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XX% External Trip Distribution Percentage
- XX%[XX%] Entering[Exiting] Trip Distribution Percentage

FIGURE E
Centennial Valley Residential
Louisville, Colorado
L7 Project Trip Distribution



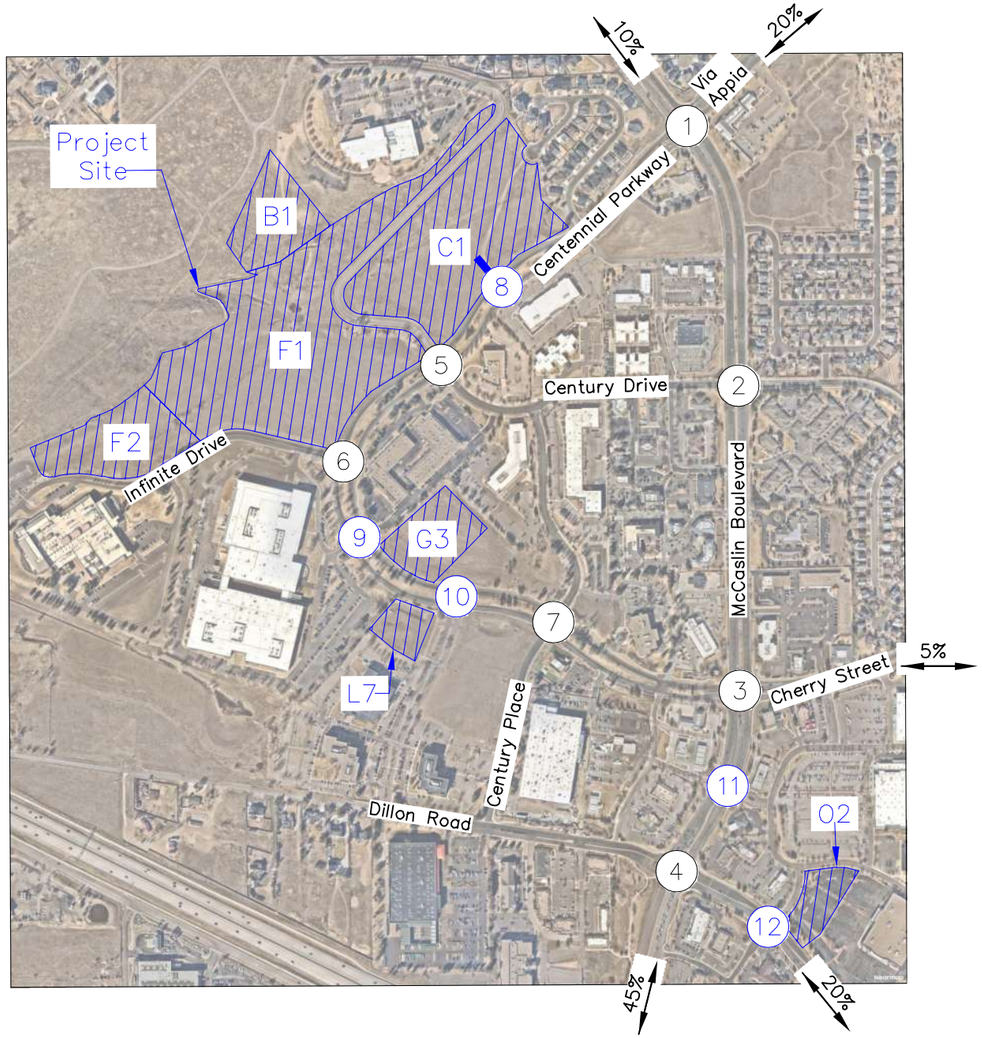


LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE F
Centennial Valley Residential
Louisville, Colorado
L7 Project Traffic Assignment

Kimley»Horn NORTH
NTS 296402000



LEGEND

X	Study Area Key Intersection
X	Project Access Intersection
XX%	External Trip Distribution Percentage
XX%[XX%]	Entering[Exiting] Trip Distribution Percentage

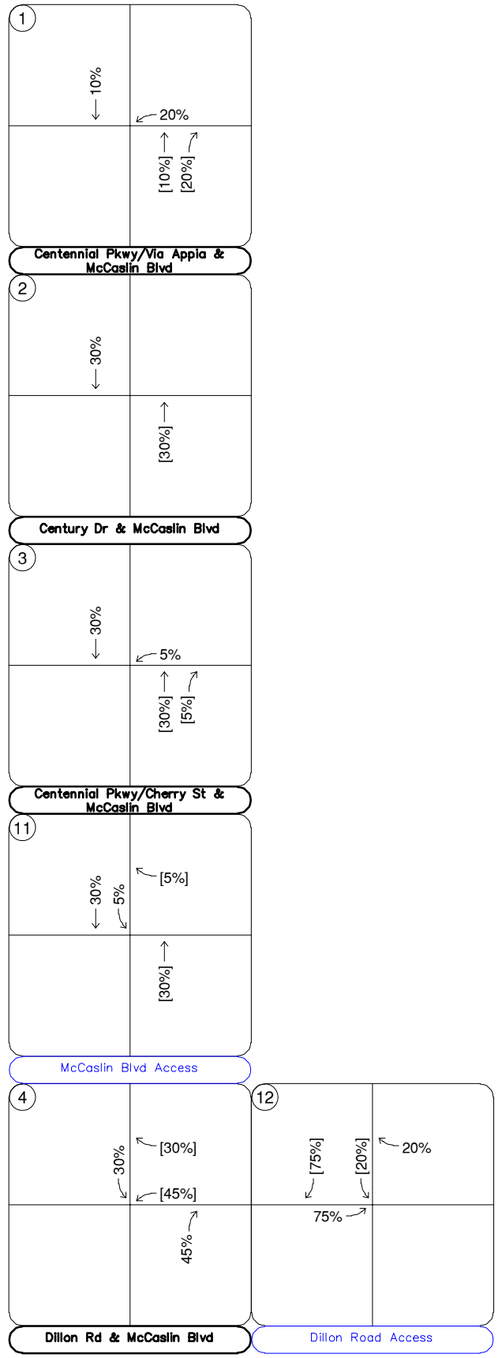
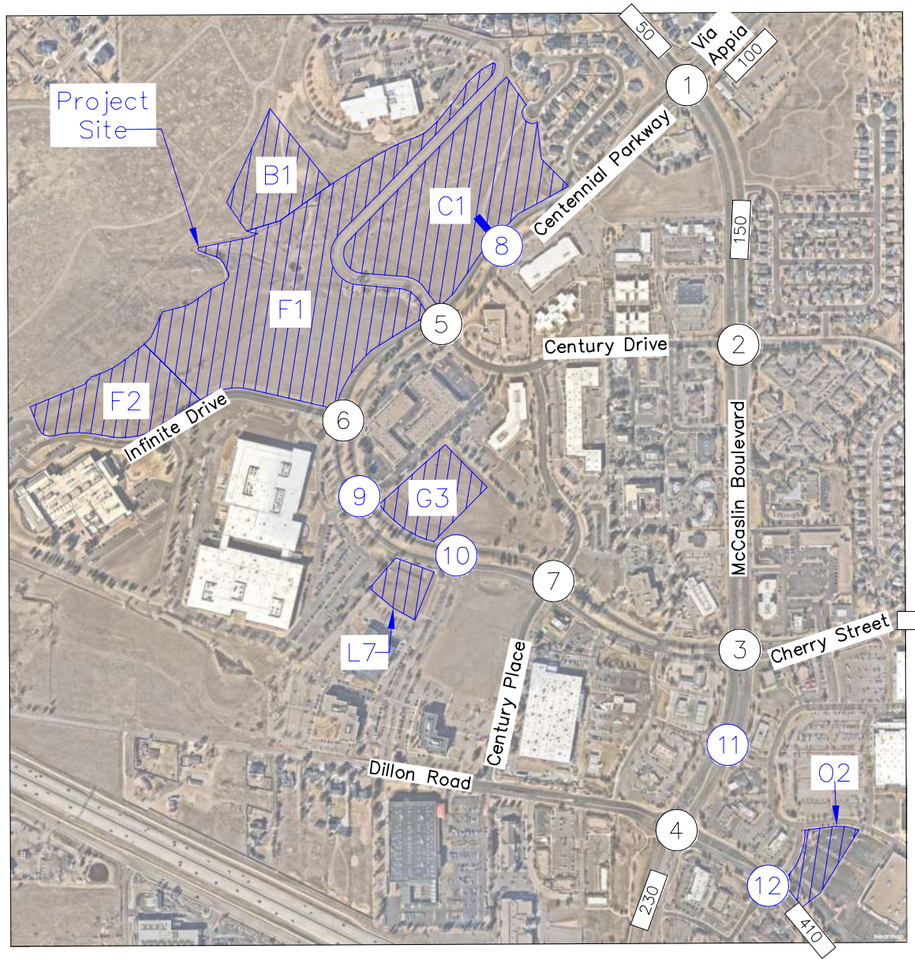
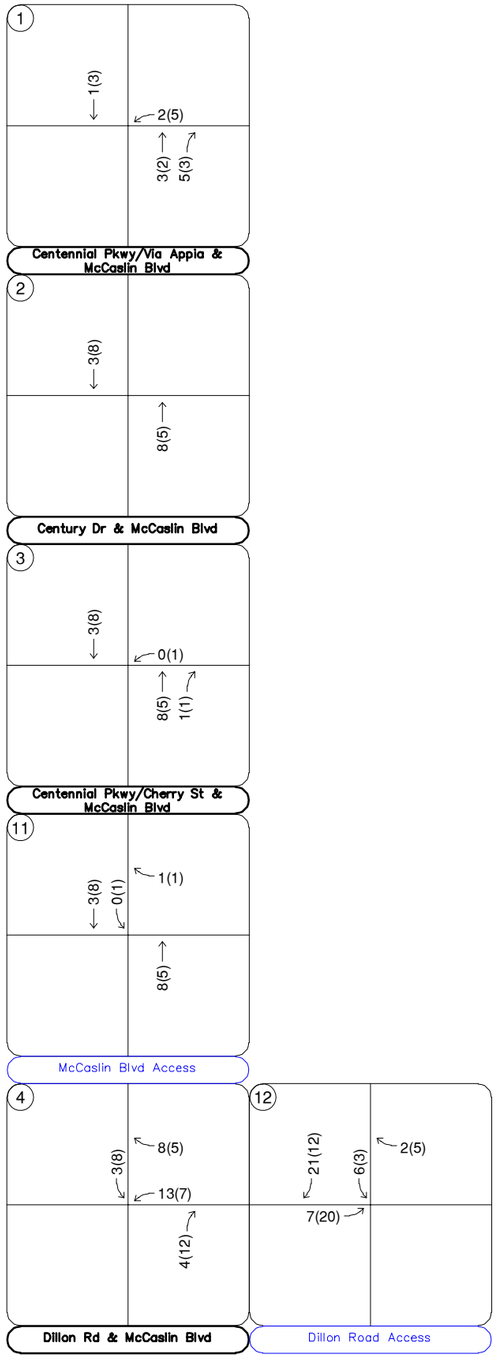


FIGURE G
Centennial Valley Residential
Louisville, Colorado
O2 Project Trip Distribution

Kimley»Horn





LEGEND

(X)	Study Area Key Intersection
(X)	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE H
Centennial Valley Residential
Louisville, Colorado
02 Project Traffic Assignment

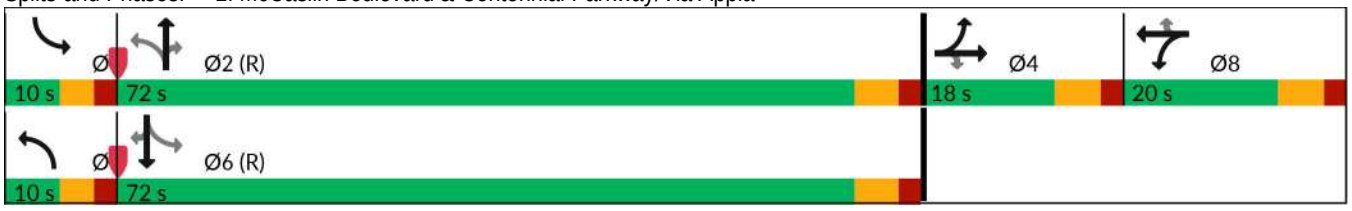
Appendix F: Intersection Analysis Worksheets

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	16	8	300	79	115	11	475	269	45	417	48
Future Volume (vph)	18	16	8	300	79	115	11	475	269	45	417	48
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	72.0	72.0	10.0	72.0	72.0
Total Split (%)	15.0%	15.0%	15.0%	16.7%	16.7%	16.7%	8.3%	60.0%	60.0%	8.3%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	16	8	300	79	115	11	475	269	45	417	48
Future Volume (veh/h)	18	16	8	300	79	115	11	475	269	45	417	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	19	17	0	319	84	0	12	505	0	48	444	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h	52	103		377	204		645	2210		689	2333	
Arrive On Green	0.03	0.03	0.00	0.11	0.11	0.00	0.03	1.00	0.00	0.03	0.66	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1739	3469	1547	1781	3554	1585
Grp Volume(v), veh/h	19	17	0	319	84	0	12	505	0	48	444	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1739	1735	1547	1781	1777	1585
Q Serve(g_s), s	1.3	0.6	0.0	10.9	5.0	0.0	0.3	0.0	0.0	1.1	5.9	0.0
Cycle Q Clear(g_c), s	1.3	0.6	0.0	10.9	5.0	0.0	0.3	0.0	0.0	1.1	5.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	103		377	204		645	2210		689	2333	
V/C Ratio(X)	0.37	0.16		0.85	0.41		0.02	0.23		0.07	0.19	
Avail Cap(c_a), veh/h	178	355		403	218		693	2210		704	2333	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.99	0.99	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	56.8	0.0	52.5	49.9	0.0	7.3	0.0	0.0	6.7	8.1	0.0
Incr Delay (d2), s/veh	4.3	0.7	0.0	14.6	1.3	0.0	0.0	0.2	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.0	5.5	2.4	0.0	0.1	0.1	0.0	0.4	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	57.6	0.0	67.1	51.2	0.0	7.3	0.2	0.0	6.7	8.3	0.0
LnGrp LOS	E	E		E	D		A	A		A	A	
Approach Vol, veh/h		36			403			517			492	
Approach Delay, s/veh		59.6			63.8			0.4			8.1	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	82.4		9.5	6.6	84.8		19.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	66.0		12.0	5.0	66.0		14.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		3.3	2.3	7.9		12.9				
Green Ext Time (p_c), s	0.0	3.9		0.0	0.0	3.4		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	22.1	
HCM 7th LOS	C	

Notes

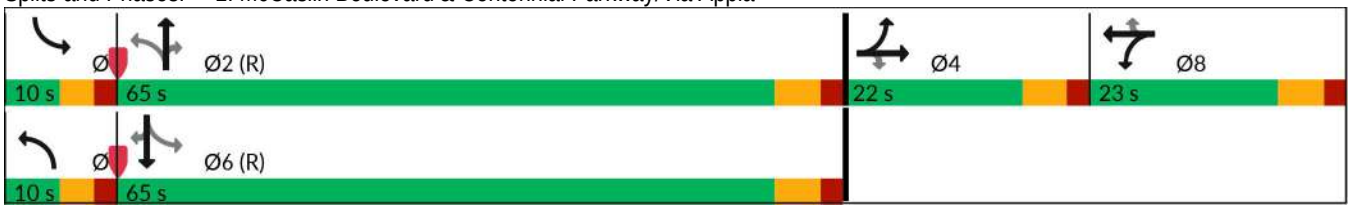
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	102	12	305	22	58	6	456	455	122	823	21
Future Volume (vph)	26	102	12	305	22	58	6	456	455	122	823	21
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	23.0	23.0	23.0	10.0	65.0	65.0	10.0	65.0	65.0
Total Split (%)	18.3%	18.3%	18.3%	19.2%	19.2%	19.2%	8.3%	54.2%	54.2%	8.3%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	102	12	305	22	58	6	456	455	122	823	21
Future Volume (veh/h)	26	102	12	305	22	58	6	456	455	122	823	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	110	0	328	24	0	6	490	0	131	885	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	178		393	213		398	2143		681	2264	
Arrive On Green	0.05	0.05	0.00	0.11	0.11	0.00	0.01	1.00	0.00	0.04	0.64	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	28	110	0	328	24	0	6	490	0	131	885	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.8	3.6	0.0	11.2	1.4	0.0	0.2	0.0	0.0	3.3	14.4	0.0
Cycle Q Clear(g_c), s	1.8	3.6	0.0	11.2	1.4	0.0	0.2	0.0	0.0	3.3	14.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	178		393	213		398	2143		681	2264	
V/C Ratio(X)	0.31	0.62		0.83	0.11		0.02	0.23		0.19	0.39	
Avail Cap(c_a), veh/h	238	474		490	265		459	2143		681	2264	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.97	0.97	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.0	55.9	0.0	52.1	47.7	0.0	9.5	0.0	0.0	7.8	10.5	0.0
Incr Delay (d2), s/veh	2.0	3.5	0.0	9.9	0.2	0.0	0.0	0.2	0.0	0.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.7	0.0	5.4	0.7	0.0	0.1	0.1	0.0	1.2	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.0	59.3	0.0	61.9	48.0	0.0	9.6	0.2	0.0	7.9	11.0	0.0
LnGrp LOS	E	E		E	D		A	A		A	B	
Approach Vol, veh/h		138			352			496			1016	
Approach Delay, s/veh		58.9			61.0			0.4			10.6	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	78.3		12.0	5.9	82.4		19.6				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	59.0		16.0	5.0	59.0		17.0				
Max Q Clear Time (g_c+I1), s	5.3	2.0		5.6	2.2	16.4		13.2				
Green Ext Time (p_c), s	0.0	3.8		0.4	0.0	7.7		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		20.3
HCM 7th LOS		C

Notes

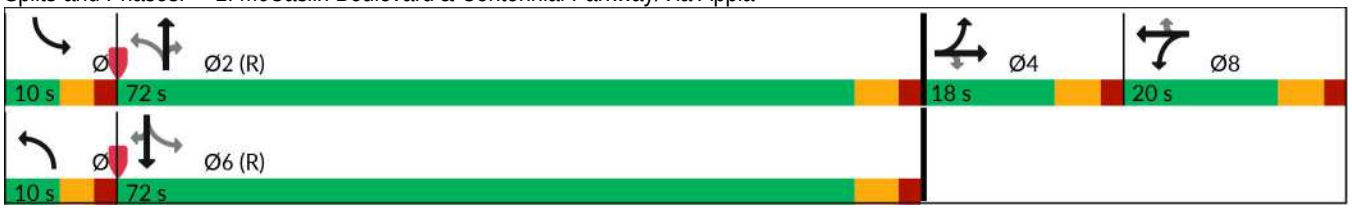
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	17	8	312	82	120	11	537	280	47	492	50
Future Volume (vph)	19	17	8	312	82	120	11	537	280	47	492	50
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	72.0	72.0	10.0	72.0	72.0
Total Split (%)	15.0%	15.0%	15.0%	16.7%	16.7%	16.7%	8.3%	60.0%	60.0%	8.3%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	17	8	312	82	120	11	537	280	47	492	50
Future Volume (veh/h)	19	17	8	312	82	120	11	537	280	47	492	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	20	18	0	332	87	0	12	571	0	50	523	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h	53	106		388	210		592	2194		652	2319	
Arrive On Green	0.03	0.03	0.00	0.11	0.11	0.00	0.03	1.00	0.00	0.03	0.65	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1739	3469	1547	1781	3554	1585
Grp Volume(v), veh/h	20	18	0	332	87	0	12	571	0	50	523	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1739	1735	1547	1781	1777	1585
Q Serve(g_s), s	1.3	0.6	0.0	11.3	5.2	0.0	0.3	0.0	0.0	1.2	7.2	0.0
Cycle Q Clear(g_c), s	1.3	0.6	0.0	11.3	5.2	0.0	0.3	0.0	0.0	1.2	7.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	106		388	210		592	2194		652	2319	
V/C Ratio(X)	0.38	0.17		0.86	0.41		0.02	0.26		0.08	0.23	
Avail Cap(c_a), veh/h	178	355		403	218		641	2194		666	2319	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.99	0.99	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.1	56.8	0.0	52.3	49.6	0.0	7.6	0.0	0.0	6.9	8.5	0.0
Incr Delay (d2), s/veh	4.3	0.7	0.0	16.1	1.3	0.0	0.0	0.3	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.3	0.0	5.8	2.5	0.0	0.1	0.1	0.0	0.4	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	57.5	0.0	68.4	50.9	0.0	7.6	0.3	0.0	6.9	8.7	0.0
LnGrp LOS	E	E		E	D		A	A		A	A	
Approach Vol, veh/h		38			419			583			573	
Approach Delay, s/veh		59.6			64.8			0.4			8.6	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	81.9		9.6	6.6	84.3		19.5				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	66.0		12.0	5.0	66.0		14.0				
Max Q Clear Time (g_c+I1), s	3.2	2.0		3.3	2.3	9.2		13.3				
Green Ext Time (p_c), s	0.0	4.5		0.0	0.0	4.1		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C

Notes

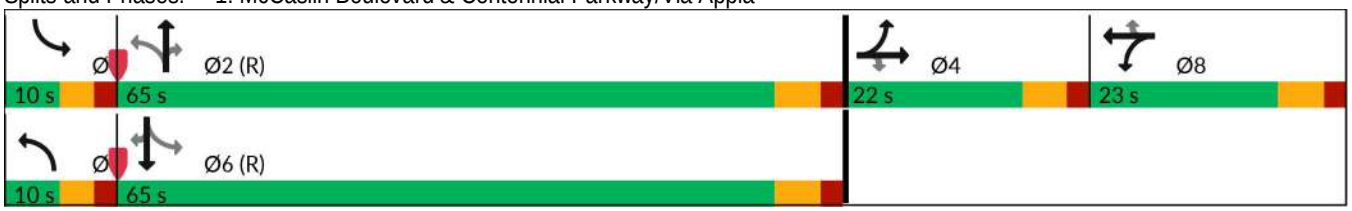
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	106	12	317	23	60	6	570	473	127	951	22
Future Volume (vph)	27	106	12	317	23	60	6	570	473	127	951	22
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	23.0	23.0	23.0	10.0	65.0	65.0	10.0	65.0	65.0
Total Split (%)	18.3%	18.3%	18.3%	19.2%	19.2%	19.2%	8.3%	54.2%	54.2%	8.3%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	106	12	317	23	60	6	570	473	127	951	22
Future Volume (veh/h)	27	106	12	317	23	60	6	570	473	127	951	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	114	0	341	25	0	6	613	0	137	1023	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	183		405	219		340	2125		618	2247	
Arrive On Green	0.05	0.05	0.00	0.12	0.12	0.00	0.02	1.00	0.00	0.04	0.63	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	29	114	0	341	25	0	6	613	0	137	1023	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.9	3.8	0.0	11.6	1.4	0.0	0.2	0.0	0.0	3.5	17.8	0.0
Cycle Q Clear(g_c), s	1.9	3.8	0.0	11.6	1.4	0.0	0.2	0.0	0.0	3.5	17.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	183		405	219		340	2125		618	2247	
V/C Ratio(X)	0.32	0.62		0.84	0.11		0.02	0.29		0.22	0.46	
Avail Cap(c_a), veh/h	238	474		490	265		401	2125		618	2247	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.96	0.96	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.9	55.8	0.0	51.9	47.4	0.0	10.1	0.0	0.0	8.0	11.4	0.0
Incr Delay (d2), s/veh	2.0	3.5	0.0	10.8	0.2	0.0	0.0	0.3	0.0	0.2	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.8	0.0	5.6	0.7	0.0	0.1	0.1	0.0	1.3	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.8	59.3	0.0	62.7	47.6	0.0	10.1	0.3	0.0	8.2	12.1	0.0
LnGrp LOS	E	E		E	D		B	A		A	B	
Approach Vol, veh/h		143			366			619			1160	
Approach Delay, s/veh		58.8			61.6			0.4			11.6	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	77.8		12.2	5.9	81.9		20.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	59.0		16.0	5.0	59.0		17.0				
Max Q Clear Time (g_c+I1), s	5.5	2.0		5.8	2.2	19.8		13.6				
Green Ext Time (p_c), s	0.0	4.9		0.4	0.0	9.4		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

Notes

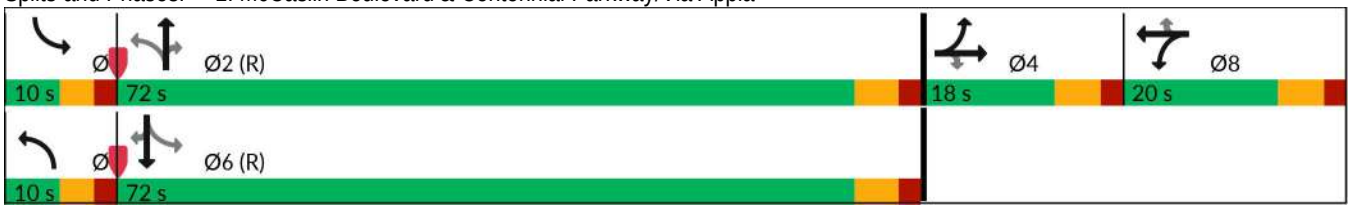
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	71	46	316	99	120	23	542	288	47	493	59
Future Volume (vph)	46	71	46	316	99	120	23	542	288	47	493	59
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	72.0	72.0	10.0	72.0	72.0
Total Split (%)	15.0%	15.0%	15.0%	16.7%	16.7%	16.7%	8.3%	60.0%	60.0%	8.3%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	71	46	316	99	120	23	542	288	47	493	59
Future Volume (veh/h)	46	71	46	316	99	120	23	542	288	47	493	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	49	76	0	336	105	0	24	577	0	50	524	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h	80	160		391	212		583	2138		636	2229	
Arrive On Green	0.04	0.04	0.00	0.11	0.11	0.00	0.05	1.00	0.00	0.03	0.63	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1739	3469	1547	1781	3554	1585
Grp Volume(v), veh/h	49	76	0	336	105	0	24	577	0	50	524	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1739	1735	1547	1781	1777	1585
Q Serve(g_s), s	3.2	2.5	0.0	11.5	6.3	0.0	0.6	0.0	0.0	1.2	7.7	0.0
Cycle Q Clear(g_c), s	3.2	2.5	0.0	11.5	6.3	0.0	0.6	0.0	0.0	1.2	7.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	160		391	212		583	2138		636	2229	
V/C Ratio(X)	0.61	0.48		0.86	0.50		0.04	0.27		0.08	0.24	
Avail Cap(c_a), veh/h	178	355		403	218		615	2138		650	2229	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.99	0.99	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.3	55.9	0.0	52.3	50.0	0.0	7.9	0.0	0.0	7.6	9.8	0.0
Incr Delay (d2), s/veh	7.3	2.2	0.0	16.5	1.8	0.0	0.0	0.3	0.0	0.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.2	0.0	5.9	3.1	0.0	0.2	0.1	0.0	0.5	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.6	58.1	0.0	68.7	51.8	0.0	7.9	0.3	0.0	7.6	10.0	0.0
LnGrp LOS	E	E		E	D		A	A		A	B	
Approach Vol, veh/h		125			441			601			574	
Approach Delay, s/veh		60.3			64.7			0.6			9.8	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	80.0		11.4	7.8	81.3		19.6				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	66.0		12.0	5.0	66.0		14.0				
Max Q Clear Time (g_c+I1), s	3.2	2.0		5.2	2.6	9.7		13.5				
Green Ext Time (p_c), s	0.0	4.6		0.2	0.0	4.1		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	24.2	
HCM 7th LOS	C	

Notes

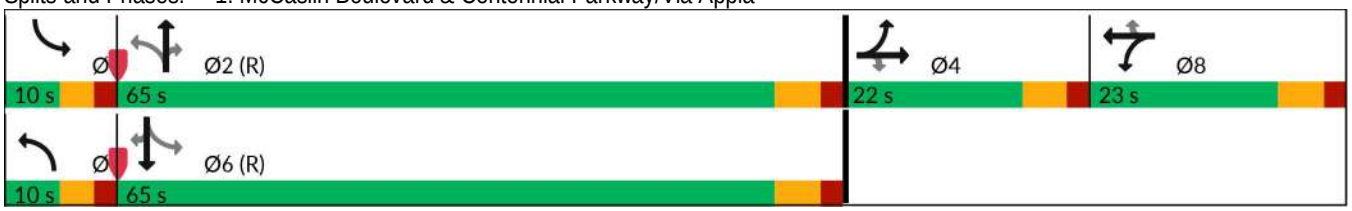
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	141	37	327	78	60	47	573	479	127	956	50
Future Volume (vph)	46	141	37	327	78	60	47	573	479	127	956	50
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	23.0	23.0	23.0	10.0	65.0	65.0	10.0	65.0	65.0
Total Split (%)	18.3%	18.3%	18.3%	19.2%	19.2%	19.2%	8.3%	54.2%	54.2%	8.3%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	141	37	327	78	60	47	573	479	127	956	50
Future Volume (veh/h)	46	141	37	327	78	60	47	573	479	127	956	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	152	0	352	84	0	51	616	0	137	1028	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	226		418	226		353	2068		604	2095	
Arrive On Green	0.06	0.06	0.00	0.12	0.12	0.00	0.07	1.00	0.00	0.04	0.59	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	49	152	0	352	84	0	51	616	0	137	1028	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.2	5.0	0.0	12.0	5.0	0.0	1.3	0.0	0.0	3.8	20.0	0.0
Cycle Q Clear(g_c), s	3.2	5.0	0.0	12.0	5.0	0.0	1.3	0.0	0.0	3.8	20.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	226		418	226		353	2068		604	2095	
V/C Ratio(X)	0.43	0.67		0.84	0.37		0.14	0.30		0.23	0.49	
Avail Cap(c_a), veh/h	238	474		490	265		366	2068		604	2095	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.95	0.95	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.1	55.0	0.0	51.6	48.5	0.0	10.4	0.0	0.0	9.2	14.2	0.0
Incr Delay (d2), s/veh	2.6	3.4	0.0	11.1	1.0	0.0	0.2	0.4	0.0	0.2	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.4	0.0	5.8	2.4	0.0	0.5	0.1	0.0	1.5	8.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.7	58.4	0.0	62.7	49.6	0.0	10.6	0.4	0.0	9.4	15.0	0.0
LnGrp LOS	E	E		E	D		B	A		A	B	
Approach Vol, veh/h		201			436			667			1165	
Approach Delay, s/veh		58.0			60.2			1.1			14.4	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	75.8		13.6	9.1	76.8		20.5				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	59.0		16.0	5.0	59.0		17.0				
Max Q Clear Time (g_c+I1), s	5.8	2.0		7.0	3.3	22.0		14.0				
Green Ext Time (p_c), s	0.0	4.9		0.6	0.0	9.3		0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh	22.4	
HCM 7th LOS	C	

Notes

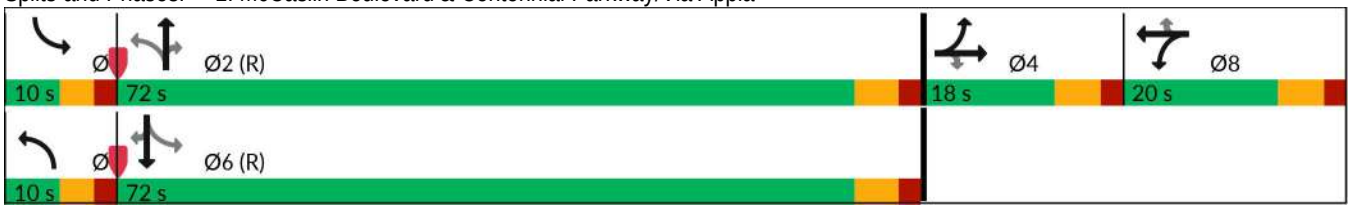
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	20	10	381	100	146	14	647	342	57	588	61
Future Volume (vph)	23	20	10	381	100	146	14	647	342	57	588	61
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	72.0	72.0	10.0	72.0	72.0
Total Split (%)	15.0%	15.0%	15.0%	16.7%	16.7%	16.7%	8.3%	60.0%	60.0%	8.3%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	20	10	381	100	146	14	647	342	57	588	61
Future Volume (veh/h)	23	20	10	381	100	146	14	647	342	57	588	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	24	21	0	405	106	0	15	688	0	61	626	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h	58	115		403	218		531	2162		595	2285	
Arrive On Green	0.03	0.03	0.00	0.12	0.12	0.00	0.03	1.00	0.00	0.04	0.64	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1739	3469	1547	1781	3554	1585
Grp Volume(v), veh/h	24	21	0	405	106	0	15	688	0	61	626	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1739	1735	1547	1781	1777	1585
Q Serve(g_s), s	1.6	0.7	0.0	14.0	6.4	0.0	0.4	0.0	0.0	1.4	9.2	0.0
Cycle Q Clear(g_c), s	1.6	0.7	0.0	14.0	6.4	0.0	0.4	0.0	0.0	1.4	9.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	115		403	218		531	2162		595	2285	
V/C Ratio(X)	0.42	0.18		1.00	0.49		0.03	0.32		0.10	0.27	
Avail Cap(c_a), veh/h	178	355		403	218		575	2162		604	2285	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.9	56.5	0.0	53.0	49.6	0.0	7.9	0.0	0.0	7.2	9.3	0.0
Incr Delay (d2), s/veh	4.7	0.8	0.0	46.0	1.7	0.0	0.0	0.4	0.0	0.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	0.0	8.6	3.1	0.0	0.1	0.1	0.0	0.5	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.7	57.3	0.0	99.0	51.3	0.0	7.9	0.4	0.0	7.3	9.6	0.0
LnGrp LOS	E	E		F	D		A	A		A	A	
Approach Vol, veh/h		45			511			703			687	
Approach Delay, s/veh		59.6			89.1			0.5			9.4	
Approach LOS		E			F			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	80.8		9.9	7.0	83.1		20.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	66.0		12.0	5.0	66.0		14.0				
Max Q Clear Time (g_c+I1), s	3.4	2.0		3.6	2.4	11.2		16.0				
Green Ext Time (p_c), s	0.0	5.7		0.1	0.0	5.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	28.3	
HCM 7th LOS	C	

Notes

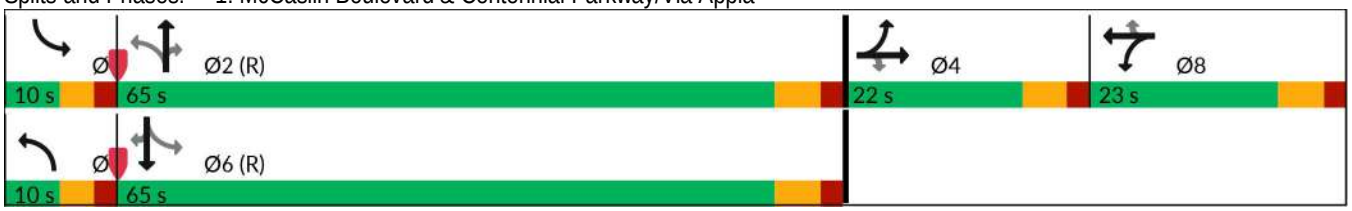
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	130	15	387	28	74	8	675	578	155	1142	27
Future Volume (vph)	33	130	15	387	28	74	8	675	578	155	1142	27
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	23.0	23.0	23.0	10.0	65.0	65.0	10.0	65.0	65.0
Total Split (%)	18.3%	18.3%	18.3%	19.2%	19.2%	19.2%	8.3%	54.2%	54.2%	8.3%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	130	15	387	28	74	8	675	578	155	1142	27
Future Volume (veh/h)	33	130	15	387	28	74	8	675	578	155	1142	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	140	0	416	30	0	9	726	0	167	1228	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	212		471	255		257	2028		550	2138	
Arrive On Green	0.06	0.06	0.00	0.14	0.14	0.00	0.02	1.00	0.00	0.04	0.60	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	35	140	0	416	30	0	9	726	0	167	1228	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	4.6	0.0	14.2	1.7	0.0	0.3	0.0	0.0	4.7	25.2	0.0
Cycle Q Clear(g_c), s	2.3	4.6	0.0	14.2	1.7	0.0	0.3	0.0	0.0	4.7	25.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	212		471	255		257	2028		550	2138	
V/C Ratio(X)	0.33	0.66		0.88	0.12		0.04	0.36		0.30	0.57	
Avail Cap(c_a), veh/h	238	474		490	265		312	2028		550	2138	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.93	0.93	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.1	55.2	0.0	50.9	45.5	0.0	12.4	0.0	0.0	9.6	14.6	0.0
Incr Delay (d2), s/veh	1.8	3.5	0.0	16.8	0.2	0.0	0.1	0.5	0.0	0.3	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.2	0.0	7.2	0.8	0.0	0.1	0.1	0.0	1.9	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	58.7	0.0	67.7	45.7	0.0	12.4	0.5	0.0	10.0	15.7	0.0
LnGrp LOS	E	E		E	D		B	A		A	B	
Approach Vol, veh/h		175			446			735			1395	
Approach Delay, s/veh		58.2			66.2			0.6			15.0	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	74.5		13.2	6.3	78.2		22.4				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	59.0		16.0	5.0	59.0		17.0				
Max Q Clear Time (g_c+I1), s	6.7	2.0		6.6	2.3	27.2		16.2				
Green Ext Time (p_c), s	0.0	6.1		0.6	0.0	11.4		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		22.2
HCM 7th LOS		C

Notes

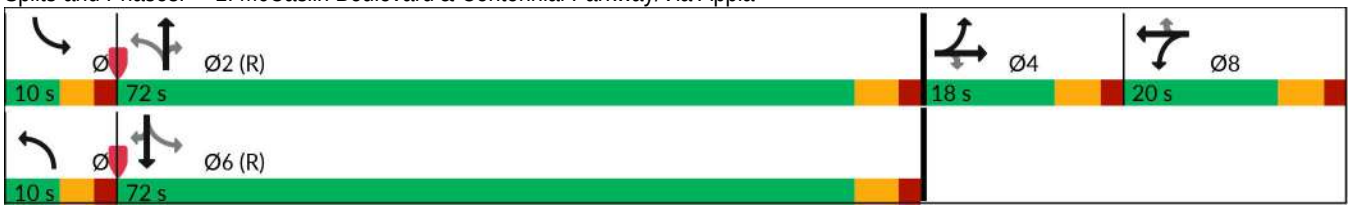
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	72	48	381	116	146	26	648	343	57	588	69
Future Volume (vph)	50	72	48	381	116	146	26	648	343	57	588	69
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	72.0	72.0	10.0	72.0	72.0
Total Split (%)	15.0%	15.0%	15.0%	16.7%	16.7%	16.7%	8.3%	60.0%	60.0%	8.3%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	72	48	381	116	146	26	648	343	57	588	69
Future Volume (veh/h)	50	72	48	381	116	146	26	648	343	57	588	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	53	77	0	405	123	0	28	689	0	61	626	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h	84	168		403	218		523	2110		583	2200	
Arrive On Green	0.05	0.05	0.00	0.12	0.12	0.00	0.05	1.00	0.00	0.04	0.62	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1739	3469	1547	1781	3554	1585
Grp Volume(v), veh/h	53	77	0	405	123	0	28	689	0	61	626	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1739	1735	1547	1781	1777	1585
Q Serve(g_s), s	3.5	2.5	0.0	14.0	7.5	0.0	0.7	0.0	0.0	1.5	9.8	0.0
Cycle Q Clear(g_c), s	3.5	2.5	0.0	14.0	7.5	0.0	0.7	0.0	0.0	1.5	9.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	168		403	218		523	2110		583	2200	
V/C Ratio(X)	0.63	0.46		1.00	0.56		0.05	0.33		0.10	0.28	
Avail Cap(c_a), veh/h	178	355		403	218		552	2110		593	2200	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.1	55.7	0.0	53.0	50.1	0.0	8.3	0.0	0.0	7.9	10.6	0.0
Incr Delay (d2), s/veh	7.5	1.9	0.0	46.0	3.3	0.0	0.0	0.4	0.0	0.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.2	0.0	8.6	3.7	0.0	0.3	0.1	0.0	0.6	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.6	57.6	0.0	99.0	53.4	0.0	8.3	0.4	0.0	7.9	10.9	0.0
LnGrp LOS	E	E		F	D		A	A		A	B	
Approach Vol, veh/h		130			528			717			687	
Approach Delay, s/veh		60.1			88.4			0.7			10.6	
Approach LOS		E			F			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	79.0		11.7	8.0	80.3		20.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	66.0		12.0	5.0	66.0		14.0				
Max Q Clear Time (g_c+I1), s	3.5	2.0		5.5	2.7	11.8		16.0				
Green Ext Time (p_c), s	0.0	5.7		0.2	0.0	5.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.2
HCM 7th LOS	C

Notes

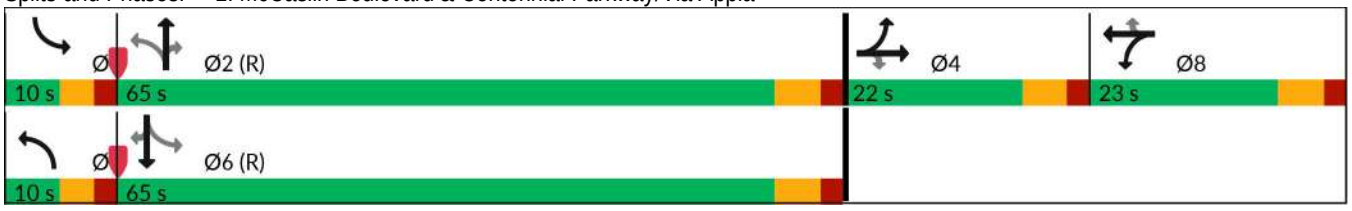
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	164	40	388	82	74	49	675	579	155	1142	54
Future Volume (vph)	52	164	40	388	82	74	49	675	579	155	1142	54
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	23.0	23.0	23.0	10.0	65.0	65.0	10.0	65.0	65.0
Total Split (%)	18.3%	18.3%	18.3%	19.2%	19.2%	19.2%	8.3%	54.2%	54.2%	8.3%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	164	40	388	82	74	49	675	579	155	1142	54
Future Volume (veh/h)	52	164	40	388	82	74	49	675	579	155	1142	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	176	0	417	88	0	53	726	0	167	1228	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	252		473	256		275	1986		541	2012	
Arrive On Green	0.07	0.07	0.00	0.14	0.14	0.00	0.07	1.00	0.00	0.04	0.57	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	56	176	0	417	88	0	53	726	0	167	1228	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.6	5.8	0.0	14.2	5.1	0.0	1.5	0.0	0.0	5.0	27.5	0.0
Cycle Q Clear(g_c), s	3.6	5.8	0.0	14.2	5.1	0.0	1.5	0.0	0.0	5.0	27.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	252		473	256		275	1986		541	2012	
V/C Ratio(X)	0.44	0.70		0.88	0.34		0.19	0.37		0.31	0.61	
Avail Cap(c_a), veh/h	238	474		490	265		287	1986		541	2012	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.92	0.92	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.5	54.5	0.0	50.8	46.9	0.0	13.1	0.0	0.0	10.6	17.3	0.0
Incr Delay (d2), s/veh	2.4	3.5	0.0	16.7	0.8	0.0	0.3	0.5	0.0	0.3	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.7	0.0	7.2	2.4	0.0	0.6	0.1	0.0	2.0	11.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	58.0	0.0	67.5	47.7	0.0	13.4	0.5	0.0	10.9	18.7	0.0
LnGrp LOS	E	E		E	D		B	A		B	B	
Approach Vol, veh/h		232			505			779			1395	
Approach Delay, s/veh		57.5			64.1			1.4			17.7	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	73.1		14.5	9.1	73.9		22.4				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	59.0		16.0	5.0	59.0		17.0				
Max Q Clear Time (g_c+I1), s	7.0	2.0		7.8	3.5	29.5		16.2				
Green Ext Time (p_c), s	0.0	6.1		0.7	0.0	11.1		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		24.6
HCM 7th LOS		C

Notes

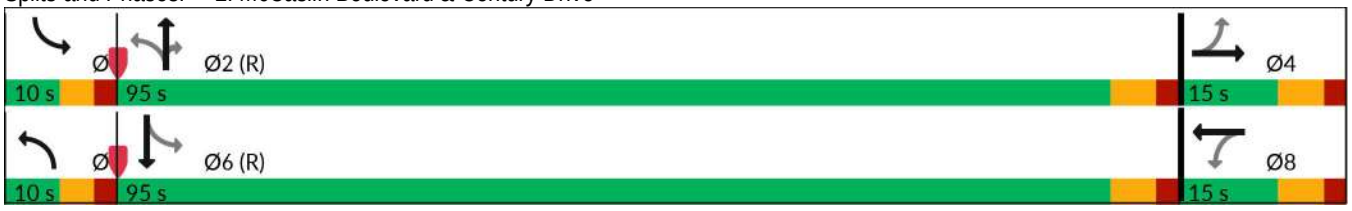
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	5	40	9	136	680	20	30	644
Future Volume (vph)	29	5	40	9	136	680	20	30	644
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	15.0	15.0	10.0	24.0	24.0	10.0	24.0
Total Split (s)	15.0	15.0	15.0	15.0	10.0	95.0	95.0	10.0	95.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	8.3%	79.2%	79.2%	8.3%	79.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	5	20	40	9	73	136	680	20	30	644	30
Future Volume (veh/h)	29	5	20	40	9	73	136	680	20	30	644	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	5	21	41	9	75	140	701	21	31	664	31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	24	99	143	13	108	690	3863	1199	650	3710	173
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	1314	314	1319	1385	173	1439	1781	5106	1585	1781	5000	232
Grp Volume(v), veh/h	30	0	26	41	0	84	140	701	21	31	451	244
Grp Sat Flow(s),veh/h/ln	1314	0	1633	1385	0	1611	1781	1702	1585	1781	1702	1829
Q Serve(g_s), s	2.7	0.0	1.8	3.4	0.0	6.1	2.3	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	8.8	0.0	1.8	5.2	0.0	6.1	2.3	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		0.81	1.00		0.89	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	92	0	122	143	0	121	690	3863	1199	650	2526	1357
V/C Ratio(X)	0.33	0.00	0.21	0.29	0.00	0.70	0.20	0.18	0.02	0.05	0.18	0.18
Avail Cap(c_a), veh/h	92	0	122	143	0	121	690	3863	1199	677	2526	1357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	0.92	0.92	0.92
Uniform Delay (d), s/veh	58.5	0.0	52.2	54.6	0.0	54.2	2.9	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.9	1.1	0.0	15.9	0.1	0.1	0.0	0.0	0.1	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.8	1.2	0.0	3.0	0.6	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.5	0.0	53.0	55.7	0.0	70.0	3.1	0.1	0.0	3.2	0.1	0.3
LnGrp LOS	E		D	E		E	A	A	A	A	A	A
Approach Vol, veh/h		56			125			862			726	
Approach Delay, s/veh		57.0			65.3			0.6			0.3	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	96.8		15.0	10.0	95.0		15.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	89.0		9.0	5.0	89.0		9.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		10.8	4.3	2.0		8.1				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.0	5.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.8
HCM 7th LOS	A

Notes

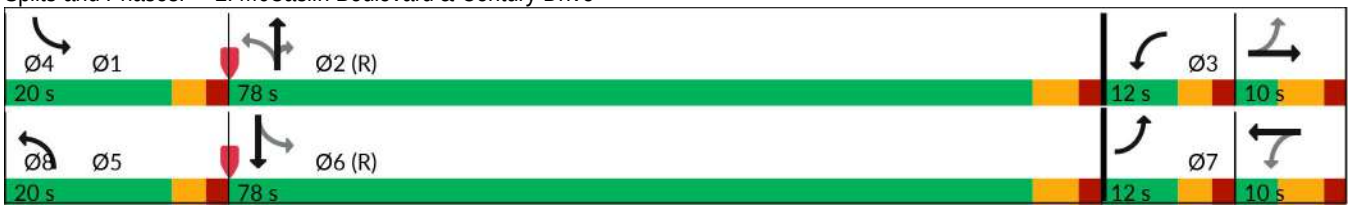
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	89	20	28	11	89	807	53	56	1053
Future Volume (vph)	89	20	28	11	89	807	53	56	1053
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.0	10.0	10.0	10.5	24.0	24.0	10.5	24.0
Total Split (s)	12.0	10.0	12.0	10.0	20.0	78.0	78.0	20.0	78.0
Total Split (%)	10.0%	8.3%	10.0%	8.3%	16.7%	65.0%	65.0%	16.7%	65.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	20	68	28	11	27	89	807	53	56	1053	19
Future Volume (veh/h)	89	20	68	28	11	27	89	807	53	56	1053	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	22	75	31	12	30	98	887	58	62	1157	21
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	26	89	114	16	39	457	3516	1091	531	3537	64
Arrive On Green	0.06	0.07	0.07	0.02	0.03	0.03	0.08	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	1781	372	1269	1781	474	1184	1781	5106	1585	1781	5164	94
Grp Volume(v), veh/h	98	0	97	31	0	42	98	887	58	62	763	415
Grp Sat Flow(s),veh/h/ln	1781	0	1642	1781	0	1657	1781	1702	1585	1781	1702	1853
Q Serve(g_s), s	6.3	0.0	7.0	2.0	0.0	3.0	2.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	7.0	2.0	0.0	3.0	2.0	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.77	1.00		0.71	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	175	0	115	114	0	55	457	3516	1091	531	2332	1269
V/C Ratio(X)	0.56	0.00	0.84	0.27	0.00	0.76	0.21	0.25	0.05	0.12	0.33	0.33
Avail Cap(c_a), veh/h	175	0	115	179	0	55	609	3516	1091	689	2332	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	0.88	0.88	0.88
Uniform Delay (d), s/veh	51.1	0.0	55.1	54.6	0.0	57.5	4.6	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.0	40.2	1.3	0.0	45.4	0.2	0.2	0.1	0.1	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	4.2	0.9	0.0	2.0	0.6	0.0	0.0	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.1	0.0	95.4	55.9	0.0	102.9	4.8	0.2	0.1	4.7	0.3	0.6
LnGrp LOS	E		F	E		F	A	A	A	A	A	A
Approach Vol, veh/h		195			73			1043			1240	
Approach Delay, s/veh		75.1			82.9			0.6			0.6	
Approach LOS		E			F			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	88.6	7.6	14.4	9.8	88.2	12.0	10.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.0	72.0	7.0	4.0	15.0	72.0	7.0	4.0
Max Q Clear Time (g_c+I1), s	3.2	2.0	4.0	9.0	4.0	2.0	8.3	5.0
Green Ext Time (p_c), s	0.1	8.2	0.0	0.0	0.2	11.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A

