DOUGLAS COUNTY
COLORADO

Replat Staff Report

Date:	July 15, 2026
To:	Douglas County Board of County Commissioners
Through:	Douglas J. DeBord, County Manager
From:	Kati Carter, AICP, Director of Community Development
CC:	Mike Pesicka, Principal Planner Brett Thomas, AICP, Planning Manager Steven E. Koster, AICP, Deputy Director of Community Development
Subject:	**Pinery Village Filing 2, 1st Amendment**
Project File:	**SB2026-015**

Board of County Commissioners Meeting: **July 28, 2026 @ 2:30 p.m.**

I. EXECUTIVE SUMMARY

The applicant is requesting approval of a replat application to create 19 commercial lots and three tracts for drainage, utilities, private roads, and access in Pinery Village Filing 2. The proposed lots range in size from 1.00 acre to 7.96 acres.

The project site is generally located at the northwest corner of the intersection of State Highway 83 and Wellspring Drive and encompasses 47.62 acres within the Pinery Village Business Park Planning Area (PA) of the Pinery Planned Development (PD). The site is located in the Pinery Separated Urban Area (SUA) of the 2040 Comprehensive Master Plan (CMP).

II. APPLICATION INFORMATION

A. Applicant

Pinery Owner, LLC
2040 14th Street, Ste 210
Boulder, CO 80302

B. Applicant's Representative

Mark Cevall
Redland
1500 W. Canal Court
Littleton, CO 80120

C. Request

The request is to replat Lots 2 and 3 of Pinery Village Filing 2 into 19 commercial lots and three tracts for drainage, utilities, private roads, and access.

D. Process

A replat is processed pursuant to Article 7 of the Douglas County Subdivision Resolution (DCSR). Article 7 states the intent of the process is "to provide a review process for the replatting of an existing subdivision plat or superblock final plat." Per Section 706.06 of the DCSR, "The Board shall evaluate the replat request, staff report, referral agency comments, applicant responses, and public comment and testimony, and shall approve, approve with conditions, continue, table for further study, or deny the replat request. The Board's action shall be based on the evidence presented, compliance with adopted County standards, regulations, policies, and other guidelines."

E. Location

The project site is generally located at the northwest corner of the intersection of State Highway 83 (SH 83) and Wellspring Drive. The attached CMP vicinity map, zoning map and aerial map highlight site location and existing conditions.

F. Project Description

This is a replat application to replat Lots 2 and 3 of Pinery Village Filing 2 into 19 commercial lots and three tracts for drainage, utilities, private roads, open space, and access for future commercial development within the Pinery PD.

Utility easements along internal lot lines are included as requested by CORE Electric and Xcel Energy.

III. CONTEXT

A. Background

The site was rezoned to Planned Development (PD) with approval of the Pinery PD by the Board of County Commissioners in 1982. The PD has anticipated commercial, business, and light industrial uses in the area around the wastewater treatment plant since the original approval. By 1987, the plan had been modified to preserve the Cherry Creek floodplain as open space (rather than a golf course as previously anticipated) but continued to depict the land on the west side of SH 83 for commercial uses.

There have been several replat applications approved for the area south of Wellspring Drive (Pinery Village Filing 1) that subdivided the area into buildable lots, one of which will be for a new King Soopers grocery store. A minor development final plat for the project site was approved by the Board of County Commissioners on March 24, 2026, to create these three super-block lots and seven tracts.

B. Adjacent Land Uses and Zoning

The project site is zoned PD within the Pinery PD with properties to the south, east, and west also within the Pinery PD. Properties to the north are zoned Agricultural One (A-1) or located within the Town of Parker.

Zoning and Land Use

	Zoning	Land Use
North	Agricultural One (A-1), Town of Parker	Open Space, agricultural uses
South	Pinery PD	Commercial
East	Pinery PD	Open Space, State Hwy 83
West	Pinery PD	Open Space, wastewater treatment facility

IV. PHYSICAL SITE CHARACTERISTICS

A. Site Characteristics and Constraints

The project site consists of rolling terrain that generally slopes down from east to west towards Cherry Creek and includes mostly grasses and shrubs. The site is currently undeveloped. A Pinery Water and Wastewater treatment facility is located just west of the project area. No physical characteristics of the land would preclude development of the property.

B. Access

The project site is accessible from SH 83 via Wellspring Drive and Pinery Center Boulevard, which is now open from N. Pinery Parkway to Wellspring Drive. Pinery Center Boulevard will be extended north to the Town of Parker as part of the previously approved minor development final plat. Internal private drives and access easements will also provide access to the proposed commercial lots. Engineering has reviewed and approved the Traffic Impact Study.

C. Soils and Geology

The Colorado Geological Survey (CGS) has previously reviewed the project site and stated that there are no geologic hazards or unusual geotechnical constraints known or suspected to be present that would preclude the proposed minor development final plat from being approved. CGS stated that additional soil analysis will be needed at the time of site design and building permit when building locations and loads are known.

D. Drainage and Erosion

A Phase III Drainage Report and Grading Erosion Sediment Control Plan (GESC) have been reviewed and accepted by Engineering Services. Regional drainage is available for the entire project area.

E. Floodplain

There is no mapped 100-year floodplain within the project area.

F. Wildlife

The Colorado Department of Wildlife did not respond to the referral request. The 2040 CMP Wildlife Resources map identifies this site as being of low wildlife habitat value. Adjacent Cherry Creek riparian areas, which are identified as moderate habitat value, are not within the boundaries of the proposed replat.

V. PROVISION OF SERVICES

A. Schools

No land dedication or capital mitigation is required for this application as it does not create any new residential lots.

B. Fire Protection

South Metro Fire Rescue (SMFR) provides fire and emergency services to the site. SMFR had no objections to the proposed replat.

C. Sheriff Services

The Douglas County Sheriff's Office (DCSO) provides emergency services to the site and did not respond to the referral request. No response was received from DCSO E911. The Office of Emergency Management (OEM) had no comment on the application.

D. Water

Water service is provided by the Pinery Water and Wastewater District (PWWD), which indicated its willingness and ability to provide water service to the project site with a letter dated January 5, 2026.

The Colorado Division of Water Resources (CDWR) provided correspondence indicating that the proposed water supply is adequate and can be provided without causing injury to decreed water rights.

E. Sanitation

Sanitation will be provided by the PWWD. The January 5, 2026, letter indicates the District's willingness and ability to serve the project with sanitary services. In October of 2022, the applicant received approval of a Location and Extent to construct a lift station and force mains to provide service to the north part of the project area. The lift station and force main will be owned and maintained by the Pinery Commercial Metro District No. 1 and 2. The Douglas County Health Department provided a favorable recommendation regarding the proposed method of sanitary service.

F. Utilities

Utility service providers are AT&T, CenturyLink, Comcast, CORE (electric), and Xcel (gas). AT&T indicated that there may be a conflict with existing facilities along SH 83 and requested additional information. AT&T did not respond to follow-up correspondence. CORE requested additional utility easements be added to the plat

exhibit and they have been added by the applicant. Xcel made the applicant aware of an existing high-pressure gas line in the project area and indicated that additional easements may need to be acquired by separate instrument and requested that the applicant continue to coordinate with Xcel on this possibility as development on the site progresses.

G. Dedications

Dedicated Element	Purpose, Ownership, and Maintenance
Sidewalk Easements	Dedicated to Douglas County for sidewalk improvements
Drainage and Blanket Access Easements	Dedicated to Douglas County for access to drainage facilities in the event that the system owner fails to maintain the improvements
Utility Easements	Dedicated to Douglas County for utility purposes, including but not limited to gas, electricity, telephone, and cable
Drainage Easements	Dedicated to Pinery Commercial Metropolitan District No. 2 for ownership and maintenance of drainage facilities

VI. PUBLIC NOTICE AND INPUT

Courtesy Notices of an application in process were sent to adjacent property owners. No comments were received. Referral agency responses received during the referral period of June 4, 2026, to June 25, 2026, are included as an attachment to this staff report. The applicant has provided a written response to referral agency comments.

VII. STAFF ANALYSIS

Pursuant to Section 704 of the DCSR, a replat may be approved upon the finding by the Board that the following standards have been met:

704.01: Complies with all applicable standards and criteria, and the original conditions of approval.
Staff Comment: The replat is in conformance with all applicable technical standards and criteria. The original plat was approved for urban level development including central water and sewer services. Public Works Engineering and SMFR had no concerns with the proposed replat.

704.02: Does not create nonconforming lots, and in the case of nonconforming lots, does not increase the nonconformity.
Staff Comment: The proposed lots meet the minimum standards of the Pinery PD which does not require a minimum lot size.

704.03: Complies with this Resolution.
Staff Comment: The replat is in compliance with all the submittal and process requirements set forth in the DCSR.

704.04: Conforms with the goals and policies of the Master Plan.
Staff Comment: The property is located within the Pinery Separated Urban Area (SUA) as identified in Section 2 of the 2040 CMP. The 2040 CMP states that while approval criteria for land use applications require a finding of compliance with the 2040 CMP, "…the competing values of the Plan must be balanced through the public review process to achieve the larger vision of the community." As such, the 2040 CMP acknowledges its own competing values and that implementation can only be achieved through the balancing of community values during the review process. The proposed replat application is consistent, on balance, with the goals and objectives of the 2040 CMP for urban development within this part of the County.

Consistent with the objectives and policies of Urban Land Use Goal 2-1, the request proposes urban development in a designated urban area, specifically the Pinery SUA. Objective 2-15A supports the logical buildout of the SUAs. This site has been zoned for nonresidential development within the Pinery PD since 1982.

Consistent with the objectives and policies of Urban Land Use Goal 2-9, the request proposes urban development within an area that has existing and planned capacity in services and infrastructure. The site is located in and will be served by an existing water and sanitary sewer district, and nearby roads to serve the development have been constructed.

704.05: Addresses the design elements in Article 4, Section 404 of this Resolution.
Staff Comment: The proposed replat has addressed all applicable subdivision design elements.

704.06: Conforms with Section 18A, Water Supply Overlay District, of the Zoning Resolution.
Staff Comment: PWWD has indicated that it has sufficient water rights that may be legally used to provide water service to this commercial subdivision.

The CDWR reviewed the application and indicated that the amount of water needed for the subdivision can be provided without affecting existing decreed water rights.

704.07: Provides for a public wastewater collection and treatment system and, of other methods of wastewater collection and treatment are proposed, such systems shall comply with the State and Local laws and regulations.
Staff Comment: PWWD will provide wastewater services to the property. Douglas County Health Department provided a favorable recommendation regarding proposed sanitary service.

704.08: Identifies all areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards or requiring special precautions and that the proposed uses of these areas are compatible with such conditions.
Staff Comment: Soils present on the site do not preclude development and CGS has no objections to the subdivision.

704.09: Provides adequate drainage improvements.
Staff Comment: A Phase III Drainage Report was submitted by the applicant and accepted by Engineering Services.

704.10: Provides adequate transportation improvements.
Staff Comment: The applicant's traffic impact study has been reviewed by Engineering Services and found to be acceptable with the roadway improvements identified and secured in the Subdivision Improvements Agreement (SIA).

704.11: Protects significant cultural, archaeological, natural, and historical resources and unique landforms.
Staff Comment: During a prior review of the project site, the Douglas County Historic Preservation Board indicated that there are no known significant cultural, archaeological, natural, historical, or unique landforms on the site.

704.12: Has available all necessary services, including fire and police protection, recreation facilities, utility services, streets, and open space to serve the proposed subdivision.
Staff Comment: The proposed replat will be served by SMFR, the DCSO, CORE Electric, Comcast, CenturyLink, and Xcel. Roads are to be private and dedicated to the Pinery Commercial Metro District No. 2.

VIII. STAFF ASSESSMENT

Staff has evaluated the replat request in accordance with Article 7 of the DCSR. Should the Board find that the approval standards for the replat are met, the following proposed conditions should be considered for inclusion in the motion:

1. Prior to recordation of the replat, technical corrections to the final exhibit shall be made to the satisfaction of Douglas County.

2. All commitments and promises made by the applicant or the applicant's representative during the public meeting and/or agreed to in writing and included in the public record have been relied upon by the Board of County Commissioners in approving the application; therefore, such approval is conditioned upon the applicant's full satisfaction of all such commitments and promises.

ATTACHMENTS **PAGE**

Douglas County Land Use Application 9
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Replat Exhibit 172

DOUGLAS COUNTY
COLORADO

Land Use Application

Please complete, sign, and date this application. Return it with the required items on the Submittal Checklist to planningsubmittals@douglas.co.us. Submittals may also be mailed or submitted in person to Planning Resources.

PROJECT INFORMATION

Project Type: Replat

Marketing Name: Pinery Village Filing No. 2 - Amendment #1

Presubmittal Review Project Number: PS2026-042 Pinery Village Filing 2

PROJECT SITE

Address: West of Parker Road & East of Pinery Center Blvd, north of North Pinery Pkwy

State Parcel Number(s): 234910102001, 234910100008, 234903400011

Subdivision/Block#/Lot# *(if platted)*: Pinery Village Filing No. 2 - Block 1, Lots 2 & 3

PROPERTY OWNER(S)

Name(s): Pinery Owner, LLC. (Craig Campbell)

Address: 2040 14th Street #210, Boulder CO 80302

Phone: 303-720-4436

Email: [redacted]

AUTHORIZED REPRESENTATIVE

Name: Mark Cevaal

Company: Redland

Address: 1500 West Canal Court, Littleton, CO 80120

Phone: 720-283-6783

Email: [redacted]

A notarized Letter of Authorization is required from the property owner, unless the owner is acting as the representative.

ACKNOWLEDGMENT

To the best of my knowledge, the information contained on this application is true and correct. I have received the County's information sheet regarding the *Preble's Meadow Jumping Mouse*.

Applicant's Signature — Date: 4/5/2026

NOTICE: Douglas County Planning does not charge "Approval" fees. Douglas County communicates through our official email accounts ending in @douglas.co.us; beware of phishing scams using similar addresses. If you have questions or concerns about the validity of an email or invoice, please call our public outreach and assistance team at 303-660-7460 or email planning@douglas.co.us.

Project Number (Office Use Only):

Redland
WHERE GREAT PLACES BEGIN

April 13, 2026

Douglas County Planning Division
100 Third St.,
Castle Rock, CO 80104

Re: Pinery Village Filing No. 2 – Plat Amendment #1, Project Narrative

To Whom it may concern,

A Plat Amendment via the Douglas County replat process is being proposed for Lot 2 and Lot 3 of the Pinery Village Filing No. 2 Subdivision located within Douglas County, Colorado. The Project Area is comprised of 47.62 acres and is accessed via Pinery Center Boulevard for Lot 2 and via Wellspring Drive and Pinery Center Boulevard for Lot 3.

The replat seeks to subdivide Lot 2 and Lot 3 of the Pinery Village Filing No. 2 Subdivision into seventeen total lots and three tracts. The replat includes the construction of private improvements necessary for the continued development of the Pinery Village Filing No. 2 Subdivision including three private drives, storm sewer, sanitary sewer and water main infrastructure.

No public right-of-way is being proposed with the replat. Private Drives and storm sewer within the proposed tracts will be owned and maintained by The Pinery Commercial Metropolitan District No. 2. Water mains and sanitary sewers will be owned and maintained by the Pinery Water and Wastewater District (PWWD). Water and sanitary sewer easements are being dedicated via separate document to the PWWD.

The Pinery Village Filing No. 2 Subdivision is currently zoned as Planned Development (PD). Per the approved Pinery Planned Development, 28th Amendment, Lot 2 and Lot 3 of the Pinery Village Filing No. 2 Subdivision were classified as Business Park land use. The replat will not affect the zoning or planned land use.

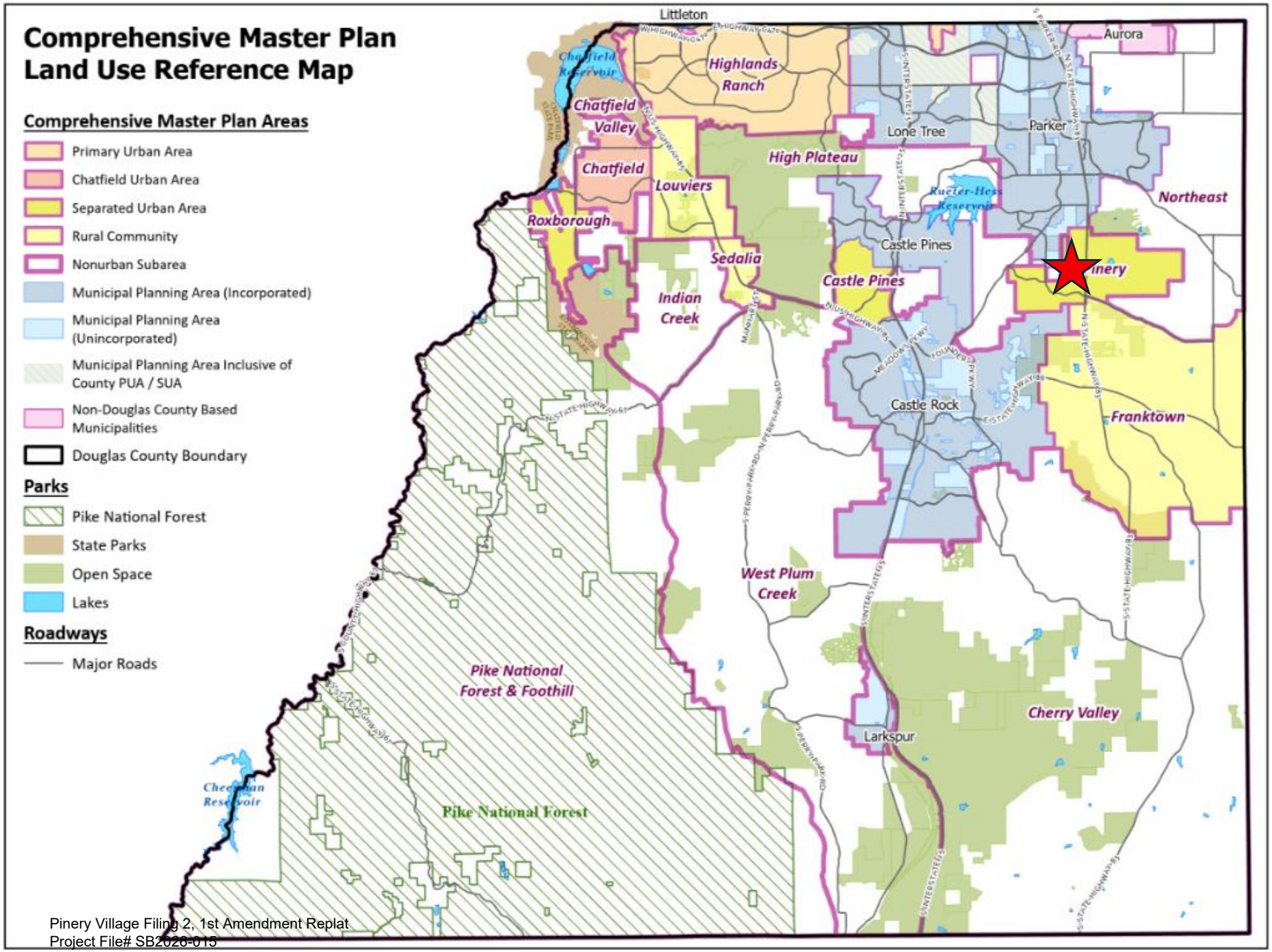
On behalf of the Property Owner, we look forward to working with the Douglas County Planning Department on the continued development of the Pinery Village Filing No. 2 Subdivision. Please do not hesitate to contact our team for clarification or additional information.

If you have any questions regarding the above, please contact me at 720-283-6783 ext. 136 or at mcevaal@redland.com.

Sincerely,

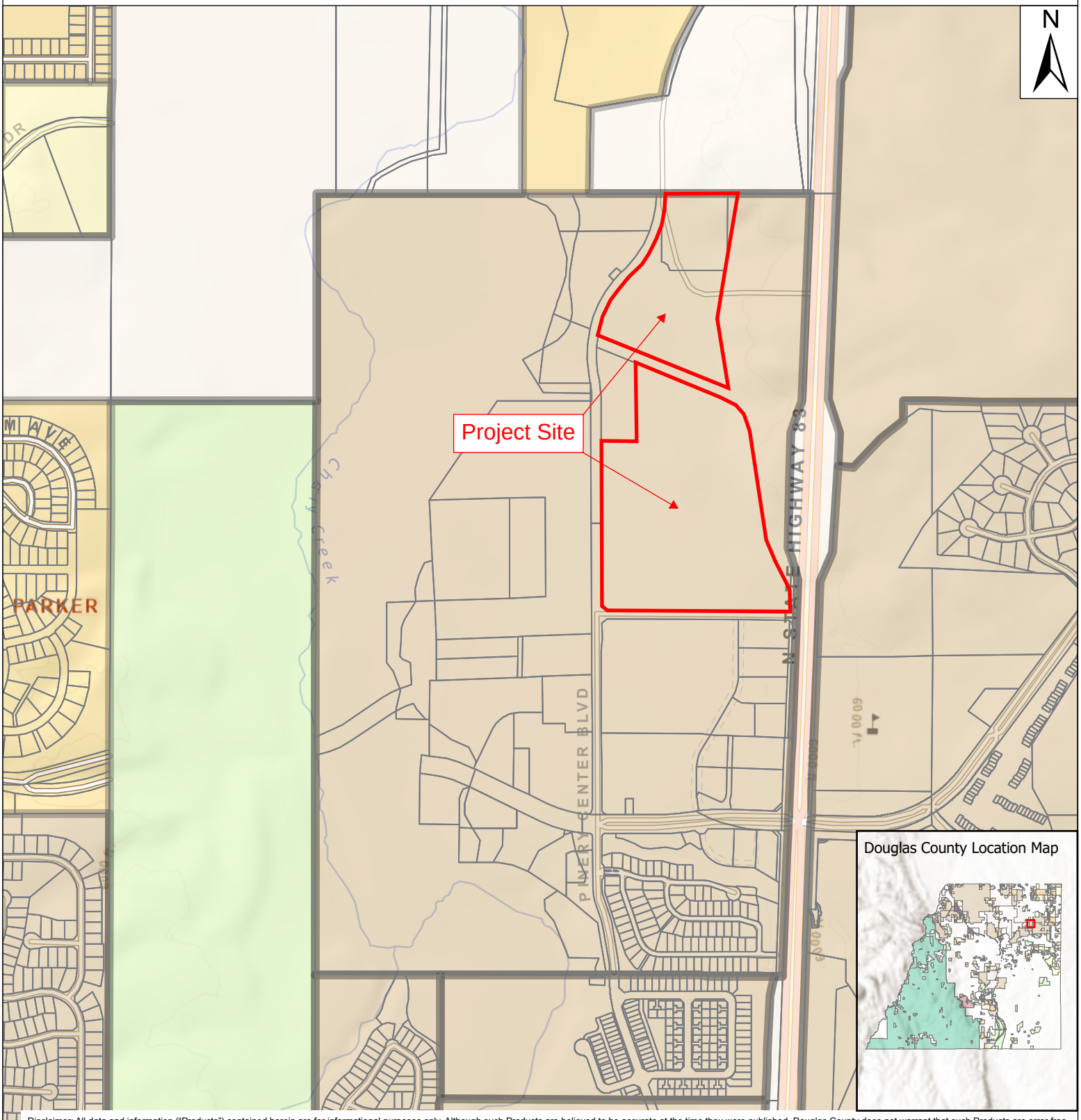
Mark D. Cevaal, P.E.
Sr. Project Manager

Cc: Mr. Craig Campbell – Cairn Real Estate


Comprehensive Master Plan
Land Use Reference Map
Comprehensive Master Plan Areas
Primary Urban Area
Chatfield Urban Area
Separated Urban Area
Rural Community
Nonurban Subarea
Municipal Planning Area (Incorporated)
Municipal Planning Area (Unincorporated)
Municipal Planning Area Inclusive of County PUA / SUA
Non-Douglas County Based Municipalities
Douglas County Boundary
Parks
Pike National Forest
State Parks
Open Space
Lakes
Roadways
Major Roads
Littleton
Aurora
Highlands Ranch
Chatfield Reservoir
Chatfield Valley
Chatfield
Louviers
Roxborough
Lone Tree
Parker
High Plateau
Ruetter-Hess Reservoir
Northeast
Castle Pines
Sedalia
Castle Pines
Indian Creek
Castle Rock
Franktown
West Plum Creek
Pike National Forest & Foothill
Cherry Valley
Larkspur
Cheesman Reservoir
Pike National Forest

Zoning Map - SB2026-015

DOUGLAS COUNTY COLORADO



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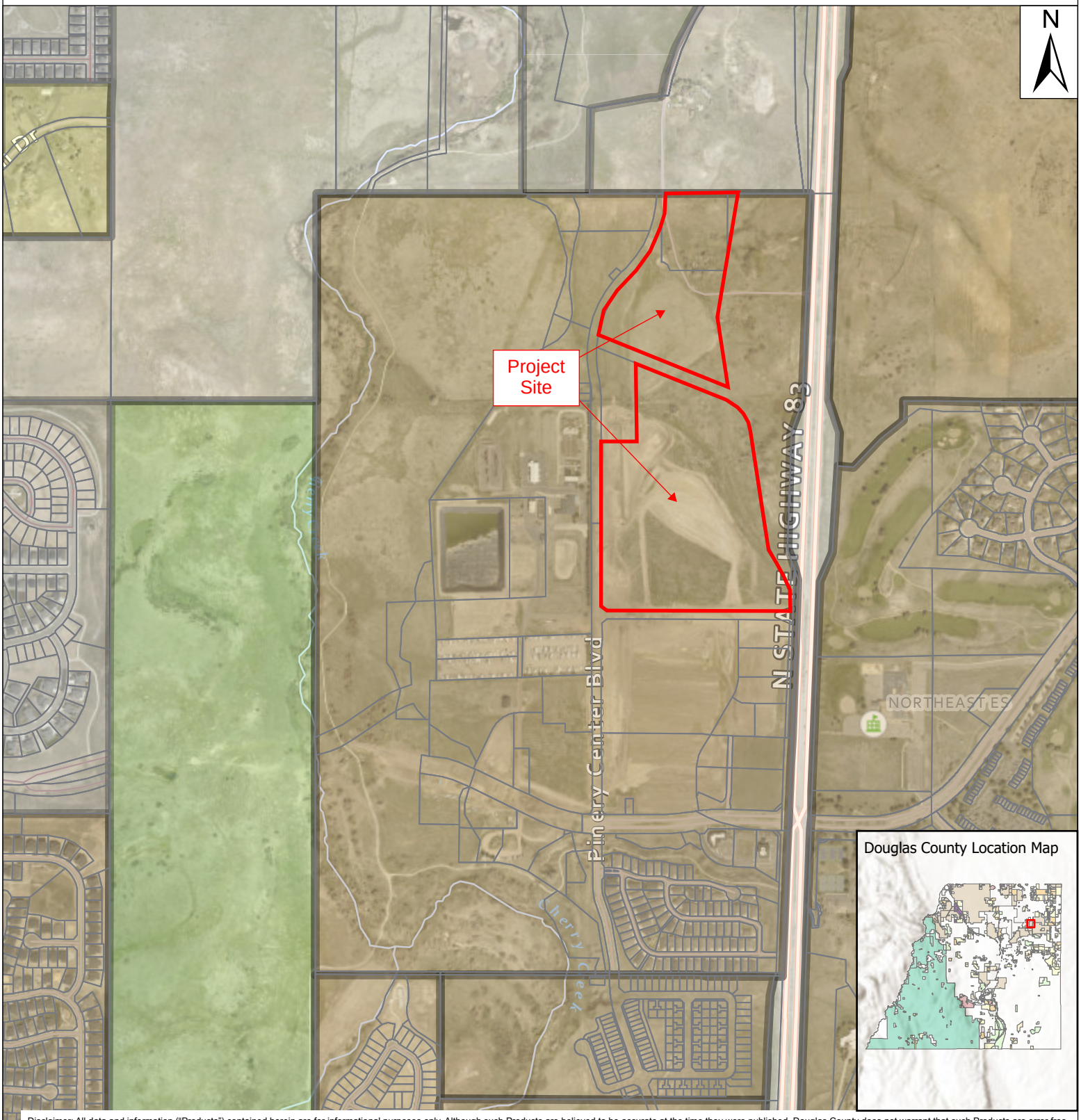
Date Saved: 7/14/2026 11:44 AM

- A1 - AGRICULTURAL ONE
- RR - RURAL RESIDENTIAL
- PD - PLANNED DEVELOPMENT
- OS - OPEN SPACE CONSERVATION

Pinery Village Filing 2, 1st Amendment Replat
Project File# SB2026-015

Aerial Map - SB2026-015

DOUGLAS COUNTY COLORADO



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Date Saved: 7/14/2026 11:46 AM

- A1 - AGRICULTURAL ONE
- RR - RURAL RESIDENTIAL
- PD - PLANNED DEVELOPMENT
- OS - OPEN SPACE CONSERVATION

Pinery Village Filing 2, 1st Amendment Replat
Project File# SB2026-015

Project Name: Pinery Village Filing 2, 1st Amendment
Project File #: SB2026-015
Date Sent: 06/04/2026 **Date Due:** 06/25/2026

Agency	Date Received	Agency Response	Response Resolution
Addressing Analyst	06/04/2026	No comment.	No response required.
Assessor	06/23/2026	Received (verbatim): Please be aware of the following comments: please make sure dedication statement matches plat and tract table, statement does mention Tract F but I did not see Tract F in this filling.	The applicant has removed Tract F from the dedication statement as it was part of a prior subdivision application.
AT&T Long Distance - ROW	06/04/2026	Following is an excerpt of the agency's response. Please see the attached email for further details. As shown on the map provided, there is a possibility of conflict along HWY 83. Any other information you could provide about the projects would be appreciated in determining if a conflict will exist.	Additional information was provided to AT&T regarding the location of their Long Line Fiber Optics near Lewis Christensen Road and they did not respond.
Building Services	06/04/2026	No comment.	Acknowledged by the applicant.
CenturyLink		No response received.	No response required.
Cherry Creek Basin Water Quality Authority	06/10/2026	Received (verbatim): The Cherry Creek Basin Water Quality Authority (Authority) acknowledges notification from Douglas County that the proposed development plans for SB2026-015, Pinery Village Filing 2, 1st Amendment have been or will be reviewed by Douglas County for compliance with the applicable Regulation 72 construction and post-construction requirements. Based on the Authority's current policy, the Authority will no longer routinely conduct a technical review and instead the Authority will defer to Douglas County's review and ultimate determination that the proposed development plans comply with Regulation 72. If a technical review of the proposed development plan is needed, please contact.	Acknowledged by the applicant.
Colorado Department of Transportation CDOT-Region # 1	06/25/2026	No comment.	No response required.

Project Name: Pinery Village Filing 2, 1st Amendment
Project File #: SB2026-015
Date Sent: 06/04/2026 **Date Due:** 06/25/2026

Agency	Date Received	Agency Response	Response Resolution
Colorado Division of Water Resources	06/24/2026	Received: Following is an excerpt of the agency's response. Please see the attached letter for further details. -Based upon the above and pursuant to Section 30-28-136(1)(h)(I) and Section 30-28-136(1)(h)(II), C.R.S., the State Engineer's office offers the opinion that with the District serving the property the proposed water supply is adequate and can be provided without causing material injury to existing water rights.	No response required.
Colorado Geological Survey	06/25/2026	Received (verbatim): No geologic hazards are known or suspected to be present that would preclude the proposed commercial use and density. CGS previously reviewed a geotechnical report relevant to the subject site: Preliminary Geotechnical Investigation, Pinery West Preliminary Plan #3 (CTL|Thompson Project No. DN49,579-115-R1, September 10, 2018). CTL makes appropriate preliminary recommendations for mitigating the site's variable subsurface conditions, which include low density/low strength and expansive soils, and shallow, expansive claystone bedrock. Specifically, CTL encountered very soft, low density, low strength clays at approximately 10 to 27 feet below the ground surface in three of their borings, TH-1, TH-4, and TH-7. Uses involving very heavy loads may require mitigation/stabilization in these areas. Provided CTL's recommendations are adhered to, and additional investigation and analysis are conducted, once building locations and loads are known, for use in design of subgrade preparation,	Acknowledged by the applicant.

Project Name: Pinery Village Filing 2, 1st Amendment
Project File #: SB2026-015
Date Sent: 06/04/2026 **Date Due:** 06/25/2026

Agency	Date Received	Agency Response	Response Resolution
		foundations, floor systems, pavements, etc., the Colorado Geological Survey has no objection to approval of SB2026-015.	
Colorado Parks and Wildlife (East DC - Dist 549)		No response received.	No response required.
Comcast		No response received.	No response required.
CORE Electric Cooperative	06/24/2026	Received (verbatim): CORE approves the replat. CORE will require the applicant to revise Note 9 on the plat notes to add CORE Electric Cooperative (CORE).	The applicant has revised the note on the replat exhibit as requested by CORE.
Douglas County Health Department	06/17/2026	Received (verbatim): Water and Sewer Service A will-serve letter has been provided by the Pinery Water and Wastewater District. Based on this letter, DCHD is providing a favorable recommendation regarding the proposed method of sewage disposal.	Acknowledged by the applicant.
Engineering Services	06/16/2026	Received: following is an excerpt of the agency's response. Please see the attached email for further details. Engineering had comments on the construction drawings, and the replat exhibit. Traffic Engineering had comments on the signage and striping plans. Those comments were subsequently addressed.	The applicant addressed comments from Engineering Services on the construction drawings and replat exhibit. Revised signage and striping plans were submitted which addressed comments from Traffic Engineering.
High Prairie Farms HOA		No response received.	No response required.
Mile High Flood District		No response received.	No response required.
Office of Emergency Management	06/09/2026	No comment.	Acknowledge by the applicant.
Pinery Commercial Metro Districts #1 & 2		No response received.	No response required.
Pinery Water and Wastewater District		No response received.	No response required.
Pinery West HOA		No response received.	No response required.
Pinewood Townhome HOA		No response received.	No response required.

Project Name: Pinery Village Filing 2, 1st Amendment
Project File #: SB2026-015
Date Sent: 06/04/2026 **Date Due:** 06/25/2026

Agency	Date Received	Agency Response	Response Resolution
RTD - Planning & Development Dept	06/23/2026	Received (verbatim): Project Name: Pinery Village Filing 2, 1st Amendment - SB2026-015 - 1st Submittal -Department Comments Bus Operations-No exceptions Bus Stop Program-No exceptions Commuter Rail-No exceptions Construction Management-No exceptions Engineering-No exceptions Light Rail-No exceptions Real Property-No exceptions Service Development-No exceptions Transit Oriented Development-No exceptions Utilities-No exceptions This review is for Design concepts and to identify any necessary improvements to RTD stops and property affected by the design. This review of the plans does not eliminate the need to acquire, and/or go through the acquisition process of any agreements, easements or permits that may be required by the RTD for any work on or around our facilities and property.	Acknowledge by the applicant.
Sheriff's Office		No response received.	No response required.
Sheriff's Office E911		No response received.	No response required.
South Metro Fire Rescue	06/11/2026	Received (verbatim): South Metro Fire Rescue (SMFR) has reviewed the provided documents and has no objection to the proposed replat.	Acknowledged by the applicant.
The Pinery HOA	06/25/2026	No comment.	Acknowledged by the applicant.
Town of Castle Rock	06/09/2026	No comment.	Acknowledged by the applicant.
Town of Parker Development Review		No response received.	No response required.
Town of Parker Public Works	06/04/2026	No comment.	Acknowledged by the applicant.
Wildfire Mitigation	06/04/2026	No comment.	Acknowledged by the applicant.
Xcel Energy-Right of Way & Permits	06/17/2026	Received (verbatim): -Public Service Company of Colorado's (PSCo) Right of Way and	Acknowledged by the applicant and utility easements are shown on the replat exhibit. The applicant will

Project Name: Pinery Village Filing 2, 1st Amendment
Project File #: SB2026-015
Date Sent: 06/04/2026 **Date Due:** 06/25/2026

Agency	Date Received	Agency Response	Response Resolution
		Permits Referral Desk has reviewed the above-mentioned plat and requests a 10-foot utility easement within all lots on each side of Tract A. -Please be aware PSCo owns and operates existing natural gas transmission pipeline along and electric distribution facilities within the west property line and along the Pinery Center Boulevard. -Additional easements may need to be acquired by separate document – be sure to ask the Designer to contact a Right-of-Way & Permits Agent in this event	continue to coordinate with Xcel on development of the site and future land use applications will be referred to Xcel for review.

From: annb cwc64.com
To: Michael Pesicka
Cc: LANA SCARLETT-ROWELL (ls1762@att.com); duanew cwc64.com
Subject: Lewis Christensen Rd Parker, Colorado Douglas County eReferral #SB2026-015
Date: Thursday, June 4, 2026 1:31:32 PM

Caution: This email originated outside the organization. Be cautious with links and attachments.

Hi Mike,

This is in response to your eReferral for a utility map showing the buried AT&T Long Line Fiber Optics near Lewis Christensen Rd Parker, Colorado. I attached an Earth map showing the project area in red and the buried AT&T Long Line/Core Fiber Optics in yellow. As shown, there is a possibility of conflict along HWY 83. Any other information you could provide about the projects would be appreciated in determining if a conflict will exist. Please pass on our contact information as well.

Please feel free to contact us with any questions or concerns.

Ann Barnowski
Clearwater Consulting Group Inc
120 9th Avenue South
Suite 140
Nampa, ID 83651
Annb@cwc64.com

The attached google earth maps are intended to show approximate locations of the buried AT&T long line fiber optic cable. The maps are provided for informational purposes only. In no way should the maps be used for anything other than general guidelines as to where the fiber is or is not and any other use of these maps is strictly prohibited.

-----Original Message-----
From: mpesicka@douglasco.gov <mpesicka@douglasco.gov>
Sent: Thursday, June 4, 2026 8:48 AM
To: annb cwc64.com <annb@cwc64.com>
Subject: Douglas County eReferral (Project Number SB2026-015) Is Ready For Review

There is an eReferral for your review. Please use the following link to log on to your account:
https://apps.douglas.co.us/planning/projects/Login.aspx

Project number SB2026-015, Pinery Village Filing 2, 1st Amendment. The applicant requests approval of a replat for 17 commercial lots and 3 tracts for drainage, access, utilities, and right-of-way improvements on approximately 48 acres of land zoned Planned Development (PD) within the Pinery PD.

This referral will close on Thursday, June 25, 2026.

If you have any questions, please contact me.

Sincerely,

Mike Pesicka, Principal Planner
Planning Services
100 Third Street
Castle Rock, CO 80104
303-660-7460 (main)

PROJECT AREA

AT&T LONG LINE FIBER OPTICS

83

N Pinery Pkwy

N

1000 ft

Google Earth

Image Landsat / Copernicus

Traffic & Safety
Region 1
2829 W Howard Place, 2nd Floor
Denver, Colorado 80204

COLORADO
Department of Transportation
Region 1

Project Name: PInery Village Filing 2

Print Date: 6/25/2026 **Highway**: 83 **Mile Marker**: 55.9

A comment response letter is REQUIRED along with the next submittal.

Review POC: loefflers

Environmental Comments:

Planning defers to the Engineering Program as there is a project scheduled in the area:

SH-83 (Parker Rd.): SH-86 to E. Mississippi Ave., Multimodal capital project

Hydraulics Comments:

I have received and reviewed the drainage report which was prepared by RedLand Engineering, This drainage report presents the designs and constraints for the drainage analysis for the

Pinery Village Subdivision Filing No. 2 development and complies with the criteria and standards of the Douglas County Storm Drainage Design and Technical Criteria Manual and

the MHFD Criteria Manual. I concluded that there will be no negative drainage impact to SH83 and that the existing drainage patterns will be maintained and improved Samer 2-17-2026

Residential Engineer Comments:

No comments as there is no work within CDOT ROW.

Right Of Way Comments:

6/5/2026 - SDH - The Pinery Village Filing 2 Amendment 1 plat included as part of Rev 3 does not include any dedications of ROW along SH-83 and there are no A-lines impacted, so no comments/issues from ROW at this time.

6/9/2026-MW-Same comments as above.

COLORADO
Division of Water Resources
Department of Natural Resources

June 24, 2026

Mike Pesicka
Douglas County Planning Department
Transmission via email: mpesicka@douglas.co.us

RE: Pinery Village Filing 2, 1st Amendment, Lots 2 and 3
Project File Nos. SB2026-015
Part of the NE ¼ of Section 10, T7S, R66W, 6th P.M.
Water Division 1, Water District 8
CDWR Assigned Referral No. 34694

Dear Mike Pesicka:

We have reviewed the referral concerning the proposal to subdivide approximately 48 acres consisting of Lots 2 & 3 of Pinery Village Filing 2 into 17 commercial lots and three tracts of land for drainage, access, utilities, and right-of-way improvements.

Water Supply Demand

According to a letter dated January 5, 2026 from Pinery Water and Wastewater District ("District") the estimated water demand for the project is 95 acre-feet per year, with an average daily demand of 84,749 gpd.

Source of Water Supply

The proposed water supply for the subdivision is service provided by the District. According to the January 5, 2026 letter, the District is willing and able to provide service to the proposed subdivision.

According to the "Present and Future Water Sources" report updated September 2025 prepared by HRS Consultants Inc. ("Report"), the Pinery Water & Wastewater District has a total of 17,291 acre-feet per year of water rights. This amount consists of 13,954 acre-feet of not nontributary and nontributary water rights, 1,220 acre-feet of senior tributary water rights, 2,070 acre-feet of total wholesale water provided through both the Water, Infrastructure and Supply Efficiency project ("WISE") and the Cherry Creek Project Water Authority ("CCPWA"), and 47 acre-feet of reuse water stored in Walker Reservoir. In addition, the District has two existing augmentation plans, decreed in Division 1 Water Court Case nos. W-6268 and 11CW198. Under those augmentation plans, return flows from the use of nontributary water, along with other replacement sources, are used to offset out-of-priority depletions from pumping of junior wells.

As of 2024, the District water requirements totaled 3,613 acre-feet per year. Projected commitments at full build out are estimated at 4,493 acre-feet per year. According to the information provided in the Report, it appears the District has sufficient supplies to supply its current commitments and the additional lots created under Pinery Village Filing 2, 1st Amendment.

The majority of the District's water supply is water from bedrock aquifers in the Denver Basin. The State Engineer's Office does not have evidence regarding the length of time for which this source will be a physically and economically viable source of water. According to 37-90-137(4)(b)(I), C.R.S., "Permits issued pursuant to this subsection (4) shall allow withdrawals on the basis of an aquifer life of one hundred years." Based on this allocation approach, the annual amounts of water decreed are equal to one percent of the total amount, as determined by rules 8.A

and 8.B of the Statewide Nontributary Ground Water Rules, 2 CCR 402-7. Therefore, the water may be withdrawn in those annual amounts for a maximum of 100 years.

State Engineer's Office Opinion

Based upon the above and pursuant to Section 30-28-136(1)(h)(I) and Section 30-28-136(1)(h)(II), C.R.S., the State Engineer's office offers the opinion that with the District serving the property the proposed water supply is adequate and can be provided without causing material injury to existing water rights.

Our opinion that the water supply is **adequate** is based on our determination that the amount of water required annually to serve the subdivision is physically available, based on current conditions.

Our opinion that the water supply can be **provided without causing injury** is based on our determination that the amount of water that is legally available on an annual basis for the proposed uses is greater than the annual amount of water required to supply existing water commitments and the demands of the proposed subdivision.

Our opinion is qualified by the following:

The Division 1 Water Court has retained jurisdiction over the final amount of water available under some of the decrees reference by the District, pending actual geophysical data from the aquifer.

The amounts of water in the Denver Basin aquifer, and identified in this letter, are calculated based on estimated current aquifer conditions. The source of water is from a non-renewable aquifer, the allocations of which are based on a

100-year aquifer life. The county should be aware that the economic life of a water supply based on wells in a given Denver Basin aquifer may be less than the 100 years used for allocation due to anticipated water level declines. We recommend that the county determine whether it is appropriate to require development of renewable water resources for this subdivision to provide for a long-term water supply.

Additional Comments

The applicant should be aware that any proposed detention pond for this filing, must meet the requirements of a "storm water detention and infiltration facility" as defined in section 37-92-602(8), Colorado Revised Statutes, otherwise the structure may be subject to administration by this office. The applicant should review DWR's Administrative Statement Regarding the Management of Storm Water Detention Facilities and Post-Wildland Fire Facilities in Colorado to ensure that the notification, construction and operation of the proposed structure meets statutory and administrative requirements. The applicant is encouraged to use Colorado Stormwater Detention and Infiltration Facility Notification Portal, located at https://maperture.digitaldataservices.com/gvh/?viewer=cswdif, to meet the notification requirements.

If you, or the applicant, have any questions please contact me at 303-866-3581 x8241 or michael.matz@state.co.us

Sincerely,



Javier Vargas-Johnson, P.E.

Chief of Water Supply

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

A REPLAT OF LOTS 2 & 3, PINERY VILLAGE FILING NO. 2
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF DOUGLAS, STATE OF COLORADO.
47.622 ACRES – 17 COMMERCIAL LOTS – 3 TRACTS SB2025-015

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF DOUGLAS, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOTS 2 AND 3, PINERY VILLAGE FILING NO. 2 AS RECORDED APRIL 27, 2026 AT RECEPTION NO. 2026020559 IN THE OFFICIAL RECORDS OF THE DOUGLAS COUNTY CLERK AND RECORDERS OFFICE, SAID COUNTY, STATE OF COLORADO

CONTAINING AN AREA OF 47.622 ACRES, (2,074,440 SQUARE FEET), MORE OR LESS.

CERTIFICATE OF DEDICATION AND OWNERSHIP

KNOW ALL PERSONS BY THESE PRESENTS:

THE UNDERSIGNED, BEING ALL THE OWNERS, MORTGAGEES, BENEFICIARIES OF DEEDS OF TRUST AND HOLDERS OF OTHER INTERESTS IN THE LANDS DESCRIBED HEREIN, HAVE CAUSED THE SAME TO BE LAID OUT, REPLATTED AND SUBDIVIDED INTO LOTS, TRACTS, RIGHTS-OF-WAY AND EASEMENTS AS SHOWN HEREON UNDER THE NAME AND STYLE OF **PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1**, BEING A REPLAT OF PINERY VILLAGE FILING NO. 2, RECORDED AT RECEPTION NO. 2026020559, COUNTY OF DOUGLAS, STATE OF COLORADO.

THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY DEDICATED FOR PUBLIC UTILITIES AND CABLE COMMUNICATION SYSTEMS AND OTHER PURPOSES AS SHOWN HEREON. THE ENTITIES RESPONSIBLE FOR PROVIDING THE SERVICES FOR WHICH THE EASEMENTS ARE ESTABLISHED ARE HEREBY GRANTED THE PERPETUAL RIGHT OF INGRESS AND EGRESS FROM AND TO ADJACENT PROPERTIES FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF UTILITY LINES AND RELATED FACILITIES.

THE RIGHTS-OF-WAY SHOWN HEREON, INCLUDING BUT NOT LIMITED TO PINERY CENTER BOULEVARD AND TRACT F RIGHTS-OF-WAY, ARE HEREBY DEDICATED AND CONVEYED TO THE COUNTY OF DOUGLAS, COLORADO, IN FEE SIMPLE ABSOLUTE, WITH MARKETABLE TITLE, FOR PUBLIC USES AND PURPOSES.

OWNER

PINERY OWNER, LLC, A COLORADO LIMITED LIABILITY COMPANY

BY: _____

AS: _____

STATE OF COLORADO)
)SS
COUNTY OF DOUGLAS)

ACKNOWLEDGED BEFORE ME THIS ___ DAY OF _____, 20__
BY _____ AS _____
OF PINERY OWNER, LLC, A COLORADO LIMITED LIABILITY COMPANY

WITNESS MY HAND
AND OFFICIAL SEAL

MY COMMISSION

EXPIRES: _____ _____
NOTARY PUBLIC

ACCEPTANCE CERTIFICATE

THE DEDICATION OF TRACTS A, B, AND C ARE HEREBY ACCEPTED FOR OWNERSHIP AND MAINTENANCE BY THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2;

THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2:

_____

STATE OF COLORADO)
)SS
COUNTY OF DOUGLAS)

ACKNOWLEDGED BEFORE ME THIS ___
BY _____ AS _____
OF THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2

WITNESS MY HAND
AND OFFICIAL SEAL DAY OF _____, 20__
_____

MY COMMISSION

EXPIRES: _____ _____
NOTARY PUBLIC

TITLE VERIFICATION

WE, FIDELITY NATIONAL TITLE INSURANCE COMPANY, DO HEREBY CERTIFY THAT WE HAVE EXAMINED THE TITLE OF ALL LAND PLATTED HEREON AND THAT TITLE TO SUCH LAND IS IN THE DEDICATOR(S) FREE AND CLEAR OF ALL LIENS, TAXES AND ENCUMBRANCES.

