Planning Commission
Regular Meeting Agenda
Tuesday, June 2, 2026
6:00 PM
Town Hall Council Chambers
124 E. Coal Creek Drive

This meeting will be held in person and online. Members of the public may participate in the meeting in person, via Zoom, or view it on YouTube (closed captioning is available). The recording of the meeting will be made available on YouTube and at SuperiorColorado.gov after the meeting.

1. Call to Order
2. Preliminary Matters
   a. Roll Call
   b. Public comment on Consent Agenda, Presentations, and Non-Agenda Items. Persons making public comment are asked to state your name and the city you live in (limit 5 min./person)
3. Approval of Minutes of Planning Commission
   a. 05/19/2026 Minutes
4. Public Hearing
   a. Wiehe Property 76 St Annexation & Zoning
5. Updates
6. Adjournment

Planning Commission

Meeting Minutes

May 19, 2026
Town Hall Council Chambers
124 E. Coal Creek Drive
6:00 PM

Call to Order

Chair David Harper called to order the meeting of the Planning Commission.

Preliminary Matters

a. Roll Call

Present:
Chair David Harper
Vice Chair Ryan Mojo
Commissioner David Gross
Commissioner Anne Shanahan
Commissioner Amanda Vaughan
Commissioner Michael Gordon
Commissioner Ryan Welch

Absent:
Commissioner Steve Witte
Commissioner Michael Barnes

Others Present:
Planning and Building Director Renae Stavros
Planner II Geoffrey Weathers
Planning/Permit Technician Christian Sprague
Town Attorney Bria May

b. Public comment on Consent Agenda, Presentations, and Non-Agenda Items. Persons making public comment are asked to state your name and the city you live in (limit 5 min./person)

None

Approval of Minutes of Planning Commission

a. 04/21/2026 Minutes

Motion: Anne Shanahan moved to Approve, seconded by Amanda Vaughan.
Vote: PASSED. 5 - 0 - 2, Absent - 2

Public Hearing

a. A Resolution of the Planning Commission of the Town of Superior Recommending Approval of a Sixth Amendment to the Planned Development Plan for Superior Marketplace

Planning/Permit Technician Christian Sprague presents on the Sixth Amendment to the Planned Development Plan for Superior Marketplace, Planning Commission discuss and Town Staff answer questions

Applicant Scott Higa of G3 Architecture presents on the Sixth Amendment to the Planned Development Plan for Superior Marketplace, Planning Commission Discuss and Applicant and Property Owner, Brixmor Property Group, answer questions

Motion: Ryan Mojo moved to recommend approval of a Sixth Amendment to the Planned Development Plan for Superior Marketplace, case No. PDA-2026-01, seconded by Amanda Vaughan.
Vote: PASSED. 4 - 3, Absent - 2

Updates

Planner II Geoffrey Weathers gives brief updates and answers questions surrounding various projects in Town

Adjournment

Chair David Harper adjourned the meeting of the Planning Commission.

Item Number:4.a.

Information for Meeting of the Superior Planning Commission

Agenda Item Name:	Wiehe Property 76 St Annexation & Zoning
Meeting Date:	June 2, 2026
Presented By:	Geoffrey Weathers, Planner II
Presented For:	Presentation

Background:

Figure 1: Subject Property – 7494 Marshall Road

BACKGROUND:

The subject property is located at **7494 Marshall Road** in **unincorporated Boulder County** *(see Figure 1)*. The property is currently **zoned Agricultural and is vacant**, the single-unit residential structure previously built on it having been destroyed in the Marshall Fire. The applicant has the property under contract, and the owner has signed the Annexation Petition on their behalf, as the registered property owner.

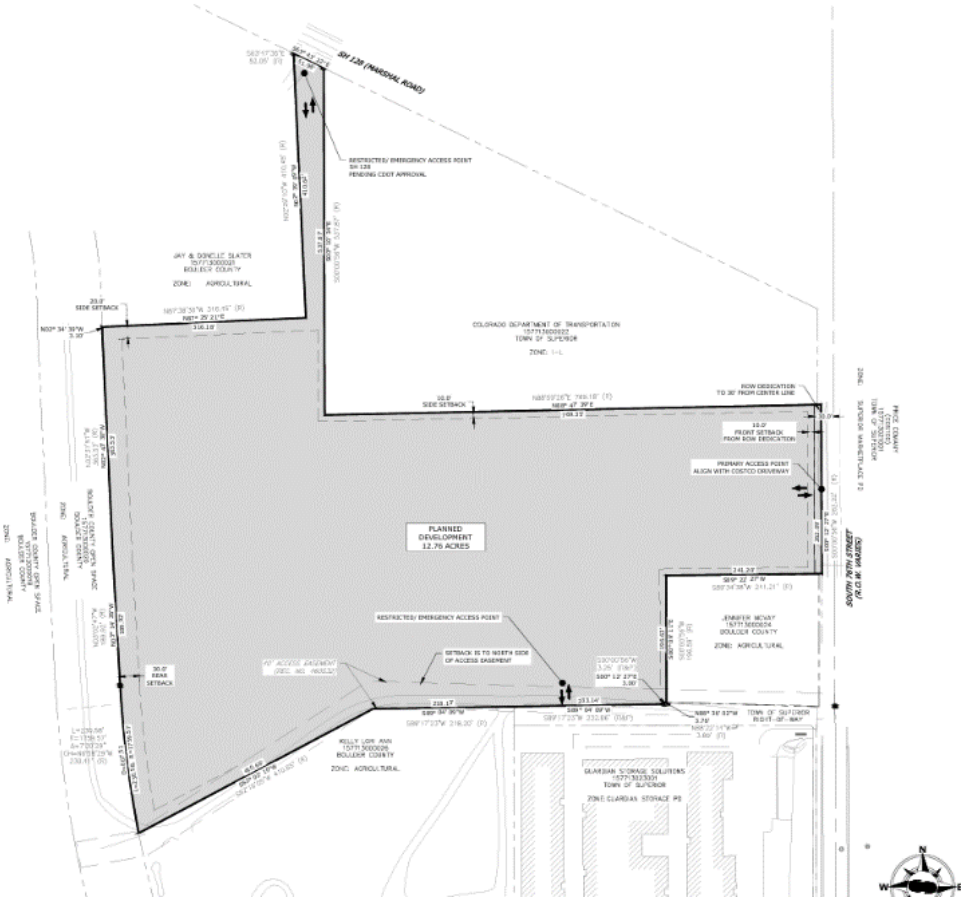


Figure 2: PD Zoning area

The application under consideration proposes to annex the **12.76-acre subject property** into the Town of Superior and rezone it as a Planned Development PD *(See Figure 2)*. In accordance with the Town's Municipal Code for Annexation, this application requires the property to be zoned. A subsequent review of the proposed **Planned Development** is included in this

application.

With respect to **nearby land uses**, the subject property borders the existing Guardian Storage development to the south as well as two residential properties located in Unincorporated Boulder County. Of the two abutting properties to the north, one is a residence in Unincorporated Boulder County, while the other is a Colorado Department of Transportation facility located within the Town of Superior boundary. The immediately adjacent land uses to this site to the east and west are, respectively, the Superior Marketplace commercial retail development and vacant Boulder County agricultural land. **Also in the vicinity** is the residential neighborhood of Sagamore, which at its nearest point is approximately 450 feet to the south.

Zoning on the lots immediately adjacent to the property includes, the PDs of Sagamore and Guardian Storage to the south and the Superior Marketplace to the east as well as Boulder County Agricultural to the south and west. The CDOT facility to the north is zoned Light Industry (I-L) (see *Figure 3*).

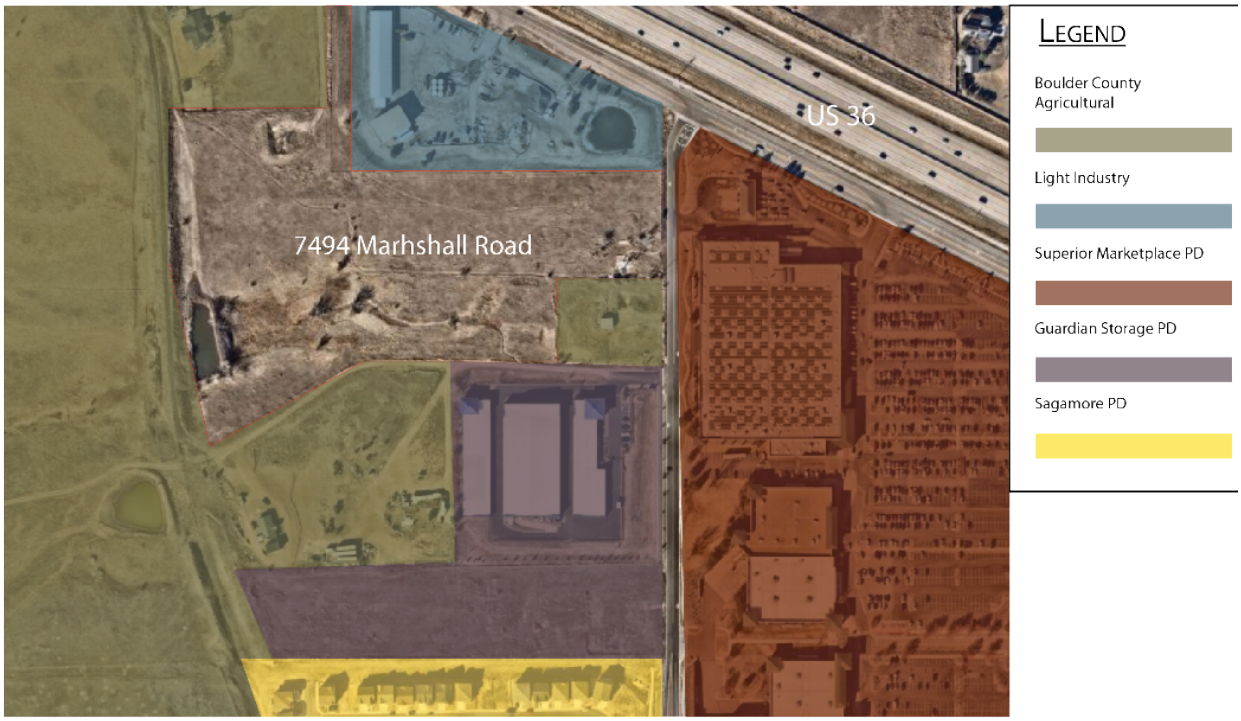


Figure 3: Zoning Map

State statute establishes the p**rocedure for annexation** in Colorado. In accordance with

statutory requirements, on April 27, 2025, the Town Council adopted a Resolution of **Substantial Compliance**, finding that the Annexation Petition submitted by the property owner and applicant included necessary allegations and accompaniments under C.R.S. § 31-12-107(1). Subsequently, **public hearings** before the Superior Planning Commission and Town Council were **scheduled and duly noticed**, and **Annexation Impact Report** was submitted to the Boulder County for review and comment.

APPLICATION SUMMARY:

Annexation

This application **proposes to annex the property located at 7494 Marshall Road** into the Town of Superior. Sec. 16-5-10, Sec. 16-5-30 and Sec. 16-5-40 of the Town's Municipal Code outline the requirements and dedications for Annexation into the Town. The Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq*. outlines the process for annexation and zoning of property in the Town by petition.

A Petition for Annexation was filed with the Town Clerk and referred to Town Council for a finding of Substantial Compliance. A Resolution of S**ubstantial Compliance was approved on April 27th, 2026**, and the Annexation and Zoning hearing date was set for the Town Council for June 8, 2026. Annexation hearing notices are to be published in the newspaper for 4 successive weeks prior to the Town Council Hearing (5 total notices).

An **Annexation Agreement** outlining the Annexation requirements including zoning, Town fees, water conveyance, road improvements, land dedication, easements, development, and vested rights of the property, was submitted in accordance with requirements of the Code and provided as an attachment to this memo. The **Annexation Map** defines the area that is proposed to be annexed into the Town.

Concurrent with the annexation petition, the Applicant applied, pursuant to Sections 16-7-30(a) and 16-10-30 of the Superior Municipal Code, to rezone the subject property from Boulder County Agricultural to Planned Development (PD) with a PD Plan.

Zoning - Planned Development

This application proposes to establish a new **PD Zone District** comprising the same property it proposes to annex, located at 7494 Marshall Road.

The proposed PD permits **multi-unit residential** as the sole primary use as well as related accessory and amenity uses including a leasing area and club house.

The **maximum density** of the proposed development is **26.5 dwelling units per acre**, or no more than **336 units** on the 12.76-acre site, **15%** of which are required by Town Code to be permanently **affordable at 80% AMI**. At a maximum, buildings on the site could be **55 feet high and 3-stories tall**. The PD requires **40% minimum open space**, which includes walkways, landscaped areas, stormwater facilities, and outdoor amenities, such as playgrounds and pools. Ranges for **site coverage** are: buildings 22%-25%, landscape areas 29%-34%, walks and amenities 12%-15%, right of way 1%, and other paved areas 28%-32%.

The PD proposes **minimum setbacks** of **10 feet on the north, south, and east property lines** with an **enhanced setback of 20 feet along the north property line adjacent to the existing residential use**, and **30 feet along the west property line**. Retaining walls are permitted to encroach on setbacks, but a 10-foot minimum setback would apply to parking spaces along all property lines. An **additional setback buffer along the south property** line accommodates an existing and proposed access easement area.

The PD proposes **minimum parking requirements** of **1 space** per unit for **1-bedroom units** and **1.5 spaces** per unit for **2-bedroom units**. Guest parking is also provided at .1 space per unit. The Plan stipulates that **up to 50%** of stalls may be **compact** at 8.5 feet wide instead of the standard 9 feet wide. Uncovered bicycle parking is provided at 4 spaces per residential building and 8 spaces at the clubhouse. The Plan states that bicycles may also be kept in units and garages as well as on apartment balconies.

Estimated **utility demands** for the development are 57,750 gallons of domestic water a day, 51,975 gallons of sanitary sewer a day, and 1,890,558 gallons of irrigation per year.

The **landscape standards** proposed for the PD include 1 tree and 10 shrubs per 8,000 SF of open space, 1 tree per 40 LF of public right of way, and 1 tree and 6 shrubs per 500 SF on parking islands. In addition, the Plan proposes a buffer of 1 tree per 120 LF adjacent to single-unit homes and 1 tree per 80 LF adjacent to industrial uses. Between adjacent uses and parking lots a 10-foot minimum landscape buffer with 75% living material or the maximum WUI allowance, which ever is less. The Plan requires minimum diversity of 10% per tree species and 25% per shrub species, following **Town of Superior and Firewise approved species lists**.

The **architectural guidelines** in the PD require:

- Architectural features at least 24 feet long and 1/3 of building height for wall faces exceeding 75 LF.
- A 4-foot minimum articulation for wall runs exceeding 48 feet.
- Roof lines with minimum 2 feet variation in height per 64 feet of wall.
- Architectural features, materials, and façade articulation on sides visible from public streets and at least 20% of total outer wall length (in addition to the 75 foot rule).

The Plan reflect a **single primary driveway access** point on 76th St (see *Figure 4)*.

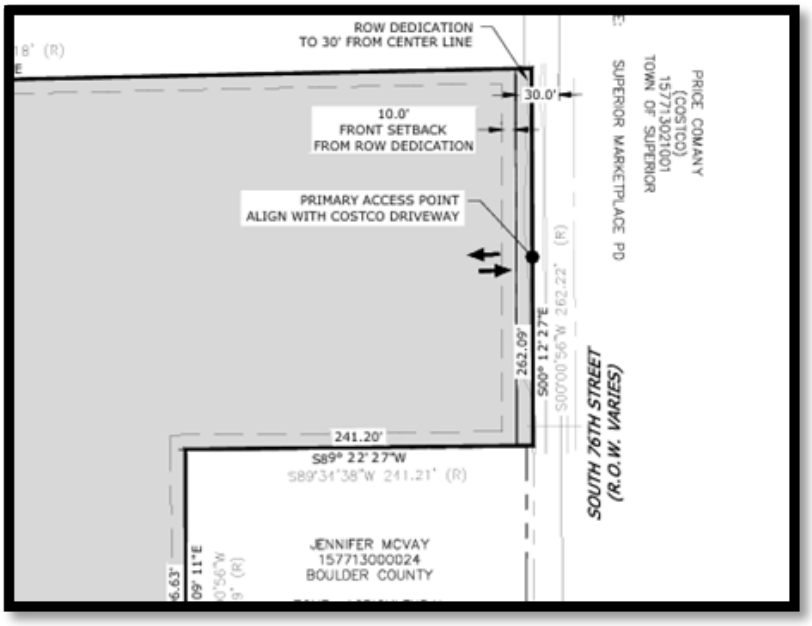


Figure 4: Primary Driveway Access Point

The Plan also includes two **additional emergency driveway access** points connecting to Marshall Rd (see *Figure 5*) and 76th St (see *Figure 6*), respectively.

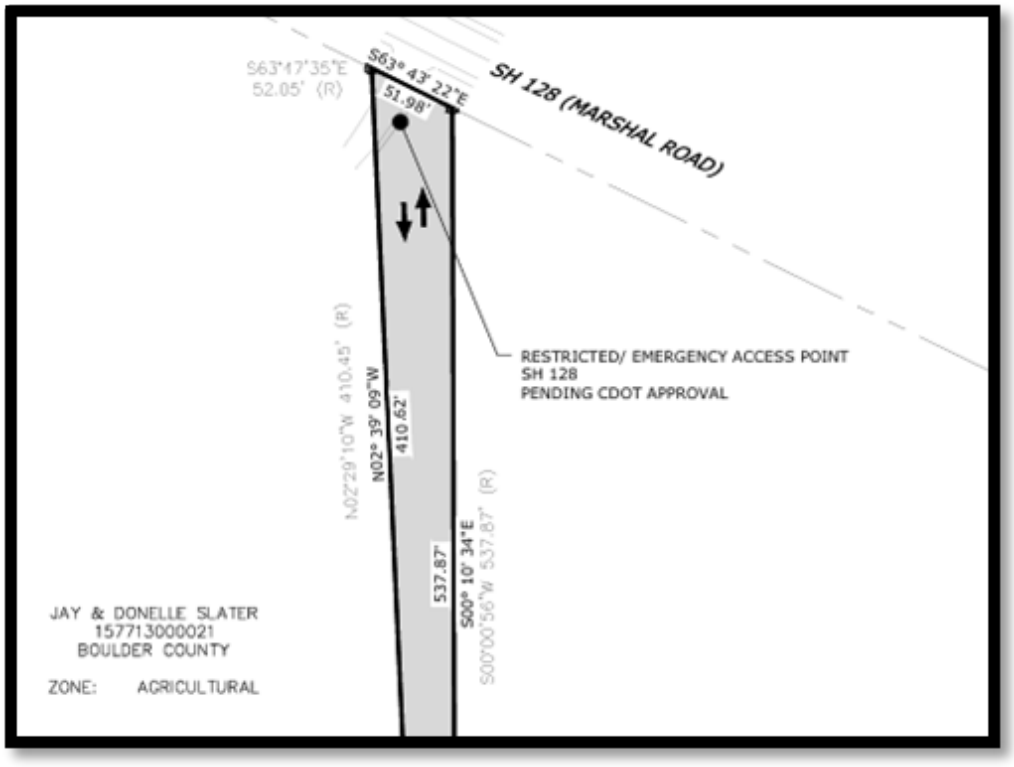


Figure 6: Emergency Driveway Access to Marshall Rd

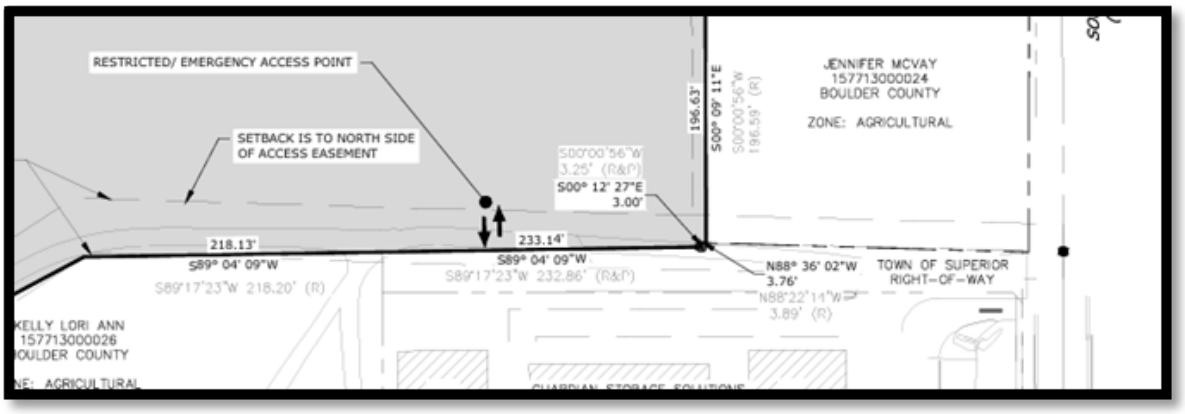


Figure 1: Emergency Driveway Access to 76th St

The applicant has included preliminary site plans, landscape sheets, and engineering drawings as **PD exhibits**. These exhibits are intended to provide an idea of the development being proposed but do not in fact establish zoning requirements of the PD. If the Town adopts the PD, the developer must receive Town approval of these and other details included in a Final Development Plan (FDP) prior to applying for building permits and commencing construction.

ANALYSIS:

Annexation & Zoning Analysis

A PD Amendment is a type of zoning amendment. Section 16-7-30 (b) defines the criteria for Rezoning and Zoning Amendments: "The Town shall consider whether the proposed rezoning furthers the goals and policies of the Comprehensive Plan, and any other appropriate approved plans. In particular, the Town shall consider whether the adoption of the proposed amendment or rezoning would necessitate a Comprehensive Plan amendment."

For some time, the Town's 3-Mile Plan has identified this property for potential annexation. The 2012 and 2025 Comprehensive Plans both include this property and other adjacent properties as Opportunity Areas for development. The 2012 Comprehensive Plan indicated light industrial, flex space, community-oriented uses, or medium density residential uses were preferred for the site. The updated 2025 Comprehensive Plan identifies light industrial and residential uses between 6-25 dwelling units per acre as optimal for the site. The proposed annexation and zoning achieve the Town's goals related to the development of this Opportunity Area.

The proposal also furthers several of the Town's policy goals related to balanced growth to support local business, housing diversity and affordability, and filling walkability gaps in the transportation system, including the following:

- LU 3.2 Ensure new development connects various mobility options to adjacent areas for cohesive and easy access.
- ED 3.3 Support the local workforce by supporting affordable housing
- H 1.3: Support missing middle housing
- H 2.1: Promote senior housing

- H 2: Promote affordable housing
- T 2.1 Require adjacent improvements from new developments that impact the transportation system.

- T 1.1 Establish pedestrian, bicycle, and transit connections linking neighborhoods with destinations and regional networks.

The PD proposes up to 336 apartment for rent, 15% or up to 51 units of which will be permanently restricted to 80% AMI ($84,400 for one-person households and $96,400 for two-person households) as required by the Town's Inclusionary Housing ordinance. The project delivers housing with easy connections to the Superior Marketplace, regional transit (US 36 / RTD Park-n Ride), employment centers, and open space. With amenities like pools, playgrounds, and club houses, these small, 3-story apartment buildings create the type of missing middle housing that potentially supports young families with school aged children, local workforces, and seniors.

The plan also acknowledges several potential opportunities and constraints inherent in developing the site, including:

Opportunities

- Site has proximity to the Superior Marketplace and strong vehicular and pedestrian connections to support potential housing

- Potential for trail connection to open space
- Missing middle housing

Constraints

- Existing pond and drainage swale will require mitigation with development
- Adjacent uses will require a buffer/transition between residential zones
- No existing pedestrian or bicycle connections
- Wildfire risk

In addition, the 2025 Comp Plan points to concerns about the transportation impacts of new development in the area, particularly with respect to increased delays at the intersection of Marshall Rd and McCaslin Blvd.

The multimodal connectivity to the site and the Marketplace will be enhanced by proposed projects completion of the recommended Roadway Section along 76th St identified in the 2025 Transportation Plan, including curb, gutter, bike lanes, and sidewalks on the west side of the street between the Sagamore neighborhood and Marshall Rd. These improvements will also benefit all other users along this corridor.

That plan also finds that the intersection of Marshall Rd and McCaslin Blvd also provides adequate capacity to continue to serve this intersection at an acceptable Level of Service with

proposed area development, particularly given the planned improvements budgeted for this intersection in 2027. The applicants traffic study corroborates this finding and concludes that:

- The planned Marshall Road/McCaslin Boulevard improvements will substantially improve regional traffic flow.
- The proposed developments will increase traffic volumes, including some additional cut through traffic on Coal Creek Drive.
- Even with future growth and full buildout of all three developments, the transportation network is projected to continue operating within acceptable standards.
- Additional operational improvements, particularly at Sycamore Street and Marshall Road, may further reduce neighborhood traffic impacts over time.

With respect to concerns about proximity to existing residences, the proposed development has enhanced the setback adjacent to the residence along the north property line to 20 feet providing a total buffer of more than 170 feet. The buffer between the nearest setback and the nearest house in the Sagamore neighborhood to the south is approximately 600 feet.

The Habitat Assessment Report provided by the applicant concludes that the wetland features are artificially irrigated and do not require mitigation as they are not regulated by the State of Colorado or the U.S. Army Corps of Engineers.

Staff finds that the application satisfies the Municipal Code criteria insofar as the PD furthers several goals and policies found in the 2025 Comprehensive Plan.

Recommendation:
If Planning Commission finds the application meets the criteria for Annexation and zoning Planned Development, staff has included a Resolution recommending approval to the Town Council for annexing to the town the real property located at 7494 Marshall Rd, zoning such property as Planned Development (PD) and approving the associated Annexation Agreement.

Budget Implications:

Motion:

Attachments:

1. Resolution 35 - Accepting a Petetion for Annexation and Setting a Public Hearing on Annexation(76th Street)
2. 76th_ ANNEXATION Map_Rev0_draft
3. 2026-05-04 R1 76th PD
4. 2026-05-04 R1 Concept Engineering
5. 2026-05-04 R1-76th Street-Landscape Exhibits
6. 2026-05-04_76th Street_Precedent Imagery
7. 2026-05-05 R1 76th Narrative
8. 76th_Habitat Assessment Report Rev0_draft
9. 26037_NW Superior Development Traffic Analysis_05-21-26
10. Resolution - Carmel 76th St Annexation
11. Resolution - Carmel 76th St PD

Town of Superior
Resolution Number R-35
Series 2026

A Resolution of the Town Council of the Town of Superior Accepting a Petition for Annexation of a Parcel of Land Located in Unincorporated Boulder County and Setting a Public Hearing on the Annexation (76th Street)

Whereas, Everett Wiehe, as the owner of unincorporated land comprising more than 50% of the area proposed for annexation pursuant to C.R.S. § 31-12-107, has filed a petition for annexation of such land to the Town (the "Petition"), which land is more particularly described in Exhibit A of the Petition;

Whereas, pursuant to C.R.S. § 31-12-108, the Town may accept the Petition if it is complete and in substantial compliance with the Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq.*, and the Town Council shall then establish a date, time and place for a public hearing to consider the annexation;

Whereas, Article V of Chapter 16 of the Superior Municipal Code (the "Code") establishes supplemental requirements for annexations, including without limitation additional submittal requirements and required dedications; and

Whereas, the Town Council, at its regular meeting on April 27, 2026, reviewed the Petition and various documents submitted in support of the Petition.

Now, therefore, be it resolved by the Town Council of the Town of Superior, Colorado, as follows:

Section 1. The Petition is hereby accepted and found to be in substantial compliance with the Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq.*, and the Code.

Section 2. A public hearing is scheduled for 6:00 pm on Monday, June 8, 2026, at the Superior Town Hall, 124 East Coal Creek Drive, Superior, Colorado 80027, to determine if the proposed annexation complies with the Municipal Annexation Act of 1965, C.R.S. § 31-12-101, *et seq.*, and Article II, § 30 of the Colorado Constitution, as amended.

Section 3. Any person living within the area proposed to be annexed, any landowner of lands thereof, any resident of the Town, any municipality located within one mile of the

proposed annexation, or the Board of County Commissioners of Boulder County may appear at such hearing and present evidence upon any matter to be determined by the Town Council.

Adopted this 21 day of April, 2026.

Mark Lacis, Mayor

Attest:

Shannon Dujardin, Town Clerk

THE TOWN OF SUPERIOR SEAL COLORADO

ANNEXATION MAP

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 13,
TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH P.M.,
COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 2

ANNEXATION LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 13, TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF BOULDER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

CONSIDERING THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 13 TO BEAR SOUTH 00°12'27" EAST, A DISTANCE OF 2708.37 FEET BETWEEN A FOUND #6 REBAR WITH 2-1/2" ALUMINUM CAP STAMPED "CIVIL ARTS DREXEL T1S R70W C1/4 S13 2007 PLS 25379" AT THE CENTER QUARTER CORNER OF SECTION 13 AND A FOUND #6 REBAR WITH 2-1/2" ALUMINUM CAP (ILLEGIBLE) IN RANGE BOX AT THE SOUTH QUARTER CORNER OF SECTION 13, WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 13;
THENCE NORTH 00°12'27" WEST, A DISTANCE OF 656.80 FEET ALONG THE EASTERLY LINE OF THE SOUTHWEST QUARTER OF SECTION 13 TO THE CENTERLINE OF A 40.00-FOOT WIDE PRIVATE ROAD EASEMENT AS DESCRIBED IN EASEMENT RECORDED 08/21/1981 AT RECEPTION NO. 460532;

THENCE NORTH 88°36'02" WEST, A DISTANCE OF 261.24 FEET ALONG SAID CENTERLINE TO THE POINT OF TERMINATION OF A BOUNDARY LINE DESCRIBED IN BOUNDARY LINE AGREEMENT RECORDED 07/12/2006 AT RECEPTION NO. 2790398, BEING THE POINT OF BEGINNING;

THENCE CONTINUING NORTH 88°36'02" WEST, A DISTANCE OF 3.76 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING OF A BOUNDARY LINE DESCRIBED IN A BOUNDARY LINE AGREEMENT RECORDED 02/17/2004 AT RECEPTION NO. 2558270;

THENCE ALONG SAID BOUNDARY LINE THE FOLLOWING TWO (2) COURSES:
1) SOUTH 00°12'24" WEST, A DISTANCE OF 3.00 FEET;
2) THENCE SOUTH 89°04'09" WEST, A DISTANCE OF 233.14 FEET TO THE POINT OF BEGINNING OF A BOUNDARY LINE DESCRIBED IN BOUNDARY LINE AGREEMENT RECORDED 03/03/2006 AT RECEPTION NO. 2760630;

THENCE ALONG SAID BOUNDARY LINE THE FOLLOWING TWO (2) COURSES:
1) SOUTH 89°04'09" WEST, A DISTANCE OF 218.13 FEET;
2) THENCE SOUTH 62°02'10" WEST, A DISTANCE OF 410.66 FEET TO THE EASTERLY BOUNDARY OF PARCEL CONVEYED BY DEED RECORDED 04/12/1993 AT RECEPTION NO. 1282161;

THENCE ALONG SAID EASTERLY BOUNDARY THE FOLLOWING FOUR (4) COURSES:
1) 230.58 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 1,759.57 FEET, AN INCLUDED ANGLE OF 07°30'29", AND SUBTENDED BY A CHORD BEARING NORTH 07°10'08" WEST, A DISTANCE OF 230.41 FEET;
2) THENCE NORTH 03°14'26" WEST, A DISTANCE OF 189.92 FEET;
3) THENCE NORTH 02°43'30" WEST, A DISTANCE OF 363.53 FEET;
4) THENCE 3.10 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 1,005.37 FEET, AN INCLUDED ANGLE OF 00°10'35", AND SUBTENDED BY A CHORD BEARING NORTH 02°48'47" WEST, A DISTANCE OF 3.10 FEET TO THE POINT OF TERMINATION OF BOUNDARY LINE NO. 1 DESCRIBED IN BOUNDARY LINE AGREEMENT RECORDED 11/12/2002 AT RECEPTION NO. 2356344;

THENCE NORTH 87°25'21" EAST, A DISTANCE OF 316.20 FEET, ALONG SAID BOUNDARY LINE NO. 1 TO POINT "A" OF SAID BOUNDARY LINE AGREEMENT RECORDED AT RECEPTION NO. 2356344, SAID POINT BEING THE POINT OF BEGINNING OF SAID LINE NO. 1 AND ALSO BEING THE POINT OF BEGINNING OF LINE NO. 2 OF SAID BOUNDARY LINE AGREEMENT RECORDED AT RECEPTION NO. 2356344;

THENCE NORTH 02°39'09" WEST, A DISTANCE OF 410.62 FEET, ALONG SAID BOUNDARY LINE NO. 2 TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 36;

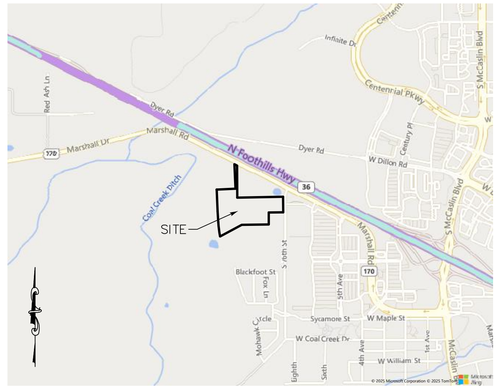
THENCE SOUTH 63°43'22" EAST, A DISTANCE OF 51.98 FEET ALONG SAID RIGHT-OF-WAY LINE TO THE WESTERLY BOUNDARY OF PARCEL DESCRIBED IN DEED RECORDED 10/18/1995 AT RECEPTION NO. 1556005 (AS SHOWN AND REDESCRIBED IN ALTA/ACSM LAND TITLE SURVEY BY EMK CONSULTANTS, INC. DEPOSITED AS LS-87-0009 IN THE RECORDS OF THE BOULDER COUNTY LAND USE DEPARTMENT);

THENCE ALONG THE WESTERLY AND SOUTHERLY BOUNDARY OF SAID TRACT THE FOLLOWING TWO (2) COURSES:
1) SOUTH 00°10'34" EAST, A DISTANCE OF 537.87 FEET;
2) THENCE NORTH 88°47'39" EAST, A DISTANCE OF 769.35 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF SOUTH 76TH STREET;

THENCE SOUTH 00°12'27" EAST, A DISTANCE OF 262.09 FEET ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING OF A BOUNDARY LINE DESCRIBED IN A BOUNDARY LINE AGREEMENT RECORDED 07/12/2006 AT RECEPTION NO. 2790398;

THENCE ALONG SAID BOUNDARY LINE THE FOLLOWING TWO (2) COURSES:
1) SOUTH 89°22'27" WEST, A DISTANCE OF 241.20 FEET;
2) THENCE SOUTH 00°09'11" EAST, A DISTANCE OF 196.63 FEET. MORE OR LESS, TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINING 556,020 SQUARE FEET OR 12.76 ACRES, MORE OR LESS.



VICINITY MAP
NOT TO SCALE

NOTES

1. LAND TITLE GUARANTEE COMPANY COMMITMENT NUMBER ABZ70830588-4, DATED 08/20/2024 AT 5:00 P.M., WAS ENTIRELY RELIED UPON FOR RECORDED INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS ANNEXATION. THE PROPERTY SHOWN AND DESCRIBED HEREON IS ALL OF THE PROPERTY DESCRIBED IN SAID TITLE COMMITMENT.
2. ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS ANNEXATION MAP WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT, IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS ANNEXATION BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
3. THIS ANNEXATION MAP IS VALID ONLY IF PRINT HAS SEAL AND SIGNATURE OF SURVEYOR.
4. THE DISTANCE MEASUREMENTS SHOWN HEREON ARE U.S. SURVEY FOOT.
5. DATES OF FIELDWORK: AUGUST 26, 2025, SEPTEMBER 5, 2025 AND SEPTEMBER 12, 2025.
6. BASIS OF BEARINGS: GPS DERIVED BEARINGS BASED ON A BEARING OF S00°12'27"E ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 13 BETWEEN A FOUND #6 REBAR WITH 2-1/2" ALUMINUM CAP STAMPED "CIVIL ARTS DREXEL T1S R70W C1/4 S13 2007 PLS 25379" AT THE CENTER QUARTER CORNER OF SECTION 13 AND A FOUND #6 REBAR WITH 2-1/2" ALUMINUM CAP (ILLEGIBLE) IN RANGE BOX AT THE SOUTH QUARTER CORNER OF SECTION 13 AS SHOWN HEREON. COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983 (NAD83). ALL BEARINGS SHOWN HEREON ARE RELATIVE THERETO.
7. THIS IS NOT A "LAND SURVEY PLAT" OR "IMPROVEMENT SURVEY PLAT" AND THIS ANNEXATION MAP IS NOT INTENDED FOR PURPOSES OF TRANSFER OF TITLE OR SUBDIVISIONS OF LAND IN VIOLATION OF STATE STATUTE.
8. SEE DEPOSITED SURVEY LS-24-0090 FOR A NARRATIVE OF HISTORIC PARCEL LINE AND SURVEYING ISSUES IN THE AREA. MULTIPLE MONUMENTS WERE RECOVERED AT VARIOUS CORNERS OF THE ANNEXED PARCEL PURPORTING TO REPRESENT THE SAME CORNER AT ONE TIME OR ANOTHER DUE TO SAID HISTORIC PARCEL LINE AND SURVEYING ISSUES IN THE AREA. PAST ISSUES WITH THE ANNEXED PARCEL WERE REMEDIED BY SEVERAL BOUNDARY LINE AGREEMENTS AS SHOWN HEREON. THIS ANNEXATION RETRACES AND DOES NOT CONFLICT WITH THOSE BOUNDARY LINE AGREEMENTS. THIS ANNEXATION ALSO RETRACES AND IS IN HARMONY WITH DEPOSITED SURVEY LS-08-0096 AND PART OF DEPOSITED SURVEY LS-24-0090.