Notes

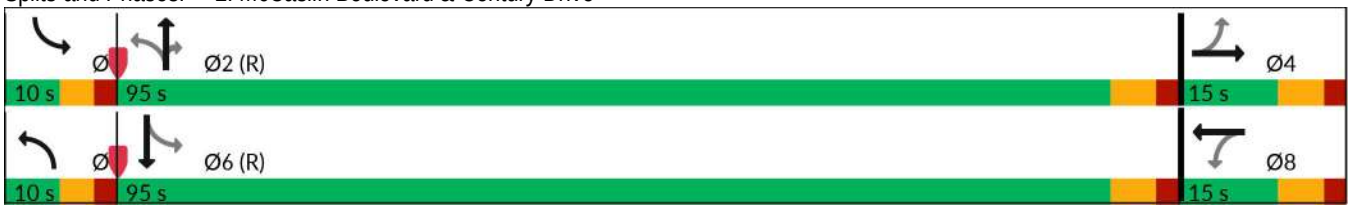
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	30	5	42	9	142	751	21	31	728
Future Volume (vph)	30	5	42	9	142	751	21	31	728
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	15.0	15.0	10.0	24.0	24.0	10.0	24.0
Total Split (s)	15.0	15.0	15.0	15.0	10.0	95.0	95.0	10.0	95.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	8.3%	79.2%	79.2%	8.3%	79.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	5	21	42	9	76	142	751	21	31	728	31
Future Volume (veh/h)	30	5	21	42	9	76	142	751	21	31	728	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	5	22	43	9	78	146	774	22	32	751	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	23	100	142	12	108	646	3860	1198	615	3727	158
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	1310	302	1329	1383	167	1444	1781	5106	1585	1781	5023	213
Grp Volume(v), veh/h	31	0	27	43	0	87	146	774	22	32	508	275
Grp Sat Flow(s),veh/h/ln	1310	0	1631	1383	0	1610	1781	1702	1585	1781	1702	1832
Q Serve(g_s), s	2.7	0.0	1.9	3.6	0.0	6.3	2.4	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	1.9	5.5	0.0	6.3	2.4	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		0.81	1.00		0.90	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	89	0	122	142	0	121	646	3860	1198	615	2526	1359
V/C Ratio(X)	0.35	0.00	0.22	0.30	0.00	0.72	0.23	0.20	0.02	0.05	0.20	0.20
Avail Cap(c_a), veh/h	89	0	122	142	0	121	647	3860	1198	640	2526	1359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	0.92	0.92	0.92
Uniform Delay (d), s/veh	58.8	0.0	52.2	54.8	0.0	54.3	2.9	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.9	1.2	0.0	18.8	0.2	0.1	0.0	0.0	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.8	1.3	0.0	3.2	0.7	0.0	0.0	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.1	0.0	53.1	56.0	0.0	73.0	3.1	0.1	0.0	3.2	0.2	0.3
LnGrp LOS	E		D	E		E	A	A	A	A	A	A
Approach Vol, veh/h		58			130			942			815	
Approach Delay, s/veh		57.4			67.4			0.6			0.3	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	96.7		15.0	10.0	95.0		15.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	89.0		9.0	5.0	89.0		9.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		11.0	4.4	2.0		8.3				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	6.2		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.6
HCM 7th LOS	A

Notes

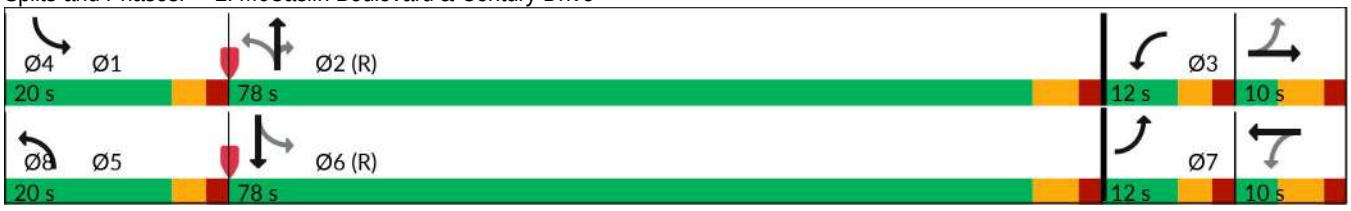
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	93	21	29	11	93	935	55	58	1191
Future Volume (vph)	93	21	29	11	93	935	55	58	1191
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.0	10.0	10.0	10.5	24.0	24.0	10.5	24.0
Total Split (s)	12.0	10.0	12.0	10.0	20.0	78.0	78.0	20.0	78.0
Total Split (%)	10.0%	8.3%	10.0%	8.3%	16.7%	65.0%	65.0%	16.7%	65.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	21	71	29	11	28	93	935	55	58	1191	20
Future Volume (veh/h)	93	21	71	29	11	28	93	935	55	58	1191	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	23	78	32	12	31	102	1027	60	64	1309	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	26	88	111	15	40	413	3514	1091	481	3541	60
Arrive On Green	0.06	0.07	0.07	0.02	0.03	0.03	0.08	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	1781	374	1268	1781	462	1194	1781	5106	1585	1781	5172	87
Grp Volume(v), veh/h	102	0	101	32	0	43	102	1027	60	64	862	469
Grp Sat Flow(s),veh/h/ln	1781	0	1642	1781	0	1656	1781	1702	1585	1781	1702	1855
Q Serve(g_s), s	6.5	0.0	7.3	2.1	0.0	3.1	2.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	7.3	2.1	0.0	3.1	2.0	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.77	1.00		0.72	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	174	0	114	111	0	55	413	3514	1091	481	2331	1270
V/C Ratio(X)	0.59	0.00	0.89	0.29	0.00	0.78	0.25	0.29	0.05	0.13	0.37	0.37
Avail Cap(c_a), veh/h	174	0	114	175	0	55	564	3514	1091	638	2331	1270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.70	0.70	0.70	0.84	0.84	0.84
Uniform Delay (d), s/veh	51.3	0.0	55.4	54.5	0.0	57.6	4.6	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	50.9	1.4	0.0	50.1	0.2	0.1	0.1	0.1	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	4.6	1.0	0.0	2.1	0.7	0.0	0.0	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	0.0	106.3	56.0	0.0	107.6	4.8	0.1	0.1	4.7	0.4	0.7
LnGrp LOS	E		F	E		F	A	A	A	A	A	A
Approach Vol, veh/h		203			75			1189			1395	
Approach Delay, s/veh		81.2			85.6			0.5			0.7	
Approach LOS		F			F			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	88.6	7.7	14.3	9.8	88.2	12.0	10.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.0	72.0	7.0	4.0	15.0	72.0	7.0	4.0
Max Q Clear Time (g_c+I1), s	3.2	2.0	4.1	9.3	4.0	2.0	8.5	5.1
Green Ext Time (p_c), s	0.1	10.0	0.0	0.0	0.2	13.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	8.6
HCM 7th LOS	A

Notes

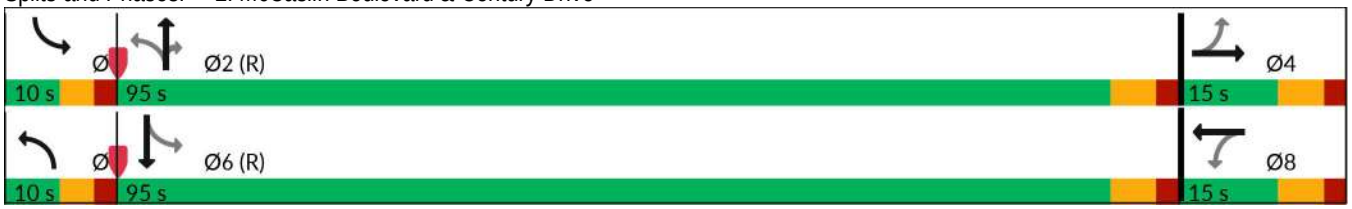
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	30	5	42	9	146	778	21	31	772
Future Volume (vph)	30	5	42	9	146	778	21	31	772
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	15.0	15.0	10.0	24.0	24.0	10.0	24.0
Total Split (s)	15.0	15.0	15.0	15.0	10.0	95.0	95.0	10.0	95.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	8.3%	79.2%	79.2%	8.3%	79.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	5	34	42	9	76	146	778	21	31	772	31
Future Volume (veh/h)	30	5	34	42	9	76	146	778	21	31	772	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	5	35	43	9	78	151	802	22	32	796	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	15	106	130	12	108	625	3860	1198	602	3736	150
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	1310	202	1414	1367	167	1444	1781	5106	1585	1781	5036	202
Grp Volume(v), veh/h	31	0	40	43	0	87	151	802	22	32	537	291
Grp Sat Flow(s),veh/h/ln	1310	0	1616	1367	0	1610	1781	1702	1585	1781	1702	1834
Q Serve(g_s), s	2.7	0.0	2.8	3.7	0.0	6.3	2.5	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	2.8	6.5	0.0	6.3	2.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		0.88	1.00		0.90	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	89	0	121	130	0	121	625	3860	1198	602	2526	1361
V/C Ratio(X)	0.35	0.00	0.33	0.33	0.00	0.72	0.24	0.21	0.02	0.05	0.21	0.21
Avail Cap(c_a), veh/h	89	0	121	130	0	121	625	3860	1198	627	2526	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.90	0.90	0.90
Uniform Delay (d), s/veh	58.8	0.0	52.6	55.7	0.0	54.3	3.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	1.6	1.5	0.0	18.8	0.2	0.1	0.0	0.0	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.2	1.3	0.0	3.2	0.7	0.0	0.0	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.1	0.0	54.2	57.2	0.0	73.0	3.1	0.1	0.0	3.2	0.2	0.3
LnGrp LOS	E		D	E		E	A	A	A	A	A	A
Approach Vol, veh/h		71			130			975			860	
Approach Delay, s/veh		57.2			67.8			0.6			0.3	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	96.7		15.0	10.0	95.0		15.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	89.0		9.0	5.0	89.0		9.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		11.0	4.5	2.0		8.5				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	6.6		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.7
HCM 7th LOS	A

Notes

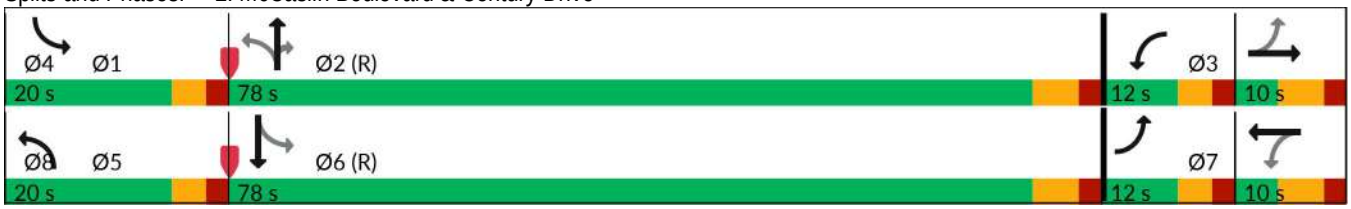
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	93	21	29	11	107	985	55	58	1231
Future Volume (vph)	93	21	29	11	107	985	55	58	1231
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.0	10.0	10.0	10.5	24.0	24.0	10.5	24.0
Total Split (s)	12.0	10.0	12.0	10.0	20.0	78.0	78.0	20.0	78.0
Total Split (%)	10.0%	8.3%	10.0%	8.3%	16.7%	65.0%	65.0%	16.7%	65.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	21	79	29	11	28	107	985	55	58	1231	20
Future Volume (veh/h)	93	21	79	29	11	28	107	985	55	58	1231	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	23	87	32	12	31	118	1082	60	64	1353	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	24	90	103	15	40	403	3514	1091	462	3541	58
Arrive On Green	0.06	0.07	0.07	0.02	0.03	0.03	0.08	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	1781	342	1295	1781	462	1194	1781	5106	1585	1781	5175	84
Grp Volume(v), veh/h	102	0	110	32	0	43	118	1082	60	64	890	485
Grp Sat Flow(s),veh/h/ln	1781	0	1637	1781	0	1656	1781	1702	1585	1781	1702	1855
Q Serve(g_s), s	6.5	0.0	8.0	2.1	0.0	3.1	2.4	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	8.0	2.1	0.0	3.1	2.4	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.79	1.00		0.72	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	174	0	114	103	0	55	403	3514	1091	462	2329	1269
V/C Ratio(X)	0.59	0.00	0.97	0.31	0.00	0.78	0.29	0.31	0.05	0.14	0.38	0.38
Avail Cap(c_a), veh/h	174	0	114	167	0	55	553	3514	1091	620	2329	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66	0.80	0.80	0.80
Uniform Delay (d), s/veh	51.3	0.0	55.7	54.5	0.0	57.6	4.7	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	74.3	1.7	0.0	50.1	0.3	0.2	0.1	0.1	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	5.7	1.0	0.0	2.1	0.8	0.0	0.0	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	0.0	130.0	56.3	0.0	107.6	4.9	0.2	0.1	4.8	0.4	0.7
LnGrp LOS	E		F	E		F	A	A	A	A	A	A
Approach Vol, veh/h		212			75			1260			1439	
Approach Delay, s/veh		94.5			85.7			0.6			0.7	
Approach LOS		F			F			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	88.6	7.7	14.3	9.9	88.1	12.0	10.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.0	72.0	7.0	4.0	15.0	72.0	7.0	4.0
Max Q Clear Time (g_c+I1), s	3.2	2.0	4.1	10.0	4.4	2.0	8.5	5.1
Green Ext Time (p_c), s	0.1	10.9	0.0	0.0	0.2	14.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.4
HCM 7th LOS	A

Notes

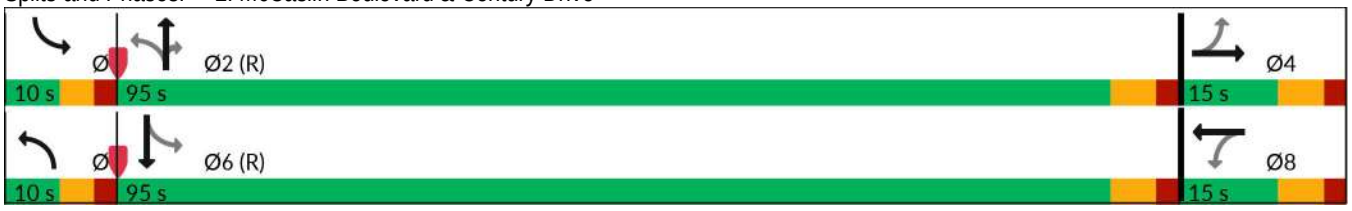
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	6	51	11	173	907	25	38	877
Future Volume (vph)	37	6	51	11	173	907	25	38	877
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	15.0	15.0	10.0	24.0	24.0	10.0	24.0
Total Split (s)	15.0	15.0	15.0	15.0	10.0	95.0	95.0	10.0	95.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	8.3%	79.2%	79.2%	8.3%	79.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	6	25	51	11	93	173	907	25	38	877	38
Future Volume (veh/h)	37	6	25	51	11	93	173	907	25	38	877	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	6	26	53	11	96	178	935	26	39	904	39
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	23	99	138	12	108	575	3845	1194	547	3723	160
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	1287	306	1326	1377	166	1445	1781	5106	1585	1781	5019	216
Grp Volume(v), veh/h	38	0	32	53	0	107	178	935	26	39	613	330
Grp Sat Flow(s),veh/h/ln	1287	0	1632	1377	0	1610	1781	1702	1585	1781	1702	1831
Q Serve(g_s), s	1.1	0.0	2.2	4.5	0.0	7.9	3.1	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	2.2	6.8	0.0	7.9	3.1	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.81	1.00		0.90	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	72	0	122	138	0	121	575	3845	1194	547	2525	1358
V/C Ratio(X)	0.53	0.00	0.26	0.38	0.00	0.89	0.31	0.24	0.02	0.07	0.24	0.24
Avail Cap(c_a), veh/h	72	0	122	138	0	121	575	3845	1194	568	2525	1358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84	0.89	0.89	0.89
Uniform Delay (d), s/veh	59.8	0.0	52.4	55.5	0.0	55.0	3.0	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	7.1	0.0	1.1	1.8	0.0	48.8	0.3	0.1	0.0	0.0	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.0	1.6	0.0	4.8	0.8	0.0	0.0	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.0	0.0	53.5	57.3	0.0	103.7	3.3	0.1	0.0	3.1	0.2	0.4
LnGrp LOS	E		D	E		F	A	A	A	A	A	A
Approach Vol, veh/h		70			160			1139			982	
Approach Delay, s/veh		60.8			88.4			0.6			0.4	
Approach LOS		E			F			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	96.4		15.0	10.0	95.0		15.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	89.0		9.0	5.0	89.0		9.0				
Max Q Clear Time (g_c+I1), s	2.6	2.0		11.0	5.1	2.0		9.9				
Green Ext Time (p_c), s	0.0	8.7		0.0	0.0	7.9		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A

Notes

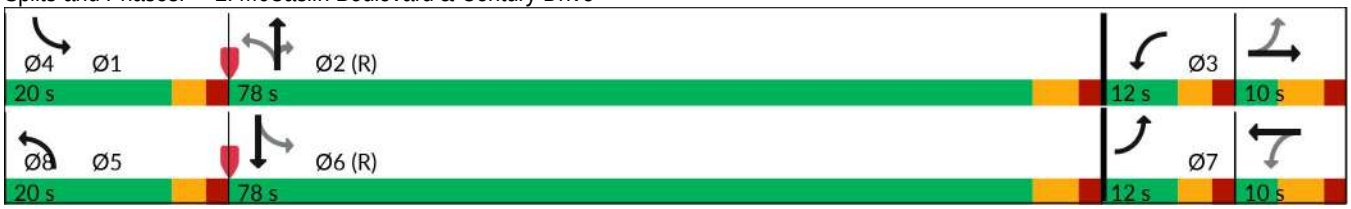
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	113	25	36	14	113	1121	67	71	1434
Future Volume (vph)	113	25	36	14	113	1121	67	71	1434
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.0	10.0	10.0	10.5	24.0	24.0	10.5	24.0
Total Split (s)	12.0	10.0	12.0	10.0	20.0	78.0	78.0	20.0	78.0
Total Split (%)	10.0%	8.3%	10.0%	8.3%	16.7%	65.0%	65.0%	16.7%	65.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	25	86	36	14	34	113	1121	67	71	1434	24
Future Volume (veh/h)	113	25	86	36	14	34	113	1121	67	71	1434	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	27	93	39	15	37	123	1218	73	77	1559	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	24	82	109	16	39	354	3505	1088	421	3538	59
Arrive On Green	0.06	0.06	0.06	0.03	0.03	0.03	0.08	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1781	369	1272	1781	478	1180	1781	5106	1585	1781	5173	86
Grp Volume(v), veh/h	123	0	120	39	0	52	123	1218	73	77	1026	559
Grp Sat Flow(s),veh/h/ln	1781	0	1641	1781	0	1658	1781	1702	1585	1781	1702	1855
Q Serve(g_s), s	7.0	0.0	7.7	2.5	0.0	3.8	2.5	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	7.7	2.5	0.0	3.8	2.5	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.77	1.00		0.71	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	167	0	105	109	0	55	354	3505	1088	421	2328	1269
V/C Ratio(X)	0.74	0.00	1.14	0.36	0.00	0.94	0.35	0.35	0.07	0.18	0.44	0.44
Avail Cap(c_a), veh/h	167	0	105	164	0	55	503	3505	1088	575	2328	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.57	0.57	0.57	0.74	0.74	0.74
Uniform Delay (d), s/veh	53.1	0.0	56.1	54.2	0.0	57.9	4.7	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	15.8	0.0	129.9	2.0	0.0	99.3	0.3	0.2	0.1	0.2	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	7.0	1.2	0.0	3.1	0.8	0.1	0.0	0.5	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.9	0.0	186.1	56.2	0.0	157.2	5.0	0.2	0.1	4.8	0.4	0.8
LnGrp LOS	E		F	E		F	A	A	A	A	A	A
Approach Vol, veh/h		243			91			1414			1662	
Approach Delay, s/veh		126.8			113.9			0.6			0.8	
Approach LOS		F			F			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	88.4	8.3	13.7	9.9	88.1	12.0	10.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.0	72.0	7.0	4.0	15.0	72.0	7.0	4.0
Max Q Clear Time (g_c+I1), s	3.5	2.0	4.5	9.7	4.5	2.0	9.0	5.8
Green Ext Time (p_c), s	0.1	13.1	0.0	0.0	0.2	18.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	12.7
HCM 7th LOS	B

Notes

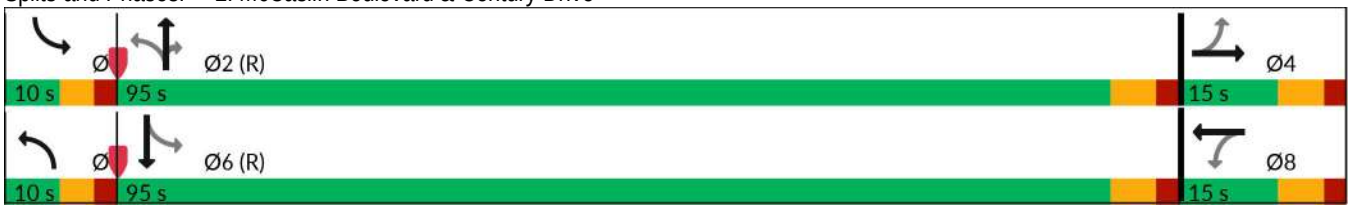
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	6	51	11	177	921	25	38	916
Future Volume (vph)	37	6	51	11	177	921	25	38	916
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	15.0	15.0	10.0	24.0	24.0	10.0	24.0
Total Split (s)	15.0	15.0	15.0	15.0	10.0	95.0	95.0	10.0	95.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	8.3%	79.2%	79.2%	8.3%	79.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	6	38	51	11	93	177	921	25	38	916	38
Future Volume (veh/h)	37	6	38	51	11	93	177	921	25	38	916	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	6	39	53	11	96	182	949	26	39	944	39
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	16	105	126	12	108	559	3845	1194	542	3730	154
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	1287	216	1402	1361	166	1445	1781	5106	1585	1781	5030	207
Grp Volume(v), veh/h	38	0	45	53	0	107	182	949	26	39	638	345
Grp Sat Flow(s),veh/h/ln	1287	0	1618	1361	0	1610	1781	1702	1585	1781	1702	1833
Q Serve(g_s), s	1.1	0.0	3.2	4.6	0.0	7.9	3.2	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	3.2	7.8	0.0	7.9	3.2	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.87	1.00		0.90	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	72	0	121	126	0	121	559	3845	1194	542	2525	1359
V/C Ratio(X)	0.53	0.00	0.37	0.42	0.00	0.89	0.33	0.25	0.02	0.07	0.25	0.25
Avail Cap(c_a), veh/h	72	0	121	126	0	121	559	3845	1194	562	2525	1359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.83	0.83	0.83	0.86	0.86	0.86
Uniform Delay (d), s/veh	59.8	0.0	52.8	56.5	0.0	55.0	3.0	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	7.1	0.0	1.9	2.2	0.0	48.8	0.3	0.1	0.0	0.0	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.4	1.7	0.0	4.8	0.9	0.0	0.0	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.0	0.0	54.7	58.7	0.0	103.7	3.3	0.1	0.0	3.1	0.2	0.4
LnGrp LOS	E		D	E		F	A	A	A	A	A	A
Approach Vol, veh/h		83			160			1157			1022	
Approach Delay, s/veh		60.3			88.8			0.6			0.4	
Approach LOS		E			F			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	96.4		15.0	10.0	95.0		15.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	89.0		9.0	5.0	89.0		9.0				
Max Q Clear Time (g_c+I1), s	2.6	2.0		11.0	5.2	2.0		9.9				
Green Ext Time (p_c), s	0.0	8.9		0.0	0.0	8.4		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		8.4	
HCM 7th LOS		A	

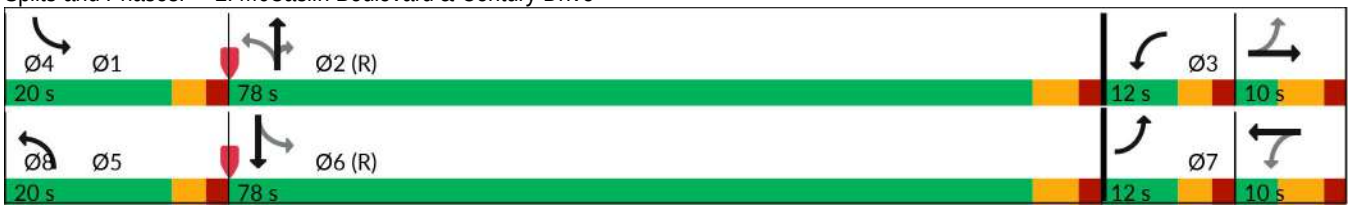
Notes
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	113	25	36	14	127	1163	67	71	1460
Future Volume (vph)	113	25	36	14	127	1163	67	71	1460
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.0	10.0	10.0	10.5	24.0	24.0	10.5	24.0
Total Split (s)	12.0	10.0	12.0	10.0	20.0	78.0	78.0	20.0	78.0
Total Split (%)	10.0%	8.3%	10.0%	8.3%	16.7%	65.0%	65.0%	16.7%	65.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	25	94	36	14	34	127	1163	67	71	1460	24
Future Volume (veh/h)	113	25	94	36	14	34	127	1163	67	71	1460	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	27	102	39	15	37	138	1264	73	77	1587	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	22	83	109	16	39	350	3505	1088	408	3533	58
Arrive On Green	0.06	0.06	0.06	0.03	0.03	0.03	0.08	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1781	343	1295	1781	478	1180	1781	5106	1585	1781	5174	85
Grp Volume(v), veh/h	123	0	129	39	0	52	138	1264	73	77	1044	569
Grp Sat Flow(s),veh/h/ln	1781	0	1637	1781	0	1658	1781	1702	1585	1781	1702	1855
Q Serve(g_s), s	7.0	0.0	7.7	2.5	0.0	3.8	2.9	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	7.7	2.5	0.0	3.8	2.9	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.79	1.00		0.71	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	167	0	105	109	0	55	350	3505	1088	408	2324	1267
V/C Ratio(X)	0.74	0.00	1.23	0.36	0.00	0.94	0.39	0.36	0.07	0.19	0.45	0.45
Avail Cap(c_a), veh/h	167	0	105	164	0	55	497	3505	1088	562	2324	1267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.58	0.58	0.58	0.69	0.69	0.69
Uniform Delay (d), s/veh	53.1	0.0	56.1	54.2	0.0	57.9	4.7	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	15.8	0.0	161.1	2.0	0.0	99.3	0.4	0.2	0.1	0.2	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	7.9	1.2	0.0	3.1	0.9	0.1	0.0	0.5	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.9	0.0	217.2	56.2	0.0	157.2	5.1	0.2	0.1	4.8	0.4	0.8
LnGrp LOS	E		F	E		F	A	A	A	A	A	A
Approach Vol, veh/h		252			91			1475			1690	
Approach Delay, s/veh		144.8			113.9			0.6			0.8	
Approach LOS		F			F			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	88.4	8.3	13.7	10.1	87.9	12.0	10.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.0	72.0	7.0	4.0	15.0	72.0	7.0	4.0
Max Q Clear Time (g_c+I1), s	3.5	2.0	4.5	9.7	4.9	2.0	9.0	5.8
Green Ext Time (p_c), s	0.1	13.9	0.0	0.0	0.2	19.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.0
HCM 7th LOS	B

Notes

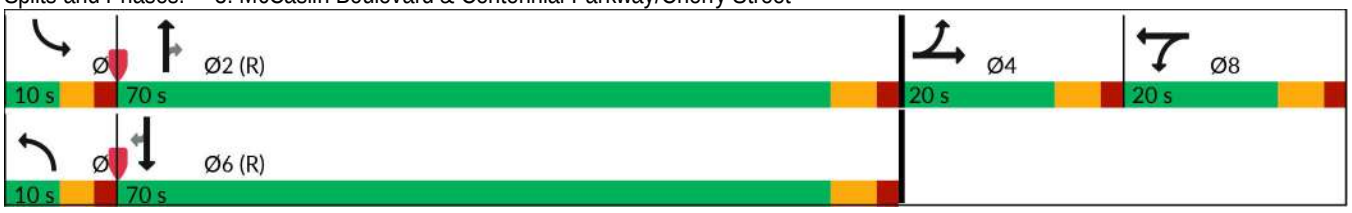
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	28	74	179	42	81	108	772	110	39	557	30
Future Volume (vph)	40	28	74	179	42	81	108	772	110	39	557	30
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0		20.0	20.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	20.0	20.0		20.0	20.0		10.0	70.0	70.0	10.0	70.0	70.0
Total Split (%)	16.7%	16.7%		16.7%	16.7%		8.3%	58.3%	58.3%	8.3%	58.3%	58.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	28	74	179	42	81	108	772	110	39	557	30
Future Volume (veh/h)	40	28	74	179	42	81	108	772	110	39	557	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	31	0	197	46	0	119	848	0	43	612	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	136		262	142		74	2352		57	2316	
Arrive On Green	0.04	0.04	0.00	0.08	0.08	0.00	0.08	1.00	0.00	0.06	1.00	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	44	31	0	197	46	0	119	848	0	43	612	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.0	1.0	0.0	6.7	2.8	0.0	5.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	3.0	1.0	0.0	6.7	2.8	0.0	5.0	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	136		262	142		74	2352		57	2316	
V/C Ratio(X)	0.64	0.23		0.75	0.32		1.60	0.36		0.76	0.26	
Avail Cap(c_a), veh/h	205	408		403	218		74	2352		74	2316	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.99	0.99	0.00
Uniform Delay (d), s/veh	56.8	55.9	0.0	54.3	52.5	0.0	55.0	0.0	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	9.7	0.8	0.0	4.3	1.3	0.0	325.3	0.4	0.0	27.2	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.5	0.0	3.1	1.4	0.0	8.9	0.1	0.0	1.7	0.1	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	66.6	56.7	0.0	58.6	53.8	0.0	380.3	0.4	0.0	83.0	0.3	0.0
LnGrp LOS	E	E	A	E	D	A	F	A		F	A	
Approach Vol, veh/h		156			332			967			655	
Approach Delay, s/veh		30.1			42.3			47.2			5.7	
Approach LOS		C			D			D			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	85.4		10.7	10.0	84.2		15.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	64.0		14.0	5.0	64.0		14.0				
Max Q Clear Time (g_c+I1), s	4.9	2.0		5.0	7.0	2.0		8.7				
Green Ext Time (p_c), s	0.0	7.5		0.1	0.0	4.9		0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh		32.3
HCM 7th LOS		C

Notes

Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

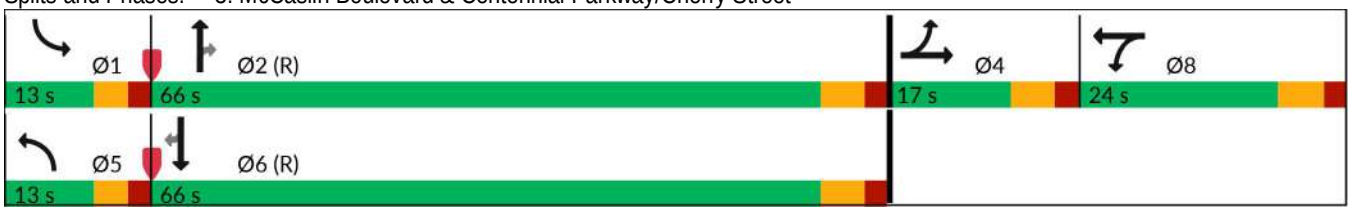
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	44	207	207	20	87	34	846	187	87	1083	29
Future Volume (vph)	45	44	207	207	20	87	34	846	187	87	1083	29
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	17.0	17.0		24.0	24.0		13.0	66.0	66.0	13.0	66.0	66.0
Total Split (%)	14.2%	14.2%		20.0%	20.0%		10.8%	55.0%	55.0%	10.8%	55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	44	207	207	20	87	34	846	187	87	1083	29
Future Volume (veh/h)	45	44	207	207	20	87	34	846	187	87	1083	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	48	0	225	22	0	37	920	0	95	1177	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	153		293	159		53	2184		117	2313	
Arrive On Green	0.04	0.04	0.00	0.08	0.08	0.00	0.06	1.00	0.00	0.13	1.00	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	49	48	0	225	22	0	37	920	0	95	1177	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.2	1.6	0.0	7.6	1.3	0.0	2.4	0.0	0.0	6.2	0.0	0.0
Cycle Q Clear(g_c), s	3.2	1.6	0.0	7.6	1.3	0.0	2.4	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	153		293	159		53	2184		117	2313	
V/C Ratio(X)	0.64	0.31		0.77	0.14		0.70	0.42		0.81	0.51	
Avail Cap(c_a), veh/h	163	326		518	281		119	2184		119	2313	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.95	0.95	0.00
Uniform Delay (d), s/veh	56.5	55.7	0.0	53.7	50.8	0.0	55.9	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	8.5	1.2	0.0	4.2	0.4	0.0	15.7	0.6	0.0	31.6	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.7	0.0	3.5	0.6	0.0	1.3	0.2	0.0	3.7	0.2	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	65.0	56.8	0.0	57.9	51.2	0.0	71.6	0.6	0.0	83.0	0.8	0.0
LnGrp LOS	E	E	A	E	D	A	E	A		F	A	
Approach Vol, veh/h		322			342			957			1272	
Approach Delay, s/veh		18.4			41.4			3.3			6.9	
Approach LOS		B			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	79.8		11.2	8.5	84.1		16.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	60.0		11.0	8.0	60.0		18.0				
Max Q Clear Time (g_c+I1), s	8.2	2.0		5.2	4.4	2.0		9.6				
Green Ext Time (p_c), s	0.0	8.4		0.1	0.0	12.3		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		11.1
HCM 7th LOS		B

Notes

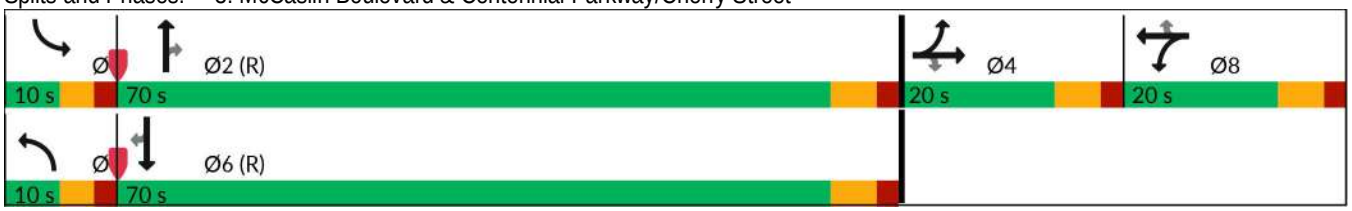
Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	46	77	198	56	84	112	783	114	41	595	74
Future Volume (vph)	105	46	77	198	56	84	112	783	114	41	595	74
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	10.0	70.0	70.0	10.0	70.0	70.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	8.3%	58.3%	58.3%	8.3%	58.3%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	46	77	198	56	84	112	783	114	41	595	74
Future Volume (veh/h)	105	46	77	198	56	84	112	783	114	41	595	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	51	0	218	62	0	123	860	0	45	654	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	288		284	154		74	2173		58	2140	
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.00	0.08	1.00	0.00	0.06	1.00	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	115	51	0	218	62	0	123	860	0	45	654	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.7	1.6	0.0	7.4	3.8	0.0	5.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	7.7	1.6	0.0	7.4	3.8	0.0	5.0	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	288		284	154		74	2173		58	2140	
V/C Ratio(X)	0.80	0.18		0.77	0.40		1.66	0.40		0.78	0.31	
Avail Cap(c_a), veh/h	205	408		403	218		74	2173		74	2140	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	54.1	51.3	0.0	53.9	52.3	0.0	55.0	0.0	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	13.3	0.3	0.0	5.6	1.7	0.0	347.8	0.5	0.0	31.5	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.7	0.0	3.4	1.8	0.0	9.3	0.2	0.0	1.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.4	51.6	0.0	59.5	54.0	0.0	402.8	0.5	0.0	87.2	0.4	0.0
LnGrp LOS	E	D		E	D		F	A		F	A	
Approach Vol, veh/h		166			280			983			699	
Approach Delay, s/veh		62.5			58.3			50.9			6.0	
Approach LOS		E			E			D			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	79.4		15.9	10.0	78.2		15.9				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	64.0		14.0	5.0	64.0		14.0				
Max Q Clear Time (g_c+I1), s	5.0	2.0		9.7	7.0	2.0		9.4				
Green Ext Time (p_c), s	0.0	7.7		0.2	0.0	5.3		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	38.0
HCM 7th LOS	D

Notes

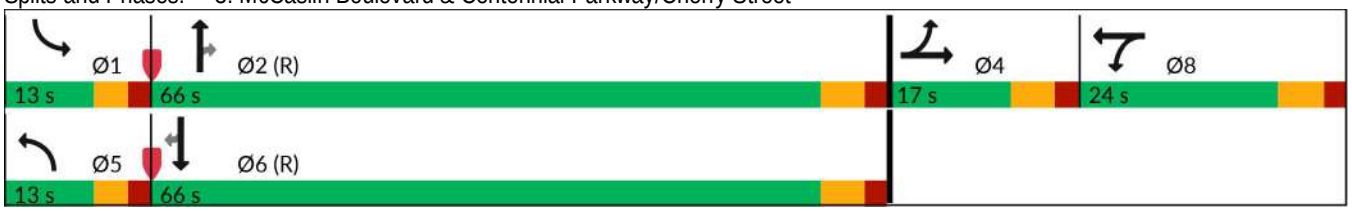
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	84	215	234	40	91	35	802	195	91	1133	119
Future Volume (vph)	220	84	215	234	40	91	35	802	195	91	1133	119
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	17.0	17.0		24.0	24.0		13.0	66.0	66.0	13.0	66.0	66.0
Total Split (%)	14.2%	14.2%		20.0%	20.0%		10.8%	55.0%	55.0%	10.8%	55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	84	215	234	40	91	35	802	195	91	1133	119
Future Volume (veh/h)	220	84	215	234	40	91	35	802	195	91	1133	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	91	0	254	43	0	38	872	0	99	1232	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	326		325	176		53	1976		119	2106	
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.00	0.06	1.00	0.00	0.13	1.00	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	239	91	0	254	43	0	38	872	0	99	1232	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.0	2.9	0.0	8.6	2.6	0.0	2.5	0.0	0.0	6.5	0.0	0.0
Cycle Q Clear(g_c), s	11.0	2.9	0.0	8.6	2.6	0.0	2.5	0.0	0.0	6.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	326		325	176		53	1976		119	2106	
V/C Ratio(X)	1.46	0.28		0.78	0.24		0.71	0.44		0.83	0.58	
Avail Cap(c_a), veh/h	163	326		518	281		119	1976		119	2106	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	54.5	50.8	0.0	53.2	50.4	0.0	55.9	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	239.0	0.5	0.0	4.1	0.7	0.0	16.1	0.7	0.0	35.4	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	1.3	0.0	3.9	1.2	0.0	1.3	0.2	0.0	3.9	0.3	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	293.5	51.3	0.0	57.3	51.1	0.0	72.0	0.7	0.0	86.8	1.1	0.0
LnGrp LOS	F	D	A	E	D	A	E	A		F	A	
Approach Vol, veh/h		564			396			910			1331	
Approach Delay, s/veh		132.7			42.3			3.7			7.5	
Approach LOS		F			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	72.7		17.0	8.6	77.1		17.3				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	60.0		11.0	8.0	60.0		18.0				
Max Q Clear Time (g_c+I1), s	8.5	2.0		13.0	4.5	2.0		10.6				
Green Ext Time (p_c), s	0.0	7.8		0.0	0.0	13.3		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	32.8
HCM 7th LOS	C

Notes

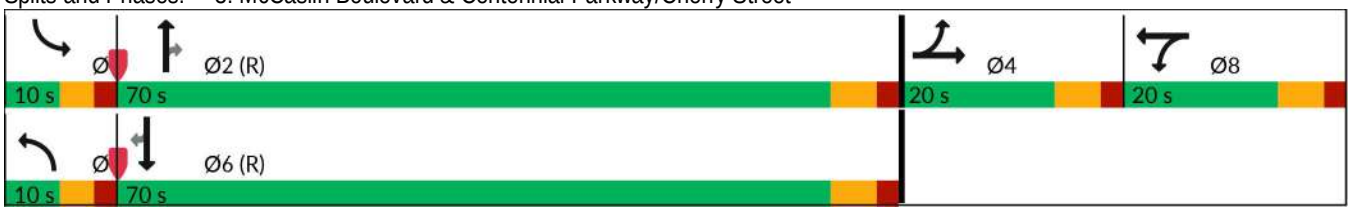
Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	61	213	198	61	84	158	807	116	41	649	77
Future Volume (vph)	112	61	213	198	61	84	158	807	116	41	649	77
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0		20.0	20.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	20.0	20.0		20.0	20.0		10.0	70.0	70.0	10.0	70.0	70.0
Total Split (%)	16.7%	16.7%		16.7%	16.7%		8.3%	58.3%	58.3%	8.3%	58.3%	58.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	61	213	198	61	84	158	807	116	41	649	77
Future Volume (veh/h)	112	61	213	198	61	84	158	807	116	41	649	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	67	0	218	67	0	174	887	0	45	713	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	305		284	154		74	2155		58	2122	
Arrive On Green	0.09	0.09	0.00	0.08	0.08	0.00	0.08	1.00	0.00	0.06	1.00	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	123	67	0	218	67	0	174	887	0	45	713	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.3	2.1	0.0	7.4	4.1	0.0	5.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	8.3	2.1	0.0	7.4	4.1	0.0	5.0	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	305		284	154		74	2155		58	2122	
V/C Ratio(X)	0.80	0.22		0.77	0.44		2.34	0.41		0.78	0.34	
Avail Cap(c_a), veh/h	205	408		403	218		74	2155		74	2122	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	53.8	51.0	0.0	53.9	52.4	0.0	55.0	0.0	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	15.4	0.4	0.0	5.5	1.9	0.0	644.6	0.6	0.0	31.5	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	1.0	0.0	3.4	2.0	0.0	15.4	0.2	0.0	1.8	0.1	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	69.2	51.3	0.0	59.5	54.3	0.0	699.6	0.6	0.0	87.2	0.4	0.0
LnGrp LOS	E	D	A	E	D	A	F	A		F	A	
Approach Vol, veh/h		424			377			1061			758	
Approach Delay, s/veh		28.2			44.1			115.2			5.6	
Approach LOS		C			D			F			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	78.8		16.5	10.0	77.7		15.9				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	64.0		14.0	5.0	64.0		14.0				
Max Q Clear Time (g_c+I1), s	5.0	2.0		10.3	7.0	2.0		9.4				
Green Ext Time (p_c), s	0.0	8.0		0.2	0.0	6.0		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	59.2	
HCM 7th LOS	E	

Notes

Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

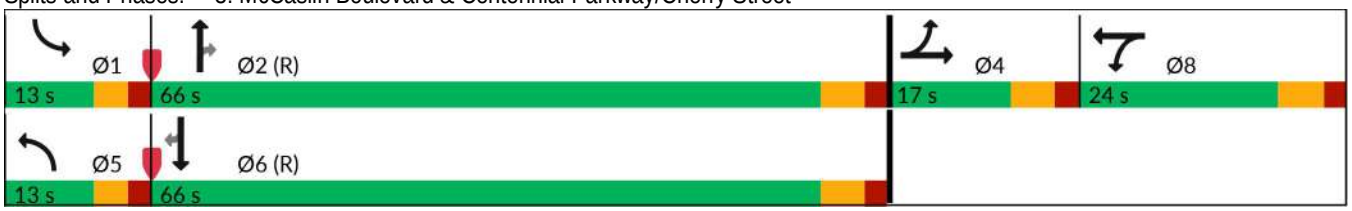
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	93	309	235	55	91	180	860	196	91	1175	126
Future Volume (vph)	225	93	309	235	55	91	180	860	196	91	1175	126
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	17.0	17.0		24.0	24.0		13.0	66.0	66.0	13.0	66.0	66.0
Total Split (%)	14.2%	14.2%		20.0%	20.0%		10.8%	55.0%	55.0%	10.8%	55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	93	309	235	55	91	180	860	196	91	1175	126
Future Volume (veh/h)	225	93	309	235	55	91	180	860	196	91	1175	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	101	0	255	60	0	196	935	0	99	1277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	326		327	177		119	1973		119	1973	
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.00	0.13	1.00	0.00	0.13	1.00	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	245	101	0	255	60	0	196	935	0	99	1277	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.0	3.2	0.0	8.7	3.6	0.0	8.0	0.0	0.0	6.5	0.0	0.0
Cycle Q Clear(g_c), s	11.0	3.2	0.0	8.7	3.6	0.0	8.0	0.0	0.0	6.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	326		327	177		119	1973		119	1973	
V/C Ratio(X)	1.50	0.31		0.78	0.34		1.65	0.47		0.83	0.65	
Avail Cap(c_a), veh/h	163	326		518	281		119	1973		119	1973	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	54.5	51.0	0.0	53.1	50.8	0.0	52.0	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	254.4	0.5	0.0	4.0	1.1	0.0	327.1	0.8	0.0	35.2	1.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	1.4	0.0	3.9	1.7	0.0	14.1	0.2	0.0	3.9	0.4	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	308.9	51.5	0.0	57.1	51.9	0.0	379.1	0.8	0.0	86.5	1.5	0.0
LnGrp LOS	F	D	A	E	D	A	F	A		F	A	
Approach Vol, veh/h		682			414			1131			1376	
Approach Delay, s/veh		118.6			42.7			66.4			7.6	
Approach LOS		F			D			E			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	72.6		17.0	13.0	72.6		17.4				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	60.0		11.0	8.0	60.0		18.0				
Max Q Clear Time (g_c+I1), s	8.5	2.0		13.0	10.0	2.0		10.7				
Green Ext Time (p_c), s	0.0	8.6		0.0	0.0	14.1		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh		51.1
HCM 7th LOS		D

Notes

Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

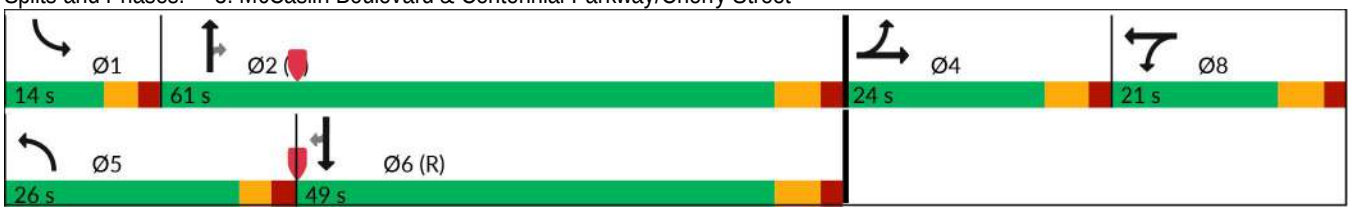
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	61	213	198	61	84	158	807	116	41	649	77
Future Volume (vph)	112	61	213	198	61	84	158	807	116	41	649	77
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0		20.0	20.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	24.0	24.0		21.0	21.0		26.0	61.0	61.0	14.0	49.0	49.0
Total Split (%)	20.0%	20.0%		17.5%	17.5%		21.7%	50.8%	50.8%	11.7%	40.8%	40.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	61	213	198	61	84	158	807	116	41	649	77
Future Volume (veh/h)	112	61	213	198	61	84	158	807	116	41	649	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	67	0	218	67	0	174	887	0	45	713	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	310		286	155		203	2148		58	1859	
Arrive On Green	0.09	0.09	0.00	0.08	0.08	0.00	0.15	0.80	0.00	0.06	1.00	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	123	67	0	218	67	0	174	887	0	45	713	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.3	2.1	0.0	7.4	4.1	0.0	11.4	8.8	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	8.3	2.1	0.0	7.4	4.1	0.0	11.4	8.8	0.0	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	310		286	155		203	2148		58	1859	
V/C Ratio(X)	0.79	0.22		0.76	0.43		0.86	0.41		0.78	0.38	
Avail Cap(c_a), veh/h	263	525		432	234		312	2148		134	1859	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	53.6	50.8	0.0	53.9	52.3	0.0	50.0	5.5	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	8.7	0.3	0.0	4.3	1.9	0.0	13.6	0.6	0.0	19.5	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	1.0	0.0	3.4	2.0	0.0	5.7	2.8	0.0	1.6	0.2	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	62.3	51.2	0.0	58.2	54.2	0.0	63.6	6.1	0.0	75.2	0.6	0.0
LnGrp LOS	E	D	A	E	D	A	E	A		E	A	
Approach Vol, veh/h		424			377			1061			758	
Approach Delay, s/veh		26.2			43.3			15.5			5.0	
Approach LOS		C			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	78.5		16.6	18.7	68.8		15.9				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	55.0		18.0	21.0	43.0		15.0				
Max Q Clear Time (g_c+I1), s	5.0	10.8		10.3	13.4	2.0		9.4				
Green Ext Time (p_c), s	0.0	7.8		0.4	0.3	5.8		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.2
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