FIDELITY NATIONAL TITLE INSURANCE COMPANY

BY: _____

TITLE: _____

DATE: _____

STATE OF COLORADO)
)SS
COUNTY OF _____)

ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____, 20__

BY _____ AS _____

OF FIDELITY NATIONAL TITLE INSURANCE COMPANY

WITNESS MY HAND AND OFFICIAL SEAL

MY COMMISSION EXPIRES: _____ _____
NOTARY PUBLIC

BOARD OF COUNTY COMMISSIONERS CERTIFICATE

THIS PLAT WAS APPROVED FOR FILING BY THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY,

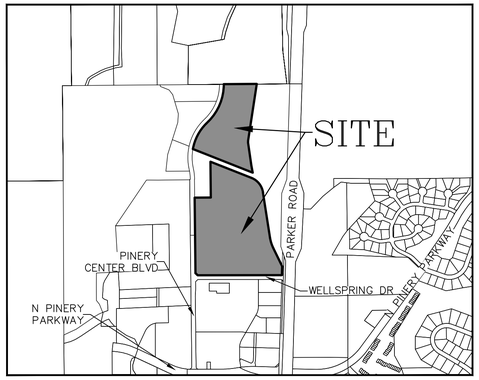
COLORADO, ON THE _____DAY OF _____ , 20__, SUBJECT TO ANY CONDITIONS SPECIFIED HEREON.

PINERY CENTER BOULEVARD, AND TRACT F, UTILITY EASEMENTS, DRAINAGE AND BLANKET ACCESS EASEMENTS, TEMPORARY ACCESS EASEMENT, AND DRAINAGE EASEMENTS ARE ACCEPTED.

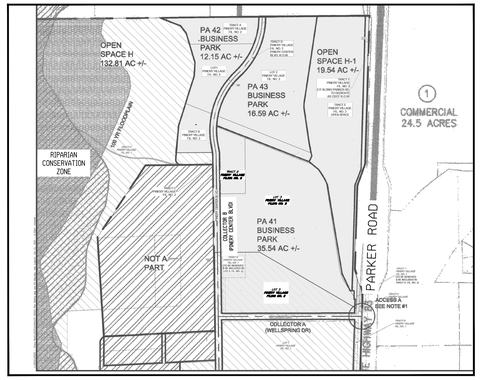
ALL EXPENSES INCURRED WITH RESPECT TO IMPROVEMENTS FOR ALL UTILITY SERVICES, PAVING, GRADING, LANDSCAPING, CURBS, GUTTER, SIDEWALKS, ROAD LIGHTING, ROAD SIGNS, FLOOD PROTECTION DEVICES, DRAINAGE STRUCTURES, AND ALL OTHER IMPROVEMENTS THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE SUBDIVIDER AND NOT DOUGLAS COUNTY.

THIS ACCEPTANCE DOES NOT GUARANTEE THAT SOIL CONDITIONS, SUBSURFACE GEOLOGY, GROUNDWATER CONDITIONS OR FLOODING CONDITIONS OF ANY LOTS SHOWN HEREON ARE SUCH THAT A BUILDING PERMIT, WELL PERMIT OR SEWAGE DISPOSAL PERMIT WILL BE ISSUED.

_____
CHAIR, BOARD OF COUNTY COMMISSIONERS



VICINITY MAP
SCALE 1" = 1,000'



PLANNED DEVELOPMENT
SCALE = NOT TO SCALE

LAND USE TABLE				
LOT/TRACT	AREA (SF)	AREA (AC)	USE	OWNER
LOT 1	216,397	4.968	COMMERCIAL	OWNER
LOT 2	91,654	2.104	COMMERCIAL	OWNER
LOT 3	43,688	1.003	COMMERCIAL	OWNER
LOT 4	43,807	1.006	COMMERCIAL	OWNER
LOT 5	43,807	1.006	COMMERCIAL	OWNER
LOT 6	61,495	1.412	COMMERCIAL	OWNER
LOT 7	55,898	1.283	COMMERCIAL	OWNER
LOT 8	48,334	1.110	COMMERCIAL	OWNER
LOT 9	48,804	1.120	COMMERCIAL	OWNER
LOT 10	44,870	1.030	COMMERCIAL	OWNER
LOT 11	106,901	2.454	COMMERCIAL	OWNER
LOT 12	43,646	1.002	COMMERCIAL	OWNER
LOT 13	50,033	1.149	COMMERCIAL	OWNER
LOT 14	175,463	4.028	COMMERCIAL	OWNER
LOT 15	224,081	5.144	COMMERCIAL	OWNER
LOT 16	347,111	7.969	COMMERCIAL	OWNER
LOT 17	109,447	2.513	COMMERCIAL	OWNER
LOT 18	87,375	2.006	COMMERCIAL	OWNER
LOT 19	65,395	1.501	COMMERCIAL	OWNER
TRACT A	75,677	1.737	ROW, ACCESS, UTILITY	* METRO DISTRICT
TRACT B	43,155	0.991	ROW, ACCESS, UTILITY	* METRO DISTRICT
TRACT C	47,404	1.088	DRAINAGE	* METRO DISTRICT
TOTAL	2,074,440	47.622		

* THE PINERY COMMERICAL METROPOLITAN DISTRICT NO. 2

ADD CORE Electric Cooperative (CORE)

SHEET INDEX

SHEET 1 COVER SHEET

SHEET 2 OVERALL SHEET

SHEETS 3–5 LOT AND EASEMENT DETAIL SHEETS

SHEET 6 EASEMENT DETAILS

GENERAL NOTES

1. ANY PERSON WHO KNOWNGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND BOUNDARY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, COLORADO REVISED STATUTE.
2. PER C.R.S. 38-51-106, "ALL LINEAL UNITS DEPICTED ON THIS LAND SURVEY PLAT ARE U.S. SURVEY FEET. ONE METER EQUALS 39.37/12 U.S. SURVEY FEET, EXACTLY ACCORDING TO THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY."
3. THE FIELD WORK FOR THIS SURVEY WAS PERFORMED BY AN AZTEC CONSULTANTS, INC. SURVEY CREW AND COMPLETED ON APRIL 01, 2021.
4. BASIS OF BEARINGS – BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS OBSERVATION BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 2011) REFERENCED TO THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN BEING MONUMENTED AS SHOWN HEREON, TAKEN TO BEAR NORTH 89°32'31" EAST, A DISTANCE OF 2,635.68 FEET.
5. FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT NO. NCSC002228-DK, AMENDMENT NO. 6, EFFECTIVE DATE OF DECEMBER 1, 2025 AT 8:00 A.M. WAS RELIED UPON FOR RECORD INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES. THIS SURVEY DOES NOT REPRESENT A TITLE SEARCH BY AZTEC CONSULTANTS INC. TO DETERMINE OWNERSHIP, RIGHTS-OF-WAY, EASEMENTS OR OTHER MATTERS OF PUBLIC RECORD.
6. BASED ON A GRAPHICAL REPRESENTATION OF FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) NO. 08035C0184G, WITH AN EFFECTIVE DATE OF MARCH 16, 2016, THE SUBJECT PROPERTY LIES WITHIN ZONE "AE" AREAS WHERE BASE FLOOD ELEVATIONS HAVE BEEN DETERMINED, WITHIN ZONE "X" OTHER AREAS, AND WITHIN "ZONE X" BEING DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
7. TRACTS A, B, & C SHALL BE OWNED AND MAINTAINED BY THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2, ITS SUCCESSORS AND ASSIGNS, FOR OPEN SPACE.
8. DRAINAGE EASEMENTS ARE HEREBY GRANTED TO DOUGLAS COUNTY ACROSS TRACT C IN PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1 (THE "SUBDIVISION") FOR THE PURPOSE OF ACCESSING, MAINTAINING AND REPAIRING STORM WATER MANAGEMENT IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, RIPRAP, DETENTION BASINS, FOREBAYS, MICROPOOLS AND WATER QUALITY FACILITIES (COLLECTIVELY, THE "FACILITIES"). IN THE EVENT THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2, ITS SUCCESSORS, AND ASSIGNS ("SYSTEM OWNER") FAILS TO SATISFACTORILY MAINTAIN SAID FACILITIES, A BLANKET ACCESS EASEMENT OVER THE SUBDIVISION IS ALSO GRANTED TO DOUGLAS COUNTY, BUT ONLY FOR THE PURPOSE OF ACCESSING THE FACILITIES IN THE EVENT THAT THE DRAINAGE EASEMENTS DO NOT PROVIDE ADEQUATE ACCESS. THE MAINTENANCE AND REPAIR OF THE FACILITIES LOCATED IN THE SUBDIVISION, AS SHOWN ON THE CONSTRUCTION PLANS ACCEPTED BY DOUGLAS COUNTY OR ON THE PLAT FOR THE SUBDIVISION, SHALL BE THE RESPONSIBILITY OF THE SYSTEM OWNER IN THE EVENT SUCH MAINTENANCE AND REPAIR ARE NOT PERFORMED BY THE SYSTEM OWNER TO THE SATISFACTION OF DOUGLAS COUNTY, THEN DOUGLAS COUNTY SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION TO ENTER SAID SUBDIVISION AFTER A TEN (10) DAY PRIOR WRITTEN NOTICE TO THE SYSTEM OWNER. UNLESS THERE IS AN EMERGENCY, IN WHICH CASE DOUGLAS COUNTY SHALL GIVE NOTICE AS SOON AS PRACTICABLE, TO PERFORM ALL NECESSARY WORK, THE COST OF WHICH SHALL BE PAID BY THE SYSTEM OWNER UPON BILLING. IN THE EVENT THE SYSTEM OWNER FAILS TO REIMBURSE DOUGLAS COUNTY WITHIN THIRTY (30) DAYS AFTER SUBMISSION OF THE BILL FOR THE COSTS INCURRED, DOUGLAS COUNTY SHALL HAVE THE RIGHT TO ENFORCE SUCH OBLIGATION BY APPROPRIATE LEGAL ACTION. IT IS THE SYSTEM OWNER'S RESPONSIBILITY TO CONSTRUCT, MAINTAIN, AND REPAIR THE FACILITIES IN A MANNER CONSISTENT WITH ALL APPLICABLE PLANS APPROVED OR ACCEPTED BY DOUGLAS COUNTY.
9. PERMANENT STRUCTURES, IMPROVEMENTS, OBJECTS, BUILDINGS, WELLS, WATER METERS AND OTHER OBJECTS THAT MAY INTERFERE WITH THE UTILITY FACILITIES OR USE THEREOF (INTERFERING OBJECTS) SHALL NOT BE PERMITTED WITHIN SAID UTILITY EASEMENTS AND THE UTILITY PROVIDERS, AS GRANTEES, MAY REMOVE ANY INTERFERING OBJECTS AT NO COST TO SUCH GRANTEES, INCLUDING, WITHOUT LIMITATION, VEGETATION. PUBLIC SERVICE COMPANY OF COLORADO (PSCO) AND ITS SUCCESSORS RESERVE THE RIGHT TO REQUIRE ADDITIONAL EASEMENTS AND TO REQUIRE THE PROPERTY OWNER TO GRANT PSCO AN EASEMENT ON ITS STANDARD FORM.
10. A TEMPORARY ACCESS EASEMENT IS GRANTED TO DOUGLAS COUNTY AT THE NORTH END OF NORTH PINERY PARKWAY FOR TEMPORARY USE UNTIL FUTURE CONNECTION TO THE NORTH IS ESTABLISHED.
11. DRAINAGE EASEMENTS ARE DEDICATED TO DOUGLAS COUNTY (UNLESS OTHERWISE NOTED). PINERY COMMERCIAL METROPOLITAN DISTRICT #2 WILL OWN AND MAINTAIN THE STORM SEWER SYSTEM.
12. LOTS 8, 9, & 10 WILL BE REQUIRED TO ACCESS THE INTERNAL ROAD NETWORK AND ACCESS WILL NOT BE PROVIDED OFF WELLSPRING DRIVE.

ADDITIONAL TRACT AND EASEMENTS NOTES:

1. TRACT A, AS SHOWN HEREON IS DEDICATED TO THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2 FOR RIGHT-OF-WAY, ACCESS AND UTILITY PURPOSES.
2. TRACT B, AS SHOWN HEREON IS DEDICATED TO THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2 FOR RIGHT-OF-WAY, ACCESS AND UTILITY PURPOSES.
3. TRACT C, AS SHOWN HEREON IS DEDICATED TO THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2 FOR OPEN SPACE AND DRAINAGE PURPOSES.

SURVEYOR'S CERTIFICATE

I, MICHAEL J. NOFFSINGER, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT TRULY AND CORRECTLY REPRESENTS THE RESULTS OF A SURVEY MADE ON APRIL 28, 2021, BY ME OR UNDER MY DIRECT SUPERVISION AND THAT ALL MONUMENTS EXIST AS SHOWN HEREON; THAT MATHEMATICAL CLOSURE ERRORS ARE LESS THAN 1:50,000 (SECOND ORDER); AND THAT SAID PLAT HAS BEEN PREPARED IN FULL COMPLIANCE WITH ALL APPLICABLE LAWS OF THE STATE OF COLORADO DEALING WITH MONUMENTS, SUBDIVISIONS OR SURVEYING OF LAND, ALL SURVEYING REGULATORY RULES, REQUIREMENTS, AND STANDARDS OF PRACTICE, AND ALL APPLICABLE PROVISIONS OF THE DOUGLAS COUNTY SUBDIVISION RESOLUTION. THIS CERTIFICATION IS BASED ON MY KNOWLEDGE, INFORMATION AND BELIEF AND IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

I ATTEST THE ABOVE ON THIS _____ DAY OF _____, 20__

MICHAEL J. NOFFSINGER, LICENSED PROFESSIONAL LAND SURVEYOR COLORADO P.L.S. NO. 38367
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.

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 CERTIFICATION SHOWN HEREON.

NOTICE: 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.

AZTEC CONSULTANTS, INC.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com

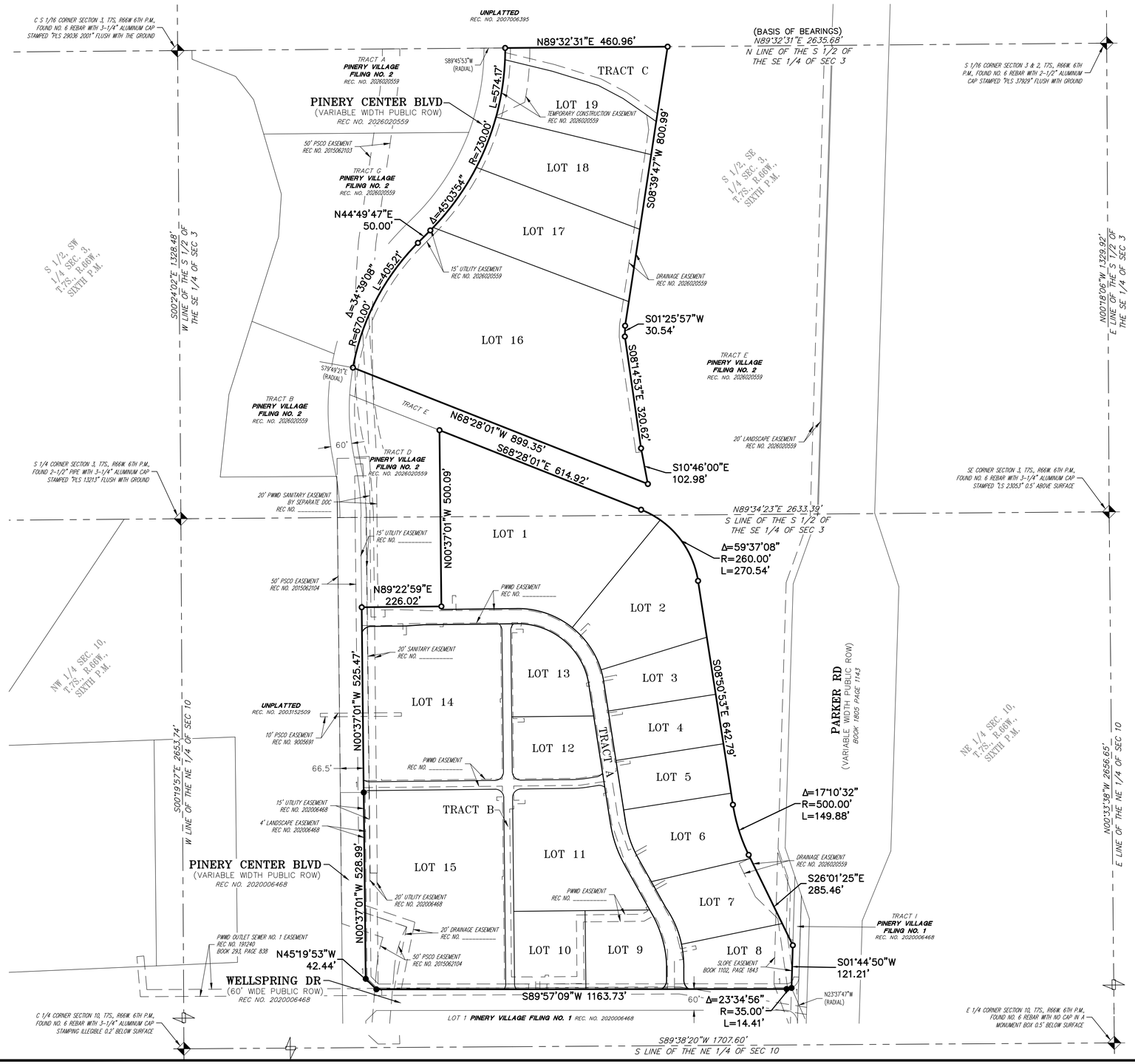
AzTec Proj. No.: 54826-02 Drawn By: RBA

DEVELOPER
PINERY OWNER, LLC
2040 14TH STREET, SUITE 210
BOULDER, CO 80302

DATE OF PREPARATION:	03/25/2026
SCALE:	N/A
SHEET 1 OF 6	

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

A REPLAT OF LOTS 2 & 3, PINERY VILLAGE FILING NO. 2
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF DOUGLAS, STATE OF COLORADO.
47.622 ACRES – 17 COMMERCIAL LOTS – 3 TRACTS SB2025-015



LEGEND

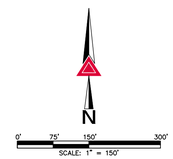
- FOUND SECTION CORNER AS DESCRIBED HEREON
- SET NO. 5 X 18" REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 38367" FLUSH WITH GROUND
- 1 FOUND NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 38367" FLUSH WITH GROUND
- AC ACRES
- SF SQUARE FEET
- REC. NO. RECEPTION NUMBER
- (ROW) RIGHT-OF-WAY
- D.E. DRAINAGE EASEMENT
- U.E. UTILITY EASEMENT
- S.W. SIDEWALK EASEMENT
- (NR) DENOTES NON-RADIAL LINE
- PWWD PINERY WATER AND WASTEWATER DISTRICT
- (#) BLOCK NUMBER

LINE TABLE		
LINE	BEARING	LENGTH
L1	S85°57'32"W	50.22'
L2	N81°09'07"E	29.72'
L3	N81°09'07"E	29.72'
L4	N00°02'51"W	36.76'
L5	N00°02'51"W	36.82'
L6	S45°37'01"E	22.71'
L7	N44°22'59"E	13.30'
L8	N44°22'59"E	14.14'
L9	S45°37'01"E	14.14'
L10	N44°22'59"E	14.14'
L11	S45°37'01"E	14.14'
L12	N36°09'07"E	22.71'
L13	S53°50'53"E	22.71'
L14	S44°57'09"W	19.80'
L15	S00°02'51"E	8.83'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C2	65°49'21"	28.50'	32.74'
C3	49°02'03"	24.50'	20.97'
C4	49°24'43"	24.50'	21.13'
C5	49°02'03"	24.50'	20.97'
C6	8°13'53"	277.50'	39.87'
C7	90°00'00"	24.50'	38.48'
C8	49°02'03"	24.50'	20.97'
C9	8°13'53"	302.50'	43.46'
C10	90°00'00"	24.50'	38.48'
C11	90°00'00"	24.50'	38.48'
C12	90°00'00"	24.50'	38.48'
C13	40°46'22"	24.50'	17.43'
C14	40°46'22"	24.50'	17.43'
C15	4°19'37"	106.50'	8.04'
C16	21°23'46"	281.50'	105.12'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C17	12°05'27"	324.50'	68.48'
C18	61°20'48"	28.50'	30.51'
C19	15°03'13"	348.50'	91.56'
C20	12°05'27"	275.50'	58.14'
C21	61°36'57"	28.50'	30.65'
C22	36°41'10"	24.50'	15.69'
C23	37°44'43"	24.50'	16.14'

NOTE: C1 HAS BEEN INTENTIONALLY REMOVED FROM THIS TABLE



FOR REVIEW
DO NOT RECORD

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC

AzTec CONSULTANTS, INC.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com

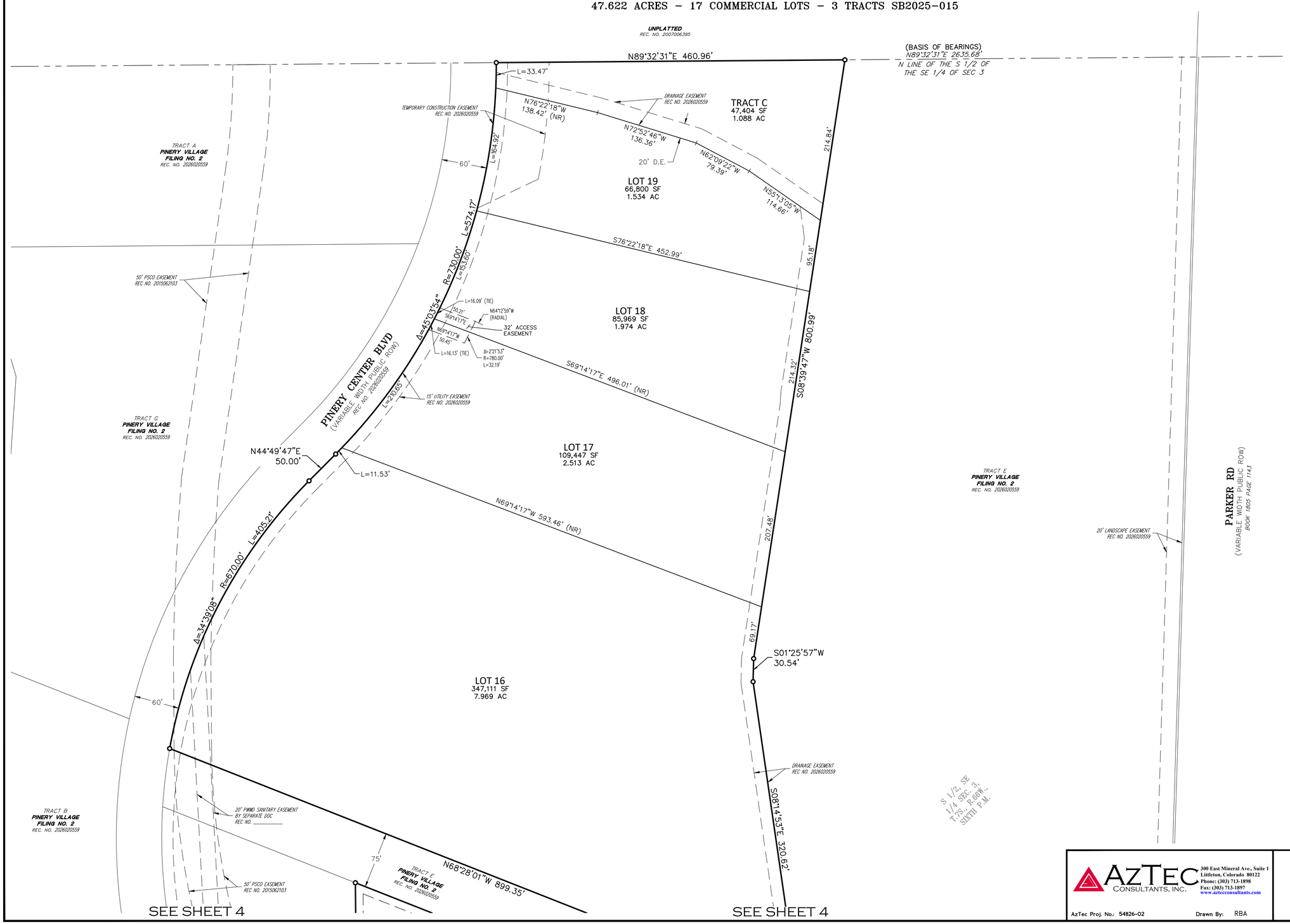
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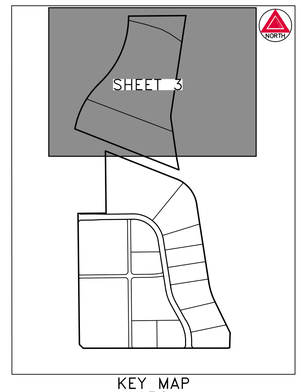
DEVELOPER
PINERY OWNER, LLC
2040 14TH STREET, SUITE 210
BOULDER, CO 80302

DATE OF PREPARATION:	03/25/2026
SCALE:	1" = 150'
SHEET 2 OF 6	

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

A REPLAT OF LOTS 2 & 3, PINERY VILLAGE FILING NO. 2
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF DOUGLAS, STATE OF COLORADO.
47.622 ACRES – 17 COMMERCIAL LOTS – 3 TRACTS SB2025-015



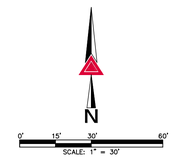


KEY MAP
N.T.S.

LEGEND

✦	FOUND SECTION CORNER AS DESCRIBED HEREON
○	SET NO. 5 X 18" REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 38367" FLUSH WITH GROUND
●	FOUND NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 38367" FLUSH WITH GROUND
AC	ACRES
SF	SQUARE FEET
REC. NO.	RECEPTION NUMBER
(ROW)	RIGHT-OF-WAY
D.E.	DRAINAGE EASEMENT
U.E.	UTILITY EASEMENT
S.W.	SIDEWALK EASEMENT
(NR)	DENOTES NON-RADIAL LINE
PWWD	PINERY WATER AND WASTEWATER DISTRICT
(#)	BLOCK NUMBER

SEE SHEET 2
FOR LINE AND
CURVE TABLES



FOR REVIEW
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FOR AND ON BEHALF OF
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300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com

AzTec Proj. No.: 54826-02 Drawn By: RBA

DEVELOPER
PINERY OWNER, LLC
2040 14TH STREET, SUITE 210
BOULDER, CO 80302

DATE OF PREPARATION:	03/25/2026
SCALE:	1" = 60'
SHEET 3 OF 6	

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

A REPLAT OF LOTS 2 & 3, PINERY VILLAGE FILING NO. 2
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH,
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47.622 ACRES – 17 COMMERCIAL LOTS – 3 TRACTS SB2025-015



KEY MAP
N.T.S.

LEGEND

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●	FOUND NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 38367" FLUSH WITH GROUND
AC	ACRES
SF	SQUARE FEET
REC. NO.	RECEPTION NUMBER
(ROW)	RIGHT-OF-WAY
D.E.	DRAINAGE EASEMENT
U.E.	UTILITY EASEMENT
S.W.	SIDEWALK EASEMENT
(NR)	DENOTES NON-RADIAL LINE
PWWD	PINERY WATER AND WASTEWATER DISTRICT
(#)	BLOCK NUMBER

SEE SHEET 2
FOR LINE AND
CURVE TABLES

N

0' 15' 30' 60'
SCALE: 1" = 30'

FOR REVIEW
DO NOT RECORD

FOR AND ON BEHALF OF
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Littleton, Colorado 80122
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AzTec Proj. No.: 54826-02 Drawn By: RBA

DEVELOPER
PINERY OWNER, LLC
2040 14TH STREET, SUITE 210
BOULDER, CO 80302

DATE OF PREPARATION:	03/25/2026
SCALE:	1" = 60'
SHEET 4 OF 6	

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

A REPLAT OF LOTS 2 & 3, PINERY VILLAGE FILING NO. 2
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF DOUGLAS, STATE OF COLORADO.
47.622 ACRES – 17 COMMERCIAL LOTS – 3 TRACTS SB2025-015



KEY MAP
N.T.S.

LEGEND

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AC	ACRES
SF	SQUARE FEET
REC. NO.	RECEPTION NUMBER
(ROW)	RIGHT-OF-WAY
D.E.	DRAINAGE EASEMENT
U.E.	UTILITY EASEMENT
S.W.	SIDEWALK EASEMENT
(NR)	DENOTES NON-RADIAL LINE
PWWD	PINERY WATER AND WASTEWATER DISTRICT
(#)	BLOCK NUMBER

SEE SHEET 2
FOR LINE AND
CURVE TABLES

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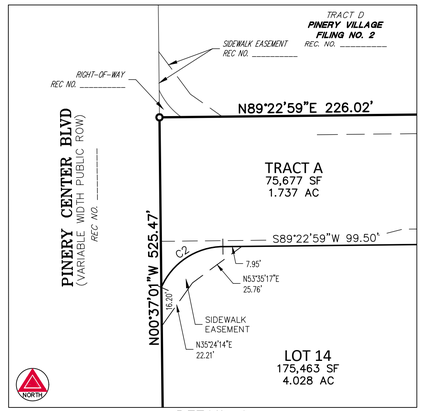
AzTec Proj. No.: 54826-02 Drawn By: RBA

DEVELOPER
PINERY OWNER, LLC
2040 14TH STREET, SUITE 210
BOULDER, CO 80302

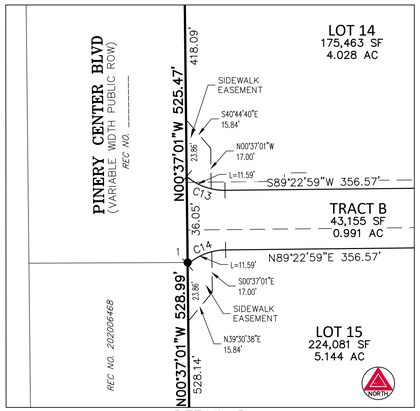
DATE OF PREPARATION:	03/25/2026
SCALE:	1" = 60'
SHEET 5 OF 6	

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

A REPLAT OF LOTS 2 & 3, PINERY VILLAGE FILING NO. 2
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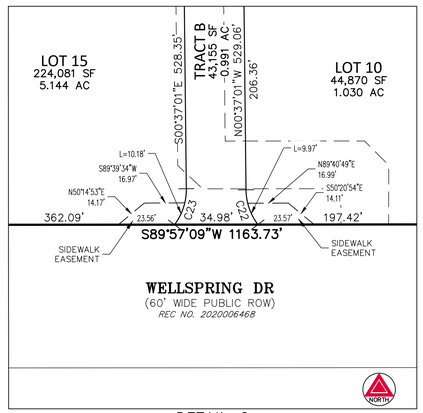


DETAIL A
1"=30'

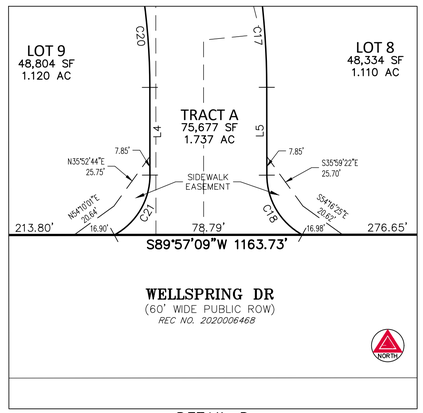


DETAIL B
1"=30'

SEE SHEET 2
FOR LINE AND
CURVE TABLES



DETAIL C
1"=30'



DETAIL D
1"=30'

FOR REVIEW
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FOR AND ON BEHALF OF
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www.aztecconsultants.com

AzTec Proj. No.: 54826-02 Drawn By: RBA

DEVELOPER
PINERY OWNER, LLC

2040 14TH STREET, SUITE 210
BOULDER, CO 80302

DATE OF PREPARATION:	03/25/2026
SCALE:	1"=30'
SHEET 6 OF 6	

From:	Michael Pesicka
To:	Michael Pesicka
Subject:	FW: [External] RE: Pinery Village Filing No. 2 - Amendment #1 First Submittal to Douglas County
Date:	Friday, July 10, 2026 3:29:53 PM

From: Chris Martin <CMartin@douglasco.gov>
Sent: Wednesday, June 17, 2026 11:23 AM
To: Chuck Smith <CSmith@douglasco.gov>
Cc: Mark Cevaal <mcevaal@redland.com>; Michael Pesicka <mpesicka@douglasco.gov>; Craig Campbell <craig@cairnrealestateinvestments.com>; Izzi Wells <iwells@redland.com>; William Conway <wconway@redland.com>; Bradley Jackson <bjackson@douglasco.gov>
Subject: RE: [External] RE: Pinery Village Filing No. 2 - Amendment #1 First Submittal to Douglas County

Chuck,

All my signage and striping comments have been addressed.

Thanks
Chris

From: William Conway <wconway@redland.com>
Sent: Wednesday, June 17, 2026 10:25 AM
To: Chris Martin <CMartin@douglasco.gov>; Chuck Smith <CSmith@douglasco.gov>
Cc: Mark Cevaal <mcevaal@redland.com>; Michael Pesicka <mpesicka@douglasco.gov>; Craig Campbell <craig@cairnrealestateinvestments.com>; Izzi Wells <iwells@redland.com>
Subject: RE: [External] RE: Pinery Village Filing No. 2 - Amendment #1 First Submittal to Douglas County

> **Caution:** This email originated outside the organization. Be cautious with links and attachments.

Chris,

I apologize for that. See attached for the updated sheet

Thanks,
WILLIAM CONWAY, P.E.
Project Engineer
I will be out of office on Sabbatical from 7/9 to 8/10
Visit the **NEW** REDLAND.COM

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1500 West Canal Court
Littleton, CO 80120
Office: (720) 283-6783 x157
Cell: (678) 777-4030
wconway@redland.com
www.redland.com

From: Chris Martin <CMartin@douglasco.gov>
Sent: Wednesday, June 17, 2026 10:11 AM
To: Chuck Smith <CSmith@douglasco.gov>; William Conway <wconway@redland.com>
Cc: Mark Cevaal <mcevaal@redland.com>; Michael Pesicka <mpesicka@douglasco.gov>; Craig Campbell <craig@cairnrealestateinvestments.com>; Izzi Wells <iwells@redland.com>
Subject: RE: [External] RE: Pinery Village Filing No. 2 - Amendment #1 First Submittal to Douglas County

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi William,

There was a comment to remove the pedestrian crossing signage on the previous submittal that was not addressed on this recent submittal. (the response to previous S&S comments notes that they have been removed as requested however they were not removed on the CDs).

Thanks
Chris

From: Chuck Smith <CSmith@douglasco.gov>
Sent: Tuesday, June 16, 2026 8:27 AM
To: William Conway <wconway@redland.com>
Cc: Mark Cevaal <mcevaal@redland.com>; Michael Pesicka <mpesicka@douglasco.gov>; Craig Campbell <craig@cairnrealestateinvestments.com>; Chris Martin <CMartin@douglasco.gov>; Izzi Wells <iwells@redland.com>
Subject: RE: [External] RE: Pinery Village Filing No. 2 - Amendment #1 First Submittal to Douglas County

Good Morning William – I have reviewed the recent submittal and my comments have been addressed. Our traffic group will review the signage/striping and if they have any comments, I will forward them onto you - thanks

SOUTH METRO FIRE RESCUE
FIRE MARSHAL'S OFFICE

Mike Pesicka, Principal Planner
Douglas County Department of Community Development, Planning Services
100 Third St
Castle Rock Co 80104
303.660.7460
303.660.9550 Fax

Project Name:	Pinery Village Filing 2, 1st Amendment - Replat
Project File #:	**SB2026-015**
S Metro Review #	REFRP26-00128
Review date:	June 11, 2026
Plan reviewer:	Aaron Miller 720.989.2246 aaron.miller@southmetro.org
Project Summary:	The applicant requests approval of a replat for 17 commercial lots and 3 tracts for drainage, access, utilities, and right-of-way improvements on approximately 48 acres of land zoned Planned Development (PD) within the Pinery PD.
Code Reference:	Douglas County Fire Code, 2018 International Fire Code, and 2021 International Building Code with amendments as adopted by Douglas County.

South Metro Fire Rescue (SMFR) has reviewed the provided documents and has no objection to the proposed replat.

REFERRAL RESPONSE REQUEST – REPLAT

Date Sent: June 4 , 2026 Comments due by: June 25, 2026

Project Name:	Pinery Village Filing 2, 1st Amendment – Replat
Project File #:	SB2026-015
Project Summary:	The applicant requests approval of a replat for 17 commercial lots and 3 tracts for drainage, access, utilities, and right-of-way improvements on approximately 48 acres of land zoned Planned Development (PD) within the Pinery PD.

Information on the identified development proposal located in Douglas County is enclosed. Please review and comment in the space provided.

☑ No Comment	
☐ Please be advised of the following concerns:	
☐ See letter attached for detail.	
Agency: The Pinery Homeowners' Association	**Phone #:** 303-841-8572
Your Name: Sonia Eyre	**Your Signature:** Sonia Eyre
(please print)	**Date:** 6/25/26

Agencies should be advised that failure to submit written comments prior to the due date, or to obtain the applicant's written approval of an extension, will result in written comments being accepted for informational purposes only.

Sincerely,

Mike Pesicka

Mike Pesicka, Principal Planner
Enclosure

Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: 303.285.6612
violeta.ciocanu@xcelenergy.com

June 17, 2026

Douglas County Planning Services
100 Third Street
Castle Rock, CO 80104

Attn: Mike Pesicka

Re: Pinery Village Filing 2, 1st Amendment, Case # SB2026-015

Public Service Company of Colorado's (PSCo) Right of Way and Permits Referral Desk has reviewed the above-mentioned plat and requests a 10-foot utility easement within all lots on each side of Tract A.

Please be aware PSCo owns and operates existing natural gas transmission pipeline along and electric distribution facilities within the west property line and along the Pinery Center Boulevard.

The property owner/developer/contractor must complete the application process for any new natural gas service via Building and Remodeling | Partner Resources | Xcel Energy. It is then the responsibility of the developer to contact the Xcel Designer assigned to the project for approval of design details.

Additional easements may need to be acquired by separate document – be sure to ask the Designer to contact a Right-of-Way & Permits Agent in this event.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Violeta Ciocanu (Chokanu)
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy

Although "branded" as Xcel Energy, the legal owner and operator of the utility facilities in Colorado is Public Service Company of Colorado. All utility facilities and related land rights, including fee property, easements, permits, etc., are owned by, operated by and held in the name of Public Service Company of Colorado, a Colorado Corporation.

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

July 09, 2026

Mr. Mike Pesicka
Douglas County Department of Community Development
100 Third St.
Castle Rock, Colorado 80104

Re: Pinery Village Filing No. 2 Amendment No. 1 – Plat Referral Response to Comments

Dear Mr. Pesicka,

Please accept this letter on behalf of Pinery Owner LLC, the applicant for Pinery Village Filing No. 2 Amendment No. 1. We received your comments and referral comments on June 26, 2026 regarding the application and we offer the following responses:

Addressing Analyst

No Comment

Response: Acknowledged. Thank you.

Assessor

Comment: Please be aware of the following comments: please make sure dedication statement matches plat and tract table, statement does mention Tract F but I did not see Tract F in this filling.

Response: The mention of Tract F in the dedication statement has been removed to match the Plat. The tract table reflects what is included in this Filing.

AT&T Long Distance – ROW

Comment: This is in response to your eReferral for a utility map showing the buried AT&T Long Line Fiber Optics near Lewis Christensen Rd Parker, Colorado. I attached an Earth map showing the project area in red and the buried AT&T Long Line/Core Fiber Optics in yellow. As shown, there is a possibility of conflict along HWY 83. Any other information you could provide about the projects would be appreciated in determining if a conflict will exist.

Please pass on our contact information as well.

Response: The existing AT&T Long Line Fiber Optics line does not lie within the Pinery Village Filing No. 2 – Amendment #1 boundary as the fiber optics line was relocated into the State Highway 83 right of way in 2022. The fiber optics line's location and depth was potholed, and the location was verified when the fiber line was relocated.

Building Services

No Comment

Response: Acknowledged. Thank you.

Cherry Creek Basin Water Quality Authority

Comment: The Cherry Creek Basin Water Quality Authority (Authority) acknowledges notification from Douglas County that the proposed development plans for SB2026-015, Pinery Village Filing 2, 1st Amendment have been or will be reviewed by Douglas County for compliance with the applicable Regulation 72 construction and post- construction requirements. Based on the Authority's current policy, the Authority will no longer routinely conduct a technical review and instead the Authority will defer to Douglas County's review and ultimate determination that the proposed development plans comply with Regulation 72.

If a technical review of the proposed development plan is needed, please contact LandUseReferral@ccbwqa.org. The review may include consultation with the Authority's Technical Manager to address specific questions or to conduct a more detailed Land Use Review, if warranted.

Response: Acknowledged. Thank you.

Colorado Department of Transportation CDOT – Region # 1

No Comment

Response: Acknowledged. Thank you.

Colorado Division of Water Resources

Comment: Following is a summary of comments received from the Division of Water Resources (DWR). For details please review their letter dated June 24, 2026.

-Based upon the above and pursuant to Section 30-28-136(1)(h)(I) and Section 30-28-136(1)(h)(II), C.R.S., the State Engineer's office offers the opinion that with the District serving the property the proposed water supply is adequate and can be provided without causing material injury to existing water rights.

-Our opinion that the water supply is adequate is based on our determination that the amount of water required annually to serve the subdivision is physically available, based on current conditions.

-Our opinion that the water supply can be provided without causing injury is based on our determination that the amount of water that is legally available on an annual basis for the proposed uses is greater than the annual amount of water required to supply existing water commitments and the demands of the proposed subdivision.

Response: Acknowledged. Thank you.

Colorado Geological Survey

Comment: No geologic hazards are known or suspected to be present that would preclude the proposed commercial use and density. CGS previously reviewed a geotechnical report relevant to the subject site: Preliminary Geotechnical Investigation, Pinery West Preliminary Plan #3 (CTL|Thompson Project No. DN49,579-115-R1,
September 10, 2018). CTL makes appropriate preliminary recommendations for mitigating the site's variable subsurface conditions, which include low density/low strength and expansive soils, and shallow, expansive claystone bedrock.

Specifically, CTL encountered very soft, low density, low strength clays at approximately 10 to 27 feet below the ground surface in three of their borings, TH-1, TH-4, and TH-7. Uses involving very heavy loads may require mitigation/stabilization in these areas.

Provided CTL's recommendations are adhered to, and additional investigation and analysis are conducted, once building locations and loads are known, for use in design of subgrade preparation, foundations, floor systems, pavements, etc., the Colorado Geological Survey has no objection to approval of SB2026-015.

Jill Carlson, Colorado Geological Survey, 303-384-2643 or carlson@mines.edu

Response: Acknowledged. Thank you.

CORE Electric Cooperative

Comment: CORE approves the replat. CORE will require the applicant to revise Note 9 on the plat notes to add CORE Electric Cooperative (CORE)

Response: CORE Electric Cooperative (CORE) has been added to Note 9 of the Plat notes as requested.

Douglas County Health Department

Comment: Water and Sewer Service

A will-serve letter has been provided by the Pinery Water and Wastewater District. Based on this letter, DCHD is providing a favorable recommendation regarding the proposed method of sewage disposal.

Response: Acknowledged. Thank you.

Engineering Services

Comment: Engineering comments have been addressed. Traffic Engineering has a few comments to address regarding signage and striping.

Response: The signage and striping comments have been addressed and the Douglas County Engineering Department has issued the approved set of Construction Documents for the project.

Office of Emergency Management

No Comment

Response: Acknowledged. Thank you.

RTD – Planning & Development Dept.

Comment: Project Name: Pinery Village Filing 2, 1st Amendment - SB2026- 015 - 1st Submittal

Department	*Comments*
Bus Operations	*No exceptions*
Bus Stop Program	*No exceptions*
Commuter Rail	*No exceptions*
Construction Management	*No exceptions*
Engineering	*No exceptions*
Light Rail	*No exceptions*
Real Property	*No exceptions*
Service Development	*No exceptions*
Transit Oriented Development	*No exceptions*
Utilities	*No exceptions*

This review is for Design concepts and to identify any necessary improvements to RTD stops and property affected by the design. This review of the plans does not eliminate the need to acquire, and/or go through the acquisition process of any agreements, easements or permits that may be required by the RTD for any work on or around our facilities and property

Response: Acknowledged. Thank you.

South Metro Fire Rescue

Comment: South Metro Fire Rescue (SMFR) has reviewed the provided documents and has no objection to the proposed replat

Response: Acknowledged. Thank you.

The Pinery HOA

No Comment

Response: Acknowledged. Thank you.

Town of Castle Rock

No Comment

Response: Acknowledged. Thank you.

Town of Parker Public Works

No Comment

Response: Acknowledged. Thank you.

Wildfire Mitigation

No Comment

Response: Acknowledged. Thank you.

Xcel Energy-Right of Way & Permits

Comment: Public Service Company of Colorado's (PSCo) Right of Way and Permits Referral Desk has reviewed the above-mentioned plat and requests a 10-foot utility easement within all lots on each side of Tract A.

-Please be aware PSCo owns and operates existing natural gas transmission pipeline along and electric distribution facilities within the west property line and along the Pinery Center Boulevard.

-Additional easements may need to be acquired by separate document – be sure to ask the Designer to contact a Right-of-Way & Permits Agent in this event

Response: A 15-foot-wide utility easement has been included on either side of Tract A. Please note that on the north and east sides of Tract A, the 15-foot utility easement is outside of a 14-foot drainage easement. The easement locations were coordinated during Pinery Village Filing No. 2 approval process and was confirmed with the Xcel Energy Design Contractor, Allen Izquierdo.

Comment: In lieu of internal discussions with Xcel designers and engineers, PSCo requests that the developer, property owner, and all other involved parties work closely with the assigned Xcel Energy designers and engineers throughout the duration of the project. Additionally, please be prepared to grant PSCo any necessary easements as project needs are identified and finalized.

The property owner/developer/contractor must complete the application process for any new natural gas service via Building and Remodeling | Partner Resources | Xcel Energy. It is then the responsibility of the developer to contact the Xcel Designer assigned to the project for approval of design details.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Response: We will continue to coordinate with Xcel's designers and engineers and are prepared to grant any necessary easements as requested. New natural gas service applications will be completed through the indicated Building and Remodel process as lots within this Filing are developed. Additionally, the Developer's Contractor will call the Utility Notification Center prior to construction.

If you have any questions regarding the above response to comments, please contact me at 720-283-6783 ext. 136 or at mcevaal@redland.com.

Sincerely,



Mark D. Cevaal, P.E.
Sr. Project Manager

Cc: Mr. Bradley Jackson – Douglas County
Mr. Craig Campbell – Cairn Real Estate

PINERY
WATER AND WASTEWATER DISTRICT
Quality Water for Life

January 5, 2026
Mr. Craig Campbell
Starwood Land

RE: Pinery Village Filing 2

Dear Mr. Campbell,

Pursuant to Section 1805a.01.3 of the Douglas County Zoning Resolution, the Pinery Water & Wastewater District (the "District") acknowledges its willingness and ability to serve the proposed subdivision, Pinery Village Filing 2. The land where the proposed subdivision is located was included within the District boundaries when the District was formed on July 12, 1965.

Water Demand

Based on the proposed development plan, this project will require an average day demand of 84,749 gpd for domestic service (95 AF/YR).

Water Supply

Please find enclosed a copy of our District's Present and Future Water Sources report that the District has provided the State Division of Water Resources as required by Section 30-28-136(1)(h)(ii), C.R.S.

Water Quality

The District is in compliance with the Colorado Department of Public Health and Environment testing and quality requirements.