CONTIGUITY TABLE

TOTAL PERIMETER = 4,441.76 FEET
1/6 TOTAL PERIMETER = 740.29 FEET
CONTIGUOUS PERIMETER = 1809.21 FEET

TOTAL AREA = 556,020 SQ. FT. OR 12.76 ACRES, MORE OR LESS

BOUNDARY CLOSURE REPORT

COURSE:	N88°36'02"W	LENGTH:	3.76'
COURSE:	S00°12'27"E	LENGTH:	3.00'
COURSE:	S89°04'09"W	LENGTH:	233.14'
COURSE:	S89°04'09"W	LENGTH:	218.13'
COURSE:	S62°02'10"W	LENGTH:	410.66'
LENGTH:	230.58'	RADIUS:	1759.57'
DELTA:	007°30'29"		
CHORD:	230.41'	COURSE:	N07°10'08"W
COURSE:	N03°14'26"W	LENGTH:	189.92'
COURSE:	N02°43'30"W	LENGTH:	363.53'
LENGTH:	3.10'	RADIUS:	1005.37'
DELTA:	000°10'35"		
CHORD:	3.10'	COURSE:	N02°48'47"W
COURSE:	N87°25'21"E	LENGTH:	316.20'
COURSE:	N02°39'09"W	LENGTH:	410.62'
COURSE:	S63°43'22"E	LENGTH:	51.98'
COURSE:	S00°10'34"E	LENGTH:	537.87'
COURSE:	N88°47'39"E	LENGTH:	769.35'
COURSE:	S00°12'27"E	LENGTH:	262.09'
COURSE:	S89°22'27"W	LENGTH:	241.20'
COURSE:	S00°09'11"E	LENGTH:	196.63'

AREA: 556020 SQ. FT.
ERROR CLOSURE: 0.012 COURSE: S62°16'40"E
ERROR NORTH: -0.0057 EAST: 0.0109

PRECISION 1: 370147

TOWN COUNCIL CERTIFICATE

APPROVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, STATE OF COLORADO

WITNESS MY HAND WITH THE CORPORATE SEAL OF THE TOWN OF SUPERIOR THIS _____ DAY OF _____, 20__.

ATTEST:

_____ _____
TOWN CLERK

_____ _____
MAYOR

TOWN CLERK'S CERTIFICATE

STATE OF COLORADO)
) SS.
TOWN OF SUPERIOR)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT _____O'CLOCK, _____ 20__, AND IS DULY RECORDED.

_____
TOWN CLERK

PLANNING COMMISSION CERTIFICATE

RECOMMENDED FOR APPROVAL THIS _____ DAY OF _____, 20__

BY THE TOWN OF SUPERIOR PLANNING COMMISSION,

RESOLUTION NO. PC_____SERIES 20__.

CERTIFICATE OF ANNEXATION/OWNERSHIP

I CERTIFY THAT I, EVERETT J. WIEHE, AM THE SOLE OWNER OF THE PROPERTY AND CONSENT TO THIS PLAN.

IN WITNESS WHEREOF I HEREUNTO SET MY HAND THIS _____ DAY OF _____, 20__.

_____
OWNER

STATE OF COLORADO)
) SS.
COUNTY OF BOULDER)

THE FOREGOING CERTIFICATE OF OWNERSHIP WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20__, BY

_____

MY COMMISSION EXPIRES _____.

_____
NOTARY PUBLIC

Surveyor's Certificate

I, JESS J. KUNTZ, A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF COLORADO DO HEREBY CERTIFY THAT NOT LESS THAN ONE-SIXTH (1/6) OF THE PERIMETER OF THE AREA PROPOSED TO BE ANNEXED TO THE TOWN OF SUPERIOR, COLORADO, IS CONTIGUOUS WITH THE BOUNDARIES OF THE ANNEXING MUNICIPALITY, AND THIS ANNEXATION PLAT SUBSTANTIALLY COMPLIES WITH THE COLORADO REVISED STATUES AND THE TOWN OF SUPERIOR, COLORADO CODES APPERTAINING THERETO. THIS ANNEXATION MAP WAS MADE BY ME OR UNDER MY RESPONSIBLE CHARGE IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE. THIS IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

JESS J. KUNTZ
COLORADO P.L.S. #38409
VICE PRESIDENT, FLATIRONS, INC.

DRAFT

DATE
REVISION
1 2 3 4 5 6 7 8

ANNEXATION MAP

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Land Surveying Services
www.FlatironsInc.com
3825 IRIS AVE, SUITE 395, BOULDER, CO 80301 (303) 443-7001
655 FOURTH AVE, LONGMONT, CO 80501 (303) 776-1733
7000 N. BROADWAY, SUITE 209, DENVER, CO 80221 (303) 936-6997

DRAFT
WORKING COPY ONLY
ONLY FINAL VERSION
WILL HAVE STAMP
AND SIGNATURE

JOB NUMBER:	26-83,066
DATE:	02-20-2026
DRAWN BY:	R. SLAGLE
CHECKED BY:	JJK/JZG

SHEET 1 OF 2

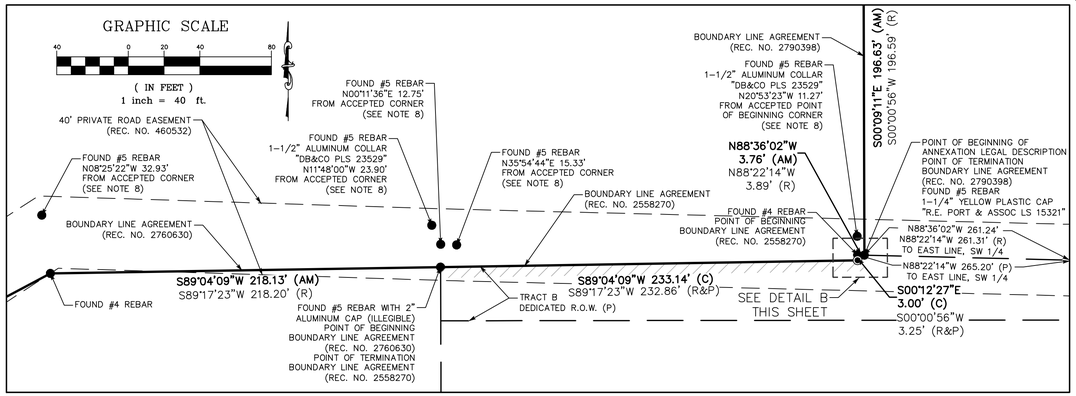
BY:RSLAGLE FILE:83065 ANNEXATION.DWG DATE:2/20/2026 3:28 PM

ANNEXATION MAP

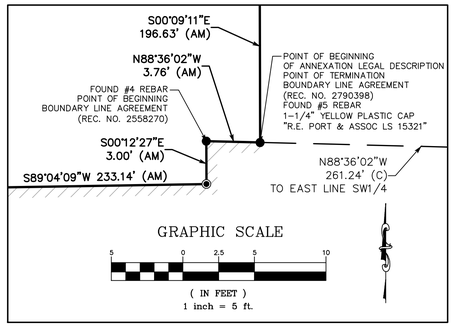
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 13,
TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH P.M.,
COUNTY OF BOULDER, STATE OF COLORADO

SHEET 2 OF 2

DETAIL A

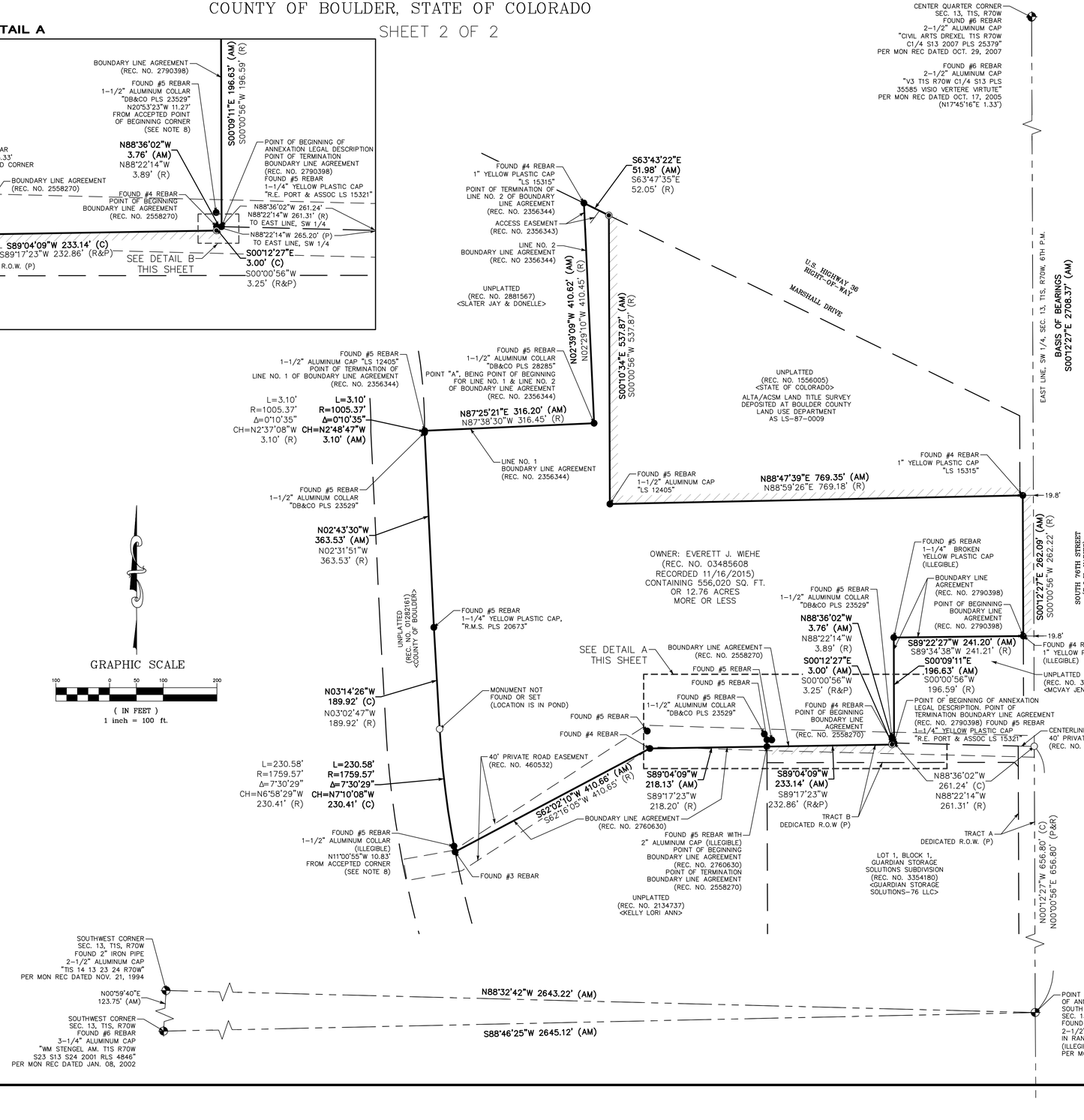


DETAIL B



Legend

- FOUND ALIQUOT MONUMENT AS DESCRIBED
- FOUND MONUMENT AS DESCRIBED
- FOUND #5 REBAR WITH 1 1/2" ALUMINUM CAP "FLATIRONS INC 38409"
- CALCULATED POSITION (NOT FOUND OR SET)
- (AM) AS MEASURED AT TIME OF SURVEY
- (C) CALCULATED FROM RECORD AND AS MEASURED INFORMATION
- (P) AS PER THE PLAT OF GUARDIAN STORAGE SOLUTIONS SUBDIVISION
- (R) AS PER RECORD INFORMATION
- <NAME> PARCEL OWNERSHIP INFORMATION
- TOWN OF SUPERIOR LIMITS



DATE
REVISION
1 2 3 4 5 6 7 8

ANNEXATION MAP

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Land Surveying Services
www.FlatironsInc.com
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655 FOURTH AVE. LONGMONT, CO 80501 (303) 776-1733
7000 N. BROADWAY, SUITE 209 DENVER, CO 80221 (303) 936-6997

DRAFT
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FINAL VERSION
WILL HAVE STAMP
AND SIGNATURE

JOB NUMBER:	26-83,066
DATE:	02-20-2026
DRAWN BY:	R. SLAGLE
CHECKED BY:	JJK/JZG

SHEET 2 OF 2

BY:RSLAGLE FILE:83066 ANNEXATION.DWG DATE:2/20/2026 3:35 PM

PLANNED DEVELOPMENT

76TH STREET APARTMENTS

TOWN OF SUPERIOR

LOCATED IN THE SE $\frac{1}{4}$ OF THE SW $\frac{1}{4}$ OF SECTION 13, T1S, R69W OF THE 6TH P.M.

LEGAL DESCRIPTION

(PROVIDED BY LAND TITLE GUARANTEE COMPANY)
DEED RECORDED ON 11/16/2015 AT REC. NO. 03485608

A PARCEL OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 13, TOWNSHIP 1 SOUTH RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF BOULDER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 13;
THENCE N00°00'56"E, 656.80 FEET ALONG THE EASTERLY LINE OF THE SOUTHWEST QUARTER OF SECTION 13 (BASIS OF BEARINGS) TO THE CENTERLINE OF A 40.00 FOOT WIDE PRIVATE ROAD EASEMENT AS DESCRIBED IN EASEMENT RECORDED 08/21/1981 AT RECEPTION NO. 460532;

THENCE N88°22'14"W, 261.31 FEET ALONG SAID CENTERLINE TO THE POINT OF TERMINATION OF A BOUNDARY LINE DESCRIBED IN BOUNDARY LINE AGREEMENT RECORDED 07/12/2006 AT RECEPTION NO. 2790398, BEING THE POINT OF BEGINNING;

THENCE CONTINUING N88°22'14"W, 3.89 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING OF A BOUNDARY LINE DESCRIBED IN A BOUNDARY LINE AGREEMENT RECORDED 02/17/2004 AT RECEPTION NO. 2558270;

THENCE ALONG SAID BOUNDARY LINE THE FOLLOWING TWO COURSES:
1) S00°00'56"W, 3.25 FEET;
2) S89°17'23"W, 232.86 FEET TO THE POINT OF BEGINNING OF A BOUNDARY LINE DESCRIBED IN A BOUNDARY LINE AGREEMENT RECORDED 03/03/2006 AT RECEPTION NO. 2760630;

THENCE ALONG SAID BOUNDARY LINE THE FOLLOWING TWO COURSES:
1) S89°17'23"W 218.20 FEET;
2) S62°16'05"W, 410.65 FEET TO THE EASTERLY BOUNDARY OF PARCEL CONVEYED BY DEED RECORDED 04/12/1993 AT RECEPTION NO. 1282161;

THENCE ALONG SAID EASTERLY BOUNDARY THE FOLLOWING FOUR COURSES:
1) 230.58 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 1,759.57 FEET, A CENTRAL ANGLE OF 07°30'29", AND A CHORD BEARING N06°58'29"W, 230.41 FEET;
2) N03°02'47"W, 189.92 FEET;
3) N02°31'51"W, 363.53 FEET;
4) 3.10 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 1,005.37 FEET, A CENTRAL ANGLE OF 00°10'35", AND A CHORD BEARING N02°37'08"W, 3.10 FEET;

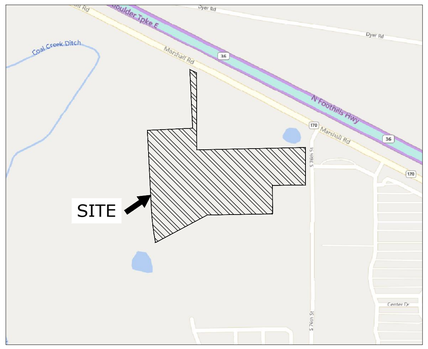
THENCE ALONG A BOUNDARY LINE DESCRIBED IN BOUNDARY LINE AGREEMENT RECORDED 11/12/2002 AT RECEPTION NO. 2356344 THE FOLLOWING TWO COURSES:
1) N87°38'30"E, 316.45 FEET;
2) N02°29'10"W, 410.45 FEET TO THE SOUTHERLY RIGHT OF WAY OF U.S. HIGHWAY 36;

THENCE S63°47'35"E, 52.05 FEET ALONG SAID RIGHT OF WAY TO THE WESTERLY BOUNDARY OF PARCEL DESCRIBED IN DEED RECORDED 10/18/1995 AT RECEPTION NO. 1556005 (AS SHOWN AND REDESCRIBED IN ALTA/ACSM LAND TITLE SURVEY BY EMK CONSULTANTS, INC. RECORDED AT LS-87-0009 IN RECORDS OF BOULDER COUNTY SURVEYOR/LAND USE DEPARTMENT);

THENCE ALONG THE WESTERLY AND SOUTHERLY BOUNDARY OF SAID TRACT AS MEASURED THE FOLLOWING TWO COURSES:
1) S00°00'56"W, 537.87 FEET;
2) N88°59'26"E, 769.18 FEET TO THE WESTERLY RIGHT OF WAY OF SOUTH 76TH STREET;

THENCE S00°00'56"W, 262.22 FEET ALONG SAID WESTERLY RIGHT OF WAY TO THE POINT OF BEGINNING OF A BOUNDARY LINE DESCRIBED IN A BOUNDARY LINE AGREEMENT RECORDED 07/12/2006 AT RECEPTION NO. 2790398;

THENCE ALONG SAID BOUNDARY LINE THE FOLLOWING TWO COURSES:
1) S89°34'38"W, 241.21 FEET;
2) S00°00'56"W, 196.59 FEET TO THE POINT OF BEGINNING.



SITE

PROJECT LOCATION MAP

SCALE: 1" = 500 FEET

NORTH

PROPERTY OWNER	DEVELOPER
EVERETT WIEHE 2255 SCHOONER STREET LAFAYETTE, CO 80026	CARMEL PARTNERS HARRIS GRISWOLD 707 17TH STREET #3050 DENVER, CO 80202 303-868-5536
ARCHITECT	**CIVIL ENGINEER**
KTGY NATHAN SCIARRA, AIA 3660 BLAKE STREET, SUITE 500 DENVER, CO 80205 303-389-6005	CIVIL RESOURCES, LLC JIM BRZOSTOWICZ, P.E. 8308 COLORADO BLVD, SUITE 200 FIRESTONE, CO 80504 303-833-1416 X 203
LANDSCAPE ARCHITECT	**SURVEYOR**
NORRIS DESIGN BRAD HAIGH 1101 BANNOCK STREET DENVER, CO 80204 303-892-1166	FLATIRONS SURVEYING JESS KUNTS, PLS 655 FOURTH AVENUE LONGMONT, CO 80501 720-208-0294

Sheet List Table	
SHEET NUMBER	SHEET TITLE
1 OF 3	COVER PAGE
2 OF 3	DEVELOPMENT STANDARDS
3 OF 3	PRELIMINARY PLAN

TOWN COUNCIL CERTIFICATE

APPROVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, STATE OF COLORADO.

WITNESS MY HAND THE CORPORATE SEAL OF THE TOWN OF SUPERIOR DAY OF _____, 20_____.

ATTEST: _____ _____
TOWN CLERK MAYOR

PLANNING COMMISSION CERTIFICATE

RECOMMENDED APPROVAL THIS _____ DAY OF _____, 20_____, BY THE TOWN OF SUPERIOR PLANNING COMMISSION, RESOLUTION NO. PC _____ SERIES 20 _____.

TOWN CLERK CERTIFICATE

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS APPROVED BY THE BOARD OF TRUSTEES BY {RESOLUTION/ ORDINANCE} NO. _____, SERIES 20 ____, ON THIS _____ DAY OF _____, 20_____, AND WAS FILED IN MY OFFICE ON THE _____ DAY OF _____, 20 _____, AT _____O'CLOCK _____M.

_____
TOWN CLERK

SURVEYOR'S CERTIFICATE

i,_____, A DULY-REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PUD ZONING MAP ACCURATELY REPRESENTS SAID SURVEY, AND THAT SAID SURVEY IS IN COMPLIANCE WITH THE REQUIREMENTS OF TITLE 38, ARTICLE 51, C.R.S., AS AMENDED, AND THE TOWN OF SUPERIOR MUNICIPAL CODE.

_____
DATE OF SURVEY

_____
REGISTERED LAND SURVEYOR

_____
SEAL

CERTIFICATE OF OWNERSHIP

I CERTIFY THAT I,_____ AM SOL OWNER OF THE PROPERTY AND CONSENT TO THIS PLAN.

IN WITNESS WHEREOF I HEREUNTO SET MY HAND THIS ___DAY OF _____, 20_____.

_____
OWNER

STATE OF COLORADO
COUNTY OF _____(SS.)

THE FOREGOING CERTIFICATE OF OWNERSHIP WAS ACKNOWLEDGED BEFORE ME THIS ___ DAY OF _____, 2026, BY _____.

MY COMMISSION EXPIRES:_____

_____
NOTARY PUBLIC
(SEAL)

CIVIL RESOURCES

8308 COLORADO BLVD
SUITE 200
FIRESTONE, CO 80504
303.833.1416
WWW.CIVILRESOURCES.COM

CARMEL PARTNERS

2420 17TH STREET, SUITE 250
DENVER, CO 80202

PLANNED DEVELOPMENT
76TH STREET APARTMENTS
TOWN OF SUPERIOR

REVISIONS		
NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	05/04/26

DESIGNED BY: CMH
DRAWN BY: CMH
CHECKED BY: JAB
DATE: 02/26/26
JOB NO.: 32200101
DWG NAME:32200102PD.DWG

COVER PAGE

SHEET:
1 OF 3

J:\CARMEL - 322\322.001.03 SUPERIOR 76TH\DRAWINGS\SHEETS\PD\32200102PD

76TH STREET APARTMENTS

LOCATED IN THE SE $\frac{1}{4}$ OF SECTION 19, T1S, R69W OF THE 6TH P.M.
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

AREA AND BULK STANDARDS	
MAXIMUM NUMBER OF STORIES	3
MAXIMUM BUILDING HEIGHT (FEET)	55
BUILDING SETBACK REQUIREMENTS[1]	
76TH STREET	10 FEET [2]
SIDE	10 FEET [3][4]
REAR	30 FEET
PARKING SPACE SETBACK TO PROPERTY LINE	10 FEET
MAXIMUM DENSITY	26.5 DU/ACRE
MAXIMUM NUMBER OF UNITS BASED ON ALLOWABLE DENSITY	336 UNITS
MINIMUM OPEN SPACE [5]	40%

[1] RETAINING WALLS ARE ALLOWED WITHIN SETBACKS
[2] MEASURED FROM PROPERTY LINE AFTER RIGHT-OF-WAY DEDICATION
[3] ADDITIONAL SETBACK ALONG SOUTH PROPERTY LINE BASED ON EXISTING AND PROPOSED EASEMENTS
[4] 20 FEET TO RESIDENTIAL PROPERTY ON NORTH SIDE
[5] OPEN SPACE TO INCLUDE WALKWAYS, LANDSCAPED AREAS, STORMWATER AREAS, AND AMENITY AREAS

MINIMUM PARKING REQUIREMENTS		
MULTI-FAMILY RESIDENTIAL PARKING RATIO	TOWN CODE	THIS PD [1]
ONE BEDROOM UNIT	1.5	1
TWO BEDROOM UNIT	2.0	1.5
GUEST PARKING	0.25	0.1

[1] UP TO 50% OF STALLS MAY BE COMPACT (8.5' WIDE)

BICYCLE PARKING	
VISITOR OUTSIDE BICYCLE PARKING	4 OUTSIDE SPACES PER BUILDING
	8 SPACES AT CLUBHOUSE

RESIDENTS MAY ALSO STORE BICYCLES INSIDE THEIR UNIT, ON BALCONY, OR IN GARAGE

ALLOWABLE USES
MULTI-FAMILY RESIDENTIAL[1]
ACCESSORY USES TO MULTI-FAMILY RESIDENTIAL INCLUDING LEASING AREA AND CLUBHOUSE.

[1]15% OF UNITS MUST BE AFFORDABLE (80% AMI) COMPLYING WITH 2020 INCLUSIONARY HOUSING ORDINANCE (SECTION 16-37-40)

ESTIMATED UTILITY DEMANDS	
DOMESTIC WATER	57750 GALLONS PER DAY
SANITARY SEWER	51,975 GALLONS PER DAY
IRRIGATION	423,651 GALLONS PER MONTH (PEAK)
	1,890,558 GALLONS PER YEAR

LANDSCAPE REQUIREMENTS		
LANDSCAPE TREATMENT	**TOWN CODE**	**PROPOSED DEVELOPMENT STANDARD**
OPEN SPACE AREA	N/A	40% OPEN SPACE (INCLUDING ALL LANDSCAPE, SIDEWALKS, AND AMENITIES ON SITE)
OPEN SPACE LANDSCAPE	(1) TREE / 825 SF (1) SHRUB / 100 SF	(1) TREE / 8000 SF (10) SHRUBS / 8000 SF
STREET R.O.W.	(1) TREE / 40 L.F. PLACE WITHIN 25-FT OF R.O.W. NOT TO EXCEED 60-FT O.C.	(1) TREE / 40 L.F. PLACE WITHIN 25-FT OF R.O.W. NOT TO EXCEED 60-FT O.C.
FOUNDATION LANDSCAPE	(1) SHRUB / 4 L.F.	MATERIAL. WUI TAKES PRECEDENT FOR SHRUB LAYOUT AND SPACING)
PARKING LOT ISLANDS	(1) TREE AND (6) SHRUBS PER 180 S.F. OF PARKING ISLAND	(1) TREE AND (6) SHRUBS PER 500 S.F. OF PARKING ISLAND
BUFFER ADJACENT TO SINGLE-UNIT USES (RE	(1) TREE PER 30 L.F.	(1) TREE PER 120 L.F.
BUFFER ADJACENT TO INDUSTRIAL USES (CDC	(1) TREE PER 15 L.F.	(1) TREE PER 80 L.F.
PARKING LOT BUFFERS (PERIMETER PLANTINGS)	10' MIN LANDSACPE BUFFER PROVIDED BETWEEN PARKING AND ADJACENT LAND USE. PLANTED AT 75% LIVING MATERIAL	10' MIN LANDSACPE BUFFER PROVIDED BETWEEN PARKING AND ADJACENT LAND USE. PLANTED AT 75% LIVING MATERIAL (WUI TAKES PRECEDENT FOR SHRUB LAYOUT AND SPACING)
PLANT DIVERSITY REQUIREMENTS	TREES NOT TO EXCEED 10% OF ANY ONE SPECIES. SHRUBS NOT TO EXCEED 25% OF ANY ONE SPECIES	TREES NOT TO EXCEED 10% OF ANY ONE SPECIES. SHRUBS NOT TO EXCEED 25% OF ANY ONE SPECIES (WUI TAKES PRECEDENT FOR FINAL PLANT SELECTION)
APPROVED PLANT SPECIES	N/A	PLANT LIST TO FOLLOW TOWN OF SUPERIOR AND FIREWISE APPROVED SPECIES

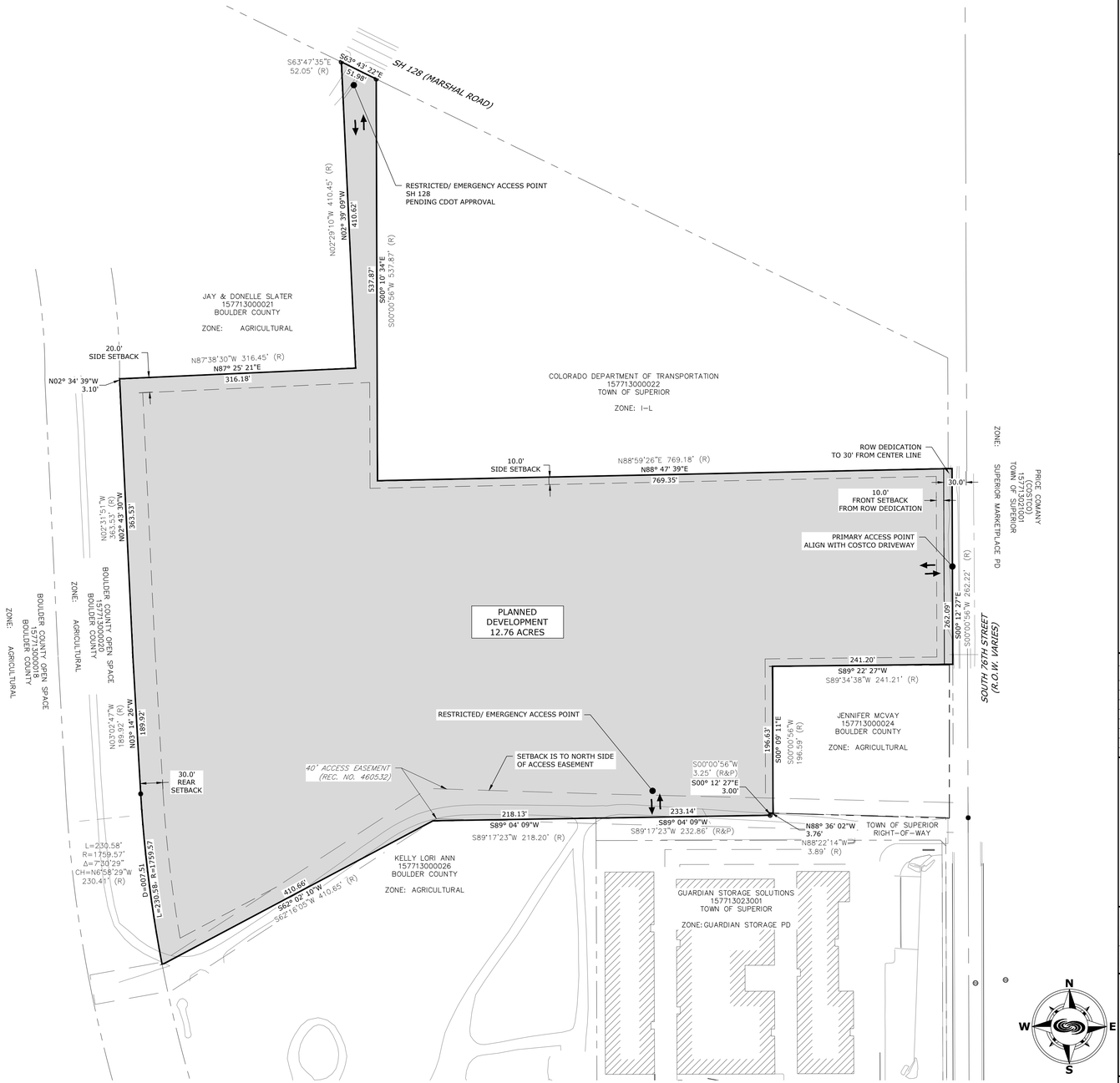
SITE COVERAGE RANGE				
CATEGORY	**MINIMUM (SF)**	**MAXIMUM (SF)**	**MINMUM**	**MAXIMUM**
BUILDINGS	125,000	140,000	22%	25%
LANDSCAPE AREA	160,000	190,000	29%	34%
WALKS AND AMENITIES	65,000	85,000	12%	15%
ROW DEDICATION	2,947	2,947	1%	1%
PAVED AREA	155,000	180,000	28%	32%

ARCHITECTURAL GUIDELINES

SEC. 16-20-20 GENERAL MULTI-UNIT DESIGN CRITERIA
1. PRIMARY FRONTAGE: NO WALL FACE TO EXCEED 75 FEET WITHOUT A QUALIFYING ARCHITECTURAL FEATURE OF AT LEAST 24 FEET LONG AND $\frac{1}{3}$ OF BUILDING HEIGHT. ARCHITECTURAL FEATURES: TOWERS,ENTRY ELEMENTS, COLONNADES/TRELLISES, PILASTERS, VISION GLASS ETC.
2. WALL ARTICULATION: NO WALL RUN MAY EXCEED 48 FEET WITHOUT A 4 FOOT MINIMUM INDENTATION, PROTRUSION, OR BALCONY.
3. ROOF LINES/PARAPETS: MUST INCLUDE A MINIMUM 2 FEET VARIATION IN HEIGHT AT LEAST EVERY 64 FEET OF WALL LENGTH.
4. SIDE/REAR ELEVATIONS: ARCHITECTURAL FEATURES, MATERIALS, AND FACADE ARTICULATION SHALL CONTINUE ON ALL SIDES VISIBLE FROM A PUBLIC STREET. ARCHITECTURAL FEATURES MUST OCCUR ALONG AT LEAST 20% OF TOTAL OUTER WALL LENGTH AND STILL COMPLY WITH THE 75 FEET MAXIMUM WALL EXPANSE RULE.