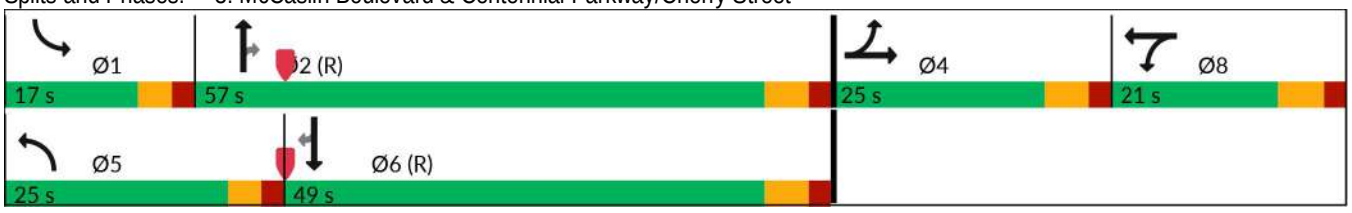
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	93	309	235	55	91	180	860	196	91	1175	126
Future Volume (vph)	225	93	309	235	55	91	180	860	196	91	1175	126
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	25.0	25.0		21.0	21.0		25.0	57.0	57.0	17.0	49.0	49.0
Total Split (%)	20.8%	20.8%		17.5%	17.5%		20.8%	47.5%	47.5%	14.2%	40.8%	40.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	93	309	235	55	91	180	860	196	91	1175	126
Future Volume (veh/h)	225	93	309	235	55	91	180	860	196	91	1175	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	101	0	255	60	0	196	935	0	99	1277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	543		321	174		225	1753		123	1550	
Arrive On Green	0.15	0.15	0.00	0.09	0.09	0.00	0.13	0.49	0.00	0.07	0.44	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	245	101	0	255	60	0	196	935	0	99	1277	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.2	3.0	0.0	8.7	3.6	0.0	13.0	21.7	0.0	6.6	38.0	0.0
Cycle Q Clear(g_c), s	16.2	3.0	0.0	8.7	3.6	0.0	13.0	21.7	0.0	6.6	38.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	543		321	174		225	1753		123	1550	
V/C Ratio(X)	0.90	0.19		0.79	0.34		0.87	0.53		0.80	0.82	
Avail Cap(c_a), veh/h	282	563		432	234		297	1753		178	1550	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	49.9	44.3	0.0	53.3	51.0	0.0	51.4	20.9	0.0	55.0	29.8	0.0
Incr Delay (d2), s/veh	28.9	0.2	0.0	7.1	1.2	0.0	18.9	1.2	0.0	14.2	4.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	1.3	0.0	4.1	1.8	0.0	7.0	9.2	0.0	3.4	16.9	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	78.8	44.5	0.0	60.4	52.2	0.0	70.4	22.1	0.0	69.3	34.5	0.0
LnGrp LOS	E	D	A	E	D	A	E	C		E	C	
Approach Vol, veh/h		682			414			1131			1376	
Approach Delay, s/veh		34.9			44.8			30.4			37.0	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	65.2		24.3	20.2	58.3		17.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	51.0		19.0	20.0	43.0		15.0				
Max Q Clear Time (g_c+I1), s	8.6	23.7		18.2	15.0	40.0		10.7				
Green Ext Time (p_c), s	0.1	7.6		0.1	0.2	2.2		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	35.4
HCM 7th LOS	D

Notes

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

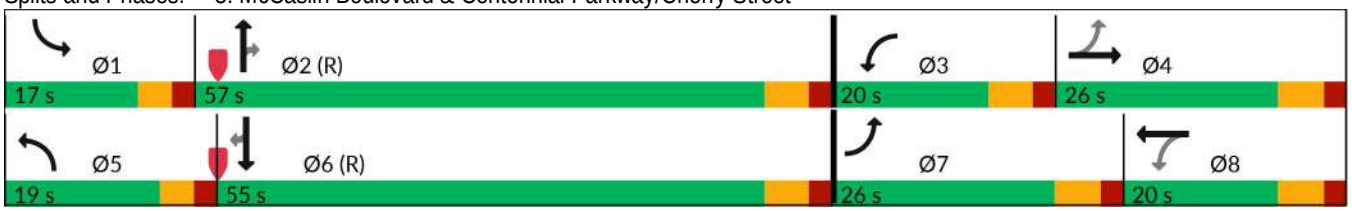
Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	102	343	283	58	110	169	1051	238	110	1417	127
Future Volume (vph)	235	102	343	283	58	110	169	1051	238	110	1417	127
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	26.0	26.0		20.0	20.0		19.0	57.0	57.0	17.0	55.0	55.0
Total Split (%)	21.7%	21.7%		16.7%	16.7%		15.8%	47.5%	47.5%	14.2%	45.8%	45.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	102	343	283	58	110	169	1051	238	110	1417	127
Future Volume (veh/h)	235	102	343	283	58	110	169	1051	238	110	1417	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	111	0	308	63	0	184	1142	0	120	1540	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	350		597	95		207	1871		146	1748	
Arrive On Green	0.15	0.10	0.00	0.10	0.05	0.00	0.23	1.00	0.00	0.08	0.49	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	255	111	0	308	63	0	184	1142	0	120	1540	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	15.7	3.5	0.0	10.0	4.0	0.0	12.0	0.0	0.0	8.0	46.6	0.0
Cycle Q Clear(g_c), s	15.7	3.5	0.0	10.0	4.0	0.0	12.0	0.0	0.0	8.0	46.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	350		597	95		207	1871		146	1748	
V/C Ratio(X)	0.73	0.32		0.52	0.66		0.89	0.61		0.82	0.88	
Avail Cap(c_a), veh/h	380	592		649	218		208	1871		178	1748	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	43.4	50.3	0.0	47.3	56.0	0.0	45.3	0.0	0.0	54.2	27.3	0.0
Incr Delay (d2), s/veh	6.4	0.5	0.0	0.7	7.7	0.0	33.8	1.5	0.0	19.7	6.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	1.6	0.0	4.3	2.1	0.0	6.6	0.4	0.0	4.4	20.5	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	49.7	50.9	0.0	48.0	63.7	0.0	79.1	1.5	0.0	74.0	33.4	0.0
LnGrp LOS	D	D	A	D	E	A	E	A		E	C	
Approach Vol, veh/h		739			491			1326			1660	
Approach Delay, s/veh		24.8			38.3			12.3			36.3	
Approach LOS		C			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	69.2	18.2	17.8	19.0	65.0	23.9	12.1
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	51.0	14.0	20.0	14.0	49.0	20.0	14.0
Max Q Clear Time (g_c+I1), s	10.0	2.0	12.0	5.5	14.0	48.6	17.7	6.0
Green Ext Time (p_c), s	0.1	11.5	0.2	0.5	0.0	0.3	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

Notes

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

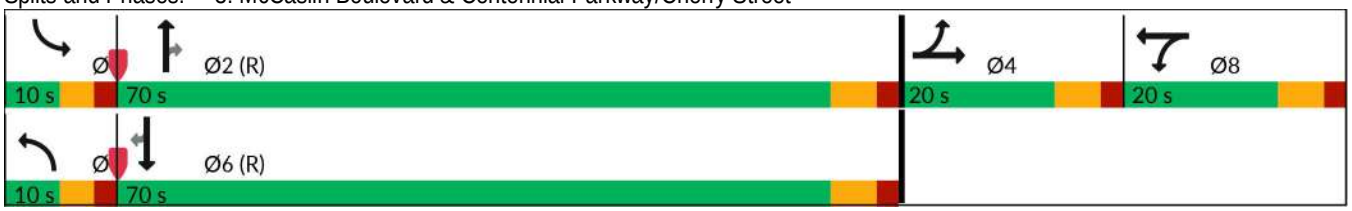
Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	53	94	239	65	103	137	961	141	50	723	81
Future Volume (vph)	114	53	94	239	65	103	137	961	141	50	723	81
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0		20.0	20.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	20.0	20.0		20.0	20.0		10.0	70.0	70.0	10.0	70.0	70.0
Total Split (%)	16.7%	16.7%		16.7%	16.7%		8.3%	58.3%	58.3%	8.3%	58.3%	58.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	53	94	239	65	103	137	961	141	50	723	81
Future Volume (veh/h)	114	53	94	239	65	103	137	961	141	50	723	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	58	0	260	71	0	149	1045	0	54	786	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	306		324	175		74	2090		69	2080	
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.00	0.08	1.00	0.00	0.08	1.00	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	124	58	0	260	71	0	149	1045	0	54	786	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.3	1.8	0.0	8.8	4.3	0.0	5.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	8.3	1.8	0.0	8.8	4.3	0.0	5.0	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	306		324	175		74	2090		69	2080	
V/C Ratio(X)	0.81	0.19		0.80	0.40		2.01	0.50		0.78	0.38	
Avail Cap(c_a), veh/h	205	408		403	218		74	2090		74	2080	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	53.7	50.8	0.0	53.3	51.2	0.0	55.0	0.0	0.0	54.9	0.0	0.0
Incr Delay (d2), s/veh	15.9	0.3	0.0	9.1	1.5	0.0	497.4	0.9	0.0	37.6	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.8	0.0	4.3	2.1	0.0	12.4	0.2	0.0	2.3	0.1	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	69.6	51.1	0.0	62.3	52.7	0.0	552.4	0.9	0.0	92.4	0.5	0.0
LnGrp LOS	E	D	A	E	D	A	F	A		F	A	
Approach Vol, veh/h		284			443			1194			840	
Approach Delay, s/veh		40.8			45.0			69.7			6.4	
Approach LOS		D			D			E			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	76.6		16.5	10.0	76.2		17.3				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	64.0		14.0	5.0	64.0		14.0				
Max Q Clear Time (g_c+I1), s	5.6	2.0		10.3	7.0	2.0		10.8				
Green Ext Time (p_c), s	0.0	10.2		0.2	0.0	6.8		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	43.5
HCM 7th LOS	D

Notes

Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

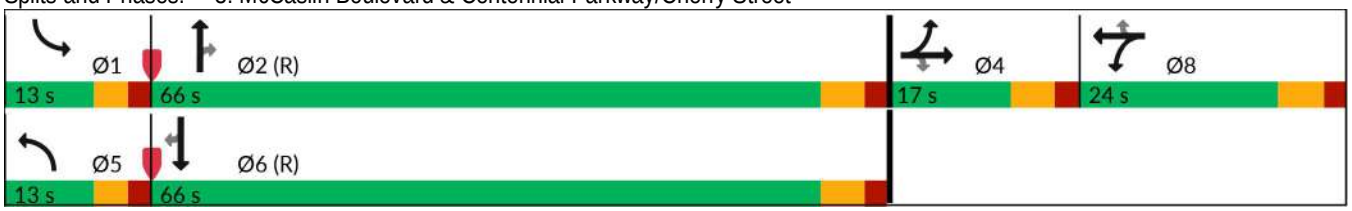
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	94	263	283	44	110	43	997	238	110	1383	126
Future Volume (vph)	230	94	263	283	44	110	43	997	238	110	1383	126
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0	17.0	24.0	24.0	24.0	10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	17.0	17.0	17.0	24.0	24.0	24.0	13.0	66.0	66.0	13.0	66.0	66.0
Total Split (%)	14.2%	14.2%	14.2%	20.0%	20.0%	20.0%	10.8%	55.0%	55.0%	10.8%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	94	263	283	44	110	43	997	238	110	1383	126
Future Volume (veh/h)	230	94	263	283	44	110	43	997	238	110	1383	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	250	102	0	308	48	0	47	1084	0	120	1503	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	326		378	205		60	1921		119	2038	
Arrive On Green	0.09	0.09	0.00	0.11	0.11	0.00	0.07	1.00	0.00	0.13	1.00	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	250	102	0	308	48	0	47	1084	0	120	1503	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.0	3.2	0.0	10.5	2.8	0.0	3.1	0.0	0.0	8.0	0.0	0.0
Cycle Q Clear(g_c), s	11.0	3.2	0.0	10.5	2.8	0.0	3.1	0.0	0.0	8.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	326		378	205		60	1921		119	2038	
V/C Ratio(X)	1.53	0.31		0.81	0.23		0.78	0.56		1.01	0.74	
Avail Cap(c_a), veh/h	163	326		518	281		119	1921		119	2038	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	54.5	51.0	0.0	52.2	48.8	0.0	55.5	0.0	0.0	52.0	0.0	0.0
Incr Delay (d2), s/veh	267.4	0.5	0.0	7.0	0.6	0.0	19.1	1.2	0.0	80.7	2.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	1.5	0.0	4.9	1.4	0.0	1.7	0.3	0.0	6.0	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	321.9	51.5	0.0	59.3	49.4	0.0	74.6	1.2	0.0	132.7	2.2	0.0
LnGrp LOS	F	D		E	D		E	A		F	A	
Approach Vol, veh/h		352			356			1131			1623	
Approach Delay, s/veh		243.5			57.9			4.3			11.8	
Approach LOS		F			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	70.9		17.0	9.1	74.8		19.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	60.0		11.0	8.0	60.0		18.0				
Max Q Clear Time (g_c+I1), s	10.0	2.0		13.0	5.1	2.0		12.5				
Green Ext Time (p_c), s	0.0	10.8		0.0	0.0	18.9		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	37.7
HCM 7th LOS	D

Notes

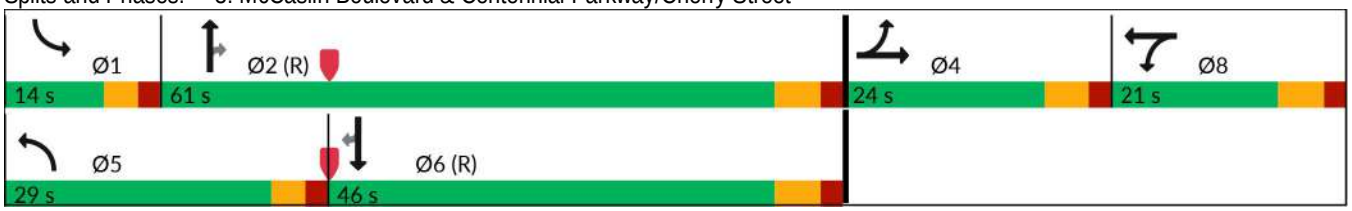
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	66	214	239	69	103	176	977	141	50	774	82
Future Volume (vph)	121	66	214	239	69	103	176	977	141	50	774	82
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0		20.0	20.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	24.0	24.0		21.0	21.0		29.0	61.0	61.0	14.0	46.0	46.0
Total Split (%)	20.0%	20.0%		17.5%	17.5%		24.2%	50.8%	50.8%	11.7%	38.3%	38.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	66	214	239	69	103	176	977	141	50	774	82
Future Volume (veh/h)	121	66	214	239	69	103	176	977	141	50	774	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	72	0	260	75	0	191	1062	0	54	841	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	328		327	177		222	2065		69	1760	
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.00	0.12	0.58	0.00	0.08	0.99	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	132	72	0	260	75	0	191	1062	0	54	841	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.9	2.3	0.0	8.8	4.5	0.0	12.6	21.4	0.0	3.6	0.5	0.0
Cycle Q Clear(g_c), s	8.9	2.3	0.0	8.8	4.5	0.0	12.6	21.4	0.0	3.6	0.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	328		327	177		222	2065		69	1760	
V/C Ratio(X)	0.80	0.22		0.79	0.42		0.86	0.51		0.78	0.48	
Avail Cap(c_a), veh/h	263	525		432	234		356	2065		134	1760	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	53.3	50.3	0.0	53.2	51.2	0.0	51.5	15.0	0.0	54.8	0.3	0.0
Incr Delay (d2), s/veh	8.9	0.3	0.0	7.4	1.6	0.0	11.6	0.9	0.0	16.5	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	1.0	0.0	4.2	2.2	0.0	6.3	8.7	0.0	1.9	0.3	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	62.2	50.6	0.0	60.6	52.8	0.0	63.1	15.9	0.0	71.3	1.2	0.0
LnGrp LOS	E	D	A	E	D	A	E	B		E	A	
Approach Vol, veh/h		437			447			1253			895	
Approach Delay, s/veh		27.1			44.1			23.1			5.4	
Approach LOS		C			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	75.7		17.3	19.9	65.4		17.4				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	55.0		18.0	24.0	40.0		15.0				
Max Q Clear Time (g_c+I1), s	5.6	23.4		10.9	14.6	2.5		10.8				
Green Ext Time (p_c), s	0.0	9.4		0.4	0.3	7.1		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

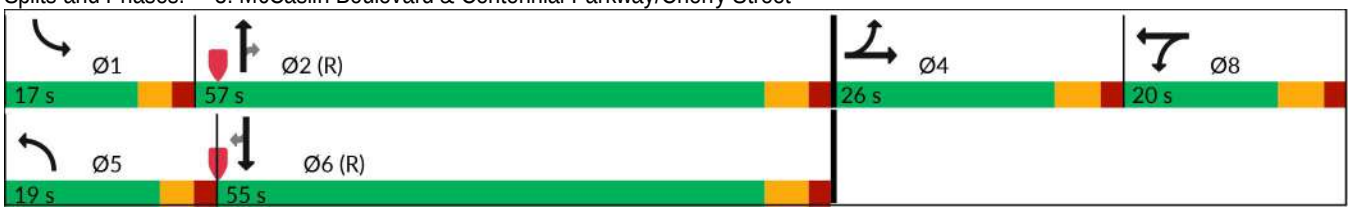
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	102	343	283	58	110	169	1051	238	110	1417	127
Future Volume (vph)	235	102	343	283	58	110	169	1051	238	110	1417	127
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	26.0	26.0		20.0	20.0		19.0	57.0	57.0	17.0	55.0	55.0
Total Split (%)	21.7%	21.7%		16.7%	16.7%		15.8%	47.5%	47.5%	14.2%	45.8%	45.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	102	343	283	58	110	169	1051	238	110	1417	127
Future Volume (veh/h)	235	102	343	283	58	110	169	1051	238	110	1417	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	111	0	308	63	0	184	1142	0	120	1540	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	564		367	199		207	1640		146	1518	
Arrive On Green	0.16	0.16	0.00	0.11	0.11	0.00	0.23	0.92	0.00	0.08	0.43	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	255	111	0	308	63	0	184	1142	0	120	1540	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.9	3.3	0.0	10.5	3.7	0.0	12.0	8.3	0.0	8.0	51.3	0.0
Cycle Q Clear(g_c), s	16.9	3.3	0.0	10.5	3.7	0.0	12.0	8.3	0.0	8.0	51.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	564		367	199		207	1640		146	1518	
V/C Ratio(X)	0.90	0.20		0.84	0.32		0.89	0.70		0.82	1.01	
Avail Cap(c_a), veh/h	297	592		403	218		208	1640		178	1518	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	49.6	43.8	0.0	52.6	49.6	0.0	45.3	2.8	0.0	54.2	34.4	0.0
Incr Delay (d2), s/veh	27.9	0.2	0.0	13.6	0.9	0.0	33.8	2.5	0.0	19.7	25.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	1.5	0.0	5.2	1.8	0.0	6.6	1.9	0.0	4.4	26.8	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	77.4	44.0	0.0	66.2	50.5	0.0	79.1	5.3	0.0	74.0	59.7	0.0
LnGrp LOS	E	D	A	E	D	A	E	A		E	F	
Approach Vol, veh/h		739			491			1326			1660	
Approach Delay, s/veh		33.3			48.0			15.5			60.8	
Approach LOS		C			D			B			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	61.4		25.1	19.0	57.3		18.7				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	51.0		20.0	14.0	49.0		14.0				
Max Q Clear Time (g_c+I1), s	10.0	10.3		18.9	14.0	53.3		12.5				
Green Ext Time (p_c), s	0.1	11.1		0.2	0.0	0.0		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	40.2
HCM 7th LOS	D

Notes

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

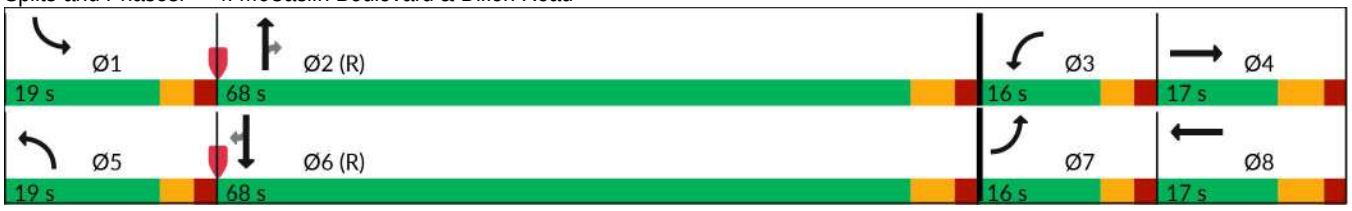
Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	16	51	386	73	178	141	858	355	101	631	38
Future Volume (vph)	23	16	51	386	73	178	141	858	355	101	631	38
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	16.0	17.0		16.0	17.0		19.0	68.0	68.0	19.0	68.0	68.0
Total Split (%)	13.3%	14.2%		13.3%	14.2%		15.8%	56.7%	56.7%	15.8%	56.7%	56.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	16	51	386	73	178	141	858	355	101	631	38
Future Volume (veh/h)	23	16	51	386	73	178	141	858	355	101	631	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	16	0	398	75	0	145	885	0	104	651	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	76		317	205		205	2269		158	3191	
Arrive On Green	0.02	0.04	0.00	0.09	0.11	0.00	0.06	0.64	0.00	0.09	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	24	16	0	398	75	0	145	885	0	104	651	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	0.8	1.0	0.0	11.0	4.5	0.0	4.9	14.4	0.0	3.5	0.0	0.0
Cycle Q Clear(g_c), s	0.8	1.0	0.0	11.0	4.5	0.0	4.9	14.4	0.0	3.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	76		317	205		205	2269		158	3191	
V/C Ratio(X)	0.31	0.21		1.26	0.37		0.71	0.39		0.66	0.20	
Avail Cap(c_a), veh/h	314	170		317	205		403	2269		403	3191	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.7	55.7	0.0	54.5	49.6	0.0	55.4	10.4	0.0	53.6	0.0	0.0
Incr Delay (d2), s/veh	2.2	1.4	0.0	138.6	1.1	0.0	4.4	0.5	0.0	4.6	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.0	10.9	2.2	0.0	2.3	5.6	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.8	57.1	0.0	193.1	50.7	0.0	59.9	10.9	0.0	58.3	0.1	0.0
LnGrp LOS	E	E		F	D		E	B		E	A	
Approach Vol, veh/h		40			473			1030			755	
Approach Delay, s/veh		58.7			170.5			17.8			8.1	
Approach LOS		E			F			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	82.6	16.0	10.9	12.1	81.0	7.8	19.1
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	62.0	11.0	11.0	14.0	62.0	11.0	11.0
Max Q Clear Time (g_c+I1), s	5.5	16.4	13.0	3.0	6.9	2.0	2.8	6.5
Green Ext Time (p_c), s	0.2	7.8	0.0	0.0	0.2	5.3	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	46.8
HCM 7th LOS	D

Notes

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

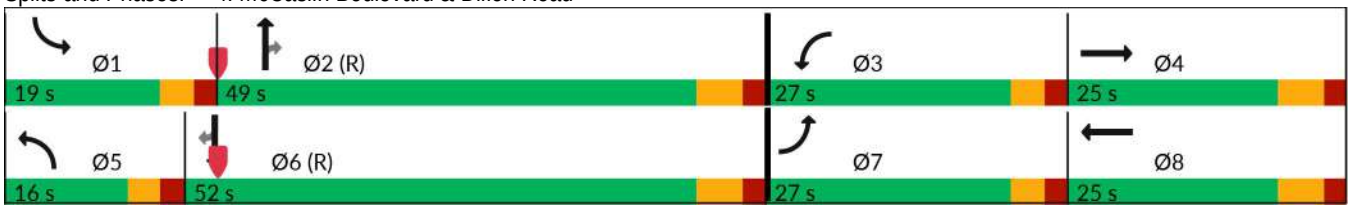
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	63	140	519	71	141	106	916	479	212	1145	59
Future Volume (vph)	62	63	140	519	71	141	106	916	479	212	1145	59
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	27.0	25.0		27.0	25.0		16.0	49.0	49.0	19.0	52.0	52.0
Total Split (%)	22.5%	20.8%		22.5%	20.8%		13.3%	40.8%	40.8%	15.8%	43.3%	43.3%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	63	140	519	71	141	106	916	479	212	1145	59
Future Volume (veh/h)	62	63	140	519	71	141	106	916	479	212	1145	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	67	0	552	76	0	113	974	0	226	1218	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	100		608	359		168	1796		283	2751	
Arrive On Green	0.04	0.05	0.00	0.18	0.19	0.00	0.05	0.51	0.00	0.16	1.00	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	66	67	0	552	76	0	113	974	0	226	1218	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	2.2	4.2	0.0	18.8	4.1	0.0	3.9	22.4	0.0	7.5	0.0	0.0
Cycle Q Clear(g_c), s	2.2	4.2	0.0	18.8	4.1	0.0	3.9	22.4	0.0	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	100		608	359		168	1796		283	2751	
V/C Ratio(X)	0.52	0.67		0.91	0.21		0.67	0.54		0.80	0.44	
Avail Cap(c_a), veh/h	634	296		634	359		317	1796		403	2751	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.7	55.8	0.0	48.5	40.8	0.0	56.1	20.2	0.0	49.2	0.0	0.0
Incr Delay (d2), s/veh	3.2	7.6	0.0	16.7	0.3	0.0	4.6	1.2	0.0	7.2	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.2	0.0	9.5	1.9	0.0	1.8	9.4	0.0	3.3	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.9	63.4	0.0	65.2	41.1	0.0	60.7	21.4	0.0	56.4	0.5	0.0
LnGrp LOS	E	E		E	D		E	C		E	A	
Approach Vol, veh/h		133			628			1087			1444	
Approach Delay, s/veh		61.7			62.2			25.5			9.3	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	66.7	26.1	12.4	10.8	70.7	9.4	29.1
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	43.0	22.0	19.0	11.0	46.0	22.0	19.0
Max Q Clear Time (g_c+I1), s	9.5	24.4	20.8	6.2	5.9	2.0	4.2	6.1
Green Ext Time (p_c), s	0.3	6.9	0.3	0.2	0.1	11.9	0.1	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	26.8
HCM 7th LOS	C

Notes

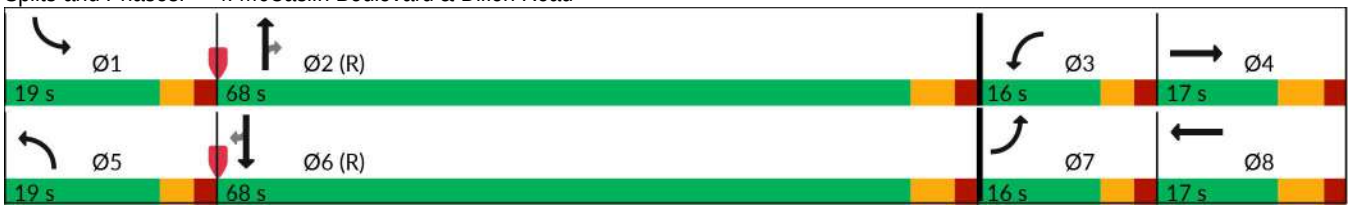
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	34	86	402	99	208	209	923	369	122	691	40
Future Volume (vph)	28	34	86	402	99	208	209	923	369	122	691	40
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	16.0	17.0		16.0	17.0		19.0	68.0	68.0	19.0	68.0	68.0
Total Split (%)	13.3%	14.2%		13.3%	14.2%		15.8%	56.7%	56.7%	15.8%	56.7%	56.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	34	86	402	99	208	209	923	369	122	691	40
Future Volume (veh/h)	28	34	86	402	99	208	209	923	369	122	691	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	35	0	414	102	0	215	952	0	126	712	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	77		317	201		277	2242		182	3081	
Arrive On Green	0.03	0.04	0.00	0.09	0.11	0.00	0.08	0.63	0.00	0.11	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	29	35	0	414	102	0	215	952	0	126	712	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.0	2.2	0.0	11.0	6.2	0.0	7.3	16.2	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	1.0	2.2	0.0	11.0	6.2	0.0	7.3	16.2	0.0	4.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	77		317	201		277	2242		182	3081	
V/C Ratio(X)	0.33	0.45		1.31	0.51		0.78	0.42		0.69	0.23	
Avail Cap(c_a), veh/h	314	170		317	201		403	2242		403	3081	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.4	56.2	0.0	54.5	50.6	0.0	54.1	11.2	0.0	52.7	0.0	0.0
Incr Delay (d2), s/veh	2.1	4.1	0.0	159.1	2.1	0.0	5.8	0.6	0.0	4.6	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.1	0.0	11.8	3.0	0.0	3.4	6.3	0.0	1.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.6	60.3	0.0	213.6	52.7	0.0	59.9	11.8	0.0	57.4	0.2	0.0
LnGrp LOS	E	E		F	D		E	B		E	A	
Approach Vol, veh/h		64			516			1167			838	
Approach Delay, s/veh		60.0			181.8			20.6			8.8	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	81.7	16.0	11.0	14.6	78.4	8.1	18.9
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	62.0	11.0	11.0	14.0	62.0	11.0	11.0
Max Q Clear Time (g_c+I1), s	6.2	18.2	13.0	4.2	9.3	2.0	3.0	8.2
Green Ext Time (p_c), s	0.2	8.6	0.0	0.0	0.3	6.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	49.9
HCM 7th LOS	D

Notes

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

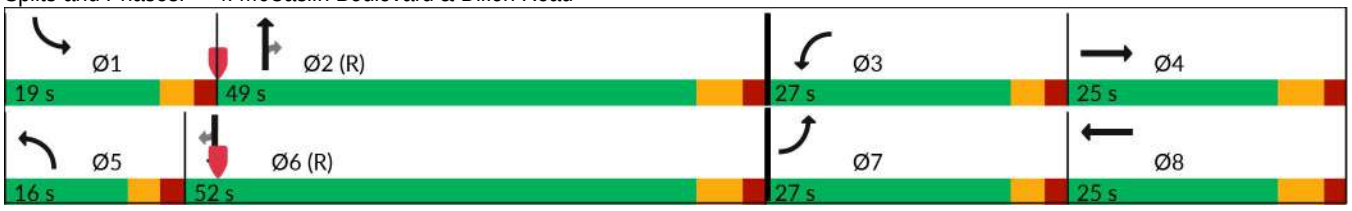
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	104	235	540	112	185	249	966	498	259	1254	61
Future Volume (vph)	81	104	235	540	112	185	249	966	498	259	1254	61
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	27.0	25.0		27.0	25.0		16.0	49.0	49.0	19.0	52.0	52.0
Total Split (%)	22.5%	20.8%		22.5%	20.8%		13.3%	40.8%	40.8%	15.8%	43.3%	43.3%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	104	235	540	112	185	249	966	498	259	1254	61
Future Volume (veh/h)	81	104	235	540	112	185	249	966	498	259	1254	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	111	0	574	119	0	265	1028	0	276	1334	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	145		625	408		317	1639		336	2383	
Arrive On Green	0.04	0.08	0.00	0.18	0.22	0.00	0.09	0.46	0.00	0.10	0.47	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	86	111	0	574	119	0	265	1028	0	276	1334	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	2.9	7.0	0.0	19.6	6.4	0.0	9.1	26.3	0.0	9.4	22.6	0.0
Cycle Q Clear(g_c), s	2.9	7.0	0.0	19.6	6.4	0.0	9.1	26.3	0.0	9.4	22.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	145		625	408		317	1639		336	2383	
V/C Ratio(X)	0.62	0.77		0.92	0.29		0.84	0.63		0.82	0.56	
Avail Cap(c_a), veh/h	634	296		634	408		317	1639		403	2383	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.7	54.3	0.0	48.3	39.2	0.0	53.6	24.5	0.0	53.2	23.1	0.0
Incr Delay (d2), s/veh	4.4	8.1	0.0	18.4	0.4	0.0	17.5	1.8	0.0	11.0	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.6	0.0	10.0	3.0	0.0	4.7	11.3	0.0	4.6	9.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	62.4	0.0	66.7	39.6	0.0	71.1	26.3	0.0	64.2	24.1	0.0
LnGrp LOS	E	E		E	D		E	C		E	C	
Approach Vol, veh/h		197			693			1293			1610	
Approach Delay, s/veh		61.8			62.1			35.5			30.9	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	61.3	26.7	15.3	16.0	62.0	9.8	32.2
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	43.0	22.0	19.0	11.0	46.0	22.0	19.0
Max Q Clear Time (g_c+I1), s	11.4	28.3	21.6	9.0	11.1	24.6	4.9	8.4
Green Ext Time (p_c), s	0.2	6.4	0.1	0.3	0.0	10.2	0.2	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	39.8
HCM 7th LOS	D

Notes

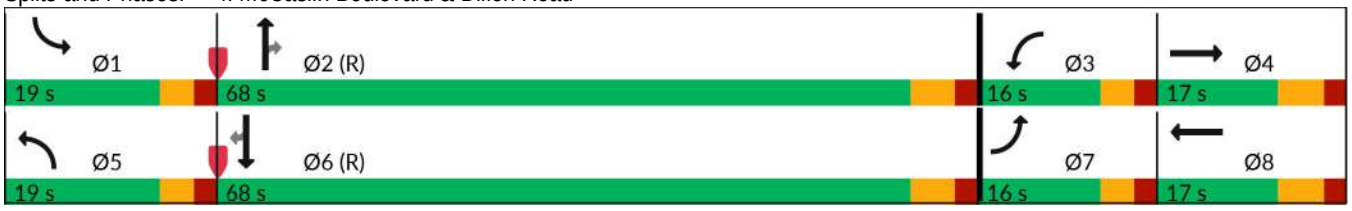
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	34	86	415	99	237	209	966	373	182	821	40
Future Volume (vph)	28	34	86	415	99	237	209	966	373	182	821	40
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	16.0	17.0		16.0	17.0		19.0	68.0	68.0	19.0	68.0	68.0
Total Split (%)	13.3%	14.2%		13.3%	14.2%		15.8%	56.7%	56.7%	15.8%	56.7%	56.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	34	86	415	99	237	209	966	373	182	821	40
Future Volume (veh/h)	28	34	86	415	99	237	209	966	373	182	821	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	35	0	428	102	0	215	996	0	188	846	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	77		317	201		277	2176		246	3081	
Arrive On Green	0.03	0.04	0.00	0.09	0.11	0.00	0.08	0.61	0.00	0.14	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	29	35	0	428	102	0	215	996	0	188	846	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.0	2.2	0.0	11.0	6.2	0.0	7.3	18.1	0.0	6.3	0.0	0.0
Cycle Q Clear(g_c), s	1.0	2.2	0.0	11.0	6.2	0.0	7.3	18.1	0.0	6.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	77		317	201		277	2176		246	3081	
V/C Ratio(X)	0.33	0.45		1.35	0.51		0.78	0.46		0.76	0.27	
Avail Cap(c_a), veh/h	314	170		317	201		403	2176		403	3081	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.4	56.2	0.0	54.5	50.6	0.0	54.1	12.5	0.0	50.5	0.0	0.0
Incr Delay (d2), s/veh	2.1	4.1	0.0	177.5	2.1	0.0	5.8	0.7	0.0	4.9	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.1	0.0	12.6	3.0	0.0	3.4	7.2	0.0	2.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.6	60.3	0.0	232.0	52.7	0.0	59.9	13.2	0.0	55.4	0.2	0.0
LnGrp LOS	E	E		F	D		E	B		E	A	
Approach Vol, veh/h		64			530			1211			1034	
Approach Delay, s/veh		60.0			197.5			21.5			10.2	
Approach LOS		E			F			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	79.5	16.0	11.0	14.6	78.4	8.1	18.9
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	62.0	11.0	11.0	14.0	62.0	11.0	11.0
Max Q Clear Time (g_c+I1), s	8.3	20.1	13.0	4.2	9.3	2.0	3.0	8.2
Green Ext Time (p_c), s	0.3	9.1	0.0	0.0	0.3	7.4	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	51.1
HCM 7th LOS	D

Notes

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

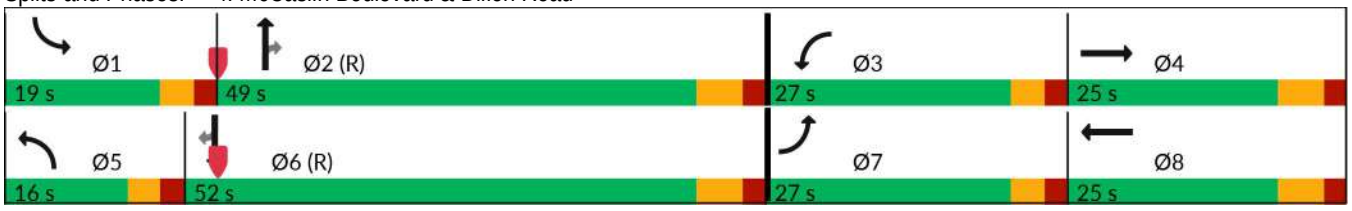
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	104	235	547	112	251	249	1104	510	307	1343	61
Future Volume (vph)	81	104	235	547	112	251	249	1104	510	307	1343	61
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	27.0	25.0		27.0	25.0		16.0	49.0	49.0	19.0	52.0	52.0
Total Split (%)	22.5%	20.8%		22.5%	20.8%		13.3%	40.8%	40.8%	15.8%	43.3%	43.3%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	104	235	547	112	251	249	1104	510	307	1343	61
Future Volume (veh/h)	81	104	235	547	112	251	249	1104	510	307	1343	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	111	0	582	119	0	265	1174	0	327	1429	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	145		631	411		317	1585		382	2374	
Arrive On Green	0.04	0.08	0.00	0.18	0.22	0.00	0.09	0.45	0.00	0.11	0.46	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	86	111	0	582	119	0	265	1174	0	327	1429	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	2.9	7.0	0.0	19.9	6.4	0.0	9.1	32.8	0.0	11.2	25.0	0.0
Cycle Q Clear(g_c), s	2.9	7.0	0.0	19.9	6.4	0.0	9.1	32.8	0.0	11.2	25.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	145		631	411		317	1585		382	2374	
V/C Ratio(X)	0.62	0.77		0.92	0.29		0.84	0.74		0.86	0.60	
Avail Cap(c_a), veh/h	634	296		634	411		317	1585		403	2374	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.7	54.3	0.0	48.2	39.0	0.0	53.6	27.5	0.0	52.4	23.9	0.0
Incr Delay (d2), s/veh	4.4	8.1	0.0	19.1	0.4	0.0	17.5	3.2	0.0	15.8	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.6	0.0	10.2	3.0	0.0	4.7	14.3	0.0	5.7	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	62.4	0.0	67.4	39.4	0.0	71.1	30.7	0.0	68.3	25.0	0.0
LnGrp LOS	E	E		E	D		E	C		E	C	
Approach Vol, veh/h		197			701			1439			1756	
Approach Delay, s/veh		61.8			62.6			38.1			33.0	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	59.5	26.9	15.3	16.0	61.8	9.8	32.4
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	43.0	22.0	19.0	11.0	46.0	22.0	19.0
Max Q Clear Time (g_c+I1), s	13.2	34.8	21.9	9.0	11.1	27.0	4.9	8.4
Green Ext Time (p_c), s	0.1	4.9	0.0	0.3	0.0	10.3	0.2	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	41.3
HCM 7th LOS	D

Notes

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

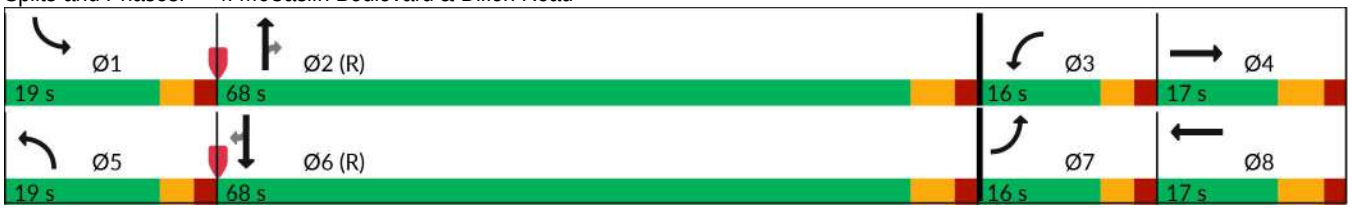
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	38	108	490	116	249	246	1119	451	145	835	49
Future Volume (vph)	35	38	108	490	116	249	246	1119	451	145	835	49
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	16.0	17.0		16.0	17.0		19.0	68.0	68.0	19.0	68.0	68.0
Total Split (%)	13.3%	14.2%		13.3%	14.2%		15.8%	56.7%	56.7%	15.8%	56.7%	56.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	38	108	490	116	249	246	1119	451	145	835	49
Future Volume (veh/h)	35	38	108	490	116	249	246	1119	451	145	835	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	39	0	505	120	0	254	1154	0	149	861	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	77		317	195		315	2216		206	3025	
Arrive On Green	0.03	0.04	0.00	0.09	0.10	0.00	0.09	0.62	0.00	0.12	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	36	39	0	505	120	0	254	1154	0	149	861	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.2	2.5	0.0	11.0	7.4	0.0	8.7	21.7	0.0	5.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	2.5	0.0	11.0	7.4	0.0	8.7	21.7	0.0	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	77		317	195		315	2216		206	3025	
V/C Ratio(X)	0.36	0.51		1.59	0.62		0.81	0.52		0.72	0.28	
Avail Cap(c_a), veh/h	314	170		317	195		403	2216		403	3025	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	56.3	0.0	54.5	51.5	0.0	53.5	12.6	0.0	51.9	0.0	0.0
Incr Delay (d2), s/veh	2.2	5.0	0.0	281.9	5.7	0.0	9.1	0.9	0.0	4.7	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.3	0.0	17.2	3.8	0.0	4.2	8.5	0.0	2.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	61.3	0.0	336.4	57.2	0.0	62.6	13.5	0.0	56.6	0.2	0.0
LnGrp LOS	E	E		F	E		E	B		E	A	
Approach Vol, veh/h		75			625			1408			1010	
Approach Delay, s/veh		60.4			282.7			22.3			8.5	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	80.8	16.0	11.0	15.9	77.1	8.5	18.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	62.0	11.0	11.0	14.0	62.0	11.0	11.0
Max Q Clear Time (g_c+I1), s	7.0	23.7	13.0	4.5	10.7	2.0	3.2	9.4
Green Ext Time (p_c), s	0.2	11.1	0.0	0.0	0.3	7.6	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	71.0
HCM 7th LOS	E

Notes

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

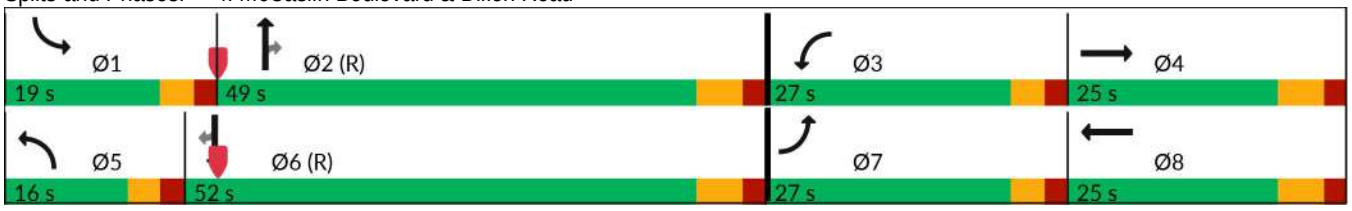
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	119	276	659	129	217	289	1176	608	307	1517	78
Future Volume (vph)	97	119	276	659	129	217	289	1176	608	307	1517	78
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	27.0	25.0		27.0	25.0		16.0	49.0	49.0	19.0	52.0	52.0
Total Split (%)	22.5%	20.8%		22.5%	20.8%		13.3%	40.8%	40.8%	15.8%	43.3%	43.3%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	119	276	659	129	217	289	1176	608	307	1517	78
Future Volume (veh/h)	97	119	276	659	129	217	289	1176	608	307	1517	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	127	0	701	137	0	307	1251	0	327	1614	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	161		634	417		317	1550		384	2326	
Arrive On Green	0.05	0.09	0.00	0.18	0.22	0.00	0.09	0.44	0.00	0.07	0.31	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	103	127	0	701	137	0	307	1251	0	327	1614	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	3.5	8.0	0.0	22.0	7.4	0.0	10.6	36.8	0.0	11.2	33.4	0.0
Cycle Q Clear(g_c), s	3.5	8.0	0.0	22.0	7.4	0.0	10.6	36.8	0.0	11.2	33.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	161		634	417		317	1550		384	2326	
V/C Ratio(X)	0.64	0.79		1.11	0.33		0.97	0.81		0.85	0.69	
Avail Cap(c_a), veh/h	634	296		634	417		317	1550		403	2326	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.2	53.8	0.0	49.0	39.1	0.0	54.3	29.4	0.0	54.6	34.3	0.0
Incr Delay (d2), s/veh	4.2	8.2	0.0	68.5	0.5	0.0	42.1	4.6	0.0	15.4	1.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.1	0.0	15.5	3.5	0.0	6.5	16.4	0.0	5.9	14.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.5	62.0	0.0	117.5	39.5	0.0	96.4	34.1	0.0	70.0	36.1	0.0
LnGrp LOS	E	E		F	D		F	C		E	D	
Approach Vol, veh/h		230			838			1558			1941	
Approach Delay, s/veh		61.3			104.8			46.4			41.8	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	58.3	27.0	16.3	16.0	60.7	10.6	32.8
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	43.0	22.0	19.0	11.0	46.0	22.0	19.0
Max Q Clear Time (g_c+I1), s	13.2	38.8	24.0	10.0	12.6	35.4	5.5	9.4
Green Ext Time (p_c), s	0.1	3.0	0.0	0.4	0.0	7.6	0.2	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	55.9
HCM 7th LOS	E

Notes

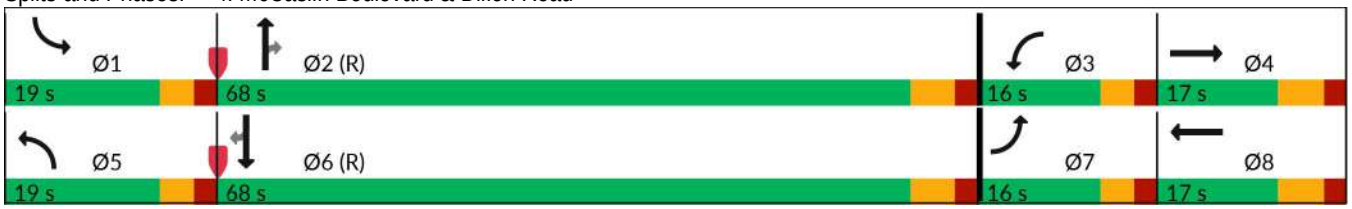
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	38	108	490	116	266	246	1157	451	197	954	49
Future Volume (vph)	35	38	108	490	116	266	246	1157	451	197	954	49
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	16.0	17.0		16.0	17.0		19.0	68.0	68.0	19.0	68.0	68.0
Total Split (%)	13.3%	14.2%		13.3%	14.2%		15.8%	56.7%	56.7%	15.8%	56.7%	56.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	38	108	490	116	266	246	1157	451	197	954	49
Future Volume (veh/h)	35	38	108	490	116	266	246	1157	451	197	954	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	39	0	505	120	0	254	1193	0	203	984	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	77		317	195		315	2160		261	3025	
Arrive On Green	0.03	0.04	0.00	0.09	0.10	0.00	0.09	0.61	0.00	0.15	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	36	39	0	505	120	0	254	1193	0	203	984	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.2	2.5	0.0	11.0	7.4	0.0	8.7	23.8	0.0	6.8	0.0	0.0
Cycle Q Clear(g_c), s	1.2	2.5	0.0	11.0	7.4	0.0	8.7	23.8	0.0	6.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	77		317	195		315	2160		261	3025	
V/C Ratio(X)	0.36	0.51		1.59	0.62		0.81	0.55		0.78	0.33	
Avail Cap(c_a), veh/h	314	170		317	195		403	2160		403	3025	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	56.3	0.0	54.5	51.5	0.0	53.5	13.9	0.0	50.0	0.0	0.0
Incr Delay (d2), s/veh	2.2	5.0	0.0	281.9	5.7	0.0	9.1	1.0	0.0	5.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.3	0.0	17.2	3.8	0.0	4.2	9.5	0.0	2.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	61.3	0.0	336.4	57.2	0.0	62.6	14.9	0.0	55.1	0.3	0.0
LnGrp LOS	E	E		F	E		E	B		E	A	
Approach Vol, veh/h		75			625			1447			1187	
Approach Delay, s/veh		60.4			282.7			23.3			9.7	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	78.9	16.0	11.0	15.9	77.1	8.5	18.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	62.0	11.0	11.0	14.0	62.0	11.0	11.0
Max Q Clear Time (g_c+I1), s	8.8	25.8	13.0	4.5	10.7	2.0	3.2	9.4
Green Ext Time (p_c), s	0.3	11.5	0.0	0.0	0.3	9.1	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	67.9
HCM 7th LOS	E