Sincerely,
Pinery Water & Wastewater District

Heather Beasley
District Manager

Present and Future Water Sources
Denver Southeast Suburban Water & Sanitation District

Prepared by HRS Water Consultants, Inc. in consultation with Denver Southeast Suburban Water & Sanitation District
Previous Versions: May 2014 and February 2018
Updated by DSSWSD staff in September 2025

A. General

The Denver Southeast Suburban Water and Sanitation District, dba Pinery Water and Wastewater District (DSSWSD), has four types or sources of water for present and future water supply. These are its tributary shallow wells constructed in the Cherry Creek alluvium, its deep non-tributary Denver Basin Aquifer wells, its reusable water stored in Walker Reservoir, and wholesale water supply through either WISE or CCPWA. The shallow alluvial wells withdraw senior Harrison and Haley Ditch rights along with junior water rights, both of which are covered under existing plans for augmentation in Cases No. W-6862 and No. 11CW198. The annual appropriation for the deep Denver Basin aquifer wells is derived from: 1) Pre-Senate Bill 213 wells; 2) District decrees; and 3) Decrees from others that have been included in the District. In total, DSSWSD has firm water rights of 15,221 acre-feet per year (af/yr), with average and wet years being higher. In addition, the District owns a 20.489% share of the Cherry Creek Project Water Authority alluvial and Denver Basin water rights, providing another 1,570 af/yr of dry year supply and greater average or wet year supply. Finally, the District is a member of the WISE Authority and has subscribed to 500 af/yr of this renewable and reusable water, although this is not considered part of the dry year supply.

B. Water Rights Considerations

The pumping of the shallow wells constructed in the Cherry Creek alluvium is covered by the District's existing plans for augmentation (W-6268 and 11CW198). The augmentation plan in Case No. W-6268 allows for tributary pumping using three sources:

1. In-priority pumping based upon the historic consumptive use from the senior Harrison and Haley ditch rights totaling 1,220 acre-feet per year;
2. Infrequent in-priority pumping under the junior well water rights; and
3. Out-of-priority pumping derived from return flow credits from the District use of non-tributary (pre-S.B. 213) wells, pursuant to the plan for augmentation.

The augmentation plan in Case No. 11CW198 includes additional alluvial wells, non-tributary water rights not included in the W-6268 augmentation plan, and additional water sources. These sources include:

1. Infrequent in-priority pumping under new alluvial well water rights;
2. Additional non-tributary water rights and wells;
3. Water available from the Cherry Creek Project Water Authority (CCPWA);
4. Water available through the WISE project; and
5. Out-of-priority alluvial well pumping to be allowed under the new plan for augmentation and derived from return flow credits and/or direct releases and exchanges from the above sources.

The District has acquired a substantial amount of non-tributary groundwater through adjudications (by the District or Senior Corp.), through inclusions into the District, or by direct purchase. The attached Table 2 includes a summary of the various decreed tributary, non-tributary, and not non-tributary rights and annual appropriations.

The primary source of non-tributary groundwater currently in use by the District is from the original set of Pre-Senate Bill 213 (Pre-S.B. 213) wells, which are referenced in the augmentation plan in Case No. W-6268 and three associated decrees (W-6265, W-6267 and W-7241). These are the wells designated as A through M. Because part of the original appropriations for Wells A, B, C and J have been reduced, and Well C has been abandoned, the present total availability of non-tributary water for this set of wells is 1,865 acre-feet per year (af/yr).

The District acquired water rights from Senior Corp., initially for property east of Highway 83, and then for property west of the highway. These rights were originally filed together under applications for each of the four Denver Basin aquifers but were then separated into two sets of decrees based on lands east and west of Highway 83. Non-tributary rights acquired from Senior Corp. for the District total 2,261 af/yr for the area east of the highway, and 3,051 af/yr for the west area. Although the decrees were separated based on geography, Colorado water law allows the District to combine Denver Basin water rights within a contiguous well field and produce these rights from any well in the same aquifer.

The District also acquired the non-tributary water rights associated with the Gondolier Farms which were decreed in Case No. 84CW208. These rights total 885 af/yr.

In Case No. 85CW203, the District adjudicated all remaining water underlying District lands east of Highway 83 which had not previously been adjudicated in any of the above-described decrees. This decree also recovered a portion of the water made available by the reduction in appropriations for Pre-S.B. 213 wells A, B, C and J. The total non-tributary ground water made available under this decree is 2,466 af/yr.

The District has also obtained additional decreed groundwater rights by inclusion of the Reata South (1,608 af/yr), Vistancia/Scott Road (184 af/yr), Cross Creek (40 af/yr), 6793 Scott Avenue (47.9 af/yr), and Pinery Meadows (49.4 af/yr) developments. In addition, the District purchased decreed groundwater rights from the Evans Ranch in the amount of 1,146 af/yr. These rights total 3,075 af/yr.

The water listed in Table 2 under the Broe Aug Plan and Rosie Wells decree (Broe) can only be used for development of the Broe property. The District began service to the development on the Broe property in 2019. These rights total 351 af/yr.

The above-described decrees provide additional non-tributary groundwater for District use beyond the amount originally included in the District augmentation plan. The total of these additional rights is 12,089 af/yr. When combined with the original Pre-S.B. 213 well appropriations, the District has a total non-tributary and not non-tributary groundwater supply of about 13,954 af/yr. It should be noted that several of the listed decrees include provisions where the final ground water appropriation may be changed based on site-specific data at the time wells are drilled. Based on past experience, such data is not likely to change the decreed appropriations more than plus or minus five percent.

The decree in Case No. W-6268 also includes changes in use for the District's 5/9 interest in the Harrison Ditch and the 85% interest in the Haley Ditch. The decree made findings that a combined total of 1,220 af/yr may be pumped through certain District alluvial wells as alternate points of diversion and used directly for municipal purposes. With priorities of May 30, 1874, and July 1, 1873, respectively,

these are some of the most senior water rights on Cherry Creek and provide a firm yield of 1,220 af/yr.

Under the existing augmentation plan in Case No. W-6268, the District can utilize return flows from municipal use of non-tributary water supplied by the District's Denver Basin aquifer wells as credits against out-of-priority tributary well pumping. Under the augmentation plan, depletions from tributary well pumping are calculated by multiplying out-of-priority pumping by the monthly consumptive use percentages included in Paragraph 22 of the decree. Return flow credits from non-tributary pumping are calculated based on the complement of the monthly consumptive use percentages. The credits for return flows are then applied to offset the calculated depletions on an annual basis. As long as the total non-tributary return flows equal or exceed the total tributary well depletions at the end of the year, the District's augmentation plan is in compliance and no injury to other water rights will occur.

Under the plan for augmentation in Case No. 11CW198, additional non-tributary water rights and associated return flow credits are included as augmentation sources to allow for additional tributary well pumping. Up to eight additional alluvial wells (two currently in use and one under construction) can be added under the plan. Depletions from out-of-priority pumping from the alluvial wells are offset by return flows from non-tributary well pumping under the plan, as well as other sources. These other sources include water available to the District through its participation in the Cherry Creek Project Water Authority and the WISE project, a plan by which excess water from the Cities of Denver and Aurora is made available via pipeline for use by several south metro area water providers. The augmentation plan also includes provisions to maximize use and flexibility for the various water sources via exchanges and storage, including aquifer storage and recovery.

C. Demand Requirements

The water requirements of DSSWSD have varied over the years with development and variations in weather. Although overall water demand has increased with additional customers, the per capita residential water demand has decreased due to the District's water conservation efforts. Tables 3 and 4 show the recorded demand over the past 43 years. As can be noted, the system use has tripled since 1982 to a total of 3,613 af in 2024. Projected buildout water use for the District is estimated to be 4,493 af/yr.

D. Summary of Uses and Projected Dry Year and Average Year Yields

The tabulation in Table 1 below shows water used in the system from 2002 – 2024. Even at buildout, water demand falls within the 17,291 af/yr the District has of firm water rights.

The yield of the District's Denver Basin water rights will not be affected by a dry year. Thus, the dry year and average year yield will be the same and will be as decreed, with a total of up to 15,484 af/yr of decreed rights available – 13,954 af/yr of District Denver Basin water rights and 1,530 af/yr of CCPWA Denver Basin water rights.

The District's Cherry Creek alluvial water rights can be impacted by a dry year in terms of both physical supply and water available through the administration of water rights. The most senior water rights for the Haley and Harrison ditches have a firm yield of 1,220 af/yr. When both the junior and senior alluvial water rights are combined with Denver Basin water under the District augmentation plans, the actual yield of the alluvial wells is greater. The expected average year yield of the alluvial water rights is about 2,150 af/yr.

The alluvial water rights owned by CCPWA are administered similarly to the District's alluvial water

rights. The three senior water rights owned by CCPWA are more senior than the District's ditch rights and therefore can also be relied upon in drought years. The District's share of the dry year yield for these alluvial water rights is 40 af/yr.

The anticipated reusable supply available to the District in dry years is 47 af. This is the volume available after return flows are used to meet augmentation plan requirements. It is exchanged up to and stored in Walker Reservoir for later use by the District.

The District's subscription to WISE is for an average annual delivery of 500 af. However, it is expected that deliveries will be reduced during times of drought and therefore are not considered in dry year supplies.

The current and proposed uses of the District's water rights are the same and are for all uses. These uses correspond to the existing decreed water rights of the District.

Table 1. Proportion of Tributary and Non-Tributary Water Use by Year

Year	Tributary (af/yr)	Non-Tributary (af/yr)	Total
2002	2,002	832	2,834
2003	1,730	687	2,417
2004	1,852	360	2,212
2005	2,088	652	2,740
2006	2,704	811	3,515
2007	2,474	613	3,087
2008	2,450	1,021	3,471
2009	1,928	608	2,536
2010	2,160	1,150	3,310
2011	2,536	769	3,305
2012	2,198	1,273	3,471
2013	1,704	1,195	2,899
2014	1,801	896	2,697
2015	2,036	741	2,777
2016	2,015	962	2,977
2017	2,155	943	3,098
2018	2,312	1,241	3,553
2019	2,149	1,230	3,379
2020	2,015	1,810	3,824
2021	2,107	1,297	3,405
2022	2,054	1,807	3,861
2023	2,026	668	2,694
2024	2,183	1,430	3,613

TABLE 2

Denver Southeast Suburban Water & Sanitation District
Water Rights Summary

Case No.	Description	Decreed Amount (af/yr)	Subtotals (af/yr)
A. Tributary Water Rights			
W-6268	Harrison & Haley Ditches	1,220	
W-6268, 11CW198	Junior Water Rights	Variable	
	Total Tributary Water:		**1,220 +**
B. Non-tributary (NT) and Not Non-tributary (NNT) Water Rights			
W-6265	Wells A, B and C	243	
W-6267	Well J	103	
W-7241	Wells F, G, H, I, K, L and M	1,519	
	Pre-S.B. 213 Wells Subtotal:		1,865
83CW087E	Senior Corp. East Side - Arapahoe	1,202	
83CW088E	Senior Corp. East Side - Denver	240	
83CW089E	Senior Corp. East Side - Dawson	305	
83CW090E	Senior Corp. East Side - LFH	514	
	Senior Corp East Side Subtotal:		2,261
82CW087W	Senior Corp. West Side - Arapahoe	1,823	
83CW088W	Senior Corp. West Side - Denver	396	
83CW089W	Senior Corp. West Side - Dawson	154	
83CW090W	Senior Corp. West Side - LFH	678	
	Senior Corp West Side Subtotal:		3,051
84CW208	Gondolier Farms Decree	885	
85CW203	DSSWSD Non-tributary Determination	2,466	
89CW086, 087, 088, and 089	Reata South	1,608	
93CW146 & 2003CW344	Evans Ranch	1,146	
85CW139	Wolf/Vistancia/Scott Road	184	
23CW3065	Cross Creek	40	
22CW3093	Pinery Meadows	49.4	
23CW3146	6793 Scott Ave.	47.9	
	Additional NT and NNT Subtotal:		6,426
Non-tributary Water Assigned to Broe Aug Plan (87CW338)			
82CW418	Rosie Wells Decree (Broe)	351	351
	Total NT and NNT Water:		**13,954**
C. Wholesale Water			
	CCPWA Denver Basin Rights	1,530	
	CCPWA Alluvial Rights (Senior)	40	
	CCPWA Alluvial Rights (Junior)	Variable	
	WISE Water	500	
	Total Wholesale Water:		**2,070 +**
D. Reuse Water			
	Reuse Water in Walker Reservoir	47 +	**47 +**
E. Total Water Sources			**17,291 +**

TABLES 3 and 4

Water Use by Water Year

Table 3. Tributary vs. Non-Tributary Volumes

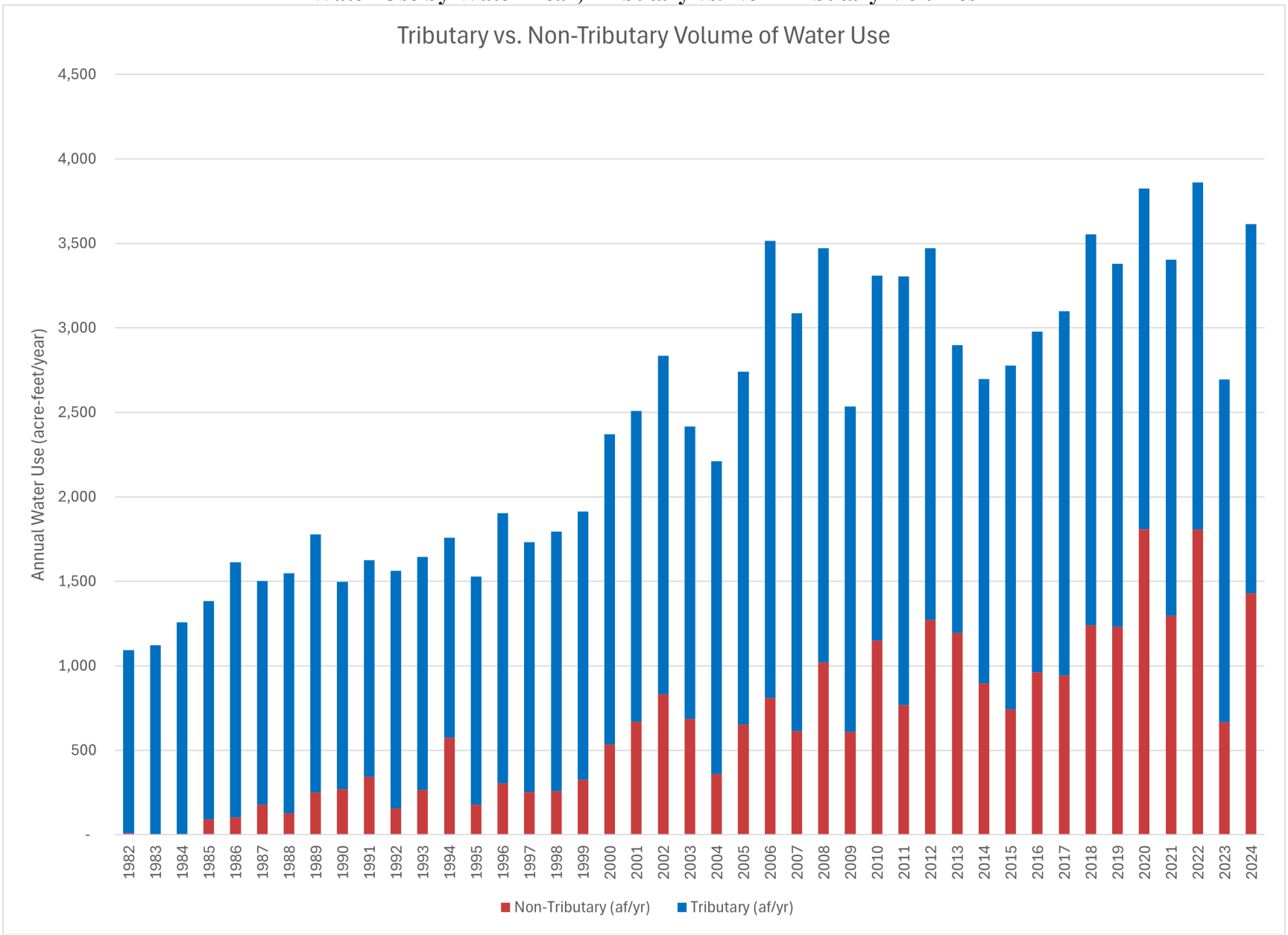
Year	Tributary (af/yr)	Non-Tributary (af/yr)	Total
1982	1,080	12	1,091
1983	1,123	-	1,123
1984	1,258	-	1,258
1985	1,292	91	1,384
1986	1,511	103	1,614
1987	1,324	179	1,504
1988	1,422	127	1,549
1989	1,527	250	1,777
1990	1,225	271	1,496
1991	1,282	344	1,626
1992	1,407	156	1,563
1993	1,379	265	1,644
1994	1,184	574	1,758
1995	1,351	178	1,529
1996	1,601	303	1,904
1997	1,477	254	1,731
1998	1,537	257	1,795
1999	1,588	326	1,914
2000	1,838	533	2,371
2001	1,839	669	2,508
2002	2,002	832	2,834
2003	1,730	687	2,417
2004	1,852	360	2,212
2005	2,088	652	2,740
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2022	2,054	1,807	3,861
2023	2,026	668	2,694
2024	2,183	1,430	3,613

Table 4. Tributary vs. Non-Tributary Percents

Year	Tributary	Non-Tributary
1982	99%	1%
1983	100%	0%
1984	100%	0%
1985	93%	7%
1986	94%	6%
1987	88%	12%
1988	92%	8%
1989	86%	14%
1990	82%	18%
1991	79%	21%
1992	90%	10%
1993	84%	16%
1994	67%	33%
1995	88%	12%
1996	84%	16%
1997	85%	15%
1998	86%	14%
1999	83%	17%
2000	78%	22%
2001	73%	27%
2002	71%	29%
2003	72%	28%
2004	84%	16%
2005	76%	24%
2006	77%	23%
2007	80%	20%
2008	71%	29%
2009	76%	24%
2010	65%	35%
2011	77%	23%
2012	63%	37%
2013	59%	41%
2014	67%	33%
2015	73%	27%
2016	68%	32%
2017	70%	30%
2018	65%	35%
2019	64%	36%
2020	53%	47%
2021	62%	38%
2022	53%	47%
2023	75%	25%
2024	60%	40%

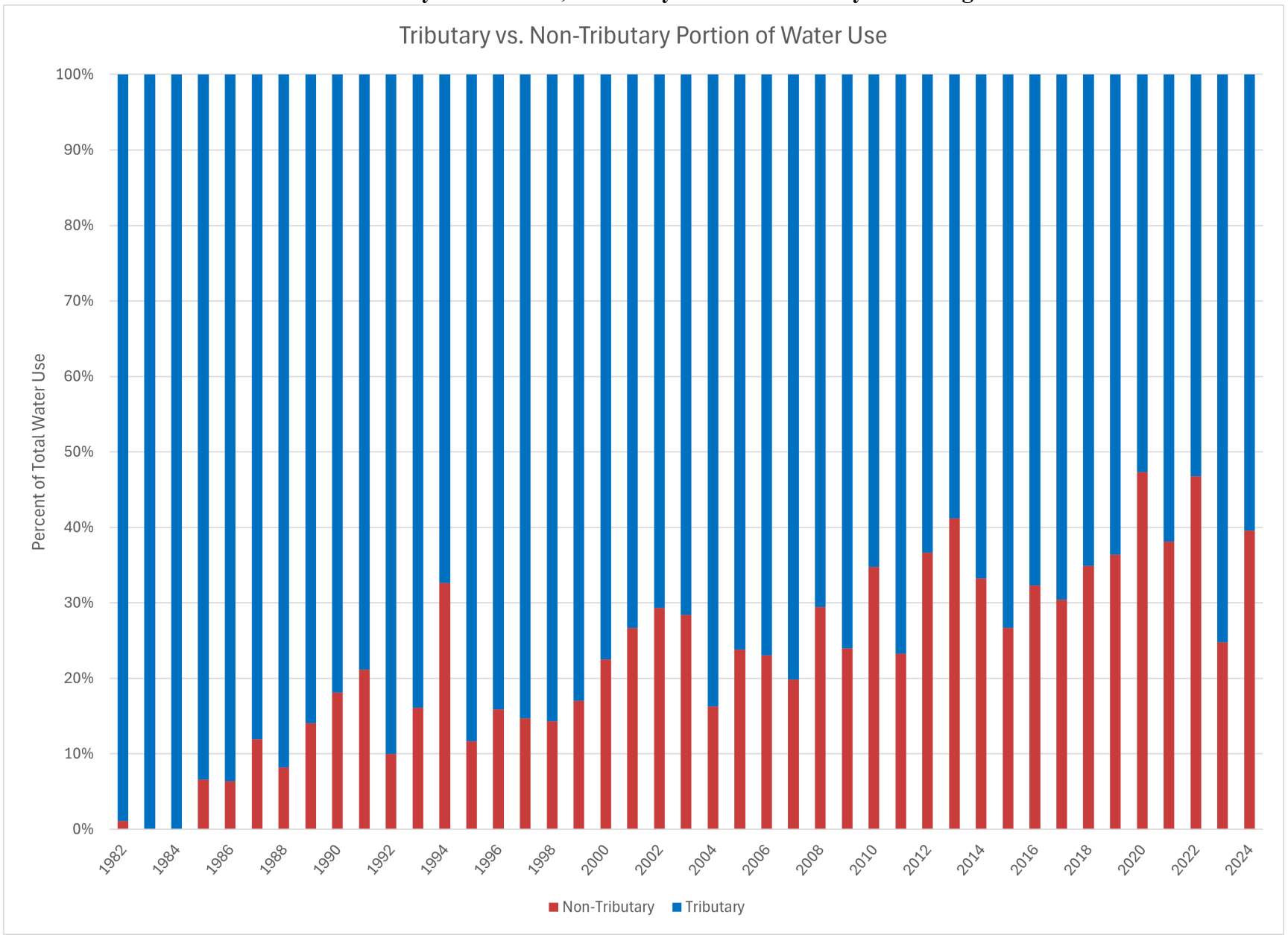
GRAPH 1

Water Use by Water Year, Tributary vs. Non-Tributary Volumes



GRAPH 2

Water Use by Water Year, Tributary vs. Non-Tributary Percentages



MEMORANDUM

To: Douglas County Development Review

From: Steve Tuttle, PE, PTOE

Date: October 28, 2025

Project: Pinery West Traffic Impact Study Update

Subject: Updated Analysis (2025)

The Fox Tuttle Transportation Group has completed an updated traffic analysis for Pinery West Traffic Impact Study, previously accepted by Douglas County staff (dated April 15, 2019) and Pinery West Traffic Impact Study Update (dated July 31, 2023). The project site is located at the northwest corner of the Parker Road (Highway 83) and N. Pinery Parkway intersection and proposes to develop 144± acres with a mix of retail, commercial, and services uses. The purpose of this updated analysis is to confirm the transportation improvements and infrastructure previously identified as necessary to support full project buildout, considering that the extension of N. Pinery Parkway west of the project to Bayou Gulch Road is no longer expected to occur within the 20-year planning horizon. To complete this analysis, both the short-term and long-term traffic scenarios were updated, using current traffic counts and growth projections, along with the most current land use plans for the project. This memorandum summarizes the updated analysis, findings and recommendations.

This memo revises and/or builds upon information from the following, previously approved traffic studies:

- Pinery West Traffic Impact Study. Fox Tuttle Transportation Group. April 15, 2019.
- Pinery West Traffic Impact Study Update. Fox Tuttle Transportation Group. July 31, 2020.
- King Soopers Pinery Village Traffic Impact Study. Galloway. March 27. 2025.

The study area intersections and analysis from the original Pinery West Traffic Impact Study have been revised to include the following updated base assumptions and information:

- New AM & PM peak hour traffic counts collected in September 2025; the intersection of Scott Avenue & Parker Road, which was not part of the previous Pinery West PUD studies, was included for this analysis
- Updated land use projections, to incorporate assumptions from the recent King Soopers traffic study as well as updates to Lot 3 of Filing 1, which now includes a 17,000 square foot (SF) auto body shop and 104,400 SF of self-storage (this was previously assumed as

office/flex space in the previous studies); consistent with the previous Pinery West PUD studies, this revised analysis includes all existing and proposed PUD uses, including the King Soopers site currently under construction and the existing bank and veterinary service located south of Pinery Parkway.

- Updated the full Pinery West PUD build out horizon year for 2032 (was 2030 previously) and the long-term, 20-year horizon for 2045 (was 2040 previously)
- Updated background growth projections based on current area and CDOT growth forecasts
- Anticipated extension of Pinery Parkway to the west to not occur in the 20-year planning horizon, per Douglas County staff; the connection of Pinery Center Blvd. north to Stroh Road at J. Morgan Blvd. is still assumed to occur in the long-term planning horizon. Distributions for long-term project-added traffic were updated to reflect these conditions.

The following revised figures and tables are attached, representing the changes noted above:

- Figure 3, Existing (Year 2025) Traffic Volumes
- Figure 4, Year 2032 Background Traffic Volumes
- Figure 5, Year 2045 Background Traffic Volumes
- Figure 6, Site Trip Distribution
- Figure 7, Site-Generated Traffic Volumes (*without* Pinery Center Parkway connection to Stroh Road)
- Figure 8, Site-Generated Traffic Volumes (*with* Pinery Center Parkway connection to Stroh Road)
- Figure 9, Year 2032 Total Traffic Volumes
- Figure 10, Year 2045 Total Traffic Volumes

Trip generation estimates for the entire Pinery West PUD project area were updated using the most current Institute of Transportation Engineers (ITE) Trip Generation rates (12th Edition, 2025). Peak hour intersection Levels of Service (LOS) were updated using Synchro v12 software and Highway Capacity Manual (7th Edition, 2022) methodology.

The following revised tables are attached, representing the changes noted above:

- Table 1A – Signalized Intersection Level of Service Summary
- Table 1B – Signalized Intersection Level of Service Summary
- Table 2 – Trip Generation Estimate
- Table 3 – Trip Type Breakdown

The following bullets summarize the previously identified transportation infrastructure projects necessary to support build out of the Pinery West PUD, along with currently applicability given the updates described in this memorandum:

1. **Improvements to the Parker Road & N. Pinery Parkway Intersection:** The previous study identified the need for the addition of a second northbound left-turn lane on Parker Road (dual left-turn) to westbound Pinery Parkway, and the addition of an eastbound left-turn on Pinery Parkway. The northbound dual left-turn will require modification to the west leg

median to accept the second left-turn lane and modification of the traffic signal is also required. ***The Parker Road & Pinery Parkway intersection improvements are still necessary to support development, in both the short- and long-term scenarios with buildout of the project.*** Per our understanding, these modifications are currently in the final design stage. As shown in the revised analysis and LOS table, this intersection is anticipated to operate acceptably over at LOS D or better in all future scenarios with these improvements in place.

2. **Signalization of "Access C" (Market Street) & N. Pinery Parkway:** The previous Pinery West PUD analysis, as well as the King Soopers traffic study, identified the potential need for signalization of this intersection with project build out, particularly when N. Pinery Parkway is extended to the west to Bayou Gulch Road and use of N. Pinery Parkway is increased. However, with the current land use plan and traffic projections, signalization of this intersection is anticipated to be needed by project build out, particularly prior to the extension of Pinery Center Blvd. north to Stroh Road/J. Morgan Blvd. (which will draw traffic to that route and reduce Access C usage). ***The intersection volumes should continue to be monitored to determine if buildout traffic projections are realized and when a signal is warranted and should be installed.*** The revised analysis shows that intersection LOS is anticipated to poor with project buildout volumes, particularly in the PM peak hour with the heavy projected southbound left-turn volumes. While the King Soopers traffic study recommended the southbound lane geometry on Access C/Market Street include a shared left+through plus separate right-turn lane, it is recommended that with a signal, this geometry be striped a separate left-turn lane plus shared through+right-turn lane, to better accommodate this heavy southbound left-turn volume.

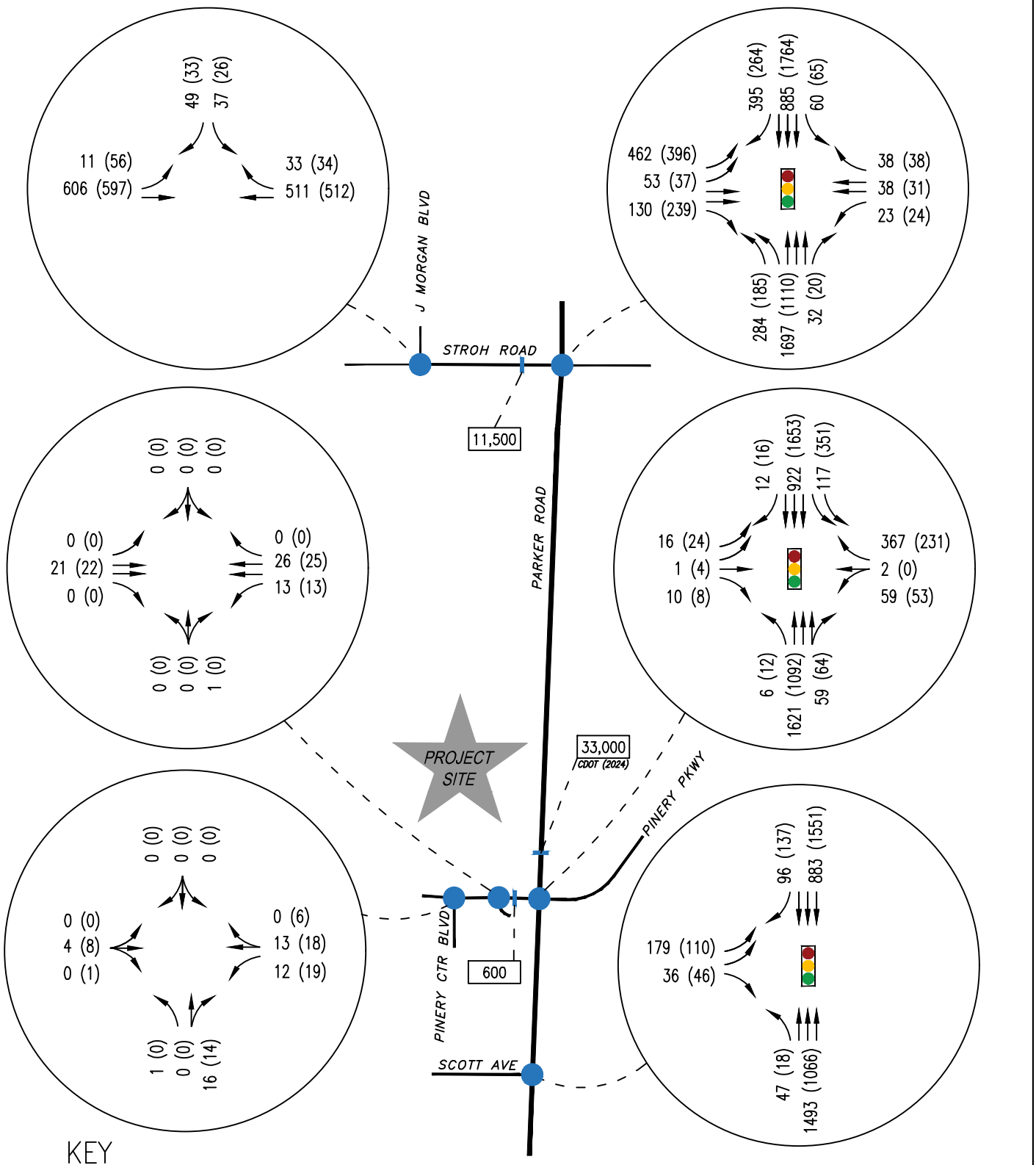
3. **Signalization of Pinery Center Blvd. & N. Pinery Parkway:** The previous analysis identified the possible need for signalization of Pinery Center Blvd. & N. Pinery Parkway in the long-term scenario with project buildout and the extension of N. Pinery Parkway to Bayou Gulch Road. Per the revised analysis summarized in this memo, ***without the extension of N. Pinery Parkway to the west and the added background traffic that would draw to N. Pinery Parkway, this signal is not warranted or needed in the Year 2045 buildout planning horizon.***

4. **Extension of Pinery Center Blvd. north to Stroh Road and Signalization of the Pinery Center Blvd/J. Morgan Blvd. & Stroh Road intersection:** Consistent with the previous PUD traffic analysis, the revised analysis shows that this roadway extension is not necessary to support project buildout but will help relieve traffic at the Parker Road intersections by providing a local north-south travel alternative. The need for this signal will be dependent on background traffic shifts to Pinery Center Blvd. from Parker Road.

/SGT



Attachments:
Traffic Count Sheets
Synchro LOS Worksheets

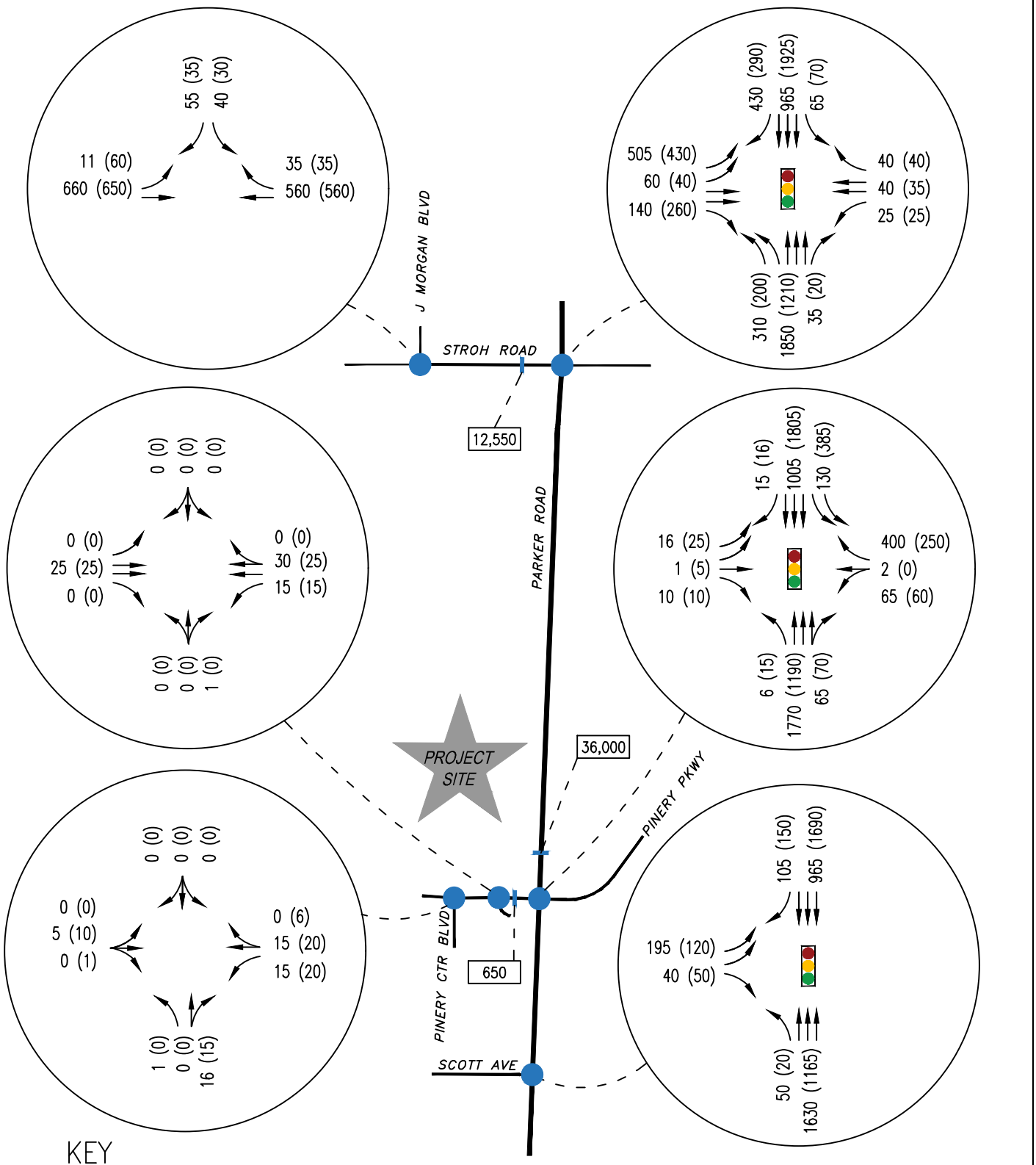


FOX TUTTLE
TRANSPORTATION GROUP

PINERY WEST TRAFFIC IMPACT STUDY 2025 UPDATE

EXISTING TRAFFIC VOLUMES (YEAR 2025)

FT #	2004g	Original Scale	NTS	Date	10/28/25	Drawn by	AG	Figure #	3

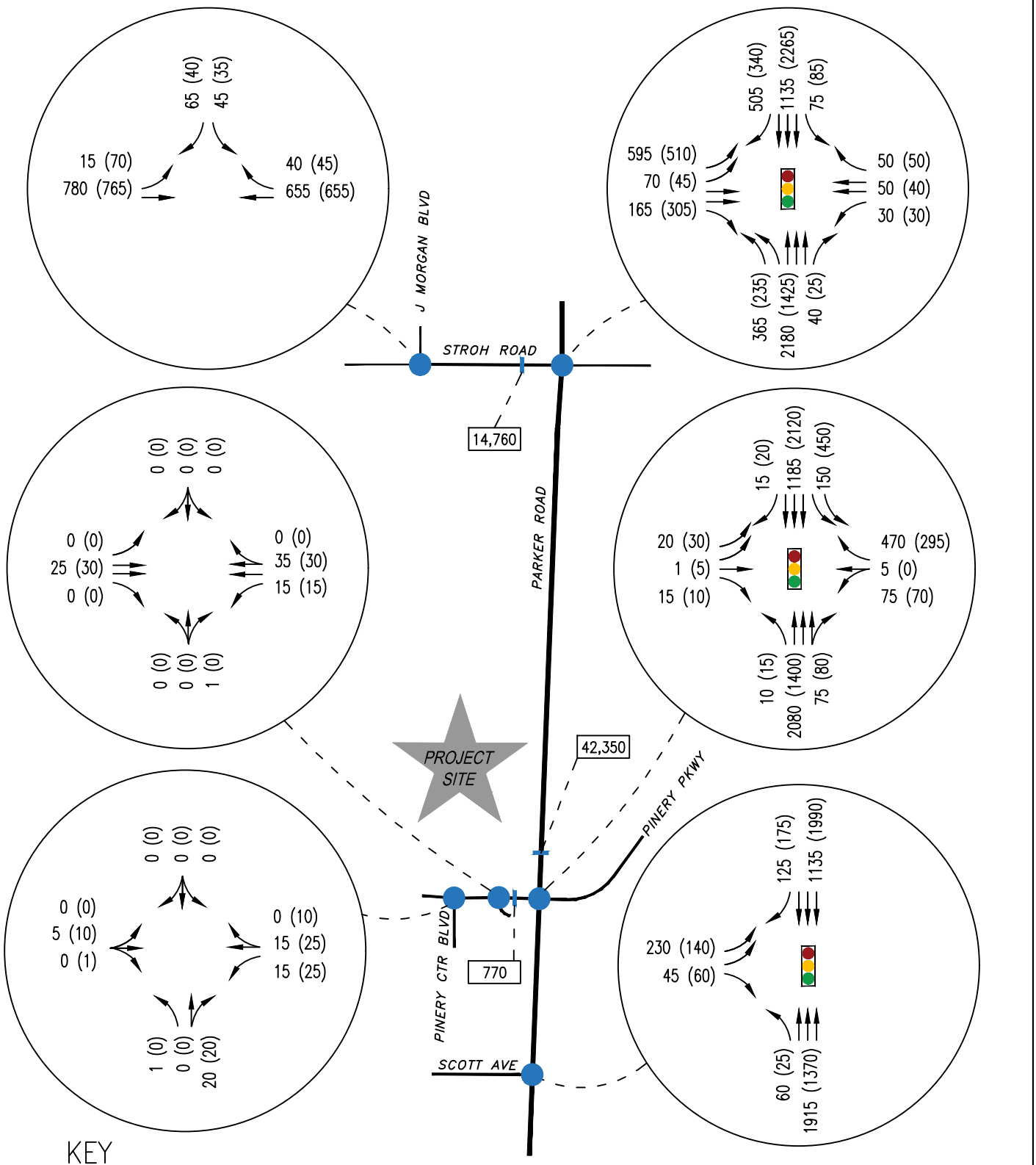


FOX TUTTLE
TRANSPORTATION GROUP

PINERY WEST TRAFFIC IMPACT STUDY 2025 UPDATE

YEAR 2032 BACKGROUND TRAFFIC VOLUMES

FT #	25087	Original Scale	NTS	Date	10/21/2025	Drawn by	AG	Figure #	4



FOX TUTTLE
TRANSPORTATION GROUP

PINERY WEST TRAFFIC IMPACT STUDY 2025 UPDATE

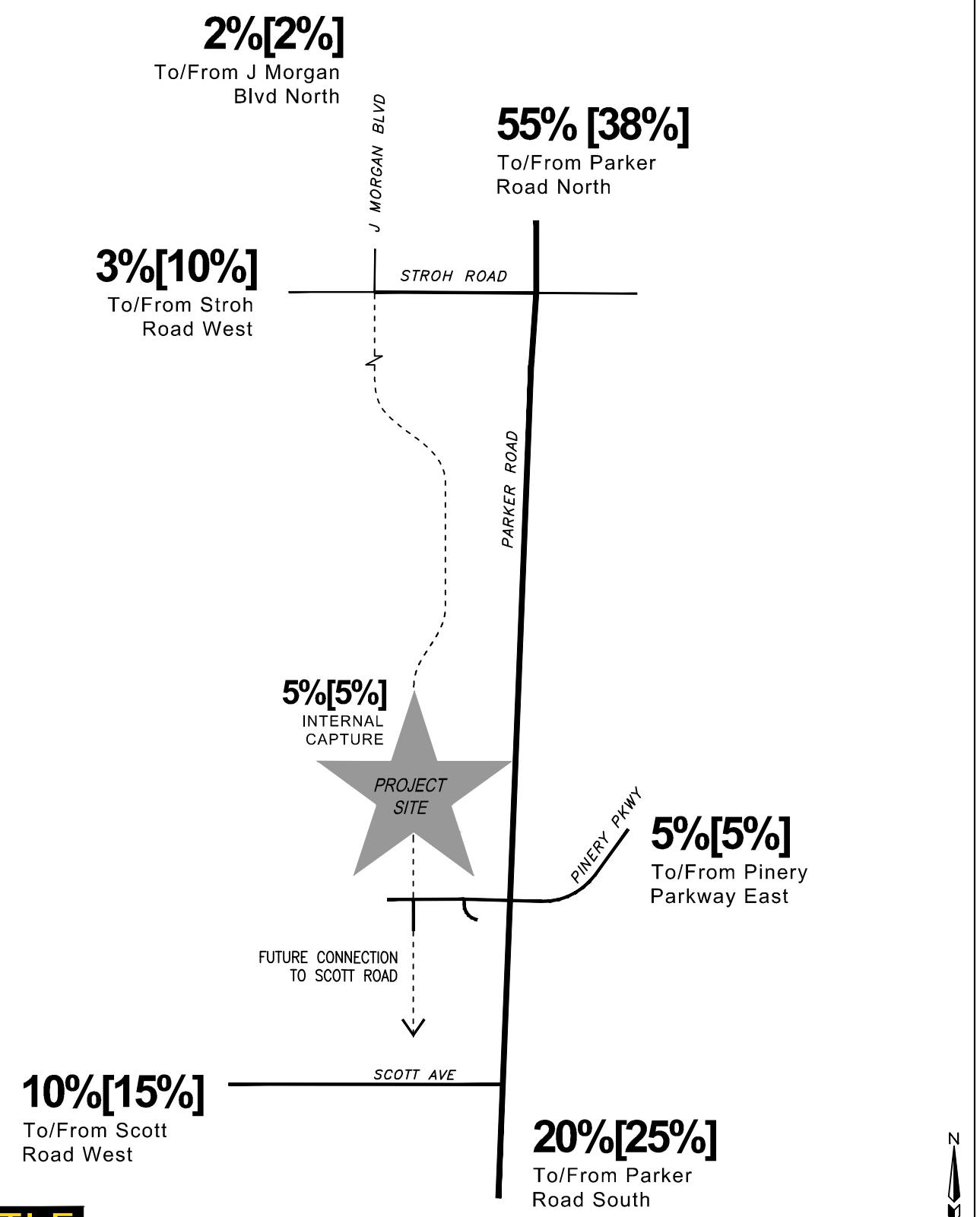
YEAR 2045 BACKGROUND TRAFFIC VOLUMES (WITHOUT CONNECTIONS)

FT #	25087	Original Scale	NTS	Date	10/21/2025	Drawn by	AG	Figure #	5

KEY

XX% DISTRIBUTION WITHOUT CONNECTIONS

[XX%] DISTRIBUTION WITH CONNECTIONS



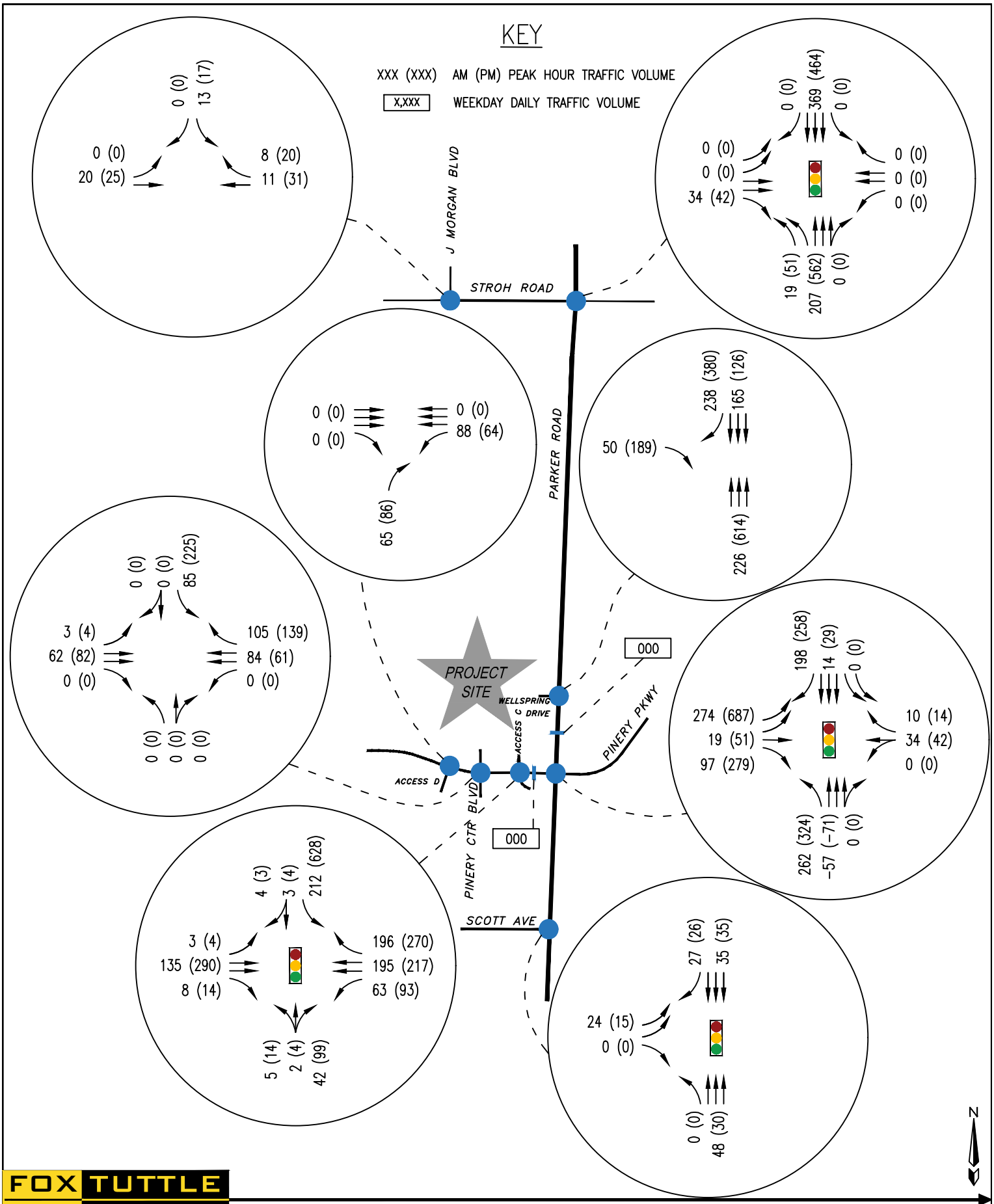
FOX TUTTLE TRANSPORTATION GROUP

PINERY WEST TRAFFIC IMPACT STUDY 2025 UPDATE

SITE TRIP DISTRIBUTION

FT #	20049	Filing	2, 1st Amendment Plat	Date	10/21/25	Drawn by	AG	Figure #	6

Pinery Village Filing 2, 1st Amendment Plat
Project File# SB2026-015
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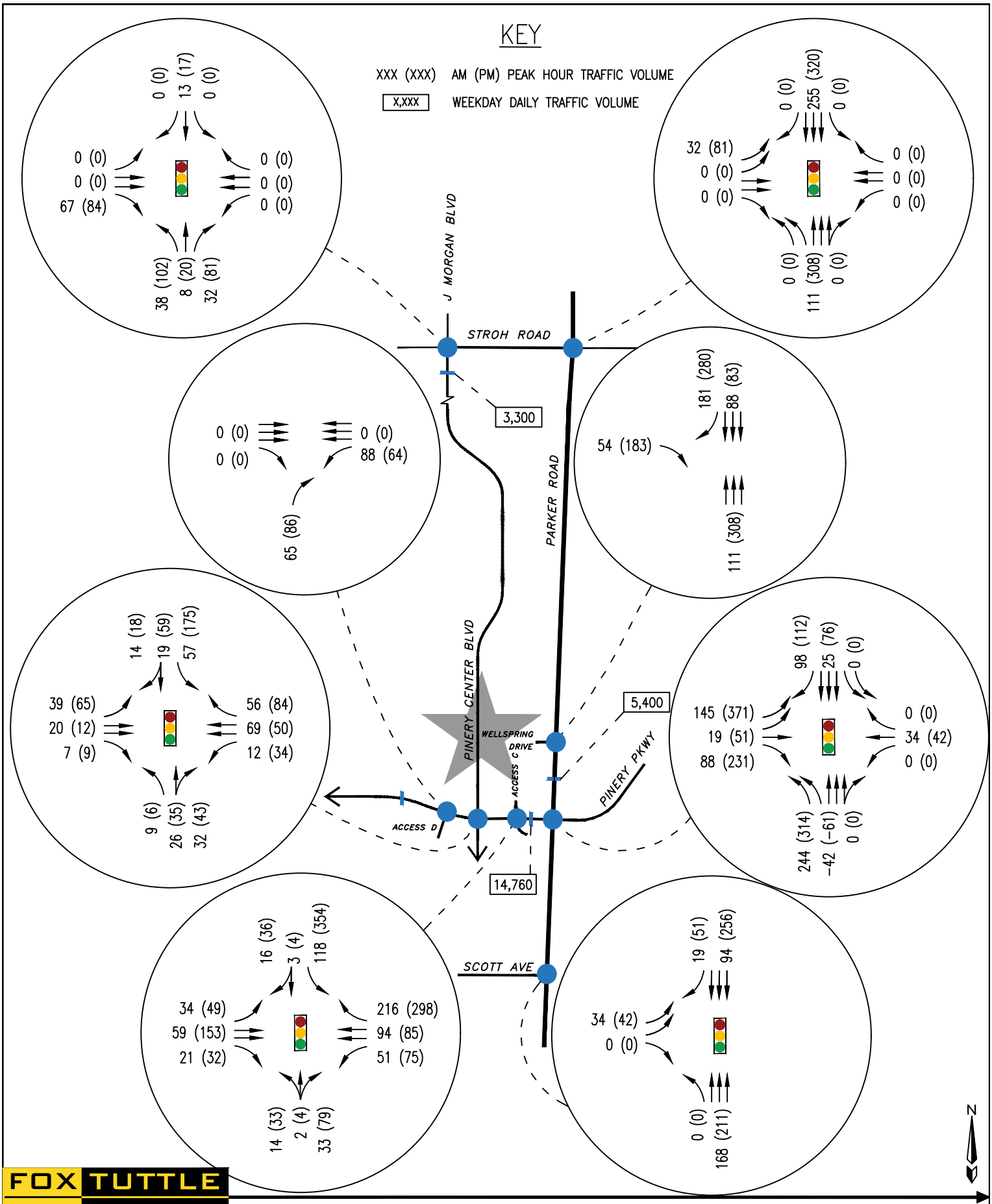