PRIMARY MATERIALS FOR EXTERIOR ELEVATIONS:

CEMENTITIOUS SIDING	45%-65%
MASONRY	20%-40%
GLAZING	REMAINING AREA



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CARMEL PARTNERS
2420 17TH STREET, SUITE 250
DENVER, CO 80202

PLANNED DEVELOPMENT
76TH STREET APARTMENTS
TOWN OF SUPERIOR

REVISIONS		
NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	05/04/26

DESIGNED BY: CMH
DRAWN BY: CMH
CHECKED BY: JAB
DATE: 02/26/26
JOB NO.: 402.001.01
DWG NAME:32200102PD.DWG

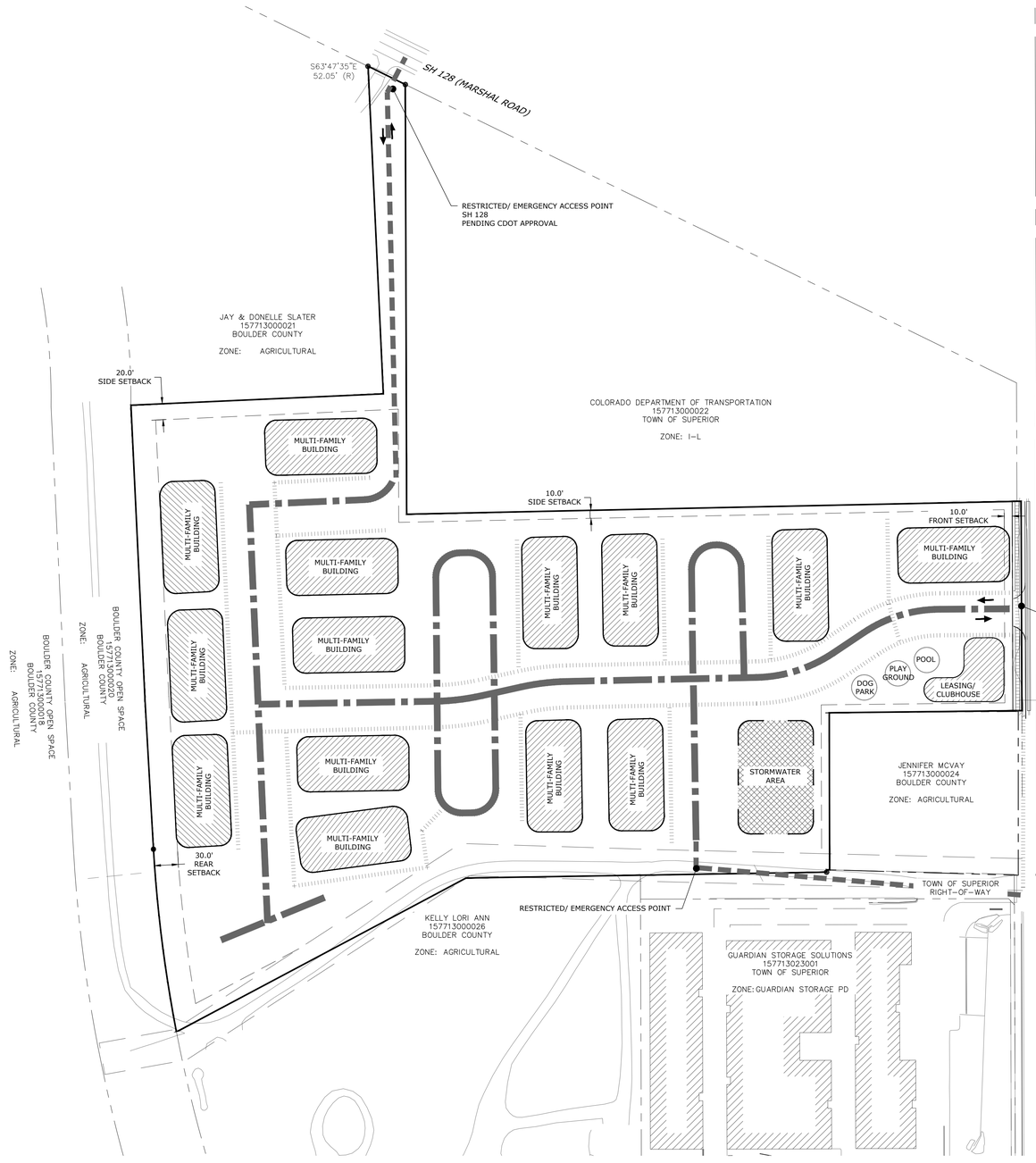
DEVELOPMENT STANDARDS

SHEET:
2 OF 3

J:\CARMEL - 322\322.001.02 SUPERIOR 76TH\DRAWINGS\SHEETS\PD\32200102PD

76TH STREET APARTMENTS

LOCATED IN THE SE $\frac{1}{4}$ OF SECTION 19, T1S, R69W OF THE 6TH P.M.
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO



LEGEND

- BUILDING AREA
- STORMWATER AREA
- VEHICULAR CIRCULATION AND PARKING
- PEDESTRIAN CIRCULATION
- EMERGENCY/RESTRICTED VEHICULAR CIRCULATION
- PROPERTY LINE
- SETBACK

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PLANNED DEVELOPMENT
76TH STREET APARTMENTS
TOWN OF SUPERIOR

REVISIONS		
NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	05/04/26

DESIGNED BY: CMH	DATE: 02/26/26
DRAWN BY: CMH	
CHECKED BY: JAB	
JOB NO.: 402.001.01	
DWG NAME: 32200102PD CONCEPT.DWG	

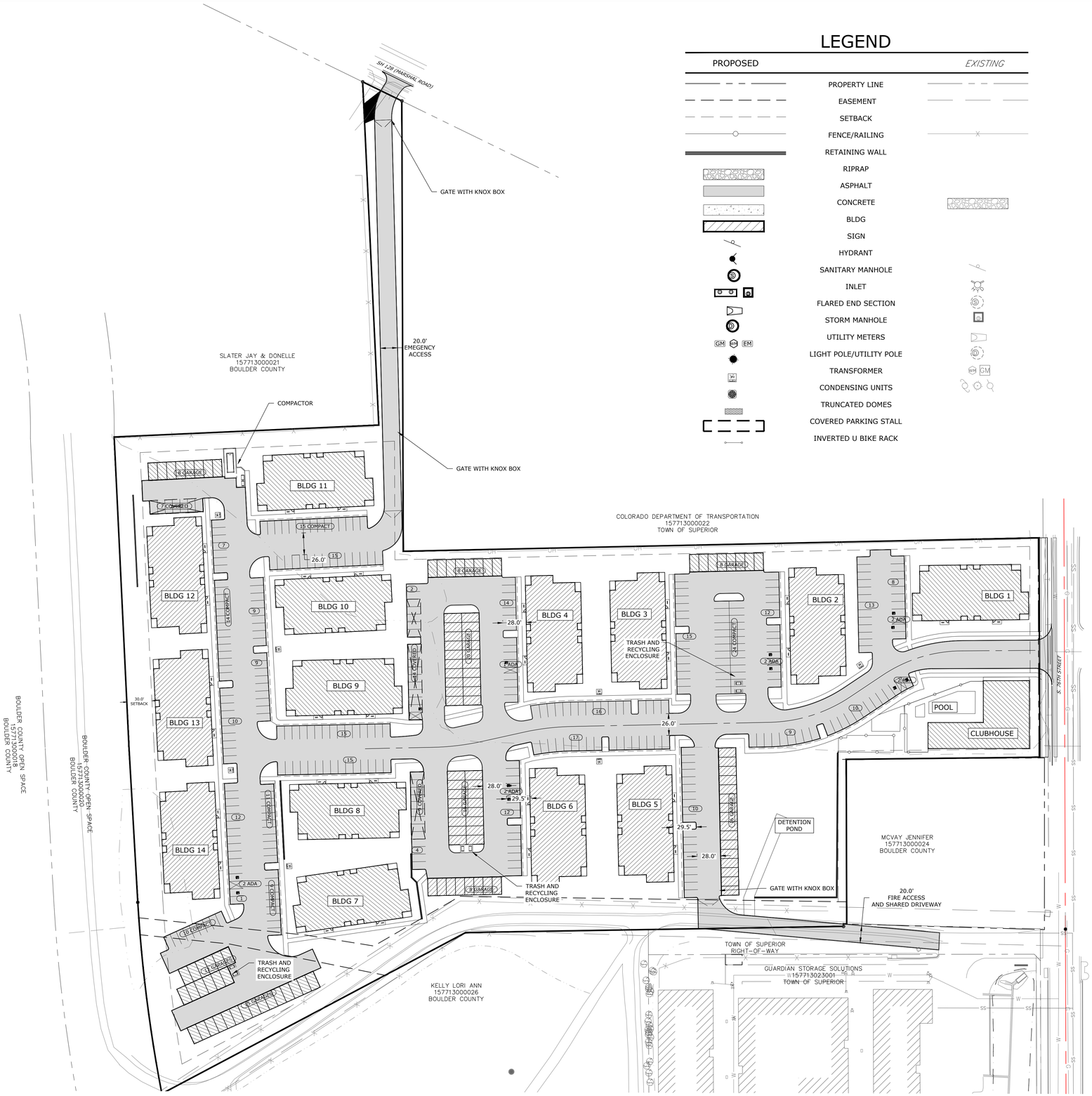
N W E S

0 40 80
(IN FEET)
(1"=80')

PRELIMINARY PLAN

SHEET:
3 OF 3

J:\CARMEL - 322\322.001.02 SUPERIOR 76TH\DRAWINGS\SHEETS\PD\32200102PD CONCEPT



LEGEND

PROPOSED		EXISTING
	PROPERTY LINE	
	EASEMENT	
	SETBACK	
	FENCE/RAILING	
	RETAINING WALL	
	RIPRAP	
	ASPHALT	
	CONCRETE	
	BLDG	
	SIGN	
	HYDRANT	
	SANITARY MANHOLE	
	INLET	
	FLARED END SECTION	
	STORM MANHOLE	
	UTILITY METERS	
	LIGHT POLE/UTILITY POLE	
	TRANSFORMER	
	CONDENSING UNITS	
	TRUNCATED DOMES	
	COVERED PARKING STALL	
	INVERTED U BIKE RACK	

AREA AND BULK STANDARDS	
MAXIMUM NUMBER OF STORIES	3
MAXIMUM BUILDING HEIGHT (FEET)	55
BUILDING SETBACK REQUIREMENTS [1]	
76TH STREET	10 FEET [2]
SIDE	10 FEET [3][4]
REAR	30 FEET
PARKING SPACE SETBACK TO PROPERTY LINE	10 FEET
MAXIMUM DENSITY	26.5 DU/ACRE
MAXIMUM NUMBER OF UNITS BASED ON ALLOWABLE DENSITY	336 UNITS
MINIMUM OPEN SPACE [5]	40%

[1] RETAINING WALLS ARE ALLOWED WITHIN SETBACKS
[2] MEASURED FROM PROPERTY LINE AFTER RIGHT-OF-WAY DEDICATION
[3] ADDITIONAL SETBACK ALONG SOUTH PROPERTY LINE BASED ON EXISTING AND PROPOSED EASEMENTS
[4] 20 FEET TO RESIDENTIAL PROPERTY ON NORTH SIDE
[5] OPEN SPACE TO INCLUDE WALKWAYS, LANDSCAPED AREAS, STORMWATER AREAS, AND AMENITY AREAS

MINIMUM PARKING REQUIREMENTS		
MULTI-FAMILY RESIDENTIAL PARKING RATIO	TOWN CODE	THIS PD [1]
ONE BEDROOM UNIT	1.5	1
TWO BEDROOM UNIT	2.0	1.5
GUEST PARKING	0.25	0.1

[1] UP TO 50% OF STALLS MAY BE COMPACT (8.5' WIDE)

ALLOWABLE USES
MULTI-FAMILY RESIDENTIAL [1]
ACCESSORY USES TO MULTI-FAMILY RESIDENTIAL INCLUDING LEASING AREA AND CLUBHOUSE.

[1] 15% OF UNITS MUST BE AFFORDABLE (80% AMI) COMPLYING WITH 2020 INCLUSIONARY HOUSING ORDINANCE (SECTION 16-37-40)

ESTIMATED UTILITY DEMANDS	
DOMESTIC WATER	57750 GALLONS PER DAY
SANITARY SEWER	51,975 GALLONS PER DAY
IRRIGATION	423,651 GALLONS PER MONTH (PEAK)
	1,890,558 GALLONS PER YEAR

SITE DATA TABLE			
	SF	AREA (AC)	PERCENT
BUILDINGS	125216	2.87	22.5%
LANDSCAPE AREA	186578	4.28	33.6%
WALKS AND AMENITIES	76021	1.75	13.7%
ROW DEDICATION	2947	0.07	0.5%
PAVED AREA	165258	3.79	29.7%
TOTAL	**556020**	**12.76**	**100.0%**

PARKING REQUIRED		
	UNITS	SPACES
1 BEDROOM	168	168
2 BEDROOM	168	252
GUEST PARKING (0.25/UNIT)	336	34
TOTAL		**454**

PARKING PROVIDED (THIS PLAN)		
	NUMBER	PERCENT
STANDARD (9' WIDE)	242	50.7%
COMPACT (8.5' WIDE)	83	17.4%
GARAGE	111	23.3%
COVERED / CARPORT	29	6.1%
COVERED ACCESSIBLE*	1	0.2%
UNCOVERED ACCESSIBLE	11	2.3%
TOTAL	**477**	**100.0%**

** 3.4% OF COVERED SPACES*

Know what's below. Call before you dig.

CIVIL RESOURCES
8308 COLORADO BLVD
SUITE 200
FIRESTONE, CO 80504
303.833.1416
WWW.CIVILRESOURCES.COM

CARMEL PARTNERS
CARMEL PARTNERS
707 17TH STREET, STE 3050
DENVER, CO 80202
MR. JEFFREY FARMER

76TH STREET APARTMENTS
CONCEPT PLANS

REVISIONS		
NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	05/04/26

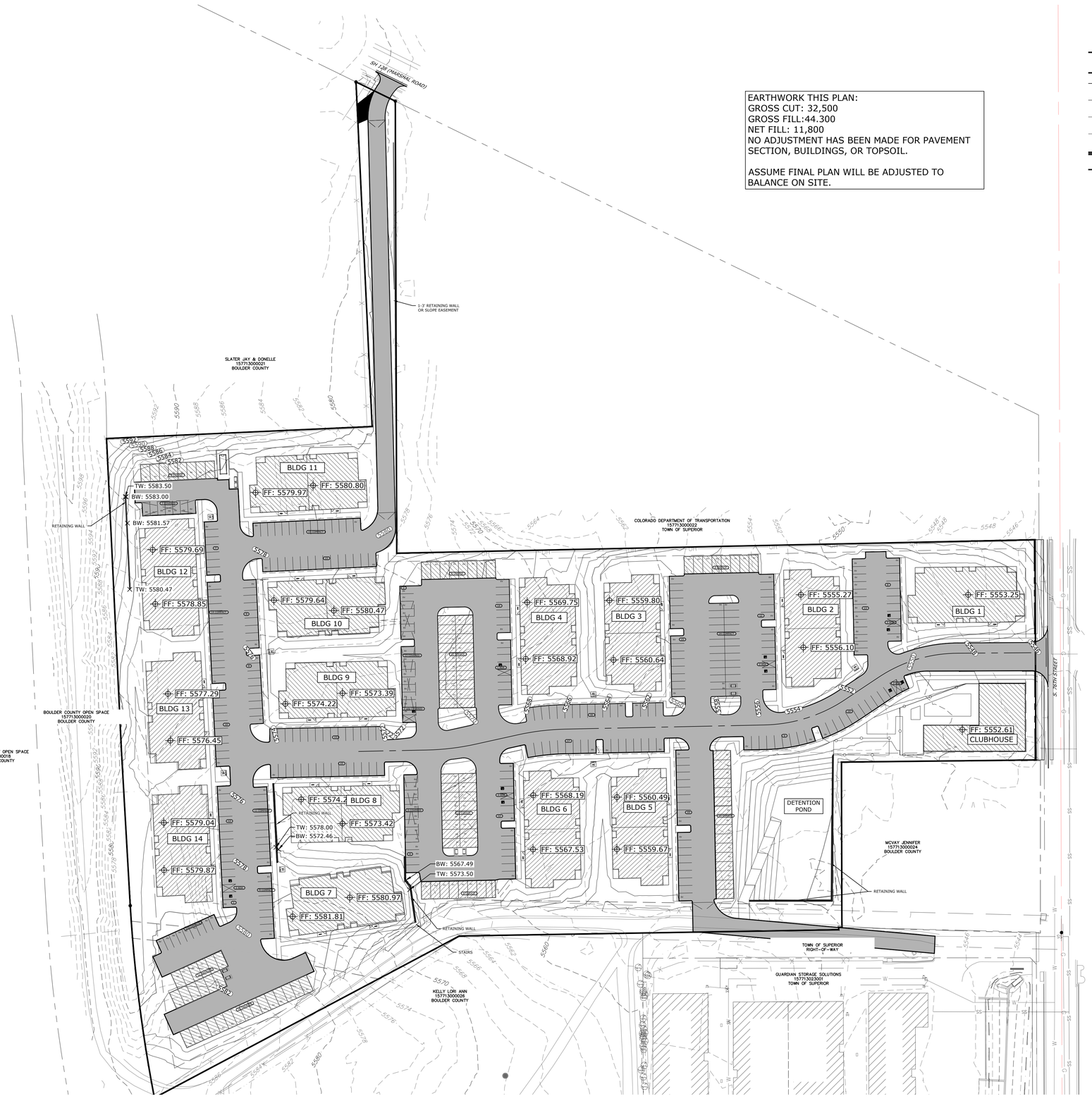
DRAWN BY: CMH
CHECKED BY: JAB
DATE: 02/27/26
SCALE: 1"=60'
JOB NO.: 322.001.02
DWG NAME: 32200102OSP.dwg

0 30 60
(IN FEET)
(1"=60')

CONCEPT SITE PLAN

SHEET: 1 OF 3

J:\CARMEL - 322\322.001.02 SUPERIOR 76TH\DRAWINGS\SHEETS\32200102OSP



EARTHWORK THIS PLAN:
GROSS CUT: 32,500
GROSS FILL:44.300
NET FILL: 11,800
NO ADJUSTMENT HAS BEEN MADE FOR PAVEMENT SECTION, BUILDINGS, OR TOPSOIL.

ASSUME FINAL PLAN WILL BE ADJUSTED TO BALANCE ON SITE.

LEGEND

PROPOSED		*EXISTING*
	PROPERTY LINE	
	EASEMENT	
	SETBACK	
	FENCE/RAILING	
	RETAINING WALL	
	CHANNEL CENTER LINE	
	RIPRAP	
	ASPHALT	
	CONCRETE	
	BUILDING	
	SIGN	
	HYDRANT	
	SANITARY MANHOLE	
	INLET	
	FLARED END SECTION	
	STORM MANHOLE	
GM WM EM	UTILITY METERS	WM GM
	LIGHT POLE/UTILITY POLE	
	TRANSFORMER	
	CONDENSING UNITS	
	TRUNCATED DOMES	
FF:XXXX.XX	FINISHED FLOOR ELEVATION	
XX.XX	SPOT ELEVATION	
TW: XX.XX	GRADE AT TOP OF WALL	
BW: XX.XX	GRADE AT BOTTOM OF WALL	
	FLOW DIRECTION	
	TREES	

ABBREVIATIONS	
FL	FLOW LINE
BOC	BACK OF CURB
BOS	BACK OF SIDEWALK
TOW	TOP OF WALL
BOW	BOTTOM OF WALL
TOP	TOP OF PIPE
BOP	BOTTOM OF PIPE
TC	TOP OF CURB
BC	BOTTOM OF CURB
LID	LOW IMPACT DEVELOPMENT
LPC	LONGMONT POWER & COMMUNICATIONS
LS	LANDSCAPE AREA
CP	COMPACT PARKING
EVSE	EV INSTALLED
EVR	EV READY
EVC	EV CAPACBLE
EVCL	EV CAPABLE LIGHT
E.A.E.	EMERGENCY ACCESS EASEMENT
U.E.	UTILITY EASEMENT/WATER & SANITARY EASEMENT
P.A.E.	PEDESTRIAN ACCESS EASEMENT
D.E.	DRAINAGE EASEMENT
TYP.	TYPICAL
R.O.W.	RIGHT-OF-WAY
FF	FINISHED FLOOR

N W E S

0 30 60
(IN FEET)
(1"=60')

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DENVER, CO 80202
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76TH STREET APARTMENTS
CONCEPT PLANS

REVISIONS

NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	05/04/26

DRAWN BY: CMH DATE: 02/27/26
CHECKED BY: JAB SCALE: 1"=60'

JOB NO.: 322.001.02
DWG NAME:32200102OGP.dwg

CONCEPT GRADING PLAN

SHEET:
2 OF 3

J:\CARMEL - 322\322.001.02 SUPERIOR 76TH\DRAWINGS\SHEETS\32200102OGP

NOTE:

1. WATER AND FIRE SERVICES NOT SHOWN
2. ROOF DRAINAGE CONNECTIONS AND LANDSCAPE DRAINS NOT SHOWN.
3. GAS AND TELECOM NOT SHOWN. ANTICIPATED TO FOLLOW ELECTRIC.

SH 128 (MARSHAL ROAD)

GATE WITH KNOX BOX

SLATER JAY & DONELLE
157713000021
BOULDER COUNTY

COLORADO DEPARTMENT OF TRANSPORTATION
157713000022
TOWN OF SUPERIOR

BOULDER COUNTY OPEN SPACE
157713000020
BOULDER COUNTY

BLDG 1
BLDG 2
BLDG 3
BLDG 4
BLDG 5
BLDG 6
BLDG 7
BLDG 8
BLDG 9
BLDG 10
BLDG 11
BLDG 12
BLDG 13
BLDG 14
CLUBHOUSE

S. 76TH STREET

12"X8" TEE

DETENTION POND

MCVAY JENNIFER
157713000024
BOULDER COUNTY

UPSIZE EXISTING STORM

REPLACE EX. INLET

TOWN OF SUPERIOR
RIGHT-OF-WAY

REMOVE BEND
ADD TEE

250 SF± EASEMENT REQUIRED
FROM GUARDIAN STORAGE

MATCH LINE
SEE THIS SHEET

OFFSITE
8" PVC
REUSE WATER
MAIN EXTENSION

KELLY LORI ANN
157713000026
BOULDER COUNTY

GUARDIAN STORAGE SOLUTIONS
157713023001
TOWN OF SUPERIOR

CONNECTION TO EX. CULVERT
TBD. MAY BE A SHORT SECTION OF OPEN CHANNEL

LEGEND

PROPOSED		*EXISTING*
	PROPERTY LINE	
	EASEMENT	
	SETBACK	
	FENCE/RAILING	
	RETAINING WALL	
	CHANNEL CENTER LINE	
	RIPRAP	
	ASPHALT	
	CONCRETE	
	BUILDING	
G	GAS LINE	G
W	WATER LINE	W
	TELECOM LINE	T
E	UNDERGROUND ELECTRICAL	E
	OVERHEAD ELECTRICAL	OH
	FIBER OPTIC LINE	FO
SS	SANITARY SEWER	SS
	STORM SEWER	
RW	REUSE WATER	RW
	HYDRANT	
	SANITARY MANHOLE	
	INLET	
	CLEANOUT	
	FLARED END SECTION	
	STORM MANHOLE	
	UTILITY METERS	
	LIGHT POLE/UTILITY POLE	
	TRANSFORMER	
	CONDENSING UNIT	
	SIGN	
	TREE	

N W E S

0 30 60
(IN FEET)
(1"=60')

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76TH STREET APARTMENTS
CONCEPT PLANS

REVISIONS		
NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	05/04/26

DRAWN BY: CMH DATE: 02/27/26
CHECKED BY: JAB SCALE: 1"=60'
JOB NO.: 322.001.02
DWG NAME:32200102OUP.dwg

CONCEPT UTILITY PLAN

SHEET:
3 OF 3

J:\CARMEL - 322\322.001.02 SUPERIOR 76TH\DRAWINGS\SHEETS\32200102OUP

GENERAL NOTES

1. THE CONTRACTOR AND OWNER'S REPRESENTATIVE SHALL CONTACT THE LANDSCAPE ARCHITECT FOR A PRE-CONSTRUCTION MEETING PRIOR TO START OF ANY WORK SHOWN ON THESE PLANS.
2. THESE PLANS SHALL NOT BE UTILIZED FOR CONSTRUCTION OR PERMITTING UNLESS STATED FOR SUCH USE IN THE TITLE BLOCK.
3. DRAWINGS ARE INTENDED TO BE PRINTED ON 24X36 PAPER. PRINTING THESE DRAWINGS AT A DIFFERENT SIZE WILL IMPACT THE SCALE. VERIFY THE GRAPHIC SCALE BEFORE REFERENCING ANY MEASUREMENTS ON THESE SHEETS. THE RECIPIENT OF THESE DRAWINGS SHALL BE RESPONSIBLE FOR ANY ERRORS RESULTING FROM INCORRECT PRINTING, COPYING, OR ANY OTHER CHANGES THAT ALTER THE SCALE OF THE DRAWINGS.
4. VERIFY ALL PLAN DIMENSIONS PRIOR TO START OF CONSTRUCTION. NOTIFY THE OWNER'S REPRESENTATIVE TO ADDRESS ANY QUESTIONS OR CLARIFY ANY DISCREPANCIES.
5. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
6. SUBMIT A CHANGE ORDER FOR APPROVAL FOR ANY CHANGES TO WORK SCOPE RESULTING FROM FIELD CONDITIONS OR DIRECTION BY OWNER'S REPRESENTATIVE WHICH REQUIRE ADDITIONAL COST TO THE OWNER PRIOR TO PERFORMANCE OF WORK.
7. THE CONTRACTOR SHALL PROVIDE A STAKED LAYOUT OF ALL SITE IMPROVEMENTS FOR INSPECTION BY THE OWNER'S REPRESENTATIVE AND MAKE MODIFICATIONS AS REQUIRED. ALL LAYOUT INFORMATION IS AVAILABLE IN DIGITAL FORMAT FOR USE BY THE CONTRACTOR.
8. IF A GEOTECHNICAL SOILS REPORT IS NOT AVAILABLE AT THE TIME OF CONSTRUCTION, NORRIS DESIGN RECOMMENDS A REPORT BE AUTHORIZED BY THE OWNER AND THAT ALL RECOMMENDATIONS OF THE REPORT ARE FOLLOWED DURING CONSTRUCTION. THE CONTRACTOR SHALL USE THESE CONTRACT DOCUMENTS AS A BASIS FOR THE BID. IF THE OWNER ELECTS TO PROVIDE A GEOTECHNICAL REPORT, THE CONTRACTOR SHALL REVIEW THE REPORT AND SUBMIT AN APPROPRIATE CHANGE ORDER TO THE OWNER'S REPRESENTATIVE IF ADDITIONAL COSTS ARE REQUESTED.
9. CONTRACTOR SHALL CONFIRM THAT SITE CONDITIONS ARE SIMILAR TO THE PLANS, WITHIN TOLERANCES STATED IN THE CONTRACT DOCUMENTS, AND SATISFACTORY TO THE CONTRACTOR PRIOR TO START OF WORK. SHOULD SITE CONDITIONS BE DIFFERENT THAN REPRESENTED ON THE PLANS OR UNSATISFACTORY TO THE CONTRACTOR, THE CONTRACTOR SHALL CONTACT THE OWNER'S REPRESENTATIVE FOR CLARIFICATION AND FURTHER DIRECTION.
10. CONTRACTOR IS RESPONSIBLE TO PAY FOR, AND OBTAIN, ANY REQUIRED APPLICATIONS, PERMITTING, LICENSES, INSPECTIONS AND METERS ASSOCIATED WITH WORK.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO ANY VIOLATIONS OR NON-CONFORMANCE WITH THE PLANS, SPECIFICATIONS, CONTRACT DOCUMENTS, JURISDICTIONAL CODES, AND REGULATORY AGENCIES.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL UTILITY LOCATES PRIOR TO ANY EXCAVATION. REFER TO ENGINEERING UTILITY PLANS FOR ALL PROPOSED UTILITY LOCATIONS AND DETAILS. NOTIFY OWNER'S REPRESENTATIVE IF EXISTING OR PROPOSED UTILITIES INTERFERE WITH THE ABILITY TO PERFORM WORK.
13. UNLESS IDENTIFIED ON THE PLANS FOR DEMOLITION OR REMOVAL, THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT OR EXISTING LANDSCAPE, ADJACENT OR EXISTING PAVING, OR ANY PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION, ESTABLISHMENT OR DURING THE SPECIFIED MAINTENANCE PERIOD. ALL DAMAGES SHALL BE REPAIRED TO PRE-CONSTRUCTION CONDITIONS AS DETERMINED BY THE OWNER'S REPRESENTATIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOGGING ANY DAMAGES PRIOR TO START OF CONSTRUCTION AND DURING THE CONTRACT PERIOD.
14. ALL WORK SHALL BE CONFINED TO THE AREA WITHIN THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS. ANY AREAS OR IMPROVEMENTS DISTURBED OUTSIDE THESE LIMITS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. IN THE EVENT THE CONTRACTOR REQUIRES A MODIFICATION TO THE CONSTRUCTION LIMITS, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER'S REPRESENTATIVE PRIOR TO ANY DISTURBANCE OUTSIDE OF THE LIMITS OF WORK.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
16. THE CONTRACTOR SHALL BE RESPONSIBLE TO PREPARE AND SUBMIT A TRAFFIC CONTROL PLAN TO THE APPROPRIATE JURISDICTIONAL AGENCIES AND THE OWNER'S REPRESENTATIVE IF THEIR WORK AND OPERATIONS AFFECT OR IMPACT THE PUBLIC RIGHTS-OF-WAY. OBTAIN APPROVAL PRIOR TO ANY WORK WHICH AFFECTS OR IMPACTS THE PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THIS REQUIREMENT DURING THE CONTRACT PERIOD.
17. SIGHT TRIANGLES AND SIGHT LINES SHALL REMAIN UNOBSTRUCTED BY EQUIPMENT, CONSTRUCTION MATERIALS, PLANT MATERIAL OR ANY OTHER VISUAL OBSTACLE DURING THE CONTRACT PERIOD AND AT MATURITY OF PLANTS PER LOCAL JURISDICTIONAL REQUIREMENTS.
18. NO PLANT MATERIAL OTHER THAN GROUND COVER IS ALLOWED TO BE PLANTED ADJACENT TO FIRE HYDRANTS AS STIPULATED BY JURISDICTIONAL REQUIREMENTS.
19. COORDINATE SITE ACCESS, STAGING, STORAGE AND CLEANOUT AREAS WITH OWNER'S REPRESENTATIVE.
20. CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY SAFETY FENCING AND BARRIERS AROUND ALL IMPROVEMENTS SUCH AS WALLS, PLAY STRUCTURES, EXCAVATIONS, ETC. ASSOCIATED WITH THEIR WORK UNTIL SUCH FACILITIES ARE COMPLETELY INSTALLED PER THE PLANS, SPECIFICATIONS AND MANUFACTURER'S RECOMMENDATIONS.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF THEIR MATERIAL STOCK PILES AND WORK FROM VANDALISM, EROSION OR UNINTENDED DISTURBANCE DURING THE CONSTRUCTION PERIOD AND UNTIL FINAL ACCEPTANCE IS ISSUED.
22. THE CONTRACTOR SHALL KNOW, UNDERSTAND AND ABIDE BY ANY STORM WATER POLLUTION PREVENTION PLAN (SWPPP) ASSOCIATED WITH THE SITE. IF A STORM WATER POLLUTION PREVENTION PLAN IS NOT PROVIDED BY THE OWNER'S REPRESENTATIVE, REQUEST A COPY BEFORE PERFORMANCE OF ANY SITE WORK.
23. MAINTAIN ANY STORM WATER MANAGEMENT FACILITIES THAT EXIST ON SITE FOR FULL FUNCTIONALITY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ANY NEW STORM WATER MANAGEMENT FACILITIES THAT ARE IDENTIFIED IN THE SCOPE OF WORK TO FULL FUNCTIONALITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER FOR FAILURE TO MAINTAIN STORM WATER MANAGEMENT FACILITIES DURING THE CONTRACT PERIOD.
24. THE CONTRACTOR SHALL PREVENT SEDIMENT, DEBRIS AND ALL OTHER POLLUTANTS FROM EXITING THE SITE OR ENTERING THE STORM SEWER SYSTEM DURING ALL DEMOLITION OR CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE REQUIREMENTS DURING THEIR CONTRACTED COURSE OF WORK.
25. THE CONTRACTOR SHALL BE RESPONSIBLE TO PREVENT ANY IMPACTS TO ADJACENT WATERWAYS, WETLANDS, OR OTHER ENVIRONMENTALLY SENSITIVE AREAS RESULTING FROM WORK DONE AS PART OF THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE STANDARDS DURING THEIR CONTRACTED COURSE OF WORK.
26. THE CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL INSURE THAT ALL LOADS OF CONSTRUCTION MATERIAL IMPORTED TO OR EXPORTED FROM THE PROJECT SITE SHALL BE PROPERLY COVERED TO PREVENT LOSS OF MATERIAL DURING TRANSPORT. TRANSPORTATION METHODS ON PUBLIC RIGHT-OF WAYS SHALL CONFORM TO JURISDICTIONAL REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE REQUIREMENTS.
27. THE CLEANING OF EQUIPMENT IS PROHIBITED AT THE JOB SITE UNLESS AUTHORIZED BY THE OWNER'S REPRESENTATIVE IN A DESIGNATED AREA. THE DISCHARGE OF WATER, WASTE CONCRETE, POLLUTANTS, OR OTHER MATERIALS SHALL ONLY OCCUR IN AREAS DESIGNED FOR SUCH USE AND APPROVED BY THE OWNER'S REPRESENTATIVE.
28. THE CLEANING OF CONCRETE EQUIPMENT IS PROHIBITED AT THE JOB SITE EXCEPT IN DESIGNATED CONCRETE WASHOUT AREAS. THE DISCHARGE OF WATER CONTAINING WASTE CONCRETE IN THE STORM SEWER IS PROHIBITED.
29. THE USE OF REBAR, STEEL STAKES, OR STEEL FENCE POSTS TO STAKE DOWN STRAW OR HAY BALES OR TO SUPPORT SILT FENCING USED AS AN EROSION CONTROL MEASURE IS PROHIBITED.
30. OPEN SPACE SWALES: IF SWALES ARE EXISTING ON SITE AND ARE NOT INTENDED TO BE MODIFIED AS PART OF THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN THE CONVEYANCE OF WATER WITHIN THE SWALES DURING THE CONTRACT PERIOD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DIVERSION OR PUMPING OF WATER IF REQUIRED TO COMPLETE WORK. ANY SWALES DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED/RESTORED TO THEIR ORIGINAL CONDITION. IF THE SWALE NEEDS TO BE DISTURBED OR MODIFIED FOR ANY REASON, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO DISTURBANCE.
31. DETENTION AND WATER QUALITY PONDS: IF DETENTION PONDS AND WATER QUALITY PONDS ARE EXISTING ON SITE AND ARE NOT INTENDED TO BE MODIFIED AS PART OF THE PLANS, THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE PONDS, DRAINAGE STRUCTURES AND SPILLWAYS DURING CONSTRUCTION. ALL PONDS, DRAINAGE STRUCTURES AND SPILLWAYS SHALL BE MAINTAINED IN OPERABLE CONDITIONS AT ALL TIMES. ANY POND OR SPILLWAY AREAS DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED/RESTORED TO THEIR ORIGINAL CONDITION. IF THE POND NEEDS TO BE DISTURBED OR MODIFIED FOR ANY REASON, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO DISTURBANCE.
32. MAINTENANCE ACCESS BENCHES: IF MAINTENANCE BENCHES OR ACCESS ROADS EXIST ON SITE AND ARE NOT INTENDED TO BE MODIFIED AS PART OF THE PLANS, THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE BENCHES OR ACCESS ROADS DURING CONSTRUCTION. ANY BENCHES OR ACCESS ROADS DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED/RESTORED TO THEIR ORIGINAL CONDITION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING BENCHES AND ACCESS ROADS DURING THE CONSTRUCTION PERIOD. IF ACCESS NEEDS TO BE BLOCKED FOR ANY REASON, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INTERRUPTION OF ACCESS.
33. LOCAL, STATE AND FEDERAL JURISDICTIONAL REQUIREMENTS, RESTRICTIONS OR PROCEDURES SHALL SUPERSEDE THESE PLANS, NOTES AND SPECIFICATIONS WHEN MORE STRINGENT. NOTIFY THE OWNER'S REPRESENTATIVE IF CONFLICTS OCCUR.

CHECKED BY: BH, AL
DRAWN BY: KR, LS

INTERNATIONAL WILDLAND - URBAN INTERFACE CODE NOTES

1. ALL EXISTING UNDERSTORY TREES ARE REMOVED TO REDUCE LADDER FIRE FUELS AND HAVE BEEN REPLACED BY TREES TO MEET I.W.U.I.C. AND LANDSCAPE REQUIREMENTS.