Notes

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

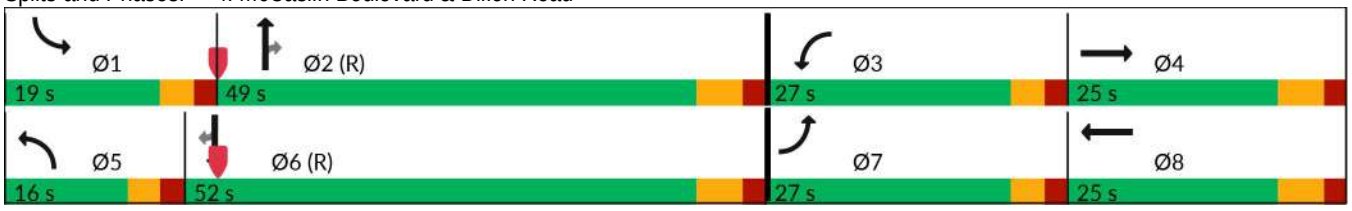
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	119	276	659	129	272	289	1301	608	342	1596	78
Future Volume (vph)	97	119	276	659	129	272	289	1301	608	342	1596	78
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	27.0	25.0		27.0	25.0		16.0	49.0	49.0	19.0	52.0	52.0
Total Split (%)	22.5%	20.8%		22.5%	20.8%		13.3%	40.8%	40.8%	15.8%	43.3%	43.3%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	119	276	659	129	272	289	1301	608	342	1596	78
Future Volume (veh/h)	97	119	276	659	129	272	289	1301	608	342	1596	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	127	0	701	137	0	307	1384	0	364	1698	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	161		634	417		317	1530		403	2326	
Arrive On Green	0.05	0.09	0.00	0.18	0.22	0.00	0.09	0.43	0.00	0.08	0.31	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	103	127	0	701	137	0	307	1384	0	364	1698	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	3.5	8.0	0.0	22.0	7.4	0.0	10.6	43.6	0.0	12.5	35.7	0.0
Cycle Q Clear(g_c), s	3.5	8.0	0.0	22.0	7.4	0.0	10.6	43.6	0.0	12.5	35.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	161		634	417		317	1530		403	2326	
V/C Ratio(X)	0.64	0.79		1.11	0.33		0.97	0.90		0.90	0.73	
Avail Cap(c_a), veh/h	634	296		634	417		317	1530		403	2326	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.2	53.8	0.0	49.0	39.1	0.0	54.3	31.9	0.0	54.6	35.1	0.0
Incr Delay (d2), s/veh	4.2	8.2	0.0	68.5	0.5	0.0	42.1	9.2	0.0	23.0	2.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.1	0.0	15.5	3.5	0.0	6.5	20.2	0.0	6.9	15.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.5	62.0	0.0	117.5	39.5	0.0	96.4	41.1	0.0	77.7	37.2	0.0
LnGrp LOS	E	E		F	D		F	D		E	D	
Approach Vol, veh/h		230			838			1691			2062	
Approach Delay, s/veh		61.3			104.8			51.1			44.3	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	57.7	27.0	16.3	16.0	60.7	10.6	32.8
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	43.0	22.0	19.0	11.0	46.0	22.0	19.0
Max Q Clear Time (g_c+I1), s	14.5	45.6	24.0	10.0	12.6	37.7	5.5	9.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	6.4	0.2	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	58.0
HCM 7th LOS	E

Notes

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	38	108	490	116	266	246	1157	451	197	954	49
Future Volume (vph)	35	38	108	490	116	266	246	1157	451	197	954	49
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	10.0	17.0		28.0	35.0		19.6	58.0	58.0	17.0	55.4	55.4
Total Split (%)	8.3%	14.2%		23.3%	29.2%		16.3%	48.3%	48.3%	14.2%	46.2%	46.2%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	38	108	490	116	266	246	1157	451	197	954	49
Future Volume (veh/h)	35	38	108	490	116	266	246	1157	451	197	954	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	39	0	505	120	0	254	1193	0	203	984	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	77		573	333		316	1899		258	2645	
Arrive On Green	0.03	0.04	0.00	0.17	0.18	0.00	0.09	0.53	0.00	0.15	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	36	39	0	505	120	0	254	1193	0	203	984	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.2	2.5	0.0	17.1	6.8	0.0	8.7	28.2	0.0	6.8	0.0	0.0
Cycle Q Clear(g_c), s	1.2	2.5	0.0	17.1	6.8	0.0	8.7	28.2	0.0	6.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	77		573	333		316	1899		258	2645	
V/C Ratio(X)	0.36	0.51		0.88	0.36		0.80	0.63		0.79	0.37	
Avail Cap(c_a), veh/h	143	170		662	452		420	1899		346	2645	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	0.57	0.57	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	56.3	0.0	48.9	43.3	0.0	53.5	19.6	0.0	50.1	0.0	0.0
Incr Delay (d2), s/veh	2.2	5.0	0.0	7.4	0.4	0.0	8.1	1.6	0.0	8.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.3	0.0	8.0	3.2	0.0	4.1	11.8	0.0	3.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	61.3	0.0	56.3	43.7	0.0	61.6	21.2	0.0	58.4	0.4	0.0
LnGrp LOS	E	E		E	D		E	C		E	A	
Approach Vol, veh/h		75			625			1447			1187	
Approach Delay, s/veh		60.4			53.8			28.3			10.3	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	70.1	24.9	11.0	16.0	68.2	8.5	27.4
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	12.0	52.0	23.0	11.0	14.6	49.4	5.0	29.0
Max Q Clear Time (g_c+I1), s	8.8	30.2	19.1	4.5	10.7	2.0	3.2	8.8
Green Ext Time (p_c), s	0.2	9.4	0.8	0.0	0.3	8.9	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	27.4
HCM 7th LOS	C

Notes

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

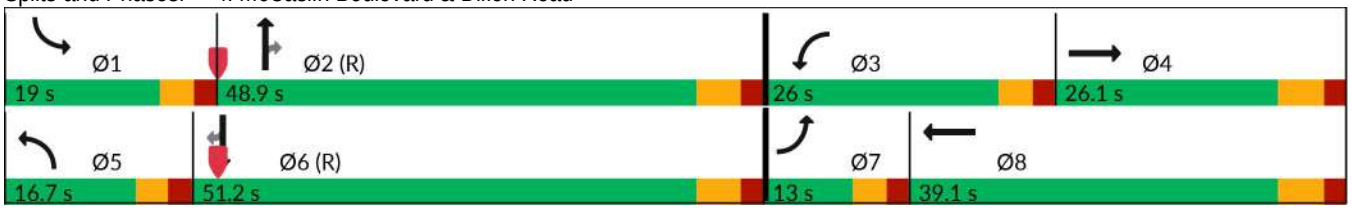
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	119	276	659	129	272	289	1301	608	342	1596	78
Future Volume (vph)	97	119	276	659	129	272	289	1301	608	342	1596	78
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	13.0	26.1		26.0	39.1		16.7	48.9	48.9	19.0	51.2	51.2
Total Split (%)	10.8%	21.8%		21.7%	32.6%		13.9%	40.8%	40.8%	15.8%	42.7%	42.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	119	276	659	129	272	289	1301	608	342	1596	78
Future Volume (veh/h)	97	119	276	659	129	272	289	1301	608	342	1596	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	127	0	701	137	0	307	1384	0	364	1698	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	162		605	405		337	1559		403	2337	
Arrive On Green	0.04	0.09	0.00	0.23	0.29	0.00	0.10	0.44	0.00	0.23	0.92	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	103	127	0	701	137	0	307	1384	0	364	1698	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	3.5	8.0	0.0	21.0	6.9	0.0	10.6	43.0	0.0	12.3	10.1	0.0
Cycle Q Clear(g_c), s	3.5	8.0	0.0	21.0	6.9	0.0	10.6	43.0	0.0	12.3	10.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	162		605	405		337	1559		403	2337	
V/C Ratio(X)	0.66	0.79		1.16	0.34		0.91	0.89		0.90	0.73	
Avail Cap(c_a), veh/h	230	313		605	516		337	1559		403	2337	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	0.57	0.57	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.4	53.7	0.0	46.0	35.9	0.0	53.6	31.0	0.0	45.3	3.2	0.0
Incr Delay (d2), s/veh	4.8	8.1	0.0	82.4	0.3	0.0	27.8	7.9	0.0	23.0	2.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.1	0.0	15.5	3.1	0.0	5.9	19.6	0.0	5.9	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.2	61.9	0.0	128.4	36.2	0.0	81.4	38.9	0.0	68.4	5.2	0.0
LnGrp LOS	E	E		F	D		F	D		E	A	
Approach Vol, veh/h		230			838			1691			2062	
Approach Delay, s/veh		61.6			113.3			46.6			16.3	
Approach LOS		E			F			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	58.6	26.0	16.4	16.7	60.9	10.4	32.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	42.9	21.0	20.1	11.7	45.2	8.0	33.1
Max Q Clear Time (g_c+I1), s	14.3	45.0	23.0	10.0	12.6	12.1	5.5	8.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	17.3	0.1	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	46.0
HCM 7th LOS	D

Notes

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

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

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	31	1	19	79	24	4	43	5	0	1	6
Future Vol, veh/h	19	31	1	19	79	24	4	43	5	0	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	38	1	23	96	29	5	52	6	0	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	39	0	0	228	257	38	268	243	111
Stage 1	-	-	-	-	-	-	85	85	-	157	157	-
Stage 2	-	-	-	-	-	-	143	172	-	110	85	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1449	-	-	1571	-	-	727	647	1033	685	659	942
Stage 1	-	-	-	-	-	-	923	825	-	845	768	-
Stage 2	-	-	-	-	-	-	860	756	-	895	824	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1449	-	-	1571	-	-	698	628	1033	610	639	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	756	672	-	707	689	-
Stage 1	-	-	-	-	-	-	908	811	-	832	756	-
Stage 2	-	-	-	-	-	-	839	745	-	819	811	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.8	1.14	10.57	9.06
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	756	697	1449	-	-	1571	-	-	-	895
HCM Lane V/C Ratio	0.006	0.084	0.016	-	-	0.015	-	-	-	0.01
HCM Ctrl Dly (s/v)	9.8	10.6	7.5	-	-	7.3	-	-	0	9.1
HCM Lane LOS	A	B	A	-	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.3	0	-	-	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	84	2	3	59	3	0	3	13	18	10	30
Future Vol, veh/h	1	84	2	3	59	3	0	3	13	18	10	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	3	3	3	13	13	13	2	2	2
Mvmt Flow	2	133	3	5	94	5	0	5	21	29	16	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	98	0	0	137	0	0	249	246	135	244	245	96
Stage 1	-	-	-	-	-	-	138	138	-	106	106	-
Stage 2	-	-	-	-	-	-	111	108	-	139	140	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.23	6.63	6.33	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.617	4.117	3.417	3.518	4.018	3.318
Pot Cap-1 Maneuver	1495	-	-	1441	-	-	682	638	885	709	657	960
Stage 1	-	-	-	-	-	-	839	762	-	900	808	-
Stage 2	-	-	-	-	-	-	868	785	-	864	781	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1495	-	-	1441	-	-	631	635	885	685	654	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	718	688	-	759	706	-
Stage 1	-	-	-	-	-	-	838	761	-	897	805	-
Stage 2	-	-	-	-	-	-	806	783	-	838	780	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.35	9.42	9.57
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	840	1495	-	-	1441	-	-	759	881
HCM Lane V/C Ratio	-	0.03	0.001	-	-	0.003	-	-	0.038	0.072
HCM Ctrl Dly (s/v)	0	9.4	7.4	-	-	7.5	-	-	9.9	9.4
HCM Lane LOS	A	A	A	-	-	A	-	-	A	A
HCM 95th %tile Q(veh)	-	0.1	0	-	-	0	-	-	0.1	0.2

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	32	1	20	82	25	4	45	5	0	1	6
Future Vol, veh/h	20	32	1	20	82	25	4	45	5	0	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	39	1	24	100	30	5	55	6	0	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	40	0	0	238	268	40	279	253	115
Stage 1	-	-	-	-	-	-	88	88	-	164	164	-
Stage 2	-	-	-	-	-	-	149	179	-	115	89	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1443	-	-	1569	-	-	717	638	1032	673	650	937
Stage 1	-	-	-	-	-	-	919	822	-	838	762	-
Stage 2	-	-	-	-	-	-	853	751	-	890	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1443	-	-	1569	-	-	687	618	1032	596	629	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	747	665	-	697	683	-
Stage 1	-	-	-	-	-	-	904	808	-	825	751	-
Stage 2	-	-	-	-	-	-	832	739	-	810	807	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.84	1.15	10.66	9.09
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	747	689	1443	-	-	1569	-	-	-	890
HCM Lane V/C Ratio	0.007	0.088	0.017	-	-	0.016	-	-	-	0.01
HCM Ctrl Dly (s/v)	9.8	10.7	7.5	-	-	7.3	-	-	0	9.1
HCM Lane LOS	A	B	A	-	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.3	0.1	-	-	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	87	2	3	61	3	0	3	14	19	10	31
Future Vol, veh/h	1	87	2	3	61	3	0	3	14	19	10	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	3	3	3	13	13	13	2	2	2
Mvmt Flow	2	138	3	5	97	5	0	5	22	30	16	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	102	0	0	141	0	0	257	254	140	252	253	99
Stage 1	-	-	-	-	-	-	143	143	-	109	109	-
Stage 2	-	-	-	-	-	-	114	111	-	144	144	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.23	6.63	6.33	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.617	4.117	3.417	3.518	4.018	3.318
Pot Cap-1 Maneuver	1491	-	-	1436	-	-	674	631	880	701	650	957
Stage 1	-	-	-	-	-	-	834	758	-	897	805	-
Stage 2	-	-	-	-	-	-	864	783	-	859	777	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1491	-	-	1436	-	-	622	628	880	676	647	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	712	684	-	753	701	-
Stage 1	-	-	-	-	-	-	834	757	-	894	803	-
Stage 2	-	-	-	-	-	-	801	780	-	831	777	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0.34	9.44	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	838	1491	-	-	1436	-	-	753	879
HCM Lane V/C Ratio	-	0.032	0.001	-	-	0.003	-	-	0.04	0.074
HCM Ctrl Dly (s/v)	0	9.4	7.4	-	-	7.5	-	-	10	9.4
HCM Lane LOS	A	A	A	-	-	A	-	-	A	A
HCM 95th %tile Q(veh)	-	0.1	0	-	-	0	-	-	0.1	0.2

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	41	1	20	86	40	4	49	5	46	14	44
Future Vol, veh/h	32	41	1	20	86	40	4	49	5	46	14	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	50	1	24	105	49	5	60	6	56	17	54

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	51	0	0	291	331	51	336	307	129
Stage 1	-	-	-	-	-	-	129	129	-	178	178	-
Stage 2	-	-	-	-	-	-	162	202	-	158	129	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1415	-	-	1555	-	-	661	588	1018	618	607	921
Stage 1	-	-	-	-	-	-	875	790	-	824	752	-
Stage 2	-	-	-	-	-	-	840	734	-	844	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1415	-	-	1555	-	-	581	563	1018	534	581	921
Mov Cap-2 Maneuver	-	-	-	-	-	-	665	628	-	650	653	-
Stage 1	-	-	-	-	-	-	851	768	-	811	740	-
Stage 2	-	-	-	-	-	-	761	722	-	753	767	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.29	1.01	11.1	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	665	651	1415	-	-	1555	-	-	650	838
HCM Lane V/C Ratio	0.007	0.101	0.028	-	-	0.016	-	-	0.086	0.084
HCM Ctrl Dly (s/v)	10.5	11.1	7.6	-	-	7.4	-	-	11.1	9.7
HCM Lane LOS	B	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0.3	0.1	-	-	0	-	-	0.3	0.3

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	93	2	3	69	52	0	17	14	49	18	56
Future Vol, veh/h	42	93	2	3	69	52	0	17	14	49	18	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	3	3	3	13	13	13	2	2	2
Mvmt Flow	67	148	3	5	110	83	0	27	22	78	29	89

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	151	0	0	416	484	149	455	444	151
Stage 1	-	-	-	-	-	-	283	283	-	160	160	-
Stage 2	-	-	-	-	-	-	133	202	-	294	284	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.23	6.63	6.33	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.617	4.117	3.417	3.518	4.018	3.318
Pot Cap-1 Maneuver	1381	-	-	1424	-	-	528	467	869	516	508	896
Stage 1	-	-	-	-	-	-	701	658	-	842	765	-
Stage 2	-	-	-	-	-	-	844	714	-	714	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1381	-	-	1424	-	-	430	443	869	454	482	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	557	542	-	576	582	-
Stage 1	-	-	-	-	-	-	667	626	-	839	763	-
Stage 2	-	-	-	-	-	-	730	712	-	633	644	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.37	0.18	10.96	11.09
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	653	1381	-	-	1424	-	-	576	792
HCM Lane V/C Ratio	-	0.075	0.048	-	-	0.003	-	-	0.135	0.148
HCM Ctrl Dly (s/v)	0	11	7.7	-	-	7.5	-	-	12.2	10.3
HCM Lane LOS	A	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	-	0.2	0.2	-	-	0	-	-	0.5	0.5

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	39	1	24	100	30	5	55	6	0	1	8
Future Vol, veh/h	24	39	1	24	100	30	5	55	6	0	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	42	1	26	109	33	5	60	7	0	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	43	0	0	257	289	43	302	273	125
Stage 1	-	-	-	-	-	-	95	95	-	177	177	-
Stage 2	-	-	-	-	-	-	161	193	-	124	96	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1429	-	-	1565	-	-	697	621	1027	651	634	926
Stage 1	-	-	-	-	-	-	912	816	-	825	753	-
Stage 2	-	-	-	-	-	-	841	740	-	880	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1429	-	-	1565	-	-	665	600	1027	569	612	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	732	652	-	678	671	-
Stage 1	-	-	-	-	-	-	895	801	-	811	740	-
Stage 2	-	-	-	-	-	-	818	728	-	794	801	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.84	1.14	10.83	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	732	676	1429	-	-	1565	-	-	-	888
HCM Lane V/C Ratio	0.007	0.098	0.018	-	-	0.017	-	-	-	0.011
HCM Ctrl Dly (s/v)	10	10.9	7.6	-	-	7.3	-	-	0	9.1
HCM Lane LOS	A	B	A	-	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.3	0.1	-	-	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	107	3	4	75	4	0	4	17	23	13	38
Future Vol, veh/h	1	107	3	4	75	4	0	4	17	23	13	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	3	3	13	13	13	2	2	2
Mvmt Flow	1	116	3	4	82	4	0	4	18	25	14	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	120	0	0	217	215	118	213	214	84
Stage 1	-	-	-	-	-	-	120	120	-	92	92	-
Stage 2	-	-	-	-	-	-	97	95	-	121	122	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.23	6.63	6.33	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.617	4.117	3.417	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1462	-	-	716	664	905	744	683	976
Stage 1	-	-	-	-	-	-	858	776	-	915	818	-
Stage 2	-	-	-	-	-	-	883	796	-	884	795	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1462	-	-	670	662	905	721	681	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	744	705	-	783	722	-
Stage 1	-	-	-	-	-	-	858	775	-	912	816	-
Stage 2	-	-	-	-	-	-	828	793	-	860	794	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0.36	9.31	9.43
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	859	1510	-	-	1462	-	-	783	896
HCM Lane V/C Ratio	-	0.027	0.001	-	-	0.003	-	-	0.032	0.062
HCM Ctrl Dly (s/v)	0	9.3	7.4	-	-	7.5	-	-	9.7	9.3
HCM Lane LOS	A	A	A	-	-	A	-	-	A	A
HCM 95th %tile Q(veh)	-	0.1	0	-	-	0	-	-	0.1	0.2

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	45	1	24	102	45	5	59	6	46	14	46
Future Vol, veh/h	36	45	1	24	102	45	5	59	6	46	14	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	49	1	26	111	49	5	64	7	50	15	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	50	0	0	298	340	49	347	316	135
Stage 1	-	-	-	-	-	-	128	128	-	188	188	-
Stage 2	-	-	-	-	-	-	171	212	-	159	128	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1407	-	-	1557	-	-	654	582	1019	608	600	913
Stage 1	-	-	-	-	-	-	876	790	-	814	745	-
Stage 2	-	-	-	-	-	-	831	727	-	843	790	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1407	-	-	1557	-	-	578	556	1019	520	574	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	622	-	640	648	-
Stage 1	-	-	-	-	-	-	852	768	-	801	732	-
Stage 2	-	-	-	-	-	-	757	715	-	746	768	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.35	1.03	11.21	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	661	645	1407	-	-	1557	-	-	640	834
HCM Lane V/C Ratio	0.008	0.109	0.028	-	-	0.017	-	-	0.078	0.078
HCM Ctrl Dly (s/v)	10.5	11.3	7.6	-	-	7.4	-	-	11.1	9.7
HCM Lane LOS	B	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0.4	0.1	-	-	0.1	-	-	0.3	0.3

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	111	3	4	81	53	0	18	17	53	21	63
Future Vol, veh/h	42	111	3	4	81	53	0	18	17	53	21	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	3	3	13	13	13	2	2	2
Mvmt Flow	46	121	3	4	88	58	0	20	18	58	23	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	146	0	0	124	0	0	322	368	122	347	341	117
Stage 1	-	-	-	-	-	-	214	214	-	126	126	-
Stage 2	-	-	-	-	-	-	108	154	-	222	215	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.23	6.63	6.33	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.617	4.117	3.417	3.518	4.018	3.318
Pot Cap-1 Maneuver	1436	-	-	1457	-	-	610	544	900	607	581	935
Stage 1	-	-	-	-	-	-	764	706	-	878	792	-
Stage 2	-	-	-	-	-	-	871	749	-	781	725	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1436	-	-	1457	-	-	527	525	900	556	561	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	634	604	-	657	638	-
Stage 1	-	-	-	-	-	-	740	683	-	876	790	-
Stage 2	-	-	-	-	-	-	782	747	-	719	702	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.04	0.22	10.29	10.28
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	719	1436	-	-	1457	-	-	657	838
HCM Lane V/C Ratio	-	0.053	0.032	-	-	0.003	-	-	0.088	0.109
HCM Ctrl Dly (s/v)	0	10.3	7.6	-	-	7.5	-	-	11	9.8
HCM Lane LOS	A	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	-	0.2	0.1	-	-	0	-	-	0.3	0.4

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	6	21	51	70	18
Future Vol, veh/h	2	6	21	51	70	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	3	8	27	65	90	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	221	101	113	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	768	954	1470	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	754	954	1470	-	-	-
Mov Cap-2 Maneuver	812	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	906	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.98	2.19	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	914	-	-
HCM Lane V/C Ratio	0.018	-	0.011	-	-
HCM Ctrl Dly (s/v)	7.5	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	33	2	69	88	1
Future Vol, veh/h	13	33	2	69	88	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	56	3	117	149	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	274	150	151	0	-	0
Stage 1	150	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	716	896	1430	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	714	896	1430	-	-	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.59	0.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1430	-	863	-	-
HCM Lane V/C Ratio	0.002	-	0.09	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	6	22	53	73	19
Future Vol, veh/h	2	6	22	53	73	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	3	8	28	68	94	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	230	106	118	0	-	0
Stage 1	106	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	758	949	1464	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	743	949	1464	-	-	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.01	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	908	-	-
HCM Lane V/C Ratio	0.019	-	0.011	-	-
HCM Ctrl Dly (s/v)	7.5	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	34	2	72	92	1
Future Vol, veh/h	14	34	2	72	92	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	58	3	122	156	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	286	157	158	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	705	889	1422	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	703	889	1422	-	-	-
Mov Cap-2 Maneuver	780	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	897	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.66	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1422	-	854	-	-
HCM Lane V/C Ratio	0.002	-	0.095	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	96	51	69	113	21
Future Vol, veh/h	7	96	51	69	113	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	9	123	65	88	145	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	378	158	172	0	-	0
Stage 1	158	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	624	887	1399	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	595	887	1399	-	-	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.86	3.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1399	-	872	-	-
HCM Lane V/C Ratio	0.047	-	0.151	-	-
HCM Ctrl Dly (s/v)	7.7	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	93	97	116	120	6
Future Vol, veh/h	17	93	97	116	120	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	158	164	197	203	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	734	208	214	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	387	832	1357	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	340	832	1357	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.28	3.65	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1357	-	759	-	-
HCM Lane V/C Ratio	0.121	-	0.246	-	-
HCM Ctrl Dly (s/v)	8	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	27	65	89	23
Future Vol, veh/h	3	8	27	65	89	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	3	9	29	71	97	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	239	109	122	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	750	944	1459	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	735	944	1459	-	-	-
Mov Cap-2 Maneuver	800	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	897	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.05	2.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	900	-	-
HCM Lane V/C Ratio	0.02	-	0.013	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	42	3	88	112	1
Future Vol, veh/h	17	42	3	88	112	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	46	3	96	122	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	224	122	123	0	-	0
Stage 1	122	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	764	929	1464	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	762	929	1464	-	-	-
Mov Cap-2 Maneuver	817	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.34	0.25	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	894	-	-
HCM Lane V/C Ratio	0.002	-	0.072	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	98	56	78	127	25
Future Vol, veh/h	8	98	56	78	127	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	9	107	61	85	138	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	358	152	165	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	640	895	1407	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	613	895	1407	-	-	-
Mov Cap-2 Maneuver	721	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.71	3.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1407	-	879	-	-
HCM Lane V/C Ratio	0.043	-	0.131	-	-
HCM Ctrl Dly (s/v)	7.7	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	101	98	130	138	6
Future Vol, veh/h	20	101	98	130	138	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	110	107	141	150	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	508	153	157	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	525	893	1423	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	486	893	1423	-	-	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.12	3.32	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1423	-	834	-	-
HCM Lane V/C Ratio	0.075	-	0.158	-	-
HCM Ctrl Dly (s/v)	7.7	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	49	3	37	103	53	7	30	37	5	3	0
Future Vol, veh/h	1	49	3	37	103	53	7	30	37	5	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	2	2	2	5	5	5	13	13	13
Mvmt Flow	1	57	3	43	120	62	8	35	43	6	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	60	0	0	269	328	59	313	299	151
Stage 1	-	-	-	-	-	-	61	61	-	237	237	-
Stage 2	-	-	-	-	-	-	208	267	-	77	63	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.15	6.55	6.25	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.545	4.045	3.345	3.617	4.117	3.417
Pot Cap-1 Maneuver	1376	-	-	1543	-	-	678	585	999	618	595	868
Stage 1	-	-	-	-	-	-	943	838	-	743	689	-
Stage 2	-	-	-	-	-	-	788	682	-	906	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1376	-	-	1543	-	-	655	569	999	540	578	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	655	569	-	540	578	-
Stage 1	-	-	-	-	-	-	942	837	-	722	670	-
Stage 2	-	-	-	-	-	-	762	663	-	830	821	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	1.42	10.53	11.56
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	736	1376	-	-	1543	-	-	540	578
HCM Lane V/C Ratio	0.117	0.001	-	-	0.028	-	-	0.011	0.006
HCM Ctrl Dly (s/v)	10.5	7.6	-	-	7.4	-	-	11.7	11.3
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0	0

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	166	5	26	19	6	3	3	29	58	15	4
Future Vol, veh/h	2	166	5	26	19	6	3	3	29	58	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	3	221	7	35	25	8	4	4	39	77	20	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	228	0	0	335	333	225	327	332	29
Stage 1	-	-	-	-	-	-	230	230	-	99	99	-
Stage 2	-	-	-	-	-	-	105	103	-	229	233	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.036	3.336
Pot Cap-1 Maneuver	1578	-	-	1340	-	-	619	587	815	622	584	1040
Stage 1	-	-	-	-	-	-	773	714	-	903	809	-
Stage 2	-	-	-	-	-	-	901	810	-	770	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1578	-	-	1340	-	-	578	571	815	572	568	1040
Mov Cap-2 Maneuver	-	-	-	-	-	-	578	571	-	572	568	-
Stage 1	-	-	-	-	-	-	772	713	-	879	789	-
Stage 2	-	-	-	-	-	-	851	789	-	728	707	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	3.95	10.04	11.95
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	760	1578	-	-	1340	-	-	572	628
HCM Lane V/C Ratio	0.061	0.002	-	-	0.026	-	-	0.135	0.04
HCM Ctrl Dly (s/v)	10	7.3	-	-	7.8	-	-	12.3	11
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.5	0.1

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	57	9	51	111	55	11	31	48	5	3	0
Future Vol, veh/h	1	57	9	51	111	55	11	31	48	5	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	2	2	2	5	5	5	13	13	13
Mvmt Flow	1	66	10	59	129	64	13	36	56	6	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	77	0	0	323	385	72	366	359	161
Stage 1	-	-	-	-	-	-	74	74	-	280	280	-
Stage 2	-	-	-	-	-	-	249	312	-	87	79	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.15	6.55	6.25	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.545	4.045	3.345	3.617	4.117	3.417
Pot Cap-1 Maneuver	1362	-	-	1522	-	-	624	544	983	570	551	856
Stage 1	-	-	-	-	-	-	928	828	-	704	660	-
Stage 2	-	-	-	-	-	-	748	652	-	895	808	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1362	-	-	1522	-	-	595	522	983	482	529	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	595	522	-	482	529	-
Stage 1	-	-	-	-	-	-	927	827	-	676	634	-
Stage 2	-	-	-	-	-	-	715	627	-	806	807	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	1.75	10.94	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	710	1362	-	-	1522	-	-	482	529
HCM Lane V/C Ratio	0.147	0.001	-	-	0.039	-	-	0.012	0.007
HCM Ctrl Dly (s/v)	10.9	7.6	-	-	7.5	-	-	12.6	11.9
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0	0

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	182	14	46	29	6	12	3	49	60	16	4
Future Vol, veh/h	2	182	14	46	29	6	12	3	49	60	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	3	243	19	61	39	8	16	4	65	80	21	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	261	0	0	429	427	252	415	432	43
Stage 1	-	-	-	-	-	-	257	257	-	165	165	-
Stage 2	-	-	-	-	-	-	172	169	-	250	267	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.036	3.336
Pot Cap-1 Maneuver	1561	-	-	1303	-	-	536	520	787	544	513	1022
Stage 1	-	-	-	-	-	-	747	695	-	832	758	-
Stage 2	-	-	-	-	-	-	830	758	-	750	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1561	-	-	1303	-	-	486	495	787	471	488	1022
Mov Cap-2 Maneuver	-	-	-	-	-	-	486	495	-	471	488	-
Stage 1	-	-	-	-	-	-	746	694	-	793	722	-
Stage 2	-	-	-	-	-	-	763	723	-	682	683	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	4.49	10.97	13.64
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	688	1561	-	-	1303	-	-	471	545
HCM Lane V/C Ratio	0.124	0.002	-	-	0.047	-	-	0.17	0.049
HCM Ctrl Dly (s/v)	11	7.3	-	-	7.9	-	-	14.2	11.9
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.6	0.2

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	215	9	51	165	55	11	31	48	5	3	0
Future Vol, veh/h	1	215	9	51	165	55	11	31	48	5	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	2	2	2	5	5	5	13	13	13
Mvmt Flow	1	250	10	59	192	64	13	36	56	6	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	256	0	0	260	0	0	570	632	255	613	605	224
Stage 1	-	-	-	-	-	-	258	258	-	342	342	-
Stage 2	-	-	-	-	-	-	312	374	-	270	263	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.15	6.55	6.25	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.545	4.045	3.345	3.617	4.117	3.417
Pot Cap-1 Maneuver	1292	-	-	1304	-	-	428	394	776	389	397	789
Stage 1	-	-	-	-	-	-	740	689	-	650	619	-
Stage 2	-	-	-	-	-	-	692	612	-	712	671	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1292	-	-	1304	-	-	405	375	776	313	379	789
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	375	-	313	379	-
Stage 1	-	-	-	-	-	-	740	688	-	621	590	-
Stage 2	-	-	-	-	-	-	657	584	-	626	671	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	1.49	13.57	15.92
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	524	1292	-	-	1304	-	-	313	379
HCM Lane V/C Ratio	0.2	0.001	-	-	0.045	-	-	0.019	0.009
HCM Ctrl Dly (s/v)	13.6	7.8	-	-	7.9	-	-	16.7	14.6
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.1	0

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	291	14	46	195	6	12	3	49	60	16	4
Future Vol, veh/h	2	291	14	46	195	6	12	3	49	60	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	3	388	19	61	260	8	16	4	65	80	21	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	268	0	0	407	0	0	796	793	397	782	799	264
Stage 1	-	-	-	-	-	-	403	403	-	387	387	-
Stage 2	-	-	-	-	-	-	393	391	-	395	412	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.036	3.336
Pot Cap-1 Maneuver	1296	-	-	1152	-	-	305	321	652	309	316	770
Stage 1	-	-	-	-	-	-	624	600	-	633	606	-
Stage 2	-	-	-	-	-	-	632	607	-	626	591	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1296	-	-	1152	-	-	267	303	652	260	299	770
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	303	-	260	299	-
Stage 1	-	-	-	-	-	-	623	599	-	599	574	-
Stage 2	-	-	-	-	-	-	572	575	-	558	590	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	1.55	13.84	22.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	492	1296	-	-	1152	-	-	260	341
HCM Lane V/C Ratio	0.173	0.002	-	-	0.053	-	-	0.308	0.078
HCM Ctrl Dly (s/v)	13.8	7.8	-	-	8.3	-	-	24.9	16.5
HCM Lane LOS	B	A	-	-	A	-	-	C	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0.2	-	-	1.3	0.3

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	68	10	59	135	67	13	38	56	6	4	0
Future Vol, veh/h	1	68	10	59	135	67	13	38	56	6	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	2	2	2	5	5	5	13	13	13
Mvmt Flow	1	74	11	64	147	73	14	41	61	7	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	85	0	0	359	429	79	408	398	183
Stage 1	-	-	-	-	-	-	82	82	-	311	311	-
Stage 2	-	-	-	-	-	-	277	348	-	97	87	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.15	6.55	6.25	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.545	4.045	3.345	3.617	4.117	3.417
Pot Cap-1 Maneuver	1332	-	-	1512	-	-	591	514	973	535	523	832
Stage 1	-	-	-	-	-	-	919	821	-	676	639	-
Stage 2	-	-	-	-	-	-	723	629	-	883	802	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1332	-	-	1512	-	-	561	491	973	441	500	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	561	491	-	441	500	-
Stage 1	-	-	-	-	-	-	919	821	-	648	612	-
Stage 2	-	-	-	-	-	-	687	602	-	786	801	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	1.69	11.42	12.88
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	677	1332	-	-	1512	-	-	441	500
HCM Lane V/C Ratio	0.172	0.001	-	-	0.042	-	-	0.015	0.009
HCM Ctrl Dly (s/v)	11.4	7.7	-	-	7.5	-	-	13.3	12.3
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0	0

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	220	15	52	33	8	13	4	56	74	19	5
Future Vol, veh/h	3	220	15	52	33	8	13	4	56	74	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	3	239	16	57	36	9	14	4	61	80	21	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	255	0	0	413	411	247	401	415	40
Stage 1	-	-	-	-	-	-	254	254	-	153	153	-
Stage 2	-	-	-	-	-	-	159	158	-	248	262	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.036	3.336
Pot Cap-1 Maneuver	1564	-	-	1310	-	-	549	530	791	556	525	1025
Stage 1	-	-	-	-	-	-	751	697	-	844	767	-
Stage 2	-	-	-	-	-	-	843	767	-	752	688	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1564	-	-	1310	-	-	501	506	791	486	501	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	506	-	486	501	-
Stage 1	-	-	-	-	-	-	749	696	-	808	734	-
Stage 2	-	-	-	-	-	-	780	734	-	688	686	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	4.4	10.82	13.35
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	698	1564	-	-	1310	-	-	486	561
HCM Lane V/C Ratio	0.114	0.002	-	-	0.043	-	-	0.165	0.047
HCM Ctrl Dly (s/v)	10.8	7.3	-	-	7.9	-	-	13.9	11.7
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.6	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	203	10	59	179	67	13	38	56	6	4	0
Future Vol, veh/h	1	203	10	59	179	67	13	38	56	6	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	2	2	2	5	5	5	13	13	13
Mvmt Flow	1	221	11	64	195	73	14	41	61	7	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	232	0	0	553	624	226	603	593	231
Stage 1	-	-	-	-	-	-	228	228	-	359	359	-
Stage 2	-	-	-	-	-	-	325	396	-	243	234	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.15	6.55	6.25	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.545	4.045	3.345	3.617	4.117	3.417
Pot Cap-1 Maneuver	1279	-	-	1336	-	-	439	398	806	395	404	782
Stage 1	-	-	-	-	-	-	768	710	-	637	608	-
Stage 2	-	-	-	-	-	-	681	599	-	736	691	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1279	-	-	1336	-	-	413	378	806	311	384	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	413	378	-	311	384	-
Stage 1	-	-	-	-	-	-	767	709	-	606	579	-
Stage 2	-	-	-	-	-	-	644	570	-	640	691	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	1.51	13.66	15.87
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	531	1279	-	-	1336	-	-	311	384
HCM Lane V/C Ratio	0.219	0.001	-	-	0.048	-	-	0.021	0.011
HCM Ctrl Dly (s/v)	13.7	7.8	-	-	7.8	-	-	16.8	14.5
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0.2	-	-	0.1	0

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	310	15	52	173	8	13	4	56	74	19	5
Future Vol, veh/h	3	310	15	52	173	8	13	4	56	74	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	3	337	16	57	188	9	14	4	61	80	21	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	197	0	0	353	0	0	663	661	345	651	665	192
Stage 1	-	-	-	-	-	-	352	352	-	305	305	-
Stage 2	-	-	-	-	-	-	311	310	-	346	360	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.036	3.336
Pot Cap-1 Maneuver	1376	-	-	1205	-	-	375	382	698	379	378	844
Stage 1	-	-	-	-	-	-	665	632	-	700	658	-
Stage 2	-	-	-	-	-	-	699	659	-	666	623	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1376	-	-	1205	-	-	335	364	698	325	359	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	335	364	-	325	359	-
Stage 1	-	-	-	-	-	-	664	630	-	667	627	-
Stage 2	-	-	-	-	-	-	640	628	-	602	622	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	1.82	12.47	18.39
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	561	1376	-	-	1205	-	-	325	408
HCM Lane V/C Ratio	0.141	0.002	-	-	0.047	-	-	0.247	0.064
HCM Ctrl Dly (s/v)	12.5	7.6	-	-	8.1	-	-	19.7	14.4
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	1	0.2

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	75	18	5	140	21	1	0	3	64	0	1
Future Vol, veh/h	1	75	18	5	140	21	1	0	3	64	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	82	20	5	152	23	1	0	3	70	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	175	0	0	101	0	0	257	279	91	258	278	164
Stage 1	-	-	-	-	-	-	93	93	-	174	174	-
Stage 2	-	-	-	-	-	-	163	186	-	84	103	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1401	-	-	1491	-	-	697	629	966	695	630	881
Stage 1	-	-	-	-	-	-	913	818	-	827	755	-
Stage 2	-	-	-	-	-	-	839	746	-	924	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1401	-	-	1491	-	-	693	626	966	689	627	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	765	684	-	759	687	-
Stage 1	-	-	-	-	-	-	913	817	-	824	752	-
Stage 2	-	-	-	-	-	-	835	743	-	921	809	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0.22	8.99	10.22
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	906	1401	-	-	1491	-	-	761
HCM Lane V/C Ratio	0.005	0.001	-	-	0.004	-	-	0.093
HCM Ctrl Dly (s/v)	9	7.6	-	-	7.4	-	-	10.2
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	162	2	0	100	68	19	0	6	42	0	1
Future Vol, veh/h	1	162	2	0	100	68	19	0	6	42	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	5	5	5	2	2	2	2	2	2
Mvmt Flow	2	270	3	0	167	113	32	0	10	70	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	273	0	0	442	555	272	497	500	223
Stage 1	-	-	-	-	-	-	275	275	-	223	223	-
Stage 2	-	-	-	-	-	-	167	280	-	273	277	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1283	-	-	1273	-	-	526	440	767	484	473	816
Stage 1	-	-	-	-	-	-	731	683	-	779	719	-
Stage 2	-	-	-	-	-	-	835	679	-	733	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1273	-	-	524	439	767	477	472	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	652	569	-	623	591	-
Stage 1	-	-	-	-	-	-	730	682	-	779	719	-
Stage 2	-	-	-	-	-	-	834	679	-	722	680	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0	10.67	11.48
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	676	1283	-	-	1273	-	-	627
HCM Lane V/C Ratio	0.062	0.001	-	-	-	-	-	0.114
HCM Ctrl Dly (s/v)	10.7	7.8	-	-	0	-	-	11.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	76	22	6	165	21	1	0	4	64	0	1
Future Vol, veh/h	1	76	22	6	165	21	1	0	4	64	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	83	24	7	179	23	1	0	4	70	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	107	0	0	289	312	95	289	313	191
Stage 1	-	-	-	-	-	-	97	97	-	204	204	-
Stage 2	-	-	-	-	-	-	192	215	-	85	109	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1370	-	-	1484	-	-	663	603	962	664	603	851
Stage 1	-	-	-	-	-	-	910	815	-	798	733	-
Stage 2	-	-	-	-	-	-	809	725	-	923	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1484	-	-	659	600	962	657	599	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	739	664	-	733	667	-
Stage 1	-	-	-	-	-	-	909	814	-	795	730	-
Stage 2	-	-	-	-	-	-	805	721	-	918	805	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0.23	8.99	10.42
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	907	1370	-	-	1484	-	-	735
HCM Lane V/C Ratio	0.006	0.001	-	-	0.004	-	-	0.096
HCM Ctrl Dly (s/v)	9	7.6	-	-	7.4	-	-	10.4
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	187	3	0	107	68	23	0	8	42	0	1
Future Vol, veh/h	1	187	3	0	107	68	23	0	8	42	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	5	5	2	2	2	2	2	2
Mvmt Flow	1	203	3	0	116	74	25	0	9	46	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	207	0	0	323	397	205	359	362	153
Stage 1	-	-	-	-	-	-	207	207	-	153	153	-
Stage 2	-	-	-	-	-	-	116	190	-	205	209	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1384	-	-	1347	-	-	630	540	836	597	565	893
Stage 1	-	-	-	-	-	-	795	731	-	849	771	-
Stage 2	-	-	-	-	-	-	888	743	-	797	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1384	-	-	1347	-	-	628	540	836	590	565	893
Mov Cap-2 Maneuver	-	-	-	-	-	-	722	636	-	701	651	-
Stage 1	-	-	-	-	-	-	794	730	-	849	771	-
Stage 2	-	-	-	-	-	-	887	743	-	788	729	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0	10.04	10.47
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	748	1384	-	-	1347	-	-	705
HCM Lane V/C Ratio	0.045	0.001	-	-	-	-	-	0.066
HCM Ctrl Dly (s/v)	10	7.6	-	-	0	-	-	10.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	9	1	1	46	119	12	0	197	12
Future Vol, veh/h	0	0	5	9	1	1	46	119	12	0	197	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	20	20	20	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	10	1	1	53	137	14	0	226	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	476	490	233	476	490	144	240	0	0	151	0	0
Stage 1	233	233	-	249	249	-	-	-	-	-	-	-
Stage 2	243	256	-	226	240	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.4	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.3	5.7	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4.18	3.48	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	470	454	763	499	479	904	1326	-	-	1431	-	-
Stage 1	731	679	-	755	700	-	-	-	-	-	-	-
Stage 2	722	664	-	776	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	450	436	763	476	460	904	1326	-	-	1431	-	-
Mov Cap-2 Maneuver	591	553	-	607	565	-	-	-	-	-	-	-
Stage 1	731	679	-	725	672	-	-	-	-	-	-	-
Stage 2	691	637	-	770	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.75	10.92	2.03	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1326	-	-	763	621	1431	-	-
HCM Lane V/C Ratio	0.04	-	-	0.008	0.02	-	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	9.8	10.9	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	0	11	10	0	1	7	169	5	1	212	1
Future Vol, veh/h	42	0	11	10	0	1	7	169	5	1	212	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	67	0	17	16	0	2	11	268	8	2	337	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	631	639	337	634	636	272	338	0	0	276	0	0
Stage 1	340	340	-	294	294	-	-	-	-	-	-	-
Stage 2	290	298	-	340	341	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	394	394	705	392	396	766	1216	-	-	1287	-	-
Stage 1	674	639	-	714	669	-	-	-	-	-	-	-
Stage 2	717	667	-	675	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	389	390	705	378	392	766	1216	-	-	1287	-	-
Mov Cap-2 Maneuver	559	533	-	545	531	-	-	-	-	-	-	-
Stage 1	674	638	-	707	663	-	-	-	-	-	-	-
Stage 2	709	661	-	657	638	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.2	11.64	0.31	0.04
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1216	-	-	584	560	1287	-	-
HCM Lane V/C Ratio	0.009	-	-	0.144	0.031	0.001	-	-
HCM Ctrl Dly (s/v)	8	-	-	12.2	11.6	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	10	1	1	56	132	14	0	209	15
Future Vol, veh/h	0	0	6	10	1	1	56	132	14	0	209	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	20	20	20	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	11	1	1	61	143	15	0	227	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	501	516	235	500	516	151	243	0	0	159	0	0
Stage 1	235	235	-	273	273	-	-	-	-	-	-	-
Stage 2	266	280	-	227	243	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.4	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.3	5.7	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4.18	3.48	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	453	438	761	481	463	895	1323	-	-	1421	-	-
Stage 1	729	678	-	733	684	-	-	-	-	-	-	-
Stage 2	702	647	-	776	704	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	430	418	761	455	441	895	1323	-	-	1421	-	-
Mov Cap-2 Maneuver	575	539	-	589	550	-	-	-	-	-	-	-
Stage 1	729	678	-	699	653	-	-	-	-	-	-	-
Stage 2	667	617	-	769	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.77	11.1	2.18	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1323	-	-	761	603	1421	-	-
HCM Lane V/C Ratio	0.046	-	-	0.009	0.022	-	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	9.8	11.1	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	0	14	11	0	1	9	174	5	1	237	1
Future Vol, veh/h	51	0	14	11	0	1	9	174	5	1	237	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	55	0	15	12	0	1	10	189	5	1	258	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	469	474	258	471	472	192	259	0	0	195	0	0
Stage 1	260	260	-	211	211	-	-	-	-	-	-	-
Stage 2	209	214	-	260	261	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	505	489	780	503	490	850	1300	-	-	1379	-	-
Stage 1	745	693	-	791	727	-	-	-	-	-	-	-
Stage 2	793	725	-	745	692	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	500	485	780	489	486	850	1300	-	-	1379	-	-
Mov Cap-2 Maneuver	641	599	-	627	596	-	-	-	-	-	-	-
Stage 1	744	692	-	785	722	-	-	-	-	-	-	-
Stage 2	786	720	-	730	692	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.04	10.73	0.37	0.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1300	-	-	666	641	1379	-	-
HCM Lane V/C Ratio	0.008	-	-	0.106	0.02	0.001	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	11	10.7	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	187	29	16	153	23	26
Future Vol, veh/h	187	29	16	153	23	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	215	33	18	176	26	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	248	0	444	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	-	-	4.12	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.218	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1317	-	566	800
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1317	-	558	800
Mov Cap-2 Maneuver	-	-	-	-	684	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.74	10.05
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	800	-	-	1317	-
HCM Lane V/C Ratio	0.039	0.037	-	-	0.014	-
HCM Ctrl Dly (s/v)	10.5	9.7	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	266	30	31	162	19	25
Future Vol, veh/h	266	30	31	162	19	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	8	8	5	5
Mvmt Flow	403	45	47	245	29	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	448	0	765	426
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	339	-
Critical Hdwy	-	-	4.18	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.272	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1081	-	367	622
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1081	-	351	622
Mov Cap-2 Maneuver	-	-	-	-	533	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	684	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.36	11.58
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	533	622	-	-	1081	-
HCM Lane V/C Ratio	0.054	0.061	-	-	0.043	-
HCM Ctrl Dly (s/v)	12.1	11.2	-	-	8.5	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	198	33	8	177	24	4
Future Vol, veh/h	198	33	8	177	24	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	215	36	9	192	26	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	251	0	443	233
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	4.12	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.218	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1314	-	567	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1314	-	563	799
Mov Cap-2 Maneuver	-	-	-	-	688	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	813	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.34	10.31
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	688	799	-	-	1314	-
HCM Lane V/C Ratio	0.038	0.005	-	-	0.007	-
HCM Ctrl Dly (s/v)	10.4	9.5	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	305	34	6	167	20	8
Future Vol, veh/h	305	34	6	167	20	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	5	5
Mvmt Flow	332	37	7	182	22	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	368	0	545	350
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	-	-	4.18	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.272	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1158	-	495	687
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1158	-	492	687
Mov Cap-2 Maneuver	-	-	-	-	630	-
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.28	10.75
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	687	-	-	1158	-
HCM Lane V/C Ratio	0.035	0.013	-	-	0.006	-
HCM Ctrl Dly (s/v)	10.9	10.3	-	-	8.1	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	91	0	0	44	139	1030	52	63	950	58
Future Vol, veh/h	0	0	91	0	0	44	139	1030	52	63	950	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	100	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	13	13	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	100	0	0	48	153	1132	57	69	1044	64