FOX TUTTLE TRANSPORTATION GROUP

PINERY WEST TRAFFIC IMPACT STUDY 2025 UPDATE

SITE-GENERATED TRAFFIC VOLUMES (WITHOUT PINERY CENTER BLVD CONNECTION)

FT # 25087	Original Scale NTS	Date 10/21/2025	Drawn by AG	Figure # 7	

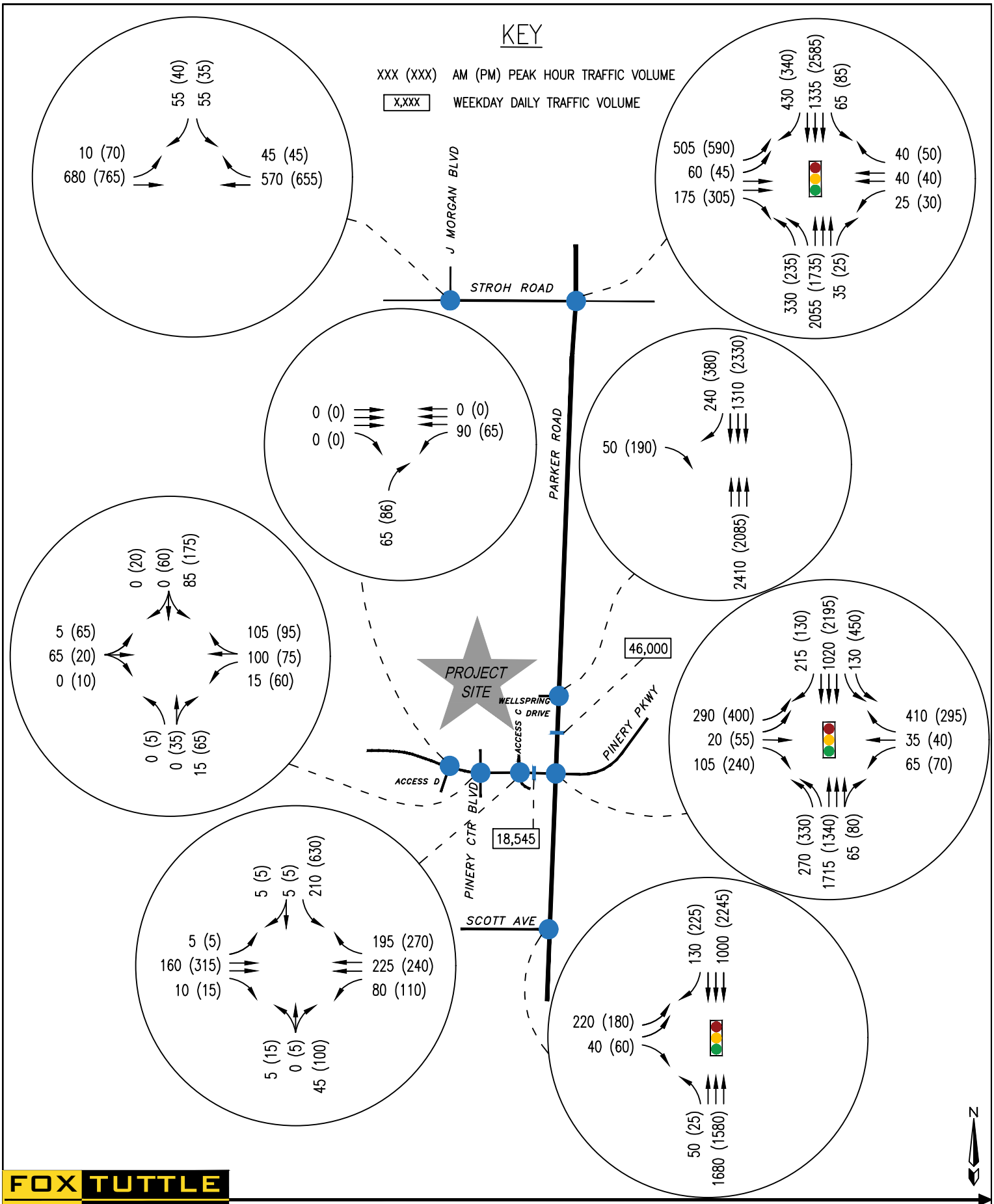


FOX TUTTLE
TRANSPORTATION GROUP

PINERY WEST TRAFFIC IMPACT STUDY 2025 UPDATE

SITE-GENERATED TRAFFIC VOLUMES (WITH PINERY CENTER BLVD CONNECTION)

FT #	25087	Original Scale	NTS	Date	10/21/2025	Drawn by	AG	Figure #	8

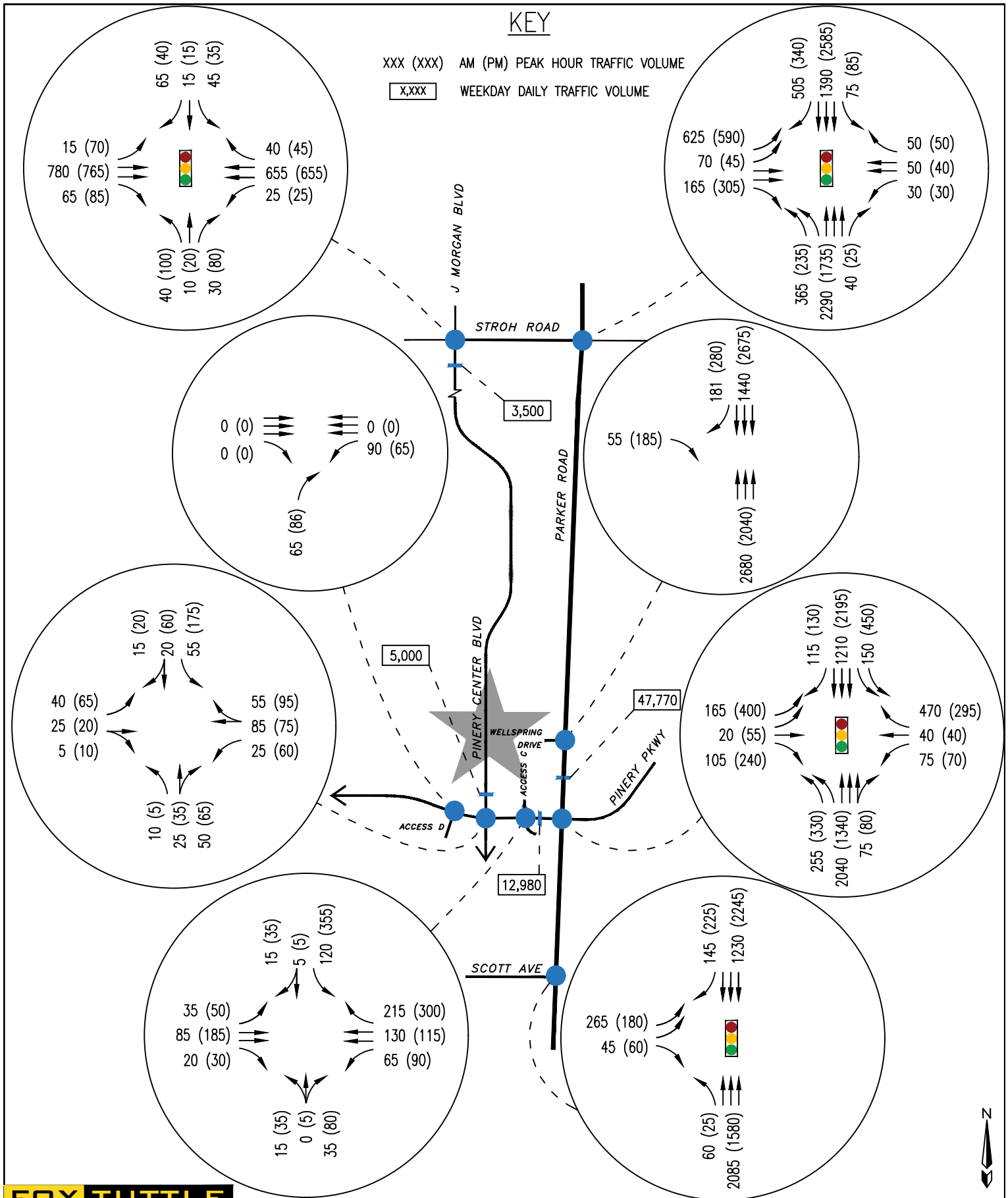


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PINERY WEST TRAFFIC IMPACT STUDY 2025 UPDATE

YEAR 2032 TOTAL TRAFFIC VOLUMES

FT #	25087	Original Scale	NTS	Date	10/21/2025	Drawn by	AG	Figure #	9



FOX TUTTLE TRANSPORTATION GROUP

PINERY WEST TRAFFIC IMPACT STUDY 2025 UPDATE

YEAR 2045 TOTAL TRAFFIC VOLUMES

FT #	25087	Pinery Ridge Filing 2, 1st Amendment Plat	Original Scale	NTS	Date	10/21/2025	Drawn by	AG	Figure #	10

FOX TUTTLE

Table 1A - Signalized Intersection Level of Service Summary

Intersection and Lanes Groups	2025 Existing				2032 Background				2032 Total				2045 Background				2045 Total			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SIGNAL CONTROL																				
Parker Rd & N. Pinery Pkwy	**33.1**	**C**	**25.6**	**C**	**37.5**	**D**	**28.7**	**C**	**39.5**	**D**	**52.0**	**D**	**43.0**	**D**	**32.7**	**C**	**47.7**	**D**	**44.7**	**D**
Eastbound Left	*66.9*	*E*	*61.3*	*E*	*66.9*	*E*	*62.9*	*E*	*40.4*	*D*	*50.1*	*D*	*67.2*	*E*	*64.8*	*E*	*36.3*	*D*	*54.1*	*D*
Eastbound Through	*32.4*	*C*	*35.7*	*D*	*32.4*	*C*	*35.6*	*D*	*32.1*	*C*	*35.3*	*D*	*32.6*	*C*	*36.1*	*D*	*32.2*	*C*	*36.9*	*D*
Eastbound Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*
Westbound Left									*41.2*	*D*	*41.1*	*D*					*41.8*	*D*	*46.4*	*D*
Westbound Left+Through	*40.4*	*D*	*44.7*	*D*	*40.6*	*D*	*44.9*	*D*					*41.0*	*D*	*45.4*	*D*				
Westbound Through									*39.8*	*D*	*44.7*	*D*					*40.0*	*D*	*44.5*	*D*
Westbound Right	*66.7*	*E*	*37.9*	*D*	*86.2*	*F*	*37.9*	*D*	*71.4*	*E*	*39.0*	*D*	*100.7*	*F*	*37.1*	*D*	*105.4*	*F*	*36.3*	*D*
Northbound Left	*86.2*	*F*	*74.4*	*E*	*86.2*	*F*	*75.3*	*E*	*70.2*	*E*	*88.8*	*F*	*81.8*	*F*	*77.5*	*E*	*70.9*	*E*	*100.4*	*F*
Northbound Through	*29.7*	*C*	*23.4*	*C*	*32.7*	*C*	*26.3*	*C*	*31.4*	*C*	*37.3*	*D*	*39.2*	*D*	*30.2*	*C*	*40.7*	*D*	*32.0*	*C*
Northbound Through+Right	*32.3*	*C*	*24.5*	*C*	*36.4*	*D*	*27.7*	*C*	*34.2*	*C*	*39.8*	*D*	*45.6*	*D*	*32.3*	*C*	*47.3*	*D*	*34.2*	*C*
Southbound Left	*64.4*	*E*	*58.7*	*E*	*65.5*	*E*	*68.6*	*E*	*66.5*	*E*	*70.5*	*E*	*66.9*	*E*	*81.7*	*F*	*67.9*	*E*	*64.0*	*E*
Southbound Through	*17.0*	*B*	*16.2*	*B*	*17.5*	*B*	*18.4*	*B*	*26.9*	*C*	*54.4*	*D*	*18.6*	*B*	*21.8*	*C*	*28.0*	*C*	*39.7*	*D*
Southbound Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*
Parker Rd & Stroh Rd	**31.7**	**C**	**33.8**	**C**	**36.0**	**D**	**36.8**	**D**	**40.5**	**D**	**> 120**	**F**	**43.6**	**D**	**39.0**	**D**	**50.8**	**D**	**53.9**	**D**
Eastbound Left	*50.8*	*D*	*42.7*	*D*	*55.0*	*D*	*51.2*	*D*	*55.0*	*D*	*62.6*	*E*	*56.7*	*E*	*59.1*	*E*	*62.9*	*E*	*118.4*	*F*
Eastbound Through	*38.3*	*D*	*34.5*	*C*	*37.9*	*D*	*39.0*	*D*	*37.9*	*D*	*37.8*	*D*	*37.7*	*D*	*42.5*	*D*	*38.3*	*D*	*47.2*	*D*
Eastbound Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*
Westbound Left	*58.8*	*E*	*50.7*	*D*	*60.9*	*E*	*58.8*	*E*	*60.9*	*E*	*65.0*	*E*	*61.8*	*E*	*65.1*	*E*	*63.8*	*E*	*70.9*	*E*
Westbound Through	*53.6*	*D*	*46.3*	*D*	*55.5*	*E*	*53.7*	*D*	*55.5*	*E*	*59.0*	*E*	*56.4*	*E*	*59.6*	*E*	*58.2*	*E*	*64.9*	*E*
Westbound Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*
Northbound Left	*52.8*	*D*	*44.3*	*D*	*54.1*	*D*	*54.2*	*D*	*53.7*	*D*	*59.1*	*E*	*54.0*	*D*	*69.0*	*E*	*55.7*	*E*	*94.2*	*F*
Northbound Through	*25.1*	*C*	*18.7*	*B*	*31.0*	*C*	*20.3*	*C*	*39.1*	*D*	*34.3*	*C*	*45.1*	*D*	*21.8*	*C*	*57.3*	*E*	*23.4*	*C*
Northbound Right	*14.6*	*B*	*13.7*	*B*	*16.1*	*B*	*14.4*	*B*	*16.1*	*B*	*18.7*	*B*	*16.8*	*B*	*14.9*	*B*	*17.2*	*B*	*14.4*	*B*
Southbound Left	*63.7*	*E*	*55.2*	*E*	*64.8*	*E*	*62.3*	*E*	*64.8*	*E*	*66.3*	*E*	*65.3*	*E*	*68.4*	*E*	*67.1*	*E*	*97.2*	*F*
Southbound Through	*23.2*	*C*	*38.6*	*D*	*26.6*	*C*	*40.3*	*D*	*32.4*	*C*	*>120*	*F*	*29.6*	*C*	*40.4*	*D*	*33.5*	*C*	*54.2*	*D*
Southbound Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*
Parker Rd & Scott Ave	**10.7**	**B**	**7.8**	**A**	**11.0**	**B**	**7.8**	**A**	**11.6**	**B**	**9.4**	**A**	**11.3**	**B**	**8.2**	**A**	**12.0**	**B**	**9.1**	**A**
Eastbound Left	*67.6*	*E*	*69.2*	*E*	*66.9*	*E*	*69.0*	*E*	*66.2*	*E*	*67.4*	*E*	*66.4*	*E*	*68.7*	*E*	*65.5*	*E*	*67.8*	*E*
Eastbound Right	*62.4*	*E*	*71.8*	*E*	*61.8*	*E*	*71.4*	*E*	*60.2*	*E*	*65.7*	*E*	*60.8*	*E*	*71.5*	*E*	*59.0*	*E*	*66.2*	*E*
Northbound Left	*83.1*	*F*	*82.7*	*F*	*82.5*	*F*	*82.8*	*F*	*82.5*	*F*	*84.2*	*F*	*80.5*	*F*	*83.9*	*F*	*80.5*	*F*	*83.9*	*F*
Northbound Through	*3.3*	*A*	*2.1*	*A*	*3.7*	*A*	*2.0*	*A*	*4.1*	*A*	*3.1*	*A*	*4.3*	*A*	*2.3*	*A*	*5.2*	*A*	*2.9*	*A*
Southbound Through	*5.3*	*A*	*4.5*	*A*	*5.8*	*A*	*4.6*	*A*	*6.3*	*A*	*6.8*	*A*	*6.8*	*A*	*5.6*	*A*	*7.6*	*A*	*6.9*	*A*
Southbound Right	*4.7*	*A*	*3.3*	*A*	*5.0*	*A*	*3.3*	*A*	*5.5*	*A*	*4.3*	*A*	*5.7*	*A*	*3.6*	*A*	*6.3*	*A*	*4.2*	*A*
Pinery Pkwy & Access C									**13.0**	**B**	**30.0**	**C**					**11.4**	**B**	**17.5**	**B**
Eastbound Left									*9.0*	*A*	*18.8*	*B*					*8.0*	*A*	*12.9*	*B*
Eastbound Through									*9.6*	*A*	*21.9*	*C*					*7.7*	*A*	*12.6*	*B*
Eastbound Right									*9.0*	*A*	*19.0*	*B*					*7.7*	*A*	*12.1*	*B*
Westbound Left									*6.6*	*A*	*15.8*	*B*					*5.3*	*A*	*9.1*	*A*
Westbound Through									*5.6*	*A*	*13.6*	*B*					*4.3*	*A*	*7.5*	*A*
Westbound Right									*6.4*	*A*	*17.2*	*B*					*5.4*	*A*	*10.0*	*A*
Northbound Left+Through+Right									*34.5*	*C*	*34.7*	*C*					*33.9*	*C*	*32.0*	*C*
Southbound Left									*26.0*	*C*	*47.3*	*D*					*26.2*	*C*	*28.1*	*C*
Southbound Through+Right									*19.7*	*B*	*10.0*	*A*					*22.0*	*C*	*16.4*	*B*
Stroh Road & J Morgan Blvd																	**7.6**	**A**	**9.5**	**A**
Eastbound Left																	*3.0*	*A*	*4.2*	*A*
Eastbound Through																	*4.9*	*A*	*6.3*	*A*
Eastbound Right																	*3.6*	*A*	*4.7*	*A*
Westbound Left																	*3.2*	*A*	*4.6*	*A*
Westbound Through																	*4.2*	*A*	*6.7*	*A*
Westbound Right																	*3.2*	*A*	*5.2*	*A*
Northbound Left																	*31.8*	*C*	*31.0*	*C*
Northbound Through																	*30.0*	*C*	*27.4*	*C*
Northbound Right																	*31.3*	*C*	*30.1*	*C*
Southbound Left																	*31.9*	*C*	*28.8*	*C*
Southbound Through																	*30.2*	*C*	*27.3*	*C*
Southbound Right																	*35.8*	*D*	*28.4*	*C*

Note: Delay represented in average seconds per vehicle.

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Table 1B - Stop Controlled Intersection Level of Service Summary

Intersection and Lanes Groups	2025 Existing				2032 Background				2032 Background + Project				2045 Background without Connections				2045 Total with Connections			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
STOP SIGN CONTROL																				
Stroh Rd & J. Morgan Blvd	**1.7**	**A**	**1.6**	**A**	**2.0**	**A**	**2.0**	**A**	**3.1**	**A**	**3.4**	**A**	**2.3**	**A**	**2.8**	**A**	*Analyzed as Traffic Signal*			
Eastbound Left	*8.9*	*A*	*9.2*	*A*	*9.1*	*A*	*9.4*	*A*	*9.2*	*A*	*10.1*	*B*	*9.3*	*A*	*10.0*	*A*				
Eastbound Through	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*				
Westbound Through	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*				
Westbound Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*				
Southbound Left	*37.2*	*E*	*42.5*	*E*	*48.0*	*E*	*57.0*	*F*	*63.0*	*F*	*>120*	*F*	*57.5*	*F*	*86.0*	*F*				
Southbound Right	*13.3*	*B*	*12.9*	*B*	*14.2*	*B*	*13.7*	*B*	*14.4*	*B*	*15.4*	*C*	*15.0*	*B*	*15.4*	*C*				
Pinery Pkwy & Pinery Center Blvd	**4.8**	**A**	**3.7**	**A**	**4.6**	**A**	**3.6**	**A**	**3.3**	**A**	**50.5**	**F**	**4.9**	**A**	**3.7**	**A**	**5.9**	**A**	**10.0**	**A**
Eastbound Left+Through+Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*7.7*	*A*	*8.1*	*A*	*0.0*	*A*	*0.0*	*A*				
Eastbound Left																	*7.6*	*A*	*7.7*	*A*
Eastbound Through+Right																	*0.0*	*A*	*0.0*	*A*
Westbound Left	*7.3*	*A*	*7.3*	*A*	*7.3*	*A*	*7.3*	*A*	*7.4*	*A*	*7.5*	*A*	*7.3*	*A*	*7.3*	*A*	*7.3*	*A*	*7.4*	*A*
Westbound Through+Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*
Northbound Left	*9.0*	*A*	*0.0*	*A*	*9.1*	*A*	*0.0*	*A*	*0.0*	*A*	*20.0*	*C*	*9.1*	*A*	*0.0*	*A*	*11.3*	*B*	*13.6*	*B*
Northbound Through+Right	*8.4*	*A*	*8.4*	*A*	*8.4*	*A*	*8.5*	*A*	*8.7*	*A*	*14.5*	*B*	*8.4*	*A*	*8.5*	*A*	*10.1*	*B*	*11.0*	*B*
Southbound Left+Through+Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*11.8*	*B*	*>120*	*F*	*0.0*	*A*	*0.0*	*A*				
Southbound Left																	*12.7*	*B*	*21.3*	*C*
Southbound Through+Right																	*10.7*	*B*	*13.1*	*B*
Pinery Pkwy & Access C	**1.5**	**A**	**1.2**	**A**	**1.5**	**A**	**1.3**	**A**	**8.5**	**A**	**>120**	**F**	**1.4**	**A**	**1.1**	**A**	**4.8**	**A**	**38.4**	**E**
Eastbound Left	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*8.3*	*A*	*8.7*	*A*	*0.0*	*A*	*0.0*	*A*	*8.2*	*A*	*8.4*	*A*
Eastbound Through	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*
Eastbound Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*
Westbound Left	*7.3*	*A*	*7.3*	*A*	*7.3*	*A*	*7.3*	*A*	*7.8*	*A*	*9.6*	*A*	*7.3*	*A*	*7.4*	*A*	*7.6*	*A*	*7.9*	*A*
Westbound Through+Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*					*0.0*	*A*	*0.0*	*A*				
Westbound Through									*0.0*	*A*	*0.0*	*A*					*0.0*	*A*	*0.0*	*A*
Westbound Right									*0.0*	*A*	*0.0*	*A*					*0.0*	*A*	*0.0*	*A*
Northbound Left+Through+Right	*8.4*	*A*	*0.0*	*A*	*8.5*	*A*	*0.0*	*A*	*9.6*	*A*	*>120*	*F*	*8.5*	*A*	*0.0*	*A*	*10.3*	*B*	*13.2*	*B*
Southbound Left+Through+Right	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*	*0.0*	*A*					*0.0*	*A*	*0.0*	*A*				
Southbound Left									*31.6*	*D*	*>120*	*F*					*17.0*	*C*	*>120*	*F*
Southbound Through+Right									*12.1*	*B*	*19.6*	*C*					*10.1*	*B*	*9.8*	*A*

Note: Delay represented in average seconds per vehicle.

25087_LOS.xlsx

FOX TUTTLE

Table 2. Trip Generation Estimate

Land Use	Size	Unit	Multi-Use Factor[1]	Average Daily Trips				A.M. Peak Hour Trips				P.M. Peak Hour Trips			
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
South of Pinery Parkway - West															
#565 Day Care Center	12.0	1,000 SF	0.0	39.30	472	236	236	10.88	131	69	62	10.75	129	61	68
#710 General Office Building	17.4	1,000 SF	0.0	7.83	136	68	68	1.24	22	19	3	1.18	21	3	18
South of Pinery Parkway - West - SUBTOTAL					608	304	304		153	88	65		150	64	86
South of Pinery - East															
#640 Animal Hospital/Veterinary Clinic	7.4	1,000 SF	0.0	21.5	159	80	79	3.64	27	18	9	3.53	26	10	16
#912 Drive Thru Bank	9.6	1,000 SF	0.0	98.85	949	475	474	9.95	96	56	40	21.03	202	101	101
South of Pinery Parkway - East - SUBTOTAL					1108	555	553		123	74	49		228	111	117
North of Pinery Parkway															
#820 Shopping Center	434.0	1,000 SF	0.1	36.39	14212	7106	7106	0.88	344	213	131	3.26	1273	624	649
#944 Gas Station	14.0	Fueling Positions	0.1	172.01	2167	1084	1083	11.32	143	72	71	14.23	179	90	89
#110 General Light Industrial	169.8	1,000 SF	0.0	3.6	611	306	305	0.48	82	71	11	0.49	83	20	63
#310 Hotel	150	Occupied Rooms	0.1	5.84	788	394	394	0.34	46	24	22	0.47	63	32	31
#565 Day Care Center	12.0	1,000 SF	0	39.30	472	236	236	10.88	131	69	62	10.75	129	61	68
#710 General Office Building	50.0	1,000 SF	0.0	7.83	392	196	196	1.24	62	55	7	1.18	59	9	50
#090 Park-and-Ride with Bus Service	150	Parking Spaces	0	1.65	248	124	124	0.55	83	65	18	0.47	71	18	53
#151 Mini-Warehouse (Lot 3, F1)	104.4	1,000 SF	0.0	1.29	135	68	67	0.08	8	5	3	0.14	15	7	8
#942 Automobile Care Center	17.0	1,000 SF	0.0	33.89	575	288	287	3.87	66	44	22	4.90	83	38	45
North of Pinery Parkway - SUBTOTAL					19600	9800	9800		965	618	347		1955	899	1056
TOTAL PROJECT					21316	10659	10657		1241	780	461		2333	1074	1259

Source: ITE Trip Generation 12th Edition. 2025.

[1] Accounts for auto and non-auto multi-use trips between two or more uses on site (ie: someone visits a coffee shop on their way to their office or walks to a restaurant from work for lunch, thus only one unique auto trip to the site was generated in these instances). This is separate from the internal trip distribution, which is a unique auto trip with an origin and destination within the site. Neither results in a new, unique auto trip to the external area roadway network.

FOX TUTTLE

Table 3. Trip Type Breakdown

	Trip Type %[1]		PRIMARY Trips						PASS-BY Trips					
Land Use	Primary	Pass-By	Daily In	Daily Out	AM In	AM Out	PM In	PM Out	Daily In	Daily Out	AM In	AM Out	PM In	PM Out
South of Pinery Parkway - West														
#565 Day Care Center	100%	0%	236	236	69	62	61	68	0	0	0	0	0	0
#710 General Office Building	100%	0%	68	68	19	3	3	18	0	0	0	0	0	0
South of Pinery Parkway - West - SUBTOTAL			**304**	**304**	**88**	**65**	**64**	**86**	**0**	**0**	**0**	**0**	**0**	**0**
South of Pinery - East														
#640 Animal Hospital/Veterinary Clinic	100%	0%	80	79	18	9	10	16	0	0	0	0	0	0
#912 Drive Thru Bank	73%	27%	347	346	41	29	74	74	128	128	15	11	27	27
South of Pinery Parkway - East - SUBTOTAL			**427**	**425**	**59**	**38**	**84**	**90**	**128**	**128**	**15**	**11**	**27**	**27**
North of Pinery Parkway														
#820 Shopping Center	76%	24%	5401	5401	162	100	474	493	1705	1705	51	31	150	156
#944 Gas Station	40%	60%	434	433	29	28	36	36	650	650	43	43	54	53
#110 General Light Industrial	100%	0%	306	305	71	11	20	63	0	0	0	0	0	0
#310 Hotel	100%	0%	394	394	24	22	32	31	0	0	0	0	0	0
#565 Day Care Center	100%	0%	236	236	69	62	61	68	0	0	0	0	0	0
#710 General Office Building	100%	0%	196	196	55	7	9	50	0	0	0	0	0	0
#090 Park-and-Ride with Bus Service	100%	0%	124	124	65	18	18	53	0	0	0	0	0	0
#151 Mini-Warehouse (Lot 3, F1)	100%	0%	68	67	5	3	7	8	0	0	0	0	0	0
#942 Automobile Care Center	100%	0%	288	287	44	22	38	45	0	0	0	0	0	0
North of Pinery Parkway - SUBTOTAL			**7446**	**7443**	**524**	**273**	**695**	**847**	**2356**	**2355**	**94**	**74**	**204**	**209**
TOTAL PROJECT			**8177**	**8172**	**671**	**376**	**843**	**1023**	**2484**	**2483**	**109**	**85**	**231**	**236**

Source: ITE Trip Generation Appendicies, 12th Edition. 2025.

[1] Per ITE average data for each land use or comparable land use.

Attachments

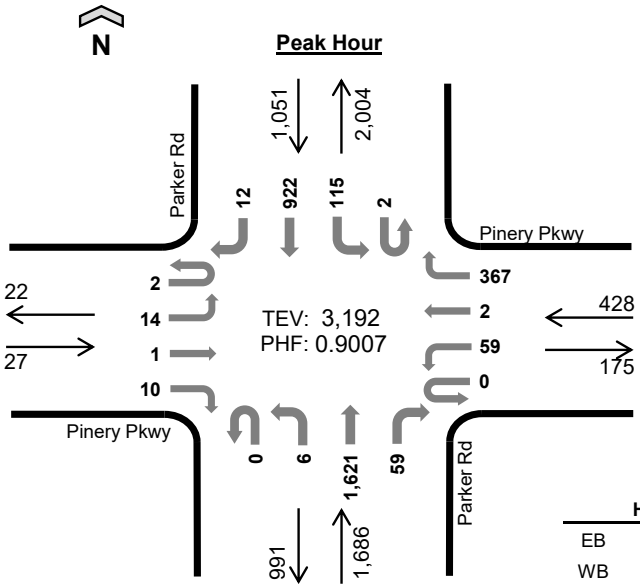
Traffic Count Data Sheets

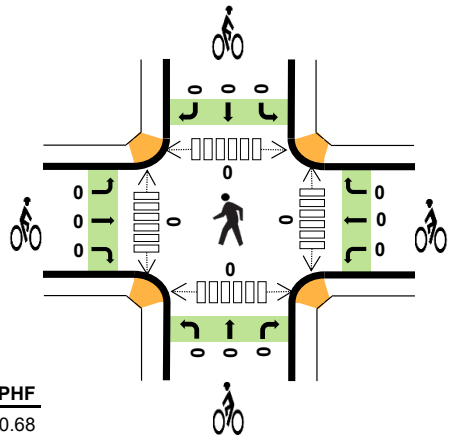
Synchro LOS Worksheets

Traffic Count Data Sheets

Parker Rd
Pinery Pkwy

Date: 9/16/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	4%	0.68
WB	1%	0.83
NB	2%	0.87
SB	5%	0.95
TOTAL	2%	0.90

Peak Hour Count Summaries

Peak Hour Interval Start		Pinery Pkwy Eastbound				Pinery Pkwy Westbound				Parker Rd Northbound				Parker Rd 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	1	4	0	24	0	87	0	1	328	14	1	24	230	6	721	0
7:15 AM		1	6	0	3	0	18	1	97	0	2	441	13	0	13	233	2	830	0
7:30 AM		0	4	0	3	0	8	0	121	0	0	467	18	0	30	234	1	886	0
7:45 AM		1	3	0	0	0	9	1	62	0	3	385	14	1	48	225	3	755	3,192
Pk Hr	All	2	14	1	10	0	59	2	367	0	6	1,621	59	2	115	922	12	3,192	
	HV	0	0	0	1	0	1	0	2	0	0	24	2	1	2	42	3	78	
	HV%	0%	0%	0%	10%	-	2%	0%	1%	-	0%	1%	3%	50%	2%	5%	25%	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
7:00 AM	0	0	5	10	*15*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	2	6	17	*25*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	1	0	8	11	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	1	7	10	*18*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	3	26	48	*78*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Pinery Pkwy Eastbound				Pinery Pkwy Westbound				Parker Rd Northbound				Parker Rd 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**	**1**	**4**	**0**	**24**	**0**	**87**	**0**	**1**	**328**	**14**	**1**	**24**	**230**	**6**	**721**	0
7:15 AM	**1**	**6**	**0**	**3**	**0**	**18**	**1**	**97**	**0**	**2**	**441**	**13**	**0**	**13**	**233**	**2**	**830**	**0**
7:30 AM	**0**	**4**	**0**	**3**	**0**	**8**	**0**	**121**	**0**	**0**	**467**	**18**	**0**	**30**	**234**	**1**	**886**	**0**
7:45 AM	**1**	**3**	**0**	**0**	**0**	**9**	**1**	**62**	**0**	**3**	**385**	**14**	**1**	**48**	**225**	**3**	**755**	**3,192**
8:00 AM	0	3	0	2	0	8	0	67	0	4	325	16	0	43	209	8	685	3,156
8:15 AM	0	2	0	3	0	11	0	48	0	0	301	16	0	43	217	10	651	2,977
8:30 AM	0	6	2	3	0	15	1	77	0	3	270	48	0	37	212	5	679	2,770
8:45 AM	0	4	0	1	0	24	1	87	0	1	283	59	0	66	232	7	765	2,780
Count Total	2	29	3	19	0	117	4	646	0	14	2,800	198	2	304	1,792	42	5,972	
Pk Hr All	**2**	**14**	**1**	**10**	**0**	**59**	**2**	**367**	**0**	**6**	**1,621**	**59**	**2**	**115**	**922**	**12**	**3,192**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**24**	**2**	**1**	**2**	**42**	**3**	**78**	
Pk Hr HV%	**0%**	**0%**	**0%**	**10%**	**-**	**2%**	**0%**	**1%**	**-**	**0%**	**1%**	**3%**	**50%**	**2%**	**5%**	**25%**	**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**	**5**	**10**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**2**	**6**	**17**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**1**	**0**	**8**	**11**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**1**	**7**	**10**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	1	2	11	10	*24*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	1	0	8	15	*24*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	2	1	16	18	*37*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	0	13	23	*37*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	6	6	74	114	*200*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**1**	**3**	**26**	**48**	***78***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Pinery Pkwy				Pinery Pkwy				Parker Rd				Parker Rd				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**	**5**	**0**	**0**	**1**	**8**	**1**	**15**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**5**	**1**	**0**	**0**	**17**	**0**	**25**	**0**
7:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**11**	**0**	**20**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**0**	**1**	**1**	**6**	**2**	**18**	**78**
8:00 AM	0	1	0	0	0	0	0	2	0	2	9	0	0	0	9	1	24	87
8:15 AM	0	1	0	0	0	0	0	0	0	0	8	0	0	3	10	2	24	86
8:30 AM	0	2	0	0	0	1	0	0	0	1	13	2	0	3	15	0	37	103
8:45 AM	0	1	0	0	0	0	0	0	0	0	12	1	0	4	18	1	37	122
Count Total	0	5	0	1	0	2	0	4	0	3	66	5	1	12	94	7	200	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**24**	**2**	**1**	**2**	**42**	**3**	**78**	

Count Summaries - Bikes

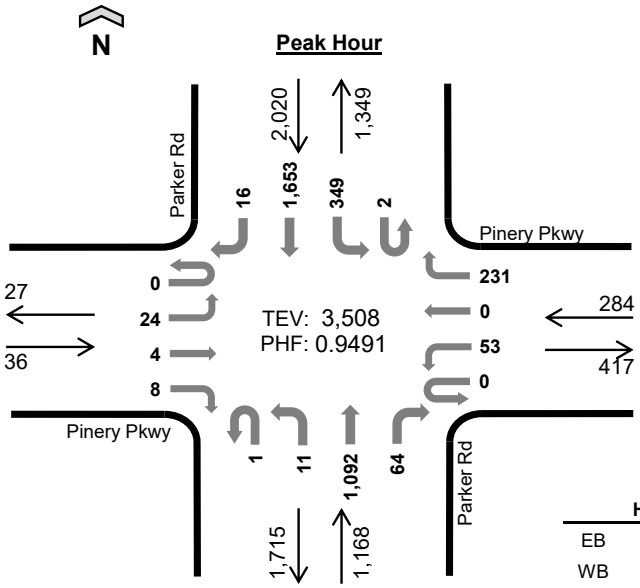
Interval Start	Pinery Pkwy				Pinery Pkwy				Parker Rd				Parker Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

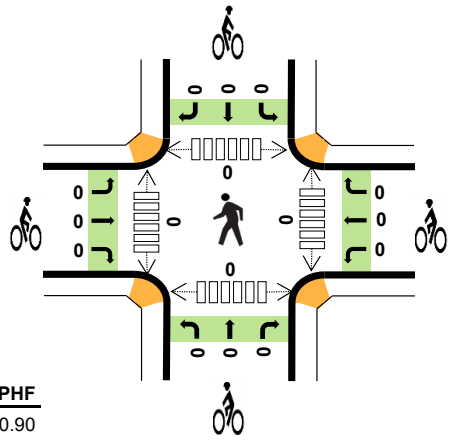
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Parker Rd
Pinery Pkwy

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





	HV%	PHF
EB	3%	0.90
WB	1%	0.87
NB	2%	0.90
SB	1%	0.88
TOTAL	1%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Pinery Pkwy Eastbound				Pinery Pkwy Westbound				Parker Rd Northbound				Parker Rd 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	7	3	0	0	19	0	63	1	1	278	12	1	74	400	5	864	0
4:45 PM		0	5	0	2	0	10	0	61	0	3	301	19	0	94	394	4	893	0
5:00 PM		0	5	1	4	0	14	0	63	0	2	245	16	1	79	395	2	827	0
5:15 PM		0	7	0	2	0	10	0	44	0	5	268	17	0	102	464	5	924	3,508
Pk Hr	All	0	24	4	8	0	53	0	231	1	11	1,092	64	2	349	1,653	16	3,508	
	HV	0	1	0	0	0	0	0	4	0	0	26	0	0	1	16	0	48	
	HV%	-	4%	0%	0%	-	0%	-	2%	0%	0%	2%	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
4:30 PM	1	0	8	4	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	1	4	6	*11*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	1	7	5	*13*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	2	7	2	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	4	26	17	*48*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Pinery Pkwy				Pinery Pkwy				Parker Rd				Parker Rd				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	2	0	3	0	83	2	110	0	1	235	10	0	68	377	7	898	0
4:15 PM	0	4	0	2	0	22	2	87	0	3	240	9	0	85	340	7	801	0
4:30 PM	**0**	**7**	**3**	**0**	**0**	**19**	**0**	**63**	**1**	**1**	**278**	**12**	**1**	**74**	**400**	**5**	**864**	**0**
4:45 PM	**0**	**5**	**0**	**2**	**0**	**10**	**0**	**61**	**0**	**3**	**301**	**19**	**0**	**94**	**394**	**4**	**893**	**3,456**
5:00 PM	**0**	**5**	**1**	**4**	**0**	**14**	**0**	**63**	**0**	**2**	**245**	**16**	**1**	**79**	**395**	**2**	**827**	**3,385**
5:15 PM	**0**	**7**	**0**	**2**	**0**	**10**	**0**	**44**	**0**	**5**	**268**	**17**	**0**	**102**	**464**	**5**	**924**	**3,508**
5:30 PM	0	4	1	2	0	15	1	57	0	4	240	10	0	85	423	4	846	3,490
5:45 PM	0	1	1	1	0	5	0	46	0	2	251	17	0	89	362	5	780	3,377
Count Total	0	35	6	16	0	178	5	531	1	21	2,058	110	2	676	3,155	39	6,833	
Pk Hr All	**0**	**24**	**4**	**8**	**0**	**53**	**0**	**231**	**1**	**11**	**1,092**	**64**	**2**	**349**	**1,653**	**16**	**3,508**	
Pk Hr HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**26**	**0**	**0**	**1**	**16**	**0**	**48**	
Pk Hr HV%	**-**	**4%**	**0%**	**0%**	**-**	**0%**	**-**	**2%**	**0%**	**0%**	**2%**	**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	3	7	8	*18*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	1	4	9	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**1**	**0**	**8**	**4**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**1**	**4**	**6**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**1**	**7**	**5**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**2**	**7**	**2**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	1	7	7	*15*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	4	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	9	48	45	*104*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**1**	**4**	**26**	**17**	***48***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Pinery Pkwy				Pinery Pkwy				Parker Rd				Parker Rd				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	3	0	0	0	0	7	0	0	1	6	1	18	0
4:15 PM	0	0	0	1	0	0	0	1	0	0	4	0	0	3	6	0	15	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**4**	**0**	**13**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**1**	**5**	**0**	**11**	**57**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**5**	**0**	**13**	**52**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**2**	**0**	**11**	**48**
5:30 PM	0	0	0	0	0	0	0	1	0	0	6	1	0	2	5	0	15	50
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	8	47
Count Total	0	1	0	1	0	3	0	6	0	0	46	2	0	7	37	1	104	
Pk Hr Heavy	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**26**	**0**	**0**	**1**	**16**	**0**	**48**	

Count Summaries - Bikes

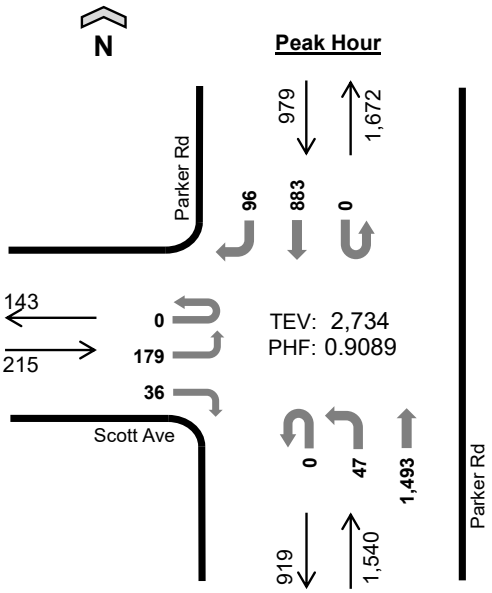
Interval Start	Pinery Pkwy				Pinery Pkwy				Parker Rd				Parker Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 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**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	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**	

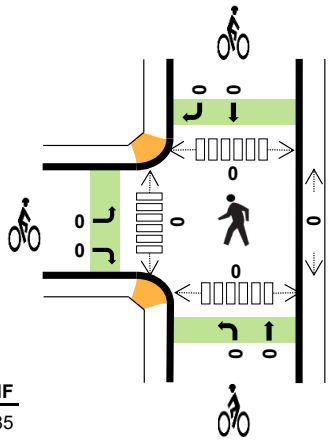
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Parker Rd
Scott Ave

Date: 9/16/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	1%	0.85
WB	--	--
NB	2%	0.89
SB	5%	0.96
TOTAL	3%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		Scott Ave				n/a				Parker Rd				Parker Rd				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	37	0	15	0	0	0	0	0	11	355	0	0	0	223	20	661	0
7:15 AM		0	46	0	7	0	0	0	0	0	11	392	0	0	0	235	14	705	0
7:30 AM		0	54	0	9	0	0	0	0	0	17	418	0	0	0	225	29	752	0
7:45 AM		0	42	0	5	0	0	0	0	0	8	328	0	0	0	200	33	616	2,734
Pk Hr	All	0	179	0	36	0	0	0	0	0	47	1,493	0	0	0	883	96	2,734	
	HV	0	2	0	0	0	0	0	0	0	1	27	0	0	0	42	4	76	
	HV%	-	1%	-	0%	-	-	-	-	-	2%	2%	-	-	-	5%	4%	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
7:00 AM	0	0	5	10	*15*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	8	16	*24*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	2	0	7	13	*22*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	8	7	*15*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	2	0	28	46	*76*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Scott Ave				n/a				Parker Rd				Parker Rd				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**	**37**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**11**	**355**	**0**	**0**	**0**	**223**	**20**	**661**	0
7:15 AM	**0**	**46**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**11**	**392**	**0**	**0**	**0**	**235**	**14**	**705**	**0**
7:30 AM	**0**	**54**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**17**	**418**	**0**	**0**	**0**	**225**	**29**	**752**	**0**
7:45 AM	**0**	**42**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**8**	**328**	**0**	**0**	**0**	**200**	**33**	**616**	**2,734**
8:00 AM	0	37	0	7	0	0	0	0	0	5	327	0	0	0	212	25	613	2,686
8:15 AM	0	20	0	9	0	0	0	0	0	8	318	0	0	0	192	36	583	2,564
8:30 AM	0	44	0	9	0	0	0	0	1	14	280	0	0	0	196	35	579	2,391
8:45 AM	0	51	0	14	0	0	0	0	0	9	258	0	0	0	220	31	583	2,358
Count Total	0	331	0	75	0	0	0	0	1	83	2,676	0	0	0	1,703	223	5,092	
Pk Hr All	**0**	**179**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**47**	**1,493**	**0**	**0**	**0**	**883**	**96**	**2,734**	
Pk Hr HV	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**27**	**0**	**0**	**0**	**42**	**4**	**76**	
Pk Hr HV%	**-**	**1%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**2%**	**2%**	**-**	**-**	**-**	**5%**	**4%**	**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**	**0**	**5**	**10**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**0**	**8**	**16**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**2**	**0**	**7**	**13**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**8**	**7**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	3	0	11	8	*22*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	1	0	9	11	*21*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	3	0	13	14	*30*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	3	0	10	18	*31*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	12	0	71	97	*180*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**2**	**0**	**28**	**46**	***76***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Scott Ave				n/a				Parker Rd				Parker Rd				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**	**5**	**0**	**0**	**0**	**8**	**2**	**15**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**14**	**2**	**24**	**0**
7:30 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**13**	**0**	**22**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**7**	**0**	**15**	**76**
8:00 AM	0	1	0	2	0	0	0	0	0	0	11	0	0	0	7	1	22	83
8:15 AM	0	0	0	1	0	0	0	0	0	2	7	0	0	0	11	0	21	80
8:30 AM	0	2	0	1	0	0	0	0	0	1	12	0	0	0	10	4	30	88
8:45 AM	0	2	0	1	0	0	0	0	0	0	10	0	0	0	17	1	31	104
Count Total	0	7	0	5	0	0	0	0	0	4	67	0	0	0	87	10	180	
Pk Hr Heavy	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**27**	**0**	**0**	**0**	**42**	**4**	**76**	