DRYLAND SEED NOTES

1. THESE NOTES ARE INTENDED TO DESCRIBE THE TREATMENT OF LANDSCAPE INSTALLATIONS DURING THE FIRST GROWING SEASON ONLY. SUBSEQUENT SEASONS MAY REQUIRE DIFFERENT TASKS. THE CONTRACTOR IS RESPONSIBLE FOR READING AND UNDERSTANDING THE SPECIFICATIONS AND PROJECT MANUALS. THE CONTRACTOR WILL BE RESPONSIBLE FOR PERFORMING ALL TASKS AND MAINTAINING THE STANDARDS OUTLINED IN THESE NOTES AND THOSE ITEMS IN THE SPECIFICATIONS. IN THE CASES OF CONFLICTING INFORMATION, THE HIGHER STANDARD WILL BE EXPECTED OF THE CONTRACTOR.
2. REQUIREMENTS FOR EROSION AND SEDIMENTATION CONTROL AS STATED IN LOCAL CODES SHALL APPLY.
3. CONTRACTOR SHALL BE REQUIRED TO TURN OVER SEED LABELS UPON INSPECTION. SEED AND SEED LABELS SHALL CONFORM TO CURRENT STATE AND FEDERAL REGULATIONS AND BE SUBJECT TO TESTING PROVISIONS OF THE ASSOCIATION OF OFFICIAL SEED ANALYSIS.
4. THE SEEDBED SHALL BE WELL SETTLED AND FIRM, BUT FRIABLE ENOUGH THAT SEED CAN BE PLACED AT THE SEEDING DEPTH SPECIFIED. THE SEEDBED SHALL BE REASONABLY FREE OF WEEDS. SOILS THAT HAVE BEEN OVER-COMPACTED BY TRAFFIC OR EQUIPMENT, ESPECIALLY WHEN WET, SHALL BE TILLED TO BREAKUP ROOTING RESTRICTIVE LAYERS AND THEN HARROWED, ROLLED OR PACKED TO PREPARE THE REQUIRED FIRM SEEDBED.
5. AT THE RISK OF THE OWNER, SEEDING MAY OCCUR ANY TIME WHEN WEATHER CONDITIONS PERMIT EXCEPT WHEN THE GROUND IS FROZEN. IT IS HIGHLY RECOMMENDED THAT SEEDING OF NON-IRRIGATED DRYLAND GRASSES OCCUR BETWEEN OCTOBER 1 AND MAY 1 TO TAKE ADVANTAGE OF NATURAL MOISTURE.
6. SEED SHALL BE DRILL SEEDED IN MANNER SUCH THAT AFTER SURFACE IS RAKED AND ROLLED, SEED SHALL HAVE 1/4" OF COVER. ACCOMPLISH SEEDING BY 'RANGELAND' TYPE DRILLS. ANY FURROWS LEFT BY DRILL SEEDING SHALL BE LEFT IN PLACE TO DISCOURAGE EROSION AND ENCOURAGE SEED AND SOIL CONTACT. WHEN USING A DRILL TYPE SEEDER, THE SEEDER SHOULD COVER THE AREA TWICE. THE FIRST PASS AND SECOND PASSES SHOULD BE PERPENDICULAR TO EACH OTHER. EACH PASS OF THE SEEDER SHOULD APPLY APPROXIMATELY ½ OF THE REQUIRED SEEDING RATE.
7. HYDRO OR HYDRAULIC SEEDING MAY BE USED IN AREAS WITH GREAT THAN 3:1 SLOPES THAT ARE NOT SUITED FOR DRILLING. SEEDING AND MULCHING SHALL NOT OCCUR IN ONE APPLICATION. SEED RATES SHALL BE TWO TIMES DRILL SEED RATES.
8. BROADCAST SEED SHALL BE HAND RAKED OR DRAGGED TO A DEPTH AS REQUIRED BY THE SEED. THE SEED RATE SHALL BE INCREASED BY THREE TIMES THE DRILL SEED RATES.
9. MULCH SHALL BE APPLIED AT A RATE OF 2 ½ TONS PER ACRE AND SHALL BE ATTACHED BY AN APPROVED METHOD SUITABLE FOR THE TYPE OF MULCH USED. MULCH SHALL BE SPREAD UNIFORMLY, IN A CONTINUOUS BLANKET, AFTER SEEDING IS COMPLETE. MULCH SHALL BE CLEAN, WEED AND SEED FREE, LONG STEMMED GRASS OR HAY, OR LONG STEMMED STRAW OF OATS, WHEAT OR RYE. AT LEAST 50% OF MULCH, BY WEIGHT, SHALL BE TEN INCHES OR LONGER. MULCH SHALL BE SPREAD BY HAND OR BLOWER-TYPE MULCH SPREADER. MULCHING SHALL BE STARTED ON THE WINDWARD SIDE OF RELATIVELY FLAT AREAS OR ON THE UPPER PART OF A STEEP SLOPE AND CONTINUED UNIFORMLY UNTIL THE AREA IS COVERED. THE MULCH SHALL NOT BE BUNCHED. IMMEDIATELY FOLLOWING SPREADING, THE MULCH SHALL BE ANCHORED TO THE SOIL BY A V-TYPE WHEEL LAND PACKER OR A SCALLOPED-DISK LAND PACKER DESIGNED TO FORCE MULCH INTO THE SOIL SURFACE A MINIMUM OF 3 INCHES. ALL SEEDED AREAS SHALL BE MULCHED AFTER SEEDING ON THE SAME DAY AS THE SEEDING. HYDRO MULCH IS REQUIRED ON SLOPES EXCEEDING 3:1. APPLICATION OF EROSION CONTROL NETTING IS REQUIRED ON SLOPES EXCEEDING 3:1 WHERE SURFACE DRAINAGE IS PRESENT.
10. FINAL ACCEPTANCE OF SEEDED AREAS WILL NOT BE GRANTED UNTIL OWNER'S REPRESENTATIVE IS SATISFIED WITH GERMINATION AND A FULL STAND OF GRASS IS IN A VIGOROUS GROWING CONDITION, WITH CONSISTENCY AND COMPLETION OF COVERAGE. DURING THIS TIME, CONTRACTOR IS RESPONSIBLE FOR WATERING, MOWING, SPRAYING, WEEDING FERTILIZING AND ALL RELATED WORK AS NECESSARY TO ENSURE THAT SEEDED AREAS ARE TURNED OVER IN A VIGOROUS GROWING CONDITION. PROVIDE ALL SUPERVISION, LABOR, MATERIAL AND EQUIPMENT TO MAINTAIN SEEDED AREAS.
11. NON-IRRIGATED NATIVE SEEDED AREAS SHALL BE MOWED A MINIMUM OF THREE TIMES DURING THE FIRST YEAR. ONE MOWING SHALL OCCUR IN THE SPRING OF THE YEAR, SIX WEEKS AFTER THE GRASSES BEGIN GROWING, OR BEFORE WEEDS REACH AN OVERALL HEIGHT OF EIGHT INCHES, OR BEFORE WEEDS BEGIN TO FLOWER, WHICHEVER COMES FIRST. THE SECOND MOWING SHALL OCCUR THE FIRST WEEK OF JULY. THE THIRD MOWING SHALL OCCUR IN THE FALL, AFTER GRASSES HAVE COMPLETED GROWING AND DEVELOPED SEED HEADS. ADDITIONAL MOWINGS MAY BE REQUIRED TO CONTROL WEED GROWTH. ADDITIONAL MOWINGS MUST BE PRE-AUTHORIZED BY THE OWNER, AT LEAST ONE WEEK BEFORE COMMENCEMENT OF WORK. MOWING SHALL BE RESCHEDULED IF THE GROUND IS WET, AND A POTENTIAL EXISTS FOR CAUSING SURFACE DAMAGE FROM EQUIPMENT.
12. SEEDED AREAS SHALL, AFTER ONE YEAR, SHALL CONTAIN A DOMINANT VEGETATION OF GRASS. THERE SHALL BE NO LARGE CONTINUOUS BARE SPOTS GREATER THAN NINE SQUARE FEET. IF ON SITE INSPECTIONS DETERMINE THAT GERMINATION OF ANY SEEDED AREA DOES NOT COMPLY WITH THESES NOTES OR LOCAL CODES, RE-SEEDING MAY BE REQUIRED.
13. THE TYPE OF A SEED MIX USED WILL DEPEND UPON THE FOLLOWING FACTORS: TEMPORARY VS. PERMANENT REVEGETATION; TIME OF YEAR; SOIL TYPE AND SLOPE. AS A GENERAL RULE, TEMPORARY REVEGETATION WILL UTILIZE ANNUAL GRASSES WHILE PERMANENT REVEGETATION SHOULD UTILIZE PERENNIAL GRASSES.
14. NON-IRRIGATED NATIVE SEED SHALL BE TEMPORARILY IRRIGATED UNTIL ESTABLISHED. SEE NOTE 10 ABOVE FOR STANDARDS OF ESTABLISHMENT.

LANDSCAPE NOTES

1. THE CONTRACTOR SHALL FOLLOW THE LANDSCAPE PLANS AND SPECIFICATIONS AS CLOSELY AS POSSIBLE. ANY SUBSTITUTION OR ALTERATION SHALL NOT BE ALLOWED WITHOUT APPROVAL OF THE OWNER'S REPRESENTATIVE. OVERALL PLANT QUANTITY AND QUALITY SHALL BE CONSISTENT WITH THE PLANS.
2. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES. GRAPHIC QUANTITIES TAKE PRECEDENCE OVER WRITTEN QUANTITIES.
3. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO INSPECT AND TAG ALL PLANT MATERIAL PRIOR TO SHIPPING TO THE SITE. IN ALL CASES, THE OWNER'S REPRESENTATIVE MAY REJECT PLANT MATERIAL AT THE SITE IF MATERIAL IS DAMAGED, DISEASED, OR DECLINING IN HEALTH AT THE TIME OF ONSITE INSPECTIONS OR IF THE PLANT MATERIAL DOES NOT MEET THE MINIMUM SPECIFIED STANDARD IDENTIFIED ON THE PLANS AND IN THE SPECIFICATIONS. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER'S REPRESENTATIVE FOR INSPECTION AND APPROVAL OF ALL MATERIALS AND PRODUCTS PRIOR TO INSTALLATION.
4. THE OWNER'S REPRESENTATIVE MAY ELECT TO UPSIZE PLANT MATERIAL AT THEIR DISCRETION BASED ON SELECTION, AVAILABILITY, OR TO ENHANCE SPECIFIC AREAS OF THE PROJECT. THE CONTRACTOR SHALL VERIFY PLANT MATERIAL SIZES WITH OWNER'S REPRESENTATIVE PRIOR TO PURCHASING, SHIPPING OR STOCKING OF PLANT MATERIALS. SUBMIT CHANGE ORDER REQUEST TO OWNER'S REPRESENTATIVE FOR APPROVAL IF ADDITIONAL COST IS REQUESTED BY THE CONTRACTOR PRIOR TO INSTALLATION. RE-STOCKING CHARGES WILL NOT BE APPROVED IF THE CONTRACTOR FAILS TO SUBMIT A REQUEST FOR MATERIAL CHANGES.
5. THE CONTRACTOR SHALL WARRANTY ALL CONTRACTED WORK AND MATERIALS FOR A PERIOD OF ONE YEAR AFTER SUBSTANTIAL COMPLETION HAS BEEN ISSUED BY THE OWNER'S REPRESENTATIVE FOR THE ENTIRE PROJECT UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS OR SPECIFICATIONS.
6. REFER TO IRRIGATION PLANS FOR LIMITS AND TYPES OF IRRIGATION DESIGNED FOR THE LANDSCAPE. IN NO CASE SHALL IRRIGATION BE EMITTED WITHIN THE MINIMUM DISTANCE FROM BUILDING OR WALL FOUNDATIONS AS STIPULATED IN THE GEOTECHNICAL REPORT. ALL IRRIGATION DISTRIBUTION LINES, HEADS AND EMITTERS SHALL BE KEPT OUTSIDE THE MINIMUM DISTANCE AWAY FROM ALL BUILDING AND WALL FOUNDATIONS AS STIPULATED IN THE GEOTECHNICAL REPORT.
7. LANDSCAPE MATERIAL LOCATIONS SHALL HAVE PRECEDENCE OVER IRRIGATION MAINLINE AND LATERAL LOCATIONS. COORDINATE INSTALLATION OF IRRIGATION EQUIPMENT SO THAT IT DOES NOT INTERFERE WITH THE PLANTING OF TREES OR OTHER LANDSCAPE MATERIAL.
8. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING POSITIVE DRAINAGE EXISTS IN ALL LANDSCAPE AREAS. SURFACE DRAINAGE ON LANDSCAPE AREAS SHALL NOT FLOW TOWARD STRUCTURES AND FOUNDATIONS. MAINTAIN SLOPE AWAY FROM FOUNDATIONS PER THE GEOTECHNICAL REPORT RECOMMENDATIONS. ALL LANDSCAPE AREAS BETWEEN WALKS AND CURBS SHALL DRAIN FREELY TO THE CURB UNLESS OTHERWISE IDENTIFIED ON THE GRADING PLAN. IN NO CASE SHALL THE GRADE, TURF THATCH, OR OTHER LANDSCAPE MATERIALS DAM WATER AGAINST WALKS. MINIMUM SLOPES ON LANDSCAPE AREAS SHALL BE 2%; MAXIMUM SLOPE SHALL BE 25% UNLESS SPECIFICALLY IDENTIFIED ON THE PLANS OR APPROVED BY THE OWNER'S REPRESENTATIVE.
9. PRIOR TO INSTALLATION OF PLANT MATERIALS, AREAS THAT HAVE BEEN COMPACTED OR DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE THOROUGHLY LOOSENED TO A DEPTH OF 8" - 12" AND AMENDED PER SPECIFICATIONS.
10. ALL LANDSCAPED AREAS ARE TO RECEIVE ORGANIC SOIL PREPARATION AT AS NOTED IN THE MATERIAL SCHEDULE AND/OR TECHNICAL SPECIFICATIONS.
11. TREES SHALL NOT BE LOCATED IN DRAINAGE SWALES, DRAINAGE AREAS, OR UTILITY EASEMENTS. CONTACT OWNER'S REPRESENTATIVE FOR RELOCATION OF PLANTS IN QUESTIONABLE AREAS PRIOR TO INSTALLATION.
12. THE CENTER OF EVERGREEN TREES SHALL NOT BE PLACED CLOSER THAN 8' AND THE CENTER OF ORNAMENTAL TREES CLOSER THAN 6' FROM A SIDEWALK, STREET OR DRIVE LANE. EVERGREEN TREES SHALL NOT BE LOCATED ANY CLOSER THAN 15' FROM IRRIGATION ROTOR HEADS. NOTIFY OWNER'S REPRESENTATIVE IF TREE LOCATIONS CONFLICT WITH THESE STANDARDS FOR FURTHER DIRECTION.
13. ALL EVERGREEN TREES SHALL BE FULLY BRANCHED TO THE GROUND AND SHALL NOT EXHIBIT SIGNS OF ACCELERATED GROWTH AS DETERMINED BY THE OWNER'S REPRESENTATIVE.
14. ALL TREES ARE TO BE STAKED AND GUYED PER DETAILS FOR A PERIOD OF 1 YEAR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING STAKES AT THE END OF 1 YEAR FROM ACCEPTANCE OF LANDSCAPE INSTALLATION BY THE OWNER'S REPRESENTATIVE. OBTAIN APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO REMOVAL.
15. ALL TREES INSTALLED ABOVE RETAINING WALLS UTILIZING GEO-GRID MUST BE HAND DUG TO PROTECT GEO-GRID. IF GEO-GRID MUST BE CUT TO INSTALL TREES, APPROVAL MUST BE GIVEN BY OWNER'S REPRESENTATIVE PRIOR TO DOING WORK.
16. ALL TREES IN SEED OR TURF AREAS SHALL RECEIVE MULCH RINGS CONTAINING SPECIFIED WOOD MULCH; REFER TO MATERIAL SCHEDULE. OBTAIN APPROVAL FROM OWNER'S REPRESENTATIVE FOR ANY TREES THAT WILL NOT BE MULCHED FOR EXCESSIVE MOISTURE REASONS.
17. PLANTING BEDS ARE TO BE CONTAINED BY SPECIFIED EDGER; REFER TO MATERIAL SCHEDULE. EDGER IS NOT REQUIRED WHEN ADJACENT TO CURBS, WALLS, WALKS OR SOLID FENCES WITHIN 3" OF PRE-MULCHED FINAL GRADE. EDGER SHALL NOT BE REQUIRED TO SEPARATE MULCH TYPES UNLESS SPECIFIED ON THE PLANS.
18. PLANTING BEDS TO BE MULCHED WITH SPECIFIED MULCH; REFER TO MATERIAL SCHEDULE.
19. AT SEED AREA BOUNDARIES ADJACENT TO EXISTING NATIVE AREAS, OVERLAP ABUTTING NATIVE AREAS BY THE FULL WIDTH OF THE SEEDER.
20. EXISTING TURF AREAS THAT ARE DISTURBED DURING CONSTRUCTION, ESTABLISHMENT AND THE MAINTENANCE PERIOD SHALL BE RESTORED WITH NEW SOD TO MATCH EXISTING TURF SPECIES. DISTURBED NATIVE AREAS WHICH ARE TO REMAIN SHALL BE OVER SEEDED AND RESTORED WITH SPECIFIED SEED MIX.
21. CONTRACTOR SHALL OVER SEED ALL MAINTENANCE OR SERVICE ACCESS BENCHES AND ROADS WITH SPECIFIED SEED MIX UNLESS OTHERWISE NOTED ON THE PLANS.
22. ALL SEEDED SLOPES EXCEEDING 25% IN GRADE (4:1) SHALL RECEIVE EROSION CONTROL BLANKETS. PRIOR TO INSTALLATION, NOTIFY OWNER'S REPRESENTATIVE FOR APPROVAL OF LOCATION AND ANY ADDITIONAL COST IF A CHANGE ORDER IS NECESSARY.
23. WHEN COMPLETE, ALL GRADES SHALL BE WITHIN +/- 1/8" OF FINISHED GRADES AS SHOWN ON THE PLANS.
24. SOFT SURFACE TRAILS NEXT TO MANICURED TURF OR SHRUB BEDS SHALL BE CONTAINED WITH SPECIFIED METAL EDGER; REFER TO MATERIAL SCHEDULE.
25. PRIOR TO THE PLACEMENT OF MULCH AND WEED BARRIER FABRIC, A GRANULAR, PRE-EMERGENT, WEED CONTROL AGENT SHALL BE ADDED TO ALL PLANTING BEDS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTION, EXCEPT AROUND ORNAMENTAL GRASSES.
26. THE CONTRACTOR IS EXPECTED TO KNOW AND UNDERSTAND THE CITY AND COUNTY SPECIFICATIONS FOR LANDSCAPE AND IRRIGATION. IN CASES OF DISCREPANCIES THE HIGHER OF THE TWO STANDARDS SHALL HAVE PRECEDENCE.
27. THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR THE INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL IMPROVEMENTS SHOWN OR INDICATED ON THE APPROVED LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT.

LOW GROW MIX (BY ARKANSAS VALLEY SEED) **

COMMON NAME	% OF MIX	PLS/ACRE
CRESTED WHEATGRASS	30%	6.0
HARD FESCUE	25%	5.0
PERENNIAL RYEGRASS	20%	4.0
FINE FESCUE	15%	3.0
CANADA BLUEGRASS	10%	2.0
	TOTAL 100%	20 PLS/ACRE

* IF BROADCAST METHOD IS USED, RATES SHALL BE DOUBLED
** DUE TO WUI RESTRICTIONS ON NATIVE SEED HEIGHT (MOW TO 4" TALL OR LESS WHEN WITHIN ZONE 2: 5'-30'), LOCAL LOW GROW MIX IS PROPOSED IN LIEU OF TOWN OF SUPERIOR STANDARD MIX (BOULDER COUNTY FOOTHILLS MIX)
*** NATIVE GRASSES SHALL BE IRRIGATED UNTIL ESTABLISHED.

PROPOSED PLANT SIZES:
- DECIDUOUS TREES: 2" CAL, B&B, MEASURED 1' ABOVE THE GROUND
- ORNAMENTAL TREES: 1 1/2" CAL, B&B, MEASURED 1' ABOVE THE GROUND
- EVERGREEN TREES: 8' HEIGHT, B&B, FULL CANOPY
- DECIDUOUS & EVERGREEN SHRUBS: 5 GAL, CONTAINER, FULL CANOPY
- ORNAMENTAL GRASSES: 3 GAL, CONTAINER
- PERENNIALS: 1 GAL, CONTAINER

DECIDUOUS TREE AND SHRUB DIVERSITY:
- 10% MAX OF ANY ONE SPECIES (WUI TAKES PRECEDENT WHEN DETERMINING FINAL SPECIES SELECTION)

EVERGREEN TREE AND SHRUB DIVERSITY:
- 25% MAX OF ANY ONE SPECIES (WUI TAKES PRECEDENT WHEN DETERMINING FINAL SPECIES SELECTION)

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76TH STREET APAR

ABBREVIATIONS

&	AND	INSUL	INSULATION
@	AT	IN	INCH
℄	CENTERLINE	INT	INTEGRAL
Φ	DIAMETER OR ROUND	INV	INVERT
#	POUND OR NUMBER		
		JST	JOIST
AB	ANCHOR BOLT	JNT	JOINT
AD	AREA DRAIN		
ADDM	ADDENDUM	KJ	KEYED JOINT
ADJ	ADJUSTABLE		
AGG	AGGREGATE	LP	LOW POINT
ALUM	ALUMINUM	LF	LINEAL FEET
ALT	ALTERNATE	LBS	POUNDS
APPROX	APPROXIMATE	MAX	MAXIMUM
ASPH	ASPHALT	ME	MATCH EXISTING
ARCH	ARCHITECT(URAL)	MECH	MECHANICAL
		MEMB	MEMBRANE
		MED	MEDIUM
BOC	BACK OF CURB	MET	METAL
BW	BOTTOM OF WALL	MFG	MANUFACTURER
BS	BOTTOM OF STAIR	MH	MANHOLE
BEV	BEVEL	MID	MIDDLE
BITUM	BITUMINOUS	MIN	MINIMUM
BLDG	BUILDING	MIR	MIRROR
BM	BENCHMARK	MISC	MISCELLANEOUS
BRKT	BRACKET	MTD	MOUNTED
BOT	BOTTOM	MTG	MOUNTING
BSMT	BASEMENT		
BTWN	BETWEEN	N	NORTH
BRLP	BURLAP	NIC	NOT IN CONTRACT
		NO, #	NUMBER
CB	CATCH BASIN	NOM	NOMINAL
CF	CUBIC FOOT/FEET	NTS	NOT TO SCALE
CHAM	CHAMFER		
CIP	CAST IN PLACE	OA	OVERALL
CJ	CONTROL JOINT	OC	ON CENTER
CL	CENTER LINE	OPP	OPPOSITE
CMU	CONCRETE MASONRY UNIT(S)	OH	OVERHEAD
CO	CLEAN OUT		
COL	COLUMN	PA	PLANTING AREA
COMP	COMPACTED	PC	POINT OF CURVATURE
CONC	CONCRETE	PL	PROPERTY LINE
COND	CONDITION	PLBG	PLUMBING
CONSTR	CONSTRUCTION	PLNTG	PLANTING
CONT	CONTINUOUS	PNL	PANEL
CONTR	CONTRACTOR	POL	POLISHED
CTR	CENTER	PR	PAIR
CY	CUBIC YARD(S)	PRCST	PRECAST
		PSI	POUNDS PER SQUARE INCH
DPTH	DEEP,DEPTH	PT	POINT OF TANGENCY
DBL	DOUBLE	PTD	PAINTED
DEMO	DEMOLISH, DEMOLITION	PVC	POLYVINYL CHLORIDE
DEP	DEPRESSED	PVMT	PAVEMENT
DEPT	DEPARTMENT		
DET	DETAIL	RAD	RADIUS
DIA	DIAMETER	REF	REFERENCE
DIM	DIMENSION	REINF	REINFORCING
DN	DOWN	REQ	REQUIRED
DR	DOOR	RESIL	RESILIENT
DWG	DRAWING	ROW	RIGHT OF WAY
E	EAST	S	SOUTH
EA	EACH	SC	SCALE
EJ	EXPANSION JOINT	SCHD	SCHEDULE
ELEV	ELEVATION	SCRN	SCREEN
ELEC	ELECTRICAL	SECT	SECTION
ENCL	ENCLOSURE	SF	SQUARE FOOT (FEET)
EQ	EQUAL	SHT	SHEET
EW	EACH WAY	SG	SUBGRADE
EQUIV	EQUIVALENT	SQ	SQUARE
EXIST, EX	EXISTING	SST	STAINLESS STEEL
		STA	STATION
FD	FLOOR DRAIN	STD	STANDARD
FDN	FOUNDATION	STL	STEEL
FF	FACE FOOT	STRC	STRUCTURAL
FFE	FINISH FLOOR ELEVATION	SY	SQUARE YARD
FIN	FINISH(ED)	SYM	SYMMETRICAL
FG	FINISH GRADE		
FL	FLOWLINE	TC	TOP OF CURB
FLR	FLOOR	TS	TOP OF STEP/SEAT
FLASH	FLASHING	TW	TOP OF WALL
FT	FOOT, FEET	TYP	TYPICAL
FTG	FOOTING		
		VAR	VARIES
GA	GAUGE	VERT	VERTICAL
GALV	GALVANIZED		
GC	GENERAL CONTRACT(OR)	W	WEST
GLULAM	GLUE LAMINATED	W/	WITH
GND	GROUND	WID	WIDTH
GR	GRADE	WL	WATER LEVEL
		W/O	WITHOUT
HT	HEIGHT	WT	WEIGHT
HORIZ	HORIZONTAL	WWM	WELDED WIRE MESH
HP	HIGH POINT		

PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	ROOT	SIZE
DECIDUOUS CANOPY TREES				
AC PL	ACER PLATANOIDES 'DEBORAH'	DEBORAH NORWAY MAPLE	B & B	2" CAL.
CA SP	CATALPA SPECIOSA	NORTHERN CATALPA	B & B	2" CAL.
CE OC	CELTIS OCCIDENTALIS	COMMON HACKBERRY	B & B	2" CAL.
GL TR	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	SKYLINE® HONEY LOCUST	B & B	2" CAL.
GY DI	GYMNOCLADUS DIOICA `ESPRESSO`	KENTUCKY COFFEETREE	B & B	2" CAL.
PO TR	POPULUS TREMULOIDES	QUAKING ASPEN	B & B	1.5" CAL.
QU BC	QUERCUS BICOLOR	SWAMP WHITE OAK	B & B	2" CAL.
QU RO	QUERCUS ROBUR	ENGLISH OAK	B & B	2" CAL.
EVERGREEN TREES				
PI PO	PINUS PONDEROSA	PONDEROSA PINE	B & B	8` HT.
PS ME	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	B & B	8` HT.
ORNAMENTAL TREES				
AC FL	ACER GINNALA `FLAME`	FLAME AMUR MAPLE	B & B	1.5" CAL.
CR IN	CRATAEGUS CRUS-GALLI INERMIS	THORNLESS COCKSPUR HAWTHORN	B & B	1.5" CAL.
DECIDUOUS SHRUBS				
AM SO	AMELANCHIER ALNIFOLIA `STANDING OVATION` TM	STANDING OVATION SERVICEBERRY	CONT.	#5
AM RE	AMELANCHIER ALNIFOLIA 'REGENT'	REGENT SERVICEBERRY	CONT.	#5
AR TR	ARTEMISIA TRIDENTATA	BIG SAGEBRUSH	CONT.	#5
BE CP	BERBERIS THUNBERGII `CRIMSON PYGMY`	CRIMSON PYGMY BARBERRY	CONT.	#5
BE OR	BERBERIS THUNBERGII `ORANGE ROCKET`	ORANGE ROCKET JAPANESE BARBERRY	CONT.	#5
CH NA	CHRYSOTHAMNUS NAUSEOSUS	RUBBER RABBITBRUSH	CONT.	#5
CH VI	CHRYSOTHAMNUS VISCIDIFLORUS	YELLOW RABBITBRUSH	CONT.	#5
CO AF	CORNUS SERICEA `ARCTIC FIRE`	ARCTIC FIRE DOGWOOD	CONT.	#5
CO BA	CORNUS SERICEA 'BAILEYI'	BAYLEY'S RED TWIG DOGWOOD	CONT.	#5
DA FR	DASIPHORA FRUTICOSA 'PINK BEAUTY'	PINK BEAUTY BUSH CINQUEFOIL	CONT.	#5
LO IN	LONICERA INVOLUCRATA	TWINBERRY HONEYSUCKLE	CONT.	#5
PE LS	PEROVSKIA ATRIPLICIFOLIA `LITTLE SPIRE` TM	LITTLE SPIRE RUSSIAN SAGE	CONT.	#5
PH MO	PHYSOCARPUS MONOGYNUS	MOUNTAIN NINEBARK	CONT.	#5
PH LD	PHYSOCARPUS OPULIFOLIUS 'LITTLE DEVIL'	LITTLE DEVIL™ DWARF NINEBARK	CONT.	#5
PH DI	PHYSOCARPUS OPULIFOLIUS 'MONLO'	DIABOLO® NINEBARK	CONT.	#5
RH GR	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	CONT.	#5
RH AU	RHUS TRILOBATA `AUTUMN AMBER`	AUTUMN AMBER SUMAC	CONT.	#5
RI GR	RIBES ALPINUM `GREEN MOUND`	GREEN MOUND ALPINE CURRANT	CONT.	#5
RI AU	RIBES AUREUM	GOLDEN CURRANT	CONT.	#5
RO BO	ROSA BONICA	BONICA ROSE	CONT.	#5
RO WO	ROSA WOODSII	MOUNTAIN ROSE	CONT.	#5
RO ME	ROSA X 'MEICOUBLAN'	WHITE MEIDILAND® SHRUB ROSE	CONT.	#5
RO NO	ROSA X 'NOARE'	FLOWER CARPET® RED GROUNDCOVER ROSE	CONT.	#5
SY OR	SYMPHORICARPOS OREOPHILUS	MOUNTAIN SNOWBERRY	CONT.	#5
SY PA	SYRINGA MEYERI `PALIBIN`	DWARF KOREAN LILAC	CONT.	#5
SY MK	SYRINGA PATULA `MISS KIM`	MISS KIM LILAC	CONT.	#5
VI DE	VIBURNUM DENTATUM 'BLUE MUFFIN'	BLUE MUFFIN ARROWWOOD VIBURNUM	CONT.	#5
VI OP	VIBURNUM OPULUS 'NANUM'	DWARF EUROPEAN CRANBERRYBUSH	CONT.	#5
EVERGREEN SHRUBS				
AR PA	ARCTOSTAPHYLOS X COLORADOENSIS `PANCHITO`	PANCHITO MANZANITA	CONT.	#5
MA RE	MAHONIA REPENS	CREEPING OREGAN GRAPE	CONT.	#1
YU GL	YUCCA GLAUCA	SOAPWEED	CONT.	#1

CODE	BOTANICAL NAME	COMMON NAME	SIZE	WATER U
ORNAMENTAL GRASSES				
BO BA	BOUTELOUA GRACILIS `BLONDE AMBITION`	BLOND AMBITION BLUE GRAMA GRASS	CONT.	#1
CA KF	CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER`	KARL FOERSTER FEATHER REED GRASS	CONT.	#1
CE AL	CENCHRUS ALOPECUROIDES 'HAMELN'	HAMELN FOUNTAIN GRASS	CONT.	#1
FE EB	FESTUCA GLAUCA `ELIJAH BLUE`	BLUE FESCUE	CONT.	#1
HE SE	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	CONT.	#1
MI AD	MISCANTHUS SINENSIS `ADAGIO`	COMPACT MAIDEN GRASS	CONT.	#1
MI ML	MISCANTHUS SINENSIS `MORNING LIGHT`	MORNING LIGHT MAIDEN GRASS	CONT.	#1
MI VA	MISCANTHUS SINENSIS `VARIEGATUS`	VARIEGATED MAIDEN GRASS	CONT.	#1
PA HM	PANICUM VIRGATUM `HEAVY METAL`	BLUE SWITCH GRASS	CONT.	#1
PA SH	PANICUM VIRGATUM `SHENANDOAH`	SHENANDOAH SWITCH GRASS	CONT.	#1
SC SC	SCHIZACHYRIUM SCOPARIUM `BLAZE`	BLAZE LITTLE BLUESTEM	CONT.	#1
SC ST	SCHIZACHYRIUM SCOPARIUM `STANDING OVATION`	STANDING OVATION BLUESTEM GRASS	CONT.	#1
PERENNIALS				
AC MI	ACHILLEA MILLEFOLIUM	COMMON YARROW	CONT.	#1
AC MO	ACHILLEA X `MOONSHINE`	MOONSHINE YARROW	CONT.	#1
AQ CA	AQUILEGIA CAERULEA	ROCKY MOUNTAIN COLUMBINE	CONT.	#1
AR LU	ARTEMISIA LUDOVICIANA	WHITE SAGEBRUSH	CONT.	#1
AR SC	ARTEMISIA SCHMIDTIANA	SILVER MOUND ARTEMISIA	CONT.	#1
AS TU	ASCLEPIAS TUBEROSA	BUTTERFLY MILKWEED	CONT.	#1
CE RU	CENTRANTHUS RUBER	RED VALERIAN	CONT.	#1
CO TI	COREOPSIS TINCTORIA	DWARF RED PLAINS COREOPSIS	CONT.	#1
CO MO	COREOPSIS VERTICILLATA 'MOONBEAM'	MOONBEAM TICKSEED	CONT.	#1
DE FL	DELOSPERMA FLORIBUNDUM 'STARBURST'	STARBURST ICE PLANT	CONT.	#1
EC AN	ECHINACEA ANGUSTIFOLIA	NARROW LEAF CONEFLOWER	CONT.	#1
EC PU	ECHINACEA PURPUREA	PURPLE CONEFLOWER	CONT.	#1
GA AR	GAILLARDIA ARISTATA	NATIVE BLANKET FLOWER	CONT.	#1
LA HI	LAVANDULA ANGUSTIFOLIA 'HIDCOTE'	HIDCOTE ENGLISH LAVENDER	CONT.	#1
LE SU	LEUCANTHEMUM X SUPERBUM	SHASTA DAISY	CONT.	#1
LI LE	LINUM LEWISII	LEWIS FLAX	CONT.	#1
MO FI	MONARDA FISTULOSA	BERGAMOT	CONT.	#1
NE WA	NEPETA X FAASSENII 'WALKER'S LOW'	WALKER'S LOW CATMINT	CONT.	#1
OE MA	OENOTHERA MACROCARPA `INCANA`	SILVER BLADE PRIMROSE	CONT.	#1
OE SP	OENOTHERA SPECIOSA	MEXICAN EVENING PRIMROSE	CONT.	#1
PE PP	PENSTEMON MEXICALI `PIKE`S PEAK PURPLE`	PIKES PEAK PURPLE PENSTEMON	CONT.	#1
PE RR	PENSTEMON MEXICALI `RED ROCKS`	RED ROCKS PENSTEMON	CONT.	#1
PE ST	PENSTEMON STRICTUS	ROCKY MOUNTAIN PENSTEMON	CONT.	#1
PH BI	PHLOX BIFIDA	SNOWMASS PHLOX	CONT.	#1
RU FU	RUDBECKIA FULGIDA `GOLDSTRUM`	BLACK-EYED SUSAN	CONT.	#1
SA MN	SALVIA X SYLVESTRIS `MAY NIGHT`	MAY NIGHT SALVIA	CONT.	#1
SA SP	SAPONARIA OCYMOIDES `SPLENDENS`	ROCK SOAPWORT	CONT.	#1
SE AJ	SEDUM X `AUTUMN JOY`	AUTUMN JOY SEDUM	CONT.	#1

CODE	BOTANICAL NAME	COMMON NAME	SIZE	WATER U
NON-IRRIGATED SEED				
NI SE	NON-IRRIGATED NATIVE SEED	NATIVE SEED	SEED	
SEED				
NA SE	IRRIGATED NATIVE SEED	NATIVE SEED	SEED	
WE SE	NATIVE WETLAND SEED	NATIVE WETLAND MIX	SEED	

LANDSCAPE REQUIREMENTS				
LANDSCAPE TREATMENT	TOWN CODE	PROPOSED DEVELOPMENT STANDARD	LANDSCAPE REQUIRED	LANDSCAPE PROVIDED
OPEN SPACE AREA	N/A	40% OPEN SPACE (INCLUDING ALL LANDSCAPE, SIDEWALKS, AND AMENITIES ON SITE)	40% = 222,408 SF	47.3% = 262,599 SF
OPEN SPACE LANDSCAPE	(1) TREE / 825 SF (1) SHRUB / 100 SF	(1) TREE / 8000 SF (10) SHRUBS / 8000 SF	33 TREES, 328 SHRUBS	89 TREES, 2,167 SHRUBS
STREET R.O.W.	(1) TREE / 40 L.F. PLACE WITHIN 25-FT OF R.O.W. NOT TO EXCEED 60-FT O.C.	(1) TREE / 40 L.F. PLACE WITHIN 25-FT OF R.O.W. NOT TO EXCEED 60-FT O.C.	5 TREES	
FOUNDATION LANDSCAPE	(1) SHRUB / 4 L.F.	(1) SHRUB / 4 L.F. (PLANTED AT 75% LIVING MATERIAL. WUI TAKES PRECEDENT FOR SHRUB LAYOUT AND SPACING)	1,525 SHRUBS	
PARKING LOT ISLANDS	(1) TREE AND (6) SHRUBS PER 180 S.F. OF PARKING ISLAND	(1) TREE AND (6) SHRUBS PER 500 S.F. OF PARKING ISLAND	25 TREES, 152 SHRUBS	
BUFFER ADJACENT TO SINGLE-UNIT USES (RES)	(1) TREE PER 30 L.F.	(1) TREE PER 120 L.F.	14 TREES	
BUFFER ADJACENT TO INDUSTRIAL USES (CDOT)	(1) TREE PER 15 L.F.	(1) TREE PER 80 L.F.	12 TREES	
PARKING LOT BUFFERS (PERIMETER PLANTINGS)	10' MIN LANDSACPE BUFFER PROVIDED BETWEEN PARKING AND ADJACENT LAND USE. PLANTED AT 75% LIVING MATERIAL	10' MIN LANDSACPE BUFFER PROVIDED BETWEEN PARKING AND ADJACENT LAND USE. PLANTED AT 75% LIVING MATERIAL (WUI TAKES PRECEDENT FOR SHRUB LAYOUT AND SPACING)	N/A	10' MIN LANDSACPE BUFFER PROVIDED BETWEEN PARKING AND ADJACENT LAND USE. PLANTED AT 75% LIVING MATERIAL (WUI TAKES PRECEDENT FOR SHRUB LAYOUT AND SPACING)
PLANT DIVERSITY REQUIREMENTS	TREES NOT TO EXCEED 10% OF ANY ONE SPECIES. SHRUBS NOT TO EXCEED 25% OF ANY ONE SPECIES	TREES NOT TO EXCEED 10% OF ANY ONE SPECIES. SHRUBS NOT TO EXCEED 25% OF ANY ONE SPECIES (WUI TAKES PRECEDENT FOR FINAL PLANT SELECTION)		TREES NOT TO EXCEED 10% OF ANY ONE SPECIES. SHRUBS NOT TO EXCEED 25% OF ANY ONE SPECIES (WUI TAKES PRECEDENT FOR FINAL PLANT SELECTION)
APPROVED PLANT SPECIES	N/A	PLANT LIST TO FOLLOW TOWN OF SUPERIOR AND FIREWISE APPROVED SPECIES		SEE LANDSCAPE SCHEDULE, SHEET LP002
TOTAL			89 TREES, 1,978 SHRUBS	89 TREES, 2,167 SHRUBS

* THE LANDSCAPE TREATMENT FOR THIS SITE SHALL CONFORM TO TOWN CODE WHERE POSSIBLE. HOWEVER, DUE TO THE LOCATION OF THIS SITE WITHIN THE WILDLIFE URBAN INTERFACE, THE WUI AND FIREWISE DESIGN STANDARDS SHALL TAKE PRECEDENT OVER TOWN CODE. A LANDSCAPE REQUIREMENTS CHART HAS BEEN PROVIDED ACCORDINGLY.

** TREE EQUIVALENTS ARE PROVIDED SITE WIDE TO MEET THE MINIMUM REQUIREMENTS OF THE TOWN CODE. WHERE TREE ARE NOT ALLOWABLE DUE TO WUI, UTILITY CONFLICTS, AND OTHER SIDE CONSTRAINTS, SHRUBS AND ORNAMENTAL GRASSES WILL BE PROVIDED. DUE TO THE LOCATION OF THIS SITE WITHIN THE WILDLIFE URBAN INTERFACE, TREE AND SHRUB REQUIREMENTS MAY BE DEFICET.