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	554	-	-	595	1108	0	0	1189	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.36	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.03	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*743	0	0	*763	614	-	-	553	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*743	-	-	*763	614	-	-	553	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.6	10.03	1.46	0.73
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	614	-	-	743	763	553	-	-
HCM Lane V/C Ratio	0.249	-	-	0.135	0.063	0.125	-	-
HCM Ctrl Dly (s/v)	12.8	-	-	10.6	10	12.4	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	1	-	-	0.5	0.2	0.4	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	230	0	0	79	164	1156	69	88	1527	113
Future Vol, veh/h	0	0	230	0	0	79	164	1156	69	88	1527	113
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	100	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	250	0	0	86	178	1257	75	96	1660	123

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	891	-	-	666	1783	0	0	1332	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.16	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.93	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*671	0	0	*733	361	-	-	523	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*671	-	-	*733	361	-	-	523	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.51	10.56	2.87	0.68
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	361	-	-	671	733	523	-	-
HCM Lane V/C Ratio	0.494	-	-	0.372	0.117	0.183	-	-
HCM Ctrl Dly (s/v)	24.3	-	-	13.5	10.6	13.4	-	-
HCM Lane LOS	C	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	2.6	-	-	1.7	0.4	0.7	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	96	0	0	52	153	1231	65	77	1103	61
Future Vol, veh/h	0	0	96	0	0	52	153	1231	65	77	1103	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	100	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	13	13	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	104	0	0	57	166	1338	71	84	1199	66

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	633	-	-	704	1265	0	0	1409	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.36	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.03	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*728	0	0	*718	534	-	-	503	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*728	-	-	*718	534	-	-	503	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.77	10.44	1.56	0.84
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	534	-	-	728	718	503	-	-
HCM Lane V/C Ratio	0.311	-	-	0.143	0.079	0.166	-	-
HCM Ctrl Dly (s/v)	14.8	-	-	10.8	10.4	13.6	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	1.3	-	-	0.5	0.3	0.6	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	244	0	0	95	168	1359	86	107	1828	118
Future Vol, veh/h	0	0	244	0	0	95	168	1359	86	107	1828	118
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	100	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	265	0	0	103	183	1477	93	116	1987	128

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1058	-	-	785	2115	0	0	1571	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.16	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.93	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*626	0	0	*703	264	-	-	429	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*626	-	-	*703	264	-	-	429	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.91	11	4.62	0.86
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	264	-	-	626	703	429	-	-
HCM Lane V/C Ratio	0.691	-	-	0.424	0.147	0.271	-	-
HCM Ctrl Dly (s/v)	44.4	-	-	14.9	11	16.5	-	-
HCM Lane LOS	E	-	-	B	B	C	-	-
HCM 95th %tile Q(veh)	4.6	-	-	2.1	0.5	1.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	484	8	11	629	45	20	1	18	23	0	93
Future Vol, veh/h	80	484	8	11	629	45	20	1	18	23	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	87	526	9	12	684	49	22	1	20	25	0	101

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	733	0	0	535	0	0	1070	1461	267	1170	1441	366
Stage 1	-	-	-	-	-	-	704	704	-	732	732	-
Stage 2	-	-	-	-	-	-	366	757	-	438	709	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.56	6.56	6.96	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.56	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.53	4.03	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	868	-	-	1206	-	-	238	149	*952	198	155	631
Stage 1	-	-	-	-	-	-	529	530	-	379	425	-
Stage 2	-	-	-	-	-	-	623	412	-	799	530	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	868	-	-	1206	-	-	178	133	*952	172	138	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	288	232	-	290	264	-
Stage 1	-	-	-	-	-	-	476	477	-	375	421	-
Stage 2	-	-	-	-	-	-	518	408	-	703	476	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.34	0.13	14.14	14.32
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	288	818	868	-	-	1206	-	-	512
HCM Lane V/C Ratio	0.076	0.025	0.1	-	-	0.01	-	-	0.246
HCM Ctrl Dly (s/v)	18.5	9.5	9.6	-	-	8	-	-	14.3
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0.3	-	-	0	-	-	1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	118	763	37	32	750	44	43	4	34	28	9	136
Future Vol, veh/h	118	763	37	32	750	44	43	4	34	28	9	136
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	795	39	33	781	46	45	4	35	29	9	142

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	827	0	0	833	0	0	1522	1954	417	1516	1950	414
Stage 1	-	-	-	-	-	-	1060	1060	-	871	871	-
Stage 2	-	-	-	-	-	-	462	894	-	645	1079	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	800	-	-	1016	-	-	123	74	*866	124	74	588
Stage 1	-	-	-	-	-	-	378	402	-	312	367	-
Stage 2	-	-	-	-	-	-	549	358	-	763	392	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	800	-	-	1016	-	-	73	60	*866	95	61	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	149	-	219	175	-
Stage 1	-	-	-	-	-	-	320	340	-	302	355	-
Stage 2	-	-	-	-	-	-	392	346	-	612	332	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.33	0.34	23.77	19.77
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	166	575	800	-	-	1016	-	-	421
HCM Lane V/C Ratio	0.269	0.069	0.154	-	-	0.033	-	-	0.428
HCM Ctrl Dly (s/v)	34.4	11.7	10.3	-	-	8.7	-	-	19.8
HCM Lane LOS	D	B	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0.2	0.5	-	-	0.1	-	-	2.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	567	10	14	751	52	24	1	22	20	0	85
Future Vol, veh/h	96	567	10	14	751	52	24	1	22	20	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	104	616	11	15	816	57	26	1	24	22	0	92

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	873	0	0	627	0	0	1269	1734	314	1392	1711	436
Stage 1	-	-	-	-	-	-	830	830	-	875	875	-
Stage 2	-	-	-	-	-	-	439	903	-	517	836	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.56	6.56	6.96	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.56	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.53	4.03	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	769	-	-	1130	-	-	170	99	*934	135	103	568
Stage 1	-	-	-	-	-	-	455	471	-	310	365	-
Stage 2	-	-	-	-	-	-	564	352	-	746	470	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	769	-	-	1130	-	-	122	84	*934	111	88	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	174	-	230	211	-
Stage 1	-	-	-	-	-	-	393	407	-	306	360	-
Stage 2	-	-	-	-	-	-	466	347	-	627	406	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.49	0.14	16.45	15.91
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	227	785	769	-	-	1130	-	-	443
HCM Lane V/C Ratio	0.115	0.032	0.136	-	-	0.013	-	-	0.257
HCM Ctrl Dly (s/v)	22.9	9.7	10.4	-	-	8.2	-	-	15.9
HCM Lane LOS	C	A	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	0.5	-	-	0	-	-	1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	139	903	46	39	880	47	52	5	42	30	11	151
Future Vol, veh/h	139	903	46	39	880	47	52	5	42	30	11	151
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	145	941	48	41	917	49	54	5	44	31	11	157

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	966	0	0	989	0	0	1799	2301	494	1785	2301	483
Stage 1	-	-	-	-	-	-	1254	1254	-	1022	1022	-
Stage 2	-	-	-	-	-	-	545	1047	-	763	1278	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	709	-	-	905	-	-	73	40	*830	75	40	530
Stage 1	-	-	-	-	-	-	295	330	-	253	311	-
Stage 2	-	-	-	-	-	-	490	303	-	706	319	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	709	-	-	905	-	-	~ 36	30	*830	52	30	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	98	-	167	127	-
Stage 1	-	-	-	-	-	-	235	262	-	241	297	-
Stage 2	-	-	-	-	-	-	316	290	-	522	254	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.45	0.37	43.07	28.39
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	106	462	709	-	-	905	-	-	348
HCM Lane V/C Ratio	0.509	0.106	0.204	-	-	0.045	-	-	0.574
HCM Ctrl Dly (s/v)	69.6	13.7	11.4	-	-	9.2	-	-	28.4
HCM Lane LOS	F	B	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	2.3	0.4	0.8	-	-	0.1	-	-	3.4

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Appendix G: Queue Analysis Worksheets



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	76	49	336	105	128	24	577	306	50	524	63
v/c Ratio	0.38	0.29	0.21	0.77	0.44	0.41	0.04	0.28	0.29	0.09	0.24	0.06
Control Delay (s/veh)	60.6	54.8	2.0	63.4	55.0	12.4	12.4	22.0	10.2	8.4	12.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.6	54.8	2.0	63.4	55.0	12.4	12.4	22.0	10.2	8.4	12.1	0.1
Queue Length 50th (ft)	37	30	0	130	76	0	11	191	79	13	109	0
Queue Length 95th (ft)	77	55	0	#210	138	59	m23	240	135	29	143	0
Internal Link Dist (ft)		381			388			1371			1724	
Turn Bay Length (ft)	150		150	175		250	125		350	125		150
Base Capacity (vph)	177	353	272	441	239	314	560	2066	1046	534	2192	1029
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.22	0.18	0.76	0.44	0.41	0.04	0.28	0.29	0.09	0.24	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	152	40	352	84	65	51	616	515	137	1028	54
v/c Ratio	0.32	0.49	0.16	0.71	0.31	0.19	0.18	0.34	0.48	0.29	0.53	0.06
Control Delay (s/veh)	56.1	57.3	1.3	57.1	48.4	1.3	10.1	16.3	6.4	12.1	20.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.1	57.3	1.3	57.1	48.4	1.3	10.1	16.3	6.4	12.1	20.2	0.1
Queue Length 50th (ft)	37	61	0	136	59	0	14	131	54	42	283	0
Queue Length 95th (ft)	76	94	0	186	109	0	m32	154	83	77	364	0
Internal Link Dist (ft)		381			388			1371			1724	
Turn Bay Length (ft)	150		150	175		250	125		350	125		150
Base Capacity (vph)	236	471	321	526	285	350	291	1833	1068	467	1927	919
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.32	0.12	0.67	0.29	0.19	0.18	0.34	0.48	0.29	0.53	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	53	77	51	405	123	155	28	689	365	61	626	73
v/c Ratio	0.40	0.29	0.22	0.83	0.47	0.43	0.06	0.34	0.35	0.13	0.29	0.07
Control Delay (s/veh)	61.2	54.5	2.1	66.1	54.7	11.6	11.8	22.0	9.3	8.7	13.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.2	54.5	2.1	66.1	54.7	11.6	11.8	22.0	9.3	8.7	13.1	0.3
Queue Length 50th (ft)	41	30	0	161	90	0	12	240	96	17	135	0
Queue Length 95th (ft)	82	55	0	#275	159	63	m24	260	128	33	174	3
Internal Link Dist (ft)		381			388			1371			1724	
Turn Bay Length (ft)	150		150	175		250	125		350	125		150
Base Capacity (vph)	177	353	272	487	264	357	484	2016	1053	456	2135	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.22	0.19	0.83	0.47	0.43	0.06	0.34	0.35	0.13	0.29	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	176	43	417	88	80	53	726	623	167	1228	58
v/c Ratio	0.34	0.53	0.16	0.77	0.30	0.22	0.25	0.41	0.56	0.43	0.66	0.06
Control Delay (s/veh)	55.7	57.4	1.3	58.5	47.3	3.2	12.6	16.9	7.1	15.7	23.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.7	57.4	1.3	58.5	47.3	3.2	12.6	16.9	7.1	15.7	23.8	0.1
Queue Length 50th (ft)	42	70	0	160	61	0	17	156	78	57	384	0
Queue Length 95th (ft)	83	106	0	#227	115	12	m33	188	102	93	467	0
Internal Link Dist (ft)		381			388			1371			1724	
Turn Bay Length (ft)	150		150	175		250	125		350	125		150
Base Capacity (vph)	236	471	321	552	299	361	210	1781	1103	389	1868	895
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.37	0.13	0.76	0.29	0.22	0.25	0.41	0.56	0.43	0.66	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	31	40	43	87	151	802	22	32	828
v/c Ratio	0.36	0.29	0.47	0.48	0.28	0.20	0.02	0.06	0.22
Control Delay (s/veh)	61.3	21.7	70.8	23.6	2.6	3.0	0.0	1.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.3	21.7	70.8	23.6	2.6	3.0	0.0	1.0	2.3
Queue Length 50th (ft)	24	5	33	7	11	52	0	1	14
Queue Length 95th (ft)	m58	42	73	59	17	58	m0	m3	17
Internal Link Dist (ft)		689		812		1567			1371
Turn Bay Length (ft)	225		100		225		100	100	
Base Capacity (vph)	97	153	102	193	537	3983	1255	550	3772
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.26	0.42	0.45	0.28	0.20	0.02	0.06	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	102	110	32	43	118	1082	60	64	1375
v/c Ratio	0.68	0.63	0.20	0.51	0.37	0.30	0.05	0.16	0.40
Control Delay (s/veh)	71.3	34.0	48.5	46.6	8.9	13.0	1.5	2.8	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.3	34.0	48.5	46.6	8.9	13.0	1.5	2.8	4.4
Queue Length 50th (ft)	74	18	22	9	36	198	1	7	56
Queue Length 95th (ft)	#155	#118	54	#56	m46	m190	m6	m12	63
Internal Link Dist (ft)		689		812		1567			1371
Turn Bay Length (ft)	225		100		225		100	100	
Base Capacity (vph)	150	176	165	85	417	3581	1149	522	3448
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.63	0.19	0.51	0.28	0.30	0.05	0.12	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	38	45	53	107	182	949	26	39	983
v/c Ratio	0.50	0.31	0.58	0.54	0.39	0.24	0.02	0.08	0.26
Control Delay (s/veh)	71.9	21.5	78.2	23.7	4.3	3.8	0.2	1.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.9	21.5	78.2	23.7	4.3	3.8	0.2	1.1	2.3
Queue Length 50th (ft)	29	6	41	8	13	59	0	2	16
Queue Length 95th (ft)	m#69	44	#92	66	35	93	m1	m3	19
Internal Link Dist (ft)		689		812		1567			1371
Turn Bay Length (ft)	225		100		225		100	100	
Base Capacity (vph)	83	157	101	209	462	3974	1253	482	3769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.29	0.52	0.51	0.39	0.24	0.02	0.08	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	123	129	39	52	138	1264	73	77	1613
v/c Ratio	0.82	0.67	0.25	0.57	0.52	0.35	0.06	0.22	0.47
Control Delay (s/veh)	87.5	34.9	49.5	49.5	18.5	10.5	1.3	3.5	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.5	34.9	49.5	49.5	18.5	10.5	1.3	3.5	5.1
Queue Length 50th (ft)	90	21	27	12	43	157	0	8	64
Queue Length 95th (ft)	#172	#133	62	#67	m76	m176	m3	m15	93
Internal Link Dist (ft)		689		812		1567			1371
Turn Bay Length (ft)	225		100		225		100	100	
Base Capacity (vph)	150	192	165	91	362	3567	1145	462	3417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.67	0.24	0.57	0.38	0.35	0.06	0.17	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	123	67	234	218	67	92	174	887	127	45	713	85
v/c Ratio	0.63	0.17	0.15	0.61	0.34	0.06	0.71	0.46	0.14	0.38	0.45	0.10
Control Delay (s/veh)	64.5	47.7	0.2	58.4	54.1	0.1	65.1	18.8	5.0	54.0	34.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.5	47.7	0.2	58.4	54.1	0.1	65.1	18.8	5.0	54.0	34.3	4.6
Queue Length 50th (ft)	95	25	0	85	50	0	143	164	0	36	224	4
Queue Length 95th (ft)	156	47	0	125	95	0	209	270	38	78	334	17
Internal Link Dist (ft)		773			630			442			1567	
Turn Bay Length (ft)	50		75	300		150	175			300		
Base Capacity (vph)	260	520	1553	429	232	1583	309	1916	915	134	1600	810
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.13	0.15	0.51	0.29	0.06	0.56	0.46	0.14	0.34	0.45	0.10

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	245	101	336	255	60	99	196	935	213	99	1277	137
v/c Ratio	0.90	0.19	0.21	0.67	0.29	0.06	0.77	0.58	0.26	0.63	0.90	0.19
Control Delay (s/veh)	84.3	44.9	0.3	59.9	52.1	0.1	68.4	30.7	10.1	55.0	44.4	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	84.3	44.9	0.3	59.9	52.1	0.1	68.4	30.7	10.1	55.0	44.4	7.9
Queue Length 50th (ft)	191	36	0	100	44	0	163	233	27	78	393	20
Queue Length 95th (ft)	#339	64	0	144	87	0	m206	309	m61	m131	#684	56
Internal Link Dist (ft)		773			630			442			1567	
Turn Bay Length (ft)	50		75	300		150	175			300		
Base Capacity (vph)	280	560	1583	429	232	1583	295	1605	834	177	1412	735
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.18	0.21	0.59	0.26	0.06	0.66	0.58	0.26	0.56	0.90	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	255	111	373	308	63	120	184	1142	259	120	1540	138
v/c Ratio	0.66	0.26	0.24	0.56	0.43	0.08	0.76	0.68	0.29	0.66	0.98	0.18
Control Delay (s/veh)	44.5	48.3	0.3	39.5	61.1	0.1	66.9	24.6	5.9	54.0	51.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.5	48.3	0.3	39.5	61.1	0.1	66.9	24.6	5.9	54.0	51.0	9.6
Queue Length 50th (ft)	165	42	0	96	48	0	148	259	27	88	~713	29
Queue Length 95th (ft)	239	68	0	130	93	0	m171	m268	m36	m#167	#820	m64
Internal Link Dist (ft)		773			630			442			1567	
Turn Bay Length (ft)	50		75	300		150	175			300		
Base Capacity (vph)	389	589	1583	569	217	1583	242	1681	881	194	1566	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.19	0.24	0.54	0.29	0.08	0.76	0.68	0.29	0.62	0.98	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	132	72	233	260	75	112	191	1062	153	54	841	89
v/c Ratio	0.65	0.18	0.15	0.66	0.35	0.07	0.72	0.57	0.17	0.45	0.56	0.11
Control Delay (s/veh)	65.3	47.5	0.2	59.4	53.4	0.1	62.0	23.9	7.8	55.4	45.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	47.5	0.2	59.4	53.4	0.1	62.0	23.9	7.8	55.4	45.5	6.4
Queue Length 50th (ft)	102	27	0	102	55	0	149	255	7	44	315	4
Queue Length 95th (ft)	166	50	0	146	104	0	m217	358	m51	m87	418	26
Internal Link Dist (ft)		773			630			442			1567	
Turn Bay Length (ft)	50		75	300		150	175			300		
Base Capacity (vph)	260	520	1553	434	235	1583	354	1866	907	134	1511	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.14	0.15	0.60	0.32	0.07	0.54	0.57	0.17	0.40	0.56	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	255	111	373	308	63	120	184	1142	259	120	1540	138
v/c Ratio	0.89	0.19	0.24	0.79	0.30	0.08	0.90	0.73	0.31	0.72	1.04	0.19
Control Delay (s/veh)	81.6	44.2	0.3	67.3	52.7	0.1	81.5	27.1	6.4	63.5	67.3	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.6	44.2	0.3	67.3	52.7	0.1	81.5	27.1	6.4	63.5	67.3	9.7
Queue Length 50th (ft)	198	40	0	123	46	0	151	265	29	97	~713	29
Queue Length 95th (ft)	#346	68	0	#184	92	0	m169	m263	m36	m#181	#820	m64
Internal Link Dist (ft)		773			630			442			1567	
Turn Bay Length (ft)	50		75	300		150	175			300		
Base Capacity (vph)	295	589	1583	400	217	1583	206	1557	834	177	1479	735
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.19	0.24	0.77	0.29	0.08	0.89	0.73	0.31	0.68	1.04	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	29	35	89	428	102	244	215	996	385	188	846	41
v/c Ratio	0.16	0.28	0.06	1.36	0.55	0.15	0.61	0.47	0.35	0.56	0.28	0.04
Control Delay (s/veh)	55.6	58.0	0.1	222.6	62.3	0.2	59.0	15.8	2.4	65.7	14.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.6	58.0	0.1	222.6	62.3	0.2	59.0	15.8	2.4	65.7	14.3	0.5
Queue Length 50th (ft)	11	27	0	~228	78	0	84	240	0	79	117	0
Queue Length 95th (ft)	27	60	0	#334	135	0	124	330	48	115	157	m3
Internal Link Dist (ft)		533			489			905			404	
Turn Bay Length (ft)	300		125	350		250	450			175		75
Base Capacity (vph)	311	169	1568	315	192	1583	401	2125	1104	400	3023	988
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.21	0.06	1.36	0.53	0.15	0.54	0.47	0.35	0.47	0.28	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	86	111	250	582	119	267	265	1174	543	327	1429	65
v/c Ratio	0.36	0.58	0.16	0.93	0.27	0.17	0.67	0.83	0.60	0.72	0.68	0.09
Control Delay (s/veh)	57.0	62.4	0.2	71.3	40.2	0.2	60.1	39.8	8.6	59.9	33.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.0	62.4	0.2	71.3	40.2	0.2	60.1	39.8	8.6	59.9	33.8	3.1
Queue Length 50th (ft)	34	85	0	234	79	0	103	440	46	127	286	1
Queue Length 95th (ft)	60	140	0	#341	131	0	#154	#604	165	175	350	m10
Internal Link Dist (ft)		533			489			905			404	
Turn Bay Length (ft)	300		125	350		250	450			175		75
Base Capacity (vph)	629	294	1583	629	436	1583	393	1409	902	462	2117	727
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.38	0.16	0.93	0.27	0.17	0.67	0.83	0.60	0.71	0.68	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	36	39	111	505	120	274	254	1193	465	203	984	51
v/c Ratio	0.26	0.32	0.07	0.83	0.33	0.17	0.66	0.65	0.45	0.61	0.39	0.06
Control Delay (s/veh)	60.3	59.5	0.1	52.2	21.0	0.2	59.3	25.6	4.4	60.5	13.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.3	59.5	0.1	52.2	21.0	0.2	59.3	25.6	4.4	60.5	13.8	0.3
Queue Length 50th (ft)	14	30	0	99	19	0	99	394	14	85	115	0
Queue Length 95th (ft)	32	66	0	179	38	0	143	505	84	124	171	m1
Internal Link Dist (ft)		533			489			905			404	
Turn Bay Length (ft)	300		125	350		250	450			175		75
Base Capacity (vph)	141	169	1568	657	450	1583	425	1823	1024	357	2542	873
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.23	0.07	0.77	0.27	0.17	0.60	0.65	0.45	0.57	0.39	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	127	294	701	137	289	307	1384	647	364	1698	83
v/c Ratio	0.47	0.61	0.19	1.17	0.33	0.18	0.71	1.01	0.73	0.74	0.83	0.11
Control Delay (s/veh)	61.4	62.6	0.3	145.8	26.2	0.2	59.9	64.4	14.6	56.1	38.4	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	62.6	0.3	145.8	26.2	0.2	59.9	64.4	14.6	56.1	38.4	2.0
Queue Length 50th (ft)	40	97	0	~319	38	0	118	~630	126	136	367	0
Queue Length 95th (ft)	71	156	0	#446	m75	0	#191	#787	293	m157	m374	m2
Internal Link Dist (ft)		533			489			905			404	
Turn Bay Length (ft)	300		125	350		250	450			175		75
Base Capacity (vph)	228	312	1583	600	513	1583	435	1369	891	489	2048	735
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.41	0.19	1.17	0.27	0.18	0.71	1.01	0.73	0.74	0.83	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Appendix H: Crash Data

| CUID | Person Cnt | Ped Number | Sector | City | Crash Date | Crash Time | Agency Id | City | County | Latitude | Longitude | Schl Dist | Location | Location | Road Description | First Hit | Second Hit | Crash Type | Approach Dir | Wild Animal Num | Num Intrsc | Injuries | Injuries | Total Injuries | Secondary Crash | Contributing Circ | School Zone | Road Condition | Road Condition | Lighting Cond | Weather | Cell Phone | Pedestrian | Alcohol | Drug | Drug Test | Total Vehicles | Total Occupants | Total Pedestrians | Total Bicyclists | Total Others | Total Units | Driver Injury Sev | Driver Age | Driver Sex | Driver Ethnicity | Driver Action | Driver Vehicle Type | Driver Vehicle Year | Driver Vehicle Make | Driver Vehicle Model | Driver Vehicle Color | Driver Vehicle Body Type | Driver Vehicle Fuel Type | Driver Vehicle Transmission | Driver Vehicle Gvwr | Driver Vehicle Occupants | Driver Vehicle Hazmat | Driver Vehicle Carrier | Driver Vehicle Carrier State | Driver Vehicle Carrier City | Driver Vehicle Special Function | Driver Vehicle Cargo Body | Driver Vehicle Configuration | Driver Vehicle Trailer 1 | Driver Vehicle Trailer 1 Length | Driver Vehicle Trailer 2 | Driver Vehicle Trailer 2 Length | Driver Vehicle Trailer 3 | Driver Vehicle Trailer 3 Length | Driver Vehicle Trailer 1 Gvwr | Driver Vehicle Trailer 2 Gvwr | Driver Vehicle Trailer 3 Gvwr | Driver Vehicle Trailer 1 Weight | Driver Vehicle Trailer 2 Weight | Driver Vehicle Trailer 3 Weight | Driver Vehicle Trailer 1 Axles | Driver Vehicle Trailer 2 Axles | Driver Vehicle Trailer 3 Axles | Driver Vehicle Trailer 1 Vin | Driver Vehicle Trailer 2 Vin | Driver Vehicle Trailer 3 Vin | Driver Vehicle Trailer 1 Year | Driver Vehicle Trailer 2 Year | Driver Vehicle Trailer 3 Year | Driver Vehicle Trailer 1 Make | Driver Vehicle Trailer 2 Make | Driver Vehicle Trailer 3 Make | Driver Vehicle Trailer 1 Model | Driver Vehicle Trailer 2 Model | Driver Vehicle Trailer 3 Model | Driver Vehicle Trailer 1 Color | Driver Vehicle Trailer 2 Color | Driver Vehicle Trailer 3 Color | Driver Vehicle Trailer 1 Body Type | Driver Vehicle Trailer 2 Body Type | Driver Vehicle Trailer 3 Body Type | Driver Vehicle Trailer 1 Fuel Type | Driver Vehicle Trailer 2 Fuel Type | Driver Vehicle Trailer 3 Fuel Type | Driver Vehicle Trailer 1 Transmission | Driver Vehicle Trailer 2 Transmission | Driver Vehicle Trailer 3 Transmission | Driver Vehicle Trailer 1 Hazmat | Driver Vehicle Trailer 2 Hazmat | Driver Vehicle Trailer 3 Hazmat | Driver Vehicle Trailer 1 Carrier | Driver Vehicle Trailer 2 Carrier | Driver Vehicle Trailer 3 Carrier | Driver Vehicle Trailer 1 Carrier State | Driver Vehicle Trailer 2 Carrier State | Driver Vehicle Trailer 3 Carrier State | Driver Vehicle Trailer 1 Carrier City | Driver Vehicle Trailer 2 Carrier City | Driver Vehicle Trailer 3 Carrier City | Driver Vehicle Trailer 1 Special Function | Driver Vehicle Trailer 2 Special Function | Driver Vehicle Trailer 3 Special Function | Driver Vehicle Trailer 1 Cargo Body | Driver Vehicle Trailer 2 Cargo Body | Driver Vehicle Trailer 3 Cargo Body | Driver Vehicle Trailer 1 Configuration | Driver Vehicle Trailer 2 Configuration | Driver Vehicle Trailer 3 Configuration | Driver Vehicle Trailer 1 Length | Driver Vehicle Trailer 2 Length | Driver Vehicle Trailer 3 Length

Attachment 3: Applicable Comprehensive Plan and Housing Plan Polices for the Centennial Valley Affordable Housing Development
June 2, 2026

FUTURE LAND USE FRAMEWORK

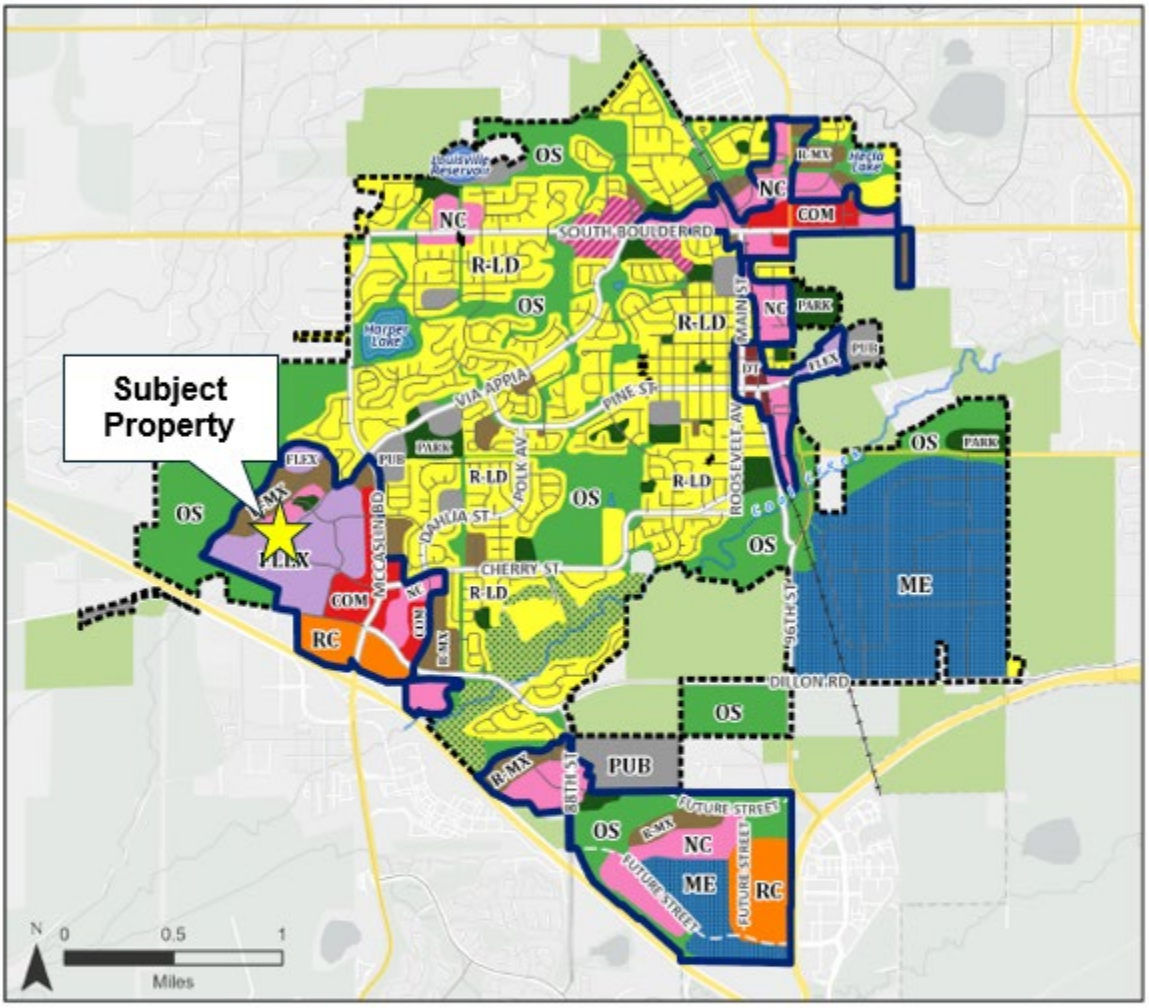


Figure 11: Future Land Use Framework
Source: City of Louisville

LEGEND

Placetypes
- Residential Low Density (R-LD)
- Residential Mix (R-MX)
- Neighborhood Center (NC)
- Downtown (DT)
- Regional Center (RC)
- Commercial Corridor (COM)
- Integrated Development/FLEX (FLEX)
- Public Facilities (PUB)
- Parks and Recreation (PARK)

Overlay Areas
- Golf Course
- Naturally Occurring Affordable Housing (NOAH) Overlay
- City Limits
- Opportunity Area
- Open Space outside of Louisville

Integrated Development (FLEX)

Community Character

Description: The Integrated Development/ FLEX placetype supports a mix of residential, employment, and commercial uses in a coordinated, adaptable environment. These areas allow different uses to coexist and evolve over time, creating opportunities for housing choice, job growth, and neighborhood-serving retail. The intent is to foster a vibrant, walkable setting where uses complement each other and support daily needs.

Location: Primarily located in the Centennial Valley area, with additional sites elsewhere in the city where flexible land use is appropriate. These locations typically have access to major arterial roads and are near existing commercial areas.

Transportation Connectivity

- Areas with existing transportation connections and road systems that can accommodate additional traffic, such as Centennial Parkway; the Centennial Valley area is also close to high-frequency transit.
- Support breaking up large blocks by providing additional transportation connections - particularly bicycle and pedestrian connections - that link open space areas and other activity areas.
- Support trail connections to nearby open space areas.
- Enhance corridors with landscaping, seating, pedestrian-scale lighting, and public art to improve comfort and visual character.





Existing Centennial Valley Office (Left), Boulder Junction Mixed Use (Right); Source: Google Street View

Land Use and Scale

Primary Land Uses:

- Retail, Restaurant, Entertainment, and Office
- Light Industrial
- Multifamily Residential

Supporting Land Uses:

- Parks and Recreation
- Open Space, Trails, and Conservation
- Community Places (places of worship, schools, public spaces, community centers, etc.)

Density and Scale:

- Residential Density: 18-30 DU/acre
- Building Heights: 3 stories

Development Considerations

- Buffer development where commercial and residential uses meet to address noise, lighting, and privacy, using treatments like landscaping and fencing appropriate to the context.
- Provide inviting, well-designed public spaces—especially in larger developments—that are visible from the street and include amenities such as seating, informal play or activity areas, and landscaping.
- Orient buildings toward the street and promote ground-floor activation through design or land uses that create an engaging, neighborhood-scale frontage and contribute to a cohesive public realm.
- Incorporate parks and open spaces to enhance workplace wellness and provide opportunities for outdoor activity.
- Ensure building heights transition appropriately when adjacent to established single-family neighborhoods, typically limiting to two stories at the edge.

List of Applicable Comprehensive and Housing Plan Applicable Policies

Comprehensive Plan Applicable Policies:

- **Goal LU 1. Increase Residential Development Opportunities.** Strategies:
    - LU 1.1 Prioritize the use of vacant and underutilized land for new housing, particularly in areas with access to transit, services, and existing infrastructure.
    - LU 1.5. Support housing types and locations that advance social equity by expanding access to affordable, accessible, and diverse homes for households with a range of needs and incomes.
    - LU 1.6. Leverage new residential development to increase economic vitality and vibrancy in areas with underutilized or long-term vacant commercial land.

- **Goal LU 2. Expand and Maintain Access to Affordable Housing.** Strategies:
    - LU 2.4. Identify and pursue funding and incentive opportunities, including grants, fee reductions, or density bonuses to encourage affordable housing development and preservation.
    - LU 2.6. Continue to support the Boulder County Regional Housing Partnership goal of having 12% of all homes be permanently affordable by 2035 and continue to pursue local policies and partnerships that help Louisville contribute to this target.
    - LU 2.7. Apply and strengthen requirements or incentives for providing onsite affordable units in new residential or mixed-use developments.

- **Goal LU 3. Diversify Louisville's Housing Stock.** Strategies:
    - Strategy LU 3.3. Require or encourage a mix of housing types, sizes, and price points within larger residential or mixed-use projects to foster inclusive, mixed-income communities.

- **Goal LU 9 Create a vibrant, mixed-use neighborhood in Centennial Valley where daily needs are close by and new housing fosters a strong sense of community while maintaining the core existing commercial areas. Strategies:**
    - Strategy LU 9.4. Support a range of housing types and price points to serve diverse households and support nearby commercial uses.

- **Goal EV 3. Enhance Commercial Areas to Boost Economic Activity.** Strategies:
    - Strategy EV 3.2. Encourage new housing near commercial districts to strengthen customer bases, support local businesses, and increase activity throughout the day and evening.

    - Strategy EV 3.5. Support the redevelopment or adaptive reuse of underutilized or outmoded commercial properties to create modern spaces that meet current market needs and contribute to vibrant, mixed-use areas.

- **Goal LU 6 Promote Exceptional Building and Site Design.** Strategies:
    - Strategy LU 6.4. Promote building heights, massing, and architectural details that complement surrounding areas.

Louisville Housing Plan Applicable Policies:

- Goal 1: Increase Residential Development Opportunities
- Goal 2: Expand and Maintain Access to Affordable Housing
- Goal 3: Diversify Louisville's Housing Stock
- Action Item 1.1: Establish Criteria and Identify Areas for Zoning Changes to Support Additional Residential Development
- Action Item 2.6: Establish and Strengthen Partnerships to Support Preserved and New Income-Restricted Affordable Housing

City of Louisville
COLORADO • SINCE 1878

Planning Commission Communication
Agenda Item 5.B.

Subject: St. Louis Parish GDP Amendment 3

Date: June 11, 2026

Prepared By: Emily Cline-Gibson, Planner II

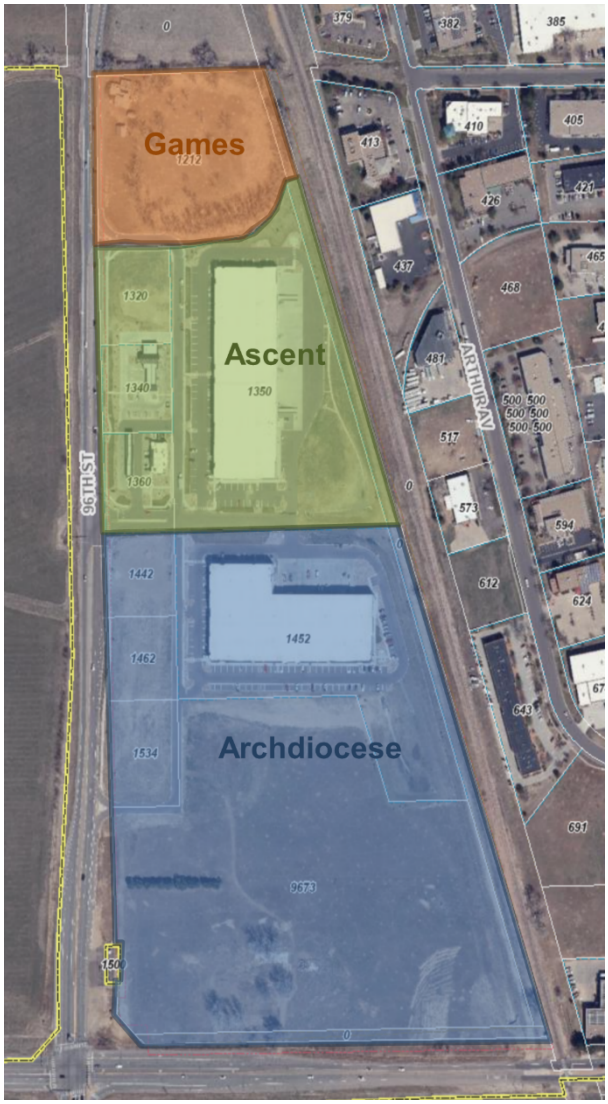
Presented By: Emily Cline-Gibson, Planner II

Summary:
The applicant, K2 Civil Consultants, Inc., is requesting approval of a third amendment to the St. Louis Parish and Commercial Park General Development Plan (GDP) to increase the total floor area for the northern Parcel 2 of the St. Louis Parish and Boulder Innovation Campus - Filing No. 1 Subdivsion (Games parcel) from 50,456 sq. ft. to 80,000 sq. ft. The proposal also includes consolidating Zones 2A and 2B into a new Zone 2C for the parcel. The new zone will retain the development characteristics unique to Zones 2A and 2B, while allowing greater flexibility in site design and building placement for a proposed indoor sports complex, which will be reviewed under separate Planned Unit Development (PUD) and Special Review Use (SRU) applications. Staff recommends approval of the request with the condition that the GDP is not recorded with Boulder County until the PUD application receives approval from City Council. Because this GDP amendment is meant to facilitate the specific needs of an indoor sports complex, this condition will help ensure that the existing GDP standards remain in place if the plans for the indoor sports complex do not materialize.

Background / Prior Discussions:
The St. Louis Parish and Commercial Park GDP is approximately 51.6 acres in size and located northeast of the Dillon Road and S. 96th Street intersection. The GDP includes 10 separate lots divided into three primary areas. The Archdiocese area consists of 5 lots and is located at the southernmost section of the GDP, the Ascent area consists of four lots and is in the center, and the Games area, which is the subject property, consists of one lot and is located in the northernmost section. The BNSF Railroad runs along the eastern portion of the GDP, and east of the railroad is the Colorado Technology Center (CTC). Open space properties are adjacent to the north and west of the GDP.

The City annexed each property in the GDP between July 1996 and February 1997, and all properties were placed in the Agriculture (A) zone district. The St. Louis Parish and Commercial Park GDP was approved in September 2004, which changed the zoning from A to Planned Community Zone District Commercial (PCZD-C). Due to the significant upzone from the A to PCZD-C zone district, the GDP incorporated design and bulk standards to maintain a density transition from the surrounding rural open

space to the industrial developments in the CTC. Properties in the GDP are divided into three zones, each containing its own development characteristics and list of permitted uses. The GDP created an overall FAR limitation of 0.20, as well as separate FAR maximums within each zone. These limitations reflect policies in the 1998 Updated South Subarea Comprehensive Plan, which emphasized using land use regulations and design guidelines to buffer uses within the area, and from the 2013 Comprehensive Plan, which identified this area as a “rural gateway to the City of Louisville” and established a maximum FAR of 0.25. Both plans have since been replaced by the 2026 Comprehensive Plan, which is now the guiding document for applicable policies in the area and does not label this GDP area as a “rural gateway,” nor does it provide FAR maximums.

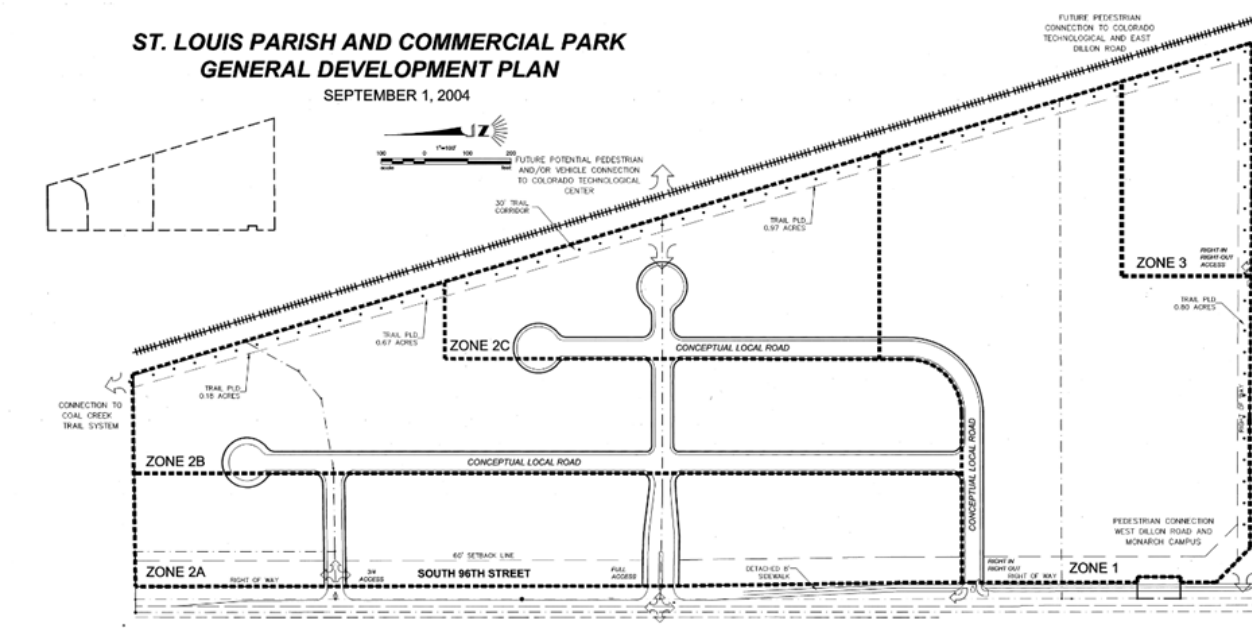


Properties in the GDP and location of each primary area.

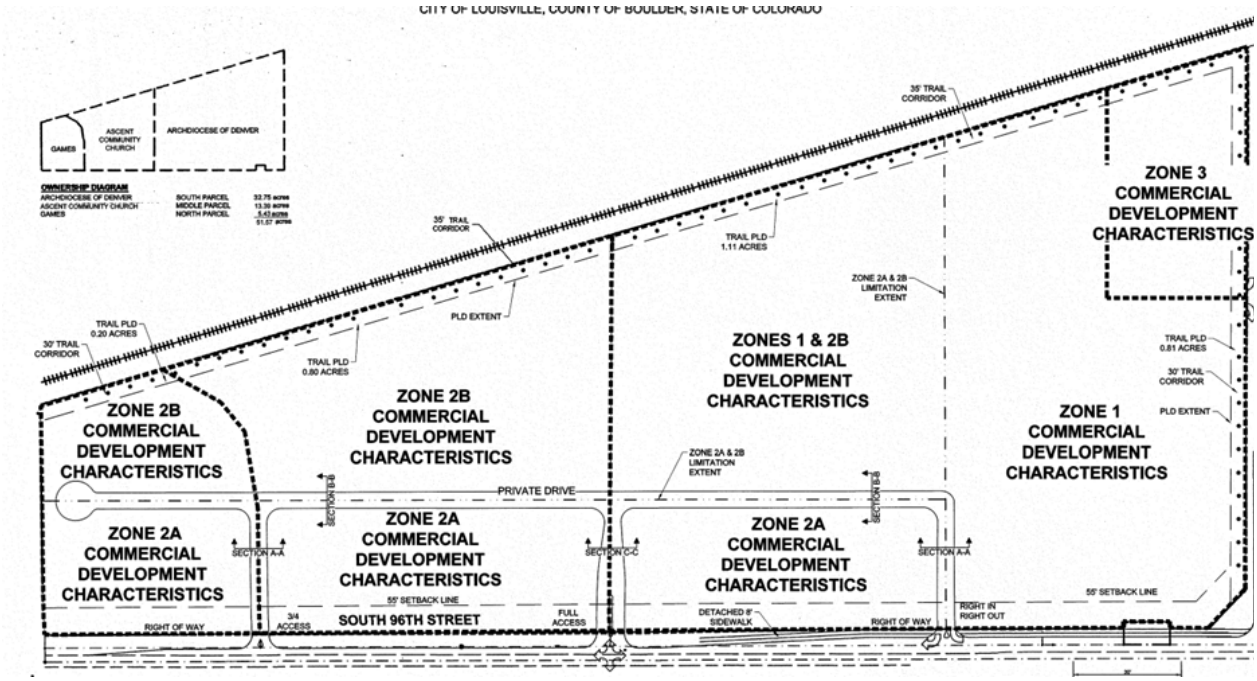
The first amendment to the GDP was approved in October 2017 and included a minor revision to the list of permitted uses. The second GDP amendment was approved in 2020 and included significant changes to the document, including rearranging the zone

boundaries, modifying the list of permitted uses, increasing the total FAR by 60,000 square feet, and revising several site design elements. Minutes from the City Council meeting (linked here) reflect a desire to maintain the area as a rural buffer, which also led to the inclusion of dark sky lighting requirements.

The changes included in the second amendment were implemented to create better development conditions while still preserving the original intent of the GDP, since none of the parcels had been developed over 20 years since their annexation into Louisville. Following approval of the second GDP amendment, a PUD application was approved, and subsequent development of inducstrial and commercial buildings were completed on the Ascent and Archdiocese properties.



Site layout from original GDP.



Site layout from GDP Amendment 2.