Count Summaries - Bikes

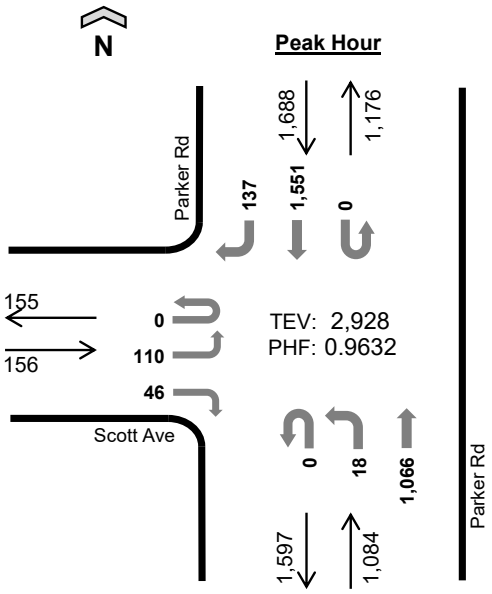
Interval Start	Scott Ave				n/a				Parker Rd				Parker Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

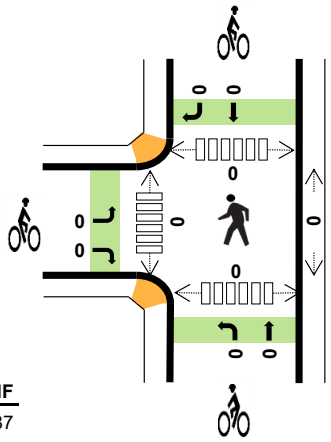
TJ Wethington
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Parker Rd
Scott Ave

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





	HV%	PHF
EB	0%	0.87
WB	--	--
NB	3%	0.93
SB	1%	0.92
TOTAL	2%	0.96

Peak Hour Count Summaries

Peak Hour Interval Start		Scott Ave				n/a				Parker Rd				Parker Rd				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		
4:30 PM		0	27	0	18	0	0	0	0	0	4	284	0	0	0	373	42	748	0
4:45 PM		0	33	0	8	0	0	0	0	0	5	287	0	0	0	379	30	742	0
5:00 PM		0	22	0	11	0	0	0	0	0	4	236	0	0	0	369	36	678	0
5:15 PM		0	28	0	9	0	0	0	0	0	5	259	0	0	0	430	29	760	2,928
Pk Hr	All	0	110	0	46	0	0	0	0	0	18	1,066	0	0	0	1,551	137	2,928	
	HV	0	0	0	0	0	0	0	0	0	0	28	0	0	0	14	2	44	
	HV%	-	0%	-	0%	-	-	-	-	-	0%	3%	-	-	-	1%	1%	2%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	0	0	8	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	0	5	5	*10*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	8	5	*13*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	7	4	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	28	16	*44*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Scott Ave				n/a				Parker Rd				Parker Rd				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	28	0	7	0	0	0	0	1	4	232	0	0	0	388	78	738	0
4:15 PM	0	20	0	10	0	0	0	0	1	5	209	0	0	0	327	46	618	0
4:30 PM	**0**	**27**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**4**	**284**	**0**	**0**	**0**	**373**	**42**	**748**	**0**
4:45 PM	**0**	**33**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**5**	**287**	**0**	**0**	**0**	**379**	**30**	**742**	**2,846**
5:00 PM	**0**	**22**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**4**	**236**	**0**	**0**	**0**	**369**	**36**	**678**	**2,786**
5:15 PM	**0**	**28**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**5**	**259**	**0**	**0**	**0**	**430**	**29**	**760**	**2,928**
5:30 PM	0	24	0	10	0	0	0	0	0	5	246	0	0	0	404	44	733	2,913
5:45 PM	0	29	0	10	0	0	0	0	0	6	222	0	0	0	345	33	645	2,816
Count Total	0	211	0	83	0	0	0	0	2	38	1,975	0	0	0	3,015	338	5,662	
Pk Hr All	**0**	**110**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**18**	**1,066**	**0**	**0**	**0**	**1,551**	**137**	**2,928**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**14**	**2**	**44**	
Pk Hr HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**3%**	**-**	**-**	**-**	**1%**	**1%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	6	11	*17*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	5	8	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**8**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**5**	**5**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**8**	**5**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**7**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	5	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	4	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	48	41	*89*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**0**	**28**	**16**	***44***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Scott Ave				n/a				Parker Rd				Parker Rd				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	6	0	0	0	7	4	17	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	2	13	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**2**	**0**	**10**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**2**	**10**	**50**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**5**	**0**	**13**	**46**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**4**	**0**	**11**	**44**
5:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	7	41
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	1	8	39
Count Total	0	0	0	0	0	0	0	0	0	0	48	0	0	0	32	9	89	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**14**	**2**	**44**	

Count Summaries - Bikes

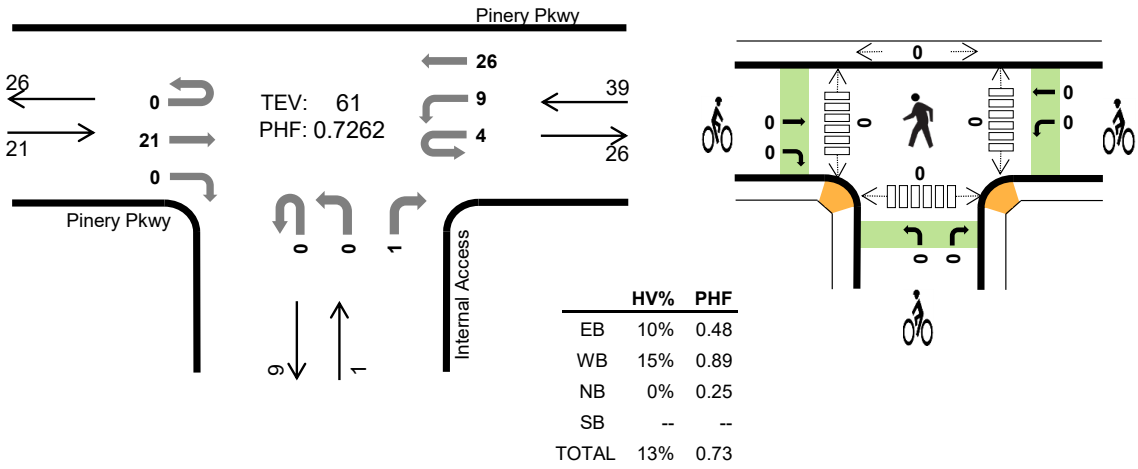
Interval Start	Scott Ave				n/a				Parker Rd				Parker Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**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**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	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**	

Internal Access
Pinery Pkwy

N

Peak Hour

Date: 9/16/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	10%	0.48
WB	15%	0.89
NB	0%	0.25
SB	--	--
TOTAL	13%	0.73

Peak Hour Count Summaries

Peak Hour Interval Start		Pinery Pkwy Eastbound				Pinery Pkwy Westbound				Internal Access Northbound				n/a 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	3	0	1	3	7	0	0	0	0	0	0	0	0	0	14	0
8:15 AM		0	0	2	0	2	1	7	0	0	0	0	1	0	0	0	0	13	0
8:30 AM		0	0	11	0	1	1	8	0	0	0	0	0	0	0	0	0	21	0
8:45 AM		0	0	5	0	0	4	4	0	0	0	0	0	0	0	0	0	13	61
Pk Hr	All	0	0	21	0	4	9	26	0	0	0	0	1	0	0	0	0	61	
	HV	0	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	8	
	HV%	-	-	10%	-	50%	0%	15%	-	-	-	-	0%	-	-	-	-	13%	

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	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	2	6	0	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*

Count Summaries - All Vehicles

Interval Start	Pinery Pkwy				Pinery Pkwy				Internal Access				n/a				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	6	0	0	0	5	0	0	0	0	0	0	0	0	0	11	0
7:15 AM	0	0	11	0	1	1	5	0	0	0	0	0	0	0	0	0	18	0
7:30 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	0
7:45 AM	0	0	4	0	1	2	5	0	0	0	0	0	0	0	0	0	12	48
8:00 AM	**0**	**0**	**3**	**0**	**1**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**51**
8:15 AM	**0**	**0**	**2**	**0**	**2**	**1**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**13**	**46**
8:30 AM	**0**	**0**	**11**	**0**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**60**
8:45 AM	**0**	**0**	**5**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**61**
Count Total	0	0	47	0	6	12	43	0	0	0	0	1	0	0	0	0	109	
Pk Hr All	**0**	**0**	**21**	**0**	**4**	**9**	**26**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**61**	
Pk Hr HV	**0**	**0**	**2**	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	
Pk Hr HV%	**-**	**-**	**10%**	**-**	**50%**	**0%**	**15%**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**13%**	

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	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	2	0	0	*2*	0	0	0	0	*0*	0	1	0	0	*1*
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**1**	**3**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	3	10	0	0	*13*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	**2**	**6**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Pinery Pkwy				Pinery Pkwy				Internal Access				n/a				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	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	1	0	0	0	0	0	0	0	0	0	2	5
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
8:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
8:30 AM	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**9**
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
Count Total	0	0	3	0	3	0	7	0	0	0	0	0	0	0	0	0	13	
Pk Hr Heavy	**0**	**0**	**2**	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	

Count Summaries - Bikes

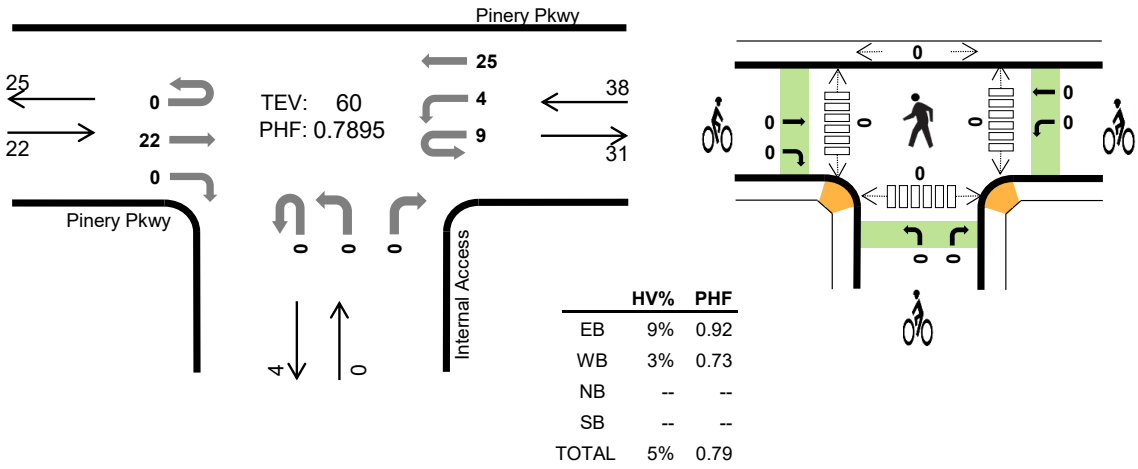
Interval Start	Pinery Pkwy				Pinery Pkwy				Internal Access				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 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**	

Internal Access
Pinery Pkwy

N

Peak Hour

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



	HV%	PHF
EB	9%	0.92
WB	3%	0.73
NB	--	--
SB	--	--
TOTAL	5%	0.79

Peak Hour Count Summaries

Peak Hour Interval Start		Pinery Pkwy Eastbound				Pinery Pkwy Westbound				Internal Access Northbound				n/a 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	5	0	2	1	6	0	0	0	0	0	0	0	0	0	14	0
4:15 PM		0	0	6	0	1	2	10	0	0	0	0	0	0	0	0	0	19	0
4:30 PM		0	0	5	0	3	1	5	0	0	0	0	0	0	0	0	0	14	0
4:45 PM		0	0	6	0	3	0	4	0	0	0	0	0	0	0	0	0	13	60
Pk Hr	All	0	0	22	0	9	4	25	0	0	0	0	0	0	0	0	0	60	
	HV	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
	HV%	-	-	9%	-	0%	0%	4%	-	-	-	-	-	-	-	-	-	5%	

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	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	1	0	0	0	*1*	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*
Peak Hour	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*

Count Summaries - All Vehicles

Interval Start	Pinery Pkwy				Pinery Pkwy				Internal Access				n/a				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**	**5**	**0**	**2**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	0
4:15 PM	**0**	**0**	**6**	**0**	**1**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**
4:30 PM	**0**	**0**	**5**	**0**	**3**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**
4:45 PM	**0**	**0**	**6**	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**60**
5:00 PM	0	0	9	0	0	1	1	0	0	0	0	0	0	0	0	0	11	57
5:15 PM	0	0	7	0	3	1	9	0	0	0	0	0	0	0	0	0	20	58
5:30 PM	0	0	2	0	2	1	6	0	0	0	0	0	0	0	0	0	11	55
5:45 PM	0	0	1	0	1	0	2	0	0	0	0	1	0	0	0	0	5	47
Count Total	0	0	41	0	15	7	43	0	0	0	0	1	0	0	0	0	107	
Pk Hr All	**0**	**0**	**22**	**0**	**9**	**4**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	
Pk Hr HV	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
Pk Hr HV%	**-**	**-**	**9%**	**-**	**0%**	**0%**	**4%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**5%**	

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**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**1**	**0**	**0**	**0**	**1**	**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**
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Pinery Pkwy				Pinery Pkwy				Internal Access				n/a				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**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
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	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
Pk Hr Heavy	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

Count Summaries - Bikes

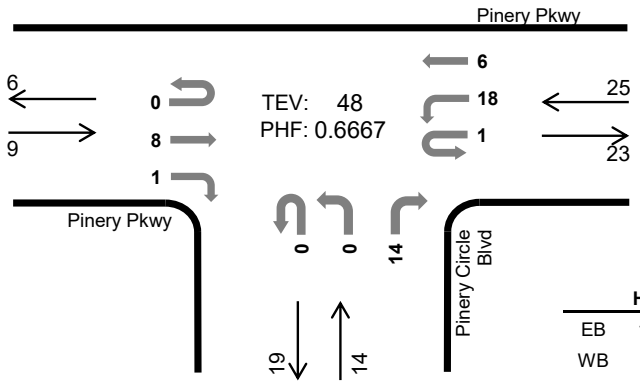
Interval Start	Pinery Pkwy				Pinery Pkwy				Internal Access				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	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**	

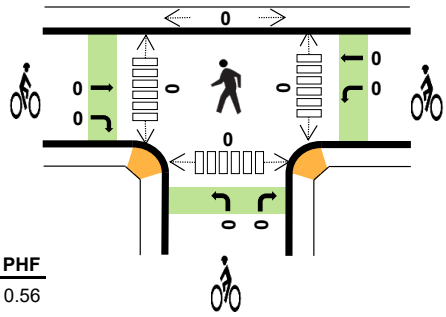
Pinery Circle Blvd
Pinery Pkwy

N

Peak Hour

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





	HV%	PHF
EB	11%	0.56
WB	4%	0.57
NB	7%	0.70
SB	--	--
TOTAL	6%	0.67

Peak Hour Count Summaries

Peak Hour Interval Start		Pinery Pkwy Eastbound				Pinery Pkwy Westbound				Pinery Circle Blvd Northbound				n/a 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	2	0	1	2	3	0	0	0	0	2	0	0	0	0	10	0
4:15 PM		0	0	3	0	0	9	2	0	0	0	0	4	0	0	0	0	18	0
4:30 PM		0	0	3	1	0	4	0	0	0	0	0	3	0	0	0	0	11	0
4:45 PM		0	0	0	0	0	3	1	0	0	0	0	5	0	0	0	0	9	48
Pk Hr	All	0	0	8	1	1	18	6	0	0	0	0	14	0	0	0	0	48	
	HV	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	
	HV%	-	-	13%	0%	0%	0%	17%	-	-	-	-	7%	-	-	-	-	6%	

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	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	1	0	*1*	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*
Peak Hour	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*

Count Summaries - All Vehicles

Interval Start	Pinery Pkwy				Pinery Pkwy				Pinery Circle Blvd				n/a				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**	**1**	**2**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**10**	0
4:15 PM	**0**	**0**	**3**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**18**	**0**
4:30 PM	**0**	**0**	**3**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**11**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**9**	**48**
5:00 PM	0	0	4	0	0	1	0	0	0	0	0	4	0	0	0	0	9	47
5:15 PM	0	0	3	0	0	8	1	0	0	0	0	4	0	0	0	0	16	45
5:30 PM	0	0	0	0	0	4	2	0	0	0	0	2	0	0	0	0	8	42
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	36
Count Total	0	0	15	1	1	33	9	0	0	0	0	25	0	0	0	0	84	
Pk Hr All	**0**	**0**	**8**	**1**	**1**	**18**	**6**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**48**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	
Pk Hr HV%	**-**	**-**	**13%**	**0%**	**0%**	**0%**	**17%**	**-**	**-**	**-**	**-**	**7%**	**-**	**-**	**-**	**-**	**6%**	

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**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**1**	**0**	**1**	**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**
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Pinery Pkwy				Pinery Pkwy				Pinery Circle Blvd				n/a				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**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**0**	**1**	**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**	**1**	**0**	**0**	**0**	**0**	**1**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
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	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	

Count Summaries - Bikes

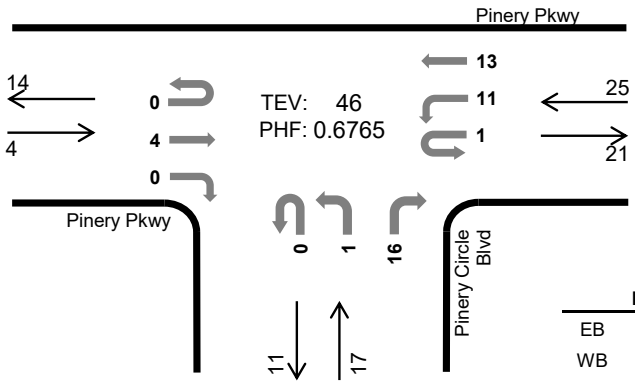
Interval Start	Pinery Pkwy				Pinery Pkwy				Pinery Circle Blvd				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	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**	

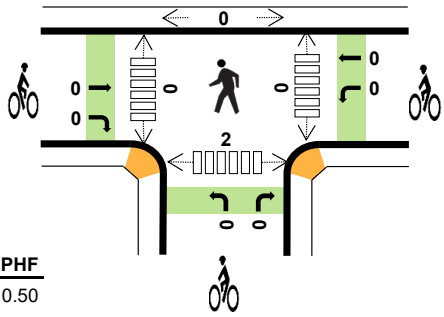
Pinery Circle Blvd
Pinery Pkwy

N

Peak Hour

Date: 9/16/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	25%	0.50
WB	20%	0.78
NB	0%	0.53
SB	--	--
TOTAL	13%	0.68

Peak Hour Count Summaries

Peak Hour Interval Start		Pinery Pkwy Eastbound				Pinery Pkwy Westbound				Pinery Circle Blvd Northbound				n/a 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	0	0	3	3	0	0	1	0	3	0	0	0	0	10	0
8:15 AM		0	0	1	0	0	4	3	0	0	0	0	3	0	0	0	0	11	0
8:30 AM		0	0	1	0	1	0	7	0	0	0	0	8	0	0	0	0	17	0
8:45 AM		0	0	2	0	0	4	0	0	0	0	0	2	0	0	0	0	8	46
Pk Hr	All	0	0	4	0	1	11	13	0	0	1	0	16	0	0	0	0	46	
	HV	0	0	1	0	1	1	3	0	0	0	0	0	0	0	0	0	6	
	HV%	-	-	25%	-	100%	9%	23%	-	-	0%	-	0%	-	-	-	-	13%	

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	1	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
8:15 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
8:30 AM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	5	0	0	*6*	0	0	0	0	*0*	0	0	0	2	*2*

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Count Summaries - All Vehicles

Interval Start	Pinery Pkwy				Pinery Pkwy				Pinery Circle Blvd				n/a				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	7	0	0	0	0	6	0	0	0	0	13	0
7:15 AM	0	0	2	0	0	2	2	0	0	0	0	9	0	0	0	0	15	0
7:30 AM	0	0	0	0	0	1	3	0	0	0	0	5	0	0	0	0	9	0
7:45 AM	0	0	0	0	0	1	2	0	0	0	0	4	0	0	0	0	7	44
8:00 AM	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**10**	**41**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**11**	**37**
8:30 AM	**0**	**0**	**1**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**17**	**45**
8:45 AM	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**46**
Count Total	0	0	6	0	1	15	27	0	0	1	0	40	0	0	0	0	90	
Pk Hr All	**0**	**0**	**4**	**0**	**1**	**11**	**13**	**0**	**0**	**1**	**0**	**16**	**0**	**0**	**0**	**0**	**46**	
Pk Hr HV	**0**	**0**	**1**	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	
Pk Hr HV%	**-**	**-**	**25%**	**-**	**100%**	**9%**	**23%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**13%**	

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	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	1	0	0	*1*	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**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:30 AM	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	2	7	0	0	*9*	0	0	0	0	*0*	0	0	0	2	*2*
Peak Hour	**1**	**5**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	**2**

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Count Summaries - Heavy Vehicles

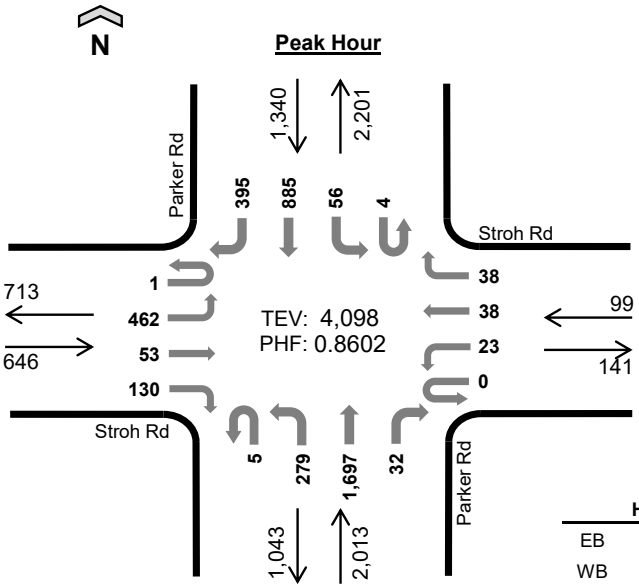
Interval Start	Pinery Pkwy				Pinery Pkwy				Pinery Circle Blvd				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
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	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
Count Total	0	0	2	0	1	1	5	0	0	0	0	0	0	0	0	0	9	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	

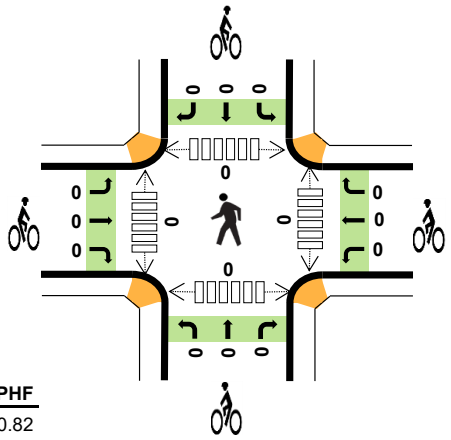
Count Summaries - Bikes

Interval Start	Pinery Pkwy				Pinery Pkwy				Pinery Circle Blvd				n/a				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**	

Parker Rd
Stroh Rd

Date: 9/16/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	2%	0.82
WB	2%	0.73
NB	1%	0.89
SB	4%	0.83
TOTAL	2%	0.86

Peak Hour Count Summaries

Peak Hour Interval Start		Stroh Rd Eastbound				Stroh Rd Westbound				Parker Rd Northbound				Parker Rd 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	77	13	43	0	6	6	7	3	36	379	9	0	17	210	58	864	0
7:15 AM		0	91	6	27	0	5	8	5	0	77	467	8	0	8	224	80	1,006	0
7:30 AM		0	145	20	27	0	9	13	12	2	91	464	6	3	13	241	145	1,191	0
7:45 AM		1	149	14	33	0	3	11	14	0	75	387	9	1	18	210	112	1,037	4,098
Pk Hr	All	1	462	53	130	0	23	38	38	5	279	1,697	32	4	56	885	395	4,098	
	HV	0	7	1	4	0	1	0	1	0	3	22	0	0	3	40	10	92	
	HV%	0%	2%	2%	3%	-	4%	0%	3%	0%	1%	1%	0%	0%	5%	5%	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
7:00 AM	2	0	4	9	*15*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	6	19	*26*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	2	2	7	15	*26*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	7	0	8	10	*25*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	12	2	25	53	*92*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Stroh Rd Eastbound				Stroh Rd Westbound				Parker Rd Northbound				Parker Rd 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**	**77**	**13**	**43**	**0**	**6**	**6**	**7**	**3**	**36**	**379**	**9**	**0**	**17**	**210**	**58**	**864**	0
7:15 AM	**0**	**91**	**6**	**27**	**0**	**5**	**8**	**5**	**0**	**77**	**467**	**8**	**0**	**8**	**224**	**80**	**1,006**	**0**
7:30 AM	**0**	**145**	**20**	**27**	**0**	**9**	**13**	**12**	**2**	**91**	**464**	**6**	**3**	**13**	**241**	**145**	**1,191**	**0**
7:45 AM	**1**	**149**	**14**	**33**	**0**	**3**	**11**	**14**	**0**	**75**	**387**	**9**	**1**	**18**	**210**	**112**	**1,037**	**4,098**
8:00 AM	0	96	12	27	0	2	6	9	0	27	347	7	1	26	243	58	861	4,095
8:15 AM	0	69	4	24	0	1	5	6	0	29	330	4	2	23	223	51	771	3,860
8:30 AM	0	82	3	23	0	7	4	13	1	30	305	6	1	10	242	48	775	3,444
8:45 AM	0	76	8	22	0	7	6	9	0	32	329	5	1	18	262	58	833	3,240
Count Total	1	785	80	226	0	40	59	75	6	397	3,008	54	9	133	1,855	610	7,338	
Pk Hr All	**1**	**462**	**53**	**130**	**0**	**23**	**38**	**38**	**5**	**279**	**1,697**	**32**	**4**	**56**	**885**	**395**	**4,098**	
Pk Hr HV	**0**	**7**	**1**	**4**	**0**	**1**	**0**	**1**	**0**	**3**	**22**	**0**	**0**	**3**	**40**	**10**	**92**	
Pk Hr HV%	**0%**	**2%**	**2%**	**3%**	**-**	**4%**	**0%**	**3%**	**0%**	**1%**	**1%**	**0%**	**0%**	**5%**	**5%**	**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**	**9**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**1**	**0**	**6**	**19**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**2**	**2**	**7**	**15**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**7**	**0**	**8**	**10**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	5	0	12	18	*35*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	7	1	12	16	*36*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	5	2	12	19	*38*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	3	0	15	21	*39*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	32	5	76	127	*240*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**12**	**2**	**25**	**53**	***92***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Stroh Rd Eastbound				Stroh Rd Westbound				Parker Rd Northbound				Parker Rd 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**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**3**	**5**	**1**	**15**	0
7:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**16**	**3**	**26**	**0**
7:30 AM	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**6**	**0**	**0**	**0**	**11**	**4**	**26**	**0**
7:45 AM	**0**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**8**	**2**	**25**	**92**
8:00 AM	0	5	0	0	0	0	0	0	0	2	10	0	0	2	14	2	35	112
8:15 AM	0	4	0	3	0	0	0	1	0	0	12	0	0	1	10	5	36	122
8:30 AM	0	3	0	2	0	1	0	1	0	1	11	0	0	0	16	3	38	134
8:45 AM	0	2	0	1	0	0	0	0	0	1	14	0	0	1	19	1	39	148
Count Total	0	21	1	10	0	2	0	3	0	7	69	0	0	7	99	21	240	
Pk Hr Heavy	**0**	**7**	**1**	**4**	**0**	**1**	**0**	**1**	**0**	**3**	**22**	**0**	**0**	**3**	**40**	**10**	**92**	

Count Summaries - Bikes

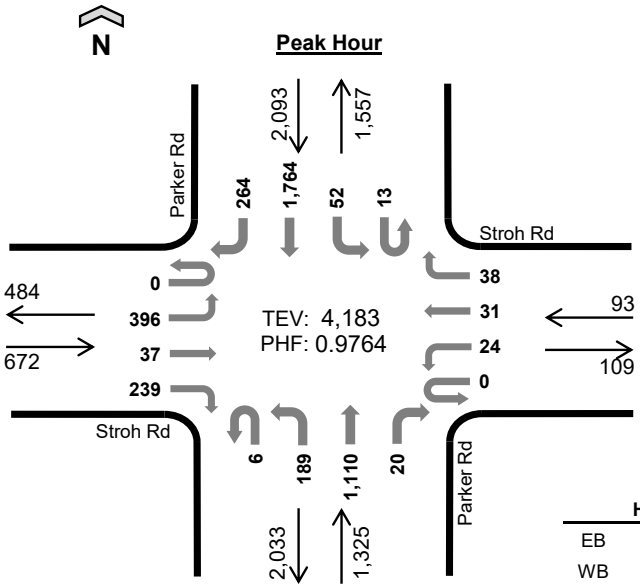
Interval Start	Stroh Rd Eastbound				Stroh Rd Westbound				Parker Rd Northbound				Parker Rd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
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**	

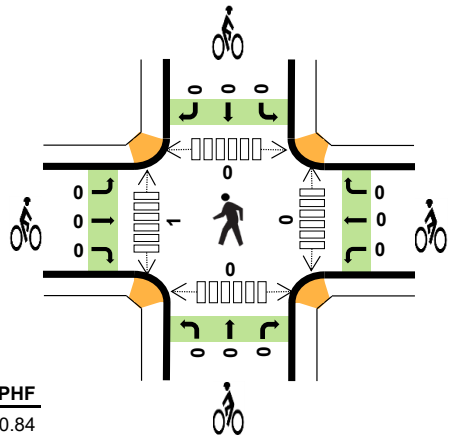
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Parker Rd
Stroh Rd

Date: 9/16/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV%	PHF
EB	2%	0.84
WB	0%	0.83
NB	2%	0.86
SB	1%	0.93
TOTAL	1%	0.98

Peak Hour Count Summaries

Peak Hour Interval Start		Stroh Rd Eastbound				Stroh Rd Westbound				Parker Rd Northbound				Parker Rd 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	84	6	59	0	6	14	8	1	50	330	5	5	14	393	71	1,046	0
5:00 PM		0	122	17	61	0	7	10	7	2	40	255	6	1	11	424	65	1,028	0
5:15 PM		0	100	7	50	0	6	6	11	3	56	264	6	2	15	491	54	1,071	0
5:30 PM		0	90	7	69	0	5	1	12	0	43	261	3	5	12	456	74	1,038	4,183
Pk Hr	All	0	396	37	239	0	24	31	38	6	189	1,110	20	13	52	1,764	264	4,183	
	HV	0	11	1	1	0	0	0	0	0	0	28	0	0	1	19	0	61	
	HV%	-	3%	3%	0%	-	0%	0%	0%	0%	0%	3%	0%	0%	2%	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
4:45 PM	2	0	4	5	*11*	0	0	0	0	*0*	0	1	0	0	*1*
5:00 PM	3	0	9	5	*17*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	3	0	9	2	*14*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	5	0	6	8	*19*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	13	0	28	20	*61*	0	0	0	0	*0*	0	1	0	0	*1*

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Count Summaries - All Vehicles

Interval Start	Stroh Rd Eastbound				Stroh Rd Westbound				Parker Rd Northbound				Parker Rd 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	67	11	63	0	6	4	6	1	46	293	8	5	13	391	66	980	0
4:15 PM	0	92	17	49	0	5	9	19	0	54	265	3	0	17	389	90	1,009	0
4:30 PM	0	117	18	40	0	9	9	8	0	58	269	5	4	17	397	61	1,012	0
4:45 PM	**0**	**84**	**6**	**59**	**0**	**6**	**14**	**8**	**1**	**50**	**330**	**5**	**5**	**14**	**393**	**71**	**1,046**	**4,047**
5:00 PM	**0**	**122**	**17**	**61**	**0**	**7**	**10**	**7**	**2**	**40**	**255**	**6**	**1**	**11**	**424**	**65**	**1,028**	**4,095**
5:15 PM	**0**	**100**	**7**	**50**	**0**	**6**	**6**	**11**	**3**	**56**	**264**	**6**	**2**	**15**	**491**	**54**	**1,071**	**4,157**
5:30 PM	**0**	**90**	**7**	**69**	**0**	**5**	**1**	**12**	**0**	**43**	**261**	**3**	**5**	**12**	**456**	**74**	**1,038**	**4,183**
5:45 PM	0	73	14	47	0	7	9	11	2	47	239	6	1	13	354	57	880	4,017
Count Total	0	745	97	438	0	51	62	82	9	394	2,176	42	23	112	3,295	538	8,064	
Pk Hr All	**0**	**396**	**37**	**239**	**0**	**24**	**31**	**38**	**6**	**189**	**1,110**	**20**	**13**	**52**	**1,764**	**264**	**4,183**	
Pk Hr HV	**0**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**1**	**19**	**0**	**61**	
Pk Hr HV%	**-**	**3%**	**3%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**3%**	**0%**	**0%**	**2%**	**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	5	0	6	8	*19*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	2	1	6	10	*19*	0	0	0	0	*0*	0	0	1	0	*1*
4:30 PM	2	0	10	7	*19*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**2**	**0**	**4**	**5**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
5:00 PM	**3**	**0**	**9**	**5**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**3**	**0**	**9**	**2**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**5**	**0**	**6**	**8**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	2	0	3	3	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	24	1	53	48	*126*	0	0	0	0	*0*	0	1	1	0	*2*
Peak Hour	**13**	**0**	**28**	**20**	***61***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	**1**

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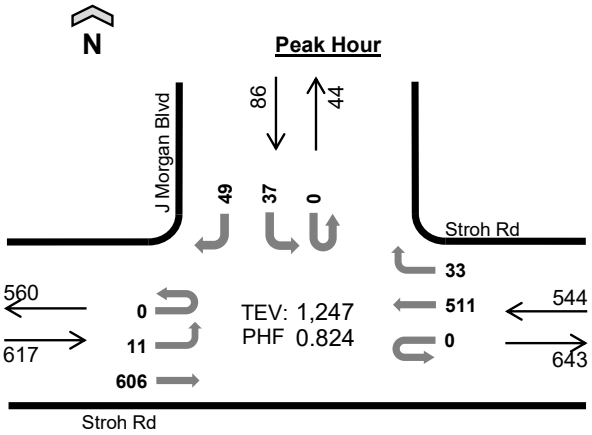
Count Summaries - Heavy Vehicles

Interval Start	Stroh Rd				Stroh Rd				Parker Rd				Parker Rd				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	5	0	0	0	0	0	0	0	0	5	1	0	0	8	0	19	0
4:15 PM	0	2	0	0	0	0	1	0	0	1	5	0	0	0	10	0	19	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	10	0	0	0	4	3	19	0
4:45 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**0**	**11**	**68**
5:00 PM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**5**	**0**	**17**	**66**
5:15 PM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**2**	**0**	**14**	**61**
5:30 PM	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**7**	**0**	**19**	**61**
5:45 PM	0	1	0	1	0	0	0	0	0	2	1	0	0	0	3	0	8	58
Count Total	0	21	1	2	0	0	1	0	0	3	49	1	0	1	44	3	126	
Pk Hr Heavy	**0**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**1**	**19**	**0**	**61**	

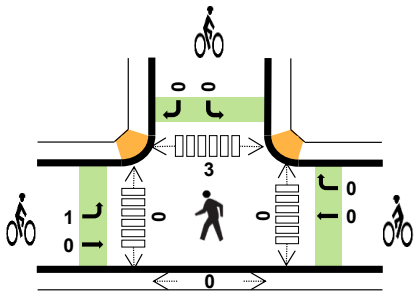
Count Summaries - Bikes

Interval Start	Stroh Rd				Stroh Rd				Parker Rd				Parker Rd				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**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	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**	

J Morgan Blvd
Stroh Rd



Date: 9/16/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV%	PHF
EB	3%	0.81
WB	3%	0.84
NB	--	--
SB	3%	0.83
TOTAL	3%	0.82

Peak Hour Count Summaries

Peak Hour Interval Start		Stroh Rd Eastbound				Stroh Rd Westbound				n/a Northbound				J Morgan Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	3	160	0	0	0	101	9	0	0	0	0	0	10	0	14	297	0
7:30 AM		0	3	188	0	0	0	147	14	0	0	0	0	0	15	0	11	378	0
7:45 AM		0	4	145	0	0	0	153	6	0	0	0	0	0	7	0	10	325	0
8:00 AM		0	1	113	0	0	0	110	4	0	0	0	0	0	5	0	14	247	1,247
Pk Hr	All	0	11	606	0	0	0	511	33	0	0	0	0	0	37	0	49	1,247	
	HV	0	0	19	0	0	0	16	2	0	0	0	0	0	1	0	2	40	
	HV%	-	0%	3%	-	-	-	3%	6%	-	-	-	-	-	3%	-	4%	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
7:15 AM	2	5	0	0	*7*	1	0	0	0	*1*	0	0	1	0	*1*
7:30 AM	2	6	0	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	9	2	0	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	6	5	0	1	*12*	0	0	0	0	*0*	0	0	2	0	*2*
Peak Hour	19	18	0	3	*40*	1	0	0	0	*1*	0	0	3	0	*3*

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Count Summaries - All Vehicles

Interval Start	Stroh Rd				Stroh Rd				n/a				J Morgan Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	6	135	0	0	0	71	4	0	0	0	0	0	10	0	12	238	0
7:15 AM	**0**	**3**	**160**	**0**	**0**	**0**	**101**	**9**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**14**	**297**	**0**
7:30 AM	**0**	**3**	**188**	**0**	**0**	**0**	**147**	**14**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**11**	**378**	**0**
7:45 AM	**0**	**4**	**145**	**0**	**0**	**0**	**153**	**6**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**10**	**325**	**1,238**
8:00 AM	**0**	**1**	**113**	**0**	**0**	**0**	**110**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**14**	**247**	**1,247**
8:15 AM	0	4	93	0	0	0	79	4	0	0	0	0	0	3	0	24	207	1,157
8:30 AM	0	5	86	0	0	0	66	5	0	0	0	0	0	7	0	19	188	967
8:45 AM	0	15	97	0	0	0	82	7	0	0	0	0	0	3	0	37	241	883
Count Total	0	41	1,017	0	0	0	809	53	0	0	0	0	0	60	0	141	2,121	
Pk Hr All	**0**	**11**	**606**	**0**	**0**	**0**	**511**	**33**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**49**	**1,247**	
Pk Hr HV	**0**	**0**	**19**	**0**	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**40**	
Pk Hr HV%	**-**	**0%**	**3%**	**-**	**-**	**-**	**3%**	**6%**	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**4%**	**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	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**2**	**5**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
7:30 AM	**2**	**6**	**0**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**9**	**2**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**6**	**5**	**0**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
8:15 AM	9	4	0	1	*14*	0	0	0	0	*0*	0	0	1	0	*1*
8:30 AM	7	4	0	1	*12*	0	0	0	0	*0*	0	0	1	0	*1*
8:45 AM	1	3	0	1	*5*	0	0	0	0	*0*	2	0	3	0	*5*
Count Total	39	32	0	6	*77*	1	0	0	0	*1*	2	0	8	0	*10*
Peak Hour	**19**	**18**	**0**	**3**	***40***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**3**	**0**	**3**

Count Summaries - Heavy Vehicles

Interval Start	Stroh Rd				Stroh Rd				n/a				J Morgan Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	6	0
7:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**
7:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**10**	**0**
7:45 AM	**0**	**0**	**9**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**34**
8:00 AM	**0**	**0**	**6**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**40**
8:15 AM	0	2	7	0	0	0	3	1	0	0	0	0	0	0	0	1	14	47
8:30 AM	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	1	12	49
8:45 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	1	5	43
Count Total	0	2	37	0	0	0	28	4	0	0	0	0	0	1	0	5	77	
Pk Hr Heavy	**0**	**0**	**19**	**0**	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**40**	

Count Summaries - Bikes

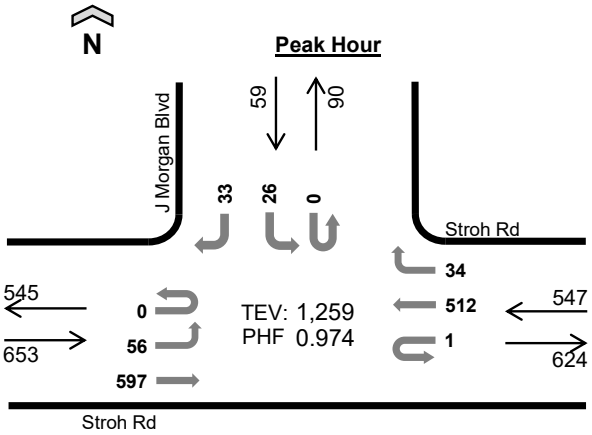
Interval Start	Stroh Rd				Stroh Rd				n/a				J Morgan Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**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**	**1**
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

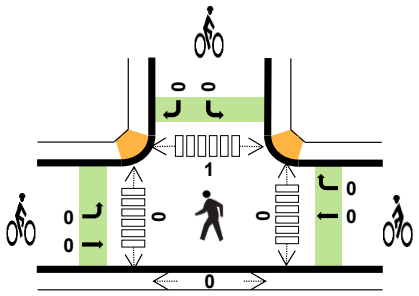
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J Morgan Blvd
Stroh Rd

Date: 9/16/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV%	PHF
EB	2%	0.90
WB	1%	0.87
NB	--	--
SB	3%	0.78
TOTAL	2%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Stroh Rd Eastbound				Stroh Rd Westbound				n/a Northbound				J Morgan Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	11	159	0	1	0	117	7	0	0	0	0	0	13	0	6	314	0
4:30 PM		0	13	132	0	0	0	142	16	0	0	0	0	0	4	0	10	317	0
4:45 PM		0	17	140	0	0	0	135	3	0	0	0	0	0	4	0	6	305	0
5:00 PM		0	15	166	0	0	0	118	8	0	0	0	0	0	5	0	11	323	1,259
Pk Hr	All	0	56	597	0	1	0	512	34	0	0	0	0	0	26	0	33	1,259	
	HV	0	1	12	0	0	0	5	0	0	0	0	0	0	1	0	1	20	
	HV%	-	2%	2%	-	0%	-	1%	0%	-	-	-	-	-	4%	-	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
4:15 PM	2	2	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	2	0	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	6	0	0	0	*6*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hour	13	5	0	2	*20*	0	0	0	0	*0*	0	0	1	0	*1*

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Count Summaries - All Vehicles

Interval Start	Stroh Rd				Stroh Rd				n/a				J Morgan Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	30	141	0	0	0	115	6	0	0	0	0	0	4	0	13	309	0
4:15 PM	**0**	**11**	**159**	**0**	**1**	**0**	**117**	**7**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**6**	**314**	**0**
4:30 PM	**0**	**13**	**132**	**0**	**0**	**0**	**142**	**16**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**10**	**317**	**0**
4:45 PM	**0**	**17**	**140**	**0**	**0**	**0**	**135**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**6**	**305**	**1,245**
5:00 PM	**0**	**15**	**166**	**0**	**0**	**0**	**118**	**8**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**11**	**323**	**1,259**
5:15 PM	0	16	143	0	0	0	125	9	0	0	0	0	0	5	0	11	309	1,254
5:30 PM	0	10	139	0	0	0	106	7	0	0	0	0	1	4	0	13	280	1,217
5:45 PM	0	7	140	0	0	0	109	6	0	0	0	0	0	10	0	8	280	1,192
Count Total	0	119	1,160	0	1	0	967	62	0	0	0	0	1	49	0	78	2,437	
Pk Hr All	**0**	**56**	**597**	**0**	**1**	**0**	**512**	**34**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**33**	**1,259**	
Pk Hr HV	**0**	**1**	**12**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**20**	
Pk Hr HV%	**-**	**2%**	**2%**	**-**	**0%**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**4%**	**-**	**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
4:00 PM	6	2	0	0	*8*	0	0	0	0	*0*	0	4	5	0	*9*
4:15 PM	**2**	**2**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**3**	**3**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**2**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**6**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
5:15 PM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	1	0	*1*
5:30 PM	5	0	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	29	9	0	2	*40*	0	0	0	0	*0*	0	4	8	0	*12*
Peak Hour	**13**	**5**	**0**	**2**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	Stroh Rd				Stroh Rd				n/a				J Morgan Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	5	0	0	0	1	1	0	0	0	0	0	0	0	0	8	0
4:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**
4:30 PM	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**22**
5:00 PM	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**20**
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17
5:30 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	16
5:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	18
Count Total	0	2	27	0	0	0	8	1	0	0	0	0	0	1	0	1	40	
Pk Hr Heavy	**0**	**1**	**12**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**20**	

Count Summaries - Bikes

Interval Start	Stroh Rd				Stroh Rd				n/a				J Morgan Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	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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Synchro LOS Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1	10	59	2	367	6	1621	59	117	922	12
Future Volume (veh/h)	16	1	10	59	2	367	6	1621	59	117	922	12
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	24	1	0	71	2	442	7	1863	68	123	971	0
Peak Hour Factor	0.68	0.68	0.68	0.83	0.83	0.83	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	76	571		394	10	484	15	2495	91	204	2773	
Arrive On Green	0.02	0.31	0.00	0.25	0.25	0.25	0.01	0.50	0.50	0.06	0.55	0.00
Sat Flow, veh/h	3456	1870	1585	1384	42	1585	1781	4977	181	3456	5025	1585
Grp Volume(v), veh/h	24	1	0	73	0	442	7	1253	678	123	971	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1427	0	1585	1781	1675	1808	1728	1675	1585
Q Serve(g_s), s	0.9	0.0	0.0	5.4	0.0	33.0	0.5	40.0	40.1	4.7	14.4	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	5.4	0.0	33.0	0.5	40.0	40.1	4.7	14.4	0.0
Prop In Lane	1.00		1.00	0.97		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	76	571		404	0	484	15	1680	906	204	2773	
V/C Ratio(X)	0.32	0.00		0.18	0.00	0.91	0.46	0.75	0.75	0.60	0.35	
Avail Cap(c_a), veh/h	129	600		404	0	484	66	1680	906	490	2773	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.6	32.4	0.0	40.2	0.0	44.9	66.2	26.6	26.7	61.6	16.7	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.2	0.0	21.9	20.0	3.1	5.6	2.8	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	0.4	0.0	0.0	2.0	0.0	17.2	0.3	15.3	17.2	2.1	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	32.4	0.0	40.4	0.0	66.7	86.2	29.7	32.3	64.4	17.0	0.0
LnGrp LOS	E	C		D		E	F	C	C	E	B	
Approach Vol, veh/h		25			515			1938			1094	
Approach Delay, s/veh		65.5			63.0			30.8			22.4	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	74.2		47.0	6.1	81.0	8.0	39.0				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	60.0		43.0	5.0	74.0	5.0	33.0				
Max Q Clear Time (g_c+I1), s	6.7	42.1		2.0	2.5	16.4	2.9	35.0				
Green Ext Time (p_c), s	0.2	15.6		0.0	0.0	15.6	0.0	0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		33.1	
HCM 7th LOS		C	