*** WHEN SPECIFIC LANDSCAPE TREATMENT AREAS CAN NOT BE MET BY REQUIRED AMOUNT OF TREE EQUIVALENTS WITHIN THEIR RESPECTIVE LOCATIONS ON SITE DUE TO AFOREMENTIONED SITE CONSTRAINTS, PLANT MATERIAL AND TREE EQUIVALENTS WILL BE PROPOSED ELSEWHERE ON SITE IN A REASONABLE AND ADEQUATE LOCATION AND MANNER TO IMPROVE THE AESTHETICS OF THE SITE AS WELL AS INTENDING TO MEET THE ORIGINAL LANDSCAPE REQUIREMENTS.

**** DUE TO THE CLOSE PROXIMITY OF WILDLIFE URBAN INTERFACE AND FIRE-PRONE AREAS, LANDSCAPING WILL BE SELECTED USING A REGIONAL, FIRE-WISE PLANT PALETTE TO BE COORDINATED WITH TOWN PLANNERS AND APPROVERS.

***** IN AN EFFORT TO MAXIMIZE WILDFIRE RESILIENCE, ALL LANDSCAPE BETWEEN THE WESTERN PROPERTY LINE AND THE ADJACENT MULTIFAMILY STRUCTURES HAS BEEN REMOVED PROVIDING A 30' FIRE BREAK. THIS MEASURE ENSURES THAT THE DEFENSIBLE ZONE IS IN EXCESS OF COMPLIANCE WITH THE WUI CODE AND ENHANCES WILDFIRE MITIGATION EFFORTS.

CHECKED BY: BH, AL
DRAWN BY: KR, LS

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76TH STREET APARTMENTS

76TH STREET
TOWN OF SUPERIOR, CO

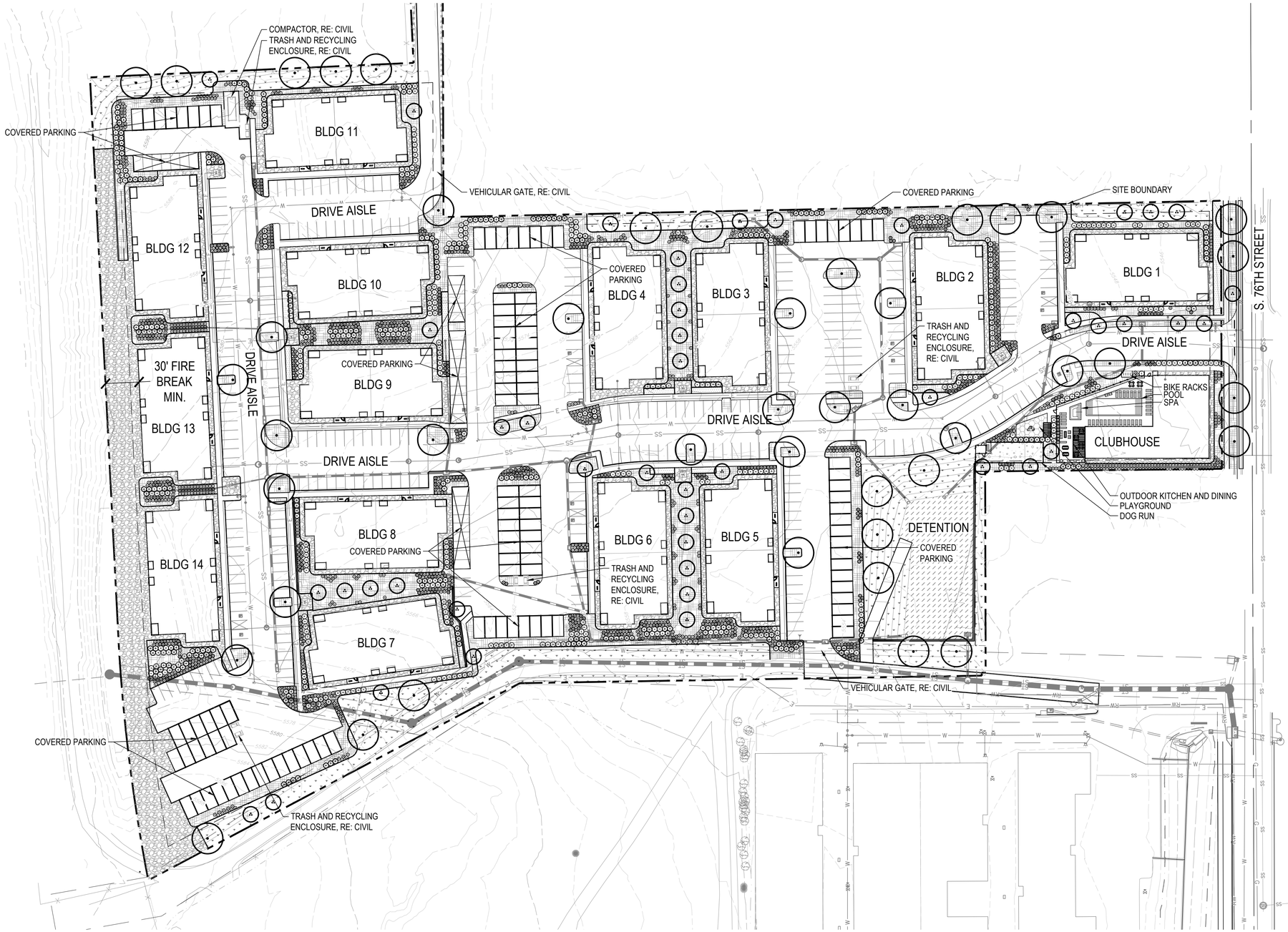
OWNER:
CARMEL PARTNERS
707 17TH STREET #3050
DENVER, CO 80202
303-759-5123

NOT FOR CONSTRUCTION

DATE:
02/27/2026 PD
05/04/2026 PD-02

SHEET TITLE:
LANDSCAPE NOTES

LP-002



NORTH

0 25 50 100

SCALE 1" = 50'

LEGEND

LANDSCAPE MATERIAL SCHEDULE

	M-01	COBBLE MULCH
	M-02	PEA GRAVEL
	M-03	PLAY AREA
	M-04	SHRUB BED AREA
	M-06	METAL EDGER

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME
NON-IRRIGATED SEED			
	NI SE		
SEED			
	NA SE		
	WE SE		
TURF			
	TH SD		

ROW / PROPERTY BOUNDARY

CONCEPT PLANT SCHEDULE

DECIDUOUS TREE
2" CAL (30' DIA. @ MATURITY)

ORNAMENTAL TREE
1.5" CAL (15' DIA. @ MATURITY)

MEDIUM DECIDUOUS SHRUBS
#5 CONT. (~5' HT/SP @ MATURITY)

SMALL DECIDUOUS SHRUBS
#5 CONT. (~3' HT/SP @ MATURITY)

MEDIUM EVERGREEN SHRUBS
#5 CONT. (~5' HT/SP @ MATURITY)

SMALL EVERGREEN SHRUBS
#5 CONT. (~3' HT/SP @ MATURITY)

LANDSCAPE DESIGN GUIDELINES

1. THE LANDSCAPE TREATMENT FOR THIS SITE SHALL CONFORM TO TOWN CODE WHERE POSSIBLE. HOWEVER, DUE TO THE LOCATION OF THIS SITE WITHIN THE WILDLIFE URBAN INTERFACE, THE WUI AND FIREWISE DESIGN STANDARDS SHALL TAKE PRECEDENT OVER TOWN CODE. A LANDSCAPE REQUIREMENTS CHART HAS BEEN PROVIDED ACCORDINGLY.
2. TREE EQUIVALENTS ARE PROVIDED SITE WIDE AND INTENDED TO MEET THE MINIMUM REQUIREMENTS OF THE TOWN CODE. WHERE TREES ARE NOT ALLOWABLE DUE TO WUI, UTILITY, AND OTHER SIDE CONSTRAINTS, SHRUBS AND ORNAMENTAL GRASSES WILL BE PROVIDED AS EQUIVALENTS.
3. WHEN SPECIFIC LANDSCAPE TREATMENT AREAS CAN NOT BE MET BY REQUIRED AMOUNT OF TREE EQUIVALENTS WITHIN THEIR RESPECTIVE LOCATIONS ON SITE DUE TO AFOREMENTIONED SITE CONSTRAINTS, PLANT MATERIAL AND TREE EQUIVALENTS WILL BE PROPOSED ELSEWHERE ON SITE IN A REASONABLE AND ADEQUATE LOCATION AND MANNER TO IMPROVE THE AESTHETICS OF THE SITE AS WELL AS INTENDING TO MEET THE ORIGINAL LANDSCAPE REQUIREMENTS.
4. AN AUTOMATIC IRRIGATION SYSTEM IS REQUIRED FOR ALL LANDSCAPE AREAS. ALL IRRIGATION SYSTEMS SHALL BE BELOW GROUND, FULLY AUTOMATED SYSTEMS IN COMPLIANCE WITH ALL APPLICABLE BUILDING CODE REQUIREMENTS.

811

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TOWN OF SUPERIOR, CO

OWNER:
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303-759-5123

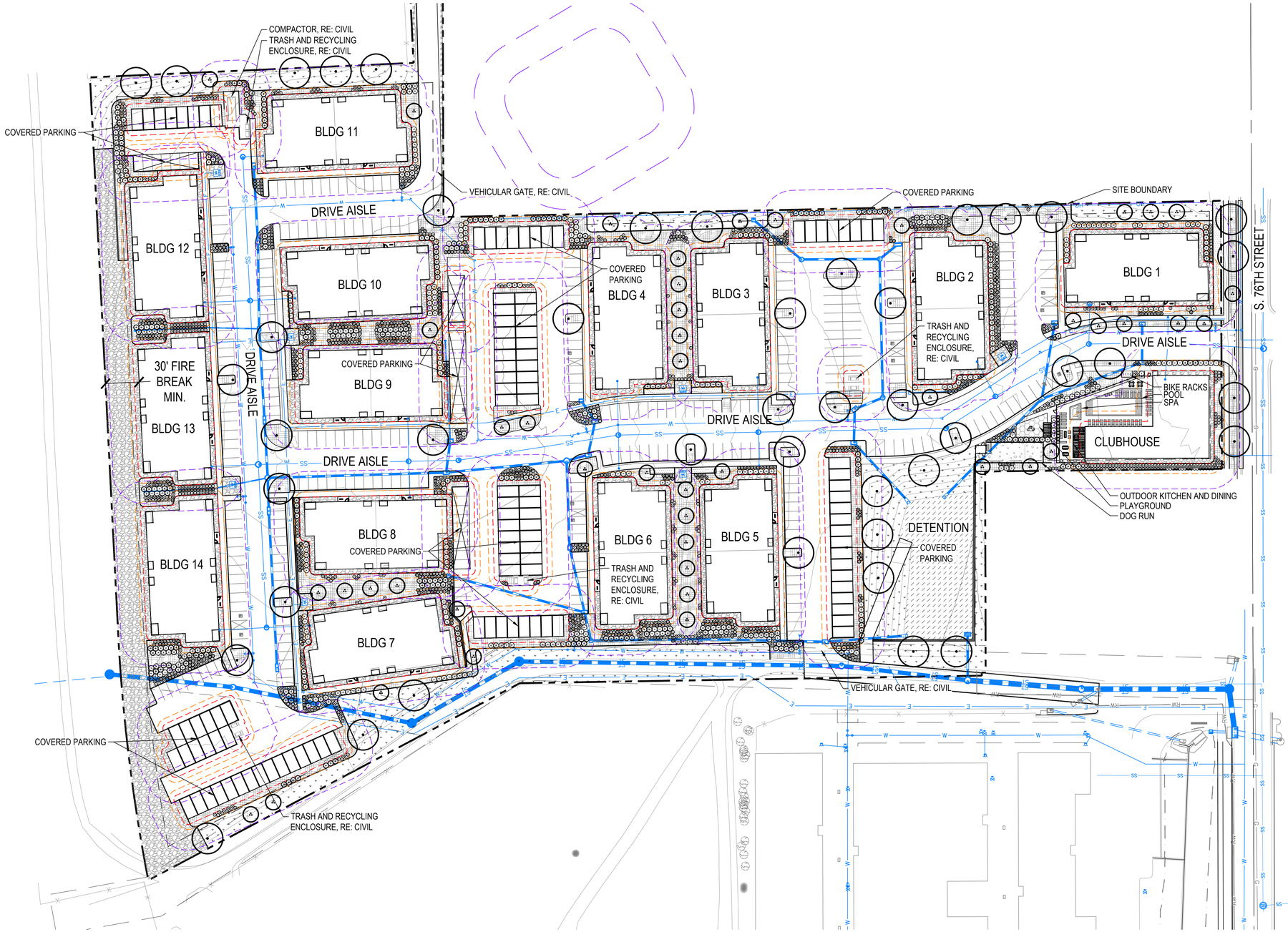
NOT FOR CONSTRUCTION

DATE:
02/27/2026 PD
05/04/2026 PD-02

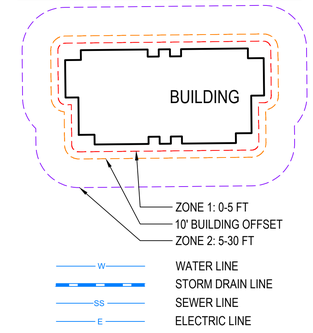
SHEET TITLE:
OVERALL LANDSCAPE PLAN

LP-100

CHECKED BY: BH, AL
DRAWN BY: KR, LS



DEFENSIBLE ZONE DIAGRAM



WUI DEFENSIBLE SPACE

- ZONE 1 (0-5 FEET):
  - NON-COMBUSTIBLE AREA IMMEDIATELY NEXT TO BUILDINGS (NO SHRUBS, WOOD MULCH, WOOD FENCES, ETC).
  - NO TREES TOUCHING BUILDINGS.
  - AVOID: JUNIPERS, PINES, FIRS, SPRUCES, GAMBEL OAK, THREE-LEAF SUMAC, MOUNTAIN MAHOGANY
  - PRUNE TREE BRANCHES HANGING OVER THE ROOF AND REMOVE ALL FUELS WITHIN 10' OF CHIMNEY.
  - NON-IRRIGABLE AREA; NO PLANTING.
- ZONE 2 (5-30 FEET):
  - REDUCED-FUEL LANDSCAPING ZONE.
  - MOW GRASSES TO 4" TALL OR LESS.
  - SPACE TREE CANOPIES SO THEY DON'T TOUCH. REMOVE ENOUGH TREES TO CREATE AT LEAST 10' OF SPACE BETWEEN CROWNS. MEASURE FROM THE OUTERMOST BRANCH OF ONE TREE TO THE NEAREST BRANCH ON THE NEXT TREE.
  - BREAK UP VEGETATION INTO SEPARATE PLANT GROUPS WITH OPEN SPACE / HARDSCAPE. SMALL GROUPS OF (2) OR (3) TREES MAY BE LEFT IN SOME AREAS OF ZONE 2. SPACING OF 30' SHOULD BE MAINTAINED BETWEEN REMAINING TREE GROUPS TO ENSURE FIRE DOESN'T JUMP FROM ONE GROUP TO ANOTHER.
  - REMOVE LADDER FUELS UNDER REMAINING TREES. THIS IS ANY VEGETATION THAT CAN BRING FIRE FROM THE GROUND UP INTO TALLER FUELS.
  - KEEP SHRUBS AT LEAST 10' AWAY FROM THE EDGE OF TREE BRANCHES. SHRUBS SHALL BE LOCATED AT LEAST 2 1/2 TIMES THEIR MATURE HEIGHT FROM THE DRIPLINE OF THE NEAREST TREE.
  - SPACING BETWEEN CLUMPS OF SHRUBS SHOULD BE AT LEAST 2 1/2 TIMES THEIR MATURE HEIGHT. EACH CLUMP SHOULD HAVE A DIAMETER NO MORE THAN TWICE THE MATURE HEIGHT OF THE VEGETATION.
  - PERENNIALS AND GRASSES SHALL BE SHORT BENEATH TREES
  - ONLY LOW-FLAMMABILITY PLANTS RATED 8-10 ON CSFS SCALE.
    - CHOOSE PLANTS WITH: HIGH MOISTURE CONTENT, LOW OIL/RESIN CONTENT, COMPACT FORM, GREEN STEMS.
  - AVOID: JUNIPERS, PINES, FIRS, SPRUCES, GAMBEL OAK, THREE-LEAF SUMAC, MOUNTAIN MAHOGANY.
- ZONE 3 (30-100 FEET):
  - MANAGED WILDLAND TRANSITION ZONE.
  - MOWING GRASSES IS NOT NECESSARY IN ZONE 3.
  - TREE SPACING OF 6'-10' IS SUGGESTED. CONSIDER CREATING OPENINGS OR MEADOWS BETWEEN SMALL CLUMPS OF TREES SO FIRE MUST TRANSITION TO THE GROUND TO KEEP MOVING.
  - THIN TREES SO THEY ARE WELL-SPACED, REDUCING CONTINUOUS CANOPY.
  - LANDSCAPES SHOULD HAVE A MOSAIC/GROUPS OF SHRUBS AND OPEN AREAS. SHRUB GROUP SIZES SHOULD BE 2-5 SHRUBS WITH VARIOUS OPENINGS INTERSPERSED.
  - SHRUB GROUPS SHOULD BE MAINTAINED TO REDUCE IGNITION POTENTIAL
  - REMOVE DEAD VEGETATION; REDUCE DENSITY OF SHRUBS / TREES.
  - BROADER PLANT OPTIONS ALLOWED BUT STILL MAINTAIN SPACE, REMOVE DEAD FUEL.
- CONSULT A FORESTRY, FIRE OR NATURAL RESOURCES PROFESSIONAL FOR GUIDANCE WITH SPACING ON SLOPES.

CHECKED BY: BH, AL
DRAWN BY: KR, LS

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DATE:
02/27/2026 PD
05/04/2026 PD-02

SHEET TITLE:
DEFENSIBLE ZONE EXHIBIT

1

FIELDHOUSE APARTMENTS
Thornton, CO

SOLANA LUCENT APARTMENTS
Highlands Ranch, CO

ST MARK VILLAGE
Westminster, CO

ASTER CONSERVATORY GREEN
Denver, CO

THE ALDER
Parker, CO

Project Name: 76th Street – Superior
Applicant: Carmel Partners
Date: May 5th, 2026

Executive Summary
Carmel Partners proposes the development of a 336-unit, three-story multifamily residential community on approximately 12.76 acres located at 7494 Marshall Road, at the intersection of Marshall Road and 76th Street. The property is currently located in unincorporated Boulder County and zoned Agricultural. The application requests annexation into the Town of Superior and approval of a Planned Development (PD) to establish zoning and development standards for the site. The project delivers housing near Superior Marketplace, regional transit (US 36 / RTD Park-n-Ride), employment centers, and open space.

Annexation – Rationale and Benefit
The proposed annexation and development provide clear and measurable Town benefits:

- 336 multifamily homes, including 51 permanently restricted affordable units (15%) at 80% AMI.
- Completion of 76th Street frontage improvements including curb, gutter, sidewalks, and multimodal upgrades.
- Wildfire-resilient development compliant with the 2025 Colorado Wildfire Resiliency Code.
- Expansion of the Town's tax base and infrastructure network.
- Improved pedestrian, bicycle, and potential trail connectivity.
- Implementation of a property within Opportunity Area #1, as envisioned in the 2025 Comprehensive Plan.
- Support local school enrollment stability. At its February 23, 2026 presentation to Town Council, BVSD identified declining enrollment driven in part by limited housing inventory, residents aging in place, and greater housing availability in surrounding districts. Adding new multifamily housing in Superior expands attainable options for families and workforce households, helping stabilize long-term enrollment.

Entitlements Summary
The project will be zoned via Planned Development (PD). The property is currently located in Unincorporated Boulder County and zoned for Agriculture. Therefore, the project will require both a PD and Annexation approval, and these are both reflected on the development application with approvals being pursued concurrently. The PD will establish the zoning for the property, including allowed uses, architectural requirements, setback requirements, height restrictions, density, and landscaping requirements. Should the PD and Annexation be approved, the applicant will submit a Final Development Plan (FDP) at a later date, which would also be subject to Town Council approval.

Project Overview
The proposed zoning and land use for the property will allow multi-family residential and accessory uses (i.e. clubhouse and leasing office). Maximum number of stories will be 3,

maximum building height will be 55', and maximum density will be 26.5 DU/acre. Setbacks and open space are further detailed on the PD drawings.

As currently envisioned, the proposed project features 336 units across 14 separate 3-story buildings and a standalone 6,500 SF clubhouse. Of the 336 units, 51 units (15%) will be restricted to 80% AMI as required by the Town's Inclusionary Housing ordinance.

Parking is accommodated entirely onsite through a combination of individual detached garages, carports, and surface parking. The total provided parking count is approximately 477 spaces which results in a ratio of 1.42 spaces per unit. Parking amounts and types are further detailed on the supplemental drawings included with the PD application.

Architecturally, the project aims to complement adjacent uses, build on Superior's contemporary character through high quality durable materials, and increase connectivity to existing open space, trails, pedestrian, and bike paths.

Transportation & Infrastructure
A Traffic Impact Study prepared by Fox Tuttle Transportation Group concludes that the existing surrounding roadway network can accommodate the projected traffic volumes, and therefore the project complies with the Town's 2025 Transportation Plan. The project will complete the recommended Roadway Section along its 76th Street frontage, improving multimodal connectivity.

WUI Code Update & Wildfire Resiliency
The State of Colorado recently adopted the 2025 Colorado Wildfire Resiliency Code which applies to areas designated as the Wildland Urban Interface (WUI). The Town of Superior adopted the WUI code at its March 23rd, 2026 Town Council meeting. This property is located at the eastern edge of the Wildland Urban Interface. The proposed project will comply with the WUI code update, which includes, but is not limited to: restrictions on landscaping density and adjacency to buildings, landscape materiality, and exterior building material fire ratings (1 hour fire rating minimum). The requirements related to landscaping are further detailed in the landscape exhibit included in the application. Furthermore, the code can be referenced at C.R.S. § 31-16-202, published by the Colorado Wildfire Resiliency Code Board. Wildfire resilience has been a guiding consideration throughout all phases of site design.

Land Use and Policy Alignment
The proposed project aligns with several Town policy documents, including but not limited to:

1) 2025 Comprehensive Plan
    - Draft Future Land Use proposed in the Town's Comprehensive Plan update (February 10, 2025) – "Medium/High Density (3-4 stories) Residential"
        i. Carmel Proposed Project: 3-story residential project
    - Open House Feedback noting largest preference for housing for this opportunity area (August 11, 2025) – "41.9% Preference for Housing"

        i. Carmel Proposed Project: multi-family housing development with no commercial or mixed-use
    - Open House Feedback noting preference for housing for this opportunity area (October 23, 2025)
        i. Carmel Proposed Project: multi-family housing development
    - Adopted Comprehensive Plan includes multi-unit residential as a potential land use, at a recommended density of 6-25 DU/acre (February 23rd, 2026)
        i. Carmel Proposed Project: multi-unit residential at 26.5 DU/acre
2) Updated Transportation Plan (August 11, 2025) – Complete Roadway Section along 76th Street frontage recommended
    - Carmel Proposed Project: Would complete this scope along the property's 76th Street frontage (curb, gutter, sidewalks)
3) 2023 Housing Needs Assessment (December, 2023) – "Community housing (also known as the housing continuum) encompasses a wide range of housing needs within an area, not only focused on affordable, or workforce, but all types of housing for people with a diversity of needs. While private, market-rate housing development is essential and desired in many areas, an intentional focus on supporting the development of housing that is attainable and accessible to a wide range of incomes, ages and social status is necessary to maintain a diverse, healthy, and prosperous community"
    - Carmel Proposed Project: Would provide additional housing that is attainable and accessible to a wide range of potential residents
4) 2025 Housing Strategies adopted (January 27, 2025) – "Objective 1: Increase Housing Choices for People, Objective 2: Support & Promote Local and Regional Affordable Housing Efforts, Objective 3: Remove Housing Barriers for Those Who Often Encounter Them"
    - Carmel Proposed Project: Would provide additional housing choice supply, variability, and affordability
5) Resolution No. R-10 (Series 2018) supporting the goals of the Boulder County Regional Housing Partnership's (BCRHP) Regional Housing Strategy to have 12% regional affordable housing stock by 2035
    - Carmel Proposed Project: 15% (51 units) of the units would be reserved for residents at 80% AMI
6) Ordinance 0-18 (Series 2020) adopting inclusionary housing requirements for new residential developments of 10 units or more to include 15% of the units restricted at 80% AMI
    - Carmel Proposed Project: 15% (51 units) of the units would be reserved for residents at 80% AMI

Concept Plan Presentation

Carmel Partners presented a Concept Plan Presentation to Town Council on November 10th, 2025. The feedback from that presentation is summarized below, with responses.

<u>Affordable Housing</u>

- Feedback – Town Council members noted the importance of affordable housing. There was discussion regarding the Inclusionary Housing Ordinance (IHO). Mayor Lacis mentioned that

for an annexation the IHO should be considered as a minimum requirement. Council Members noted that there is a need for affordable housing at different levels of AMI, in addition to the 80% AMI required in the IHO.

- Response – The proposed project includes 51 units (15%) restricted to 80% AMI, as required by the Town's Inclusionary Housing ordinance. It is not economically feasible to provide additional affordable units.

Density

- Feedback – Several Council members expressed an interest in increasing density in this area due to Town housing strategy and needs, and due to the fact that this property does not have any, or limited, direct SFH neighbors. They also mentioned concern that delivering low density could create future compliance concerns tied to State legislation requirements (i.e. HB 24-1313).
- Response – Carmel noted that we are trying to balance the Town's housing goals with Community feedback. The original concept included 376 units. Based on feedback received at the February 2nd, 2026 Community Meeting Carmel elected to remove 40 units resulting in a revised unit count of 336, a reduction from 29.5 DU/acre to 26.5 DU/acre.

Traffic

- Feedback – several Council Members noted concerns over traffic impacts caused by the proposed development.
- Response – Carmel has completed a traffic impact study with Fox Tuttle Transportation Group Transportation Group, which notes that the proposed development will be supported by the existing traffic infrastructure, complies with the 2025 Transportation Plan, and no further infrastructure improvements are required.

Acoustical/Environmental Concern

- Feedback – one Council Member expressed concerns over acoustical concerns with the adjacent CDOT property, and environmental concerns with materials that CDOT has stored.
- Response – Carmel has a vested interest in addressing acoustical and environmental concerns, to ensure successful leasing and resident satisfaction at the property. Carmel recently completed an acoustical study at the property. We have had conversations with CDOT regarding their day-to-day operations at the adjacent property. Carmel will review the acoustical study results and address any acoustical concerns with enhanced design details in affected units.

Sustainability

- Feedback – one Council Member expressed that the Town's Sustainability code should be considered a base minimum requirement. It was noted that the Town also plans to update the Sustainability code over the next few months.
- Response – Carmel is committed to complying with the Town's Sustainability code requirements. See further detailed Sustainability section below for further details.

Playground

- Feedback – there were requests from one to two Council Members to consider adding a playground on property.

- Response – Carmel has incorporated a playground amenity for the community. Exterior amenity spec selections will be reviewed and approved during the FDP process.

Neighborhood Meetings

Carmel Partners held a Community Meeting on February 2nd, 2026, which was attended by approximately 26 people The feedback from that presentation is summarized below, with responses. Carmel continues to conduct additional community engagement leading up to the PD / Annexation hearings.

Evacuation

- Feedback – Several of those who attended the community meeting lived in Sycamore or Original Town, personally lost their homes in the 2021 Marshall Fire, and recounted their evacuation experiences. There is concern that further development will create additional evacuation issues if a future emergency were to take place.
- Response – Carmel acknowledges the devasting loss from the 2021 Marshall Fire. Wildfire resilience has been a guiding consideration throughout all phases of site design. Carmel is in proactive discussions with the Disaster Preparedness & Recovery Department and Police Chief to 1) better understand the evacuation operations from the Marshall Fire, and 2) understand how the proposed development conforms with the Wildland Urban Interface Conflagration Operation Response Plan (WICK).

Traffic

- Feedback – Several attendees expressed concerns over traffic impacts caused by the proposed development.
- Response – Carmel has completed a traffic impact study with Fox Tuttle Transportation Group, which notes that the proposed development will be supported by the existing traffic infrastructure, and no further infrastructure improvements are required.

Comprehensive Plan

The Town adopted the 2025 Comprehensive Plan at its February 23rd, 2026 Town Council meeting. This property is detailed further in the Comprehensive Plan as Opportunity Area #1. Additionally, this property is one of four separately owned parcels that are included in Opportunity Area #1. The Comprehensive Plan details opportunities vs. constraints for this property as further addressed below.

Opportunities

- Continue to build on the approved Guardian Storage expansion and annexation
- Site has proximity to the Superior Marketplace and strong vehicular and pedestrian connections to support potential housing
    - Carmel Proposed Project: multi-family housing development.
- Potential for trail connection to open space
    - Carmel Proposed Project: Carmel is supportive of adding a trail connection to the open space to the west, subject to further review and approval from Boulder County.
- Missing middle housing

- Carmel Proposed Project: 3 story multi-family housing aligns with the Town of Superior's 2025 Housing Strategies **Missing Middle Housing** definition "Refers to a range of housing styles between a single family home and high density development. See image below."

Constraints

- Existing pond and drainage swale will require mitigation with development
  - Carmel Proposed Project: refer to Environmental Report.
- Adjacent uses will require a buffer/transition between residential zones
  - Carmel Proposed Project: setbacks included to adjacent uses. The original concept included 10' setbacks around the property. Based on subsequent feedback from the community meeting, the northwest setbacks was doubled to 20', and west setback increased to 30'
- No existing pedestrian or bicycle connections
  - Carmel Proposed Project: proposed development will improve 76th Street frontage (curb, gutter, sidewalk) and improve pedestrian and bicycle connectivity. Carmel is in discussions with Public Works and Planning on potential pedestrian connectivity improvements at the 76th / Marshall Road intersection.
- Wildfire risk
  - Carmel Proposed Project: refer to WUI Code Update & Wildfire Resiliency section above.

Construction

The construction for this project will be phased, with individual buildings seeking Certificate of Occupancy individually, as they are completed. Horizontal infrastructure improvements will be the first construction activity. The first building delivery is anticipated 15-16 months after construction start. There will be rolling building deliveries thereafter, with the final building delivery slated for 25-26 months. The project will be privately financed with a construction loan. During construction, Carmel will comply with Superior's Residential Green Building Program as it relates to Waste Management Plan.

The project will require FDP approval and construction permits prior to construction start. Any property maintenance would be handled privately prior to construction start. Once construction is complete and the property is operational, there will be no commonly owned or publicly dedicated

buildings. Per Town requirements, the property owner will be responsible for snow removal on the sidewalk, with the Town handling snow removal for the main street ROW.

Sustainability
Carmel plans for all residential buildings to have a fully electric design. The only gas that would be utilized on the property would be the pool equipment and fire pits at the clubhouse building. Carmel's previous project in Superior, Origin (Downtown Superior) was LEED Gold. We plan to pursue LEED Gold certification at this proposed development.

Projected Water Usage, Conservation, and Efficiency
The projected water usage is outlined on page 2 of the PD drawings titled "Development Standards." A WUI-compliant landscape design will support water conservation by reduced planting counts and density, paired with waterwise plant selections that reduce irrigation demand. In addition, in alignment with Carmel's sustainability goals, the project will include high-efficiency plumbing fixtures to further enhance conservation and reduce domestic water use.

Waste Services
Waste services, including trash and recycling, will be provided by a local third party service provider during property operations. Ability to compost will need to be studied further, as we need to confirm what service is available from local service providers.

Impact Statement
The proposed development will have several positive impacts on the Town and adjacent properties, including but not limited to:

- Permit, impact, utility tap, school, and use tax fee revenue
- New long term property and sales tax revenue – upon Annexation approval
- Construction and permanent job (leasing/maintenance) creation
- First traditional multi-family affordable units since the 2020 IHO was passed, addressing a need for the community, and aligning with Town/County affordable housing goals
- Provide needed **Missing Middle Housing**
- Compliment and support existing adjacent uses – Guardian Storage and Superior Marketplace

HABITAT ASSESSMENT REPORT

76TH STREET APARTMENTS

SUPERIOR, COLORADO

prepared for:

CARMEL PARTNERS

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MARCH 2026

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1.0 INTRODUCTION

Carmel Partners is planning a residential development on a 12.76-acre parcel located at 7494 Marshall Road, near the intersection of Marshall Road and 76th Street in Superior, Colorado. Specifically, the project site is located in Section 13 of Township 1 South and Range 70 West in Boulder County, Colorado (Figures 1 & 2).

In accordance with the Town of Superior's Land Use Code Section 16-10-30 (d)(6), PD Plan Submittal Requirements, Birch Ecology and Wildlife Biologist Georgia Lopez from Circle Ecology have prepared this Habitat Assessment Report. This report documents the quality and distribution of plant communities, identifies desirable native species, and includes maps of noxious weeds and other aggressive, introduced plants. In addition, this report describes the site's habitat quality for wildlife and the potential for supporting rare or sensitive species. Vegetation and wildlife findings are summarized in species list tables, maps, and photos, Finally, this report includes recommendations and information to assist with project planning.

Please note, all Figures are in Section 8.0 and Tables are in Section 9.0. Photos are included with the text.

2.0 ENVIRONMENTAL SETTING

The 12.76-acre parcel is located approximately 100 feet southwest of the intersection of Marshall Road and South 76th Street. The Highway 36 corridor is just north of the site (Figures 1 & 2). The property is vacant land that was burned during the Marshall Fire in December 2021, The vegetation is recovering and now supports a mix of native and non-native plant species. The site is characterized by a gentle topography that slopes and drains to the southeast. The western boundary abuts a manmade berm, likely an old railroad grade, which separates it

from Boulder County Open Space lands to the west. To the north, the property is bounded by a CDOT facility as well as a residential property to the northwest. South 76th street borders the property to the east, separating it from a large commercial development, and an unpaved access road, residence and storage facility are to the south.

The project site has an agricultural land use history but is not actively irrigated. However, the open space lands to the west of the property are crossed by large, earthen irrigation ditches including the Community Ditch, South Boulder Ditch, and Coal Creek Ditch. All of these ditches help to elevate the groundwater table in the project area. In addition, when the open space is irrigated, tailwater from the open space lands is conveyed through the project site. Specifically, water flows through a culvert in the berm at the western side of the property into a man-made pond on the 76th Street Project property, then seeps and flows through gaps in the rip-rap dam embankment and is conveyed east, eventually reaching stormwater inlets near the intersection of 76th Street and the unpaved access road. Elevations of the project site range from a high of approximately 5,595 feet in the northwestern portion of the property to a low of 5,550 feet in the southeast.

Wetland east of the man-made pond. (1/29/26).

3.0 WETLANDS BACKGROUND

In 2022, Birch Ecology conducted a wetland delineation of the property in accordance with the U.S. Army Corps of Engineers methodology. The investigation identified four wetlands (A, B, C, and D), which are illustrated by Figure 3, and one open water habitat in the man-made pond. In October 2022, the U.S. Army Corps of Engineers visited the site with Birch Ecology, and subsequently determined that "all four wetlands are artificially irrigated areas that would revert to upland if irrigation ceased. The artificial pond was created by excavating and/or diking dry land to collect and retain water…and is used exclusively for such purposes as stock watering, irrigation, settling basins or rice growing." Therefore, these wetlands and the man-made pond were determined to be non-jurisdictional, or not regulated by the Federal Clean Water Act. Similarly, the State of Colorado has adopted the same language in their own wetlands regulations in House Bill 24-1379 Section 22-8-205.1. Specifically, the Definitions of Excluded types of waters list "artificially irrigated areas that would revert to uplands if irrigation ceased" and "artificial lakes, lagoons, or ponds that are created entirely by excavating or diking upland to collect and retain water that are used exclusively for stock watering, irrigation, settling basins, or rice growing." As such these features are not regulated by the State of Colorado or the U.S. Army Corps of Engineers.

4.0 METHODS

Heather Houston and Kaitlyn Barthell of Birch Ecology conducted a botanical inventory on January 29, 2026, to evaluate habitat quality and describe the vegetation types. Birch Ecology noted high-value habitats, tree canopy species, and state-listed noxious weeds. Georgia Lopez of Circle Ecology (CE) subsequently visited the project site on the evening of January 29th and the morning of January 30th to evaluate current and potential habitat use by wildlife, including rare and sensitive species. The following report details the point in time findings as of the end of January 2026. Circle Ecology referenced Birch Ecology's wetland delineation report from 2022 with wildlife habitat observations collected through visual surveys and documented with photographs and GPS data. The U.S. Fish & Wildlife Service's Information, Planning and Conservation (IPaC) website was accessed for a list of federally listed species potentially present, historic sightings in the area, and species impacted by water depletions. State-listed species of concern were accessed from Colorado Parks & Wildlife's website (CPW). Circle Ecology cross-referenced this information with species activity maps prepared by CPW and the Colorado Natural Heritage Program (CNHP) using Colorado's Conservation Data Explorer (CODEX). The Colorado Geospatial Portal was referenced to obtain raptor nest data. Circle Ecology also referenced Boulder County's Open Datasets to reference Open Space and Mountain Parks Prairie Dogs Maximum Extent maps.