Development Proposal:

The proposal includes a request to increase the floor area allowance for the Games parcel from 50,456 to 80,000 square feet. Table 1 below compares the proposed FAR and square footage allowance against previous FAR and square footage maximums. The proposed changes are bold.

Table 1. Previous and Proposed FAR and Square Footage Allowances for the St. Louis Parish GDP

Property	Original FAR	2nd Amendment FAR and Square Footage	Proposed FAR and Square Footage
Games	0.17, Zone 2A 0.20, Zone 2B 50,456 sq. ft.	0.17, Zone 2A 0.26, Zone 2B 50,456 sq. ft.	**0.36 Zone 2C 80,000 sq. ft.**
Ascent	0.17, Zone 2A 0.20, Zone 2B 0.245,	0.17, Zone 2A 0.25, Zone 2B 126,245 sq.	0.17, Zone 2A 0.25, Zone 2B 126,245 sq.

	Zone 2C	ft.	ft.
Archdiocese	No FAR, Zone 1 0.17, Zone 2A 0.20, Zone 2B 0.245, Zone 2C 0.20, Zone 3	No FAR if developed as Zone 1 use 0.20, Zone 2A 0.26, Zone 2B 0.20 Zone 3 200,839 sq. ft.	No FAR if developed as Zone 1 use 0.20, Zone 2A 0.26, Zone 2B 0.20 Zone 3 200,839 sq. ft.
Maximum Total Development (Sq. Ft.)	306,531*	377,540*	**407,084***

**This number does not include FAR associated with development under Zone 1 uses for the Archdiocese church and school, which allows development consistent with CDDSG.*

The increase in square footage is proposed to accommodate an indoor sports facility, which will be reviewed under separate PUD and SRU applications. The applicant states that a larger indoor facility provides better economic stability for this specific type of proposed use.

The applicant has submitted a conceptual site plan illustrating a potential development scenario consisting of an approximately 80,000-square-foot indoor recreation facility, associated parking, and site improvements (Attachment 3). The conceptual site plan is intended to demonstrate how the requested floor area increase could be accommodated on the site and provide context for the GDP amendment request. The conceptual site plan is not proposed for approval as part of this application and may be modified through the future PUD review process.

The applicant also provided an updated traffic letter (Attachment 3). A traffic letter was previously submitted with the second GDP amendment and included trip generation estimates for a proposed tennis facility that was never developed. The updated analysis reflects the proposed indoor soccer facility and compares its projected trip generation to the previous assumptions. The analysis indicates that while weekday morning peak-hour traffic increases slightly by 1.5%, average weekday and weekday PM peak-hour traffic decreases. Although Sunday traffic is projected to increase, the weekday morning peak hour remains the site's design hour. The analysis concludes that the existing transportation network can accommodate the anticipated traffic and that no additional traffic improvements or transportation analysis are necessary to support the proposed GDP amendment.

The proposal also includes replacing Zones 2A and 2B with Zone 2C, which will cover the entire property. The proposed change will remove FAR and square footage constraints within the different Zones 2A and 2B meant to create a density transition and allow a single FAR for the entire Zone 2C, while maintaining the same development standards outside of the FAR that are found in Zones 2A and 2B. The location and standards for Zones 2A and 2B are not proposed to change for any other parcel in the GDP. Table 2 further summarizes the new 2C zone.

Table 2. Current Design Characteristics for Zones 2A, 2B, and Proposal for Zone 2C

Zone	**2A (Existing)**	**2B (Existing)**	**2C (Proposed)**
Setbacks	55' from 96th Street, per code otherwise	55' from 96th Street, per code otherwise	55' from 96th Street, per code otherwise
Parking	30' from 96th Street right-of-way with enhanced landscaping to buffer from S. 96th Street, per code otherwise	Per Municipal Code	30' from 96th Street right-of-way with enhanced landscaping to buffer from S. 96th Street, per code otherwise
Height	25' maximum if pitched roof or 20' if slanted roof from final finished grade	40' maximum from final finished grade	40' maximum from final finished grade except within 200' of S. 96th Street, which requires 25' maximum if pitched roof or 20' if slanted roof from final finished

			grade
Architecture	Single-story pitched roof or slanted roofline architectural elements	Subject to PUD Guidelines	Subject to PUD guidelines except within 200' of S. 96th Street which requires single-story pitched roof or slanted roofline architectural elements

Analysis:
The GDP Amendment is subject to Chapter 17.72 - Planned Community Zone District (PCZD) of the Louisville Municipal Code. Sec.17.72.060 of this chapter notes that existing GDPs may be amended, subject to the same procedure as the original approval. LMC Sec. 17.72.010 outlines the purpose of the PCZD as follows:

The purpose of the planned community zone district is to encourage, preserve and improve the health, safety and general welfare of the people of the city by encouraging the use of contemporary land planning principles and coordinated community design. The planned community zone district is created in recognition of the economic and cultural advantages that will accrue to the residents of an integrated, planned community development of sufficient size to provide related areas for various housing types, retail and service activities, recreation, schools and public facilities, and other uses of land. This district is designed for use where the area comprising such development project is under single ownership or control at the time of its classification as this district.

Staff find the proposal is consistent with the purpose of the PCZD. The proposed amendment to the St Louis Parish and Commercial Park GDP increases the maximum allowed floor area for the Games parcel to accomondat the proposed indoor sports facility while maintaining the design characteristics that were originally established to maintain the “rural gateway” that was intended with this GDP.

The 55-foot building setback and 30-foot parking setback from S 96th Street will remain unchanged, and the maximum 25-foot building height in Zone 2A will be carried forward in Zone 2C with an equivalent linear distance from S 96th Street. These specific bulk standards in the GDP, combined with commercial zoning standards, such as setback and lot coverage, provide additional guardrails to limit the building bulk and site layout. Any development on the site must comply with LMC Title 17 and the Commercial Development Design Standards and Guidelines (CDDSG) and will require Final PUD and SRU applications. The PUD will establish detailed architectural design, parking layout, and lot configuration necessary to formally authorize development of the property and will be considered at public hearings by the Planning Commission and City Council.

LMC Sec. 17.72.030 requires that a GDP address the following items:

A. The proposed use of all lands within the subject property;
B. The type or character of development and the number of dwelling units per gross acre proposed;
C. The proposed location of school sites, parks, open spaces, recreation facilities and other public and quasi-public facilities; and
D. The proposed location of all streets shall be coordinated with the adopted general street plan for the city

Staff find that the proposed GDP amendment is consistent with these standards. There are no changes to the allowed land uses or street configurations. The GDP design standards, including the minimum setbacks, height, and massing standards, will reflect the appropriate type of character of development within the Games parcel that is consistent with the surrounding developments.

The applicant prepared an update to the previous 2020 traffic analysis which reflects the proposed development. The following conclusion is made in the updated analysis:

The trip generation potential of the proposed St. Louis Parish and Boulder Innovation Center Indoor Soccer Fields is lower during the average weekday and weekday PM peak-hour and slightly higher during the weekday morning peak-hour. The trip generation potential is higher for the average Sunday and the Sunday peak-hour. The weekday morning peak-hour is the design hour and is only expected to increase by 1.5 percent from the proposed change. The main site access has already been signalized so no further analysis should be necessary.

Comprehensive Plan Policies
The proposed indoor recreation facility is generally consistent with the Louisville Comprehensive Plan and the Future Land Use Framework designation of Mixed Employment (ME). The Mixed Employment placetype is intended to be a flexible employment-focused area that accommodates office and light industrial uses along with complementary supporting uses. Parks and recreation are specifically identified as

supporting land uses within the placetype, and the proposed indoor recreation facility provides a community-serving amenity that complements surrounding employment uses while contributing to the vitality of the area. Additionally, the proposed building height of approximately 40 feet is consistent with the placetype's recommended maximum height of three stories.

The proposal also advances Community Places goals related to recreation and community amenities. Strategy CP 1.2 encourages diverse and inclusive recreation opportunities accessible to residents of all ages, backgrounds, abilities, and interests, while Strategy CP 4.3 supports the development of amenities that reflect the community's diverse recreational and social needs. The proposed facility expands year-round recreational opportunities within Louisville and can be accommodated by the existing transportation network, supporting both community recreation objectives and the overall intent of the Mixed Employment placetype.

Council Work Plan:
This item supports the 2026 City Council Work Plan’s Economic Vitality priority by expanding community amenities, generating economic activity, advancing Comprehensive Plan implementation, and representing a private investment that contributes to the vitality of Louisville’s employment and commercial areas.

Fiscal Impact:
Not applicable. There is no fiscal / budget impact for this item.

Alternatives:
Planning Commission may recommend approval, approval with conditions, or denial of the proposal to the City Council.

Recommendation:
Staff recommends approval of Resolution No. 8, Series 2026, recommending to the Planning Commission approval of the St Louis Parish General Development Plan (GDP) Amendment 3 with the following condition:
- The GDP Amendment shall not be recorded or become effective until the Final Planned Unit Development (PUD) for the indoor recreation facility project has been approved by City Council.

Attachments:

1. Resolution No. 8, Series 2026
2. Draft Ordinance
3. St Louis Parish and Commercial Park GDP Amendment 3
4. Owner Authorization
5. Application Narrative
6. Conceptual Site Plan
7. Traffic Letter

RESOLUTION NO. 8
SERIES 2026

A RESOLUTION RECOMMENDING APPROVAL OF A 3RD AMENDMENT TO THE ST. LOUIS PARISH AND COMMERCIAL PARK GENERAL DEVELOPMENT PLAN.

WHEREAS, there has been submitted to the Louisville Planning Commission an application for a general development plan amendment to increase the floor area ratio of the Games Parcel to 80,000 square feet and establish a new Zone 2C; and

WHEREAS, the Planning Commission finds that the proposed amendment is consistent with the purpose of the Planned Community Zone District and meets all standards for General Development Plans outlined and Chapter 17.72 of the Louisville Municipal Code; and

WHEREAS, the Planning Commission has considered the application at a duly noticed public hearing on June 11, 2026, where evidence and testimony were entered into the record.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of the St. Louis Parish and Commercial Park General Development Plan 3rd Amendment for the property at 1212 S 96th Street.

PASSED AND ADOPTED this ___ day of _____, 2026.

By: _____
Steve Brauneis, Chair
Planning Commission

Attest: _____
Cullen Choi, Secretary
Planning Commission

ORDINANCE NO. XXXX
SERIES 2026

AN ORDINANCE APPROVING A 3RD AMENDMENT TO THE ST. LOUIS PARISH AND COMMERCIAL PARK GENERAL DEVELOPMENT PLAN.

WHEREAS, a certain real property, the street address of which is 1212 S. 96th Street and the legal description of which is Parcel 2, St Louis Parish and Boulder Innovation Campus Filing No. 1 (the "Property"), is designated within the St. Louis Parish and Commercial Park General Development Plan (GDP); and

WHEREAS, the Property is currently zoned Planned Community Zone District – Commercial (PCZD – C) and permitted uses are set forth on the existing St. Louis Parish Commercial Park PCZD General Development Plan; and

WHEREAS, K2 Civil Consultants, Inc., on behalf of the owners, has submitted to the City a request for approval of an amended PCZD General Development Plan for the Property to amend allowed floor areas and development characteristics for the Games Parcel, which amended GDP is entitled St. Louis Parish and Commercial Park General Development Plan, 3rd Amendment and a copy of which is attached hereto as Exhibit A (the "St. Louis Parish and Commercial Park GDP 3rd Amendment"); and

WHEREAS, the St. Louis Parish and Commercial Park GDP 3rd Amendment shall serve to identify the zoning, permitted uses and development for the Property and shall serve as the PCZD General Development Plan for the Property, in accordance with Title 17 of the Louisville Municipal Code; and

WHEREAS, after a duly noticed public hearing held June 11, 2026, where evidence and testimony were entered into the record, including the Louisville Planning Commission Staff Report dated June 11, 2026, the Louisville Planning Commission has recommended the City Council approve this 3rd Amendment; and

WHEREAS, the City Council has duly considered the Commission's recommendation, held a noticed public hearing as required by law; and

WHEREAS, City Council after considered the testimony and other evidence presented at such public hearing, the City Council finds the 3rd Amendment should be approved as set forth herein.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. The City Council of the City of Louisville hereby approves the St. Louis Parish and Commercial Park GDP 3rd Amendment for the property legally described as Parcel 2, St Louis Parish and Boulder Innovation Campus Filing No. 1 (the "Property")

and, pursuant to the zoning ordinances of the City, such Property is zoned Planned Community Zone District Commercial (PCZD-C) for the uses permitted in the St. Louis Parish and Commercial Park GDP 3rd Amendment for the Property, a copy of which St. Louis Parish and Commercial Park GDP 3rd Amendment is attached hereto as Exhibit A.

Section 2. The St. Louis Parish GDP 3rd Amendment shall be recorded in the Offices of the Boulder County Clerk and Recorder and the City zoning map shall be amended accordingly.

INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED this ___ day of _____, 2026.

_____
Christopher M. Leh, Mayor

ATTEST:

_____
Genny Kline, City Clerk

PUBLIC HEARING AND SECOND READING WILL BE THE ____ DAY OF _____, 2026, AT 6:00 P.M. AT LOUISVILLE CITY HALL, 749 MAIN STREET, LOUISVILLE, CO 80027.

PASSED AND ADOPTED ON SECOND AND FINAL READING, this ____ day of _____, 2026.

_____
Christopher M. Leh, Mayor

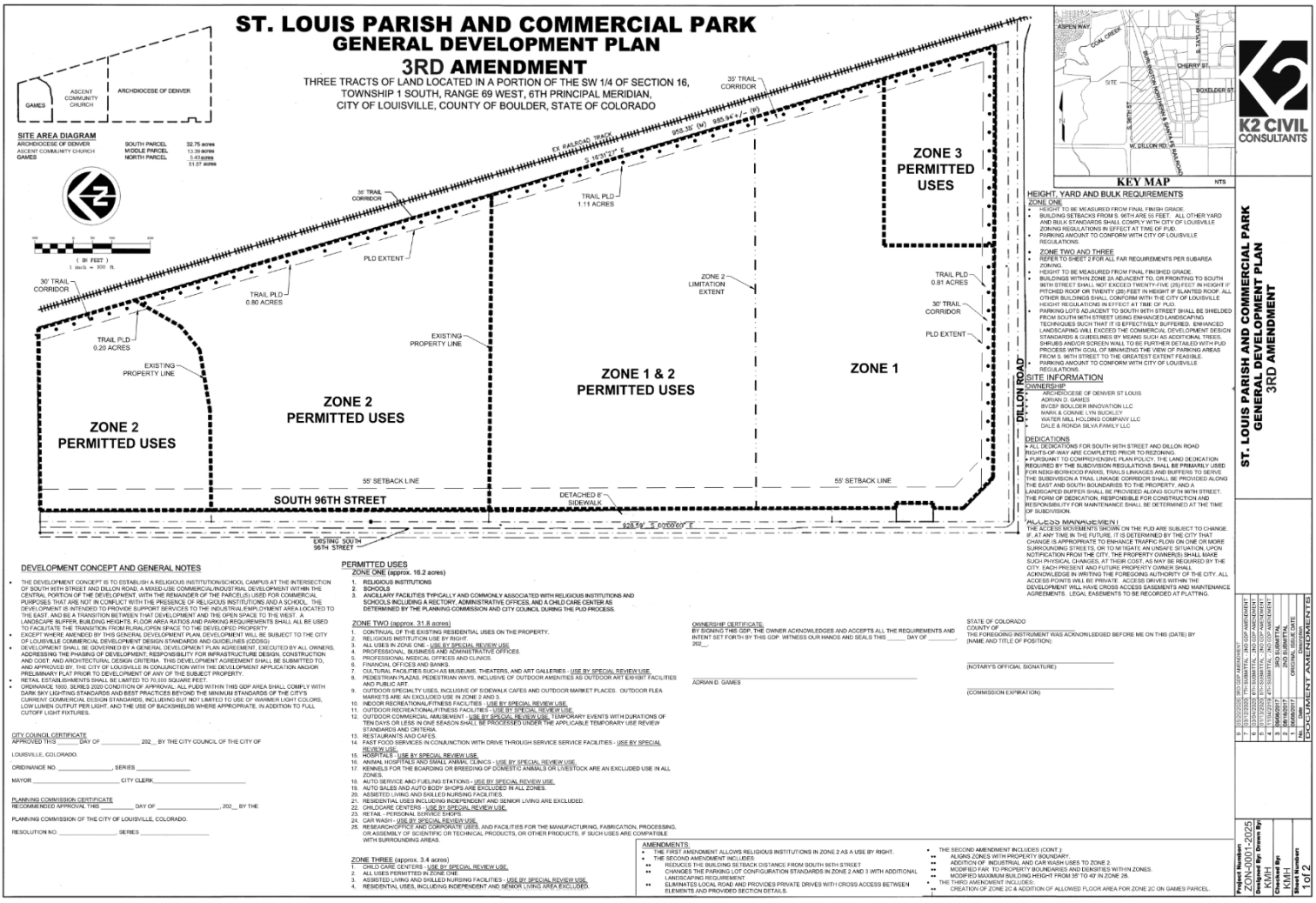
ATTEST:

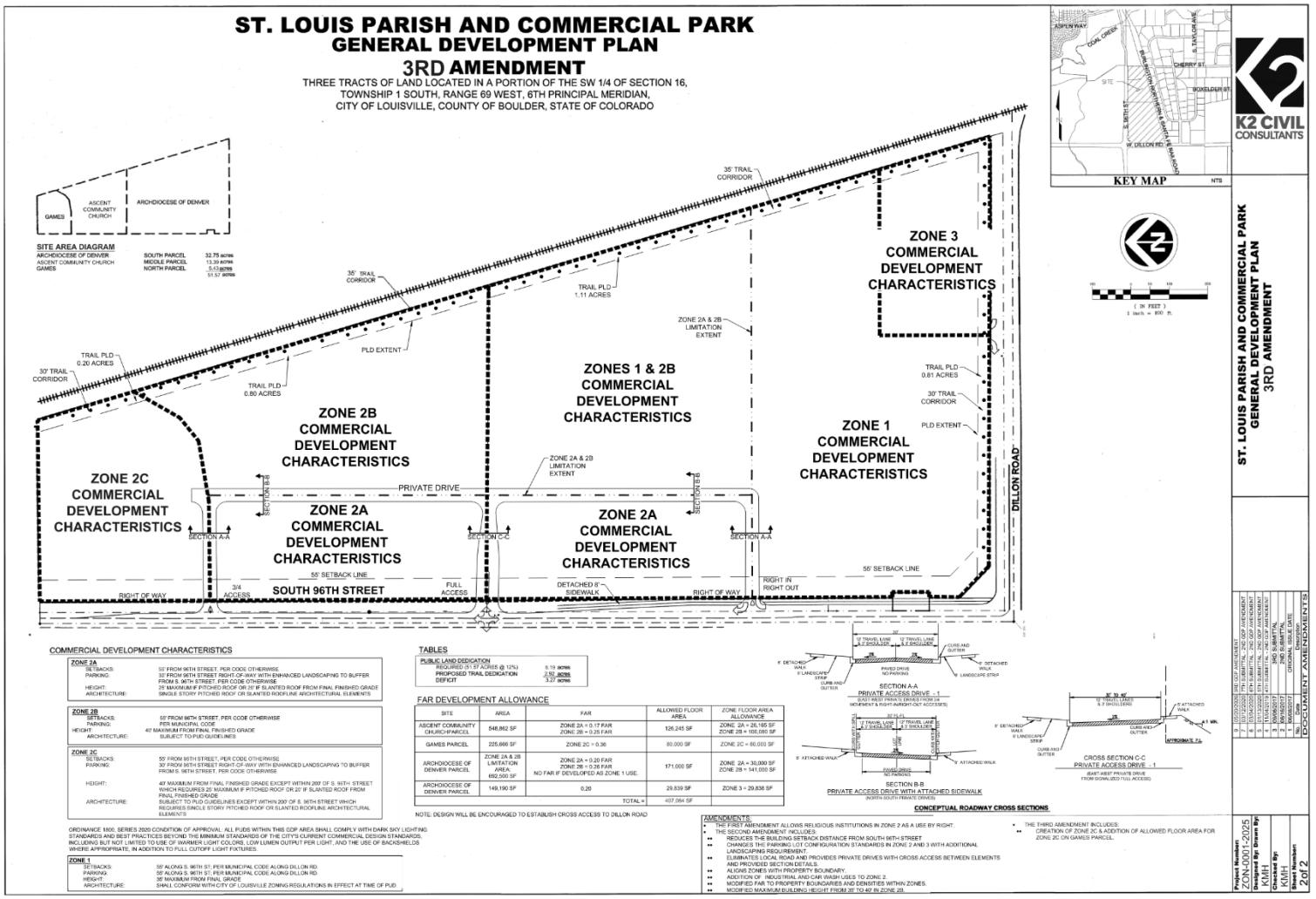
_____
Genny Kline, City Clerk

APPROVED AS TO FORM:
Kelly PC

_____
Kathleen M. Kelly, City Attorney

Exhibit A


ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
3RD AMENDMENT
THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO
SITE AREA DIAGRAM
ARCHDIOCESE OF DENVER SOUTH PARCEL 32.75 acres
ASCENT COMMUNITY CHURCH MIDDLE PARCEL 13.39 acres
GAMES NORTH PARCEL 5.43 acres
51.57 acres
ASCENT COMMUNITY CHURCH
GAMES
ARCHDIOCESE OF DENVER
EX RAILROAD TRACK
S 16°31'22" E
959.58' (M)
685.94'+/- (R)
35' TRAIL CORRIDOR
TRAIL PLD 1.11 ACRES
PLD EXTENT
30' TRAIL CORRIDOR
TRAIL PLD 0.80 ACRES
TRAIL PLD 0.20 ACRES
EXISTING PROPERTY LINE
ZONE 2 PERMITTED USES
ZONE 2 PERMITTED USES
ZONE 1 & 2 PERMITTED USES
ZONE 3 PERMITTED USES
ZONE 1
ZONE 2 LIMITATION EXTENT
TRAIL PLD 0.81 ACRES
30' TRAIL CORRIDOR
PLD EXTENT
DILLON ROAD
55' SETBACK LINE
SOUTH 96TH STREET
DETACHED 8' SIDEWALK
S28.54' S 0°00'00" E
EXISTING SOUTH 96TH STREET
(IN FEET) 1 inch = 100 ft.
KEY MAP
NTS
ASPEN WAY
COAL CREEK
S. TAYLOR AVE
CHERRY ST.
SITE
BOXELDER ST
S. 96TH ST
W. DILLON RD
DEVELOPMENT CONCEPT AND GENERAL NOTES
THE DEVELOPMENT CONCEPT IS TO ESTABLISH A RELIGIOUS INSTITUTION/SCHOOL CAMPUS AT THE INTERSECTION OF SOUTH 96TH STREET AND DILLON ROAD. A MIXED-USE COMMERCIAL/INDUSTRIAL DEVELOPMENT WITHIN THE CENTRAL PORTION OF THE DEVELOPMENT, WITH THE REMAINDER OF THE PARCEL(S) USED FOR COMMERCIAL PURPOSES THAT ARE NOT IN CONFLICT WITH THE PRESENCE OF RELIGIOUS INSTITUTIONS AND A SCHOOL. THE DEVELOPMENT IS INTENDED TO PROVIDE SUPPORT SERVICES TO THE INDUSTRIAL/EMPLOYMENT AREA LOCATED TO THE EAST, AND BE A TRANSITION BETWEEN THAT DEVELOPMENT AND THE OPEN SPACE TO THE WEST. A LANDSCAPE BUFFER, BUILDING HEIGHTS, FLOOR AREA RATIOS AND PARKING REQUIREMENTS SHALL ALL BE USED TO FACILITATE THE TRANSITION FROM RURAL/OPEN SPACE TO THE DEVELOPED PROPERTY.
EXCEPT WHERE AMENDED BY THIS GENERAL DEVELOPMENT PLAN, DEVELOPMENT WILL BE SUBJECT TO THE CITY OF LOUISVILLE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES (CDDSG).
DEVELOPMENT SHALL BE GOVERNED BY A GENERAL DEVELOPMENT PLAN AGREEMENT, EXECUTED BY ALL OWNERS, ADDRESSING THE PHASING OF DEVELOPMENT, RESPONSIBILITY FOR INFRASTRUCTURE DESIGN, CONSTRUCTION AND COST, AND ARCHITECTURAL DESIGN CRITERIA. THIS DEVELOPMENT AGREEMENT SHALL BE SUBMITTED TO, AND APPROVED BY, THE CITY OF LOUISVILLE IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION AND/OR PRELIMINARY PLAT PRIOR TO DEVELOPMENT OF ANY OF THE SUBJECT PROPERTY.
RETAIL ESTABLISHMENTS SHALL BE LIMITED TO 70,000 SQUARE FEET.
ORDINANCE 1930, SERIES 2020 CONDITION OF APPROVAL: ALL PUDS WITHIN THIS GDP AREA SHALL COMPLY WITH DARK SKY LIGHTING STANDARDS AND BEST PRACTICES BEYOND THE MINIMUM STANDARDS OF THE CITY'S CURRENT COMMERCIAL DESIGN STANDARDS, INCLUDING BUT NOT LIMITED TO USE OF WARMER LIGHT COLORS, LOW LUMEN OUTPUT PER LIGHT, AND THE USE OF BACKSHIELDS WHERE APPROPRIATE. IN ADDITION TO FULL CUTOFF LIGHT FIXTURES.
CITY COUNCIL CERTIFICATE
APPROVED THIS _____ DAY OF _____, 202_, BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.
ORDINANCE NO. _____, SERIES _____
MAYOR _____ CITY CLERK _____
PLANNING COMMISSION CERTIFICATE
RECOMMENDED APPROVAL THIS _____ DAY OF _____, 202_, BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.
RESOLUTION NO. _____, SERIES _____
PERMITTED USES
ZONE ONE (approx. 16.2 acres)
1. RELIGIOUS INSTITUTIONS
2. SCHOOLS
3. ANCILLARY FACILITIES TYPICALLY AND COMMONLY ASSOCIATED WITH RELIGIOUS INSTITUTIONS AND SCHOOLS INCLUDING A RECTORY, ADMINISTRATIVE OFFICES, AND A CHILD CARE CENTER AS DETERMINED BY THE PLANNING COMMISSION AND CITY COUNCIL DURING THE PUD PROCESS.
ZONE TWO (approx. 31.8 acres)
1. CONTINUAL OF THE EXISTING RESIDENTIAL USES ON THE PROPERTY.
2. RELIGIOUS INSTITUTION USE BY RIGHT.
3. ALL USES IN ZONE ONE - USE BY SPECIAL REVIEW USE.
4. PROFESSIONAL, BUSINESS AND ADMINISTRATIVE OFFICES.
5. PROFESSIONAL, MEDICAL OFFICES AND CLINICS.
6. FINANCIAL OFFICES AND BANKS.
7. CULTURAL FACILITIES SUCH AS MUSEUMS, THEATERS, AND ART GALLERIES - USE BY SPECIAL REVIEW USE.
8. PEDESTRIAN PLAZAS, PEDESTRIAN WAYS, INCLUSIVE OF OUTDOOR AMENITIES AS OUTDOOR ART EXHIBIT FACILITIES AND PUBLIC ART.
9. OUTDOOR SPECIALTY USES, INCLUSIVE OF SIDEWALK CAFES AND OUTDOOR MARKET PLACES. OUTDOOR FLEA MARKETS ARE AN EXCLUDED USE IN ZONE 2 AND 3.
10. INDOOR RECREATIONAL/FITNESS FACILITIES - USE BY SPECIAL REVIEW USE.
11. OUTDOOR RECREATIONAL/FITNESS FACILITIES - USE BY SPECIAL REVIEW USE.
12. OUTDOOR COMMERCIAL AMUSEMENT - USE BY SPECIAL REVIEW USE. TEMPORARY EVENTS WITH DURATIONS OF TEN DAYS OR LESS IN ONE SEASON SHALL BE PROCESSED UNDER THE APPLICABLE TEMPORARY USE REVIEW STANDARDS AND CRITERIA.
13. RESTAURANTS AND CAFES.
14. FAST FOOD SERVICES IN CONJUNCTION WITH DRIVE THROUGH SERVICE SERVICE FACILITIES - USE BY SPECIAL REVIEW USE.
15. HOSPITALS - USE BY SPECIAL REVIEW USE.
16. ANIMAL HOSPITALS AND SMALL ANIMAL CLINICS - USE BY SPECIAL REVIEW USE.
17. KENNELS FOR THE BOARDING OR BREEDING OF DOMESTIC ANIMALS OR LIVESTOCK ARE AN EXCLUDED USE IN ALL ZONES.
18. AUTO SERVICE AND FUELING STATIONS - USE BY SPECIAL REVIEW USE.
19. AUTO SALES AND AUTO BODY SHOPS ARE EXCLUDED IN ALL ZONES.
20. ASSISTED LIVING AND SKILLED NURSING FACILITIES.
21. RESIDENTIAL USES INCLUDING INDEPENDENT AND SENIOR LIVING ARE EXCLUDED.
22. CHILDCARE CENTERS - USE BY SPECIAL REVIEW USE.
23. RETAIL - PERSONAL SERVICE SHOPS.
24. CAR WASH - USE BY SPECIAL REVIEW USE.
25. RESEARCH/OFFICE AND CORPORATE USES, AND FACILITIES FOR THE MANUFACTURING, FABRICATION, PROCESSING, OR ASSEMBLY OF SCIENTIFIC OR TECHNICAL PRODUCTS, OR OTHER PRODUCTS, IF SUCH USES ARE COMPATIBLE WITH SURROUNDING AREAS.
ZONE THREE (approx. 3.4 acres)
1. CHILD CARE CENTERS - USE BY SPECIAL REVIEW USE.
2. ALL USES PERMITTED IN ZONE ONE.
3. ASSISTED LIVING AND SKILLED NURSING FACILITIES - USE BY SPECIAL REVIEW USE.
4. RESIDENTIAL USES, INCLUDING INDEPENDENT AND SENIOR LIVING AREA EXCLUDED.
OWNERSHIP CERTIFICATE
BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, 202_.
ADRIAN D. GAMES
STATE OF COLORADO
COUNTY OF _____
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS (DATE) BY (NAME AND TITLE OF POSITION):
(NOTARY'S OFFICIAL SIGNATURE)
(COMMISSION EXPIRATION)
AMENDMENTS:
THE FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.
THE SECOND AMENDMENT INCLUDES:
** REDUCES THE BUILDING SETBACK DISTANCE FROM SOUTH 96TH STREET.
** CHANGES THE PARKING LOT CONFIGURATION STANDARDS IN ZONE 2 AND 3 WITH ADDITIONAL LANDSCAPING REQUIREMENT.
** ELIMINATES LOCAL ROAD AND PROVIDES PRIVATE DRIVES WITH CROSS ACCESS BETWEEN ELEMENTS AND PROVIDED SECTION DETAILS.
THE SECOND AMENDMENT INCLUDES (CONT.):
** ALIGNS ZONES WITH PROPERTY BOUNDARY.
** ADDITION OF INDUSTRIAL AND CAR WASH USES TO ZONE 2.
** MODIFIED FAR TO PROPERTY BOUNDARIES AND DENSITIES WITHIN ZONES.
** MODIFIED MAXIMUM BUILDING HEIGHT FROM 35' TO 40' IN ZONE 2B.
THE THIRD AMENDMENT INCLUDES:
** CREATION OF ZONE 2C & ADDITION OF ALLOWED FLOOR AREA FOR ZONE 2C ON GAMES PARCEL.
HEIGHT, YARD AND BULK REQUIREMENTS
ZONE ONE
HEIGHT TO BE MEASURED FROM FINAL FINISH GRADE.
BUILDING SETBACKS FROM S. 96TH ARE 55 FEET. ALL OTHER YARD AND BULK STANDARDS SHALL COMPLY WITH CITY OF LOUISVILLE ZONING REGULATIONS IN EFFECT AT TIME OF PUD.
PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS.
ZONE TWO AND THREE
REFER TO SHEET 2 FOR ALL FAR REQUIREMENTS PER SUBAREA ZONING.
HEIGHT TO BE MEASURED FROM FINAL FINISHED GRADE.
BUILDINGS WITHIN ZONE 2A ADJACENT TO, OR FRONTING TO SOUTH 96TH STREET SHALL NOT EXCEED TWENTY-FIVE (25) FEET IN HEIGHT IF PITCHED ROOF OR TWENTY (20) FEET IN HEIGHT IF SLANTED ROOF. ALL OTHER BUILDINGS SHALL CONFORM WITH THE CITY OF LOUISVILLE HEIGHT REGULATIONS IN EFFECT AT TIME OF PUD.
PARKING LOTS ADJACENT TO SOUTH 96TH STREET SHALL BE SHIELDED FROM SOUTH 96TH STREET USING ENHANCED LANDSCAPING TECHNIQUES SUCH THAT IT IS EFFECTIVELY BUFFERED. ENHANCED LANDSCAPING WILL EXCEED THE COMMERCIAL DEVELOPMENT DESIGN STANDARDS & GUIDELINES BY MEANS SUCH AS ADDITIONAL TREES, SHRUBS AND/OR SCREEN WALL TO BE FURTHER DETAILED WITH PUD PROCESS WITH GOAL OF MINIMIZING THE VIEW OF PARKING AREAS FROM S. 96TH STREET TO THE GREATEST EXTENT FEASIBLE.
PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS.
SITE INFORMATION
OWNERSHIP
ARCHDIOCESE OF DENVER ST LOUIS
ADRIAN D. GAMES
BVCSF BOULDER INNOVATION LLC
MARK & CONNIE LYN BUCKLEY
WATER MILL HOLDING COMPANY LLC
DALE & RONDA SILVA FAMILY LLC
DEDICATIONS
ALL DEDICATIONS FOR SOUTH 96TH STREET AND DILLON ROAD RIGHTS-OF-WAY ARE COMPLETED PRIOR TO REZONING.
PURSUANT TO COMPREHENSIVE PLAN POLICY, THE LAND DEDICATION REQUIRED BY THE SUBDIVISION REGULATIONS SHALL BE PRIMARILY USED FOR NEIGHBORHOOD PARKS, TRAILS LINKAGES AND BUFFERS TO SERVE THE SUBDIVISION A TRAIL LINKAGE CORRIDOR SHALL BE PROVIDED ALONG THE EAST AND SOUTH BOUNDARIES TO THE PROPERTY, AND A LANDSCAPED BUFFER SHALL BE PROVIDED ALONG SOUTH 96TH STREET. THE FORM OF DEDICATION, RESPONSIBLE FOR CONSTRUCTION AND RESPONSIBILITY FOR MAINTENANCE SHALL BE DETERMINED AT THE TIME OF SUBDIVISION.
ACCESS MANAGEMENT
THE ACCESS MOVEMENTS SHOWN ON THE PUD ARE SUBJECT TO CHANGE IF, AT ANY TIME IN THE FUTURE, IT IS DETERMINED BY THE CITY THAT CHANGE IS APPROPRIATE TO ENHANCE TRAFFIC FLOW ON ONE OR MORE SURROUNDING STREETS, OR TO MITIGATE AN UNSAFE SITUATION, UPON NOTIFICATION FROM THE CITY. THE PROPERTY OWNER(S) SHALL MAKE SUCH PHYSICAL CHANGES, AT THEIR COST, AS MAY BE REQUIRED BY THE CITY. EACH PRESENT AND FUTURE PROPERTY OWNER SHALL ACKNOWLEDGE IN WRITING THE FOREGOING AUTHORITY OF THE CITY. ALL ACCESS POINTS WILL BE PRIVATE. ACCESS DRIVES WITHIN THE DEVELOPMENT WILL HAVE CROSS ACCESS EASEMENTS AND MAINTENANCE AGREEMENTS. LEGAL EASEMENTS TO BE RECORDED AT PLATTING.
K2 CIVIL CONSULTANTS
ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
3RD AMENDMENT
DOCUMENT AMENDMENTS
9 10/31/2025 3RD GDP AMENDMENT
7 03/13/2025 7TH SUBMITTAL - 2ND GDP AMENDMENT
6 02/18/2025 6TH SUBMITTAL - 2ND GDP AMENDMENT
5 11/04/2019 5TH SUBMITTAL - 2ND GDP AMENDMENT
4 11/04/2019 4TH SUBMITTAL - 2ND GDP AMENDMENT
3 03/06/2017 3RD SUBMITTAL
2 01/30/2017 2ND SUBMITTAL
1 04/06/2017 ORIGINAL ISSUE DATE
No. Date
Project Number ZON-0001-2025
Designed By: Drawn By: KMH
Checked By: KMH
Sheet Number 1of 2

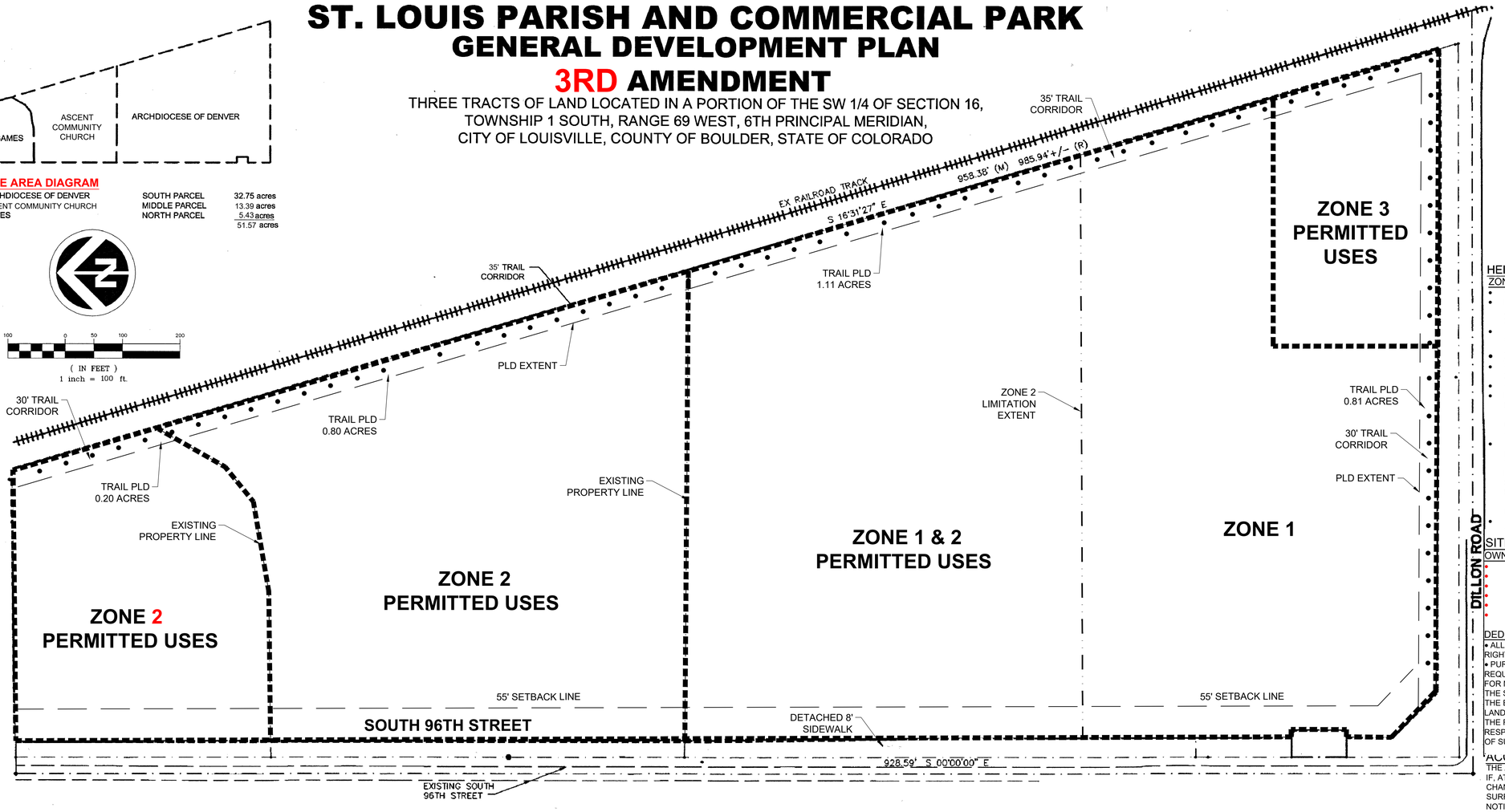

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
3RD AMENDMENT
THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO
SITE AREA DIAGRAM
ARCHDIOCESE OF DENVER
ASCENT COMMUNITY CHURCH
GAMES
SOUTH PARCEL 32.75 acres
MIDDLE PARCEL 13.39 acres
NORTH PARCEL 5.43 acres
51.57 acres
ZONE 2C COMMERCIAL DEVELOPMENT CHARACTERISTICS
ZONE 2B COMMERCIAL DEVELOPMENT CHARACTERISTICS
ZONE 2A COMMERCIAL DEVELOPMENT CHARACTERISTICS
ZONES 1 & 2B COMMERCIAL DEVELOPMENT CHARACTERISTICS
ZONE 2A COMMERCIAL DEVELOPMENT CHARACTERISTICS
ZONE 3 COMMERCIAL DEVELOPMENT CHARACTERISTICS
ZONE 1 COMMERCIAL DEVELOPMENT CHARACTERISTICS
35' TRAIL CORRIDOR
30' TRAIL CORRIDOR
TRAIL PLD 0.20 ACRES
TRAIL PLD 0.80 ACRES
TRAIL PLD 1.11 ACRES
TRAIL PLD 0.61 ACRES
PLD EXTENT
ZONE 2A & 2B LIMITATION EXTENT
PRIVATE DRIVE
SECTION A-A
SECTION B-B
SECTION C-C
55' SETBACK LINE
SOUTH 96TH STREET
RIGHT OF WAY
3/4 ACCESS
FULL ACCESS
DETACHED 8' SIDEWALK
RIGHT IN RIGHT OUT
DILLON ROAD
KEY MAP
NTS
ASPEN WAY
COAL CREEK
S. TAYLOR AVE.
CHERRY ST.
SITE
BOXELDER ST.
S. 96TH ST.
W. DILLON RD.
(IN FEET)
1 inch = 100 ft.
COMMERCIAL DEVELOPMENT CHARACTERISTICS
ZONE 2A
SETBACKS: 55' FROM 96TH STREET, PER CODE OTHERWISE
PARKING: 30' FROM 96TH STREET RIGHT-OF-WAY WITH ENHANCED LANDSCAPING TO BUFFER FROM S. 96TH STREET, PER CODE OTHERWISE
HEIGHT: 35 MAXIMUM IF PITCHED ROOF OR 25' IF SLANTED ROOF FROM FINAL FINISHED GRADE
ARCHITECTURE: SINGLE STORY PITCHED ROOF OR SLANTED ROOFLINE ARCHITECTURAL ELEMENTS
ZONE 2B
SETBACKS: 55' FROM 96TH STREET, PER CODE OTHERWISE
PARKING: PER MUNICIPAL CODE
HEIGHT: 40' MAXIMUM FROM FINAL FINISHED GRADE
ARCHITECTURE: SUBJECT TO PUD GUIDELINES
ZONE 2C
SETBACKS: 55' FROM 96TH STREET, PER CODE OTHERWISE
PARKING: 30' FROM 96TH STREET RIGHT-OF-WAY WITH ENHANCED LANDSCAPING TO BUFFER FROM S. 96TH STREET, PER CODE OTHERWISE
HEIGHT: 40' MAXIMUM FROM FINAL FINISHED GRADE EXCEPT WITHIN 200' OF S. 96TH STREET WHICH REQUIRES 25' MAXIMUM IF PITCHED ROOF OR 20' IF SLANTED ROOF FROM FINAL FINISHED GRADE
ARCHITECTURE: SUBJECT TO PUD GUIDELINES EXCEPT WITHIN 200' OF S. 96TH STREET WHICH REQUIRES SINGLE STORY PITCHED ROOF OR SLANTED ROOFLINE ARCHITECTURAL ELEMENTS
ORDINANCE 1800, SERIES 2020 CONDITION OF APPROVAL: ALL PUDS WITHIN THIS GDP AREA SHALL COMPLY WITH DARK SKY LIGHTING STANDARDS AND BEST PRACTICES BEYOND THE MINIMUM STANDARDS OF THE CITY'S CURRENT COMMERCIAL DESIGN STANDARDS, INCLUDING BUT NOT LIMITED TO USE OF WARMER LIGHT COLORS, LOW LUMEN OUTPUT PER LIGHT, AND THE USE OF BACKSHIELDS WHERE APPROPRIATE, IN ADDITION TO FULL CUTOFF LIGHT FIXTURES.
ZONE 1
SETBACKS: 55' ALONG S. 96TH ST, PER MUNICIPAL CODE ALONG DILLON RD.
PARKING: 55' ALONG S. 96TH ST, PER MUNICIPAL CODE ALONG DILLON RD.
HEIGHT: 35' MAXIMUM FROM FINAL GRADE
ARCHITECTURE: SHALL CONFORM WITH CITY OF LOUISVILLE ZONING REGULATIONS IN EFFECT AT TIME OF PUD
TABLES
PUBLIC LAND DEDICATION
REQUIRED (1.57 ACRES @ 12%) 6.19 acres
PROPOSED TRAIL DEDICATION 2.92 acres
DEFICIT 3.27 acres
FAR DEVELOPMENT ALLOWANCE
SITE | AREA | FAR | ALLOWED FLOOR AREA | ZONE FLOOR AREA ALLOWANCE
ASCENT COMMUNITY CHURCH/PARCEL | 648,862 SF | ZONE 2A = 0.17 FAR ZONE 2B = 0.25 FAR | 126,245 SF | ZONE 2A = 26,195 SF ZONE 2B = 100,050 SF
GAMES PARCEL | 225,666 SF | ZONE 2C = 0.36 | 80,000 SF | ZONE 2C = 80,000 SF
ARCHDIOCESE OF DENVER PARCEL | ZONE 2A & 2B LIMITATION AREA: 692,500 SF | ZONE 2A = 0.20 FAR ZONE 2B = 0.25 FAR NO FAR IF DEVELOPED AS ZONE 1 USE. | 171,000 SF | ZONE 2A = 30,000 SF ZONE 2B = 141,000 SF
ARCHDIOCESE OF DENVER PARCEL | 149,190 SF | 0.20 | 29,839 SF | ZONE 3 = 29,838 SF
TOTAL = 407,084 SF
NOTE: DESIGN WILL BE ENCOURAGED TO ESTABLISH CROSS ACCESS TO DILLON ROAD
SECTION A-A
PRIVATE ACCESS DRIVE - 1
SECTION B-B
PRIVATE ACCESS DRIVE WITH ATTACHED SIDEWALK
CROSS SECTION C-C
PRIVATE ACCESS DRIVE - 1
CONCEPTUAL ROADWAY CROSS SECTIONS
AMENDMENTS:
THE FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.
THE SECOND AMENDMENT INCLUDES:
REDUCES THE BUILDING SETBACK DISTANCE FROM SOUTH 96TH STREET
CHANGES THE PARKING LOT CONFIGURATION STANDARDS IN ZONE 2 AND 3 WITH ADDITIONAL LANDSCAPING REQUIREMENT.
ELIMINATES LOCAL ROAD AND PROVIDES PRIVATE DRIVES WITH CROSS ACCESS BETWEEN ELEMENTS AND PROVIDES SECTION DETAILS.
ALIGNS ZONES WITH PROPERTY BOUNDARY.
ADDITION OF INDUSTRIAL AND CAR WASH USES TO ZONE 2.
MODIFIED FAR TO PROPERTY BOUNDARIES AND DENSITIES WITHIN ZONES.
MODIFIED MAXIMUM BUILDING HEIGHT FROM 35' TO 40' IN ZONE 2B.
THE THIRD AMENDMENT INCLUDES:
CREATION OF ZONE 2C & ADDITION OF ALLOWED FLOOR AREA FOR ZONE 2C ON GAMES PARCEL.
K2 CIVIL CONSULTANTS
ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
3RD AMENDMENT
DOCUMENT AMENDMENTS
No. | Description | Date
1 | 1ST SUBMITTAL | 03/20/2020
2 | 2ND SUBMITTAL | 05/15/2017
3 | 1ST SUBMITTAL - 2ND GDP AMENDMENT | 03/12/2020
4 | 2ND SUBMITTAL - 2ND GDP AMENDMENT | 07/17/2020
5 | 1ST SUBMITTAL - 3RD GDP AMENDMENT | 11/04/2019
6 | 2ND SUBMITTAL - 3RD GDP AMENDMENT | 01/13/2020
7 | 3RD SUBMITTAL | 03/12/2020
8 | 4TH SUBMITTAL - 2ND GDP AMENDMENT | 05/20/2020
9 | 5TH SUBMITTAL - 2ND GDP AMENDMENT | 05/29/2020
Project Number: ZON-0001-2025
Designed By: Drawn By: KMH
Checked By: KMH
Sheet Number: 2 of 2

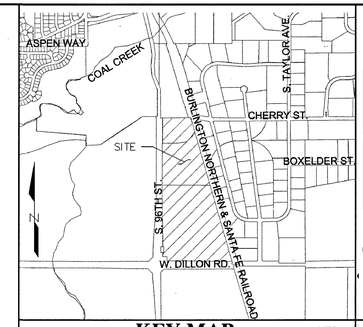
ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
3RD AMENDMENT

THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16,
TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SITE AREA DIAGRAM

ARCHDIOCESE OF DENVER	SOUTH PARCEL	32.75 acres
ASCENT COMMUNITY CHURCH	MIDDLE PARCEL	13.39 acres
GAMES	NORTH PARCEL	5.43 acres
		51.57 acres





KEY MAP NTS

K2 CIVIL CONSULTANTS

HEIGHT, YARD AND BULK REQUIREMENTS

ZONE ONE

- HEIGHT TO BE MEASURED FROM FINAL FINISH GRADE.
- BUILDING SETBACKS FROM S. 96TH ARE 55 FEET. ALL OTHER YARD AND BULK STANDARDS SHALL COMPLY WITH CITY OF LOUISVILLE ZONING REGULATIONS IN EFFECT AT TIME OF PUD.
- PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS.