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	462	53	130	23	38	38	284	1697	32	60	885	395
Future Volume (veh/h)	462	53	130	23	38	38	284	1697	32	60	885	395
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	563	65	0	32	52	0	319	1928	36	72	1066	0
Peak Hour Factor	0.82	0.82	0.82	0.73	0.73	0.73	0.89	0.88	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	654	681		69	177		393	2535	799	93	2237	
Arrive On Green	0.19	0.19	0.00	0.04	0.05	0.00	0.11	0.50	0.50	0.05	0.45	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5025	1585	1781	5025	1585
Grp Volume(v), veh/h	563	65	0	32	52	0	319	1928	36	72	1066	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1675	1585	1781	1675	1585
Q Serve(g_s), s	18.1	1.7	0.0	2.0	1.6	0.0	10.4	35.5	1.3	4.6	17.2	0.0
Cycle Q Clear(g_c), s	18.1	1.7	0.0	2.0	1.6	0.0	10.4	35.5	1.3	4.6	17.2	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	654	681		69	177		393	2535	799	93	2237	
V/C Ratio(X)	0.86	0.10		0.46	0.29		0.81	0.76	0.05	0.78	0.48	
Avail Cap(c_a), veh/h	947	681		380	294		986	2535	799	271	2237	
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	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.1	38.3	0.0	54.1	52.7	0.0	49.7	22.9	14.5	53.8	22.5	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	4.7	0.9	0.0	3.0	2.2	0.1	9.8	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	8.1	0.7	0.0	1.0	0.7	0.0	4.4	12.9	0.5	2.2	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.8	38.3	0.0	58.8	53.6	0.0	52.8	25.1	14.6	63.7	23.2	0.0
LnGrp LOS	D	D		E	D		D	C	B	E	C	
Approach Vol, veh/h		628			84			2283			1138	
Approach Delay, s/veh		49.5			55.6			28.8			25.8	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	65.0	10.0	27.5	19.3	58.2	26.3	11.2
Change Period (Y+Rc), s	6.5	7.0	5.5	5.5	6.2	7.0	4.5	5.5
Max Green Setting (Gmax), s	17.5	58.0	24.5	15.5	32.8	43.0	31.5	9.5
Max Q Clear Time (g_c+I1), s	6.0	37.5	4.0	3.7	12.4	19.2	20.1	3.6
Green Ext Time (p_c), s	0.1	17.9	0.0	0.1	0.7	12.3	1.6	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	31.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	606	511	33	37	49
Future Vol, veh/h	11	606	511	33	37	49
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	84	84	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	748	608	39	45	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	649	0	-	0	1385	609
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	775	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	937	-	-	-	158	495
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	454	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	936	-	-	-	155	494
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.16	0	23.57
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	936	-	-	-	155	494
HCM Lane V/C Ratio	0.015	-	-	-	0.287	0.119
HCM Ctrl Dly (s/v)	8.9	-	-	-	37.2	13.3
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0.4

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4	0	12	13	0	1	0	16	0	0	0
Future Vol, veh/h	0	4	0	12	13	0	1	0	16	0	0	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	-	-	-	0	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	57	57	57	70	70	70	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	0	21	23	0	1	0	23	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	7	0	0	72	72	7	72	72	23
Stage 1	-	-	-	-	-	-	7	7	-	65	65	-
Stage 2	-	-	-	-	-	-	65	65	-	7	7	-
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	1592	-	-	1613	-	-	919	818	1075	919	818	1054
Stage 1	-	-	-	-	-	-	1014	890	-	946	841	-
Stage 2	-	-	-	-	-	-	946	841	-	1014	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1592	-	-	1613	-	-	907	808	1075	888	808	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	907	808	-	888	808	-
Stage 1	-	-	-	-	-	-	1014	890	-	933	830	-
Stage 2	-	-	-	-	-	-	933	830	-	993	890	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	3.49	8.45	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	907	1075	1592	-	-	1613	-	-	-
HCM Lane V/C Ratio	0.002	0.021	-	-	-	0.013	-	-	-
HCM Ctrl Dly (s/v)	9	8.4	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0	-	-	-

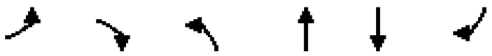
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	21	0	13	26	0	0	0	1	0	0	0
Future Vol, veh/h	0	21	0	13	26	0	0	0	1	0	0	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	80	-	80	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	89	89	89	25	25	25	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	44	0	15	29	0	0	0	4	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	44	0	0	88	102	22	80	102	15
Stage 1	-	-	-	-	-	-	44	44	-	58	58	-
Stage 2	-	-	-	-	-	-	44	58	-	22	44	-
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	1582	-	-	1563	-	-	888	787	1050	899	787	1061
Stage 1	-	-	-	-	-	-	965	858	-	946	846	-
Stage 2	-	-	-	-	-	-	965	846	-	993	858	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1582	-	-	1563	-	-	880	780	1050	887	780	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	880	780	-	887	780	-
Stage 1	-	-	-	-	-	-	965	858	-	937	838	-
Stage 2	-	-	-	-	-	-	956	838	-	990	858	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	2.44	8.44	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1050	1582	-	-	1563	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	0.009	-	-	-
HCM Ctrl Dly (s/v)	8.4	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	179	36	47	1493	883	96
Future Volume (veh/h)	179	36	47	1493	883	96
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	42	53	1678	920	100
Peak Hour Factor	0.85	0.85	0.89	0.89	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	275	126	69	4244	3846	1194
Arrive On Green	0.08	0.08	0.04	0.83	0.75	0.75
Sat Flow, veh/h	3456	1585	1781	5274	5274	1585
Grp Volume(v), veh/h	211	42	53	1678	920	100
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1585
Q Serve(g_s), s	8.4	3.5	4.1	11.6	7.6	2.3
Cycle Q Clear(g_c), s	8.4	3.5	4.1	11.6	7.6	2.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	275	126	69	4244	3846	1194
V/C Ratio(X)	0.77	0.33	0.77	0.40	0.24	0.08
Avail Cap(c_a), veh/h	728	334	248	4244	3846	1194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.98	0.98
Uniform Delay (d), s/veh	63.1	60.9	66.7	3.0	5.2	4.6
Incr Delay (d2), s/veh	4.5	1.5	16.4	0.3	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.2	2.1	2.3	2.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	67.6	62.4	83.1	3.3	5.3	4.7
LnGrp LOS	E	E	F	A	A	A
Approach Vol, veh/h	253			1731	1020	
Approach Delay, s/veh	66.7			5.7	5.3	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		123.3		16.7	10.9	112.4
Change Period (Y+Rc), s		7.0		5.5	5.5	7.0
Max Green Setting (Gmax), s		98.0		29.5	19.5	73.0
Max Q Clear Time (g_c+I1), s		13.6		10.4	6.1	9.6
Green Ext Time (p_c), s		17.4		0.8	0.1	7.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.7
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	4	8	53	0	231	12	1092	64	351	1653	16
Future Volume (veh/h)	24	4	8	53	0	231	12	1092	64	351	1653	16
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	35	6	0	64	0	278	14	1255	74	369	1740	0
Peak Hour Factor	0.68	0.68	0.68	0.83	0.83	0.83	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	98	453		303	0	477	27	2355	139	440	3001	
Arrive On Green	0.03	0.24	0.00	0.17	0.00	0.17	0.02	0.49	0.49	0.13	0.60	0.00
Sat Flow, veh/h	3456	1870	1585	1410	0	1585	1781	4853	286	3456	5025	1585
Grp Volume(v), veh/h	35	6	0	64	0	278	14	866	463	369	1740	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1410	0	1585	1781	1675	1789	1728	1675	1585
Q Serve(g_s), s	1.2	0.3	0.0	4.9	0.0	18.4	1.0	22.2	22.3	12.9	26.4	0.0
Cycle Q Clear(g_c), s	1.2	0.3	0.0	4.9	0.0	18.4	1.0	22.2	22.3	12.9	26.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	98	453		303	0	477	27	1626	868	440	3001	
V/C Ratio(X)	0.36	0.01		0.21	0.00	0.58	0.51	0.53	0.53	0.84	0.58	
Avail Cap(c_a), veh/h	139	649		434	0	624	72	1626	868	669	3001	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.1	35.7	0.0	44.3	0.0	36.7	60.5	22.1	22.1	52.8	15.4	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.3	0.0	1.1	13.8	1.3	2.3	5.8	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	0.6	0.1	0.0	1.8	0.0	7.4	0.5	8.3	9.1	5.7	9.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.3	35.7	0.0	44.7	0.0	37.9	74.4	23.4	24.5	58.7	16.2	0.0
LnGrp LOS	E	D		D		D	E	C	C	E	B	
Approach Vol, veh/h		41			342			1343			2109	
Approach Delay, s/veh		57.6			39.1			24.3			23.6	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.8	67.1		36.0	6.9	81.0	8.5	27.5				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	24.0	55.0		43.0	5.0	74.0	5.0	33.0				
Max Q Clear Time (g_c+I1), s	14.9	24.3		2.3	3.0	28.4	3.2	20.4				
Green Ext Time (p_c), s	0.8	17.6		0.0	0.0	31.3	0.0	1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	25.6	
HCM 7th LOS	C	

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	37	239	24	31	38	185	1110	20	65	1764	264
Future Volume (veh/h)	396	37	239	24	31	38	185	1110	20	65	1764	264
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	483	45	0	33	42	0	208	1261	22	78	2125	0
Peak Hour Factor	0.82	0.82	0.82	0.73	0.73	0.73	0.89	0.88	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	577	620		75	176		345	2418	763	101	2217	
Arrive On Green	0.17	0.17	0.00	0.04	0.05	0.00	0.10	0.48	0.48	0.06	0.44	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5025	1585	1781	5025	1585
Grp Volume(v), veh/h	483	45	0	33	42	0	208	1261	22	78	2125	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1675	1585	1781	1675	1585
Q Serve(g_s), s	13.5	1.1	0.0	1.8	1.1	0.0	5.8	17.3	0.7	4.3	40.9	0.0
Cycle Q Clear(g_c), s	13.5	1.1	0.0	1.8	1.1	0.0	5.8	17.3	0.7	4.3	40.9	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	577	620		75	176		345	2418	763	101	2217	
V/C Ratio(X)	0.84	0.07		0.44	0.24		0.60	0.52	0.03	0.77	0.96	
Avail Cap(c_a), veh/h	1057	837		366	481		963	2418	763	491	2217	
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	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.2	34.4	0.0	46.6	45.6	0.0	43.0	17.9	13.6	46.4	27.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	4.0	0.7	0.0	1.3	0.8	0.1	8.8	11.6	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	5.7	0.4	0.0	0.9	0.5	0.0	2.4	6.0	0.3	2.0	16.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.7	34.5	0.0	50.7	46.3	0.0	44.3	18.7	13.7	55.2	38.6	0.0
LnGrp LOS	D	C		D	D		D	B	B	E	D	
Approach Vol, veh/h		528			75			1491			2203	
Approach Delay, s/veh		42.0			48.2			22.2			39.2	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	55.0	9.7	22.9	16.2	51.0	22.1	10.4
Change Period (Y+Rc), s	6.5	7.0	5.5	5.5	6.2	7.0	5.5	5.5
Max Green Setting (Gmax), s	27.5	44.0	20.5	23.5	27.8	44.0	30.5	13.5
Max Q Clear Time (g_c+I1), s	16.3	19.3	3.8	3.1	7.8	42.9	15.5	3.1
Green Ext Time (p_c), s	0.1	15.0	0.0	0.1	0.4	1.1	1.1	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	33.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	56	597	512	34	26	33
Future Vol, veh/h	56	597	512	34	26	33
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	84	84	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	737	610	40	31	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	651	0	-	0	1486	611
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	875	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	935	-	-	-	137	494
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	408	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	934	-	-	-	127	494
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	407	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.79	0	25.96
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	934	-	-	-	127	494
HCM Lane V/C Ratio	0.074	-	-	-	0.247	0.081
HCM Ctrl Dly (s/v)	9.2	-	-	-	42.5	12.9
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9	0.3

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	1	19	18	6	0	0	14	0	0	0
Future Vol, veh/h	0	8	1	19	18	6	0	0	14	0	0	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	-	-	-	0	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	57	57	57	70	70	70	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	2	33	32	11	0	0	20	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	16	0	0	113	124	15	118	120	37
Stage 1	-	-	-	-	-	-	15	15	-	104	104	-
Stage 2	-	-	-	-	-	-	98	109	-	14	16	-
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	1567	-	-	1601	-	-	864	766	1064	858	771	1035
Stage 1	-	-	-	-	-	-	1005	883	-	902	809	-
Stage 2	-	-	-	-	-	-	908	805	-	1006	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1567	-	-	1601	-	-	846	751	1064	825	755	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	846	751	-	825	755	-
Stage 1	-	-	-	-	-	-	1005	883	-	884	793	-
Stage 2	-	-	-	-	-	-	889	789	-	987	882	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	3.22	8.45	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1064	1567	-	-	1601	-	-	-
HCM Lane V/C Ratio	-	0.019	-	-	-	0.021	-	-	-
HCM Ctrl Dly (s/v)	0	8.4	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0.1	0	-	-	0.1	-	-	-

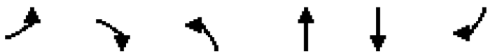
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	22	0	13	25	0	0	0	0	0	0	0
Future Vol, veh/h	0	22	0	13	25	0	0	0	0	0	0	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	80	-	80	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	89	89	89	25	25	25	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	46	0	15	28	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	46	0	0	89	103	23	80	103	14
Stage 1	-	-	-	-	-	-	46	46	-	57	57	-
Stage 2	-	-	-	-	-	-	43	57	-	23	46	-
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	1584	-	-	1560	-	-	886	786	1048	899	786	1062
Stage 1	-	-	-	-	-	-	962	856	-	948	846	-
Stage 2	-	-	-	-	-	-	966	846	-	992	856	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1584	-	-	1560	-	-	878	779	1048	890	779	1062
Mov Cap-2 Maneuver	-	-	-	-	-	-	878	779	-	890	779	-
Stage 1	-	-	-	-	-	-	962	856	-	939	839	-
Stage 2	-	-	-	-	-	-	957	839	-	992	856	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	2.51	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1584	-	-	1560	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.009	-	-	-
HCM Ctrl Dly (s/v)	0	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	46	18	1066	1551	137
Future Volume (veh/h)	110	46	18	1066	1551	137
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	54	20	1198	1616	143
Peak Hour Factor	0.85	0.85	0.89	0.89	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	189	87	34	4371	4071	1264
Arrive On Green	0.05	0.05	0.02	0.86	0.80	0.80
Sat Flow, veh/h	3456	1585	1781	5274	5274	1585
Grp Volume(v), veh/h	129	54	20	1198	1616	143
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1585
Q Serve(g_s), s	5.1	4.7	1.6	6.2	13.1	2.8
Cycle Q Clear(g_c), s	5.1	4.7	1.6	6.2	13.1	2.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	189	87	34	4371	4071	1264
V/C Ratio(X)	0.68	0.62	0.58	0.27	0.40	0.11
Avail Cap(c_a), veh/h	703	323	134	4371	4071	1264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.88	0.88
Uniform Delay (d), s/veh	65.0	64.7	68.1	1.9	4.2	3.2
Incr Delay (d2), s/veh	4.3	7.1	14.6	0.2	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.3	0.8	0.9	3.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	69.2	71.8	82.7	2.1	4.5	3.3
LnGrp LOS	E	E	F	A	A	A
Approach Vol, veh/h	183			1218	1759	
Approach Delay, s/veh	70.0			3.4	4.4	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		126.8		13.2	8.2	118.6
Change Period (Y+Rc), s		7.0		5.5	5.5	7.0
Max Green Setting (Gmax), s		99.0		28.5	10.5	83.0
Max Q Clear Time (g_c+I1), s		8.2		7.1	3.6	15.1
Green Ext Time (p_c), s		9.6		0.5	0.0	17.1

Intersection Summary	
HCM 7th Control Delay, s/veh	7.8
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1	10	65	2	400	6	1770	65	130	1005	15
Future Volume (veh/h)	16	1	10	65	2	400	6	1770	65	130	1005	15
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	24	1	0	78	2	482	7	2034	75	137	1058	0
Peak Hour Factor	0.68	0.68	0.68	0.83	0.83	0.83	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	76	571		394	9	484	15	2493	92	205	2773	
Arrive On Green	0.02	0.31	0.00	0.25	0.25	0.25	0.01	0.50	0.50	0.06	0.55	0.00
Sat Flow, veh/h	3456	1870	1585	1387	38	1585	1781	4975	183	3456	5025	1585
Grp Volume(v), veh/h	24	1	0	80	0	482	7	1368	741	137	1058	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1426	0	1585	1781	1675	1808	1728	1675	1585
Q Serve(g_s), s	0.9	0.0	0.0	5.9	0.0	33.0	0.5	46.2	46.5	5.2	16.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	6.0	0.0	33.0	0.5	46.2	46.5	5.2	16.0	0.0
Prop In Lane	1.00		1.00	0.97		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	76	571		404	0	484	15	1679	906	205	2773	
V/C Ratio(X)	0.32	0.00		0.20	0.00	1.00	0.46	0.81	0.82	0.67	0.38	
Avail Cap(c_a), veh/h	129	600		404	0	484	66	1679	906	490	2773	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.6	32.4	0.0	40.4	0.0	46.5	66.2	28.2	28.3	61.8	17.1	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.2	0.0	39.8	20.0	4.5	8.1	3.7	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	0.4	0.0	0.0	2.2	0.0	21.4	0.3	17.9	20.4	2.3	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	32.4	0.0	40.6	0.0	86.2	86.2	32.7	36.4	65.5	17.5	0.0
LnGrp LOS	E	C		D		F	F	C	D	E	B	
Approach Vol, veh/h		25			562			2116			1195	
Approach Delay, s/veh		65.5			79.7			34.2			23.0	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	74.2		47.0	6.1	81.0	8.0	39.0				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	60.0		43.0	5.0	74.0	5.0	33.0				
Max Q Clear Time (g_c+I1), s	7.2	48.5		2.0	2.5	18.0	2.9	35.0				
Green Ext Time (p_c), s	0.3	10.8		0.0	0.0	17.6	0.0	0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		37.5
HCM 7th LOS		D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	505	60	140	25	40	40	310	1850	35	65	965	430
Future Volume (veh/h)	505	60	140	25	40	40	310	1850	35	65	965	430
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	616	73	0	34	55	0	348	2102	39	78	1163	0
Peak Hour Factor	0.82	0.82	0.82	0.73	0.73	0.73	0.89	0.88	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	692	747		71	177		421	2452	773	100	2134	
Arrive On Green	0.20	0.21	0.00	0.04	0.05	0.00	0.12	0.49	0.49	0.06	0.42	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5025	1585	1781	5025	1585
Grp Volume(v), veh/h	616	73	0	34	55	0	348	2102	39	78	1163	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1675	1585	1781	1675	1585
Q Serve(g_s), s	20.6	2.0	0.0	2.2	1.8	0.0	11.7	43.8	1.5	5.1	20.6	0.0
Cycle Q Clear(g_c), s	20.6	2.0	0.0	2.2	1.8	0.0	11.7	43.8	1.5	5.1	20.6	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	692	747		71	177		421	2452	773	100	2134	
V/C Ratio(X)	0.89	0.10		0.48	0.31		0.83	0.86	0.05	0.78	0.55	
Avail Cap(c_a), veh/h	887	747		367	284		953	2452	773	262	2134	
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	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.3	37.8	0.0	55.9	54.5	0.0	51.0	26.8	16.0	55.4	25.6	0.0
Incr Delay (d2), s/veh	8.7	0.0	0.0	5.0	1.0	0.0	3.1	4.1	0.1	9.4	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	9.5	0.9	0.0	1.1	0.8	0.0	5.0	16.5	0.6	2.5	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.0	37.9	0.0	60.9	55.5	0.0	54.1	31.0	16.1	64.8	26.6	0.0
LnGrp LOS	E	D		E	E		D	C	B	E	C	
Approach Vol, veh/h		689			89			2489			1241	
Approach Delay, s/veh		53.2			57.5			34.0			29.0	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	65.0	10.2	30.5	20.7	57.5	29.3	11.4
Change Period (Y+Rc), s	6.5	7.0	5.5	5.5	6.2	7.0	5.5	5.5
Max Green Setting (Gmax), s	7.5	58.0	24.5	15.5	32.8	43.0	30.5	9.5
Max Q Clear Time (g_c+I1), s	7.1	45.8	4.2	4.0	13.7	22.6	22.6	3.8
Green Ext Time (p_c), s	0.1	11.4	0.0	0.2	0.8	12.2	1.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	36.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	660	560	35	40	55
Future Vol, veh/h	11	660	560	35	40	55
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	84	84	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	815	667	42	48	66

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	709	0	-	0	1510	668
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	842	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	890	-	-	-	133	458
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	423	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	889	-	-	-	130	458
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	422	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	28.43
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	889	-	-	-	130	458
HCM Lane V/C Ratio	0.015	-	-	-	0.37	0.145
HCM Ctrl Dly (s/v)	9.1	-	-	-	48	14.2
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	1.5	0.5

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	0	15	15	0	1	0	16	0	0	0
Future Vol, veh/h	0	5	0	15	15	0	1	0	16	0	0	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	-	-	-	0	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	57	57	57	70	70	70	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	0	26	26	0	1	0	23	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	26	0	0	9	0	0	88	88	9	88	88	26
Stage 1	-	-	-	-	-	-	9	9	-	79	79	-
Stage 2	-	-	-	-	-	-	79	79	-	9	9	-
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	1588	-	-	1611	-	-	898	802	1073	898	802	1049
Stage 1	-	-	-	-	-	-	1012	888	-	930	829	-
Stage 2	-	-	-	-	-	-	930	829	-	1012	888	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1588	-	-	1611	-	-	883	789	1073	864	789	1049
Mov Cap-2 Maneuver	-	-	-	-	-	-	883	789	-	864	789	-
Stage 1	-	-	-	-	-	-	1012	888	-	915	816	-
Stage 2	-	-	-	-	-	-	915	816	-	991	888	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	3.64	8.47	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	883	1073	1588	-	-	1611	-	-	-
HCM Lane V/C Ratio	0.002	0.021	-	-	-	0.016	-	-	-
HCM Ctrl Dly (s/v)	9.1	8.4	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0	-	-	-

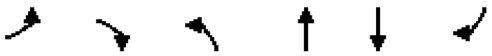
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	25	0	15	30	0	0	0	1	0	0	0
Future Vol, veh/h	0	25	0	15	30	0	0	0	1	0	0	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	80	-	80	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	89	89	89	25	25	25	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	52	0	17	34	0	0	0	4	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	52	0	0	103	119	26	93	119	17
Stage 1	-	-	-	-	-	-	52	52	-	67	67	-
Stage 2	-	-	-	-	-	-	51	67	-	26	52	-
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	1576	-	-	1552	-	-	867	770	1044	880	770	1058
Stage 1	-	-	-	-	-	-	954	851	-	935	838	-
Stage 2	-	-	-	-	-	-	956	838	-	988	851	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1576	-	-	1552	-	-	858	762	1044	867	762	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	858	762	-	867	762	-
Stage 1	-	-	-	-	-	-	954	851	-	925	829	-
Stage 2	-	-	-	-	-	-	946	829	-	984	851	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	2.45	8.46	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1044	1576	-	-	1552	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	0.011	-	-	-
HCM Ctrl Dly (s/v)	8.5	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	195	40	50	1630	965	105
Future Volume (veh/h)	195	40	50	1630	965	105
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	47	56	1831	1005	109
Peak Hour Factor	0.85	0.85	0.89	0.89	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	297	136	72	4212	3804	1181
Arrive On Green	0.09	0.09	0.04	0.82	0.74	0.74
Sat Flow, veh/h	3456	1585	1781	5274	5274	1585
Grp Volume(v), veh/h	229	47	56	1831	1005	109
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1585
Q Serve(g_s), s	9.1	3.9	4.4	13.7	8.7	2.6
Cycle Q Clear(g_c), s	9.1	3.9	4.4	13.7	8.7	2.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	297	136	72	4212	3804	1181
V/C Ratio(X)	0.77	0.35	0.77	0.43	0.26	0.09
Avail Cap(c_a), veh/h	1000	459	197	4212	3804	1181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.97	0.97
Uniform Delay (d), s/veh	62.7	60.3	66.5	3.3	5.7	4.9
Incr Delay (d2), s/veh	4.3	1.5	15.9	0.3	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	3.6	2.2	2.8	2.5	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	66.9	61.8	82.5	3.7	5.8	5.0
LnGrp LOS	E	E	F	A	A	A
Approach Vol, veh/h	276			1887	1114	
Approach Delay, s/veh	66.0			6.0	5.8	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		122.5		17.5	11.2	111.3
Change Period (Y+Rc), s		7.0		5.5	5.5	7.0
Max Green Setting (Gmax), s		87.0		40.5	15.5	66.0
Max Q Clear Time (g_c+I1), s		15.7		11.1	6.4	10.7
Green Ext Time (p_c), s		20.4		0.9	0.1	7.9

Intersection Summary		
HCM 7th Control Delay, s/veh		11.0
HCM 7th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	5	10	60	0	250	15	1190	70	385	1805	16
Future Volume (veh/h)	25	5	10	60	0	250	15	1190	70	385	1805	16
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	37	7	0	72	0	301	17	1368	80	405	1900	0
Peak Hour Factor	0.68	0.68	0.68	0.83	0.83	0.83	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	99	472		316	0	504	32	2293	134	462	2955	
Arrive On Green	0.03	0.25	0.00	0.18	0.00	0.18	0.02	0.47	0.47	0.13	0.59	0.00
Sat Flow, veh/h	3456	1870	1585	1409	0	1585	1781	4856	284	3456	5025	1585
Grp Volume(v), veh/h	37	7	0	72	0	301	17	944	504	405	1900	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1409	0	1585	1781	1675	1790	1728	1675	1585
Q Serve(g_s), s	1.3	0.4	0.0	5.6	0.0	20.3	1.2	26.3	26.3	14.6	31.8	0.0
Cycle Q Clear(g_c), s	1.3	0.4	0.0	5.6	0.0	20.3	1.2	26.3	26.3	14.6	31.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	99	472		316	0	504	32	1582	845	462	2955	
V/C Ratio(X)	0.37	0.01		0.23	0.00	0.60	0.54	0.60	0.60	0.88	0.64	
Avail Cap(c_a), veh/h	136	633		423	0	623	70	1582	845	517	2955	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	60.6	35.6	0.0	44.5	0.0	36.5	61.9	24.6	24.6	54.0	17.3	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.4	0.0	1.1	13.4	1.7	3.1	14.6	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	0.6	0.2	0.0	2.0	0.0	8.1	0.6	10.0	11.0	7.0	11.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.9	35.6	0.0	44.9	0.0	37.6	75.3	26.3	27.7	68.6	18.4	0.0
LnGrp LOS	E	D		D		D	E	C	C	E	B	
Approach Vol, veh/h		44			373			1465			2305	
Approach Delay, s/veh		58.6			39.0			27.4			27.2	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	67.0		38.1	7.3	81.7	8.6	29.4				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	60.0		43.0	5.0	74.0	5.0	33.0				
Max Q Clear Time (g_c+I1), s	16.6	28.3		2.4	3.2	33.8	3.3	22.3				
Green Ext Time (p_c), s	0.4	19.7		0.0	0.0	31.1	0.0	1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		28.7
HCM 7th LOS		C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	40	260	25	35	40	200	1210	20	70	1925	290
Future Volume (veh/h)	430	40	260	25	35	40	200	1210	20	70	1925	290
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	524	49	0	34	48	0	225	1375	22	84	2319	0
Peak Hour Factor	0.82	0.82	0.82	0.73	0.73	0.73	0.89	0.88	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	604	650		72	172		300	2532	799	107	2411	
Arrive On Green	0.17	0.18	0.00	0.04	0.05	0.00	0.09	0.50	0.50	0.06	0.48	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5025	1585	1781	5025	1585
Grp Volume(v), veh/h	524	49	0	34	48	0	225	1375	22	84	2319	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1675	1585	1781	1675	1585
Q Serve(g_s), s	17.0	1.3	0.0	2.1	1.5	0.0	7.3	21.5	0.8	5.4	51.3	0.0
Cycle Q Clear(g_c), s	17.0	1.3	0.0	2.1	1.5	0.0	7.3	21.5	0.8	5.4	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	604	650		72	172		300	2532	799	107	2411	
V/C Ratio(X)	0.87	0.08		0.47	0.28		0.75	0.54	0.03	0.78	0.96	
Avail Cap(c_a), veh/h	916	650		379	293		985	2532	799	271	2411	
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	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.2	39.0	0.0	54.0	52.8	0.0	51.3	19.5	14.4	53.4	28.9	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	4.8	0.9	0.0	2.8	0.8	0.1	9.0	11.3	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	7.5	0.6	0.0	1.1	0.7	0.0	3.1	7.7	0.3	2.6	20.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.2	39.0	0.0	58.8	53.7	0.0	54.2	20.3	14.4	62.3	40.3	0.0
LnGrp LOS	D	D		E	D		D	C	B	E	D	
Approach Vol, veh/h		573			82			1622			2403	
Approach Delay, s/veh		50.2			55.8			25.0			41.0	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	65.0	10.1	26.6	16.2	62.2	25.6	11.1
Change Period (Y+Rc), s	6.5	7.0	5.5	5.5	6.2	7.0	5.5	5.5
Max Green Setting (Gmax), s	17.5	58.0	24.5	15.5	32.8	43.0	30.5	9.5
Max Q Clear Time (g_c+I1), s	7.4	23.5	4.1	3.3	9.3	53.3	19.0	3.5
Green Ext Time (p_c), s	0.1	20.3	0.0	0.1	0.5	0.0	1.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	36.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	650	560	35	30	35
Future Vol, veh/h	60	650	560	35	30	35
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	84	84	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	802	667	42	36	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	709	0	-	0	1618	668
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	951	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	890	-	-	-	114	458
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	376	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	889	-	-	-	104	458
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	375	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.8	0	33.67
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	889	-	-	-	104	458
HCM Lane V/C Ratio	0.083	-	-	-	0.347	0.092
HCM Ctrl Dly (s/v)	9.4	-	-	-	57	13.7
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4	0.3

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	1	20	20	6	0	0	15	0	0	0
Future Vol, veh/h	0	10	1	20	20	6	0	0	15	0	0	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	-	-	-	0	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	57	57	57	70	70	70	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	2	35	35	11	0	0	21	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	20	0	0	124	135	19	128	130	40
Stage 1	-	-	-	-	-	-	19	19	-	111	111	-
Stage 2	-	-	-	-	-	-	105	116	-	18	20	-
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	1562	-	-	1597	-	-	850	756	1060	845	760	1031
Stage 1	-	-	-	-	-	-	1000	880	-	895	804	-
Stage 2	-	-	-	-	-	-	900	800	-	1001	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1562	-	-	1597	-	-	832	740	1060	809	744	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	832	740	-	809	744	-
Stage 1	-	-	-	-	-	-	1000	880	-	875	786	-
Stage 2	-	-	-	-	-	-	881	782	-	981	879	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	3.18	8.47	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1060	1562	-	-	1597	-	-	-
HCM Lane V/C Ratio	-	0.02	-	-	-	0.022	-	-	-
HCM Ctrl Dly (s/v)	0	8.5	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0.1	0	-	-	0.1	-	-	-

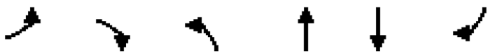
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	25	0	15	25	0	0	0	0	0	0	0
Future Vol, veh/h	0	25	0	15	25	0	0	0	0	0	0	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	80	-	80	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	89	89	89	25	25	25	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	52	0	17	28	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	52	0	0	100	114	26	88	114	14
Stage 1	-	-	-	-	-	-	52	52	-	62	62	-
Stage 2	-	-	-	-	-	-	48	62	-	26	52	-
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	1584	-	-	1552	-	-	871	775	1044	888	775	1062
Stage 1	-	-	-	-	-	-	954	851	-	942	843	-
Stage 2	-	-	-	-	-	-	960	843	-	988	851	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1584	-	-	1552	-	-	861	767	1044	878	767	1062
Mov Cap-2 Maneuver	-	-	-	-	-	-	861	767	-	878	767	-
Stage 1	-	-	-	-	-	-	954	851	-	932	834	-
Stage 2	-	-	-	-	-	-	949	834	-	988	851	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	2.75	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1584	-	-	1552	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.011	-	-	-
HCM Ctrl Dly (s/v)	0	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	50	20	1165	1690	150
Future Volume (veh/h)	120	50	20	1165	1690	150
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	59	22	1309	1760	156
Peak Hour Factor	0.85	0.85	0.89	0.89	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	202	93	37	4388	4082	1267
Arrive On Green	0.06	0.06	0.02	0.86	0.80	0.80
Sat Flow, veh/h	3456	1585	1781	5274	5274	1585
Grp Volume(v), veh/h	141	59	22	1309	1760	156
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1585
Q Serve(g_s), s	5.6	5.1	1.7	6.8	14.8	3.1
Cycle Q Clear(g_c), s	5.6	5.1	1.7	6.8	14.8	3.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	202	93	37	4388	4082	1267
V/C Ratio(X)	0.70	0.64	0.60	0.30	0.43	0.12
Avail Cap(c_a), veh/h	703	323	134	4388	4082	1267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.85	0.85
Uniform Delay (d), s/veh	64.7	64.4	68.0	1.9	4.3	3.1
Incr Delay (d2), s/veh	4.3	7.0	14.8	0.2	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.6	0.9	0.9	3.5	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	69.0	71.4	82.8	2.0	4.6	3.3
LnGrp LOS	E	E	F	A	A	A
Approach Vol, veh/h	200			1331	1916	
Approach Delay, s/veh	69.7			3.4	4.5	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		126.3		13.7	8.4	117.9
Change Period (Y+Rc), s		6.0		5.5	5.5	6.0
Max Green Setting (Gmax), s		100.0		28.5	10.5	84.0
Max Q Clear Time (g_c+I1), s		8.8		7.6	3.7	16.8
Green Ext Time (p_c), s		11.1		0.6	0.0	20.1

Intersection Summary	
HCM 7th Control Delay, s/veh	7.8
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1	15	75	5	470	10	2080	75	150	1185	15
Future Volume (veh/h)	20	1	15	75	5	470	10	2080	75	150	1185	15
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	22	1	0	82	5	511	11	2261	82	158	1247	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	72	567		383	22	487	22	2493	90	214	2765	
Arrive On Green	0.02	0.30	0.00	0.25	0.25	0.25	0.01	0.50	0.50	0.06	0.55	0.00
Sat Flow, veh/h	3456	1870	1585	1349	89	1585	1781	4979	180	3456	5025	1585
Grp Volume(v), veh/h	22	1	0	87	0	511	11	1518	825	158	1247	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1438	0	1585	1781	1675	1808	1728	1675	1585
Q Serve(g_s), s	0.8	0.1	0.0	6.4	0.0	33.0	0.8	55.6	56.3	6.0	20.0	0.0
Cycle Q Clear(g_c), s	0.8	0.1	0.0	6.5	0.0	33.0	0.8	55.6	56.3	6.0	20.0	0.0
Prop In Lane	1.00		1.00	0.94		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	72	567		405	0	487	22	1678	906	214	2765	
V/C Ratio(X)	0.31	0.00		0.21	0.00	1.05	0.49	0.90	0.91	0.74	0.45	
Avail Cap(c_a), veh/h	128	598		405	0	487	66	1678	906	488	2765	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.9	32.6	0.0	40.7	0.0	46.6	66.0	30.6	30.8	62.0	18.1	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.3	0.0	54.2	15.8	8.5	14.8	4.9	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	0.4	0.0	0.0	2.4	0.0	23.6	0.5	22.3	25.9	2.7	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.2	32.6	0.0	41.0	0.0	100.7	81.8	39.2	45.6	66.9	18.6	0.0
LnGrp LOS	E	C		D		F	F	D	D	E	B	
Approach Vol, veh/h		23			598			2354			1405	
Approach Delay, s/veh		65.7			92.1			41.6			24.1	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	74.3		46.8	6.7	81.0	7.8	39.0				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	60.0		43.0	5.0	74.0	5.0	33.0				
Max Q Clear Time (g_c+I1), s	8.0	58.3		2.1	2.8	22.0	2.8	35.0				
Green Ext Time (p_c), s	0.3	1.7		0.0	0.0	21.8	0.0	0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		43.0	
HCM 7th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	595	70	165	30	50	50	365	2180	40	75	1135	505
Future Volume (veh/h)	595	70	165	30	50	50	365	2180	40	75	1135	505
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	647	76	0	33	54	0	397	2370	43	82	1234	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	4	2	2	4	2
Cap, veh/h	720	777		69	174		470	2417	762	104	2039	
Arrive On Green	0.21	0.22	0.00	0.04	0.05	0.00	0.14	0.48	0.48	0.06	0.41	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5025	1585	1781	5025	1585
Grp Volume(v), veh/h	647	76	0	33	54	0	397	2370	43	82	1234	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1675	1585	1781	1675	1585
Q Serve(g_s), s	22.0	2.1	0.0	2.2	1.8	0.0	13.5	55.9	1.7	5.5	23.3	0.0
Cycle Q Clear(g_c), s	22.0	2.1	0.0	2.2	1.8	0.0	13.5	55.9	1.7	5.5	23.3	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	720	777		69	174		470	2417	762	104	2039	
V/C Ratio(X)	0.90	0.10		0.48	0.31		0.84	0.98	0.06	0.79	0.61	
Avail Cap(c_a), veh/h	874	777		362	280		940	2417	762	258	2039	
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	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.5	37.6	0.0	56.8	55.4	0.0	50.8	30.8	16.7	56.0	28.2	0.0
Incr Delay (d2), s/veh	10.2	0.0	0.0	5.0	1.0	0.0	3.2	14.3	0.1	9.2	1.3	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	10.2	0.9	0.0	1.1	0.8	0.0	5.8	23.2	0.7	2.6	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.7	37.7	0.0	61.8	56.4	0.0	54.0	45.1	16.8	65.3	29.6	0.0
LnGrp LOS	E	D		E	E		D	D	B	E	C	
Approach Vol, veh/h		723			87			2810			1316	
Approach Delay, s/veh		54.7			58.4			45.9			31.8	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	65.0	10.2	31.9	22.6	55.9	30.6	11.4
Change Period (Y+Rc), s	6.5	7.0	5.5	5.5	6.2	7.0	5.5	5.5
Max Green Setting (Gmax), s	7.5	58.0	24.5	15.5	32.8	43.0	30.5	9.5
Max Q Clear Time (g_c+I1), s	7.5	57.9	4.2	4.1	15.5	25.3	24.0	3.8
Green Ext Time (p_c), s	0.1	0.1	0.0	0.2	0.9	11.6	1.1	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	43.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	780	655	40	45	65
Future Vol, veh/h	15	780	655	40	45	65
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	848	712	43	49	71

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	756	0	-	0	1593	713
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	880	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	854	-	-	-	118	432
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	405	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	854	-	-	-	115	431
Mov Cap-2 Maneuver	-	-	-	-	115	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	405	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	32.36
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	854	-	-	-	115	431
HCM Lane V/C Ratio	0.019	-	-	-	0.424	0.164
HCM Ctrl Dly (s/v)	9.3	-	-	-	57.5	15
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.8	0.6

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	0	5	0	15	15	0	1	0	20	0	0	0
Future Vol, veh/h	0	5	0	15	15	0	1	0	20	0	0	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	-	-	-	0	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	57	57	57	70	70	70	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	0	26	26	0	1	0	29	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	26	0	0	9	0	0	88	88	9	88	88	26
Stage 1	-	-	-	-	-	-	9	9	-	79	79	-
Stage 2	-	-	-	-	-	-	79	79	-	9	9	-
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	1588	-	-	1611	-	-	898	802	1073	898	802	1049
Stage 1	-	-	-	-	-	-	1012	888	-	930	829	-
Stage 2	-	-	-	-	-	-	930	829	-	1012	888	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1588	-	-	1611	-	-	883	789	1073	859	789	1049
Mov Cap-2 Maneuver	-	-	-	-	-	-	883	789	-	859	789	-
Stage 1	-	-	-	-	-	-	1012	888	-	915	816	-
Stage 2	-	-	-	-	-	-	915	816	-	985	888	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	3.64	8.48	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	883	1073	1588	-	-	1611	-	-	-
HCM Lane V/C Ratio	0.002	0.027	-	-	-	0.016	-	-	-
HCM Ctrl Dly (s/v)	9.1	8.4	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0	-	-	-

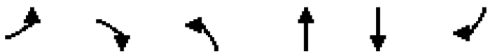
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	25	0	15	35	0	0	0	1	0	0	0
Future Vol, veh/h	0	25	0	15	35	0	0	0	1	0	0	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	80	-	80	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	89	89	89	25	25	25	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	52	0	17	39	0	0	0	4	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	52	0	0	105	125	26	99	125	20
Stage 1	-	-	-	-	-	-	52	52	-	73	73	-
Stage 2	-	-	-	-	-	-	53	73	-	26	52	-
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	1569	-	-	1552	-	-	863	764	1044	872	764	1053
Stage 1	-	-	-	-	-	-	954	851	-	928	833	-
Stage 2	-	-	-	-	-	-	953	833	-	988	851	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1569	-	-	1552	-	-	854	756	1044	859	756	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	854	756	-	859	756	-
Stage 1	-	-	-	-	-	-	954	851	-	918	824	-
Stage 2	-	-	-	-	-	-	942	824	-	984	851	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	2.2	8.46	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1044	1569	-	-	1552	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	0.011	-	-	-
HCM Ctrl Dly (s/v)	8.5	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	45	60	1915	1135	125
Future Volume (veh/h)	230	45	60	1915	1135	125
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	250	49	65	2082	1234	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	319	146	83	4179	3740	1161
Arrive On Green	0.09	0.09	0.05	0.82	0.73	0.73
Sat Flow, veh/h	3456	1585	1781	5274	5274	1585
Grp Volume(v), veh/h	250	49	65	2082	1234	136
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1585
Q Serve(g_s), s	9.9	4.1	5.1	17.5	11.9	3.5
Cycle Q Clear(g_c), s	9.9	4.1	5.1	17.5	11.9	3.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	319	146	83	4179	3740	1161
V/C Ratio(X)	0.78	0.33	0.78	0.50	0.33	0.12
Avail Cap(c_a), veh/h	1000	459	184	4179	3740	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.96	0.96
Uniform Delay (d), s/veh	62.2	59.5	66.0	3.9	6.6	5.5
Incr Delay (d2), s/veh	4.2	1.3	14.5	0.4	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	3.7	2.6	3.8	3.6	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	66.4	60.8	80.5	4.3	6.8	5.7
LnGrp LOS	E	E	F	A	A	A
Approach Vol, veh/h	299			2147	1370	
Approach Delay, s/veh	65.5			6.6	6.7	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		121.6		18.4	12.0	109.5
Change Period (Y+Rc), s		7.0		5.5	5.5	7.0
Max Green Setting (Gmax), s		87.0		40.5	14.5	67.0
Max Q Clear Time (g_c+I1), s		19.5		11.9	7.1	13.9
Green Ext Time (p_c), s		26.3		1.0	0.1	10.6

Intersection Summary		
HCM 7th Control Delay, s/veh	11.3	
HCM 7th LOS	B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	5	10	70	0	295	15	1400	80	450	2120	20
Future Volume (veh/h)	30	5	10	70	0	295	15	1400	80	450	2120	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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	33	5	0	76	0	321	16	1522	87	474	2232	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	92	481		326	0	535	30	2235	128	503	2956	
Arrive On Green	0.03	0.26	0.00	0.19	0.00	0.19	0.02	0.46	0.46	0.15	0.59	0.00
Sat Flow, veh/h	3456	1870	1585	1411	0	1585	1781	4863	278	3456	5025	1585
Grp Volume(v), veh/h	33	5	0	76	0	321	16	1048	561	474	2232	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1411	0	1585	1781	1675	1791	1728	1675	1585
Q Serve(g_s), s	1.2	0.3	0.0	6.0	0.0	22.0	1.2	32.1	32.2	17.7	43.0	0.0
Cycle Q Clear(g_c), s	1.2	0.3	0.0	6.0	0.0	22.0	1.2	32.1	32.2	17.7	43.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	92	481		326	0	535	30	1540	823	503	2956	
V/C Ratio(X)	0.36	0.01		0.23	0.00	0.60	0.53	0.68	0.68	0.94	0.76	
Avail Cap(c_a), veh/h	132	616		412	0	631	68	1540	823	503	2956	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	62.4	36.1	0.0	45.0	0.0	35.9	63.7	27.7	27.8	55.2	19.9	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.4	0.0	1.1	13.9	2.5	4.5	26.4	1.8	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	0.6	0.1	0.0	2.2	0.0	8.8	0.6	12.4	13.8	9.3	15.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.8	36.1	0.0	45.4	0.0	37.1	77.5	30.2	32.3	81.7	21.8	0.0
LnGrp LOS	E	D		D		D	E	C	C	F	C	
Approach Vol, veh/h		38			397			1625			2706	
Approach Delay, s/veh		61.0			38.7			31.4			32.2	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	67.0		39.6	7.2	83.8	8.5	31.1				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	60.0		43.0	5.0	74.0	5.0	33.0				
Max Q Clear Time (g_c+I1), s	19.7	34.2		2.3	3.2	45.0	3.2	24.0				
Green Ext Time (p_c), s	0.0	18.8		0.0	0.0	26.2	0.0	1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	32.7	
HCM 7th LOS	C	

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	510	45	305	30	40	50	235	1425	25	85	2265	340
Future Volume (veh/h)	510	45	305	30	40	50	235	1425	25	85	2265	340
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	554	49	0	33	43	0	247	1500	26	89	2384	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	625	663		68	155		301	2611	823	111	2500	
Arrive On Green	0.18	0.19	0.00	0.04	0.04	0.00	0.09	0.52	0.52	0.06	0.50	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5025	1585	1781	5025	1585
Grp Volume(v), veh/h	554	49	0	33	43	0	247	1500	26	89	2384	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1675	1585	1781	1675	1585
Q Serve(g_s), s	19.8	1.4	0.0	2.3	1.5	0.0	8.9	25.9	1.0	6.2	57.5	0.0
Cycle Q Clear(g_c), s	19.8	1.4	0.0	2.3	1.5	0.0	8.9	25.9	1.0	6.2	57.5	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	625	663		68	155		301	2611	823	111	2500	
V/C Ratio(X)	0.89	0.07		0.49	0.28		0.82	0.57	0.03	0.80	0.95	
Avail Cap(c_a), veh/h	832	663		345	267		349	2611	823	176	2500	
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	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.6	42.5	0.0	59.7	58.6	0.0	56.8	20.8	14.9	58.6	30.4	0.0
Incr Delay (d2), s/veh	8.5	0.0	0.0	5.4	1.0	0.0	12.2	0.9	0.1	9.9	10.0	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	9.1	0.6	0.0	1.1	0.7	0.0	4.2	9.4	0.4	3.0	23.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.1	42.5	0.0	65.1	59.6	0.0	69.0	21.8	14.9	68.4	40.4	0.0
LnGrp LOS	E	D		E	E		E	C	B	E	D	
Approach Vol, veh/h		603			76			1773			2473	
Approach Delay, s/veh		57.7			62.0			28.3			41.5	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	72.8	10.3	29.1	17.2	70.0	28.4	11.0
Change Period (Y+Rc), s	6.5	7.0	5.5	5.5	6.2	7.0	5.5	5.5
Max Green Setting (Gmax), s	12.5	63.0	24.5	15.5	12.8	63.0	30.5	9.5
Max Q Clear Time (g_c+I1), s	8.2	27.9	4.3	3.4	10.9	59.5	21.8	3.5
Green Ext Time (p_c), s	0.0	22.6	0.0	0.1	0.1	3.5	1.1	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	39.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	765	655	45	35	40
Future Vol, veh/h	70	765	655	45	35	40
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	84	84	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	832	780	54	42	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	834	0	-	0	1764	781
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	984	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	799	-	-	-	92	395
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	362	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	798	-	-	-	83	395
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	362	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.84	0	48.32
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	798	-	-	-	83	395
HCM Lane V/C Ratio	0.095	-	-	-	0.506	0.122
HCM Ctrl Dly (s/v)	10	-	-	-	86	15.4
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	2.2	0.4