5.0 VEGETATION ASSESSMENT

5.1 Disturbed Uplands

The most common plant community within the surveyed parcel consists of introduced grasslands dominated by smooth brome *(Bromus inermis)*. Few trees or woody shrubs occur throughout the uplands. Russian olive (*Elaeagnus angustifolia*), and a few Siberian elms (*Ulmus pumila*) were scattered throughout the site in areas with moist soil. Both species are state-listed noxious weeds. In addition, native Arkansas rose (*Rosa arkansana*) occurs in moist upland soils.

The site's agricultural land use is reflected in its herbaceous plant community. Non-native smooth brome grass (*Bromus inermis*) heavily dominates the herbaceous layer alongside scattered alfalfa (*Medicago sativa*). On the sloped hillside towards the northern half of the parcel, some remnant native species are present, including yucca (*Yucca glauca*), big bluestem (*Andropogon gerardii*), broom snakeweed (*Gutierrezia sarothrae*), marbleseed (*Onosmodium molle ssp. occidentale*), switchgrass (*Panicum virgatum*), and sideoats grama (*Bouteloua curtipendula)*. These native plants are located where there has been less historical disturbance from agriculture and nearby development.

Small Russian Olive trees are common in the disturbed upland habitats. (1/29/26).

A few locations in the uplands are highly disturbed where fill dirt has been placed and around historical buildings which were destroyed in the Marshall Fire. These areas have low grass cover and are dominated by invasive weeds including mullein (*Verbascum thapsus*), bindweed (*Convolvulus arvensis*), Scotch thistle (*Onopordum acanthium*), kochia (*Kochia scoparia*), and yellow sweetclover (*Melilotus officinalis*).

Disturbed area with abundant mullein, Scotch thistle, and bindweed – all State-listed noxious weeds. (1/29/26).

5.2 Wetland Habitats

A man-made pond and wetlands fed by irrigated land to the west occur within the project area, as shown by the 2022 Wetland Map (Figure 3).

The man-made pond, located east of the berm, provides open water habitat with dense stands of narrowleaf cattails (*Typha angustifolia*) at the perimeter. On the dam embankment, there are a few native plains cottonwood (*Populus deltoides*) and peachleaf willow (*Salix amygdaloides*) trees with dense stands of sandbar willow (*Salix exigua*). However, Russian olive (*Elaeagnus angustifolia*), a state-listed noxious weed, is the most common tree species present. In addition, a few List A noxious hairy willowherb plants (*Epilobium hirsutum*) are present near the dam embankment (Figure 4).

As the wetland continues east of the pond embankment, the plant community transitions into stands of woolly sedge (*Carex lanuginosa*), Nebraska sedge (*Carex nebrascensis*), and clustered field sedge (*Carex praegracilis*). Extensive stands of soft rush (*Juncus effusus*) occur, growing with abundant teasel (*Dipsacus fullonum*), a List B noxious weed, and scattered swamp milkweed *(Asclepias incarnata)* and showy milkweed, *(A. speciosa)*, both desirable natives. The margins of the wetland transition into list B noxious Canada thistle (*Cirsium arvense*), more teasel, and introduced grasses such as meadow fescue *(Festuca pratensis)*. Small Russian olives are scattered along the drainage where they grow with introduced white willow *(Salix alba)* trees that are recovering from the fire, and a few native peachleaf willows *(Salix amygdaloides)*.

6.0 WILDLIFE HABITAT ASSESSMENT

6.1 General Wildlife Use

The project area contains upland vegetation, emergent wetland, irrigation drainage, and urban-edge habitats that function collectively as a transitional habitat between open space lands to the west and developed infrastructure to the east. As discussed above, four small wetlands and a man-made pond occur on the property and are sustained primarily by irrigation return flows moving eastward across the site (Figure 3). Although site hydrology is artificial and seasonally influenced, persistent shallow water, saturated soils, and dense herbaceous vegetation create localized structural habitat within an otherwise modified landscape.

Collectively, habitat assessments indicate the site functions primarily as a movement and foraging habitat rather than a resident core habitat. Wetlands and swales provide water and invertebrate production, while adjacent uplands support prey populations for mesocarnivores and raptors.

Incidental wildlife observations were conducted during the winter season when wildlife activity is reduced. The following report documents point in time findings as of the end of January 2026. Field observations indicate the property primarily supports adaptable and mobile wildlife species typical of Front Range urban-agricultural interfaces (Table 2). Avian species documented during the site visit included Rock Pigeon (*Columba livia*), Northern Flicker (*Colaptes auratus*), Black-billed Magpie (*Pica hudsonia*), Ring-billed Gull (*Larus delawarensis*), Brown Creeper (*Certhia americana*), House Finch (*Haemorhous mexicanus*), European Starling (*Sturnus vulgaris*), Eurasian Collared-Dove (*Streptopelia decaocto*), American Goldfinch (*Spinus tristis*), and Song Sparrow (*Melospiza melodia*). Canada Goose (*Branta canadensis*) utilizes adjacent maintained turf areas.

The photo on the left shows a Red-tailed Hawk perched in a tree near the stick nest. The photo on the right shows the stick nest that is outside of the property boundary and was observed on January 30, 2026. Photo credit: Georgia Lopez (1/30/26).

A pair of Red-tailed Hawks (*Buteo jamaicensis*) was observed offsite roughly 700 feet from the property boundary toward the west, along the Community Ditch corridor perching inside a stick nest and nearby (Figure 5)**.** Additionally, an unidentified raptor was observed by the Birch Ecology team perched in wetland willow vegetation, indicating the surrounding landscape supports raptor nesting and foraging territories, likely associated with elevated prey availability near wetland margins.

Emergent cattail and scrub-shrub communities provide nesting and foraging habitat for riparian-associated songbirds, including Song Sparrow (*Melospiza melodia*), Red-winged Blackbird (*Agelaius phoeniceus*), and Common Yellowthroat (*Geothlypis trichas*). The structural vegetation diversity and edge habitat conditions increase foraging opportunities for both resident and migratory birds.

Skull of a red fox found on site by the Birch Ecology team. (01/29/26).

Mammalian use of the property is evidenced by coyote (*Canis latrans*) tracks and scat, a red fox *(Vulpes vulpes*) skull, flattened grass bedding areas consistent with ungulate resting behavior likely mule deer (*Odocoileus hemionus*), and a vacant burrow exhibiting characteristics consistent with possible fox den use. Numerous small mammal burrows were observed in saturated soils and uplands, confirming active rodent occupancy. These prey resources likely attract mesocarnivores such as raccoon (*Procyon lotor*) and red fox (*Vulpes vulpes*), which may use vegetated swales and wetland margins as travel corridors. Mule deer, and potentially white-tailed deer (*Odocoileus virginianus*), may forage along wetland edges, particularly during spring green-up when mesic vegetation provides higher quality forage than surrounding smooth brome uplands.

The wetland complex represents a concentrated area of ecological function within the site. The man-made pond and saturated soils may provide seasonal breeding habitat for amphibians, depending on the hydroperiod duration, such as Boreal Chorus Frog (*Pseudacris maculata*), while reptiles like garter snakes (*Thamnophis spp.)* may utilize upland-wetland ecotones for thermoregulation and foraging. Mesic forbs, including swamp milkweed (*Asclepias incarnata*) and sedges (*Carex sp*.), provide resources for pollinators, including monarch butterflies and nesting sites for bumble bees. Bats may use the corridor as an opportunistic foraging site for flying diurnal and nocturnal insects such as mosquitoes and moths. These vegetative resources may contribute to overall invertebrate diversity and trophic complexity within the corridor.

Despite moderate disturbance, the wetland provides a linear movement corridor within the project site. However, the areas to the north, east, and south are non-habitat due to existing developments and the busy Highway 36 corridor. Therefore, the project site does not contribute to landscape scale habitat connectivity as three sides are developed.

6.2 U.S. Fish & Wildlife Service Threatened & Endangered Species

The U.S. Fish & Wildlife Service's Information, Planning and Conservation (IPaC) Website was accessed in January of 2026 to identify the federally listed wildlife of concern for the project area (Table 3). These species include one mammal, two birds, one fish, and three insects. Piping Plover (*Charadrius melodus*), Whooping Crane (*Grus americana*), and Pallid Sturgeon (*Scaphirhynchus albus*) are listed because they occur downstream in the South Platte River Watershed, and could be impacted by water depletions in Colorado. The project will not result in water depletions, and these species do not occur in Boulder County. Therefore, they are not discussed further in this report. The other four species, **Preble's Meadow Jumping Mouse** (*Zapus hudsonius preblei*), **Monarch Butterfly** (*Danaus plexippus*), **Suckley's Cuckoo Bumble Bee** (*Bombus suckleyi*), and **Western Regal Fritillary** (*Argynnis idalia occidentalis*) are discussed below, along with their potential to occur at the 76th Street Apartments Project site.

As discussed below, **no federally-listed species were identified at the site during field reconnaissance**.

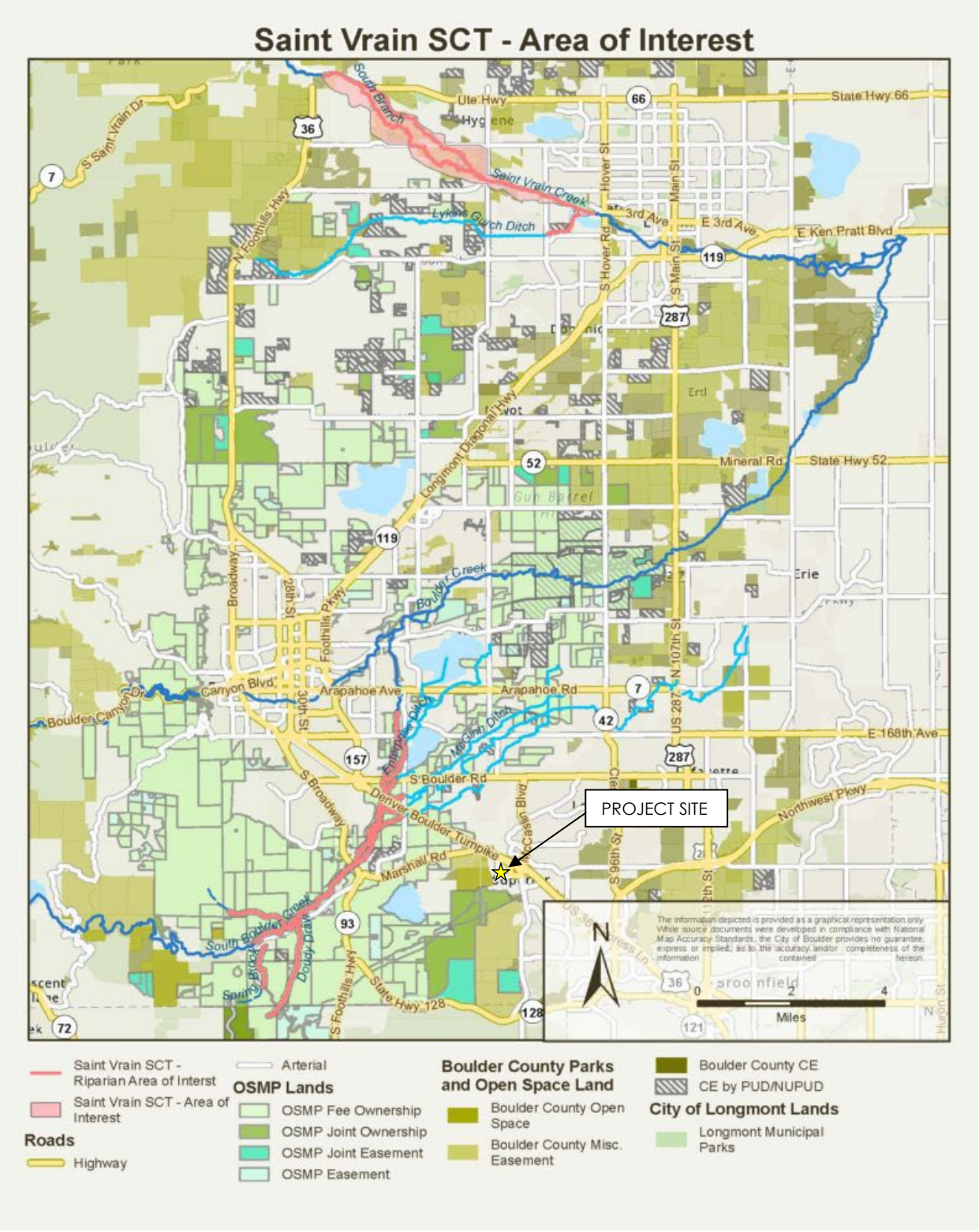
6.2.1 Preble's Meadow Jumping Mouse (*Zapus hudsonius preblei*)

Preble's Meadow Jumping Mouse (PMJM) is federally listed as Threatened and is associated along Colorado's Front Range with structurally complex riparian corridors supporting dense herbaceous cover, adjacent grassland/shrub transition zones, and reliable surface moisture (Armstrong et al. 2011; Shenk and Sivert 1999). Typical habitat includes willow and cottonwood overstory with a shrub and graminoid understory. Two core elements consistently characterize occupied sites: persistent hydrologic influence and dense cover providing protection from predation and microclimate buffering.

Habitat suitability must accommodate both active-season and hibernation requirements (Shenk 1998). Active-season areas support reproduction, foraging, and daily refuge, while hibernation areas provide suitable soils and nearby forage resources for pre-hibernation fat accumulation. These components may occur in separate locations but must remain functionally connected within a riparian corridor.

USFWS IPaC identifies designated critical habitat within the region, though none overlaps the project area (USFWS 2026). CODEX documents a historical occurrence approximately 2 miles from the site (1999 record) and confirms the parcel lies within the broader species range (CODEX 2026). St. Vrain Site Conservation Team assessments (2022–2023) and historical trapping records further indicate the parcel is outside the mapped Recovery Population areas (refer to map on the following page).

The project site supports localized wetlands and patches of dense graminoid/willow cover; however, site hydrology is primarily irrigation tailwater conveyed through a berm–pond–swale system rather than a naturally functioning perennial channel (Birch Ecology 2022). While wetland vegetation and nearby records indicate potential use, the altered hydrology and uncertain landscape connectivity reduce the likelihood of sustained occupancy. Accordingly, **habitat suitability is best characterized as low** relative to occupied riparian systems. The project site is disconnected from riparian habitats that support PMJM and the proposed project should not impact this species.



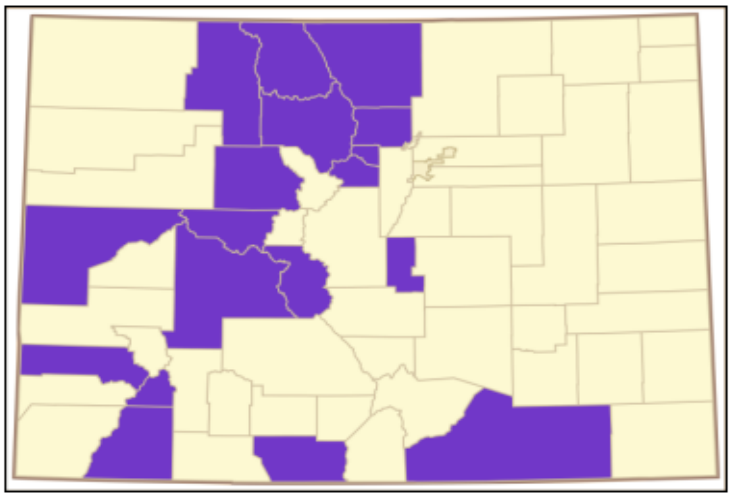
This map shows in red recovery population areas for the Preble's Meadow Jumping Mouse in the Front Range.

6.2.2 Suckley's Cuckoo Bumble Bee *(Bombus suckleyi)*

Suckley's cuckoo bumble bee is a proposed federally endangered species and an obligate social parasite of other bumble bees. In Colorado, it occurs primarily between approximately 6,000 and 10,500 feet across a broad range of habitats, including grasslands, meadows, open woodlands, and developed landscapes where host colonies persist (USFWS 2024(a); Wright et al. 2017). County-level records exist across much of the state, including the northern Front Range.

Unlike typical bumble bees, cuckoo bumble bee queens invade established host colonies, subdue or replace the resident queen, and use host workers to provision and rear their offspring (USFWS 2023). The species produces no worker caste and lacks pollen-collecting structures, making its persistence entirely dependent on the availability of host species, particularly members of the *Bombus* (*sensu stricto*) group (Lhomme & Hines 2019). Documented hosts include the western (*B. occidentalis*), yellow-banded (*B. terricola*), red-belted (*B. rufocinctus*), golden northern (*B. fervidus*), Nevada (*B. nevadensis*), and white-shouldered (*B. appositus*) bumble bees (USFWS 2024(a); Williams et al. 2014). Declines in these host populations, along with climatic stressors and land-use change, represent the primary threats to the species.

CNHP/CODEX mapping places the project area within the broad potential range; however, the species is **considered very rare in Colorado** and **no critical habitat is designated** by IPaC for the site. Limited pollinator survey coverage, disturbance history, and uncertainty regarding continuous floral resource availability further reduce the likelihood of occupancy. Accordingly, **occurrence within the property is considered unlikely**, though presence cannot be entirely excluded in the absence of targeted multi-season surveys and confirmed host populations.



Colorado county distribution of Suckley's cuckoo bumble bee includes Boulder County. This map was created from specimens at the University of Colorado Museum of Natural History (Wright et al. 2017).

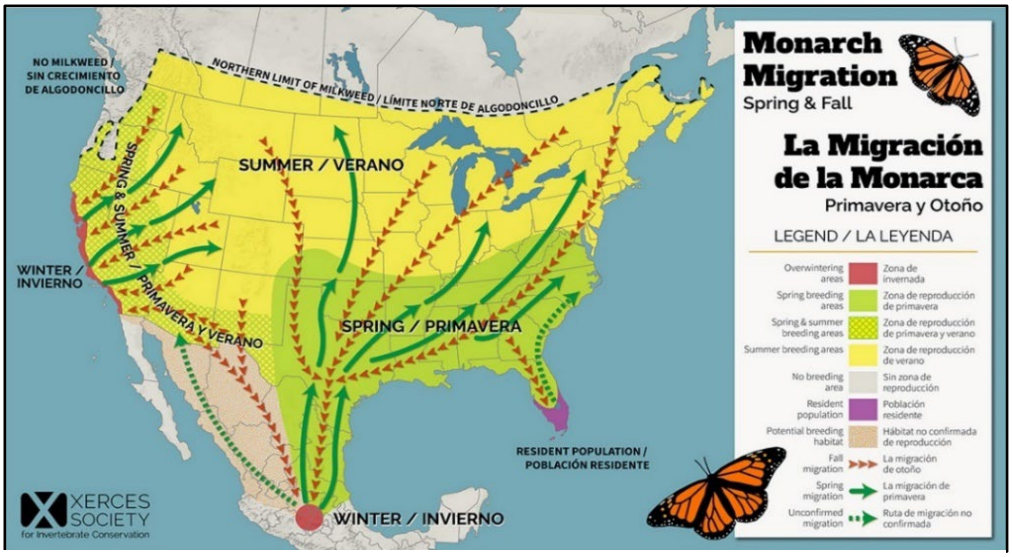
6.2.3 Monarch Butterfly *(Danaus plexippus)*

The monarch butterfly is a proposed threatened species with populations that migrate far distances across North America. Migratory populations are generally divided by the Rocky Mountains, with eastern populations overwintering in Mexico and Florida, and western populations overwintering in coastal areas of California (Xerces Society 2025). Some non-migratory, resident monarch populations exist in southern Florida as well (Xerces Society 2025).

Monarchs have evolved to become entirely dependent on milkweed plants (*Asclepias sp.)* as a larval host species. Adult female monarchs lay their eggs on milkweed, and the caterpillars sequester the toxic sap of these plants as they eat, creating a defense mechanism for predators (U.S. Fish and Wildlife Service 2025). The bright orange and black coloration of the adults, and the yellow and black coloration of the caterpillars warn predators of this chemical defense (U.S. Fish and Wildlife Service 2025).

Colorado plays a unique ecological role as a convergence zone for the eastern and western monarch populations. The state's plains and riparian corridors are critical stopover areas where monarchs rest and feed during migration. Native milkweed species such as *Asclepias incarnata* and *A. speciosa*, along with late-season flowering plants like alfalfa, asters, and goldenrod, provide essential nectar and breeding resources that sustain the species during its long-distance migrations (Environment for the Americas, 2025).

Monarchs are a species of conservation concern due to widespread population declines linked to habitat loss, pesticide exposure, and climate change. As noted by Birch Ecology's Habitat Assessment, **swamp milkweed** (*Asclepias incarnata*) and **showy milkweed** (*Asclepias speciosa)* **were observed on the property**. With milkweed (larval host plant) being present in the project footprint, breeding for the monarch butterfly is possible, and they may also use the site as a transient site for nectar while passing through briefly during migration. **Occurrence probability is high**.



Monarch migration patterns throughout North America (Xerces Society for Invertebrate Conservation 2025).

6.2.4 Western Regal Fritillary (*Argynnis idalia occidentalis)*

The western regal fritillary is identified by IPaC as Proposed Threatened, and no critical habitat is designated within the project area. This prairie-obligate butterfly requires large, contiguous native grasslands containing violet (*Viola* spp.) larval host plants and diverse nectar forbs. Marsh violet (*Viola nephrophylla*) is the only host plant potentially associated with site conditions, occurring in wet meadows, swales, and ditch margins; however, wetland violets alone do not constitute suitable breeding habitat because they lack the prairie structure necessary to support populations. Range-wide declines are linked to prairie fragmentation and conversion, with additional pressures from invasive and woody encroachment, drought and climate stressors, and broad herbicide use that reduces violets and nectar resources.

In Colorado, the subspecies occurs sparsely near the western edge of its range and is typically associated with intact prairie systems. Field observations conducted by Birch Ecology did not detect violet host plants on site. Consequently, **the property does not currently provide breeding habitat**, although transient adult movement cannot be fully excluded. Likelihood of occurrence: **low for breeding**; **transient use possible**.

6.3 State Of Colorado Threatened and Endangered Species

The Colorado Parks and Wildlife website was consulted to identify Endangered, Threatened, and Species of Special Concern in Colorado. Colorado's Conservation Data Explorer (CODEX) was accessed in January 2026, and Species Activity Maps developed by CPW and CNHP were reviewed. All species were reviewed for their likelihood of occurrence. Refer to Table 4 for a summary of State of Colorado and CNHP Endangered, Threatened, and Species of Special Concern. **None of the species identified in Table 4 were present during field reconnaissance.**

- There are no **prairie dogs** on the project site, and we did not identify evidence of recent or past use by prairie dogs.

- **Burrowing owls** *(Anthene cunicularia)* depend on active or historic prairie dog burrows in open grasslands for nesting and use the surrounding uplands for foraging. Since no prairie dogs are present the likelihood of burrowing owl use is low.

- The man-made pond and wetlands are potential habitat for the **Northern Leopard Frog** *(Lithobates pipiens)* and the **Common Garter Snake** (*Thamnophis sirtalis*). A survey during the spring months (April-May) would be required to determine if they are present.

- There is an active **Bald Eagle** *(Haliaeetus lecuocephalus)* nest about two miles to the southwest of the site. However, the project site does not have any suitable nesting habitat for Bald Eagles as it lacks large trees. They could occasionally use the site for opportunistic foraging but given the small size of the parcel and limited aquatic productivity, use would most likely be incidental.

- Other raptors including the **Ferruginous Hawk** *(Buteo regalis)* **Swainson's Hawk** *(Buteo swainsoni),* and **Northern Harrier** *(Circus hudsonius)*could potentially use the site for

foraging, but it is not suitable for nesting and use for foraging would most likely be incidental due to the small parcel size and surrounding disturbances.

- Pollinators including the **Western Bumble Bee** *(Bombus occidentalis)* and **American Bumble Bee** *(Bombus pensylvanicus)* could use the site for foraging on pollen and nectar, but the parcel likely functions as part of a larger foraging landscape rather than an isolated colony stronghold.

7.0 SUMMARY & RECOMMENDATIONS

The 76th Street project is in a transitional area between developed landscapes and Boulder County Open Space to the west. A busy highway corridor is just north of the site, a shopping center is to the east, and a storage facility is located to the south. These developments affect the habitat value and wildlife use of the site. Nevertheless, the irrigation-fed, man-made pond provides a perennial, open water source lined by dense stands of cattails and riparian trees and shrubs. The wetlands extending east from the man-made pond provide structural cover, have seasonally flowing water during irrigation season, and they support some areas of native milkweeds, which are important to monarch butterflies. However large, dense stands of the noxious weed teasel are the dominant forbs, and the List A noxious weed hairy willowherb also occurs in the wetland east of the man-made pond. Russian olives, also state-listed noxious weeds, are the most common tree onsite.

- The wetlands provide a linear movement corridor, but the north, east, and south of the site are non-habitat so this limits the value of the site for many species. Raptors, bats, ungulates, and some insects that occur in this transitional habitat near developments could use this site for foraging and movement. Small mammals, pollinators, amphibians and possibly some reptiles use this site for nesting and foraging.

- Field observations indicate the property primarily supports adaptable and mobile wildlife species typical of Front Range urban-agricultural interfaces.

- No prairie dogs or evidence of recent use by prairie dogs was observed during field reconnaissance.

- A stick nest and a pair of red-tailed hawks were identified along the Community Ditch on Boulder County Open Space, about 700 feet west of the property boundary (Figure 5). Prior to any ground disturbance or vegetation removal occurring between February 15 and July 15, a qualified wildlife biologist should verify whether the nest is active. If so, Colorado Parks and Wildlife should be consulted to ensure compliance with the Migratory Bird Treaty Act (MBTA). Current CPW guidelines recommend no surface occupancy within 0.33 mile of an active RTH nest during the nesting period. However, according to CPW, some red-tailed hawk individuals have adapted to urbanization and "may exhibit a high tolerance to human habitation and activities within 100 yards of their nest" (Colorado Parks & Wildlife 2020). Since the nest is near loud ambient noises with its proximity to the highway, construction would not greatly change the noise environment over what exists today. Consultation with U.S. Fish & Wildlife Service and Colorado Parks and Wildlife should be used to determine what,

if any, measures are needed to protect the nest, if it is active at the time of construction. If so, it may be necessary to monitor the nest; if the adults exhibit agitation or flushing behavior, it may be necessary to cease work until the end of the nesting season in July or when the young have fledged the nest, whichever comes first.

- The Migratory Bird Treaty Act (MBTA) protects the nests of migratory birds. If vegetation clearing or grubbing is to occur on the project site during the nesting season, generally March 15 - August 31, then a migratory bird nest survey should be conducted. The survey should be conducted within three to seven days prior to work commencing.

- Two state-listed species, the Northern Leopard Frog and the Common Garter Snake, could occur within the project site. A survey during the spring months (April – May) would be necessary to determine whether these species occur onsite.

- The upland habitats have been disturbed by prior land uses and the Marshall Fire, and the most abundant species is the non-native grass smooth brome. Although a few remnant native prairie species exist, they are limited to a few small areas. Noxious weeds including mullein, Canada thistle, and Scotch thistle are more common.

- Native milkweeds found within the wetlands provide potential habitat for monarch butterflies, a proposed threatened species. There will be a loss of milkweed habitat when the site is developed. However, milkweeds are easy to grow and should be incorporated into future site landscaping. In particular, stormwater detention ponds could be a suitable location for milkweed and other pollinator-friendly plants.

- Two List A noxious weeds were identified during field reconnaissance, as shown on Figure 4. According to state law, List A noxious weeds are required to be eradicated.

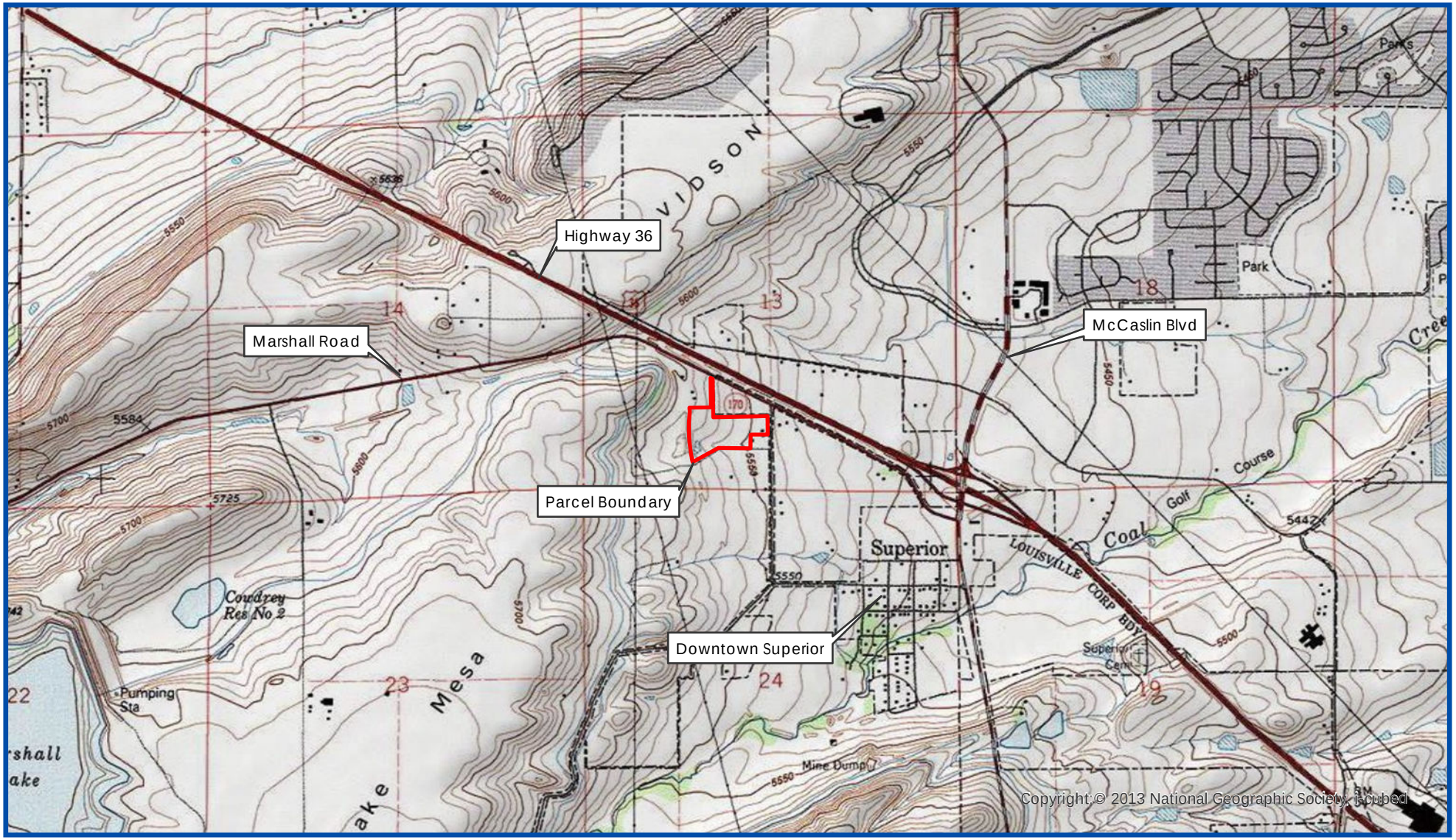
- The Colorado Department of Agriculture defines List A Noxious weeds as "a newly arrived, uncommon, and potentially dangerous plant that requires mandatory eradication from all lands within the state to prevent it from becoming a larger problem. The management goal for List A species is their complete elimination to protect the economic and environmental health of Colorado."

- **Hairy willowherb** (*Epilobium hirsutum*), a **List-A noxious weed**, is a highly problematic species identified in the wetlands during field reconnaissance (See Figure 4). Specifically, we identified three locations on the dam face and in the wetlands to the east. Hairy willowherb control typically requires treatment with an herbicide approved for use in aquatic habitats, such as Garlon 3A. We recommend management occur during the 2026 growing season to limit the spread of this noxious weed prior to and during construction. This work should be completed by a licensed herbicide applicator. Use caution to carefully spot spray, minimizing damage to the native milkweeds that grow nearby. Aggressive management when the population is small can prevent a much larger problem and can help to minimize the need for chemical herbicides over time.

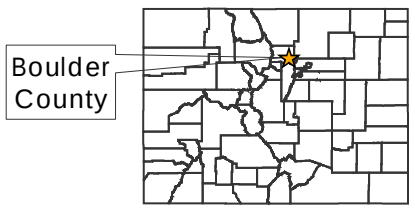
- **Japanese knotweed** (*Reynoutria japonica*), another **List-A noxious weed**, was identified in one location along the property line of the adjacent lot (See Figure 4). Japanese knotweed is extremely invasive. It produces thick monocultures that crowd out native plant communities by blocking sunlight and producing chemicals in its root system that suppress plant growth. It is also a very serious economic and safety threat, as it damages pavement, building foundations, and can even cause subsidence. Property values are known to decrease or become completely devalued in areas where Japanese knotweed has taken over. According to the New Hampshire Department of Agriculture, Japanese knotweed may be controlled to 95 – 100% in one application if treated with a 5% glyphosate solution to the leaves just after flowering in the late summer. Repeat chemical applications may be necessary to eradicate this plant from the property. It will be important to **conduct regular monitoring visits to ensure Japanese knotweed has not become further established.**

One stand of Japanese knotweed was found at the project site. This List-A Noxious Weed is required to be eradicated by the Colorado Department of Agriculture. This plant has large, hollow, reddish stems that help with identification (01/29/26).