- ZONE TWO AND THREE
- REFER TO SHEET 2 FOR ALL FAR REQUIREMENTS PER SUBAREA ZONING.
- HEIGHT TO BE MEASURED FROM FINAL FINISHED GRADE.
- BUILDINGS WITHIN ZONE 2A ADJACENT TO, OR FRONTING TO SOUTH 96TH STREET SHALL NOT EXCEED TWENTY-FIVE (25) FEET IN HEIGHT IF PITCHED ROOF OR TWENTY (20) FEET IN HEIGHT IF SLANTED ROOF. ALL OTHER BUILDINGS SHALL CONFORM WITH THE CITY OF LOUISVILLE HEIGHT REGULATIONS IN EFFECT AT TIME OF PUD.
- PARKING LOTS ADJACENT TO SOUTH 96TH STREET SHALL BE SHIELDED FROM SOUTH 96TH STREET USING ENHANCED LANDSCAPING TECHNIQUES SUCH THAT IT IS EFFECTIVELY BUFFERED. ENHANCED LANDSCAPING WILL EXCEED THE COMMERCIAL DEVELOPMENT DESIGN STANDARDS & GUIDELINES BY MEANS SUCH AS ADDITIONAL TREES, SHRUBS AND/OR SCREEN WALL TO BE FURTHER DETAILED WITH PUD PROCESS WITH GOAL OF MINIMIZING THE VIEW OF PARKING AREAS FROM S. 96TH STREET TO THE GREATEST EXTENT FEASIBLE.
- PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS.

SITE INFORMATION

OWNERSHIP

- ARCHDIOCESE OF DENVER ST LOUIS
- ADRIAN D. GAMES
- BVCSF BOULDER INNOVATION LLC
- MARK & CONNIE LYN BUCKLEY
- WATER MILL HOLDING COMPANY LLC
- DALE & RONDA SILVA FAMILY LLC

DEDICATIONS

- ALL DEDICATIONS FOR SOUTH 96TH STREET AND DILLON ROAD RIGHTS-OF-WAY ARE COMPLETED PRIOR TO REZONING.
- PURSUANT TO COMPREHENSIVE PLAN POLICY, THE LAND DEDICATION REQUIRED BY THE SUBDIVISION REGULATIONS SHALL BE PRIMARILY USED FOR NEIGHBORHOOD PARKS, TRAILS LINKAGES AND BUFFERS TO SERVE THE SUBDIVISION A TRAIL LINKAGE CORRIDOR SHALL BE PROVIDED ALONG THE EAST AND SOUTH BOUNDARIES TO THE PROPERTY, AND A LANDSCAPED BUFFER SHALL BE PROVIDED ALONG SOUTH 96TH STREET. THE FORM OF DEDICATION, RESPONSIBLE FOR CONSTRUCTION AND RESPONSIBILITY FOR MAINTENANCE SHALL BE DETERMINED AT THE TIME OF SUBDIVISION.

ACCESS MANAGEMENT

THE ACCESS MOVEMENTS SHOWN ON THE PUD ARE SUBJECT TO CHANGE. IF, AT ANY TIME IN THE FUTURE, IT IS DETERMINED BY THE CITY THAT CHANGE IS APPROPRIATE TO ENHANCE TRAFFIC FLOW ON ONE OR MORE SURROUNDING STREETS, OR TO MITIGATE AN UNSAFE SITUATION, UPON NOTIFICATION FROM THE CITY, THE PROPERTY OWNER(S) SHALL MAKE SUCH PHYSICAL CHANGES, AT THEIR COST, AS MAY BE REQUIRED BY THE CITY. EACH PRESENT AND FUTURE PROPERTY OWNER SHALL ACKNOWLEDGE IN WRITING THE FOREGOING AUTHORITY OF THE CITY. ALL ACCESS POINTS WILL BE PRIVATE. ACCESS DRIVES WITHIN THE DEVELOPMENT WILL HAVE CROSS ACCESS EASEMENTS AND MAINTENANCE AGREEMENTS. LEGAL EASEMENTS TO BE RECORDED AT PLATTING.

DEVELOPMENT CONCEPT AND GENERAL NOTES

- THE DEVELOPMENT CONCEPT IS TO ESTABLISH A RELIGIOUS INSTITUTION/SCHOOL CAMPUS AT THE INTERSECTION OF SOUTH 96TH STREET AND DILLON ROAD, A MIXED-USE COMMERCIAL/INDUSTRIAL DEVELOPMENT WITHIN THE CENTRAL PORTION OF THE DEVELOPMENT, WITH THE REMAINDER OF THE PARCEL(S) USED FOR COMMERCIAL PURPOSES THAT ARE NOT IN CONFLICT WITH THE PRESENCE OF RELIGIOUS INSTITUTIONS AND A SCHOOL. THE DEVELOPMENT IS INTENDED TO PROVIDE SUPPORT SERVICES TO THE INDUSTRIAL/EMPLOYMENT AREA LOCATED TO THE EAST, AND BE A TRANSITION BETWEEN THAT DEVELOPMENT AND THE OPEN SPACE TO THE WEST. A LANDSCAPE BUFFER, BUILDING HEIGHTS, FLOOR AREA RATIOS AND PARKING REQUIREMENTS SHALL ALL BE USED TO FACILITATE THE TRANSITION FROM RURAL/OPEN SPACE TO THE DEVELOPED PROPERTY.
- EXCEPT WHERE AMENDED BY THIS GENERAL DEVELOPMENT PLAN, DEVELOPMENT WILL BE SUBJECT TO THE CITY OF LOUISVILLE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES (CDDSG)
- DEVELOPMENT SHALL BE GOVERNED BY A GENERAL DEVELOPMENT PLAN AGREEMENT, EXECUTED BY ALL OWNERS, ADDRESSING THE PHASING OF DEVELOPMENT; RESPONSIBILITY FOR INFRASTRUCTURE DESIGN, CONSTRUCTION AND COST; AND ARCHITECTURAL DESIGN CRITERIA. THIS DEVELOPMENT AGREEMENT SHALL BE SUBMITTED TO, AND APPROVED BY, THE CITY OF LOUISVILLE IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION AND/OR PRELIMINARY PLAT PRIOR TO DEVELOPMENT OF ANY OF THE SUBJECT PROPERTY.
- RETAIL ESTABLISHMENTS SHALL BE LIMITED TO 70,000 SQUARE FEET.
- ORDINANCE 1800, SERIES 2020 CONDITION OF APPROVAL: ALL PUDS WITHIN THIS GDP AREA SHALL COMPLY WITH DARK SKY LIGHTING STANDARDS AND BEST PRACTICES BEYOND THE MINIMUM STANDARDS OF THE CITY'S CURRENT COMMERCIAL DESIGN STANDARDS, INCLUDING BUT NOT LIMITED TO USE OF WARMER LIGHT COLORS, LOW LUMEN OUTPUT PER LIGHT, AND THE USE OF BACKSHIELDS WHERE APPROPRIATE, IN ADDITION TO FULL CUTOFF LIGHT FIXTURES.

CITY COUNCIL CERTIFICATE
APPROVED THIS _____ DAY OF _____ 202__ BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.

ORDINANCE NO. _____, SERIES _____

MAYOR _____ CITY CLERK_____

PLANNING COMMISSION CERTIFICATE
RECOMMENDED APPROVAL THIS _____ DAY OF _____, 202__ BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.

RESOLUTION NO. _____, SERIES _____

PERMITTED USES

ZONE ONE (approx. 16.2 acres)

1. RELIGIOUS INSTITUTIONS
2. SCHOOLS
3. ANCILLARY FACILITIES TYPICALLY AND COMMONLY ASSOCIATED WITH RELIGIOUS INSTITUTIONS AND SCHOOLS INCLUDING A RECTORY, ADMINISTRATIVE OFFICES, AND A CHILD CARE CENTER AS DETERMINED BY THE PLANNING COMMISSION AND CITY COUNCIL DURING THE PUD PROCESS.

ZONE TWO (approx. 31.8 acres)

1. CONTINUAL OF THE EXISTING RESIDENTIAL USES ON THE PROPERTY.
2. RELIGIOUS INSTITUTION USE BY RIGHT.
3. ALL USES IN ZONE ONE - USE BY SPECIAL REVIEW USE
4. PROFESSIONAL, BUSINESS AND ADMINISTRATIVE OFFICES.
5. PROFESSIONAL MEDICAL OFFICES AND CLINICS.
6. FINANCIAL OFFICES AND BANKS.
7. CULTURAL FACILITIES SUCH AS MUSEUMS, THEATERS, AND ART GALLERIES - USE BY SPECIAL REVIEW USE.
8. PEDESTRIAN PLAZAS, PEDESTRIAN WAYS, INCLUSIVE OF OUTDOOR AMENITIES AS OUTDOOR ART EXHIBIT FACILITIES AND PUBLIC ART.
9. OUTDOOR SPECIALTY USES, INCLUSIVE OF SIDEWALK CAFES AND OUTDOOR MARKET PLACES. OUTDOOR FLEA MARKETS ARE AN EXCLUDED USE IN ZONE 2 AND 3.
10. INDOOR RECREATIONAL/FITNESS FACILITIES - USE BY SPECIAL REVIEW USE.
11. OUTDOOR RECREATIONAL/FITNESS FACILITIES - USE BY SPECIAL REVIEW USE.
12. OUTDOOR COMMERCIAL AMUSEMENT - USE BY SPECIAL REVIEW USE. TEMPORARY EVENTS WITH DURATIONS OF TEN DAYS OR LESS IN ONE SEASON SHALL BE PROCESSED UNDER THE APPLICABLE TEMPORARY USE REVIEW STANDARDS AND CRITERIA.
13. RESTAURANTS AND CAFES.
14. FAST FOOD SERVICES IN CONJUNCTION WITH DRIVE THROUGH SERVICE SERVICE FACILITIES - USE BY SPECIAL REVIEW USE.
15. HOSPITALS - USE BY SPECIAL REVIEW USE.
16. ANIMAL HOSPITALS AND SMALL ANIMAL CLINICS - USE BY SPECIAL REVIEW USE.
17. KENNELS FOR THE BOARDING OR BREEDING OF DOMESTIC ANIMALS OR LIVESTOCK ARE AN EXCLUDED USE IN ALL ZONES.
18. AUTO SERVICE AND FUELING STATIONS - USE BY SPECIAL REVIEW USE.
19. AUTO SALES AND AUTO BODY SHOPS ARE EXCLUDED IN ALL ZONES.
20. ASSISTED LIVING AND SKILLED NURSING FACILITIES.
21. RESIDENTIAL USES INCLUDING INDEPENDENT AND SENIOR LIVING ARE EXCLUDED.
22. CHILDCARE CENTERS - USE BY SPECIAL REVIEW USE.
23. RETAIL - PERSONAL SERVICE SHOPS.
24. CAR WASH - USE BY SPECIAL REVIEW USE.
25. RESEARCH/OFFICE AND CORPORATE USES, AND FACILITIES FOR THE MANUFACTURING, FABRICATION, PROCESSING, OR ASSEMBLY OF SCIENTIFIC OR TECHNICAL PRODUCTS, OR OTHER PRODUCTS, IF SUCH USES ARE COMPATIBLE WITH SURROUNDING AREAS.

ZONE THREE (approx. 3.4 acres)

1. CHILD CARE CENTERS - USE BY SPECIAL REVIEW USE.
2. ALL USES PERMITTED IN ZONE ONE.
3. ASSISTED LIVING AND SKILLED NURSING FACILITIES - USE BY SPECIAL REVIEW USE.
4. RESIDENTIAL USES, INCLUDING INDEPENDENT AND SENIOR LIVING AREA EXCLUDED.

OWNERSHIP CERTIFICATE:
BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, 202__.

_____
ADRIAN D. GAMES

STATE OF COLORADO
COUNTY OF _____
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS (DATE) BY (NAME AND TITLE OF POSITION):

_____
(NOTARY'S OFFICIAL SIGNATURE)

_____
(COMMISSION EXPIRATION)

AMENDMENTS:

- THE FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.
- THE SECOND AMENDMENT INCLUDES:
  - REDUCES THE BUILDING SETBACK DISTANCE FROM SOUTH 96TH STREET
  - CHANGES THE PARKING LOT CONFIGURATION STANDARDS IN ZONE 2 AND 3 WITH ADDITIONAL LANDSCAPING REQUIREMENT.
  - ELIMINATES LOCAL ROAD AND PROVIDES PRIVATE DRIVES WITH CROSS ACCESS BETWEEN ELEMENTS AND PROVIDED SECTION DETAILS.
- THE SECOND AMENDMENT INCLUDES (CONT.):
  - ALIGNS ZONES WITH PROPERTY BOUNDARY.
  - ADDITION OF INDUSTRIAL AND CAR WASH USES TO ZONE 2.
  - MODIFIED FAR TO PROPERTY BOUNDARIES AND DENSITIES WITHIN ZONES.
  - MODIFIED MAXIMUM BUILDING HEIGHT FROM 35' TO 40' IN ZONE 2B.
- THE THIRD AMENDMENT INCLUDES:.
  - CREATION OF ZONE 2C & ADDITION OF ALLOWED FLOOR AREA FOR ZONE 2C ON GAMES PARCEL.

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
3RD AMENDMENT

DOCUMENT AMENDMENTS

No.	Date	Description
9	05/20/2026	3RD GDP AMENDMENT
7	03/12/2020	7TH SUBMITTAL - 2ND GDP AMENDMENT
6	03/04/2020	6TH SUBMITTAL - 2ND GDP AMENDMENT
5	01/13/2020	5TH SUBMITTAL - 2ND GDP AMENDMENT
4	11/04/2019	4TH SUBMITTAL - 2ND GDP AMENDMENT
3	09/06/2017	3RD SUBMITTAL
2	08/16/2017	2ND SUBMITTAL
1	06/08/2017	ORIGINAL ISSUE DATE

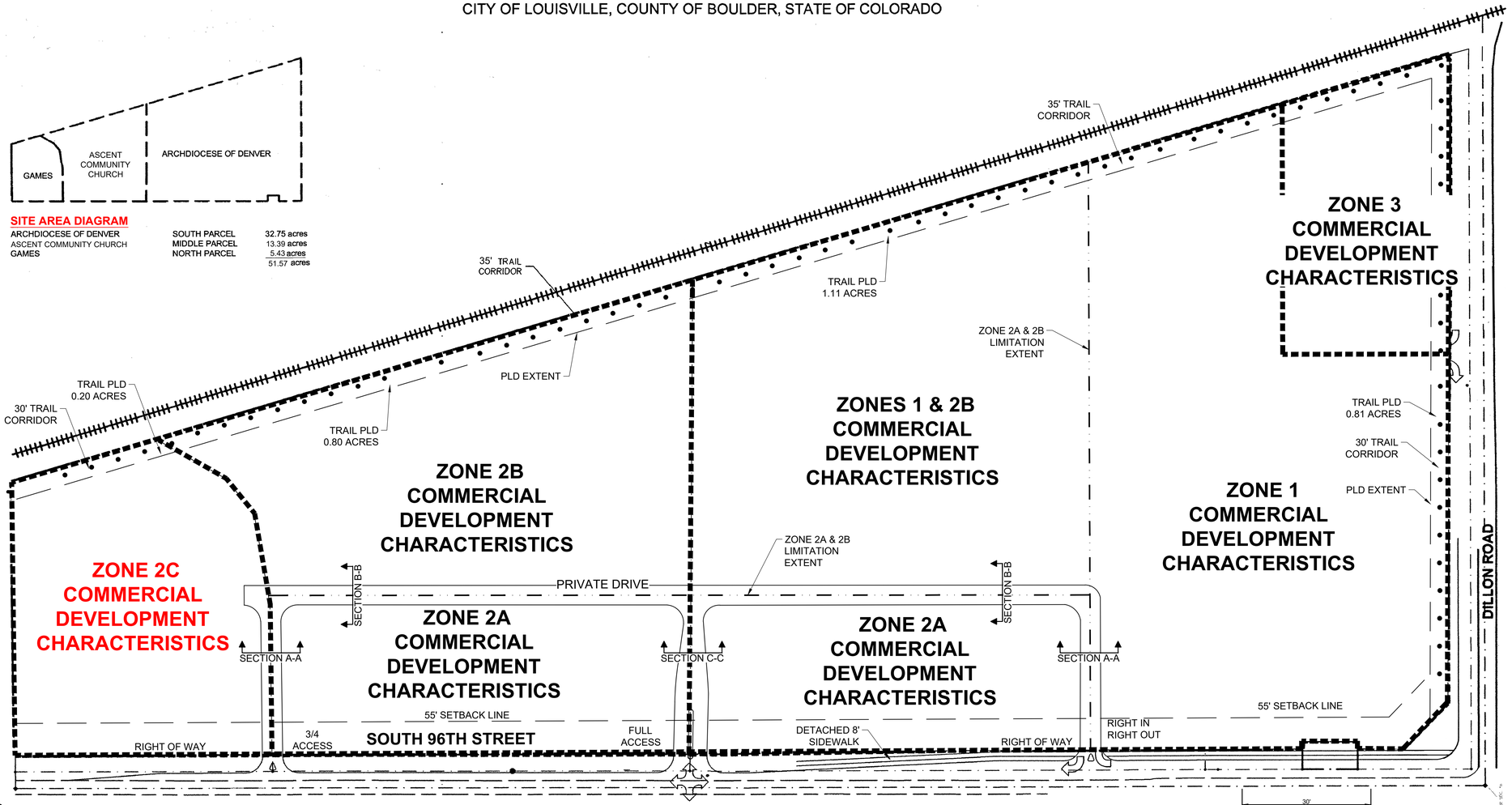
Project Number: ZON-0001-2025
Designed By: Drawn By: KMH
Checked By: KMH
Sheet Number: 1of 2

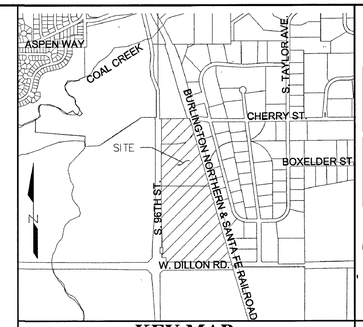
ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
3RD AMENDMENT

THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16,
TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SITE AREA DIAGRAM

ARCHDIOCESE OF DENVER	SOUTH PARCEL	32.75 acres
ASCENT COMMUNITY CHURCH	MIDDLE PARCEL	13.39 acres
GAMES	NORTH PARCEL	5.43 acres
		51.57 acres





KEY MAP NTS

K2 CIVIL CONSULTANTS

100 0 50 100 200
(IN FEET)
1 inch = 100 ft.

COMMERCIAL DEVELOPMENT CHARACTERISTICS

ZONE 2A

SETBACKS:	55' FROM 96TH STREET, PER CODE OTHERWISE
PARKING:	30' FROM 96TH STREET RIGHT-OF-WAY WITH ENHANCED LANDSCAPING TO BUFFER FROM S. 96TH STREET, PER CODE OTHERWISE
HEIGHT:	25' MAXIMUM IF PITCHED ROOF OR 20' IF SLANTED ROOF FROM FINAL FINISHED GRADE
ARCHITECTURE:	SINGLE STORY PITCHED ROOF OR SLANTED ROOFLINE ARCHITECTURAL ELEMENTS

ZONE 2B

SETBACKS:	55' FROM 96TH STREET, PER CODE OTHERWISE
PARKING:	PER MUNICIPAL CODE
HEIGHT:	40' MAXIMUM FROM FINAL FINISHED GRADE
ARCHITECTURE:	SUBJECT TO PUD GUIDELINES

ZONE 2C

SETBACKS:	55' FROM 96TH STREET, PER CODE OTHERWISE
PARKING:	30' FROM 96TH STREET RIGHT-OF-WAY WITH ENHANCED LANDSCAPING TO BUFFER FROM S. 96TH STREET, PER CODE OTHERWISE
HEIGHT:	40' MAXIMUM FROM FINAL FINISHED GRADE EXCEPT WITHIN 200' OF S. 96TH STREET WHICH REQUIRES 25' MAXIMUM IF PITCHED ROOF OR 20' IF SLANTED ROOF FROM FINAL FINISHED GRADE
ARCHITECTURE:	SUBJECT TO PUD GUIDELINES EXCEPT WITHIN 200' OF S. 96TH STREET WHICH REQUIRES SINGLE STORY PITCHED ROOF OR SLANTED ROOFLINE ARCHITECTURAL ELEMENTS

ORDINANCE 1800, SERIES 2020 CONDITION OF APPROVAL: ALL PUDS WITHIN THIS GDP AREA SHALL COMPLY WITH DARK SKY LIGHTING STANDARDS AND BEST PRACTICES BEYOND THE MINIMUM STANDARDS OF THE CITY'S CURRENT COMMERCIAL DESIGN STANDARDS, INCLUDING BUT NOT LIMITED TO USE OF WARMER LIGHT COLORS, LOW LUMEN OUTPUT PER LIGHT, AND THE USE OF BACKSHIELDS WHERE APPROPRIATE, IN ADDITION TO FULL CUTOFF LIGHT FIXTURES.

ZONE 1

SETBACKS:	55' ALONG S. 96TH ST; PER MUNICIPAL CODE ALONG DILLON RD.
PARKING:	55' ALONG S. 96TH ST; PER MUNICIPAL CODE ALONG DILLON RD.
HEIGHT:	35' MAXIMUM FROM FINAL GRADE
ARCHITECTURE:	SHALL CONFORM WITH CITY OF LOUISVILLE ZONING REGULATIONS IN EFFECT AT TIME OF PUD

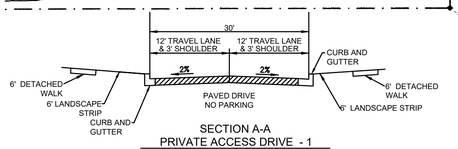
TABLES

PUBLIC LAND DEDICATION	
REQUIRED (51.57 ACRES @ 12%)	6.19 acres
PROPOSED TRAIL DEDICATION	2.92 acres
DEFICIT	3.27 acres

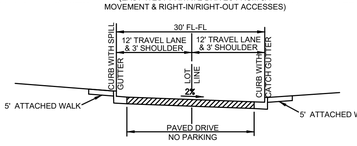
FAR DEVELOPMENT ALLOWANCE

SITE	AREA	FAR	ALLOWED FLOOR AREA	ZONE FLOOR AREA ALLOWANCE
ASCENT COMMUNITY CHURCHPARCEL	548,862 SF	ZONE 2A = 0.17 FAR ZONE 2B = 0.25 FAR	126,245 SF	ZONE 2A = 26,165 SF ZONE 2B = 100,080 SF
GAMES PARCEL	225,666 SF	ZONE 2C = 0.36	80,000 SF	ZONE 2C = 80,000 SF
ARCHDIOCESE OF DENVER PARCEL	ZONE 2A & 2B LIMITATION AREA: 692,500 SF	ZONE 2A = 0.20 FAR ZONE 2B = 0.26 FAR NO FAR IF DEVELOPED AS ZONE 1 USE.	171,000 SF	ZONE 2A = 30,000 SF ZONE 2B = 141,000 SF
ARCHDIOCESE OF DENVER PARCEL	149,190 SF	0.20	29,839 SF	ZONE 3 = 29,838 SF
		TOTAL =	407,084 SF	

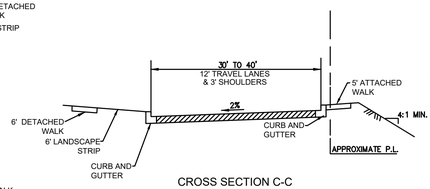
NOTE: DESIGN WILL BE ENCOURAGED TO ESTABLISH CROSS ACCESS TO DILLON ROAD



SECTION A-A
PRIVATE ACCESS DRIVE - 1
(EAST-WEST PRIVATE DRIVES FROM 3/4 MOVEMENT & RIGHT-IN/RIGHT-OUT ACCESSES)



SECTION B-B
PRIVATE ACCESS DRIVE WITH ATTACHED SIDEWALK
(NORTH-SOUTH PRIVATE DRIVES)



CROSS SECTION C-C
PRIVATE ACCESS DRIVE - 1
(EAST-WEST PRIVATE DRIVE FROM SIGNALIZED FULL ACCESS)

CONCEPTUAL ROADWAY CROSS SECTIONS

AMENDMENTS:

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  - REDUCES THE BUILDING SETBACK DISTANCE FROM SOUTH 96TH STREET
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  - ALIGNS ZONES WITH PROPERTY BOUNDARY.
  - ADDITION OF INDUSTRIAL AND CAR WASH USES TO ZONE 2.
  - MODIFIED FAR TO PROPERTY BOUNDARIES AND DENSITIES WITHIN ZONES.
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- THE THIRD AMENDMENT INCLUDES:
  - CREATION OF ZONE 2C & ADDITION OF ALLOWED FLOOR AREA FOR ZONE 2C ON GAMES PARCEL.

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
3RD AMENDMENT

DOCUMENT AMENDMENTS

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3	09/06/2017	3RD SUBMITTAL
2	08/16/2017	2ND SUBMITTAL
1	06/09/2017	ORIGINAL ISSUE DATE

Project Number: ZON-0001-2025
Designed By: Drawn By: KMH
Checked By: KMH
Sheet Number: 2of 2

December 12, 2025

RE: Owners Authorization

To Whom it may concern,

I, Adrian D. Games, am the property owner of the parcel located at 1212 S. 96th Street in Louisville, Colorado and authorize K2 Civil Consultants Inc ("Consultants") and Fieldhouse Partners, LLC as "Developer" to proceed with GDP and development application for the property at the address listed above. Owner does not authorize any legally binding documents to be executed on their behalf or recorded against the property by Consultant or Developer.

Dec 14, 2025

Owner's Signature

Date

Narrative - GDP 3rd Amendment

This narrative accompanies a request for the Third Amendment to the St. Louis Parish and Commercial Park General Development Plan (GDP). The intent of this amendment is to enable thoughtful, community-serving redevelopment of the approximately 5.43-acre northern parcel located at 1212 96th St (Games Parcel). Fieldhouse Partners, LLC is proposing an indoor and outdoor recreational facility designed to meet identified community needs and to align with both the adopted and emerging land-use vision for the Highway 96th/Dillon Road corridor.

K2 Civil Consultants is submitting this GDP amendment application on behalf of Fieldhouse Partners, LLC

HISTORY

The St. Louis Parish and Commercial Park GDP, adopted in 2004, established custom development standards for approximately 51.4 acres across multiple property owners. Although the underlying zoning is PCZD, the GDP introduced additional use limitations, site design standards, and infrastructure requirements intended to guide coordinated development of the area.

Two subsequent amendments were pursued as ownership changes and development challenges arose:

2017 (First GDP Amendment): Updated permitted uses following Ascent Community Church's acquisition of the central parcel and its preliminary plat/PUD efforts. The project ultimately did not advance due to site development constraints.

2021 (Second GDP Amendment): Provided further relief to development limitations and enabled construction of significant roadway and utility infrastructure that now serves the entire GDP area.

These improvements have laid the foundation for development of the remaining parcels, including the northern Games parcel

OVERVIEW

Fieldhouse Partners, LLC is seeking a Third Amendment to the GDP with two focused changes for Zone 2B of the Games parcel:

Restore Indoor and Outdoor Recreational/Fitness Facilities to a "Use by Right," consistent with the original GDP and First Amendment. These uses were originally intended for this area but were changed to "Use by Special Review" in the Second Amendment. This amendment re-establishes the original planned use of the parcel for recreational facilities.

These modifications promote efficient land utilization consistent with the City's planning objectives. Retaining the current floor-area cap would not only lead to suboptimal use of the parcel, but it would also make development of an indoor sports facility highly unlikely. Because the existing FAR is divided between Zones 2A and 2B, the only way to maximize building size

under current rules would be to locate the building directly on the internal zone line—an awkward and inefficient placement that also introduces building height challenges from Zone 2A and creates parking lot layout and flow issues. This inefficiency effectively deters any developer from delivering a indoor sports facility on this parcel. Increasing the allowable building area to 80,000 square feet in Zone 2B allows the site to be planned holistically and intentionally, ensuring full use of the parcel, alignment with zoning intent, and delivery of a recreational amenity that meaningfully benefits the community.

Importantly, no changes are proposed to the standards within the front Zone 2A area, including building setbacks, height limits, or floor-area allowances. The amendment maintains the overall character and development pattern anticipated in the adopted 2013 Comprehensive Plan for this corridor.

The City's ongoing Comprehensive Plan update is expected to support increased building intensity and employment-generating uses within this area. The requested amendments are consistent with both the existing guiding documents and the direction expressed through the draft Comprehensive Plan.

INTENT AND COMMUNITY BENEFIT

The amendment is intended to facilitate development of a community-serving recreational asset that:

- Provides year-round indoor field access for youth and adult sports, addressing a shortage in the region.
- Activates an underutilized parcel with a use that contributes to community health and wellness.
- Supports economic vitality through visitor activity and programmatic events.
- Efficiently utilizes existing roadway and utility infrastructure previously built to support full build-out of the GDP.
- Maintains compatibility with adjacent uses and the corridor character
- The facility will reinforce Louisville's goals for expanding recreational opportunities, supporting families, and strengthening the local economy as outlined in the 2013 Comprehensive Plan.

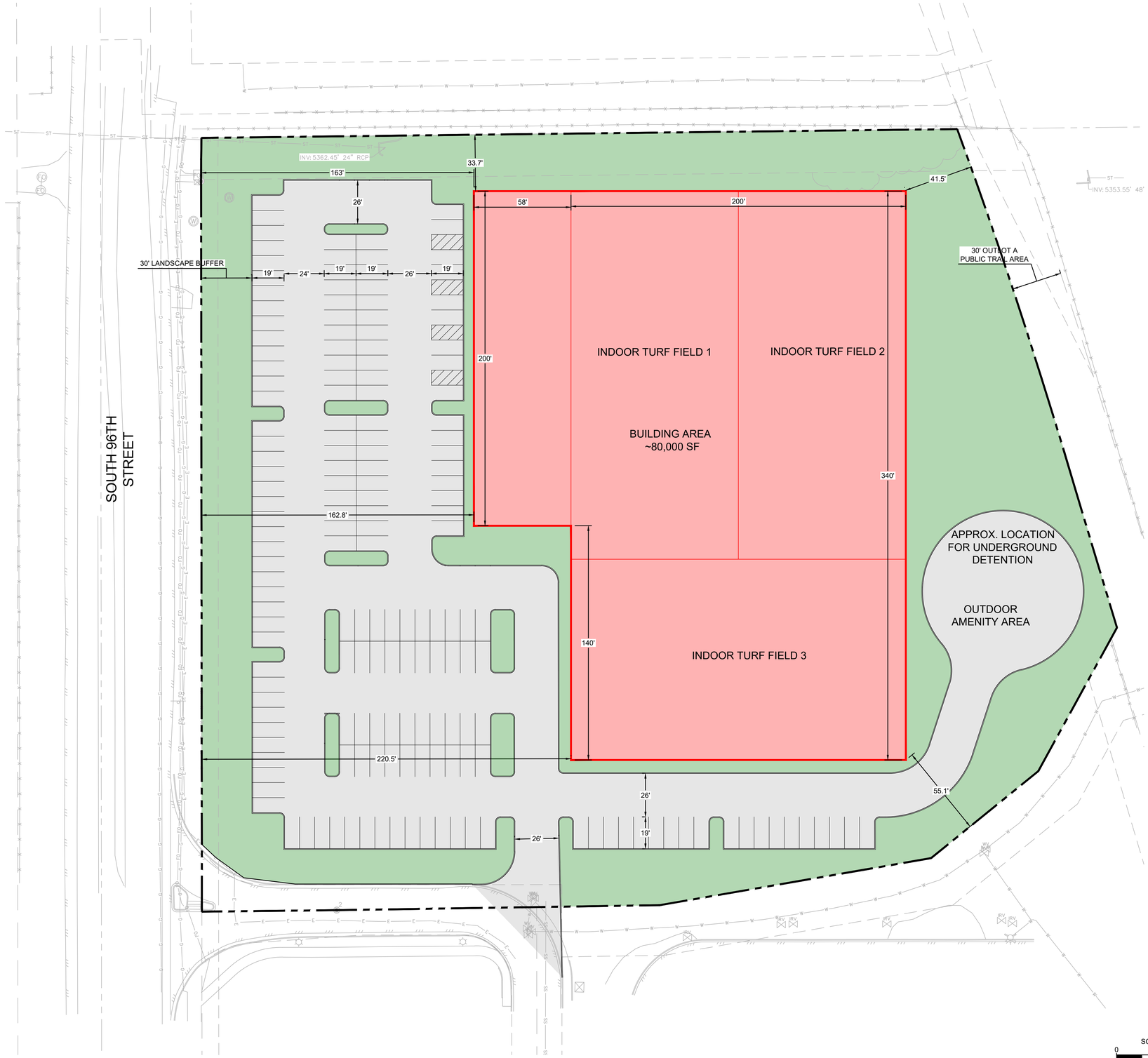
CONCLUSION

Approval of this Third Amendment will unlock development that aligns with City policies, leverages existing infrastructure, and provides a meaningful community benefit. The proposed changes are limited in scope, consistent with the City's long-term planning direction, and necessary to deliver a recreational facility that serves Louisville and the broader region.

We appreciate the City's review and look forward to continuing to work collaboratively through the development process.

K2 Civil Consultants, Inc.
Fieldhouse Partners, LLC

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SITE DATA TABLE		
	AREA (SF)	PERCENTAGE(%)
BUILDING AREA	80,000 SF	35.10%
PARKING AREA	77,192 SF	33.90%
OPEN SPACE	70,647 SF	31.00%
TOTAL	227,839 SF	100%
	REQUIRED	PROVIDED
PARKING	160 STALLS (1 PER 500 SF)	169

NOTE: SKETCH PLAN IS NON-BINDING AND ONLY USED AS A TOOL FOR ANALYZING THE FEASIBILITY OF THE PROPOSAL

N

SCALE IN FEET
0 30 60

IF BAR DOES NOT MEASURE
1 INCH THEN DRAWING IS
NOT TO SCALE

811 Know what's below. Call before you dig.

CALL UTILITY NOTIFICATION CENTER OF COLORADO
1-800-922-1987 or 811
CALL 3-BUSINESS DAYS (NOT INCLUDING INITIAL DAY OF CONTACT) IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

P:\FIELDHOUSE PARTNERS LLC\CO, LOUISVILLE - 1212 S. 96TH STREET\08 CAD\CONCEPT PLAN\CONCEPT PLAN.DWG - Krysta Houtsmire - 1/8/2026 9:51:55 AM

K2 CIVIL CONSULTANTS

PRELIMINARY NOT FOR CONSTRUCTION

CLIENT LOGO

No.	REVISION	BY	DATE

PROJECT NO:
DESIGNED BY:
REVIEWED BY:
DATE:

LSC TRANSPORTATION CONSULTANTS, INC.

1889 York Street
Denver, CO 80206
(303) 333-1105
FAX (303) 333-1107
E-mail: lsc@lscdenver.com

February 9, 2026

Mr. Timothy Merkel
Fieldhouse Partners
2038 Lakespur Lane
Louisville, CO 80027

Re: St. Louis Parish and
Boulder Innovation Center
Indoor Soccer Fields
Louisville, CO
LSC #180014

Dear Mr. Merkel:

Per your request, we have completed this trip generation compliance letter for the proposed St. Louis Parish and Boulder Innovation Center Indoor Soccer Fields in Louisville, Colorado.

INTRODUCTION

The purpose of this letter is to estimate the trip generation potential for the currently proposed land use for comparison to the previously approved land use in the October 13, 2020 *St. Louis Parish and Boulder Innovation Center Traffic Impact Analysis* (2020 TIA) by LSC. Tables 2a and 2b from the 2020 TIA are attached for reference.

LAND USE

Phase 3 of the site was previously assumed to include a 20,000 square-foot church, a 600-student private school, about 6,500 square feet of office space, and about 56,416 square feet of tennis courts. The currently proposed land use is to replace the previously assumed tennis courts with an 80,000 square-foot indoor soccer facility with three fields.

TRIP GENERATION

Tables 1a and 1b show the estimated Phase 3 average weekday, morning peak-hour, and afternoon peak-hour trip generation and the average Sunday and Sunday peak-hour for the currently proposed land uses based on the trip generation rates from the 12th Edition of the ITE *Trip Generation Manual*, 2025 as well as for the previously assumed land uses.

On the average weekday, the currently proposed land use in Phase 3 is projected to generate about 139 fewer vehicle-trips, with about half entering and half exiting the site during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 16 additional vehicles would enter and about 7 fewer vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between

4:00 and 6:00 p.m., about 9 fewer vehicles would enter and about 25 fewer vehicles would exit the site.

On the average Sunday, the currently proposed land use in Phase 3 is projected to generate about 538 additional vehicle-trips, with about half entering and half exiting the site during a 24-hour period. During the Sunday peak-hour, which generally occurs for one hour between 10:30 and 11:30 a.m., about 24 additional vehicles would enter and about 35 additional vehicles would exit the site.

It is important to note the total peak-hour trips on a Sunday are about 315 trips which is higher than assumed in the 2020 TIA. The weekday morning peak-hour continues to be the busiest hour expected for Phase 3. The morning peak-hour trip generation is expected to increase from 616 trips to 625 trips which is an increase of only about 1.5 percent.

CONCLUSION

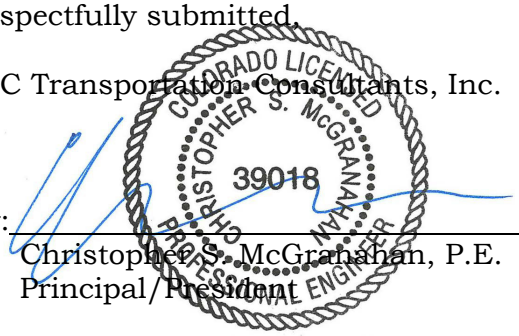
The trip generation potential of the proposed St. Louis Parish and Boulder Innovation Center Indoor Soccer Fields is lower during the average weekday and weekday PM peak-hour and slightly higher during the weekday morning peak-hour. The trip generation potential is higher for the average Sunday and the Sunday peak-hour. The weekday morning peak-hour is the design hour and is only expected to increase by 1.5 percent from the proposed change. The main site access has already been signalized so no further analysis should be necessary.

* * *

We trust this information will assist you in planning for the proposed St. Louis Parish and Boulder Innovation Center Indoor Soccer Fields development.

Respectfully submitted,

LSC Transportation Consultants, Inc.



By: _____
Christopher S. McGranahan, P.E.
Principal/President

CSM/wc

Enclosures: Tables 1a and 1b
Tables 2a and 2b from the 2020 TIA

G:\Shared drives\Denver Projects 2011-2020\2018\180014-StLouisParishSoccerFieldsTripGen\Report\StLouisParishSoccerFields-020926.wpd

Table 1a
ESTIMATED TRAFFIC GENERATION COMPARISON - WEEKDAY
St. Louis Parish and Boulder Innovation Campus
Louisville, CO
LSC #180014; February, 2026

		Trip Generation Rates per Unit [1]					Vehicle-Trips Generated				
		Average	Morning Peak-Hour		Evening Peak-Hour		Average	Morning Peak-Hour		Evening Peak-Hour	
	Trip Generation	Daily					Weekday				
Land Use	Units	Traffic	AM In	AM Out	PM In	PM Out	Traffic	AM In	AM Out	PM In	PM Out
Previously Assumed Land Use (October, 2020 *St. Louis Parish and Boulder Innovation Campus TIA* by LSC)											
Phase 3 - Weekday											
Church - Weekday	20.00 KSF	6.95	0.198	0.132	0.221	0.270	139	4	3	4	5
School	600 Students	4.11	0.501	0.410	0.120	0.140	2,466	300	246	72	84
Office	6.5 KSF	9.74	0.998	0.162	0.184	0.966	63	6	1	1	6
Tennis Courts	56.416 KSF	6.00	0.500	0.500	0.750	0.750	338	28	28	42	42
					Phase 3 Primary Trips =		**3,006**	**338**	**278**	**119**	**137**
Currently Proposed Land Use											
Phase 3 - Weekday											
Church - Weekday [2]	20.00 KSF [3]	6.78	0.229	0.141	0.176	0.254	136	5	3	4	5
School [4]	600 Students	4.11	0.566	0.444	0.120	0.140	2,466	340	266	72	84
Office [5]	6.5 KSF	7.83	1.091	0.149	0.189	0.991	51	7	1	1	6
Indoor Soccer Facility [6]	3 Fields	71.33	0.604	0.386	10.844	5.586	214	2	1	33	17
					Phase 3 Primary Trips =		**2,867**	**354**	**271**	**110**	**112**
					Net Increase in Trip Generation Potential =		**-139**	**16**	**-7**	**-9**	**-25**
								AM = 9		**PM = -34**	

Notes:
(1) Source: *Trip Generation,* Institute of Transportation Engineers, 10th Edition, 2017 for previously proposed land use and 12th Edition, 2025, for currently proposed land use
(2) ITE Land Use No. 560 - Church
(3) KSF = 1,000 square feet
(4) ITE Land Use No. 530 - Private School (K-8)
(5) ITE Land Use No. 710 - General Office Building
(6) ITE Land Use No. 488 - Soccer Fields

Table 1b
ESTIMATED TRAFFIC GENERATION COMPARISON - SUNDAY
St. Louis Parish and Boulder Innovation Campus
Louisville, CO
LSC #180014; February, 2026

Land Use	Trip Generation Units		Trip Generation Rates per Unit (1) Average Sunday Traffic	Sunday Peak-Hour In	Sunday Peak-Hour Out	Vehicle-Trips Generated Average Sunday Traffic	Sunday Peak-Hour In	Sunday Peak-Hour Out
Previously Assumed Land Use (October, 2020 *St. Louis Parish and Boulder Innovation Campus TIA* by LSC)								
Phase 3 - Sunday								
Church - Sunday (10)	20.00	KSF	27.63	4.795	5.195	553	96	104
School (11)	600	Students	0.00	0.000	0.000	0	0	0
Office (12)	6.5	KSF	0.60	0.050	0.050	4	0	0
Tennis Courts (13)	56.416	KSF	6.00	0.500	0.500	338	28	28
				Phase 3 Primary Trips =		895	124	132
Currently Proposed Land Use								
Phase 3 - Weekday								
Church - Sunday (10)	20.00	KSF (3)	27.63	5.264	5.936	553	105	119
School (4)	600	Students	0.00	0.000	0.000	0	0	0
Office (5)	6.5	KSF	3.05	0.394	0.286	20	3	2
Indoor Soccer Facility (6)	3	Fields	286.50	13.179	15.471	860	40	46
				Phase 3 Primary Trips =		1,433	148	167
				Net Increase in Trip Generation Potential =		**538**	**24**	**35**
							Peak = 59	

(1) Source: *Trip Generation,* Institute of Transportation Engineers, 10th Edition, 2017 for previously proposed land use and 12th Edition, 2025, for currently proposed land uses.
(2) ITE Land Use No. 560 - Church
(3) KSF = 1,000 square feet
(4) ITE Land Use No. 530 - Private School (K-8)
(5) ITE Land Use No. 710 - General Office Building
(6) ITE Land Use No. 488 - Soccer Fields - no Sunday average rate available - 10x the peak-hour was used.

Table 2a
ESTIMATED TRAFFIC GENERATION - WEEKDAY
St. Louis Parish and Boulder Innovation Campus
Louisville, CO
LSC #180012; October, 2020

Land Use	Trip Generation Units		Trip Generation Rates per Unit (1) Average Daily Traffic	Morning Peak-Hour AM In	Morning Peak-Hour AM Out	Evening Peak-Hour PM In	Evening Peak-Hour PM Out	Vehicle-Trips Generated Average Weekday Traffic	Morning Peak-Hour AM In	Morning Peak-Hour AM Out	Evening Peak-Hour PM In	Evening Peak-Hour PM Out
Phase 1 - Weekday												
Light Industrial (2)	100.00	KSF (3)	4.96	0.616	0.084	0.082	0.548	496	62	8	8	55
Super Convenience Market/Gas Station (4)	10.00	VFP (5)	230.52	14.040	14.040	11.480	11.480	2,305	140	140	115	115
Car Wash (6)	1.00	Tunnel	387.5	19.375	19.375	38.750	38.750	388	19	19	39	39
Fast Casual Restaurant (7)	2.5	KSF	315.17	1.387	0.683	7.772	6.359	788	3	2	19	16
							Phase 1 Subtotal =	3,977	224	169	181	225
							Passby Trip Reduction (8) =	1,630	79	79	72	72
							Phase 1 Primary Trips =	***2,347***	***145***	***90***	***109***	***153***
Phase 2 - Weekday												
Light Industrial	98.64	KSF	4.96	0.616	0.084	0.082	0.548	489	61	8	8	54
Shopping Center (9)	14.00	KSF	37.75	0.583	0.357	1.829	1.981	529	8	5	26	28
							Phase 2 Subtotal =	1,018	69	13	34	82
							Passby Trip Reduction (8) =	180	2	2	9	9
							Phase 2 Primary Trips =	***838***	***67***	***11***	***25***	***73***
			Phase 1 through 2 - Weekday Pass-by Trips (2023 Analysis) =					**1,810**	**81**	**81**	**81**	**81**
			Phase 1 through 2 - Weekday Primary Trips (2023 Analysis) =					**3,184**	**212**	**101**	**134**	**226**
Phase 3 - Weekday												
Church - Weekday (10)	20.00	KSF	6.95	0.198	0.132	0.221	0.270	139	4	3	4	5
School (11)	600	Students	4.11	0.501	0.410	0.120	0.140	2,466	300	246	72	84
Office (12)	6.5	KSF	9.74	0.998	0.162	0.184	0.966	63	6	1	1	6
Tennis Courts (13)	56.416	KSF	6.00	0.500	0.500	0.750	0.750	338	28	28	42	42
							Phase 3 Primary Trips =	3,006	338	278	119	137
			Phase 1 through 3 - Weekday Pass-by Trips (2040 Analysis) =					**1,810**	**81**	**81**	**81**	**81**
			Phase 1 through 3 - Weekday Primary Trips (2040 Analysis) =					**6,190**	**550**	**379**	**253**	**363**

Notes:
(1) Source: *Trip Generation,* Institute of Transportation Engineers, 10th Edition, 2017.
(2) ITE Land Use No. 110 - General Light Industrial; average rates
(3) KSF = 1,000 square feet
(4) ITE Land Use No. 960 - Super Convenience Market/Gas Station - no Sunday rates available so 80% of Saturday rates were used.
(5) VFP = Vehicle Fueling Positions
(6) ITE Land Use No. 948 - Automatic Car Wash; AM peak assumed 1/2 of the PM rate; Daily weekday rate = 5 x PM rate; Sunday rate = weekday daily and PM rates.
(7) ITE Land Use No. 930 - Fast Casual Restaurant
(8) 56% of gas station, 34% of retail and 43% of Fast Casual Restaurant trips are expected to be passby trips per the ITE Trip Generation Handbook, 3rd Edition.
(9) ITE Land Use No. 820 - Shopping Center
(10) ITE Land Use No. 560 - Church
(11) ITE Land Use No. 534 - Private School (K-8)
(12) ITE Land Use No. 710 - General Office Building
(13) Rates estimated by LSC based on limited data in *Trip Generation*

Table 2b
ESTIMATED TRAFFIC GENERATION - SUNDAY
St. Louis Parish and Boulder Innovation Campus
Louisville, CO
LSC #180012; October, 2020

Land Use	Trip Generation Units		Trip Generation Rates per Unit [1] Average Sunday Traffic	Sunday Peak-Hour In	Sunday Peak-Hour Out	Vehicle-Trips Generated Average Sunday Traffic	Sunday Peak-Hour In	Sunday Peak-Hour Out
Phase 1 - Sunday								
Light Industrial [2]	100.00	KSF [3]	0.20	0.020	0.020	20	2	2
Super Convenience Market/Gas Station [4]	10.00	VFP [5]	233.34	9.304	9.304	2,333	93	93
Car Wash [6]	1.00	Tunnel	387.50	38.750	38.750	388	39	39
Fast Casual Restaurant [7]	2.5	KSF	254.90	14.969	12.247	637	37	31
					Phase 1 Subtotal =	3,378	170	163
					Passby Trip Reduction [8] =	1,580	67	67
					Phase 1 Primary Trips =	***1,798***	***103***	***96***
Phase 2 - Sunday								
Light Industrial	98.64	KSF	0.20	0.020	0.020	20	2	2
Shopping Center [9]	14.00	KSF	21.10	1.367	1.423	295	19	20
					Phase 2 Subtotal =	315	21	22
					Passby Trip Reduction [8] =	100	7	7
					Phase 2 Primary Trips =	***215***	***14***	***15***
Phase 3 - Sunday								
Church - Sunday [10]	20.00	KSF	27.63	4.795	5.195	553	96	104
School [11]	600	Students	0.00	0.000	0.000	0	0	0
Office [12]	6.5	KSF	0.60	0.050	0.050	4	0	0
Tennis Courts [13]	56.416	KSF	6.00	0.500	0.500	338	28	28
					Phase 3 Primary Trips =	895	124	132
					Phase 1 through 3 - Sunday Pass-by Trips (2040 Analysis) =	**1,680**	**74**	**74**
					Phase 1 through 3 - Sunday Primary Trips (2040 Analysis) =	**2,908**	**241**	**243**

Notes:
(1) Source: *Trip Generation,* Institute of Transportation Engineers, 10th Edition, 2017.
(2) ITE Land Use No. 110 - General Light Industrial; closed on Sunday
(3) KSF = 1,000 square feet
(4) ITE Land Use No. 960 - Super Convenience Market/Gas Station - no Sunday rates available so 80% of Saturday rates were used.
(5) VFP = Vehicle Fueling Positions
(6) ITE Land Use No. 948 - Automatic Car Wash; AM peak assumed 1/2 of the PM rate; Daily weekday rate = 5 x PM rate; Sunday rate = weekday daily and PM rates.
(7) ITE Land Use No. 930 - Fast Casual Restaurant
(8) 56% of gas station, 34% of retail and 43% of Fast Casual Restaurant trips are expected to be passby trips per the ITE Trip Generation Handbook, 3rd Edition.
(9) ITE Land Use No. 820 - Shopping Center
(10) ITE Land Use No. 560 - Church
(11) ITE Land Use No. 534 - Private School (K-8)
(12) ITE Land Use No. 710 - General Office Building
(13) Rates estimated by LSC based on limited data in *Trip Generation*

City of Louisville
COLORADO • SINCE 1878

Planning Commission Communication
Agenda Item 5.C.