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	1	25	25	10	0	0	20	0	0	0
Future Vol, veh/h	0	10	1	25	25	10	0	0	20	0	0	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	-	-	-	0	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	57	57	57	70	70	70	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	2	44	44	18	0	0	29	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	20	0	0	150	168	19	158	160	53
Stage 1	-	-	-	-	-	-	19	19	-	140	140	-
Stage 2	-	-	-	-	-	-	132	149	-	18	20	-
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	1542	-	-	1597	-	-	817	725	1060	808	732	1015
Stage 1	-	-	-	-	-	-	1000	880	-	863	781	-
Stage 2	-	-	-	-	-	-	872	774	-	1001	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1542	-	-	1597	-	-	795	705	1060	764	712	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-	795	705	-	764	712	-
Stage 1	-	-	-	-	-	-	1000	880	-	839	759	-
Stage 2	-	-	-	-	-	-	848	753	-	974	879	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	3.05	8.49	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1060	1542	-	-	1597	-	-	-
HCM Lane V/C Ratio	-	0.027	-	-	-	0.027	-	-	-
HCM Ctrl Dly (s/v)	0	8.5	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0.1	0	-	-	0.1	-	-	-

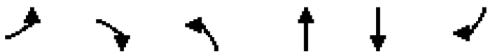
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	30	0	15	30	0	0	0	0	0	0	0
Future Vol, veh/h	0	30	0	15	30	0	0	0	0	0	0	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	80	-	80	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	89	89	89	25	25	25	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	63	0	17	34	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	63	0	0	113	130	31	99	130	17
Stage 1	-	-	-	-	-	-	63	63	-	67	67	-
Stage 2	-	-	-	-	-	-	51	67	-	31	63	-
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	1576	-	-	1538	-	-	853	760	1036	873	760	1058
Stage 1	-	-	-	-	-	-	941	842	-	935	838	-
Stage 2	-	-	-	-	-	-	956	838	-	981	842	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1576	-	-	1538	-	-	843	751	1036	863	751	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	843	751	-	863	751	-
Stage 1	-	-	-	-	-	-	941	842	-	925	829	-
Stage 2	-	-	-	-	-	-	946	829	-	981	842	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	2.46	0	0
HCM LOS			A	A

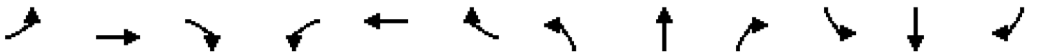
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1576	-	-	1538	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.011	-	-	-
HCM Ctrl Dly (s/v)	0	0	-	-	7.4	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	140	60	25	1370	1990	175
Future Volume (veh/h)	140	60	25	1370	1990	175
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	65	27	1489	2163	190
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	215	98	41	4370	4051	1257
Arrive On Green	0.06	0.06	0.02	0.86	0.79	0.79
Sat Flow, veh/h	3456	1585	1781	5274	5274	1585
Grp Volume(v), veh/h	152	65	27	1489	2163	190
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1585
Q Serve(g_s), s	6.0	5.6	2.1	8.3	21.3	3.9
Cycle Q Clear(g_c), s	6.0	5.6	2.1	8.3	21.3	3.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	215	98	41	4370	4051	1257
V/C Ratio(X)	0.71	0.66	0.65	0.34	0.53	0.15
Avail Cap(c_a), veh/h	703	323	134	4370	4051	1257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.77	0.77
Uniform Delay (d), s/veh	64.4	64.2	67.8	2.1	5.2	3.4
Incr Delay (d2), s/veh	4.3	7.3	16.0	0.2	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.1	1.1	1.2	5.2	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	68.7	71.5	83.9	2.3	5.6	3.6
LnGrp LOS	E	E	F	A	A	A
Approach Vol, veh/h	217			1516	2353	
Approach Delay, s/veh	69.5			3.7	5.4	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		125.8		14.2	8.8	117.1
Change Period (Y+Rc), s		6.0		5.5	5.5	6.0
Max Green Setting (Gmax), s		100.0		28.5	10.5	84.0
Max Q Clear Time (g_c+I1), s		10.3		8.0	4.1	23.3
Green Ext Time (p_c), s		13.9		0.7	0.0	29.3

Intersection Summary	
HCM 7th Control Delay, s/veh	8.2
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	20	105	65	35	410	270	1715	65	130	1020	215
Future Volume (veh/h)	290	20	105	65	35	410	270	1715	65	130	1020	215
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	315	22	0	71	38	446	293	1864	71	137	1074	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	636	593		391	455	478	349	2444	93	203	2259	
Arrive On Green	0.04	0.32	0.00	0.24	0.24	0.24	0.10	0.49	0.49	0.06	0.45	0.00
Sat Flow, veh/h	3456	1870	1585	1390	1870	1585	3456	4968	189	3456	5025	1585
Grp Volume(v), veh/h	315	22	0	71	38	446	293	1256	679	137	1074	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1390	1870	1585	1728	1675	1807	1728	1675	1585
Q Serve(g_s), s	5.0	1.1	0.0	5.5	2.1	33.0	11.3	41.4	41.5	5.3	20.3	0.0
Cycle Q Clear(g_c), s	5.0	1.1	0.0	5.5	2.1	33.0	11.3	41.4	41.5	5.3	20.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	636	593		391	455	478	349	1648	889	203	2259	
V/C Ratio(X)	0.50	0.04		0.18	0.08	0.93	0.84	0.76	0.76	0.68	0.48	
Avail Cap(c_a), veh/h	636	593		391	455	478	458	1648	889	484	2259	
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.8	32.0	0.0	41.0	39.7	46.0	59.9	28.0	28.1	62.6	26.2	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.2	0.1	25.3	10.2	3.4	6.2	3.9	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	2.2	0.5	0.0	2.0	1.0	18.0	5.3	16.0	18.0	2.4	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	32.1	0.0	41.2	39.8	71.4	70.2	31.4	34.2	66.5	26.9	0.0
LnGrp LOS	D	C		D	D	E	E	C	C	E	C	
Approach Vol, veh/h		337			555			2228			1211	
Approach Delay, s/veh		39.9			65.3			37.4			31.4	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	73.8		49.0	18.7	68.0	10.0	39.0				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	19.0	60.0		43.0	18.0	61.0	5.0	33.0				
Max Q Clear Time (g_c+I1), s	7.3	43.5		3.1	13.3	22.3	7.0	35.0				
Green Ext Time (p_c), s	0.3	14.5		0.1	0.4	15.9	0.0	0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		39.5	
HCM 7th LOS		D	

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	505	60	175	25	40	40	330	2055	35	65	1335	430
Future Volume (veh/h)	505	60	175	25	40	40	330	2055	35	65	1335	430
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	616	73	0	34	55	0	371	2335	39	78	1608	0
Peak Hour Factor	0.82	0.82	0.82	0.73	0.73	0.73	0.89	0.88	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	692	747		71	177		445	2452	773	100	2099	
Arrive On Green	0.20	0.21	0.00	0.04	0.05	0.00	0.13	0.49	0.49	0.06	0.42	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5025	1585	1781	5025	1585
Grp Volume(v), veh/h	616	73	0	34	55	0	371	2335	39	78	1608	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1675	1585	1781	1675	1585
Q Serve(g_s), s	20.6	2.0	0.0	2.2	1.8	0.0	12.5	52.9	1.5	5.1	32.6	0.0
Cycle Q Clear(g_c), s	20.6	2.0	0.0	2.2	1.8	0.0	12.5	52.9	1.5	5.1	32.6	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	692	747		71	177		445	2452	773	100	2099	
V/C Ratio(X)	0.89	0.10		0.48	0.31		0.83	0.95	0.05	0.78	0.77	
Avail Cap(c_a), veh/h	887	747		367	284		953	2452	773	262	2099	
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	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.3	37.8	0.0	55.9	54.5	0.0	50.6	29.1	16.0	55.4	29.6	0.0
Incr Delay (d2), s/veh	8.7	0.0	0.0	5.0	1.0	0.0	3.1	10.0	0.1	9.4	2.7	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	9.5	0.9	0.0	1.1	0.8	0.0	5.3	21.0	0.6	2.5	12.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.0	37.9	0.0	60.9	55.5	0.0	53.7	39.1	16.1	64.8	32.4	0.0
LnGrp LOS	E	D		E	E		D	D	B	E	C	
Approach Vol, veh/h		689			89			2745			1686	
Approach Delay, s/veh		53.2			57.5			40.8			33.9	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	65.0	10.2	30.5	21.5	56.7	29.3	11.4
Change Period (Y+Rc), s	6.5	7.0	5.5	5.5	6.2	7.0	5.5	5.5
Max Green Setting (Gmax), s	17.5	58.0	24.5	15.5	32.8	43.0	30.5	9.5
Max Q Clear Time (g_c+I1), s	7.1	54.9	4.2	4.0	14.5	34.6	22.6	3.8
Green Ext Time (p_c), s	0.1	3.1	0.0	0.2	0.8	7.3	1.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	40.5
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	680	570	45	55	55
Future Vol, veh/h	10	680	570	45	55	55
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	84	84	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	840	679	54	66	66

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	733	0	-	0	1544	680
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	864	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	872	-	-	-	126	451
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	413	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	871	-	-	-	124	451
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	38.68
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	871	-	-	-	124	451
HCM Lane V/C Ratio	0.014	-	-	-	0.533	0.147
HCM Ctrl Dly (s/v)	9.2	-	-	-	63	14.4
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	2.5	0.5

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	5	65	0	15	100	105	0	0	15	85	0	0
Future Vol, veh/h	5	65	0	15	100	105	0	0	15	85	0	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	-	-	-	0	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	76	0	18	118	124	0	0	18	100	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	241	0	0	76	0	0	241	365	76	303	303	179
Stage 1	-	-	-	-	-	-	88	88	-	215	215	-
Stage 2	-	-	-	-	-	-	153	276	-	88	88	-
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	1325	-	-	1522	-	-	713	563	985	649	610	863
Stage 1	-	-	-	-	-	-	919	822	-	788	725	-
Stage 2	-	-	-	-	-	-	849	682	-	919	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1325	-	-	1522	-	-	701	554	985	627	600	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	701	554	-	627	600	-
Stage 1	-	-	-	-	-	-	915	818	-	778	717	-
Stage 2	-	-	-	-	-	-	840	674	-	899	818	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.55	0.5	8.72	11.82
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	985	129	-	-	1522	-	-	627
HCM Lane V/C Ratio	-	0.018	0.004	-	-	0.012	-	-	0.159
HCM Ctrl Dly (s/v)	0	8.7	7.7	0	-	7.4	-	-	11.8
HCM Lane LOS	A	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	160	10	80	225	195	5	0	45	210	5	5
Future Vol, veh/h	5	160	10	80	225	195	5	0	45	210	5	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	80	-	80	160	-	0	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	89	89	89	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	188	12	90	253	219	6	0	53	247	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	472	0	0	200	0	0	509	852	94	538	644	126
Stage 1	-	-	-	-	-	-	200	200	-	433	433	-
Stage 2	-	-	-	-	-	-	309	652	-	106	212	-
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	1086	-	-	1370	-	-	447	295	944	426	390	900
Stage 1	-	-	-	-	-	-	783	735	-	572	580	-
Stage 2	-	-	-	-	-	-	676	462	-	888	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1086	-	-	1370	-	-	406	275	944	374	362	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	275	-	374	362	-
Stage 1	-	-	-	-	-	-	779	731	-	534	542	-
Stage 2	-	-	-	-	-	-	621	432	-	834	722	-

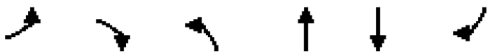
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.24	1.25	9.64	30.69
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	834	1086	-	-	1370	-	-	374	516
HCM Lane V/C Ratio	0.071	0.005	-	-	0.066	-	-	0.661	0.023
HCM Ctrl Dly (s/v)	9.6	8.3	-	-	7.8	-	-	31.6	12.1
HCM Lane LOS	A	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	4.5	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	160	10	80	225	195	5	0	45	210	5	5
Future Volume (veh/h)	5	160	10	80	225	195	5	0	45	210	5	5
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	6	188	12	90	253	219	6	0	53	247	6	6
Peak Hour Factor	0.85	0.85	0.85	0.89	0.89	0.89	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	559	1758	784	759	2196	979	63	2	76	465	217	217
Arrive On Green	0.49	0.49	0.49	0.06	0.62	0.62	0.05	0.00	0.05	0.14	0.25	0.25
Sat Flow, veh/h	922	3554	1585	1781	3554	1585	117	44	1416	1781	858	858
Grp Volume(v), veh/h	6	188	12	90	253	219	59	0	0	247	0	12
Grp Sat Flow(s),veh/h/ln	922	1777	1585	1781	1777	1585	1576	0	0	1781	0	1716
Q Serve(g_s), s	0.2	2.0	0.3	1.6	2.0	4.3	1.6	0.0	0.0	8.8	0.0	0.4
Cycle Q Clear(g_c), s	0.2	2.0	0.3	1.6	2.0	4.3	2.6	0.0	0.0	8.8	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	0.10		0.90	1.00		0.50
Lane Grp Cap(c), veh/h	559	1758	784	759	2196	979	141	0	0	465	0	435
V/C Ratio(X)	0.01	0.11	0.02	0.12	0.12	0.22	0.42	0.00	0.00	0.53	0.00	0.03
Avail Cap(c_a), veh/h	559	1758	784	794	2196	979	460	0	0	465	0	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	9.4	9.0	6.6	5.5	5.9	32.6	0.0	0.0	24.9	0.0	19.6
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.1	0.5	2.0	0.0	0.0	1.2	0.0	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	0.0	0.7	0.1	0.5	0.7	1.3	1.0	0.0	0.0	3.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	9.6	9.0	6.6	5.6	6.4	34.5	0.0	0.0	26.0	0.0	19.7
LnGrp LOS	A	A	A	A	A	A	C			C		B
Approach Vol, veh/h		206			562			59			259	
Approach Delay, s/veh		9.5			6.1			34.5			25.7	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	8.6	39.1		22.2		47.8	14.0	8.2				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	19.0		32.0		29.0	9.5	18.0				
Max Q Clear Time (g_c+I1), s	3.6	4.0		2.4		6.3	10.8	4.6				
Green Ext Time (p_c), s	0.0	1.0		0.0		2.5	0.0	0.2				

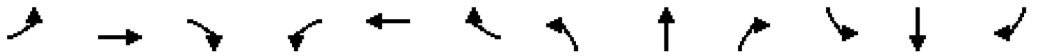
Intersection Summary												
HCM 7th Control Delay, s/veh			13.0									
HCM 7th LOS			B									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	220	40	50	1680	1000	130
Future Volume (veh/h)	220	40	50	1680	1000	130
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	259	47	56	1888	1042	135
Peak Hour Factor	0.85	0.85	0.89	0.89	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	328	151	72	4165	3757	1166
Arrive On Green	0.10	0.10	0.04	0.82	0.74	0.74
Sat Flow, veh/h	3456	1585	1781	5274	5274	1585
Grp Volume(v), veh/h	259	47	56	1888	1042	135
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1585
Q Serve(g_s), s	10.3	3.9	4.4	15.1	9.5	3.4
Cycle Q Clear(g_c), s	10.3	3.9	4.4	15.1	9.5	3.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	328	151	72	4165	3757	1166
V/C Ratio(X)	0.79	0.31	0.77	0.45	0.28	0.12
Avail Cap(c_a), veh/h	1000	459	197	4165	3757	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	62.0	59.1	66.5	3.8	6.1	5.3
Incr Delay (d2), s/veh	4.2	1.2	15.9	0.4	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.5	2.2	3.3	2.8	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	66.2	60.2	82.5	4.1	6.3	5.5
LnGrp LOS	E	E	F	A	A	A
Approach Vol, veh/h	306			1944	1177	
Approach Delay, s/veh	65.3			6.4	6.2	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		121.2		18.8	11.2	110.0
Change Period (Y+Rc), s		7.0		5.5	5.5	7.0
Max Green Setting (Gmax), s		87.0		40.5	15.5	66.0
Max Q Clear Time (g_c+I1), s		17.1		12.3	6.4	11.5
Green Ext Time (p_c), s		21.7		1.0	0.1	8.4

Intersection Summary		
HCM 7th Control Delay, s/veh		11.6
HCM 7th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	710	55	290	60	40	265	340	1120	70	385	1835	275
Future Volume (veh/h)	710	55	290	60	40	265	340	1120	70	385	1835	275
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	772	60	0	71	47	312	370	1217	76	405	1932	0
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	887	526		379	353	510	393	1812	113	461	1982	
Arrive On Green	0.13	0.28	0.00	0.04	0.19	0.19	0.11	0.37	0.37	0.13	0.39	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	3456	4835	302	3456	5025	1585
Grp Volume(v), veh/h	772	60	0	71	47	312	370	843	450	405	1932	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1728	1675	1786	1728	1675	1585
Q Serve(g_s), s	17.0	3.1	0.0	4.2	2.8	21.9	14.0	27.7	27.7	15.2	49.9	0.0
Cycle Q Clear(g_c), s	17.0	3.1	0.0	4.2	2.8	21.9	14.0	27.7	27.7	15.2	49.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	887	526		379	353	510	393	1255	669	461	1982	
V/C Ratio(X)	0.87	0.11		0.19	0.13	0.61	0.94	0.67	0.67	0.88	0.97	
Avail Cap(c_a), veh/h	887	641		379	468	608	393	1255	669	524	1982	
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.8	35.2	0.0	40.8	44.5	37.7	58.0	34.4	34.5	56.1	39.3	0.0
Incr Delay (d2), s/veh	9.3	0.1	0.0	0.2	0.2	1.3	30.8	2.9	5.3	14.4	15.1	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	5.4	1.5	0.0	1.9	1.3	8.8	7.6	11.1	12.3	7.3	21.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.1	35.3	0.0	41.1	44.7	39.0	88.8	37.3	39.8	70.5	54.4	0.0
LnGrp LOS	D	D		D	D	D	F	D	D	E	D	
Approach Vol, veh/h		832			430			1663			2337	
Approach Delay, s/veh		49.0			40.0			49.4			57.2	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.6	56.4	9.8	43.1	20.0	59.0	22.0	30.9
Change Period (Y+Rc), s	5.0	7.0	4.5	6.0	5.0	7.0	5.0	6.0
Max Green Setting (Gmax), s	20.0	47.0	5.3	45.2	15.0	52.0	17.0	33.0
Max Q Clear Time (g_c+I1), s	17.2	29.7	6.2	5.1	16.0	51.9	19.0	23.9
Green Ext Time (p_c), s	0.4	11.6	0.0	0.3	0.0	0.1	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	52.0
HCM 7th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	40	300	25	35	40	250	1770	20	70	2390	290
Future Volume (veh/h)	430	40	300	25	35	40	250	1770	20	70	2390	290
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	524	49	0	34	48	0	281	2011	22	84	2880	0
Peak Hour Factor	0.82	0.82	0.82	0.73	0.73	0.73	0.89	0.88	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	604	650		72	172		354	2532	799	107	2333	
Arrive On Green	0.17	0.18	0.00	0.04	0.05	0.00	0.10	0.50	0.50	0.06	0.46	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5025	1585	1781	5025	1585
Grp Volume(v), veh/h	524	49	0	34	48	0	281	2011	22	84	2880	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1675	1585	1781	1675	1585
Q Serve(g_s), s	17.0	1.3	0.0	2.1	1.5	0.0	9.1	38.1	0.8	5.4	53.4	0.0
Cycle Q Clear(g_c), s	17.0	1.3	0.0	2.1	1.5	0.0	9.1	38.1	0.8	5.4	53.4	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	604	650		72	172		354	2532	799	107	2333	
V/C Ratio(X)	0.87	0.08		0.47	0.28		0.79	0.79	0.03	0.78	1.23	
Avail Cap(c_a), veh/h	916	650		379	293		985	2532	799	271	2333	
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	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.2	39.0	0.0	54.0	52.8	0.0	50.5	23.6	14.4	53.4	30.8	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	4.8	0.9	0.0	3.1	2.7	0.1	9.0	109.4	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	7.5	0.6	0.0	1.1	0.7	0.0	3.9	13.9	0.3	2.6	42.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.2	39.0	0.0	58.8	53.7	0.0	53.5	26.3	14.4	62.3	140.3	0.0
LnGrp LOS	D	D		E	D		D	C	B	E	F	
Approach Vol, veh/h		573			82			2314			2964	
Approach Delay, s/veh		50.2			55.8			29.5			138.0	
Approach LOS		D			E			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	65.0	10.1	26.6	18.0	60.4	25.6	11.1
Change Period (Y+Rc), s	6.5	7.0	5.5	5.5	6.2	7.0	5.5	5.5
Max Green Setting (Gmax), s	17.5	58.0	24.5	15.5	32.8	43.0	30.5	9.5
Max Q Clear Time (g_c+I1), s	7.4	40.1	4.1	3.3	11.1	55.4	19.0	3.5
Green Ext Time (p_c), s	0.1	16.1	0.0	0.1	0.6	0.0	1.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	86.1
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	675	590	55	45	35
Future Vol, veh/h	60	675	590	55	45	35
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	84	84	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	833	702	65	54	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	769	0	-	0	1685	703
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	981	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	845	-	-	-	103	437
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	363	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	844	-	-	-	94	437
Mov Cap-2 Maneuver	-	-	-	-	94	-
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	363	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.79	0	54.36
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	844	-	-	-	94	437
HCM Lane V/C Ratio	0.088	-	-	-	0.576	0.097
HCM Ctrl Dly (s/v)	9.7	-	-	-	85.7	14.1
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.3	-	-	-	2.7	0.3

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	90	0	20	80	145	0	0	15	225	0	0
Future Vol, veh/h	5	90	0	20	80	145	0	0	15	225	0	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	-	-	-	0	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	57	57	57	70	70	70	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	161	0	35	140	254	0	0	21	265	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	395	0	0	161	0	0	389	643	161	516	516	268
Stage 1	-	-	-	-	-	-	179	179	-	338	338	-
Stage 2	-	-	-	-	-	-	211	465	-	179	179	-
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	1164	-	-	1418	-	-	570	392	884	469	463	771
Stage 1	-	-	-	-	-	-	823	752	-	677	641	-
Stage 2	-	-	-	-	-	-	792	563	-	823	752	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1164	-	-	1418	-	-	551	379	884	443	447	771
Mov Cap-2 Maneuver	-	-	-	-	-	-	551	379	-	443	447	-
Stage 1	-	-	-	-	-	-	816	745	-	660	625	-
Stage 2	-	-	-	-	-	-	772	549	-	796	745	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.43	0.62	9.17	24.49
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	884	95	-	-	1418	-	-	443
HCM Lane V/C Ratio	-	0.024	0.008	-	-	0.025	-	-	0.598
HCM Ctrl Dly (s/v)	0	9.2	8.1	0	-	7.6	-	-	24.5
HCM Lane LOS	A	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	0	-	-	0.1	-	-	3.8

Intersection	
Int Delay, s/veh	1292.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	315	15	110	240	270	15	5	100	630	5	5
Future Vol, veh/h	5	315	15	110	240	270	15	5	100	630	5	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	80	-	80	160	-	0	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	89	89	89	25	25	25	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	656	31	124	270	303	60	20	400	741	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	573	0	0	688	0	0	1062	1497	328	876	1225	135
Stage 1	-	-	-	-	-	-	677	677	-	517	517	-
Stage 2	-	-	-	-	-	-	385	820	-	359	708	-
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	996	-	-	902	-	-	178	121	668	~ 243	177	889
Stage 1	-	-	-	-	-	-	409	450	-	~ 509	532	-
Stage 2	-	-	-	-	-	-	610	387	-	~ 632	436	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	996	-	-	902	-	-	146	104	668	~ 69	152	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	104	-	~ 69	152	-
Stage 1	-	-	-	-	-	-	404	446	-	~ 440	459	-
Stage 2	-	-	-	-	-	-	516	334	-	~ 239	431	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	1.71	143.42	$ 4418.75
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	399	996	-	-	902	-	-	69	259
HCM Lane V/C Ratio	1.204	0.01	-	-	0.137	-	-	10.722	0.045
HCM Ctrl Dly (s/v)	143.4	8.7	-	-	9.6	-	-	$ 4488.6	19.6
HCM Lane LOS	F	A	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	19.4	0	-	-	0.5	-	-	87.2	0.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

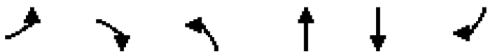
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	315	15	110	240	270	15	5	100	630	5	5
Future Volume (veh/h)	5	315	15	110	240	270	15	5	100	630	5	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	6	371	18	124	270	303	18	6	118	741	6	6
Peak Hour Factor	0.85	0.85	0.85	0.89	0.89	0.89	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	964	430	411	1438	641	71	16	145	758	401	401
Arrive On Green	0.27	0.27	0.27	0.07	0.40	0.40	0.11	0.11	0.11	0.29	0.47	0.47
Sat Flow, veh/h	839	3554	1585	1781	3554	1585	123	146	1322	1781	858	858
Grp Volume(v), veh/h	6	371	18	124	270	303	142	0	0	741	0	12
Grp Sat Flow(s),veh/h/ln	839	1777	1585	1781	1777	1585	1591	0	0	1781	0	1716
Q Serve(g_s), s	0.4	5.9	0.6	3.3	3.4	9.9	3.2	0.0	0.0	20.5	0.0	0.3
Cycle Q Clear(g_c), s	0.4	5.9	0.6	3.3	3.4	9.9	6.1	0.0	0.0	20.5	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	0.13		0.83	1.00		0.50
Lane Grp Cap(c), veh/h	331	964	430	411	1438	641	232	0	0	758	0	801
V/C Ratio(X)	0.02	0.38	0.04	0.30	0.19	0.47	0.61	0.00	0.00	0.98	0.00	0.01
Avail Cap(c_a), veh/h	331	964	430	415	1438	641	240	0	0	758	0	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	20.8	18.8	15.5	13.4	15.3	30.4	0.0	0.0	20.1	0.0	10.0
Incr Delay (d2), s/veh	0.1	1.2	0.2	0.3	0.2	1.8	4.3	0.0	0.0	27.2	0.0	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	0.1	2.5	0.2	1.3	1.3	3.7	2.6	0.0	0.0	7.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.8	21.9	19.0	15.8	13.6	17.2	34.7	0.0	0.0	47.3	0.0	10.0
LnGrp LOS	B	C	B	B	B	B	C			D		B
Approach Vol, veh/h		395			697			142			753	
Approach Delay, s/veh		21.7			15.6			34.7			46.7	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	9.3	23.5		37.2		32.8	25.0	12.2				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5		33.0		28.0	20.5	8.0				
Max Q Clear Time (g_c+I1), s	5.3	7.9		2.3		11.9	22.5	8.1				
Green Ext Time (p_c), s	0.0	1.9		0.0		2.7	0.0	0.0				

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

Notes

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	135	50	20	1195	1725	175
Future Volume (veh/h)	135	50	20	1195	1725	175
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	59	22	1343	1797	182
Peak Hour Factor	0.85	0.85	0.89	0.89	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	221	102	37	4359	4054	1258
Arrive On Green	0.06	0.06	0.02	0.85	0.79	0.79
Sat Flow, veh/h	3456	1585	1781	5274	5274	1585
Grp Volume(v), veh/h	159	59	22	1343	1797	182
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1585
Q Serve(g_s), s	6.3	5.1	1.7	7.3	15.7	3.7
Cycle Q Clear(g_c), s	6.3	5.1	1.7	7.3	15.7	3.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	221	102	37	4359	4054	1258
V/C Ratio(X)	0.72	0.58	0.60	0.31	0.44	0.14
Avail Cap(c_a), veh/h	703	323	134	4359	4054	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.60	0.60
Uniform Delay (d), s/veh	64.3	63.7	68.0	2.0	4.6	3.4
Incr Delay (d2), s/veh	4.3	5.2	14.8	0.2	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.6	0.9	1.1	3.8	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	68.6	68.8	82.8	2.2	4.8	3.5
LnGrp LOS	E	E	F	A	A	A
Approach Vol, veh/h	218			1365	1979	
Approach Delay, s/veh	68.7			3.5	4.7	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		125.5		14.5	8.4	117.2
Change Period (Y+Rc), s		6.0		5.5	5.5	6.0
Max Green Setting (Gmax), s		100.0		28.5	10.5	84.0
Max Q Clear Time (g_c+I1), s		9.3		8.3	3.7	17.7
Green Ext Time (p_c), s		11.6		0.7	0.0	21.2

Intersection Summary	
HCM 7th Control Delay, s/veh	8.1
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	85	20	65	130	215	15	0	35	120	5	15
Future Volume (veh/h)	35	85	20	65	130	215	15	0	35	120	5	15
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	41	100	24	76	153	253	18	0	41	141	6	18
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	629	1911	852	865	2335	1042	90	4	61	396	88	265
Arrive On Green	0.54	0.54	0.54	0.06	0.66	0.66	0.06	0.00	0.06	0.09	0.21	0.21
Sat Flow, veh/h	979	3554	1585	1781	3554	1585	398	72	1070	1781	412	1236
Grp Volume(v), veh/h	41	100	24	76	153	253	59	0	0	141	0	24
Grp Sat Flow(s),veh/h/ln	979	1777	1585	1781	1777	1585	1539	0	0	1781	0	1648
Q Serve(g_s), s	1.4	0.9	0.5	1.2	1.1	4.6	2.0	0.0	0.0	4.9	0.0	0.8
Cycle Q Clear(g_c), s	1.4	0.9	0.5	1.2	1.1	4.6	2.6	0.0	0.0	4.9	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	0.31		0.69	1.00		0.75
Lane Grp Cap(c), veh/h	629	1911	852	865	2335	1042	155	0	0	396	0	353
V/C Ratio(X)	0.07	0.05	0.03	0.09	0.07	0.24	0.38	0.00	0.00	0.36	0.00	0.07
Avail Cap(c_a), veh/h	629	1911	852	907	2335	1042	470	0	0	396	0	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.8	7.7	7.6	5.3	4.3	4.9	32.3	0.0	0.0	25.6	0.0	21.9
Incr Delay (d2), s/veh	0.2	0.1	0.1	0.0	0.0	0.5	1.5	0.0	0.0	0.5	0.0	0.1
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	0.3	0.3	0.2	0.4	0.3	1.3	1.0	0.0	0.0	2.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.0	7.7	7.7	5.3	4.3	5.4	33.9	0.0	0.0	26.2	0.0	22.0
LnGrp LOS	A	A	A	A	A	A	C			C		C
Approach Vol, veh/h		165			482			59			165	
Approach Delay, s/veh		7.8			5.1			33.9			25.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	8.4	42.1		19.5		50.5	11.0	8.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	21.5		29.5		31.5	6.5	18.5				
Max Q Clear Time (g_c+I1), s	3.2	3.4		2.8		6.6	6.9	4.6				
Green Ext Time (p_c), s	0.0	0.8		0.1		1.9	0.0	0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		11.4
HCM 7th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	20	105	75	40	470	255	2040	75	150	1210	115
Future Volume (veh/h)	165	20	105	75	40	470	255	2040	75	150	1210	115
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	179	22	0	82	43	511	277	2217	82	158	1274	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	605	591		390	454	482	332	2439	90	212	2290	
Arrive On Green	0.04	0.32	0.00	0.24	0.24	0.24	0.10	0.49	0.49	0.06	0.46	0.00
Sat Flow, veh/h	3456	1870	1585	1390	1870	1585	3456	4975	183	3456	5025	1585
Grp Volume(v), veh/h	179	22	0	82	43	511	277	1490	809	158	1274	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1390	1870	1585	1728	1675	1808	1728	1675	1585
Q Serve(g_s), s	5.0	1.1	0.0	6.5	2.4	33.0	10.7	55.6	56.2	6.1	25.2	0.0
Cycle Q Clear(g_c), s	5.0	1.1	0.0	6.5	2.4	33.0	10.7	55.6	56.2	6.1	25.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	605	591		390	454	482	332	1643	886	212	2290	
V/C Ratio(X)	0.30	0.04		0.21	0.09	1.06	0.83	0.91	0.91	0.74	0.56	
Avail Cap(c_a), veh/h	605	591		390	454	482	432	1643	886	406	2290	
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.0	32.2	0.0	41.5	40.0	47.4	60.4	31.8	32.0	62.8	27.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.1	58.1	10.5	8.8	15.3	5.1	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	2.3	0.5	0.0	2.3	1.2	24.1	5.0	22.5	26.1	2.8	9.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	32.2	0.0	41.8	40.0	105.4	70.9	40.7	47.3	67.9	28.0	0.0
LnGrp LOS	D	C		D	D	F	E	D	D	E	C	
Approach Vol, veh/h		201			636			2576			1432	
Approach Delay, s/veh		35.8			92.8			46.0			32.4	
Approach LOS		D			F			D			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	73.7		49.0	18.1	69.0	10.0	39.0				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	16.0	63.0		43.0	17.0	62.0	5.0	33.0				
Max Q Clear Time (g_c+I1), s	8.1	58.2		3.1	12.7	27.2	7.0	35.0				
Green Ext Time (p_c), s	0.3	4.7		0.1	0.4	18.6	0.0	0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		47.7
HCM 7th LOS		D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	625	70	165	30	50	50	365	2290	40	75	1390	505
Future Volume (veh/h)	625	70	165	30	50	50	365	2290	40	75	1390	505
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	679	76	0	33	54	0	397	2489	43	82	1511	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	4	2	2	4	2
Cap, veh/h	738	793		68	171		468	2426	765	104	2051	
Arrive On Green	0.21	0.22	0.00	0.04	0.05	0.00	0.14	0.48	0.48	0.06	0.41	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5025	1585	1781	5025	1585
Grp Volume(v), veh/h	679	76	0	33	54	0	397	2489	43	82	1511	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1675	1585	1781	1675	1585
Q Serve(g_s), s	23.9	2.1	0.0	2.3	1.8	0.0	13.9	60.0	1.8	5.6	31.6	0.0
Cycle Q Clear(g_c), s	23.9	2.1	0.0	2.3	1.8	0.0	13.9	60.0	1.8	5.6	31.6	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	738	793		68	171		468	2426	765	104	2051	
V/C Ratio(X)	0.92	0.10		0.48	0.32		0.85	1.03	0.06	0.79	0.74	
Avail Cap(c_a), veh/h	793	793		323	272		912	2426	765	251	2051	
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	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.8	38.3	0.0	58.5	57.2	0.0	52.5	32.1	17.1	57.7	31.1	0.0
Incr Delay (d2), s/veh	15.1	0.0	0.0	5.2	1.0	0.0	3.3	25.2	0.1	9.4	2.4	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	11.6	0.9	0.0	1.1	0.8	0.0	6.0	27.3	0.7	2.7	12.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.9	38.3	0.0	63.8	58.2	0.0	55.7	57.3	17.2	67.1	33.5	0.0
LnGrp LOS	E	D		E	E		E	F	B	E	C	
Approach Vol, veh/h		755			87			2929			1593	
Approach Delay, s/veh		60.5			60.3			56.5			35.2	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	67.0	10.3	33.2	23.0	57.7	32.0	11.5
Change Period (Y+Rc), s	6.5	7.0	5.5	5.5	6.2	7.0	5.5	5.5
Max Green Setting (Gmax), s	7.5	60.0	22.5	15.5	32.8	45.0	28.5	9.5
Max Q Clear Time (g_c+I1), s	17.6	62.0	4.3	4.1	15.9	33.6	25.9	3.8
Green Ext Time (p_c), s	0.1	0.0	0.0	0.2	0.9	9.3	0.6	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	50.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	780	65	25	655	40	40	10	30	45	15	65
Future Volume (veh/h)	15	780	65	25	655	40	40	10	30	45	15	65
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	19	963	80	30	780	48	43	11	33	54	18	78
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.92	0.92	0.92	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	554	2471	1102	474	2504	1116	196	150	127	205	150	127
Arrive On Green	0.02	0.70	0.70	0.03	0.70	0.70	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1584	1300	1870	1585	1362	1870	1585
Grp Volume(v), veh/h	19	963	80	30	780	48	43	11	33	54	18	78
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1584	1300	1870	1585	1362	1870	1585
Q Serve(g_s), s	0.2	7.9	1.1	0.3	5.8	0.6	2.2	0.4	1.4	2.7	0.6	3.3
Cycle Q Clear(g_c), s	0.2	7.9	1.1	0.3	5.8	0.6	2.8	0.4	1.4	3.1	0.6	3.3
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	554	2471	1102	474	2504	1116	196	150	127	205	150	127
V/C Ratio(X)	0.03	0.39	0.07	0.06	0.31	0.04	0.22	0.07	0.26	0.26	0.12	0.61
Avail Cap(c_a), veh/h	654	2471	1102	558	2504	1116	435	494	419	455	494	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.0	4.5	3.4	3.1	3.9	3.1	31.2	29.8	30.2	31.2	29.9	31.1
Incr Delay (d2), s/veh	0.0	0.5	0.1	0.1	0.3	0.1	0.6	0.2	1.1	0.7	0.4	4.7
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	0.0	1.9	0.3	0.1	1.3	0.1	0.7	0.2	0.5	0.9	0.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.0	4.9	3.6	3.2	4.2	3.2	31.8	30.0	31.3	31.9	30.2	35.8
LnGrp LOS	A	A	A	A	A	A	C	C	C	C	C	D
Approach Vol, veh/h		1062			858			87			150	
Approach Delay, s/veh		4.8			4.1			31.4			33.7	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	53.2		10.1	6.0	53.8		10.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	32.5		18.5	5.5	32.5		18.5				
Max Q Clear Time (g_c+I1), s	2.3	9.9		5.3	2.2	7.8		4.8				
Green Ext Time (p_c), s	0.0	7.1		0.3	0.0	5.5		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.6
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	25	5	25	85	55	10	25	50	55	20	15
Future Vol, veh/h	40	25	5	25	85	55	10	25	50	55	20	15
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	0	-	-	0	-	-	75	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	100	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	29	6	29	100	65	12	29	50	65	24	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	35	0	0	297	350	32	329	321	132
Stage 1	-	-	-	-	-	-	126	126	-	191	191	-
Stage 2	-	-	-	-	-	-	171	224	-	138	129	-
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	1414	-	-	1576	-	-	655	574	1041	624	596	917
Stage 1	-	-	-	-	-	-	877	791	-	811	742	-
Stage 2	-	-	-	-	-	-	831	719	-	865	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1414	-	-	1576	-	-	585	545	1041	534	566	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	585	545	-	534	566	-
Stage 1	-	-	-	-	-	-	848	765	-	795	728	-
Stage 2	-	-	-	-	-	-	774	705	-	765	763	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	4.36	1.11	10.29	11.88
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	585	778	1414	-	-	1576	-	-	534	677
HCM Lane V/C Ratio	0.02	0.102	0.033	-	-	0.019	-	-	0.121	0.061
HCM Ctrl Dly (s/v)	11.3	10.1	7.6	-	-	7.3	-	-	12.7	10.7
HCM Lane LOS	B	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.1	0.3	0.1	-	-	0.1	-	-	0.4	0.2

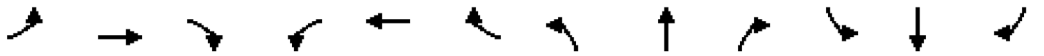
Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	85	20	65	130	215	15	0	35	120	5	15
Future Vol, veh/h	35	85	20	65	130	215	15	0	35	120	5	15
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	80	-	80	160	-	0	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	100	24	76	153	253	18	0	41	141	6	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	406	0	0	124	0	0	415	741	50	438	512	76
Stage 1	-	-	-	-	-	-	182	182	-	306	306	-
Stage 2	-	-	-	-	-	-	232	559	-	132	206	-
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	1149	-	-	1461	-	-	522	343	1008	502	464	969
Stage 1	-	-	-	-	-	-	802	748	-	679	660	-
Stage 2	-	-	-	-	-	-	750	509	-	857	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1149	-	-	1461	-	-	462	313	1008	440	424	969
Mov Cap-2 Maneuver	-	-	-	-	-	-	462	313	-	440	424	-
Stage 1	-	-	-	-	-	-	773	721	-	643	626	-
Stage 2	-	-	-	-	-	-	691	483	-	793	704	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.06	1.2	10.25	16.01
HCM LOS			B	C

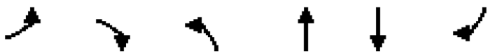
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	744	1149	-	-	1461	-	-	440	733
HCM Lane V/C Ratio	0.079	0.036	-	-	0.052	-	-	0.321	0.032
HCM Ctrl Dly (s/v)	10.3	8.2	-	-	7.6	-	-	17	10.1
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.2	-	-	1.4	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	85	20	65	130	215	15	0	35	120	5	15
Future Volume (veh/h)	35	85	20	65	130	215	15	0	35	120	5	15
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	41	100	24	76	153	253	18	0	41	141	6	18
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	629	1911	852	865	2335	1042	90	4	61	396	88	265
Arrive On Green	0.54	0.54	0.54	0.06	0.66	0.66	0.06	0.00	0.06	0.09	0.21	0.21
Sat Flow, veh/h	979	3554	1585	1781	3554	1585	398	72	1070	1781	412	1236
Grp Volume(v), veh/h	41	100	24	76	153	253	59	0	0	141	0	24
Grp Sat Flow(s),veh/h/ln	979	1777	1585	1781	1777	1585	1539	0	0	1781	0	1648
Q Serve(g_s), s	1.4	0.9	0.5	1.2	1.1	4.6	2.0	0.0	0.0	4.9	0.0	0.8
Cycle Q Clear(g_c), s	1.4	0.9	0.5	1.2	1.1	4.6	2.6	0.0	0.0	4.9	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	0.31		0.69	1.00		0.75
Lane Grp Cap(c), veh/h	629	1911	852	865	2335	1042	155	0	0	396	0	353
V/C Ratio(X)	0.07	0.05	0.03	0.09	0.07	0.24	0.38	0.00	0.00	0.36	0.00	0.07
Avail Cap(c_a), veh/h	629	1911	852	907	2335	1042	470	0	0	396	0	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.8	7.7	7.6	5.3	4.3	4.9	32.3	0.0	0.0	25.6	0.0	21.9
Incr Delay (d2), s/veh	0.2	0.1	0.1	0.0	0.0	0.5	1.5	0.0	0.0	0.5	0.0	0.1
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	0.3	0.3	0.2	0.4	0.3	1.3	1.0	0.0	0.0	2.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.0	7.7	7.7	5.3	4.3	5.4	33.9	0.0	0.0	26.2	0.0	22.0
LnGrp LOS	A	A	A	A	A	A	C			C		C
Approach Vol, veh/h		165			482			59			165	
Approach Delay, s/veh		7.8			5.1			33.9			25.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	8.4	42.1		19.5		50.5	11.0	8.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	21.5		29.5		31.5	6.5	18.5				
Max Q Clear Time (g_c+I1), s	3.2	3.4		2.8		6.6	6.9	4.6				
Green Ext Time (p_c), s	0.0	0.8		0.1		1.9	0.0	0.2				

Intersection Summary			
HCM 7th Control Delay, s/veh		11.4	
HCM 7th LOS		B	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	265	45	60	2085	1230	145
Future Volume (veh/h)	265	45	60	2085	1230	145
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	49	65	2266	1337	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	359	165	83	4119	3680	1142
Arrive On Green	0.10	0.10	0.05	0.81	0.72	0.72
Sat Flow, veh/h	3456	1585	1781	5274	5274	1585
Grp Volume(v), veh/h	288	49	65	2266	1337	158
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1585
Q Serve(g_s), s	11.4	4.0	5.1	21.6	13.9	4.3
Cycle Q Clear(g_c), s	11.4	4.0	5.1	21.6	13.9	4.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	359	165	83	4119	3680	1142
V/C Ratio(X)	0.80	0.30	0.78	0.55	0.36	0.14
Avail Cap(c_a), veh/h	1000	459	184	4119	3680	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.90	0.90
Uniform Delay (d), s/veh	61.3	58.0	66.0	4.7	7.4	6.1
Incr Delay (d2), s/veh	4.2	1.0	14.5	0.5	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	3.7	2.6	5.0	4.2	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	65.5	59.0	80.5	5.2	7.6	6.3
LnGrp LOS	E	E	F	A	A	A
Approach Vol, veh/h	337			2331	1495	
Approach Delay, s/veh	64.5			7.3	7.5	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		119.9		20.1	12.0	107.9
Change Period (Y+Rc), s		7.0		5.5	5.5	7.0
Max Green Setting (Gmax), s		87.0		40.5	14.5	67.0
Max Q Clear Time (g_c+I1), s		23.6		13.4	7.1	15.9
Green Ext Time (p_c), s		30.5		1.2	0.1	12.1

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	400	55	240	70	40	295	330	1340	80	450	2195	130
Future Volume (veh/h)	400	55	240	70	40	295	330	1340	80	450	2195	130
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	435	60	0	76	43	321	359	1457	87	474	2311	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	577	497		309	355	550	366	2140	128	542	2473	
Arrive On Green	0.04	0.27	0.00	0.19	0.19	0.19	0.11	0.44	0.44	0.16	0.49	0.00
Sat Flow, veh/h	3456	1870	1585	1343	1870	1585	3456	4849	290	3456	5025	1585
Grp Volume(v), veh/h	435	60	0	76	43	321	359	1007	537	474	2311	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1343	1870	1585	1728	1675	1789	1728	1675	1585
Q Serve(g_s), s	5.0	3.2	0.0	6.4	2.5	21.9	13.7	31.7	31.7	17.7	57.1	0.0
Cycle Q Clear(g_c), s	5.0	3.2	0.0	6.4	2.5	21.9	13.7	31.7	31.7	17.7	57.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	577	497		309	355	550	366	1478	789	542	2473	
V/C Ratio(X)	0.75	0.12		0.25	0.12	0.58	0.98	0.68	0.68	0.87	0.93	
Avail Cap(c_a), veh/h	577	609		390	467	645	366	1478	789	706	2473	
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.5	36.8	0.0	45.9	44.4	35.3	58.9	29.5	29.5	54.4	31.5	0.0
Incr Delay (d2), s/veh	5.6	0.1	0.0	0.4	0.2	1.0	41.5	2.6	4.7	9.6	8.1	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	5.1	1.5	0.0	2.2	1.2	8.7	7.9	12.4	13.7	8.1	22.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.1	36.9	0.0	46.4	44.5	36.3	100.4	32.0	34.2	64.0	39.7	0.0
LnGrp LOS	D	D		D	D	D	F	C	C	E	D	
Approach Vol, veh/h		495			440			1903			2785	
Approach Delay, s/veh		52.0			38.9			45.5			43.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.7	65.3		41.1	19.0	72.0	10.0	31.1				
Change Period (Y+Rc), s	5.0	7.0		6.0	5.0	7.0	5.0	6.0				
Max Green Setting (Gmax), s	27.0	52.0		43.0	14.0	65.0	5.0	33.0				
Max Q Clear Time (g_c+I1), s	19.7	33.7		5.2	15.7	59.1	7.0	23.9				
Green Ext Time (p_c), s	1.0	13.9		0.3	0.0	5.7	0.0	1.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		44.7
HCM 7th LOS		D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	590	45	305	30	40	50	235	1735	25	85	2585	340
Future Volume (veh/h)	590	45	305	30	40	50	235	1735	25	85	2585	340
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	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	641	49	0	33	44	0	247	1826	26	89	2721	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.90	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	4	2
Cap, veh/h	592	628		65	149		272	2747	866	110	2673	
Arrive On Green	0.17	0.18	0.00	0.04	0.04	0.00	0.08	0.55	0.55	0.06	0.53	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5025	1585	1781	5025	1585
Grp Volume(v), veh/h	641	49	0	33	44	0	247	1826	26	89	2721	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1675	1585	1781	1675	1585
Q Serve(g_s), s	23.5	1.6	0.0	2.5	1.6	0.0	9.7	35.5	1.0	6.8	73.0	0.0
Cycle Q Clear(g_c), s	23.5	1.6	0.0	2.5	1.6	0.0	9.7	35.5	1.0	6.8	73.0	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	592	628		65	149		272	2747	866	110	2673	
V/C Ratio(X)	1.08	0.08		0.51	0.30		0.91	0.66	0.03	0.81	1.02	
Avail Cap(c_a), veh/h	592	628		214	220		272	2747	866	110	2673	
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	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.9	47.2	0.0	64.9	63.8	0.0	62.7	22.2	14.3	63.6	32.1	0.0
Incr Delay (d2), s/veh	61.6	0.0	0.0	6.0	1.1	0.0	31.5	1.3	0.1	33.6	22.1	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	15.1	0.7	0.0	1.2	0.8	0.0	5.3	13.0	0.4	4.0	31.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	118.4	47.2	0.0	70.9	64.9	0.0	94.2	23.4	14.4	97.2	54.2	0.0
LnGrp LOS	F	D		E	E		F	C	B	F	F	
Approach Vol, veh/h		690			77			2099			2810	
Approach Delay, s/veh		113.4			67.5			31.7			55.6	
Approach LOS		F			E			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	82.0	10.5	29.7	17.0	80.0	29.0	11.2
Change Period (Y+Rc), s	6.5	7.0	5.5	5.5	6.2	7.0	5.5	5.5
Max Green Setting (Gmax), s	8.5	75.0	16.5	15.5	10.8	73.0	23.5	8.5
Max Q Clear Time (g_c+I1), s	11.8	37.5	4.5	3.6	11.7	75.0	25.5	3.6
Green Ext Time (p_c), s	0.0	28.6	0.0	0.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	53.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	765	85	25	655	45	100	20	80	35	15	40
Future Volume (veh/h)	70	765	85	25	655	45	100	20	80	35	15	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	944	105	30	780	54	109	22	87	42	18	48
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.92	0.92	0.92	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	549	2319	1034	443	2225	992	256	230	195	247	230	195
Arrive On Green	0.06	0.65	0.65	0.03	0.63	0.63	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1584	1335	1870	1585	1284	1870	1585
Grp Volume(v), veh/h	86	944	105	30	780	54	109	22	87	42	18	48
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1584	1335	1870	1585	1284	1870	1585
Q Serve(g_s), s	1.1	8.8	1.7	0.4	7.4	0.9	5.5	0.7	3.6	2.1	0.6	1.9
Cycle Q Clear(g_c), s	1.1	8.8	1.7	0.4	7.4	0.9	6.1	0.7	3.6	2.8	0.6	1.9
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	549	2319	1034	443	2225	992	256	230	195	247	230	195
V/C Ratio(X)	0.16	0.41	0.10	0.07	0.35	0.05	0.43	0.10	0.45	0.17	0.08	0.25
Avail Cap(c_a), veh/h	611	2319	1034	526	2225	992	463	521	442	447	521	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.1	5.8	4.5	4.5	6.3	5.1	29.9	27.2	28.5	28.5	27.2	27.8
Incr Delay (d2), s/veh	0.1	0.5	0.2	0.1	0.4	0.1	1.1	0.2	1.6	0.3	0.1	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	0.3	2.4	0.4	0.1	2.1	0.2	1.8	0.3	1.4	0.6	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.2	6.3	4.7	4.6	6.7	5.2	31.0	27.4	30.1	28.8	27.3	28.4
LnGrp LOS	A	A	A	A	A	A	C	C	C	C	C	C
Approach Vol, veh/h		1135			864			218			108	
Approach Delay, s/veh		6.0			6.5			30.3			28.4	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	50.2		13.1	8.6	48.3		13.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	31.5		19.5	6.5	30.5		19.5				
Max Q Clear Time (g_c+I1), s	2.4	10.8		4.8	3.1	9.4		8.1				
Green Ext Time (p_c), s	0.0	6.8		0.3	0.0	5.3		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	10