8.0 FIGURES



BASE: USGS 7.5' Louisville Quadrangle, Colorado



LEGEND

Parcel Boundary

N

1:24,000

0 625 1,250 2,500

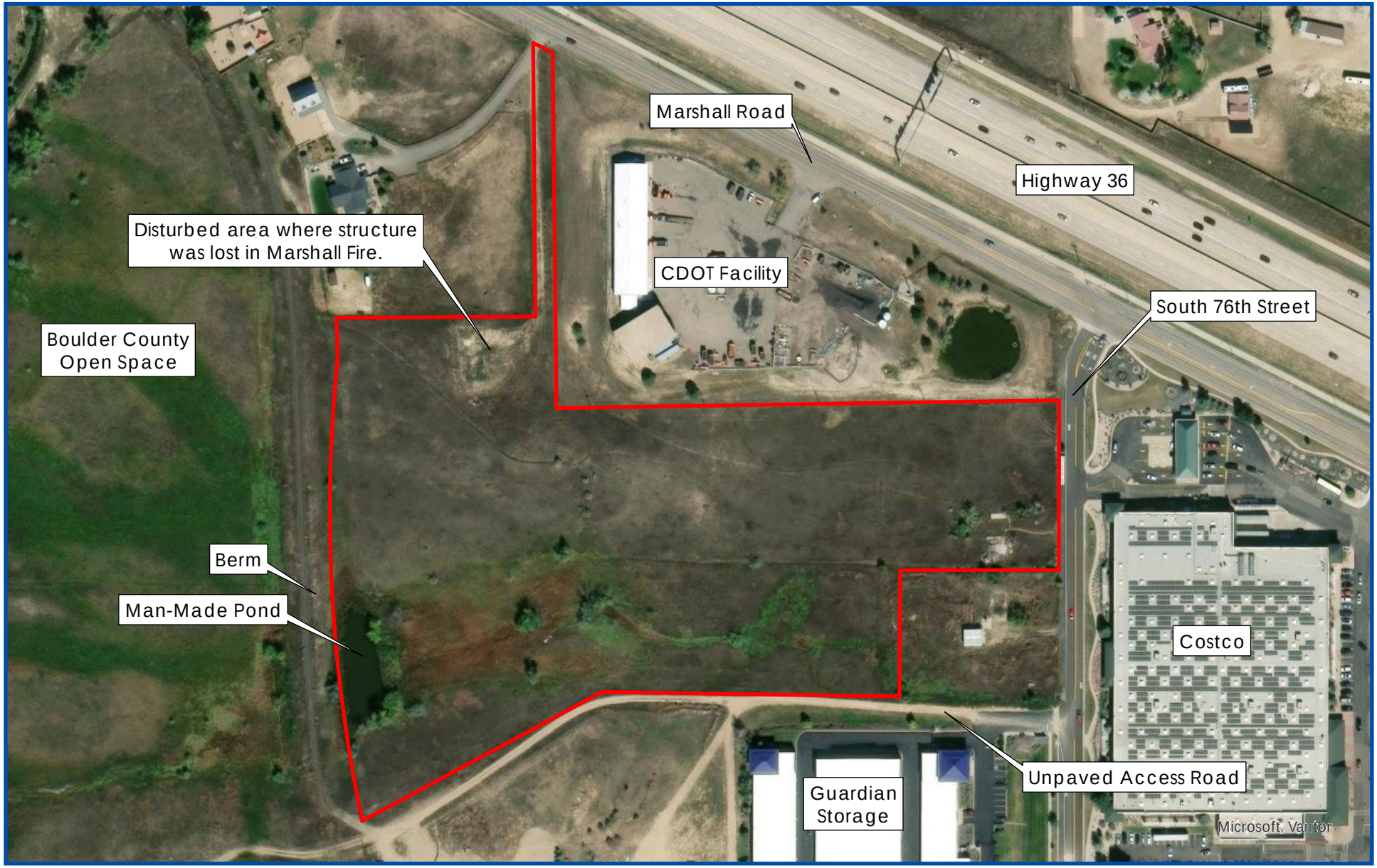
Feet

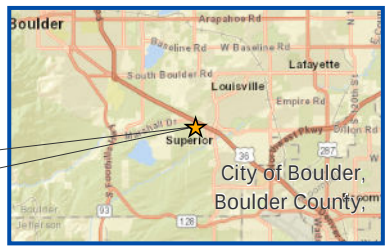
Figure 1. Project Location Map
76th Street Apartments
February 2026

Prepared by:

Birch Ecology LLC

710 Tenacity Drive
Suite 101
Longmont, CO 80504
(720) 350-2530
www.birchecology.com





LEGEND

Parcel Boundary

N

1:2,500

0 75 150 300 Feet

Figure 2. Aerial Photo
76th Street **Apartments**
February 2026

Prepared by:

Birch Ecology LLC
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(720) 350-2530
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Figure 3. Wetland Map
76th Street Apartments
Superior, Colorado

LEGEND:

- Wetlands
- Aquatic Habitat
- Culverts
- Boundary of Delineation
- Pit 1 Soil Pits

Berm

Pit 22-12

Wetland A
9,063 sf

Pit 22-9

Pit 22-8

Pit 22-7

Wetland C
1,302 sf

Pit 22-11

Pit 22-6

Wetland B
34,631 sf

Pit 22-10

Pit 22-3

Pit 22-5

Pit 22-4

Pit 22-1

Pit 22-2

Pit 22-13

Wetland D
352 sf

Storm Drain Inlet

South 76th Street

Unpaved Access Road

Pit 22-14

Storm Drain Inlet

12" Culvert
partially buried

Buried Culvert

Pond Aquatic Habitat
8,854 sf

Boulder County Open Space

Date: August 2022
Contour Interval = 1 ft
Scale: 1 in = 100 ft

Wetland flagging was surveyed by
Hurst & Associates
of Lafayette, CO.

prepared by:
Birch Ecology LLC
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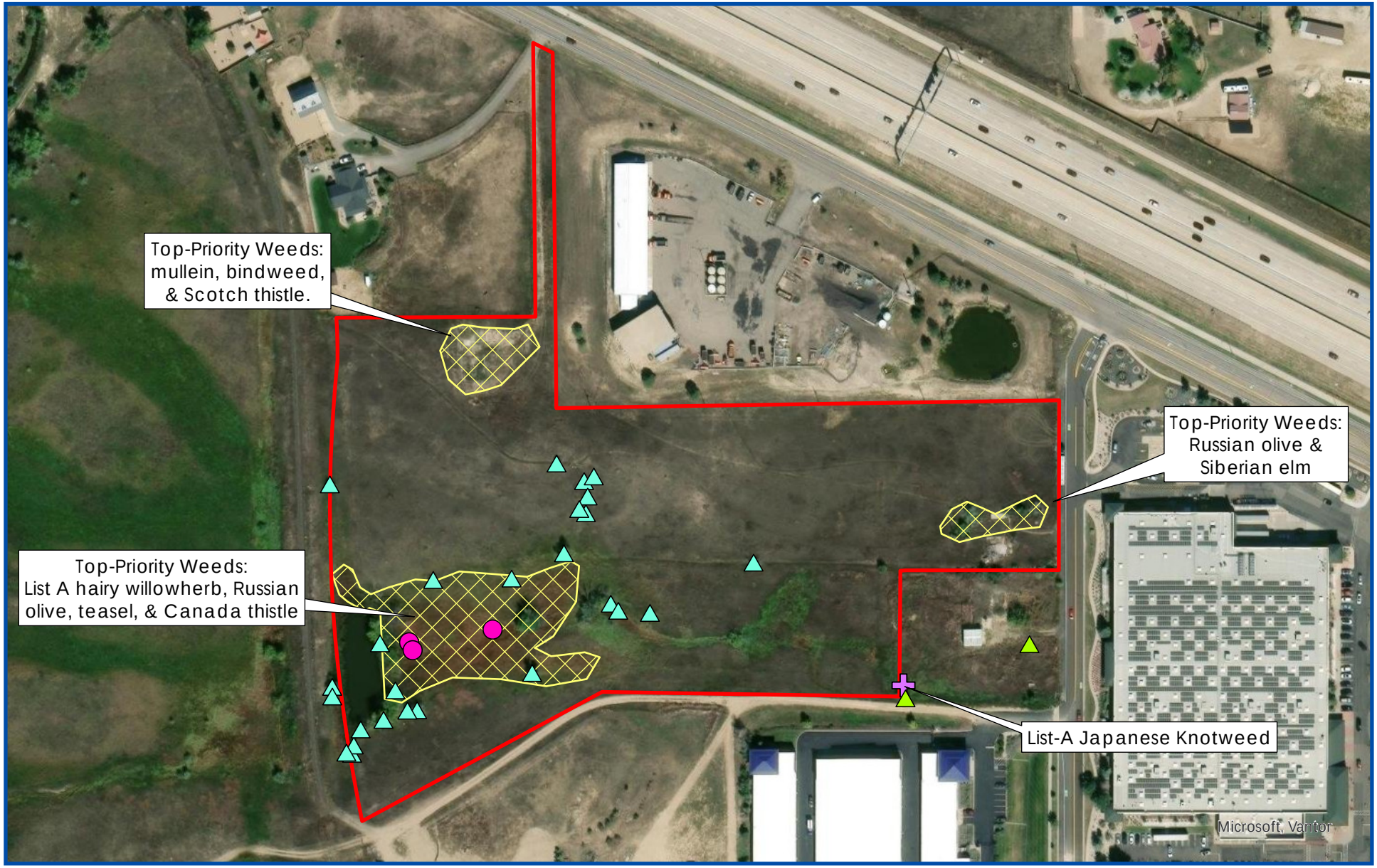

LEGEND

- Parcel Boundary
- High Priority Weed Management Area
- Japanese Knotweed *List A*
- Hairy Willowherb *List A*
- Russian Olive
- Siberian Elm

N

1:2,500

0 75 150 300 Feet

Figure **4**. Weed Management Map
76th Street **Apartments**
February 2026

Prepared by:
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LEGEND

Parcel Boundary

Raptor Nest

N

1:4,000

0 125 250 500 Feet

Figure **5**. Raptor Nest Map
76th Street **Apartments**
February 2026

Prepared by:

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9.0 TABLES

TABLE 1
Vascular Plant Species List
76th Street Apartments, Superior, CO

Scientific Name	Common Name	Family	Origin*
Trees			
Crataegus erythropoda	Hawthorn	Rosaceae	N
Elaeagnus angustifolia	Russian olive	Elaeagnaceae	I+
Populus deltoides	Plains cottonwood	Salicaceae	N
Salix alba	White willow	Salicaceae	I
Salix amygdaloides	Peachleaf willow	Salicaceae	N
Ulmus pumila	Siberian Elm	Ulmaceae	I+
Shrubs & Subshrubs			
Cornus sericea	Dogwood	Cornaceae	N
Gutierrezia sarothrae	Broom snakeweed	Asteraceae	N
Rosa arkansana	Arkansas rose	Rosaceae	N
Salix exigua	Sandbar willow	Salicaceae	N
Yucca glauca	Yucca	Agavaceae	N
Perennial Graminoids			
Bouteloua curtipendulina	Sideoats grama	Poaceae	N
Bouteloua gracilis	Blue grama	Poaceae	N
Bromus inermis	Smooth brome	Poaceae	I
Carex lanuginosa	Woolly sedge	Cyperaceae	N
Carex nebrascensis	Nebraska sedge	Cyperaceae	N
Carex praegracilis	Clustered field sedge	Cyperaceae	N
Eleocharis palustris	Creeping spikerush	Cyperaceae	N
Elytrigia repens (Elymus)	Quackgrass	Poaceae	I+
Festuca arundinacea	Tall fescue	Poaceae	I
Festuca pratensis	Meadow fescue	Poaceae	I
Glyceria striata	Fowl mannagrass	Poaceae	N
Juncus effusus	Soft rush	Juncaceae	I
Panicum virgatum	Switchgrass	Poaceae	N
Pascopyrum smithii	Western wheatgrass	Poaceae	N
Poa compressa	Canada bluegrass	Poaceae	I
Poa palustris	Fowl bluegrass	Poaceae	N
Poa pratensis	Kentucky bluegrass	Poaceae	I
Polygonum arenastrum	Common knotweed	Polygonaceae	I
Scirpus pungens (S. americanus)	Threesquare bulrush	Cyperaceae	N
Solidago rigida	Stiff-leaved goldenrod	Asteraeae	N
Thinopyrum ponticum	Tall wheatgrass	Poaceae	I
Typha angustifolia	Narrowleaf cattail	Typhaceae	N
Perennial Forbs			
Asclepias incarnata	Swamp milkweed	Asclepiadaceae	N
Asclepias speciosa	Showy milkweed	Asclepiadaceae	N
Centaurea diffusa	Diffuse knapweed	Asteraceae	I+
Cichorium intybus	Chicory	Asteraceae	I+
Cirsium arvense	Canada thistle	Asteraceae	I+

TABLE 1
Vascular Plant Species List
76th Street Apartments, Superior, CO

Scientific Name	Common Name	Family	Origin*
Convolvulus arvensis	Field bindweed	Convolvulaceae	I+
Epilobium hirsutum	Hairy willowherb	Onagraceae	I+
Fallopia japonica	Japanese knotweed	Polygonaceae	I+
Glycyrrhiza lepidota	American licorice	Fabaceae	N
Heterotheca villosa	Golden aster	Asteraceae	N
Leonurus cardiaca	Motherwort	Lamiaceae	I
Leucocrinum montanum	Sand Lily	Liliaceae	N
Lithospermum multiflorum	Puccoon	Boraginaceae	N
Medicago sativa	Alfalfa	Fabaceae	I
Mentha piperita	Peppermint	Lamiaceae	I
Onosmodium molle ssp. occidentale	Marbleseed	Boraginaceae	N
Opuntia macrorhiza	Plains Prickly Pear	Cactaceae	N
Opuntia polyacantha	Prickly Pear	Cactaceae	N
Oxytropis lambertii	Purple locoweed	Fabaceae	N
Rumex crispus	Curly dock	Polygonaceae	I
Sisyrinchium montanum	Blue-eyed grass	Iridaceae	N
Taraxacum officinale	Dandelion	Asteraceae	I
Veronica americana	American speedwell	Scrophulariaceae	N
Yucca glauca	Yucca	Agavaceae	N
Ferns & Fern Allies			
Equisetum arvense	Field horsetail	Equisetaceae	N
Annual/Biennial Graminoids			
Agropyron cristatum	Crested wheatgrass	Poaceae	I
Bromus tectorum	Cheatgrass	Poaceae	I+
Panicum capillare	Witch grass	Poaceae	I
Annual/Biennial Forbs			
Alyssum simplex	Alyssum	Brassicaceae	I
Ambrosia psilostachya	Western ragweed	Asteraceae	
Capsella bursa-pastoris	Shepherd's purse	Brassicaceae	I
Chenopodium album	Lambs quarters	Chenopodiaceae	I
Cynoglossum officinale	Houndstongue	Boraginaceae	I+
Descurainia sophia	Flixweed	Brassicaceae	I
Dipsacus fullonum ssp. sylvestris	Teasel	Dipsacaceae	I+
Grindelia squarrosa	Curlycup gumweed	Asteraceae	N
Lactuca serriola	Prickly lettuce	Asteraceae	I
Lepidium campestre	Field pepperwort	Brassicaceae	I
Lepidium perfoliatum	Clasping peppergrass	Brassicaceae	I
Melilotus officinalis	Yellow sweetclover	Fabaceae	I
Oenothera villosa	Hairy evening-primrose	Onagraceae	N
Onopordum acanthium	Scotch thistle	Asteraceae	I+
Sisymbrium altissimum	Tumble mustard	Brassicaceae	I
Thlaspi arvense	Pennycress	Brassicaceae	I

TABLE 1
Vascular Plant Species List
76th Street Apartments, Superior, CO

Scientific Name	Common Name	Family	Origin*
Tragopogon dubius	Salsify	Asteraceae	I
Verbascum thapsus	Mullein	Scrophulariaceae	I+

N = Native; I = Introduced; I+ = Colorado State Listed Noxious Weed

TABLE 2
Incidental Wildlife Observations
76th Street Apartments, Superior, CO
January 29 - 30, 2026

Common Name	Scientific Name
Eurasian Collard-Dove	*Streptopelia decaocto*
Canada Goose	*Branta canadensis*
Ring-billed Gull	*Larus delawarensis*
American Goldfinch	*Spinus tristis*
Red-tailed Hawk	*Buteo jamaicensis*
European Starling	*Sturnus vulgaris*
Brown Creeper	*Certhia americana*
Northern Flicker	*Colaptes auratus*
Rock Pigeon	*Columba livia*
House Finch	*Haemorhous mexicanus*
Song Sparrow	*Melospiza melodia*
Black-billed Magpie	*Pica hudsonia*

* Surveys were conducted during the winter season. This list represents the point in time findings as of the end of January 2026.

TABLE 3
IPAC Federally Listed & Proposed Species of Concern
76th Street Apartments, Superior, CO

Species	Status	Habitat Requirements	Potential to Occur
Fish			
Pallid Sturgeon *(Scaphirhynchus albus)*	E	Large, turbid, free-flowing rivers with braided channels and sandbars (lower Platte and Missouri basins).	Species listed due to potential impacts associated with water depletions to the South Platte River system. **There is no suitable habitat onsite.**
Birds			
Piping Plover (*Charadrius melodus)*	T	Open sandy or gravel shorelines, alkali flats, and river sandbars with sparse vegetation near shallow water.	Species listed due to potential impacts associated with water depletions to the South Platte River system. **There is no suitable habitat onsite.**
Whooping Crane (*Grus americana)*	E	Shallow wetlands and agricultural fields used during migration through the Central Flyway.	Species listed due to potential impacts associated with water depletions to the South Platte River system. **There is no suitable habitat onsite.**
Mammals			
Preble's Meadow Jumping Mouse *(Zapus hudsonius preblei)*	T	Dense riparian vegetation and wet meadows adjacent to perennial streams in the South Platte drainage; requires herbaceous cover near water.	**Potential is low.** Elements of suitable riparian habitat are disconnected from other occupied habitat.
Insects			
Monarch Butterfly *(Danaus plexippus)*	PT	Grasslands and riparian habitats with milkweed (Asclepias spp.) and nectar-rich forbs.	**Potential is high.** Suitable nectar resources present on site.
Suckley's Cuckoo Bumble Bee (*Bombus suckleyi*)	PE	Parasitic bumble bee dependent on host Bombus colonies; associated with high-quality flowering meadows and riparian areas.	**Low potential**; very rare in Colorado in recent records, though floral resources occur.

TABLE 3
IPAC Federally Listed & Proposed Species of Concern
76th Street Apartments, Superior, CO

Species	Status	Habitat Requirements	Potential to Occur
Western Regal Fritillary (*Argynnis idalia occidentalis*)	PT	Prairie-obligate butterfly; larval hos plant dependent (*Viola* spp.)	**Low potential**; Host plants absent with low transient use possible.

TABLE 4
State of Colorado Endangered, Threatened, & Species of Special Concern
76th Street Apartments, Superior, CO
(Colorado Natural Heritage Program, 2026)

Scientific Name	Common Name	State Status	Habitat Requirements	Potential for Occurrence	Tier
Amphibians					
Lithobates pipiens	Northern Leopard Frog	SC	Wet meadows, ponds, marshes, and irrigation ditches below 9,000 feet.	**Moderate.** Suitable structural habitat is present during the growing season.	1
Birds					
Aquila chrysaetos	Golden Eagle	BGEPA	Open grasslands, foothill slopes, and cliff or large tree nesting sites.	**Low** (foraging only).	1
Haliaeetus leucocephalus	Bald Eagle	BGEPA	Mature trees near water bodies and shortgrass prairies that support fish, waterfowl and/or prairie dog colonies.	**Low to Moderate.** May forage on site with active nest within 2 miles from boundary.	2
Athene cunicularia	Burrowing Owl	ST	Shortgrass prairie and prairie dog colonies with available burrows.	**Low potential.** May forage on site but nesting habitat is absent.	2
Buteo regalis	Ferruginous Hawk	SC	Large intact prairie; prairie dog colonies.	**Low-Moderate** (foraging only).	2
Buteo swainsoni	Swainson's Hawk	MBTA	Tall nesting tress; open agricultural for foraging.	**Low-Moderate** (foraging only).	2

TABLE 4
State of Colorado Endangered, Threatened, & Species of Special Concern
76th Street Apartments, Superior, CO
(Colorado Natural Heritage Program, 2026)

Scientific Name	Common Name	State Status	Habitat Requirements	Potential for Occurrence	Tier
Circus hudsonius	Northern Harrier	MBTA	Open grasslands; wetland edges; ground nesting.	**Moderate** (foraging).	2
Botaurus ludovicianus	American Bittern	MBTA	Extensive emergent marsh habitat.	**Low**	2
Insects					
Bombus occidentalis	Western Bumble Bee	-	Flower-rich meadows and riparian zones; nests underground or in abandoned rodent burrows.	**Low-Moderate.**	1
Bombus pensylvanicus	American Bumble Bee	-	Grasslands and riparian areas containing milkweed and nectar-producing forbs.	**Low-Moderate.**	1
Mammals					
Cynomys ludovicianus	Black-tailed Prairie Dog	SC	Shortgrass and mixed-grass prairie with deep, well-drained soils.	**Low potential**; no active prairie dog colonies occur onsite.	2

TABLE 4
State of Colorado Endangered, Threatened, & Species of Special Concern
76th Street Apartments, Superior, CO
(Colorado Natural Heritage Program, 2026)

Scientific Name	Common Name	State Status	Habitat Requirements	Potential for Occurrence	Tier
Reptiles					
Thamnophis sirtalis	Common Garter Snake	SC	Marshes, wet meadows, ponds, and the edges of streams, especially along the eastern plains and Front Range	**Moderate.** Suitable habitat is present.	2

SE = State Endangered; ST = State Threatened; SC = State Special Concern (not a statutory category)

*Note that state-listed species that are also federally listed have been excluded from this table, as federally listed species with potential habitat at the project site are addressed in Table 2.

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MEMORANDUM

To: Brannon Richards
Public Works and Utilities Director
Town of Superior

From: Steve Tuttle, PE, PTOE

Date: May 21, 2026

Project: Northwest Superior Area Development Traffic Analysis

Subject: Summary of Findings

At the request of the Town of Superior, the Fox Tuttle Transportation Group has completed an analysis of traffic impacts related to potential development projects in the northwest area of the Town of Superior. While individual traffic impact studies will be required to be submitted to and approved by the Town for all potential projects prior to entitlement, this analysis was conducted to evaluate the potential cumulative effects of the additional traffic on future area traffic conditions surrounding the Superior Marketplace. The analysis also considered the potential impacts of these development projects on Coal Creek Drive in "Original Town" Superior within the context of the planned improvements to the McCaslin Boulevard and Marshall Road intersection. This memorandum summarizes our analysis, findings, and recommendations.

Background

There are currently three potential development projects in the Superior Marketplace vicinity in the northwest part of the Town of Superior that have either been previously proposed or are currently in planning stages that are included in this analysis. Note that none of these projects are currently approved. These are described as follows, along with the assumed land use based on current or previously submitted information:

1. 76th Street Apartments Site: 336 new multifamily dwelling units located on the west side of 76th Street just south of Marshall Road.
2. Guardian Storage Expansion Site: Expansion (±52,700 square feet) of the existing self-storage/flex use at 1599 S. 76th Street.
3. Boulder County Housing Authority (BCHA) Site: A new, transit-oriented affordable housing units that has previously been discussed at the existing US 36 & McCaslin Blvd. RTD Park and Ride facility located east of Marshall Road at Center Drive. A previously prepared (2022) traffic impact analysis for this project assuming 269 affordable housing units + 10,000 SF of commercial/retail use was utilized as a basis for estimating added trips for this site.

An area map showing the location of each of these potential development projects within the study area is provided on **Figure 1**.

One of the objectives of this analysis is to understand potential impacts to Coal Creek Drive west of McCaslin Blvd. Coal Creek Drive is classified a local street with a 25 mile-per hour (mph) posted speed that provides direct access to residential use within Original Town Superior. Coal Creek Drive serves as a multimodal east-west connector through Original Town, with attached sidewalks on both sides of the roadway and numerous traffic calming features to mitigate speeds and volumes, including curb extensions/neckdowns, both mid-block and at intersections with 2nd Avenue, 3rd Avenue, and 4th Avenue. These features were implemented to help mitigate speeds and "cut through" traffic volumes given the grid roadway system that allows traffic to travel to/from Superior Marketplace and residential uses located further to the west along 76th Street to access McCaslin Blvd. along Coal Creek Drive rather than remain on the arterial and collector roadway system to the north. We understand that there are still resident concerns about speeds, traffic volumes and vehicles not stopping at stop signs.

Town staff previously collected speed and volume data in 2024 that showed there were approximately 1,134 vehicles per day along Coal Creek Drive just east of 4th Avenue, with average speeds of 21.8 mph and 85th-percentile speeds of 26 mph. The Town study also showed that approximately 18.5% (weekday) to 25% (weekend) of traffic utilizing Coal Creek Drive west of McCaslin Blvd. was traffic traveling between Sycamore Street (Superior Marketplace) and McCaslin Blvd. vs traffic local to uses along Coal Creek Drive. Similar results were shown along 4th Avenue north of Coal Creek Drive (27.6% cut through on weekday and 31% on weekend).

Per information provided by Town staff, we understand that the most supported ideas from attendees at an August 13, 2024 public meeting were enforcement, additional stop signs, and implementation of improvements at the Marshall Road & Sycamore Street and Marshall Road & McCaslin Blvd. intersections to discourage cut-through traffic along Coal Creek Drive.

Improvements to the Marshall Road & McCaslin Blvd. intersection are planned for this year, to include reconfiguration of the eastbound approach on Marshall Road, to include:

- a separate eastbound through lane on Marshall Road through the intersection (the through lane is currently shared with one of the three eastbound left-turn lanes)
- the addition of a separate and channelized right-turn from eastbound Marshall Road to southbound McCaslin Blvd.
- signal phasing and timing improvements, to remove the existing "split phase" east-west operation required by the existing shared left+through lane condition.

This analysis builds upon the analysis conducted by Fox Tuttle for the Town of Superior Transportation Plan (2025) to evaluate how these intersection improvements will improve traffic flow at this intersection, within the context of the three potential added developments and how these improvements may improve conditions along Coal Creek Drive.

Existing Traffic Counts

Weekday AM and PM peak hour traffic counts were either compiled from recent area traffic impact studies or collected for this project in 2026. The existing traffic data, lane configurations, and traffic controls are shown on **Figure 2**. Traffic count data sheets are included in the Appendix.

Existing Intersection Operations Summary

Analysis of existing traffic operations for weekday AM and PM peak hour conditions was conducted using Highway Capacity Manual (HCM) and Synchro (v12) software. Existing signal timing data was incorporated. The Synchro results are provided in the Appendix, with key results relative to this analysis summarized as follows:

- All existing intersections within the study area are operating acceptably overall from an operational standpoint in both peak hours (LOS D or better), but the Marshall Road & McCaslin Blvd. intersection has several movements operating at LOS E
- At the Marshall Road & McCaslin Blvd. intersection, the eastbound right-turn is operating at LOS E (65 seconds delay in the PM peak hour) and the northbound left-turn is operating at LOS E (73 seconds delay in the PM peak hour)

A second Synchro/HCM analysis was conducted using existing peak hour volumes and with the planned improvements at the Marshall Road & McCaslin Blvd. intersection in place. The Synchro results are provided in the Appendix, with the following key findings:

- With the Marshall Road & McCaslin Blvd. intersection improvements, the average overall intersection delay improves from 43 seconds (LOS D) to 38 seconds (LOS D)
- The eastbound right-turn delay improves from 65 seconds (LOS D) to zero seconds (LOS A) in the PM peak hour per the HCM report; note that there will still be some delay for this movement with the channelized right-turn lane as it will have a yield condition with southbound McCaslin Blvd. traffic; this yield delay is estimated at approximately 4 seconds per vehicle using SimTraffic software (LOS A) during the PM peak hour.
- The northbound left-turn delay improves from 73 seconds (LOS E) in the PM peak hour to 64 seconds (LOS E) with the anticipated timing and phasing improvement; note that since the left-turn movements are protected-only (green arrow only, no green ball/permitted left-turns), LOS E operation is typical for protected-only left-turns at major intersections as a tradeoff for improved safety and reduction of right-angle crash potential.

The existing AM and PM peak hour volumes and delay calculations along Coal Creek Drive at McCaslin Blvd. show that the highest activity during weekdays occurs in the PM evening peak period, with approximately 173 vehicles in the peak hour traveling on Coal Creek Drive west of McCaslin Blvd. (104 in the AM peak hour). Of these, the turning movement counts along 4th Street and at Sycamore Street /76th Street suggest that up to roughly 1/3rd of this traffic continues through the roadway network and could be consider cut-through traffic that otherwise may have

utilized Marshall Road to/from McCaslin Blvd. This is comparable to but slightly higher than the 2024 cut-through study results.

Based on the assessment above, the proposed improvements at the Marshall Road & McCaslin Blvd. will mitigate some of the delays that may currently encourage traffic to utilize Coal Creek Drive in either direction, particularly outbound/eastbound traffic given the significant improvement to the existing eastbound right-turn delays. However, while some reduction in traffic on Coal Creek Drive, particularly eastbound during peak PM periods, is likely to occur on Coal Creek Drive, these improvements would not be anticipated to fully eliminate cut-through traffic given the grid-system and options available to drivers.

Potential Development Traffic

Projected traffic generated by the three future developments in the northwest Superior area was estimated by using trip rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual for the anticipated land uses and per the traffic impact analyses performed for these projects. The estimated weekday daily, AM peak hour and PM peak hour trips are summarized for each project, and for the cumulative total, on **Table 1** below.

Table 1 – Trip Generation Estimates

Site	Land Use	Size	Unit	Non-Auto Factor[1]	Weekday Average Daily Rate	Average Daily Total	Average Daily In	Average Daily Out	AM Peak Hour Rate	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Rate	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
76th Street Apartments	ITE 220 - Multifamily Housing (Low-Rise)	336	Dwelling Units	n/a	6.21	2087	1044	1043	0.41	138	33	105	0.52	175	109	66
	Subtotal					***2087***	***1044***	***1043***		***138***	***33***	***105***		***175***	***109***	***66***
Guardian Storage Expansion	ITE 151 - Mini-Warehouse	31.2	1,000 Square Feet GFA	n/a	1.29	40	20	20	0.08	2	1	1	0.14	4	2	2
	ITE 710 - Office	26	1,000 Square Feet GFA		7.83	204	102	102	1.24	32	28	4	1.18	31	5	26
	Subtotal					***244***	***122***	***122***		***34***	***29***	***5***		***35***	***7***	***28***
BCHA Transit-Oriented Development	COLA - Affordable Housing - Family	269	Dwelling Units	0.7	4.08	768	384	384	0.50	94	38	56	0.34	64	35	29
	Commercial (ITE #822, Retail < 40k)	10.8	1,000 Square Feet GFA		54.45	412	206	206	2.36	18	11	7	6.59	50	25	25
	Subtotal					***1180***	***590***	***590***		***112***	***49***	***63***		***114***	***60***	***54***
Total (All Sites)						***3511***	***1756***	***1755***		***284***	***111***	***173***		***324***	***176***	***148***

(1) Non-Auto Factor to Account for Proximity of BCHA to transit and mixed-use retail.

As shown above, these three development projects will be anticipated to generate a cumulative total of approximately 3,511 daily, 284 AM peak hour, and 324 PM peak hour trips at full buildout. These trips were then distributed and assigned to the area roadway and intersection network based on trip distribution assumptions used in the individual traffic analyses. The resulting added trip volumes are shown on **Figure 3**.

For potential estimate of cut-through traffic along Coal Creek Drive from these project sites, the following considerations were made:

- It is estimated that up to 25% of traffic from the 76th Street Apartments and Guardian Storage sites may be oriented to/from the south along McCaslin Road, with the remaining 75% oriented to/from the north, east, or internal to the study area, with the highest percentage (60%) to/from US 36 or north on McCaslin Road. This 25% to/from the south

on McCaslin Road is traffic that could potentially use Coal Creek Drive (likely via 76th Street) to egress east to McCaslin Blvd. to turn right southbound, vs. Marshall Road. In the opposite (inbound) direction, this 25% could potentially make a northbound-to-westbound left at Coal Creek Drive & McCaslin Blvd. vs. continue to the Marshall Road signal. For the purposes of analyzing potential impacts, it was assumed that half of this 25% would use Coal Creek Drive and the other half using the Marshall Road/McCaslin Blvd. intersection.

- For the BCHA site, per the 2022 traffic study prepared, 7% of the site traffic is estimated to be oriented to/from the south on McCaslin Road. Given the location of the BCHA site further north in the study area and the longer, more time-consuming route to travel further west (via 4th Avenue and Sycamore Street) to get to/from the east, it is not anticipated this traffic would utilize Coal Creek Drive as a cut-through route to access to/from the BCHA site.
- To provide some context to the discussion of potential impacts of these developments and order-of-magnitude projections, based on these assumptions it was estimated that the buildout of these sites could increase traffic on Coal Creek Drive just west of McCaslin Blvd. by 26 (AM) to 32 (PM) trips during the peak hours. This compares the existing peak hour volumes at that location of 104 (AM) and 173 (PM) trips. This represents an increase of 18% to 25% vs. existing volumes.

Year 2050 Intersection Operations Summary

The Year 2050 total traffic volumes with all three developments built out per the assumptions above were estimated by adding the trip generation estimates to Year 2050 background growth projections. The 2050 growth projections were developed by applying area growth rates contained in the Town of Superior Transportation Plan. Per the Transportation Plan data, it is anticipated that traffic along McCaslin Blvd. in this area will grow by an average of 1.10% annually and that Marshall Road will grow by 1% annually. For Sycamore Street, 76th Street, 4th Avenue, and Coal Creek Drive, a 1% annual growth rate was applied to account for both in-fill residential development in the Original Town area and potential increased use of Superior Marketplace. The three development project trips were then added on top of these growth projections. Note that since the Transportation Plan growth estimates accounted for development along 76th Street, this approach results in a conservatively high estimate of total 2050 traffic, for the purposes of analyzing potential future impacts.

Year 2050 intersection Levels of Service were analyzed for AM and PM peak hour conditions using Synchro/HCM methodology previously discussed. The key findings of the long-range buildout operational analysis are summarized as follows:

- With the Marshall Road & McCaslin Blvd. intersection improvements and long-range traffic projections, the intersection is anticipated to operate acceptably and with average overall intersection delays lower than the existing conditions.

- All other area intersections and individual movements are anticipated to operate acceptably at LOS C or better, indicating no capacity deficiencies in the study area, with the following exception:
    - At the Sycamore Street & Marshall Road signalized intersection, with the current configuration the high-volume right-turn from Sycamore Street to Marshall Road eastbound would be projected to operate at LOS E (up to 67 seconds delay); this condition could discourage traffic to utilize this route to access McCaslin Blvd. southbound and could encourage use of Coal Creek Drive. Thus, it is recommended to install a right-turn overlap signal/phase that can provide a green arrow to coincide with the north/westbound left-turn from Marshall Road to Sycamore Street westbound. This would involve a new signal indication (can be a five-section protected-permissive or four-section flashing-yellow-arrow type signal head) and signal programming updates in the controller to add this overlap phase. With this overlap phase in place, this right-turn movement improves to LOS D and 49 second delay or less in both peak hours.

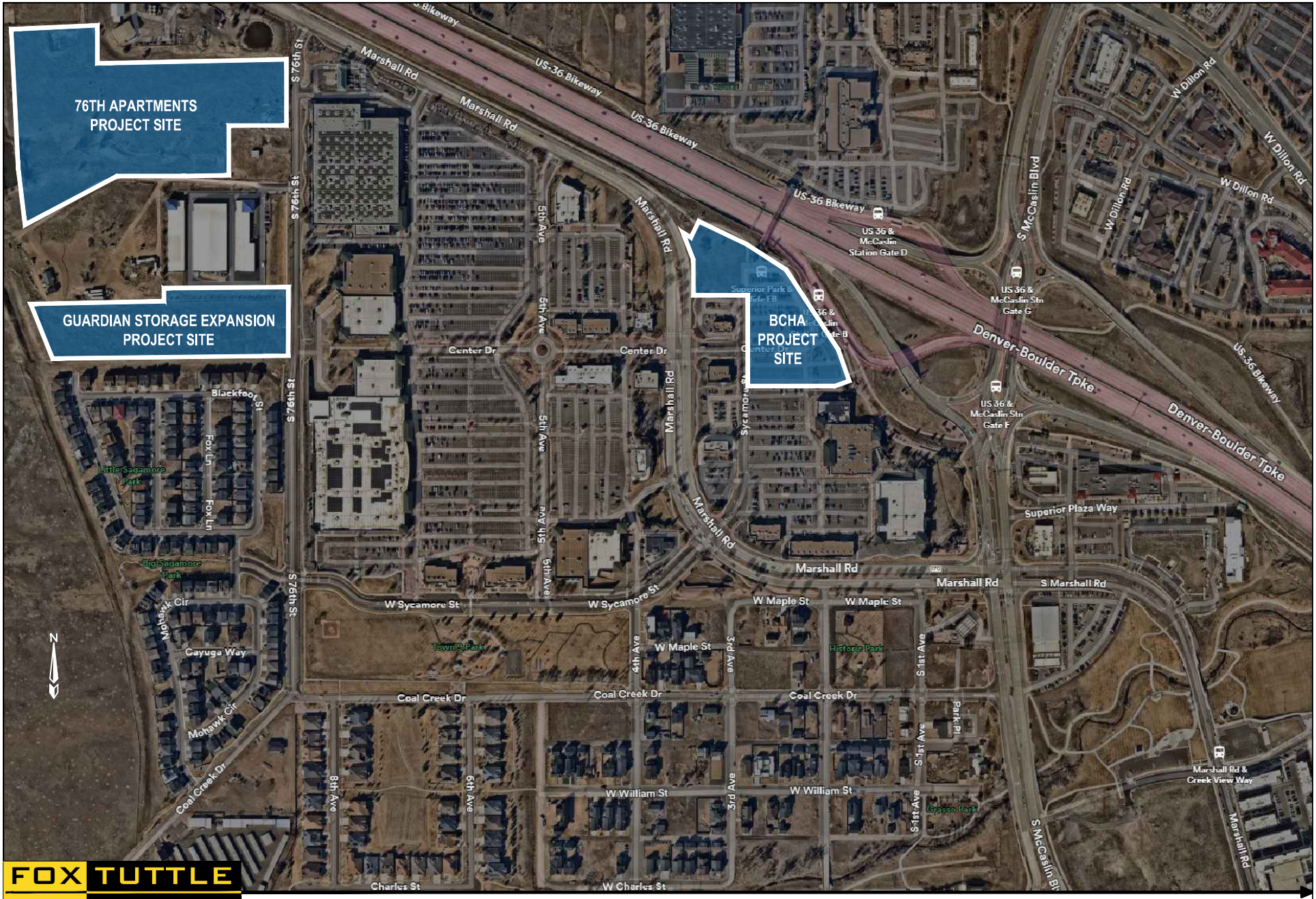
The recently prepared traffic impact study for the 76th Apartments project analyzed a potential condition in which all of the traffic oriented to/from that site to McCaslin Road to the south utilized the Marshall Road & McCaslin Blvd. intersection with no cut-through along Coal Creek Drive, as a worst-case scenario for traffic impacts to the signalized intersection. That analysis confirmed that with the 2026 improvements in place, the Marshall Road & McCaslin Blvd. intersection would continue to operate acceptably and with all movements at LOS D or better in both peak hours for long-term buildout conditions should that scenario occur.