Subject: 1006 and 1008 Honeysuckle Lane Minor Subdivision to Combine Lots

Date: June 11, 2026

Prepared By: Jessica Daniels, Senior Planner

Presented By: Jessica Daniels, Senior Planner

Summary:
The applicant, Joel and Caitlin Hawksley, request approval of minor subdivision to combine 1008 Honeysuckle Lane (Lot 36) and 1006 Honeysuckle Lane (Lot 35) into new lot 35A. The proposed re-plat meets the Minor Subdivision procedure in Louisville Municipal Code (LMC), which waives the requirement for a preliminary plat review process (Sec. 16.12.110). No waivers are requested and the development proposal meets applicable Sections 16 and 17 of the Louisville Municipal Code.

Background / Prior Discussions:
The subject properties consist of Lot 36, Centennial 8 Replat A (1008 Honeysuckle Lane) and Lot 35, Centennial 8 Replat A (1006 Honeysuckle Lane). These properties were destroyed by the Marshall Fire in 2021. The applicant, Joel and Caitlin Hawksley, purchased the property at 1008 Honeysuckle Lane in June 2020 rebuilt their home in March 2024. The adjacent lot located at 1006 Honeysuckle lane has remained vacant and is currently for sale by the property owner, Lynda Faires. The applicant intends to purchase 1006 Honeysuckle Lane and consolidate the property with 1008 Honeysuckle Lane.

Development Proposal:
The applicants propose a minor subdivision to consolidate 1008 Honeysuckle Lane (Lot 36) and 1006 Honeysuckle Lane (Lot 35) into one proposed lot of 13,077 square feet and approximately 150 feet in width. The purpose of the proposal is for the applicant to have one larger lot to increase space for a residential garden, play area for their children, and to support future plans for a new accessible Accessory Dwelling Unit (ADU).

Figure 1: Proposed Lot Consolidation Plat

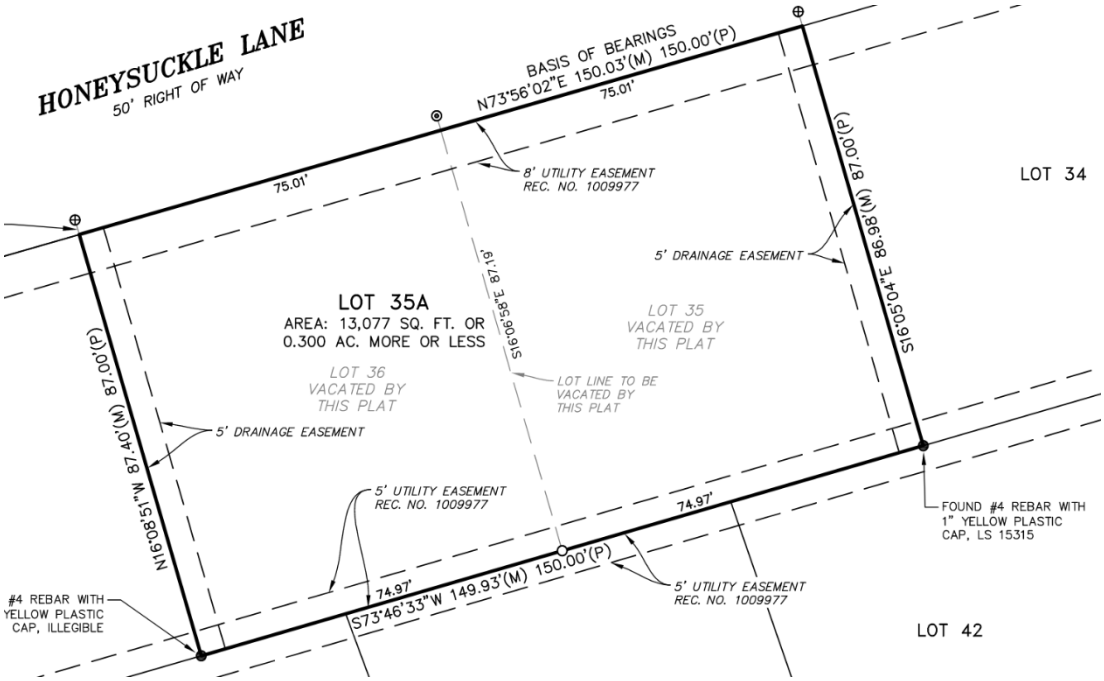
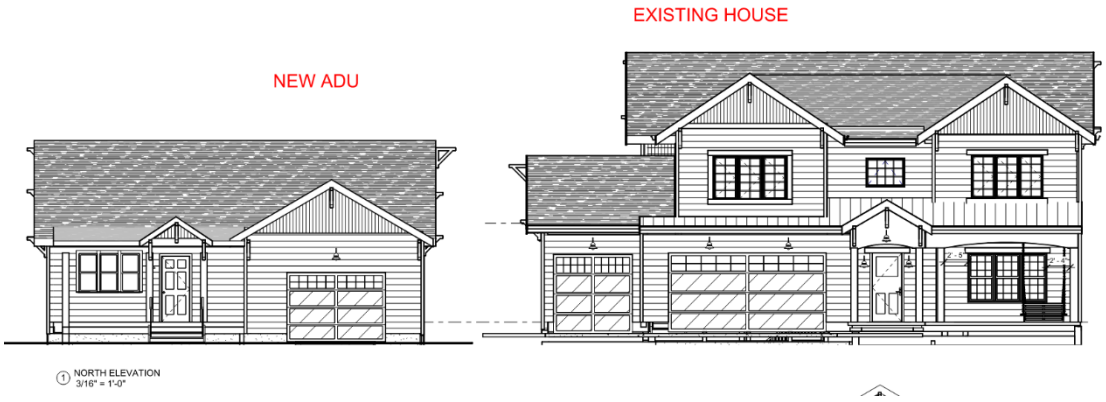


Figure 2: Conceptual Plan for New ADU



Analysis:

Staff find that the proposal meets the final plat criteria, applicable zoning requirements, and subdivision design standards in LMC Sec. 16.12.090 and LMC Chapter 16.16, and applicable city codes and standards for access, drainage and utilities. The following summarizes the findings:

Yard and Bulk Standards
LMC Sec. 17.12.040 outlines allowed lot coverages for the RE Zone District, with

smaller lots having a larger percent allowance compared to larger lots.

Figure 3: LMC Sec. 17.12.040 RE Lot Coverage Standards

11. The maximum lot coverage for the R-E zone district shall be as follows:
    a. For a lot having a lot area of less than 5,000 square feet: 35 percent;
    b. For a lot having a lot area of 5,000 to 9,000 square feet: 30 percent, or 1,750 sf whichever is greater;
    c. For a lot having a lot area of 9,001 to 12,000 square feet: 25 percent, or 2,700 sf whichever is greater;
    d. For a lot having a lot area of 12,001 square feet or greater: 20 percent, or 3,000 sf whichever is greater.

The existing properties at 1006 Honeysuckle Lane and 1008 Honeysuckle Lane have lot sizes of approximately 6,453 square feet and 6,432 square feet, respectively, with each lot having a width of 75 feet. Under the current zoning standards, each lot is permitted a maximum lot coverage of 30 percent, resulting in allowable lot coverage of approximately 1,935 square feet for 1006 Honeysuckle Lane and 1,929 square feet for 1008 Honeysuckle Lane. When combined, the individual lot coverage entitlements total 3,865 square feet for the two properties (i.e. not consolidated).

The proposed lot consolidation would create a single lot containing approximately 13,077 square feet with a width of 150 feet. This would result in a lot coverage allowance of 20% or 3,000 sq. ft, whichever is larger. Thus, the allowed lot coverage would be 3,000 sq. ft., which would be the largest allowed lot coverage in the neighborhood. Other lots in the subdivision range in size from 6,426 sq. ft. to 9,822 sq. ft., which results in lot coverage allowances that range between 1,928 sq. ft. and 2,700 sq. ft. Although the newly consolidated lot would have the largest allowed lot coverage in the subdivision by 300 sq. ft., it would not be significantly larger than the next largest lot coverage within the neighborhood. In addition, the total lot coverage would be less for the combined lots vs. the sum of the two individual lots.

In addition, the ADU code allows a lot coverage credit of 500 sq. ft., which results in up to 3,500 sq. ft of lot coverage for the combined lot if it were to include an ADU. The applicant plans to construct a detached ADU with an approximately 1,300 sq. ft. lot coverage. The resulting total lot coverage of the primary residence and the ADU would equal approximately 3,300 sq. ft., but would be split between two structures.

The resulting consolidated lot would maintain the reqiured minimum setbacks for the existing home, and minimum lot area and lot width standards would be met.

Minor Subdivision Procedure

As per *Sec 16.12.110. (A.) - Minor subdivision procedure* of the LMC, the Planning Commission may approve the Final Plat at a public hearing, and the requirement for filing a preliminary plat and holding a public hearing is waived. The request is eligible for consideration as a minor subdivision as it meets the following criteria outline in *Sec. 16.12.110.(C) - Minor subdivision procedure* of the Louisville Municipal Code (LMC):

1. *The subdivision contains **solely residential use** and results in **not more than four dwelling units**;*
2. ***The subdivision is a replat** of an approved final subdivision plat which **does not result in a material change** in the type of public improvements, easements, arrangement of streets, open space, or utilities;*
3. *The **subdivision results in no more than two lots; each lot is adjacent to and has access to an accepted and maintained public street;** the improvements required by chapter 16.20 are already in existence and available to serve each lot; **each lot will meet the requirements of the city's zoning regulations without the necessity for a modification**; no modification or variance has been granted within the three previous years to any lot; and, no part of the subdivision has been approved as part of a minor subdivision within three years prior to the date of the submission of the minor subdivision plat;*
4. *The subdivision is of a lot, **previously created by an approved final subdivision plat**, which is split or subdivided into no more than two lots and the lots created by the split comply with the applicable dimensional requirements of the city's zoning regulations.*

Final Plat Criteria

Section 16.12.075 (A) of the LMC establishes the following rationale for consideration of final plats by Planning Commission and City Council:

1. *Whether the plat conforms to all of the requirements of this title;*
2. *Whether approval of the plat will be consistent with the city's comprehensive plan, applicable zoning requirements, and other applicable federal, state and city laws;*
3. *Whether the proposed subdivision will promote the purposes set forth in section 16.04.020 of this Code and comply with the standards set forth in chapter 16.16 of this Code and this title.*

Staff finds that the application complies with the final plat criteria. The consolidated lot will meet minimum lot size and width standards and the resulting structures will meet all established zoning standards for the subdivision. The proposal also meets the purposes set forth for subdivisions in Sec. 16.04.020, including protecting the character adn the social and economic stability of the neighborhood and city.

Public Land Dedication/Fee-in-Lieu

Per Sec. 16.16.060. (4.) of the LMC, satisfactory dedication arrangements were made and approved by the City Council at the time of previous subdivision of the same property as per the Centennial 8 Subdivision Agreement signed on December 15th, 1987, which included public land dedication. No fee-in-lieu or land dedication is required

for the minor subdivision request at 1006 Honeysuckle Land and1008 Honeysuckle Lane.

Public Improvements
A Subdivision Agreement is required for public improvements which include installation of a water service and water meter at 1006 Honeysuckle. This work requires a Right-Of-Way (ROW) permit and replacement of all the service line downstream of the existing curb stop per Marshall Fire permit requirements. A Letter of Credit or cash in the amount of $2,500.000 is required as collateral, which will be returned to the applicant upon confirmation of the completed work. A final subdivision improvement agreement will be provided to City Council as part of the final review of this application.

Council Work Plan:
N/A

Fiscal Impact:
There is not fiscal impact associated with this application.

Alternatives:
A resolution recommending approval of the application is included with this memo. The Commission may adopt it as drafted, add conditions, or direct staff to draft a resolution recommending denial of the application.

Recommendation:
Staff recommend approval of Resolution 9, 2026, recommending to City Council approval of the Centennial 8 Replat A to facilitate the minor subdivision at 1006 Honeysuckle Lane & 1008 Honeysuckle Lane.

Attachments:
1. Resolution 9, Series 2026
2. Final Plat 1006 1008 Honeysuckle Lane
3. Application Materials

RESOLUTION NO. 9
SERIES 2026

A RESOLUTION RECOMMENDING APPROVAL OF THE CENTENNIAL 8 REPLAT B TO FACILITATE THE MINOR SUBDIVISION AT 1006 HONEYSUCKLE LAND AND 1008 HONEYSUCKLE LAND.

WHEREAS, A final plat approval is requested for a replat (minor subdivision) to combine 1008 Honeysuckle Lane (Lot 36) and 1006 Honeysuckle Lane (Lot 35) into new lot 35A; and

WHEREAS, City staff has reviewed the information submitted and found that the application complies with the Louisville zoning regulations and other applicable sections of the Louisville Municipal Code; and

WHEREAS, the Planning Commission has considered the application at a duly noticed public hearing on June 11, 2026, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission staff report dated June 11, 2026; and

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of the Centennial 8 Replat B..

PASSED AND ADOPTED this 11tj day of June, 2026.

By: _____
Steve Brauneis, Chair
Planning Commission

Attest: _____
Cullen Choi, Secretary
Planning Commission

CENTENNIAL 8 REPLAT B

A REPLAT OF LOTS 35 & 36, CENTENNIAL 8 REPLAT A LOCATED IN THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M. CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1

TOTAL AREA = 13,077 SQ. FT. OR 0.300 ACRE, MORE OR LESS

CERTIFICATE OF DEDICATION AND OWNERSHIP:

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED BEING THE OWNER OF A TRACT OF LAND DESCRIBED IN DEEDS RECORDED IN THE RECORDS OF BOULDER COUNTY AT RECEPTION NO. 3796814 ON JUNE 19, 2020 AND RECEPTION NO. 3447950 ON MAY 18, 2015, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M. CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOTS 35 & 36, CENTENNIAL 8 REPLAT A, COUNTY OF BOULDER, STATE OF COLORADO.

CONTAINING 13,077 SQUARE FEET OR 0.300 ACRE, MORE OR LESS.

HAS LAID OUT, PLATTED, AND SUBDIVIDED THE SAME INTO LOTS, UNDER THE NAME AND STYLE OF CENTENNIAL 8 REPLAT B:

OWNERSHIP SIGNATURE BLOCK

HAVE LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS UNDER THE NAME OF CENTENNIAL 8 REPLAT B:

WITNESS MY/OUR HAND(S) AND SEAL(S) THIS _____ DAY OF _____ A.D. 20___.

_____
JOEL HAWKSLEY SIGNATURE

_____
NOTARY NAME (PRINT)

_____(NOTARY SEAL)
NOTARY SIGNATURE

_____
CAITLIN HAWKSLEY SIGNATURE

_____
NOTARY NAME (PRINT)

_____(NOTARY SEAL)
NOTARY SIGNATURE

OWNERSHIP SIGNATURE BLOCK

HAVE LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS UNDER THE NAME OF CENTENNIAL 8 REPLAT B:

WITNESS MY/OUR HAND(S) AND SEAL(S) THIS _____ DAY OF _____ A.D. 20___.

_____
LYNDA M FAIRES SIGNATURE

_____
NOTARY NAME (PRINT)

_____(NOTARY SEAL)
NOTARY SIGNATURE

NOTES:

1) THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF PERSONS NAMED IN THE STATEMENT HEREON. SAID STATEMENT DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS STATEMENT BY THE SURVEYOR NAMING SAID PERSON.

2) THIS LAND SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY EHRHART LAND SURVEYING, LLC TO DETERMINE OWNERSHIP OF THIS TRACT OR VERIFY EASEMENTS OF RECORD. REFERENCE IS MADE TO WFG NATIONAL TITLE INSURANCE COMPANY COMMITMENT NO. 25–239222, WITH A COMMITMENT DATE OF DECEMBER 23, 2025 AND WFG NATIONAL TITLE INSURANCE COMPANY COMMITMENT NO. 26–100249, WITH A COMMITMENT DATE OF DECEMBER 29, 2025 FROM WHICH THIS SURVEY IS BASED. THIS PROPERTY IS SUBJECT TO ALL COVENANTS AND RESTRICTIONS RELATING TO THE USE AND CHARACTER OF THE LAND AND ALL MATTERS APPEARING OF PUBLIC RECORD AND AS MAY BE DISCLOSED BY A MORE RECENT TITLE COMMITMENT OR REPORT.

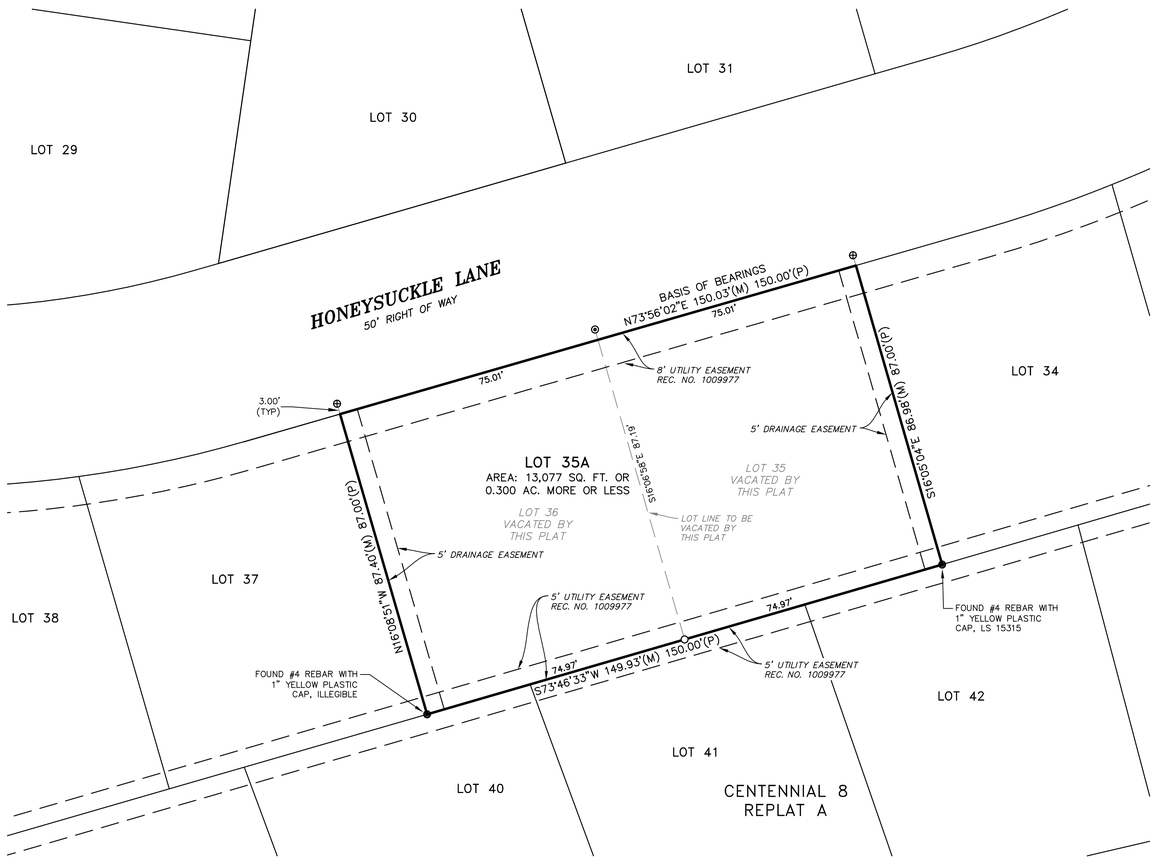
3) LINEAL UNITS USED ARE U.S. SURVEY FEET.

4) BASIS OF BEARINGS: THE NORTHWESTERLY LINE OF THE SUBJECT PROPERTY, BEARING N73°56'02"E (MEASURED), A DISTANCE OF 150.03 FEET, MONUMENTED AS SHOWN HEREON.

5) ALL RIGHT–OF–WAY AND LOT AND BLOCK INFORMATION WAS TAKEN FROM THE PLAT OF CENTENNIAL 8, REPLAT A RECORDED OCTOBER 24, 1989 AT RECEPTION NO. 1009977.

6) NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE SURVEYOR'S STATEMENT SHOWN HEREON.

7) PER THE STATE OF COLORADO BOARD OF LICENSURE FOR ARCHITECTS, PROFESSIONAL ENGINEERS, AND PROFESSIONAL LAND SURVEYORS RULE 1.6.B.2, THE WORD "CERTIFY" AS USED HEREON MEANS AN EXPRESSION OF PROFESSIONAL OPINION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED. THE SURVEY REPRESENTED HEREON HAS BEEN PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE AND IS BASED UPON MY KNOWLEDGE, INFORMATION AND BELIEF.





VICINITY MAP
NOT TO SCALE

LEGEND

- ⊙ FOUND BRASS DISK & NAIL, EHRHART PLS 29414 – 3.00' OFFSET
- ○ FOUND #5 REBAR WITH 1.25" YELLOW PLASTIC CAP, EHRHART PLS 29414
- ● FOUND PROPERTY CORNER AS DESCRIBED
- ⊕ FOUND CHISELED CROSS IN CONCRETE – 3.00' OFFSET – UNLESS NOTED OTHERWISE
- (M) MEASURED DISTANCE
- (P) PLATTED DISTANCE RECEPTION NO. 1009977

NORTH

SCALE: 1" = 20'

0 10 20 40

CITY COUNCIL CERTIFICATE:

APPROVED THIS _____ DAY OF _____, 2025, BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.
RESOLUTION NO. ___, SERIES _____

_____
MAYOR SIGNATURE

_____
CITY CLERK SIGNATURE

PLANNING COMMISSION CERTIFICATE:

RECOMMENDED APPROVAL THIS _____ DAY OF _____, 2025, BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.
RESOLUTION NO. ___, SERIES _____

SURVEYOR'S STATEMENT:

I, JOHN P. EHRHART, A DULY REGISTERED LAND SURVEYOR, LICENSED IN THE STATE OF COLORADO, HEREBY STATE FOR AND ON BEHALF OF EHRHART LAND SURVEYING, LLC, THAT A SURVEY OF THE ABOVE DESCRIBED PREMISES WAS CONDUCTED BY ME OR UNDER MY DIRECT SUPERVISION, RESPONSIBILITY AND CHECKING ON OR AROUND DECEMBER 1, 2025; THAT SAID SURVEY AND THE ATTACHED PRINT HEREON WERE MADE IN SUBSTANTIAL ACCORDANCE WITH C.R.S. 38–51–106 "LAND SURVEY PLAT".

COLORADO REGISTERED JOHN P. EHRHART 29414 PROFESSIONAL LAND SURVEYOR

_____
JOHN P. EHRHART
COLORADO P.L.S. #29414
EHRHART LAND SURVEYING, LLC
PO BOX 930, ERIE, CO 80516
PHONE: 303–828–3340

EHRHART
LAND SURVEYING
P.O. Box 930 • Erie, Colorado 80516
(303) 828-3340
www.coloradols.com

SHEET:	1 OF 1
DATE:	3/11/26
DRAWN BY:	JMH
PROJECT:	S255498

Development Review Application Form

Please complete this form and include it with the submittal documents for your development review application. Applications will not be processed until all required information is provided to the satisfaction of the City of Louisville Planning Department.

Property Information

Common Address(es): 1006 & 1008 Honeysuckle Lane, Louisville, CO 80027
Legal Description:
Lot 35 & 36 Block 1 Subdivision Centennial 8
Lot Area: 35: 6453 ft^2 36: 6432 ft^2 Sq. Ft. or _____Acres

LAND USE PROCESS (check all that apply)

- ❑ Annexation
- ❑ Concept Plan
- ❑ Easement Vacation
- ❑ Oil and Gas
- ❑ General Development Plan (GDP)
  - ❑ Amendment
  - ❑ New GDP
- ❑ Planned Unit Development (PUD)
  - ❑ Amendment
  - ❑ Preliminary
  - ❑ New PUD
- ❑ Rezoning
- ❑ Special Review Use (SRU)
  - ❑ Amendment
  - ❑ New SRU
- ❑ Subdivision
  - ❑ Final or Replat
  - ❑ Preliminary Plat
- ❑ Temporary Use Permit
- ❑ Variance
- ❑ Vested Property Right
- ❑ Wireless Facility
- ❑ Other: _____

PROJECT DESCRIPTION:

Property Owner Information

Name: Lynda Faires (35) Joel & Caitlin Hawksley (36) Entity (if applicable) _____
Address: Lynda: 218 S Cleveland Ave, Louisville, CO 80027 Joel: 1008 Honeysuckle Lane, Louisville
Phone: Lynda: 720-552-3424 Joel: 330-622-1856 Email: Lynda: lyndafaires@gmail.com Joel: joel@hawksley.org

Application Representative Information

Name: Joel & Caitlin Hawksley Entity (if applicable) _____
Address: 1008 Honeysuckle Lane, Louisville, CO
Phone: 330-622-1856 Email: joel@hawksley.org

Certification/Signature

I certify that the information I have submitted is true and correct to the best of my knowledge and in filing the application and submittal documents, I am acting as and/or with the knowledge and consent of those persons who are owners of the subject property or are parties to this application.

Joel Hawksley — Joel Hawksley — January 5, 2026

Signature* Print Name Date

***If acting as a representative/agent of the owner, include written authorization from the owner that certifies the agent's right to submit this application**

Lynda Faires
218 S Cleveland Avenue
Louisville, CO 80027

November 19, 2025

To whom it may concern,

I authorize Caitlin & Joel Hawksley to pursue approval of a replat combining 1006 and 1008 Honeysuckle Ln.

Lynda Faires

Lynda Faires
Owner of 1006 Honeysuckle Lane, Louisville, CO

January 7, 2026

To: City of Louisville Planning Commission and City Council

From: Joel and Caitlin Hawksley

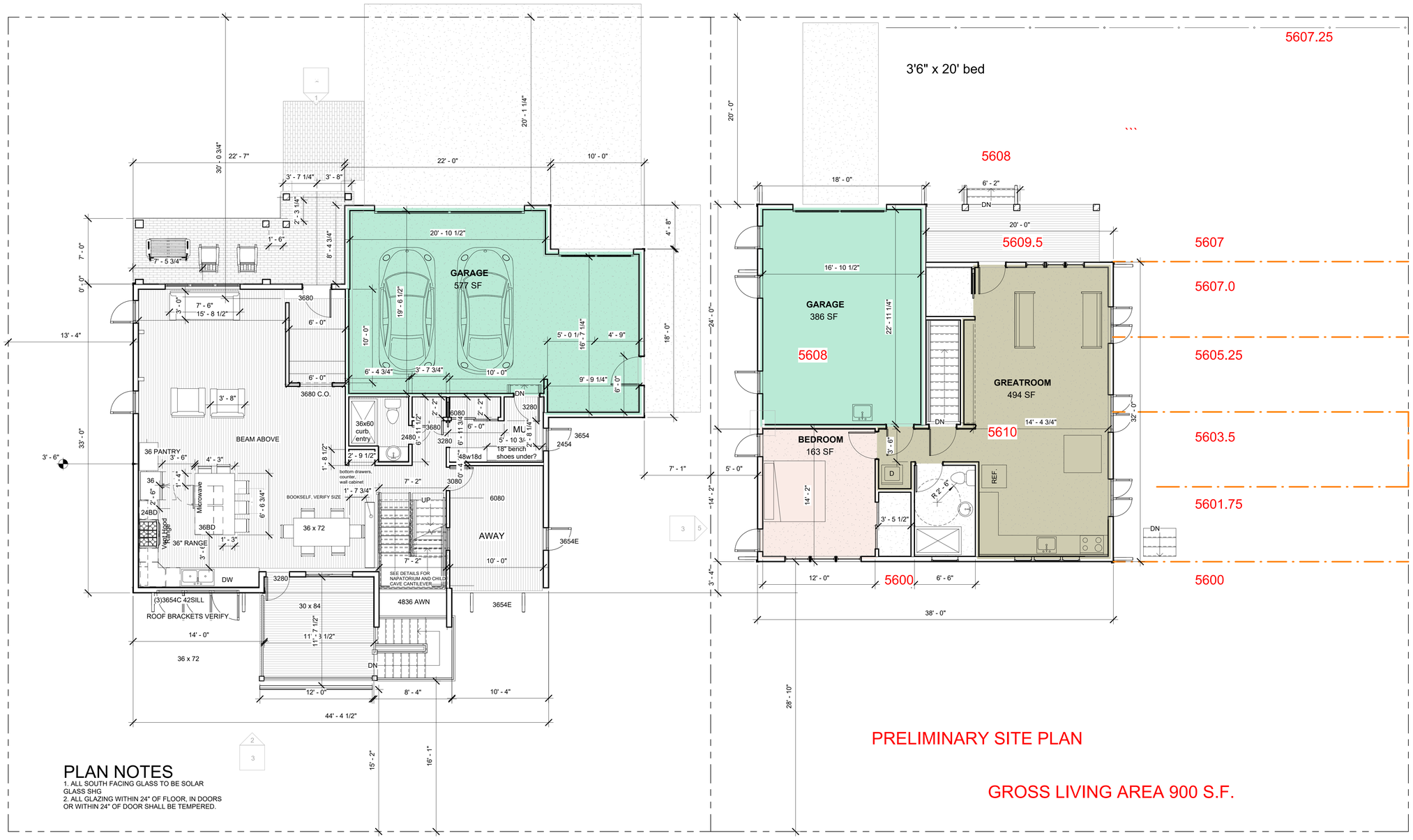
RE: Land Use Application to consolidate 1006 and 1008 Honeysuckle Lane (Lots 35 and 36), Centennial 8 subdivision

We purchased the property at 1008 Honeysuckle Lane in June 2020 and it became our home. On December 30th, 2021, the Marshall Fire completely destroyed our house. We moved back into our rebuilt home in March 2024.

We would like to purchase lot 35 (1006 Honeysuckle Lane) and consolidate it with our lot (36) for the purpose of creating a larger lot for a residential garden, play space for our two boys, and building a potential new Accessory Dwelling Unit (ADU), using the existing sewer and water taps for lot 35. Our intention is for the ADU to be accessible.

We are respectfully asking for a subdivision modification dissolving the lot line between the two lots. Doing so will allow us to develop the combined property to serve the needs of our family for generations to come.

Thank you for your time and consideration.



PLAN NOTES

1. ALL SOUTH FACING GLASS TO BE SOLAR GLASS SHG
2. ALL GLAZING WITHIN 24" OF FLOOR, IN DOORS OR WITHIN 24" OF DOOR SHALL BE TEMPERED.

1 SITE PLAN
3/16" = 1'-0"

PROJECT DATE
1-5-2026

REVISIONS

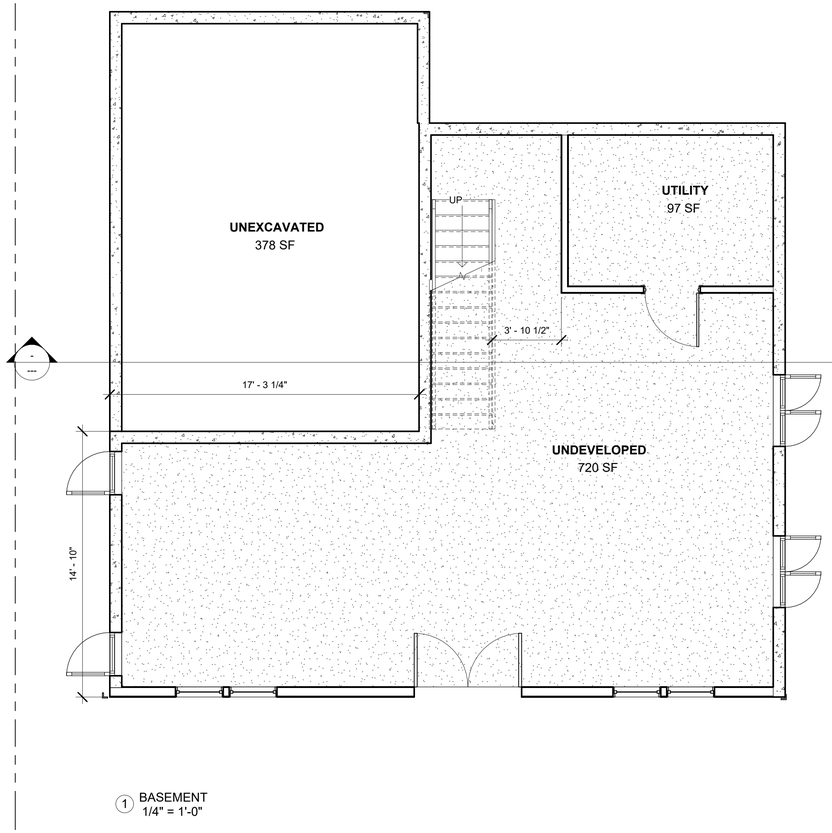
Cait and Joel Hawksley
1006 Honeysuckle Lane
Louisville, Ohio

RICK HAWKSLEY ARCHITECT
120 Portage Street
Kent, Ohio 44240
330.715.2354
rick@hawksley.org

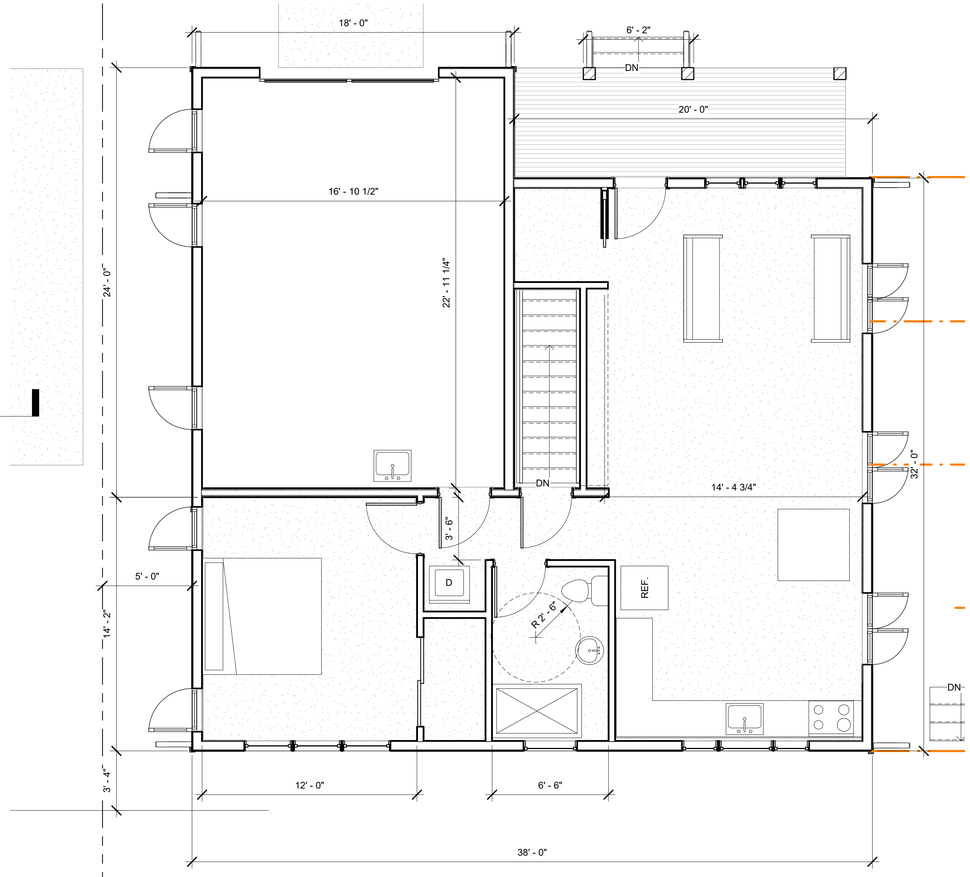
CONTENTS

1

Scale 3/16" = 1'-0"



1 BASEMENT
1/4" = 1'-0"



2 FIRST FLOOR PLAN
1/4" = 1'-0"

PROJECT DATE
1-5-2026

REVISIONS

Cait and Joel Hawksley
1006 Honeysuckle Lane
Louisville, Ohio

RICK HAWKSLEY ARCHITECT
120 Portage Street
Kent, Ohio 44240
330.715.2354
rick@hawksley.org

CONTENTS

2

Scale 1/4" = 1'-0"

NEW ADU

EXISTING HOUSE



1 NORTH ELEVATION
3/16" = 1'-0"

2 SOUTH ELEVATION
3/16" = 1'-0"



4 EAST ELEVATION
3/16" = 1'-0"

PROJECT DATE
1-5-2026

REVISIONS

Cait and Joel Hawksley
1006 Honeysuckle Lane
Louisville, Ohio

RICK HAWKSLEY ARCHITECT
120 Portage Street
Kent, Ohio 44240
330.715.2354
rick@hawksley.org

CONTENTS

3

Scale 3/16" = 1'-0"

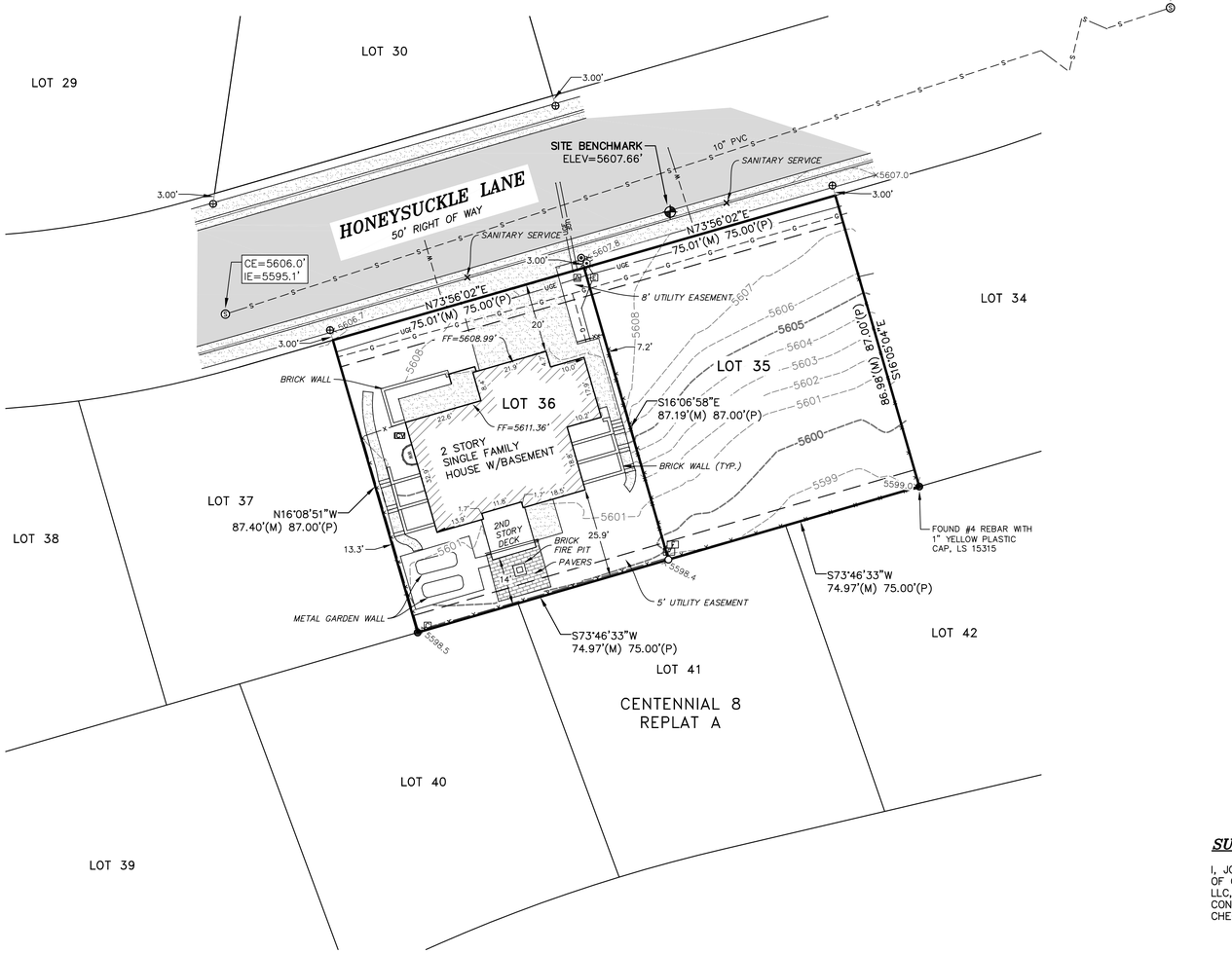
PROJECT NO.
S255498

EHRHART
LAND SURVEYING
P.O. Box 930
Erie, Colorado 80516
(303) 828-3340
www.coloradols.com

TOPOGRAPHIC SURVEY
1008 & 1006 HONEYSUCKLE LANE
LOT 35 & 36, CENTENNIAL 8 REPLAT A
SW 1/4 SECTION 7, T1S, R69W OF THE 6TH P.M.
CITY OF LOUISVILLE, BOULDER COUNTY, COLORADO

LEGEND

- SITE BENCHMARK
- SET BRASS DISK & NAIL, EHRHART PLS 29414 – 3.00' OFFSET
- SET #5 REBAR WITH 1.25" YELLOW PLASTIC CAP, EHRHART PLS 29414
- FOUND PROPERTY CORNER AS DESCRIBED
- FOUND CHISELED CROSS IN CONCRETE – 3.00' OFFSET – UNLESS NOTED OTHERWISE
- (P) PLATTED DISTANCE
- (M) MEASURED DISTANCE
- CE COVER ELEVATION
- IE INVERT ELEVATION
- X 5107.3 SPOT ELEVATION
- Ⓢ SEWER MANHOLE
- –S– SEWER LINE
- –UGE– UNDERGROUND ELECTRIC LINE
- [E] ELECTRIC PEDESTAL
- ELECTRIC TRANSFORMER BOX
- LIGHT POLE
- –G– GAS LINE
- –W– WATER LINE
- –X– FENCE
- CONCRETE
- ASPHALT
- BUILDING



NORTH
SCALE: 1" = 20'
0 10 20 40

LEGAL DESCRIPTION:

LOT 35 & 36, CENTENNIAL 8 REPLAT A, COUNTY OF BOULDER, STATE OF COLORADO.

CONTAINING 13,077 SQUARE FEET OR 0.300 ACRE, MORE OR LESS.

NOTES:

1) THE PURPOSE OF THIS SURVEY IS TO SHOW CERTAIN TOPOGRAPHIC FEATURES, AS REQUESTED BY CLIENT.
2) THIS TOPOGRAPHIC SURVEY IS NOT A "LAND SURVEY PLAT" OR AN "IMPROVEMENT SURVEY PLAT". APPROXIMATE PROPERTY LINES SHOWN HEREON ARE FROM RECORD PROPERTY DESCRIPTIONS PROVIDED BY CLIENT. BOUNDARY DETERMINATIONS ARE NOT A PART OF THE SURVEYOR'S STATEMENT SHOWN HEREON.
3) EASEMENTS AND PUBLIC DOCUMENTS SHOWN OR NOTED HEREON WERE EXAMINED AS TO LOCATION AND PURPOSE AND WERE NOT EXAMINED AS TO RESERVATIONS, RESTRICTIONS, CONDITIONS, OBLIGATIONS, TERMS, OR AS TO THE RIGHT TO GRANT THE SAME.
4) BENCHMARK: NGS "W 413" – PID: LL1549 – ELEV = 5459.62' (NAVD88–GEOID 18)

   SITE BENCHMARK: CHISELED CROSS IN CONCRETE PAN OF HONEYSUCKLE LANE. ELEV=5607.66' (NAVD88–GEOID18)
5) THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE COMMITMENT AND DOES NOT CONSTITUTE A TITLE SEARCH BY EHRHART LAND SURVEYING, LLC TO DETERMINE OWNERSHIP OF THIS TRACT, VERIFY THE DESCRIPTION SHOWN, VERIFY THE COMPATIBILITY OF THIS DESCRIPTION WITH THAT OF ADJACENT TRACTS, OR VERIFY EASEMENTS OF RECORD.
6) LINEAL UNITS USED ARE U.S. SURVEY FEET
7) ALL RIGHT–OF–WAY AND LOT AND BLOCK INFORMATION WAS TAKEN FROM THE PLAT OF CENTENNIAL 8, REPLAT A RECORDED OCTOBER 24, 1989 AT RECEPTION NO. 1009977.
8) UTILITY LOCATIONS AND PIPE SIZES SHOWN ARE FROM VISIBLE SURFACE EVIDENCE, MAPS PROVIDED AND LOCATES BY OTHERS. THIS OFFICE CANNOT ACCEPT RESPONSIBILITY FOR THE ACCURACY OF THE UNDERGROUND IMPROVEMENTS SHOWN HEREON. UNDERGROUND UTILITY CONNECTIONS FOR WHICH THERE ARE NO PUBLIC RECORDS READILY AVAILABLE ARE NOT SHOWN. FOR SPECIFIC LOCATIONS DURING CONSTRUCTION CALL THE UTILITY NOTIFICATION CENTER OF COLORADO AT 1–800–922–1987.
9) TOPOGRAPHIC AREA IS LOCATED IN FLOOD ZONE "X" (AREA OF MINIMAL FLOOD HAZARD) PER FLOOD INSURANCE RATE MAP FOR BOULDER COUNTY, COLORADO AND INCORPORATED AREAS, MAP NUMBER 08013C0581J (MAP NOT PRINTED), DATED DECEMBER 18, 2012.
10) NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE SURVEYOR'S STATEMENT SHOWN HEREON.
11) PER THE STATE OF COLORADO BOARD OF LICENSURE FOR ARCHITECTS, PROFESSIONAL ENGINEERS, AND PROFESSIONAL LAND SURVEYORS RULE 1.6.B.2, THE WORD "CERTIFY" AS USED HEREON MEANS AN EXPRESSION OF PROFESSIONAL OPINION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED. THE SURVEY REPRESENTED HEREON HAS BEEN PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE AND IS BASED UPON MY KNOWLEDGE, INFORMATION AND BELIEF.

SURVEYOR'S STATEMENT:

I, JOHN P. EHRHART, A DULY REGISTERED LAND SURVEYOR, LICENSED IN THE STATE OF COLORADO, HEREBY STATE FOR AND ON BEHALF OF EHRHART LAND SURVEYING, LLC, THAT A TOPOGRAPHIC SURVEY OF THE ABOVE DESCRIBED PREMISES WAS CONDUCTED BY ME OR UNDER MY DIRECT SUPERVISION, RESPONSIBILITY AND CHECKING ON OR AROUND DECEMBER 1, 2025.

JOHN P. EHRHART
COLORADO P.L.S. #29414
EHRHART LAND SURVEYING, LLC
PO BOX 930, ERIE, CO 80516
PHONE: 303–828–3340

COLORADO REGISTERED
JOHN P. EHRHART
12/19/25
29414
PROFESSIONAL LAND SURVEYOR

REVISIONS	NO.	DATE	BY	DESCRIPTION

DATE: 12/19/25
FIELD WORK BY: IRE
DRAWN BY: JMH
CHECKED BY: JPE

SHEET NO.
1 OF 1