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	20	10	60	75	95	5	35	65	175	60	20
Future Vol, veh/h	65	20	10	60	75	95	5	35	65	175	60	20
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	0	-	-	0	-	-	75	-	-	150	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	22	11	65	82	103	5	38	71	190	65	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	185	0	0	33	0	0	413	484	27	446	438	133
Stage 1	-	-	-	-	-	-	168	168	-	264	264	-
Stage 2	-	-	-	-	-	-	245	315	-	182	174	-
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	1390	-	-	1579	-	-	549	483	1048	523	513	916
Stage 1	-	-	-	-	-	-	833	759	-	742	690	-
Stage 2	-	-	-	-	-	-	759	655	-	820	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1390	-	-	1579	-	-	425	439	1048	408	467	916
Mov Cap-2 Maneuver	-	-	-	-	-	-	425	439	-	408	467	-
Stage 1	-	-	-	-	-	-	791	721	-	711	662	-
Stage 2	-	-	-	-	-	-	640	628	-	687	717	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.29	1.92	11.15	18.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	425	706	1390	-	-	1579	-	-	408	532
HCM Lane V/C Ratio	0.013	0.154	0.051	-	-	0.041	-	-	0.466	0.164
HCM Ctrl Dly (s/v)	13.6	11	7.7	-	-	7.4	-	-	21.3	13.1
HCM Lane LOS	B	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0.5	0.2	-	-	0.1	-	-	2.4	0.6

Intersection	
Int Delay, s/veh	38.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	185	30	90	115	300	35	5	80	355	5	35
Future Vol, veh/h	50	185	30	90	115	300	35	5	80	355	5	35
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	80	-	80	160	-	0	-	-	-	250	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	201	33	98	125	326	38	5	87	386	5	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	451	0	0	234	0	0	571	957	101	533	663	63
Stage 1	-	-	-	-	-	-	310	310	-	321	321	-
Stage 2	-	-	-	-	-	-	261	647	-	212	342	-
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	1106	-	-	1331	-	-	404	256	935	430	380	989
Stage 1	-	-	-	-	-	-	675	658	-	665	650	-
Stage 2	-	-	-	-	-	-	721	465	-	770	636	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1106	-	-	1331	-	-	337	226	935	~ 336	335	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	337	226	-	~ 336	335	-
Stage 1	-	-	-	-	-	-	642	625	-	616	603	-
Stage 2	-	-	-	-	-	-	637	431	-	659	605	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.59	1.41	13.23	118.07
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	567	1106	-	-	1331	-	-	336	795
HCM Lane V/C Ratio	0.23	0.049	-	-	0.074	-	-	1.147	0.055
HCM Ctrl Dly (s/v)	13.2	8.4	-	-	7.9	-	-	130.3	9.8
HCM Lane LOS	B	A	-	-	A	-	-	F	A
HCM 95th %tile Q(veh)	0.9	0.2	-	-	0.2	-	-	15.5	0.2

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

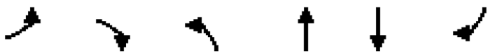
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	185	30	90	115	300	35	5	80	355	5	35
Future Volume (veh/h)	50	185	30	90	115	300	35	5	80	355	5	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	54	201	33	98	125	326	38	5	87	386	5	38
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	498	1495	667	654	1939	865	104	19	116	525	61	464
Arrive On Green	0.42	0.42	0.42	0.06	0.55	0.55	0.11	0.11	0.11	0.15	0.33	0.33
Sat Flow, veh/h	940	3554	1585	1781	3554	1585	340	174	1042	1781	188	1426
Grp Volume(v), veh/h	54	201	33	98	125	326	130	0	0	386	0	43
Grp Sat Flow(s),veh/h/ln	940	1777	1585	1781	1777	1585	1556	0	0	1781	0	1614
Q Serve(g_s), s	2.5	2.4	0.9	2.0	1.2	8.2	3.8	0.0	0.0	10.5	0.0	1.3
Cycle Q Clear(g_c), s	2.5	2.4	0.9	2.0	1.2	8.2	5.6	0.0	0.0	10.5	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	0.29		0.67	1.00		0.88
Lane Grp Cap(c), veh/h	498	1495	667	654	1939	865	240	0	0	525	0	526
V/C Ratio(X)	0.11	0.13	0.05	0.15	0.06	0.38	0.54	0.00	0.00	0.73	0.00	0.08
Avail Cap(c_a), veh/h	498	1495	667	672	1939	865	462	0	0	525	0	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.5	12.5	12.0	9.0	7.5	9.1	30.1	0.0	0.0	22.8	0.0	16.3
Incr Delay (d2), s/veh	0.4	0.2	0.1	0.1	0.0	0.9	1.9	0.0	0.0	5.3	0.0	0.1
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	1.0	0.3	0.7	0.4	2.8	2.2	0.0	0.0	6.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.9	12.6	12.1	9.1	7.5	10.0	32.0	0.0	0.0	28.1	0.0	16.4
LnGrp LOS	B	B	B	A	A	B	C			C		B
Approach Vol, veh/h		288			549			130			429	
Approach Delay, s/veh		12.6			9.3			32.0			27.0	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	8.8	33.9		27.3		42.7	15.0	12.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5		33.0		28.0	10.5	18.0				
Max Q Clear Time (g_c+I1), s	4.0	4.5		3.3		10.2	12.5	7.6				
Green Ext Time (p_c), s	0.0	1.4		0.2		1.9	0.0	0.5				

Intersection Summary			
HCM 7th Control Delay, s/veh		17.5	
HCM 7th LOS		B	

Notes

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	180	60	25	1580	2245	225
Future Volume (veh/h)	180	60	25	1580	2245	225
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	65	27	1717	2440	245
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	261	120	41	4301	3982	1236
Arrive On Green	0.08	0.08	0.02	0.84	0.78	0.78
Sat Flow, veh/h	3456	1585	1781	5274	5274	1585
Grp Volume(v), veh/h	196	65	27	1717	2440	245
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1585
Q Serve(g_s), s	7.8	5.5	2.1	11.2	28.2	5.6
Cycle Q Clear(g_c), s	7.8	5.5	2.1	11.2	28.2	5.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	261	120	41	4301	3982	1236
V/C Ratio(X)	0.75	0.54	0.65	0.40	0.61	0.20
Avail Cap(c_a), veh/h	703	323	134	4301	3982	1236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.57	0.57
Uniform Delay (d), s/veh	63.4	62.4	67.8	2.6	6.5	4.0
Incr Delay (d2), s/veh	4.3	3.8	16.0	0.3	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.0	1.1	1.9	7.3	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	67.8	66.2	83.9	2.9	6.9	4.2
LnGrp LOS	E	E	F	A	A	A
Approach Vol, veh/h	261			1744	2685	
Approach Delay, s/veh	67.4			4.2	6.7	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		123.9		16.1	8.8	115.2
Change Period (Y+Rc), s		6.0		5.5	5.5	6.0
Max Green Setting (Gmax), s		100.0		28.5	10.5	84.0
Max Q Clear Time (g_c+I1), s		13.2		9.8	4.1	30.2
Green Ext Time (p_c), s		18.3		0.8	0.0	34.3

Intersection Summary		
HCM 7th Control Delay, s/veh	9.1	
HCM 7th LOS	A	

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

A REPLAT OF LOTS 2 & 3, PINERY VILLAGE FILING NO. 2
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF DOUGLAS, STATE OF COLORADO.
47.622 ACRES – 19 COMMERCIAL LOTS – 3 TRACTS SB2026-015

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF DOUGLAS, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOTS 2 AND 3, PINERY VILLAGE FILING NO. 2 AS RECORDED APRIL 27, 2026 AT RECEPTION NO. 2026020559 IN THE OFFICIAL RECORDS OF THE DOUGLAS COUNTY CLERK AND RECORDERS OFFICE, SAID COUNTY, STATE OF COLORADO

CONTAINING AN AREA OF 47.622 ACRES, (2,074,440 SQUARE FEET), MORE OR LESS.

CERTIFICATE OF DEDICATION AND OWNERSHIP

KNOW ALL PERSONS BY THESE PRESENTS:

THE UNDERSIGNED, BEING ALL THE OWNERS, MORTGAGEES, BENEFICIARIES OF DEEDS OF TRUST AND HOLDERS OF OTHER INTERESTS IN THE LANDS DESCRIBED HEREIN, HAVE CAUSED THE SAME TO BE LAID OUT, REPLATTED AND SUBDIVIDED INTO LOTS, TRACTS, AND EASEMENTS AS SHOWN HEREON UNDER THE NAME AND STYLE OF **PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1**, BEING A REPLAT OF PINERY VILLAGE FILING NO. 2, RECORDED AT RECEPTION NO. 2026020559, COUNTY OF DOUGLAS, STATE OF COLORADO.

THE PUBLIC SIDEWALK EASEMENTS SHOWN HEREON ARE HEREBY DEDICATED TO DOUGLAS COUNTY, COLORADO.

THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY DEDICATED FOR PUBLIC UTILITIES AND CABLE COMMUNICATION SYSTEMS AND OTHER PURPOSES AS SHOWN HEREON. THE ENTITIES RESPONSIBLE FOR PROVIDING THE SERVICES FOR WHICH THE EASEMENTS ARE ESTABLISHED ARE HEREBY GRANTED THE PERPETUAL RIGHT OF INGRESS AND EGRESS FROM AND TO ADJACENT PROPERTIES FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF UTILITY LINES AND RELATED FACILITIES.

OWNER

PINERY OWNER, LLC, A COLORADO LIMITED LIABILITY COMPANY

BY: _____

AS: _____

STATE OF COLORADO)
)SS
COUNTY OF DOUGLAS)

ACKNOWLEDGED BEFORE ME THIS ___ DAY OF _____, 20__
BY _____ AS _____
OF PINERY OWNER, LLC, A COLORADO LIMITED LIABILITY COMPANY

WITNESS MY HAND
AND OFFICIAL SEAL

MY COMMISSION

EXPIRES: _____ _____
NOTARY PUBLIC

ACCEPTANCE CERTIFICATE

THE DEDICATION OF DRAINAGE EASEMENTS, AND TRACTS A, B, AND C ARE HEREBY ACCEPTED FOR OWNERSHIP AND MAINTENANCE BY THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2;

THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2:

BY: _____

STATE OF COLORADO)
)SS
COUNTY OF DOUGLAS)

ACKNOWLEDGED BEFORE ME THIS ___
BY _____, AS
OF THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2

WITNESS MY HAND
AND OFFICIAL SEAL DAY OF _____, 20__
_____

MY COMMISSION

EXPIRES: _____ _____
NOTARY PUBLIC

TITLE VERIFICATION

WE, FIDELITY NATIONAL TITLE INSURANCE COMPANY, DO HEREBY CERTIFY THAT WE HAVE EXAMINED THE TITLE OF ALL LAND PLATTED HEREON AND THAT TITLE TO SUCH LAND IS IN THE DEDICATOR(S) FREE AND CLEAR OF ALL LIENS, TAXES AND ENCUMBRANCES.

FIDELITY NATIONAL TITLE INSURANCE COMPANY

BY: _____

TITLE: _____

DATE: _____

STATE OF COLORADO)
)SS
COUNTY OF _____)

ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20__

BY _____ AS _____

OF FIDELITY NATIONAL TITLE INSURANCE COMPANY

WITNESS MY HAND AND OFFICIAL SEAL

MY COMMISSION EXPIRES: _____ _____
NOTARY PUBLIC

BOARD OF COUNTY COMMISSIONERS CERTIFICATE

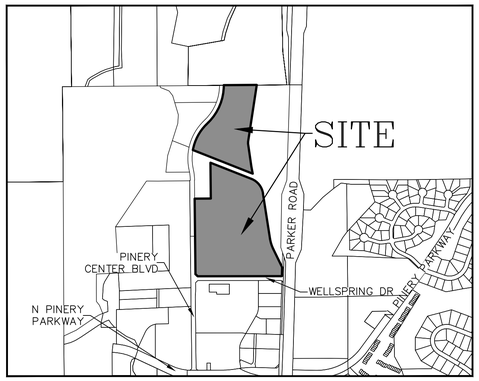
THIS PLAT WAS APPROVED FOR FILING BY THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, CO, ON THE _____ DAY OF _____, 20____, SUBJECT TO ANY CONDITIONS SPECIFIED HEREON. THE DEDICATIONS OF SIDEWALK EASEMENTS ARE HEREBY ACCEPTED BY DOUGLAS COUNTY.

LOTS **2 & 3, PINERY VILLAGE FILING NO. 2** IS AMENDED BY THIS PLAT SUBJECT TO ALL COVENANTS, CONDITIONS, AND RESTRICTIONS RECORDED AGAINST AND APPURTENANT TO THE ORIGINAL PLAT RECORDED IN THE OFFICE OF THE DOUGLAS COUNTY CLERK AND RECORDER, RECEPTION **#2026020559**.

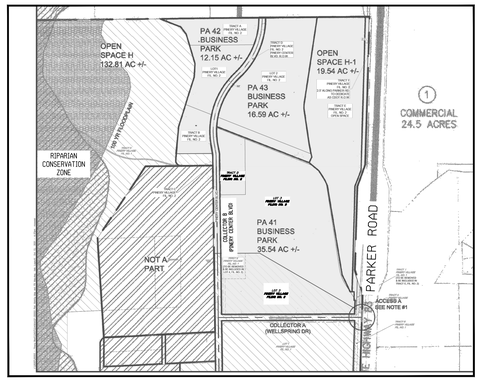
ALL EXPENSES INCURRED WITH RESPECT TO IMPROVEMENTS FOR ALL UTILITY SERVICES, PAVING, GRADING, LANDSCAPING, CURBS, GUTTERS, SIDEWALKS, ROAD LIGHTING, ROAD SIGNS, FLOOD PROTECTION DEVICES, DRAINAGE STRUCTURES, AND ALL OTHER IMPROVEMENTS THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE SUBDIVIDER AND NOT DOUGLAS COUNTY.

THIS ACCEPTANCE DOES NOT GUARANTEE THAT THE SOIL CONDITIONS, SUBSURFACE GEOLOGY, GROUNDWATER CONDITIONS OR FLOODING CONDITIONS OF ANY LOT SHOWN HEREON ARE SUCH THAT A BUILDING PERMIT, WELL PERMIT, OR SEWAGE DISPOSAL PERMIT WILL BE ISSUED.

_____
CHAIR, BOARD OF COUNTY COMMISSIONERS



VICINITY MAP
SCALE 1" = 1,000'



PLANNED DEVELOPMENT
SCALE = NOT TO SCALE

LAND USE TABLE				
LOT/TRACT	AREA (SF)	AREA (AC)	USE	OWNER
LOT 1	216,397	4.968	COMMERCIAL	OWNER
LOT 2	91,654	2.104	COMMERCIAL	OWNER
LOT 3	43,688	1.003	COMMERCIAL	OWNER
LOT 4	43,807	1.006	COMMERCIAL	OWNER
LOT 5	43,807	1.006	COMMERCIAL	OWNER
LOT 6	61,495	1.412	COMMERCIAL	OWNER
LOT 7	55,898	1.283	COMMERCIAL	OWNER
LOT 8	48,334	1.110	COMMERCIAL	OWNER
LOT 9	48,804	1.120	COMMERCIAL	OWNER
LOT 10	44,870	1.030	COMMERCIAL	OWNER
LOT 11	106,901	2.454	COMMERCIAL	OWNER
LOT 12	43,646	1.002	COMMERCIAL	OWNER
LOT 13	50,033	1.149	COMMERCIAL	OWNER
LOT 14	175,463	4.028	COMMERCIAL	OWNER
LOT 15	224,081	5.144	COMMERCIAL	OWNER
LOT 16	347,111	7.969	COMMERCIAL	OWNER
LOT 17	109,447	2.513	COMMERCIAL	OWNER
LOT 18	87,375	2.006	COMMERCIAL	OWNER
LOT 19	65,395	1.501	COMMERCIAL	OWNER
TRACT A	75,677	1.737	ROW, ACCESS, UTILITY	* METRO DISTRICT
TRACT B	43,155	0.991	ROW, ACCESS, UTILITY	* METRO DISTRICT
TRACT C	47,404	1.088	OPEN SPACE & DRAINAGE	* METRO DISTRICT
TOTAL	2,074,440	47.622		

* THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2

SHEET INDEX

SHEET 1 COVER SHEET

SHEET 2 OVERALL SHEET

SHEETS 3–5 LOT AND EASEMENT DETAIL SHEETS

SHEET 6 EASEMENT DETAILS

GENERAL NOTES

1. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND BOUNDARY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, COLORADO REVISED STATUTE.
2. PER C.R.S. 38-51-106, "ALL LINEAL UNITS DEPICTED ON THIS LAND SURVEY PLAT ARE U.S. SURVEY FEET. ONE METER EQUALS 39.37/12 U.S. SURVEY FEET, EXACTLY ACCORDING TO THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY."
3. THE FIELD WORK FOR THIS SURVEY WAS PERFORMED BY AN AZTEC CONSULTANTS, INC. SURVEY CREW AND COMPLETED ON APRIL 01, 2021.
4. BASIS OF BEARINGS – BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS OBSERVATION BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 2011) REFERENCED TO THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN BEING MONUMENTED AS SHOWN HEREON, TAKEN TO BEAR NORTH 89°32'31" EAST, A DISTANCE OF 2,635.68 FEET.
5. FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT NO. NCSC002228-DK, AMENDMENT NO. 6, EFFECTIVE DATE OF DECEMBER 1, 2025 AT 8:00 A.M. WAS RELIED UPON FOR RECORD INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES. THIS SURVEY DOES NOT REPRESENT A TITLE SEARCH BY AZTEC CONSULTANTS INC. TO DETERMINE OWNERSHIP, RIGHTS-OF-WAY, EASEMENTS OR OTHER MATTERS OF PUBLIC RECORD.
6. BASED ON A GRAPHICAL REPRESENTATION OF FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) NO. 08035C0184G, WITH AN EFFECTIVE DATE OF MARCH 16, 2016, THE SUBJECT PROPERTY LIES WITHIN ZONE "AE" AREAS WHERE BASE FLOOD ELEVATIONS HAVE BEEN DETERMINED, WITHIN ZONE "X" OTHER AREAS, AND WITHIN "ZONE X" BEING DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
7. DRAINAGE EASEMENTS ARE HEREBY GRANTED TO DOUGLAS COUNTY ACROSS TRACT C IN PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1 ("THE "SUBDIVISION") FOR THE PURPOSE OF ACCESSING, MAINTAINING AND REPAIRING STORM WATER MANAGEMENT IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, RIPRAP, DETENTION BASINS, FOREBAYS, MICROPOOLS AND WATER QUALITY FACILITIES (COLLECTIVELY, THE "FACILITIES"). IN THE EVENT THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2, ITS SUCCESSORS, AND ASSIGNS ("SYSTEM OWNER") FAILS TO SATISFACTORILY MAINTAIN SAID FACILITIES, A BLANKET ACCESS EASEMENT OVER THE SUBDIVISION IS ALSO GRANTED TO DOUGLAS COUNTY, BUT ONLY FOR THE PURPOSE OF ACCESSING THE FACILITIES IN THE EVENT THAT THE DRAINAGE EASEMENTS DO NOT PROVIDE ADEQUATE ACCESS. THE MAINTENANCE AND REPAIR OF THE FACILITIES LOCATED IN THE SUBDIVISION, AS SHOWN ON THE CONSTRUCTION PLANS ACCEPTED BY DOUGLAS COUNTY OR ON THE PLAT FOR THE SUBDIVISION, SHALL BE THE RESPONSIBILITY OF THE SYSTEM OWNER IN THE EVENT SUCH MAINTENANCE AND REPAIR ARE NOT PERFORMED BY THE SYSTEM OWNER TO THE SATISFACTION OF DOUGLAS COUNTY, THEN DOUGLAS COUNTY SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION TO ENTER SAID SUBDIVISION AFTER A TEN (10) DAY PRIOR WRITTEN NOTICE TO THE SYSTEM OWNER. UNLESS THERE IS AN EMERGENCY, IN WHICH CASE DOUGLAS COUNTY SHALL GIVE NOTICE AS SOON AS PRACTICABLE, TO PERFORM ALL NECESSARY WORK, THE COST OF WHICH SHALL BE PAID BY THE SYSTEM OWNER UPON BILLING. IN THE EVENT THE SYSTEM OWNER FAILS TO REIMBURSE DOUGLAS COUNTY WITHIN THIRTY (30) DAYS AFTER SUBMISSION OF THE BILL FOR THE COSTS INCURRED, DOUGLAS COUNTY SHALL HAVE THE RIGHT TO ENFORCE SUCH OBLIGATION BY APPROPRIATE LEGAL ACTION. IT IS THE SYSTEM OWNER'S RESPONSIBILITY TO CONSTRUCT, MAINTAIN, AND REPAIR THE FACILITIES IN A MANNER CONSISTENT WITH ALL APPLICABLE PLANS APPROVED OR ACCEPTED BY DOUGLAS COUNTY.
8. PERMANENT STRUCTURES, IMPROVEMENTS, OBJECTS, BUILDINGS, WELLS, WATER METERS AND OTHER OBJECTS THAT MAY INTERFERE WITH THE UTILITY FACILITIES OR USE THEREOF (INTERFERING OBJECTS) SHALL NOT BE PERMITTED WITHIN SAID UTILITY EASEMENTS AND THE UTILITY PROVIDERS, AS GRANTEES, MAY REMOVE ANY INTERFERING OBJECTS AT NO COST TO SUCH GRANTEES, INCLUDING, WITHOUT LIMITATION, VEGETATION. CORE ELECTRIC COOPERATIVE (CORE) AND IT'S SUCCESSORS, AND PUBLIC SERVICE COMPANY OF COLORADO (PSCO) AND ITS SUCCESSORS RESERVE THE RIGHT TO REQUIRE ADDITIONAL EASEMENTS AND TO REQUIRE THE PROPERTY OWNER TO GRANT CORE AND/OR PSCO AN EASEMENT ON ITS STANDARD FORM.
9. A TEMPORARY ACCESS EASEMENT IS GRANTED TO DOUGLAS COUNTY AT THE NORTH END OF NORTH PINERY PARKWAY FOR TEMPORARY USE UNTIL FUTURE CONNECTION TO THE NORTH IS ESTABLISHED.
10. DRAINAGE EASEMENTS ARE DEDICATED TO DOUGLAS COUNTY (UNLESS OTHERWISE NOTED). PINERY COMMERCIAL METROPOLITAN DISTRICT #2 WILL OWN AND MAINTAIN THE STORM SEWER SYSTEM.
11. LOTS 8, 9, & 10 WILL BE REQUIRED TO ACCESS THE INTERNAL ROAD NETWORK AND ACCESS WILL NOT BE PROVIDED OFF WELLSPRING DRIVE.
12. THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2 WILL MAINTAIN THE DRAINAGE EASEMENTS.
13. SIDEWALK EASEMENTS ADJACENT TO WELLSPRING AND PINERY CENTER BLVD ARE PUBLIC SIDEWALK EASEMENTS DEDICATED TO DOUGLAS COUNTY.
14. SHARED ACCESS TO LOTS 17 & 18 FROM PINERY CENTER BLVD. IS GRANTED BY THE 32-FOOT (32') ACCESS EASEMENT AS SHOWN ON THIS PLAT.
15. TRACT A, AS SHOWN HEREON IS DEDICATED TO THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2 FOR RIGHT-OF-WAY, ACCESS AND UTILITY PURPOSES.
16. TRACT B, AS SHOWN HEREON IS DEDICATED TO THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2 FOR RIGHT-OF-WAY, ACCESS AND UTILITY PURPOSES.
17. TRACT C, AS SHOWN HEREON IS DEDICATED TO THE PINERY COMMERCIAL METROPOLITAN DISTRICT NO. 2 FOR OPEN SPACE AND DRAINAGE PURPOSES.

SURVEYOR'S CERTIFICATE

I, MICHAEL J. NOFFSINGER, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT TRULY AND CORRECTLY REPRESENTS THE RESULTS OF A SURVEY MADE ON JANUARY 21, 2026, BY ME OR UNDER MY DIRECT SUPERVISION AND THAT ALL MONUMENTS EXIST AS SHOWN HEREON; THAT MATHEMATICAL CLOSURE ERRORS ARE LESS THAN 1:50,000 (SECOND ORDER); AND THAT SAID PLAT HAS BEEN PREPARED IN FULL COMPLIANCE WITH ALL APPLICABLE LAWS OF THE STATE OF COLORADO DEALING WITH MONUMENTS, SUBDIVISIONS OR SURVEYING OF LAND, ALL SURVEYING REGULATORY RULES, REQUIREMENTS, AND STANDARDS OF PRACTICE, AND ALL APPLICABLE PROVISIONS OF THE DOUGLAS COUNTY SUBDIVISION RESOLUTION. THIS CERTIFICATION IS BASED ON MY KNOWLEDGE, INFORMATION AND BELIEF AND IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

I ATTEST THE ABOVE ON THIS _____ DAY OF _____, 20__

MICHAEL J. NOFFSINGER, LICENSED PROFESSIONAL LAND SURVEYOR COLORADO P.L.S. NO. 38367
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.

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 CERTIFICATION SHOWN HEREON.

NOTICE: 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.

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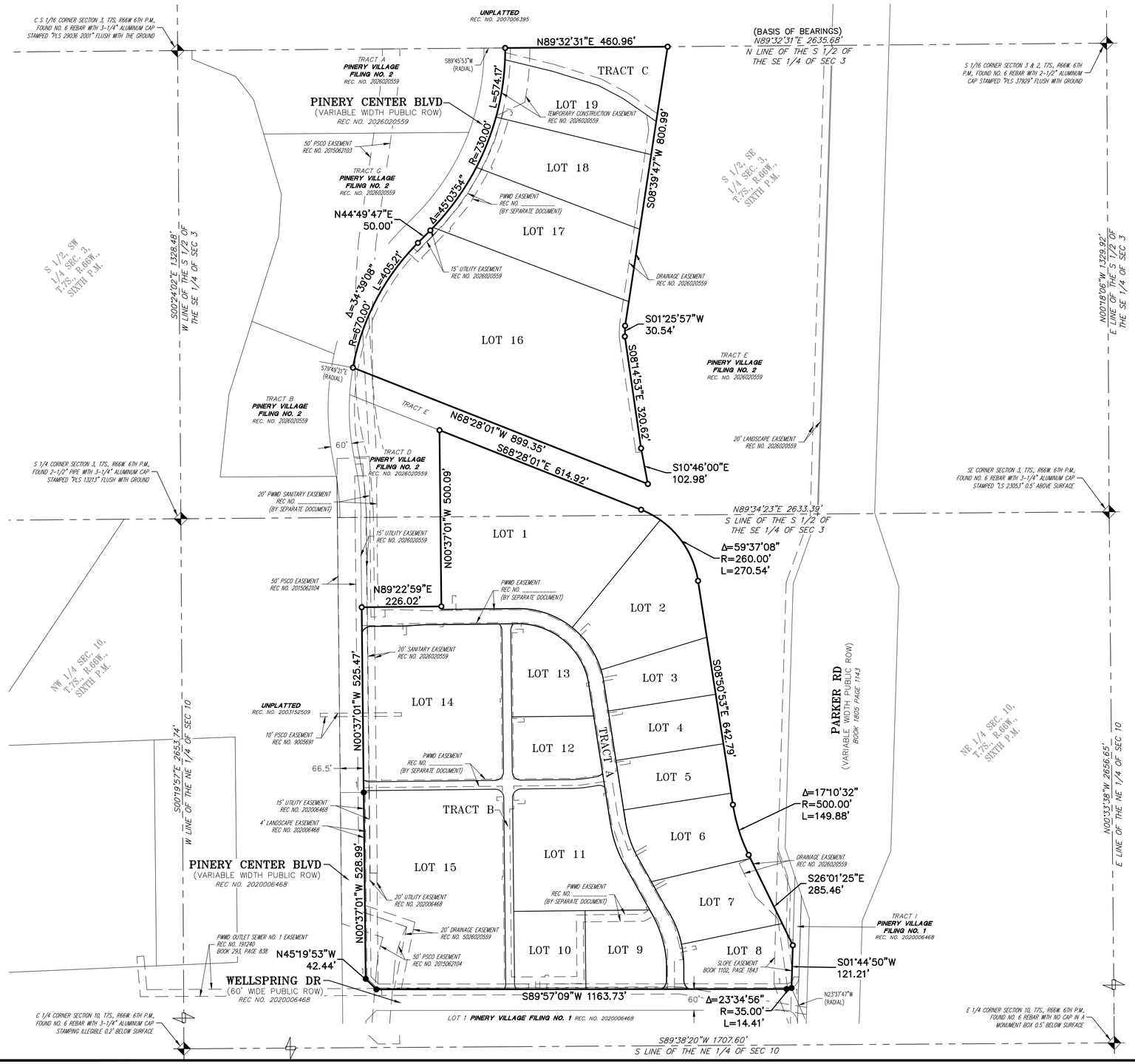
AzTec Proj. No.: 54826-02 Drawn By: RBA

DEVELOPER
PINERY OWNER, LLC
2040 14TH STREET, SUITE 210
BOULDER, CO 80302

DATE OF PREPARATION:	03/25/2026
SCALE:	N/A
SHEET 1 OF 6	

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

A REPLAT OF LOTS 2 & 3, PINERY VILLAGE FILING NO. 2
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF DOUGLAS, STATE OF COLORADO.
47.622 ACRES – 19 COMMERCIAL LOTS – 3 TRACTS SB2026-015



LEGEND

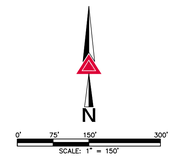
✦	FOUND SECTION CORNER AS DESCRIBED HEREON
○	SET NO. 5 X 18" REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 38367" FLUSH WITH GROUND
1 ●	FOUND NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 38367" FLUSH WITH GROUND
AC	ACRES
SF	SQUARE FEET
REC. NO.	RECEPTION NUMBER
(ROW)	RIGHT-OF-WAY
D.E.	DRAINAGE EASEMENT
U.E.	UTILITY EASEMENT
S.W.	SIDEWALK EASEMENT
(NR)	DENOTES NON-RADIAL LINE
PWWD	PINERY WATER AND WASTEWATER DISTRICT
(#)	BLOCK NUMBER

LINE TABLE		
LINE	BEARING	LENGTH
L1	S85°57'32"W	50.22'
L2	N81°09'07"E	29.72'
L3	N81°09'07"E	29.72'
L4	N00°02'51"W	36.76'
L5	N00°02'51"W	36.82'
L6	S45°37'01"E	22.71'
L7	N44°22'59"E	13.30'
L8	N44°22'59"E	14.14'
L9	S45°37'01"E	14.14'
L10	N44°22'59"E	14.14'
L11	S45°37'01"E	14.14'
L12	N36°09'07"E	22.71'
L13	S53°50'53"E	22.71'
L14	S44°57'09"W	19.80'
L15	S00°02'51"E	8.83'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C2	65°49'21"	28.50'	32.74'
C3	49°02'03"	24.50'	20.97'
C4	49°24'43"	24.50'	21.13'
C5	49°02'03"	24.50'	20.97'
C6	8°13'53"	277.50'	39.87'
C7	90°00'00"	24.50'	38.48'
C8	49°02'03"	24.50'	20.97'
C9	8°13'53"	302.50'	43.46'
C10	90°00'00"	24.50'	38.48'
C11	90°00'00"	24.50'	38.48'
C12	90°00'00"	24.50'	38.48'
C13	40°46'22"	24.50'	17.43'
C14	40°46'22"	24.50'	17.43'
C15	4°19'37"	106.50'	8.04'
C16	21°23'46"	281.50'	105.12'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C17	12°05'27"	324.50'	68.48'
C18	61°20'48"	28.50'	30.51'
C19	15°03'13"	348.50'	91.56'
C20	12°05'27"	275.50'	58.14'
C21	61°36'57"	28.50'	30.65'
C22	36°41'10"	24.50'	15.69'
C23	37°44'43"	24.50'	16.14'

NOTE: C1 HAS BEEN INTENTIONALLY REMOVED FROM THIS TABLE



FOR REVIEW
DO NOT RECORD

FOR AND ON BEHALF OF
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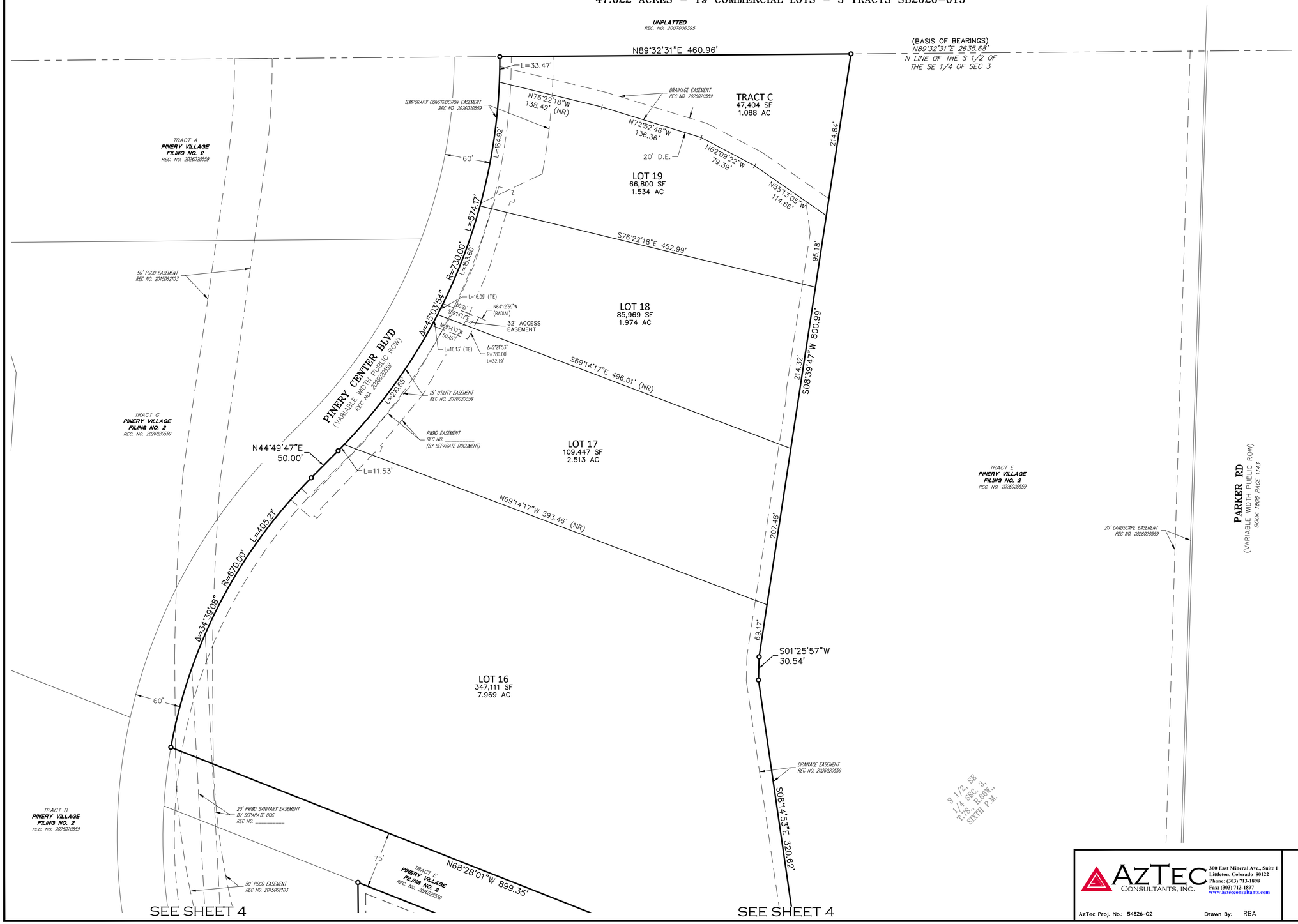
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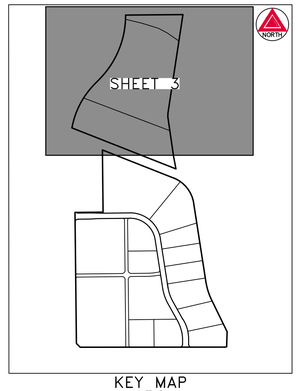
DEVELOPER
PINERY OWNER, LLC
2040 14TH STREET, SUITE 210
BOULDER, CO 80302

DATE OF PREPARATION:	03/25/2026
SCALE:	1" = 150'
SHEET 2 OF 6	

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

A REPLAT OF LOTS 2 & 3, PINERY VILLAGE FILING NO. 2
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF DOUGLAS, STATE OF COLORADO.
47.622 ACRES – 19 COMMERCIAL LOTS – 3 TRACTS SB2026-015



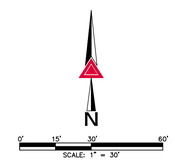


KEY MAP
N.T.S.

LEGEND

✦	FOUND SECTION CORNER AS DESCRIBED HEREON
○	SET NO. 5 X 18" REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 38367" FLUSH WITH GROUND
●	FOUND NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 38367" FLUSH WITH GROUND
AC	ACRES
SF	SQUARE FEET
REC. NO.	RECEPTION NUMBER
(ROW)	RIGHT-OF-WAY
D.E.	DRAINAGE EASEMENT
U.E.	UTILITY EASEMENT
S.W.	SIDEWALK EASEMENT
(NR)	DENOTES NON-RADIAL LINE
PWWD	PINERY WATER AND WASTEWATER DISTRICT
(#)	BLOCK NUMBER

SEE SHEET 2
FOR LINE AND
CURVE TABLES



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DEVELOPER
PINERY OWNER, LLC

2040 14TH STREET, SUITE 210
BOULDER, CO 80302

DATE OF PREPARATION:	03/25/2026
SCALE:	1" = 60'
SHEET 3 OF 6	

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

A REPLAT OF LOTS 2 & 3, PINERY VILLAGE FILING NO. 2
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH,
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47.622 ACRES – 19 COMMERCIAL LOTS – 3 TRACTS SB2026-015



KEY MAP
N.T.S.

LEGEND

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(NR)	DENOTES NON-RADIAL LINE
PWWD	PINERY WATER AND WASTEWATER DISTRICT
(#)	BLOCK NUMBER

SEE SHEET 2
FOR LINE AND
CURVE TABLES

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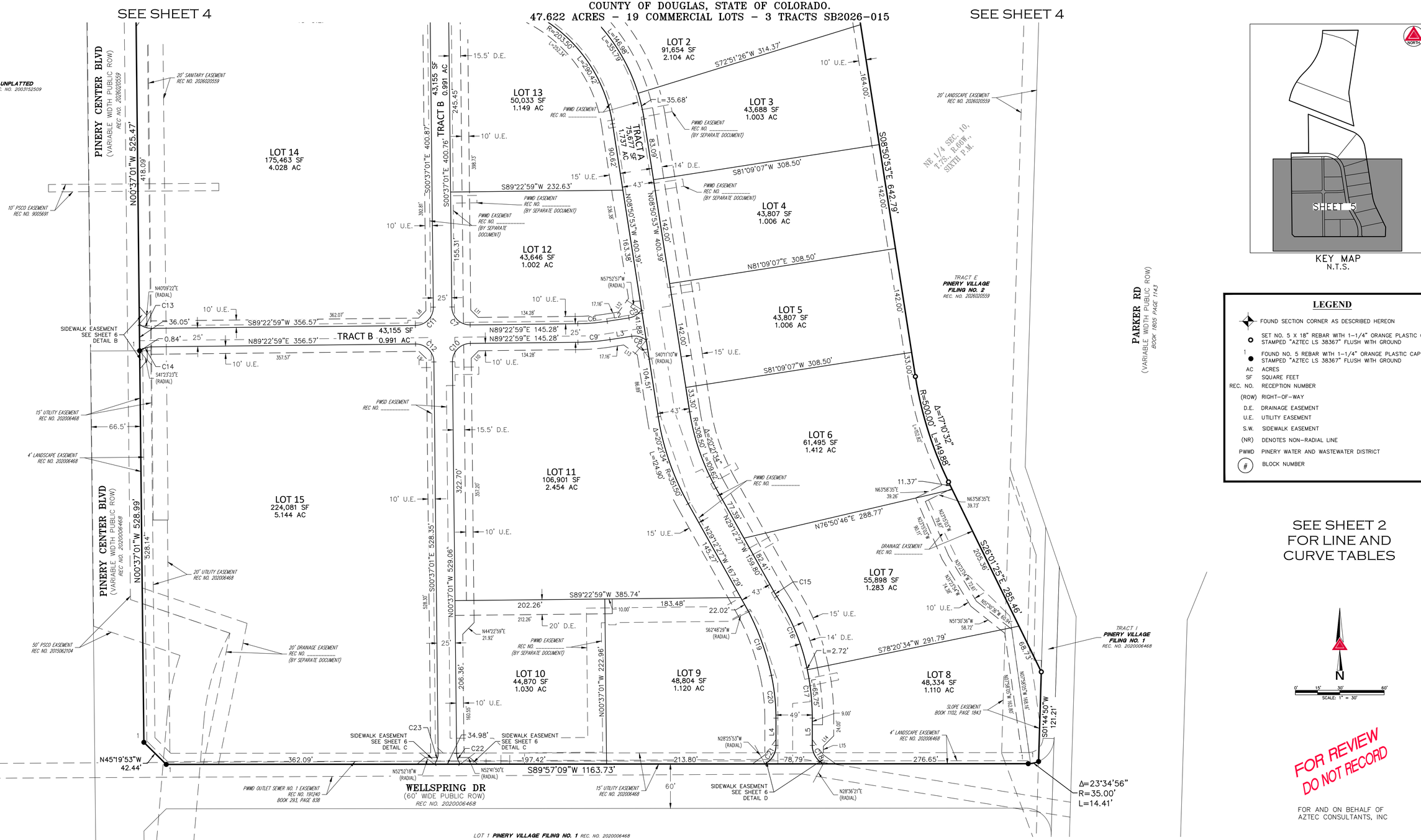
AzTec Proj. No.: 54826-02 Drawn By: RBA

DEVELOPER
PINERY OWNER, LLC
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BOULDER, CO 80302

DATE OF PREPARATION:	03/25/2026
SCALE:	1" = 60'
SHEET 4 OF 6	

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

A REPLAT OF LOTS 2 & 3, PINERY VILLAGE FILING NO. 2
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 3 AND THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 7 SOUTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF DOUGLAS, STATE OF COLORADO.
47.622 ACRES – 19 COMMERCIAL LOTS – 3 TRACTS SB2026-015



KEY MAP
N.T.S.

LEGEND

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REC. NO.	RECEPTION NUMBER
(ROW)	RIGHT-OF-WAY
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S.W.	SIDEWALK EASEMENT
(NR)	DENOTES NON-RADIAL LINE
PWWD	PINERY WATER AND WASTEWATER DISTRICT
(#)	BLOCK NUMBER

SEE SHEET 2
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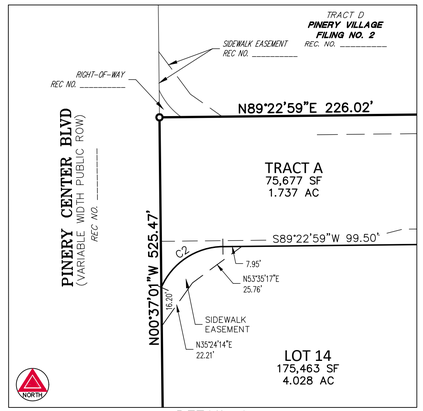
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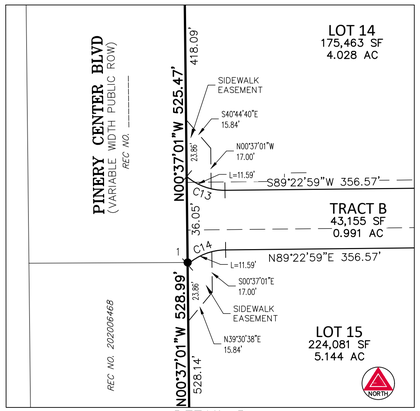
DATE OF PREPARATION:	03/25/2026
SCALE:	1" = 60'
SHEET 5 OF 6	

PINERY VILLAGE FILING NO. 2, AMENDMENT NO. 1

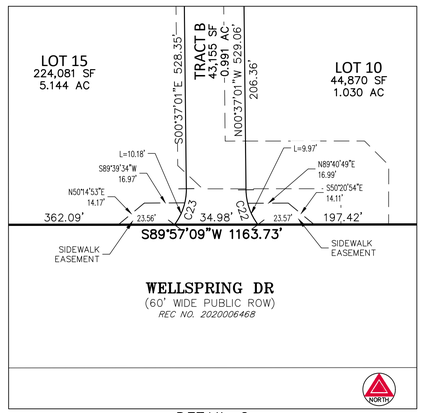
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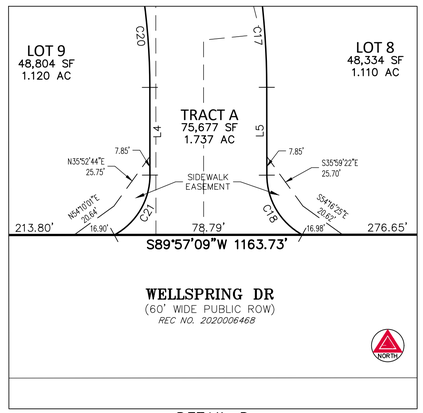
DETAIL A
1"=30'



DETAIL B
1"=30'



DETAIL C
1"=30'



DETAIL D
1"=30'

SEE SHEET 2
FOR LINE AND
CURVE TABLES

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DATE OF PREPARATION:	03/25/2026
SCALE:	1"=30'
SHEET 6 OF 6	