I hope the contents of this memorandum are helpful. If you have any questions or would like to discuss our analysis and findings in more detail, please let me know

/SGT

Attachments:
Figure 1 – Area Map
Figure 2 – Existing Peak Hour Traffic Volumes
Figure 3 - Potential Total Added Peak Hour Traffic Volumes with NW Development Projects
Figure 4 – 2050 Total Peak Hour Traffic Volumes with NW Development Projects

Appendix:
Synchro Worksheets
Traffic Counts



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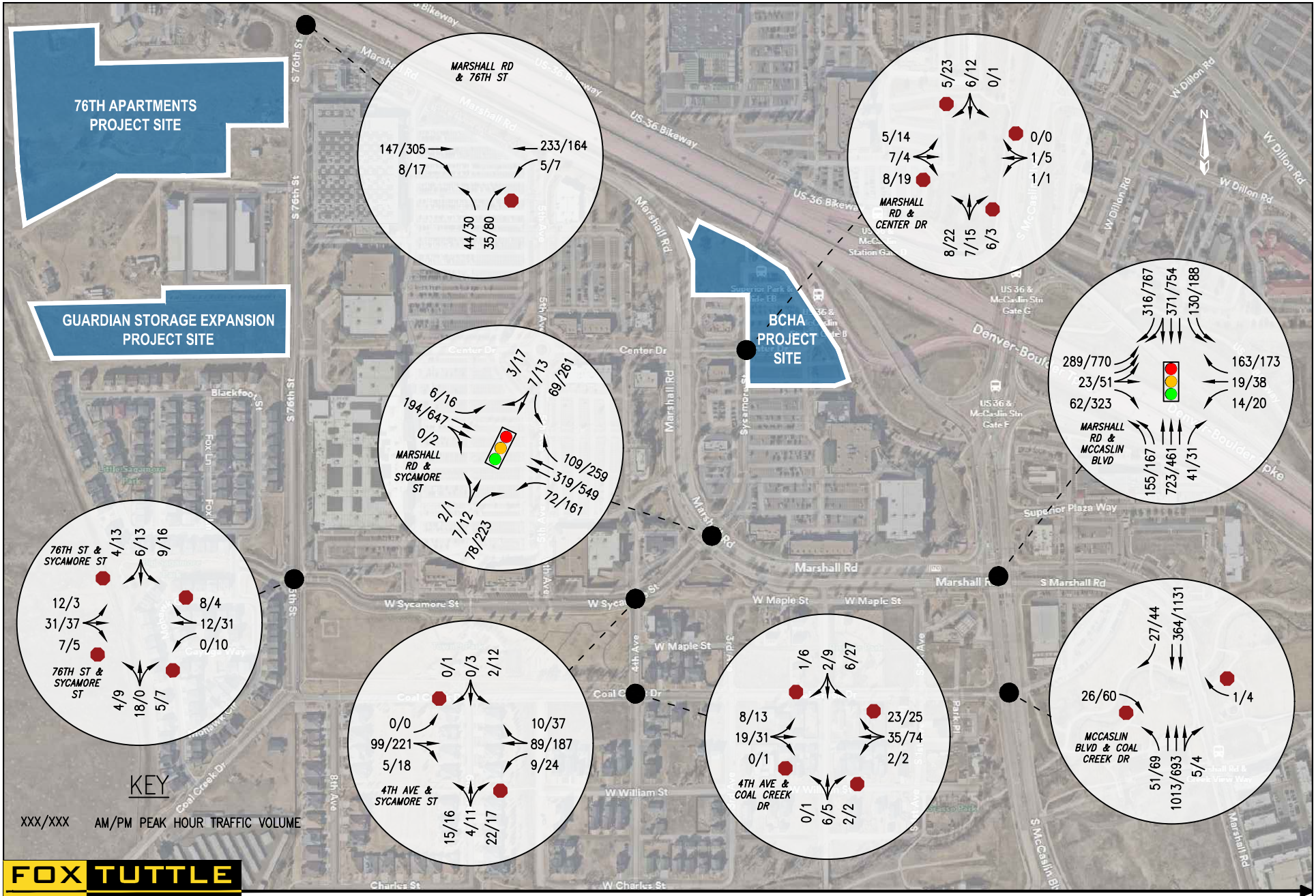
TRANSPORTATION GROUP

NORTHWEST SUPERIOR AREA DEVELOPMENT TRAFFIC ANALYSIS

AREA MAP

FT Project #	26037	Original Scale	NTS	Date	5/20/26	Drawn by	SGT	Figure #	1



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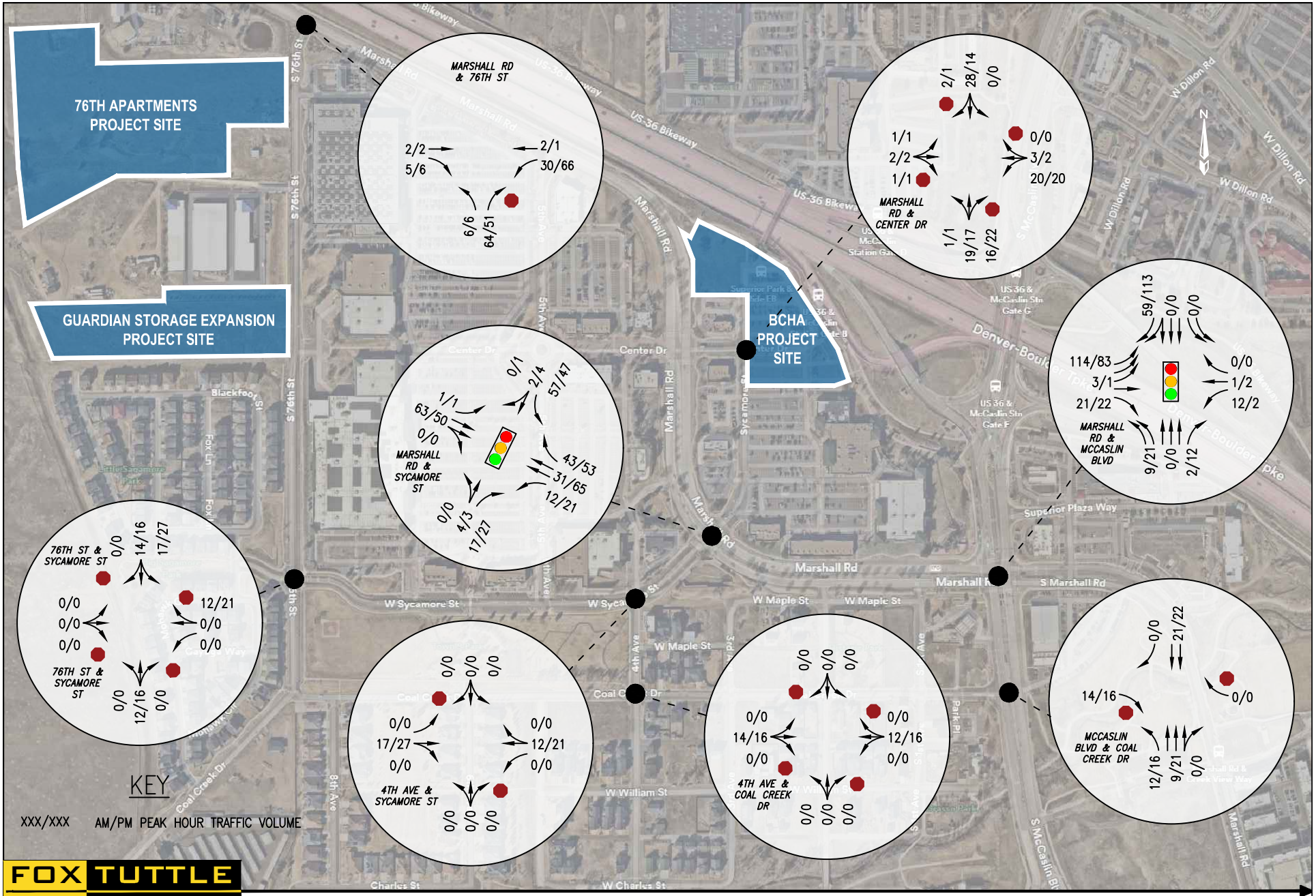
NORTHWEST SUPERIOR AREA DEVELOPMENT TRAFFIC ANALYSIS

EXISTING PEAK HOUR TRAFFIC VOLUMES

FT Project #	26037	Original Scale	NTS	Date	5/20/26	Drawn by	SGT	Figure #	2



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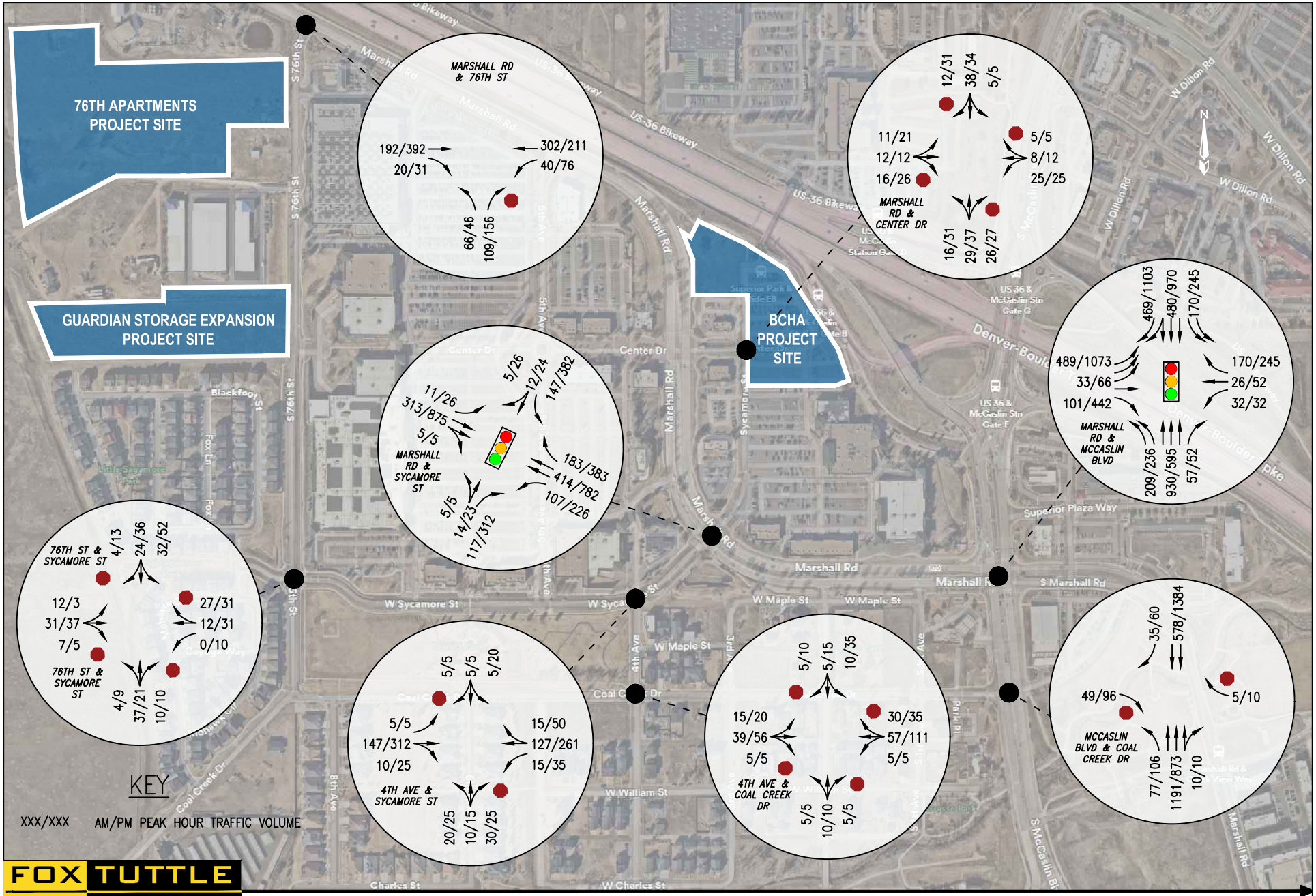
NORTHWEST SUPERIOR AREA DEVELOPMENT TRAFFIC ANALYSIS

POTENTIAL TOTAL ADDED PEAK HOUR TRAFFIC VOLUMES WITH NW DEVELOPMENT PROJECTS

FT Project #	26037	Original Scale	NTS	Date	5/20/26	Drawn by	SGT	Figure #	3



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NORTHWEST SUPERIOR AREA DEVELOPMENT TRAFFIC ANALYSIS

2050 TOTAL PEAK HOUR TRAFFIC VOLUMES WITH NW DEVELOPMENT PROJECTS

FT Project #	26037	Original Scale	NTS	Date	5/20/26	Drawn by	SGT	Figure #	4

Appendix

Synchro Worksheets

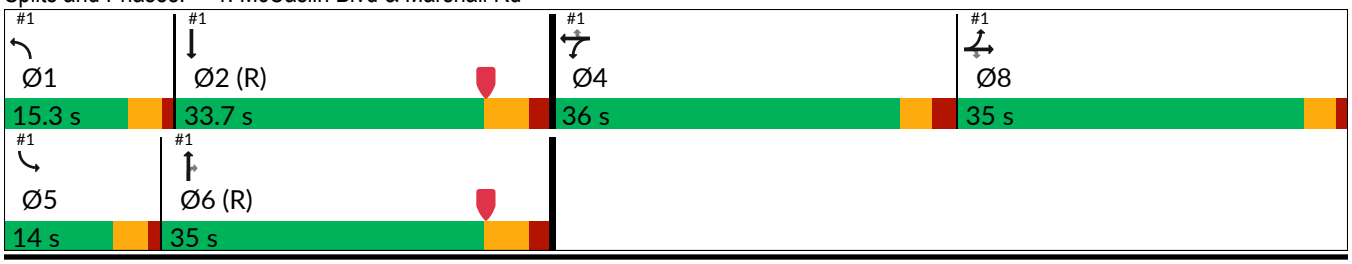
Traffic Count Sheets

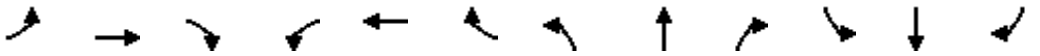
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	289	23	62	14	19	163	155	723	41	130	371	316
Future Volume (vph)	289	23	62	14	19	163	155	723	41	130	371	316
Lane Group Flow (vph)	248	123	74	17	23	196	180	841	48	137	391	333
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4			6			Free
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	
Minimum Split (s)	35.0	35.0	35.0	36.0	36.0	36.0	9.5	28.0	28.0	9.5	28.0	
Total Split (s)	35.0	35.0	35.0	36.0	36.0	36.0	15.3	35.0	35.0	14.0	33.7	
Total Split (%)	29.2%	29.2%	29.2%	30.0%	30.0%	30.0%	12.8%	29.2%	29.2%	11.7%	28.1%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
v/c Ratio	0.65	0.64	0.26	0.14	0.18	0.68	0.59	0.29	0.05	0.53	0.14	0.21
Control Delay (s/veh)	58.2	64.9	5.1	53.2	54.2	19.1	60.4	14.4	0.5	60.4	13.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.2	64.9	5.1	53.2	54.2	19.1	60.4	14.4	0.5	60.4	13.9	0.3
Queue Length 50th (ft)	105	104	0	13	18	0	71	112	0	55	49	0
Queue Length 95th (ft)	134	154	13	33	40	53	102	178	2	87	91	0
Internal Link Dist (ft)		547			324			370			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	823	417	485	457	481	554	342	2933	951	294	2819	1553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.29	0.15	0.04	0.05	0.35	0.53	0.29	0.05	0.47	0.14	0.21

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 43 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Blvd & Marshall Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	23	62	14	19	163	155	723	41	130	371	316
Future Volume (veh/h)	289	23	62	14	19	163	155	723	41	130	371	316
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	363	0	74	17	23	196	180	841	0	137	391	0
Peak Hour Factor	0.84	0.84	0.84	0.83	0.83	0.83	0.86	0.86	0.86	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	4	4	4
Cap, veh/h	479	0	142	255	267	227	237	2819		191	2712	
Arrive On Green	0.09	0.00	0.09	0.14	0.14	0.14	0.07	0.55	0.00	0.06	0.54	0.00
Sat Flow, veh/h	5302	0	1572	1781	1870	1585	3456	5106	1585	3401	5025	1560
Grp Volume(v), veh/h	363	0	74	17	23	196	180	841	0	137	391	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572	1781	1870	1585	1728	1702	1585	1700	1675	1560
Q Serve(g_s), s	8.0	0.0	5.4	1.0	1.3	14.5	6.1	10.6	0.0	4.8	4.7	0.0
Cycle Q Clear(g_c), s	8.0	0.0	5.4	1.0	1.3	14.5	6.1	10.6	0.0	4.8	4.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	0	142	255	267	227	237	2819		191	2712	
V/C Ratio(X)	0.76	0.00	0.52	0.07	0.09	0.86	0.76	0.30		0.72	0.14	
Avail Cap(c_a), veh/h	1370	0	406	460	483	409	325	2819		283	2712	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.3	0.0	52.1	44.5	44.6	50.3	54.9	14.4	0.0	55.7	13.8	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.1	0.1	0.1	9.5	4.1	0.3	0.0	1.9	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	2.2	0.4	0.6	6.3	2.8	4.0	0.0	2.1	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.2	0.0	53.2	44.6	44.8	59.8	59.1	14.7	0.0	57.6	13.9	0.0
LnGrp LOS	D		D	D	D	E	E	B		E	B	
Approach Vol, veh/h		437			236			1021			528	
Approach Delay, s/veh		54.0			57.2			22.5			25.2	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	70.8		22.2	10.7	72.2		14.9				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	11.3	27.7		31.0	10.0	29.0		31.0				
Max Q Clear Time (g_c+I1), s	8.1	6.7		16.5	6.8	12.6		10.0				
Green Ext Time (p_c), s	0.1	2.5		0.7	0.1	5.2		0.8				

Intersection Summary			
HCM 7th Control Delay, s/veh		33.0	
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	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	26	0	0	1	51	1013	5	0	364	27
Future Vol, veh/h	0	0	26	0	0	1	51	1013	5	0	364	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	375	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	25	25	25	97	97	97	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	36	0	0	4	53	1044	5	0	400	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	200	-	-	525	430	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	7.14	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.92	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	808	0	0	426	1126	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	808	-	-	426	1126	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.67	13.53	0.4	0
HCM LOS	A	B		

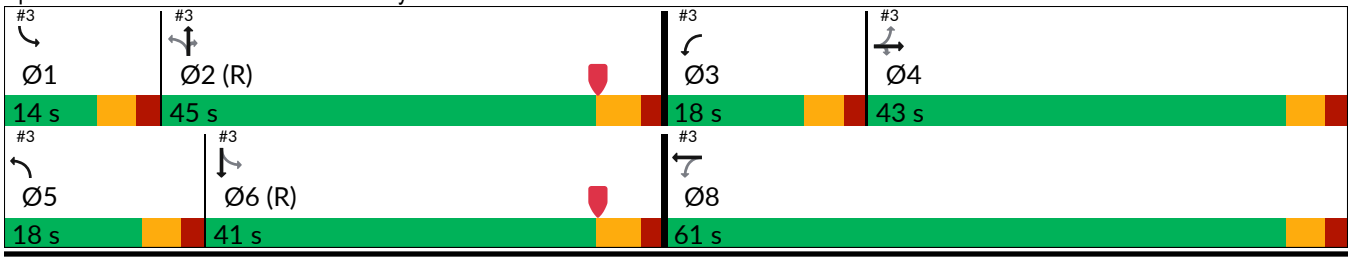
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1126	-	-	808	426	-	-
HCM Lane V/C Ratio	0.047	-	-	0.045	0.009	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	9.7	13.5	-	-
HCM Lane LOS	A	-	-	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	2	7	78	69	7	72	319	109	6	194
Future Volume (vph)	2	7	78	69	7	72	319	109	6	194
Lane Group Flow (vph)	0	10	90	105	16	81	358	122	6	206
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		3	8	5	2		1	6
Permitted Phases	4	4	4	8		2		2	6	
Detector Phase	4	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	37.5	37.5	37.5	10.5	37.5	10.5	28.0	28.0	10.5	28.0
Total Split (s)	43.0	43.0	43.0	18.0	61.0	18.0	45.0	45.0	14.0	41.0
Total Split (%)	35.8%	35.8%	35.8%	15.0%	50.8%	15.0%	37.5%	37.5%	11.7%	34.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
v/c Ratio		0.13	0.47	0.46	0.05	0.10	0.15	0.11	0.01	0.09
Control Delay (s/veh)		58.0	11.5	48.9	31.2	5.4	6.8	1.7	5.5	9.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		58.0	11.5	48.9	31.2	5.4	6.8	1.7	5.5	9.7
Queue Length 50th (ft)		8	0	72	7	17	41	0	1	33
Queue Length 95th (ft)		26	19	87	18	33	85	23	5	55
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		533	577	241	831	853	2463	1138	744	2226
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.16	0.44	0.02	0.09	0.15	0.11	0.01	0.09

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 48 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: Marshall Rd & Sycamore St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	7	78	69	7	3	72	319	109	6	194	0
Future Volume (veh/h)	2	7	78	69	7	3	72	319	109	6	194	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	2	8	90	105	11	5	81	358	122	6	206	0
Peak Hour Factor	0.87	0.87	0.87	0.66	0.66	0.66	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	3	3	3
Cap, veh/h	47	121	115	270	229	104	841	2343	1045	642	2232	0
Arrive On Green	0.07	0.07	0.07	0.07	0.19	0.19	0.04	0.66	0.66	0.01	0.63	0.00
Sat Flow, veh/h	149	1656	1572	1795	1227	558	1767	3526	1572	1767	3618	0
Grp Volume(v), veh/h	10	0	90	105	0	16	81	358	122	6	206	0
Grp Sat Flow(s),veh/h/ln	1805	0	1572	1795	0	1785	1767	1763	1572	1767	1763	0
Q Serve(g_s), s	0.0	0.0	6.8	6.3	0.0	0.9	1.9	4.5	3.4	0.1	2.7	0.0
Cycle Q Clear(g_c), s	0.6	0.0	6.8	6.3	0.0	0.9	1.9	4.5	3.4	0.1	2.7	0.0
Prop In Lane	0.20		1.00	1.00		0.31	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	167	0	115	270	0	332	841	2343	1045	642	2232	0
V/C Ratio(X)	0.06	0.00	0.79	0.39	0.00	0.05	0.10	0.15	0.12	0.01	0.09	0.00
Avail Cap(c_a), veh/h	584	0	491	336	0	825	956	2343	1045	754	2232	0
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.9	0.0	54.7	45.3	0.0	40.1	6.7	7.5	7.3	7.8	8.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	4.4	0.9	0.0	0.1	0.0	0.1	0.2	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.8	2.9	0.0	0.4	0.7	1.7	1.2	0.1	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	0.0	59.1	46.2	0.0	40.1	6.8	7.7	7.5	7.8	8.7	0.0
LnGrp LOS	D		E	D		D	A	A	A	A	A	
Approach Vol, veh/h		100			121			561			212	
Approach Delay, s/veh		58.4			45.4			7.5			8.6	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	85.7	13.6	14.2	10.2	82.0		27.9				
Change Period (Y+Rc), s	5.5	6.0	5.5	5.5	5.5	6.0		5.5				
Max Green Setting (Gmax), s	8.5	39.0	12.5	37.5	12.5	35.0		55.5				
Max Q Clear Time (g_c+I1), s	2.1	6.5	8.3	8.8	3.9	4.7		2.9				
Green Ext Time (p_c), s	0.0	1.7	0.1	0.2	0.1	0.8		0.1				

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.

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	7	8	1	1	0	8	7	6	0	6	5
Future Vol, veh/h	5	7	8	1	1	0	8	7	6	0	6	5
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	9	11	1	1	0	11	9	8	0	8	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.9	7.2	7	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	25%	50%	0%
Vol Thru, %	33%	35%	50%	55%
Vol Right, %	29%	40%	0%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	20	2	11
LT Vol	8	5	1	0
Through Vol	7	7	1	6
RT Vol	6	8	0	5
Lane Flow Rate	28	27	3	15
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.028	0.003	0.015
Departure Headway (Hd)	3.901	3.82	4.129	3.733
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	921	939	868	961
Service Time	1.912	1.834	2.146	1.747
HCM Lane V/C Ratio	0.03	0.029	0.003	0.016
HCM Control Delay, s/veh	7	6.9	7.2	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	19	0	2	35	23	0	6	2	6	2	1
Future Vol, veh/h	8	19	0	2	35	23	0	6	2	6	2	1
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.50	0.50	0.50	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	25	0	3	47	31	0	12	4	9	3	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.2	7.1	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	3%	67%
Vol Thru, %	75%	70%	58%	22%
Vol Right, %	25%	0%	38%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	27	60	9
LT Vol	0	8	2	6
Through Vol	6	19	35	2
RT Vol	2	0	23	1
Lane Flow Rate	16	36	80	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.041	0.084	0.015
Departure Headway (Hd)	3.995	4.104	3.788	4.213
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	872	946	845
Service Time	2.04	2.129	1.81	2.26
HCM Lane V/C Ratio	0.018	0.041	0.085	0.015
HCM Control Delay, s/veh	7.1	7.3	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	99	5	9	89	10	15	4	22	2	0	0
Future Vol, veh/h	0	99	5	9	89	10	15	4	22	2	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	100	-	-	55	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	87	87	87	64	64	64	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	134	7	10	102	11	23	6	34	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	141	0	0	260	272	137	266	269	108
Stage 1	-	-	-	-	-	-	137	137	-	129	129	-
Stage 2	-	-	-	-	-	-	123	134	-	137	141	-
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	1475	-	-	1443	-	-	693	635	911	687	637	946
Stage 1	-	-	-	-	-	-	866	783	-	875	790	-
Stage 2	-	-	-	-	-	-	881	785	-	866	780	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1475	-	-	1443	-	-	688	630	911	650	632	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	688	630	-	650	632	-
Stage 1	-	-	-	-	-	-	866	783	-	869	784	-
Stage 2	-	-	-	-	-	-	875	779	-	827	780	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.63	10	10.57
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	784	1475	-	-	1443	-	-	650
HCM Lane V/C Ratio	0.082	-	-	-	0.007	-	-	0.006
HCM Ctrl Dly (s/v)	10	0	-	-	7.5	-	-	10.6
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	147	8	5	233	44	35
Future Vol, veh/h	147	8	5	233	44	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	245	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	85	85	68	68
Heavy Vehicles, %	1	1	2	2	4	4
Mvmt Flow	152	8	6	274	65	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	442	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	286	-
Critical Hdwy	-	-	4.12	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.218	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1419	-	570	885
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	758	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1419	-	567	885
Mov Cap-2 Maneuver	-	-	-	-	567	-
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.16	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	567	885	-	-	1419	-
HCM Lane V/C Ratio	0.114	0.058	-	-	0.004	-
HCM Ctrl Dly (s/v)	12.2	9.3	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	31	7	0	12	8	4	18	5	9	6	4
Future Vol, veh/h	12	31	7	0	12	8	4	18	5	9	6	4
Peak Hour Factor	0.89	0.89	0.89	0.71	0.71	0.71	0.84	0.84	0.84	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	25	25	25	1	1	1	5	5	5
Mvmt Flow	13	35	8	0	17	11	5	21	6	13	9	6
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	7.4	7.7	7.2	7.3
HCM LOS	A	A	A	A

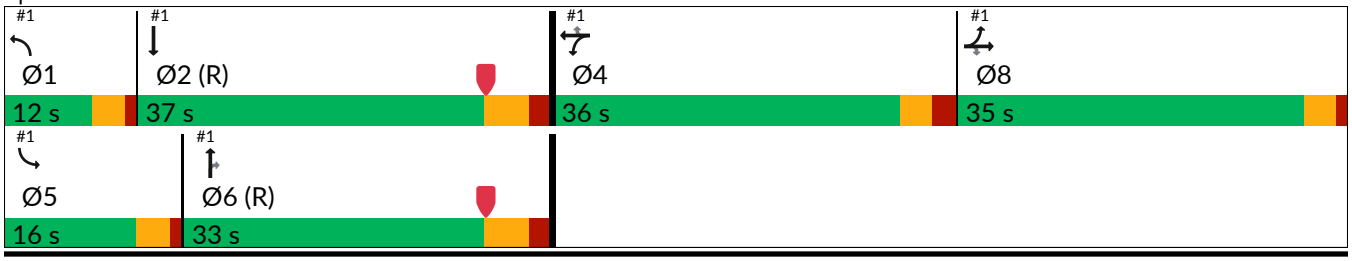
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	24%	0%	0%	47%
Vol Thru, %	67%	62%	100%	60%	32%
Vol Right, %	19%	14%	0%	40%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	50	0	20	19
LT Vol	4	12	0	0	9
Through Vol	18	31	0	12	6
RT Vol	5	7	0	8	4
Lane Flow Rate	32	56	0	28	28
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.036	0.064	0	0.037	0.032
Departure Headway (Hd)	4.003	4.125	5.06	4.78	4.125
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	887	866	0	748	861
Service Time	2.06	2.163	2.797	2.516	2.181
HCM Lane V/C Ratio	0.036	0.065	0	0.037	0.033
HCM Control Delay, s/veh	7.2	7.4	7.8	7.7	7.3
HCM Lane LOS	A	A	N	A	A
HCM 95th-tile Q	0.1	0.2	0	0.1	0.1

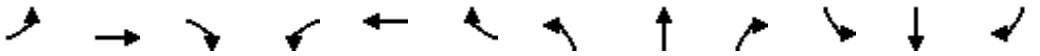
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	770	51	323	20	38	173	167	461	31	188	754	767
Future Volume (vph)	770	51	323	20	38	173	167	461	31	188	754	767
Lane Group Flow (vph)	558	280	330	25	48	219	188	518	35	200	802	816
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4			6			Free
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	
Minimum Split (s)	35.0	35.0	35.0	36.0	36.0	36.0	7.0	28.0	28.0	7.0	28.0	
Total Split (s)	35.0	35.0	35.0	36.0	36.0	36.0	12.0	33.0	33.0	16.0	37.0	
Total Split (%)	29.2%	29.2%	29.2%	30.0%	30.0%	30.0%	10.0%	27.5%	27.5%	13.3%	30.8%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
v/c Ratio	0.74	0.73	0.53	0.15	0.28	0.75	0.58	0.24	0.05	0.62	0.37	0.51
Control Delay (s/veh)	48.4	53.7	6.8	49.1	52.2	31.2	59.0	25.4	0.1	60.3	26.9	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.4	53.7	6.8	49.1	52.2	31.2	59.0	25.4	0.1	60.3	26.9	1.2
Queue Length 50th (ft)	224	225	0	19	36	44	73	91	0	78	150	0
Queue Length 95th (ft)	262	301	67	38	61	87	108	157	0	115	248	0
Internal Link Dist (ft)		547			324			370			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	872	441	670	457	481	528	326	2169	728	365	2169	1599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.63	0.49	0.05	0.10	0.41	0.58	0.24	0.05	0.55	0.37	0.51

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 70 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Blvd & Marshall Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	770	51	323	20	38	173	167	461	31	188	754	767
Future Volume (veh/h)	770	51	323	20	38	173	167	461	31	188	754	767
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	1885	1885	1885	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	823	0	330	25	48	219	188	518	0	200	802	0
Peak Hour Factor	0.98	0.98	0.98	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	1	1	1
Cap, veh/h	1234	0	366	282	296	251	232	1957		257	1994	
Arrive On Green	0.23	0.00	0.23	0.16	0.16	0.16	0.07	0.38	0.00	0.07	0.39	0.00
Sat Flow, veh/h	5386	0	1598	1781	1870	1585	3483	5147	1598	3483	5147	1598
Grp Volume(v), veh/h	823	0	330	25	48	219	188	518	0	200	802	0
Grp Sat Flow(s),veh/h/ln	1795	0	1598	1781	1870	1585	1742	1716	1598	1742	1716	1598
Q Serve(g_s), s	16.7	0.0	24.1	1.4	2.7	16.2	6.4	8.3	0.0	6.8	13.6	0.0
Cycle Q Clear(g_c), s	16.7	0.0	24.1	1.4	2.7	16.2	6.4	8.3	0.0	6.8	13.6	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	1234	0	366	282	296	251	232	1957		257	1994	
V/C Ratio(X)	0.67	0.00	0.90	0.09	0.16	0.87	0.81	0.26		0.78	0.40	
Avail Cap(c_a), veh/h	1391	0	413	460	483	409	232	1957		348	1994	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.1	0.0	44.9	43.1	43.6	49.3	55.2	25.6	0.0	54.6	26.7	0.0
Incr Delay (d2), s/veh	0.7	0.0	19.7	0.1	0.3	11.1	17.7	0.3	0.0	5.0	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	11.4	0.6	1.2	7.1	3.4	3.4	0.0	3.1	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	64.6	43.2	43.9	60.4	73.0	26.0	0.0	59.6	27.3	0.0
LnGrp LOS	D		E	D	D	E	E	C		E	C	
Approach Vol, veh/h		1153			292			706			1002	
Approach Delay, s/veh		49.1			56.2			38.5			33.7	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	52.5		24.0	12.9	51.6		31.5				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	8.0	31.0		31.0	12.0	27.0		31.0				
Max Q Clear Time (g_c+I1), s	8.4	15.6		18.2	8.8	10.3		26.1				
Green Ext Time (p_c), s	0.0	4.8		0.8	0.1	3.1		1.4				

Intersection Summary		
HCM 7th Control Delay, s/veh		42.5
HCM 7th LOS		D

Notes

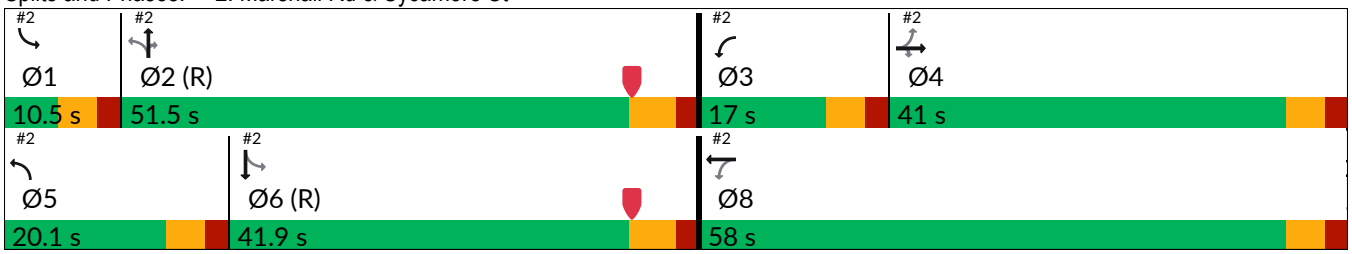
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	12	223	261	13	161	549	259	16	647
Future Volume (vph)	1	12	223	261	13	161	549	259	16	647
Lane Group Flow (vph)	0	13	230	272	32	171	584	276	17	683
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		3	8	5	2		1	6
Permitted Phases	4	4	4	8		2		2	6	
Detector Phase	4	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	37.5	37.5	37.5	10.5	37.5	10.5	28.0	28.0	10.5	28.0
Total Split (s)	41.0	41.0	41.0	17.0	58.0	20.1	51.5	51.5	10.5	41.9
Total Split (%)	34.2%	34.2%	34.2%	14.2%	48.3%	16.8%	42.9%	42.9%	8.8%	34.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
v/c Ratio		0.12	0.73	1.05	0.09	0.33	0.25	0.24	0.03	0.33
Control Delay (s/veh)		52.9	20.7	114.4	21.6	8.0	9.8	2.0	6.8	14.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		52.9	20.7	114.4	21.6	8.0	9.8	2.0	6.8	14.6
Queue Length 50th (ft)		10	0	~232	9	36	71	0	3	131
Queue Length 95th (ft)		30	76	#358	34	76	161	39	13	214
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		541	634	259	763	576	2362	1150	559	2059
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.36	1.05	0.04	0.30	0.25	0.24	0.03	0.33

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 48 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Marshall Rd & Sycamore St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	12	223	261	13	17	161	549	259	16	647	2
Future Volume (veh/h)	1	12	223	261	13	17	161	549	259	16	647	2
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	1	12	230	272	14	18	171	584	276	17	681	2
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.94	0.94	0.94	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	40	294	257	410	227	292	461	1925	859	382	1802	5
Arrive On Green	0.16	0.16	0.16	0.10	0.30	0.30	0.06	0.54	0.54	0.02	0.49	0.49
Sat Flow, veh/h	47	1822	1598	1795	749	963	1795	3582	1598	1795	3663	11
Grp Volume(v), veh/h	13	0	230	272	0	32	171	584	276	17	333	350
Grp Sat Flow(s),veh/h/ln	1868	0	1598	1795	0	1712	1795	1791	1598	1795	1791	1883
Q Serve(g_s), s	0.0	0.0	16.9	11.5	0.0	1.6	5.4	10.8	11.6	0.6	13.9	13.9
Cycle Q Clear(g_c), s	0.7	0.0	16.9	11.5	0.0	1.6	5.4	10.8	11.6	0.6	13.9	13.9
Prop In Lane	0.08		1.00	1.00		0.56	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	333	0	257	410	0	518	461	1925	859	382	881	927
V/C Ratio(X)	0.04	0.00	0.89	0.66	0.00	0.06	0.37	0.30	0.32	0.04	0.38	0.38
Avail Cap(c_a), veh/h	581	0	473	410	0	749	566	1925	859	425	881	927
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0	49.3	38.3	0.0	29.7	13.5	15.3	15.5	14.7	19.0	19.0
Incr Delay (d2), s/veh	0.0	0.0	4.3	4.0	0.0	0.0	0.5	0.4	1.0	0.0	1.2	1.2
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	0.0	7.1	2.0	0.0	0.7	2.2	4.4	4.5	0.2	6.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	0.0	53.6	42.3	0.0	29.8	14.0	15.7	16.5	14.7	20.3	20.2
LnGrp LOS	D		D	D		C	B	B	B	B	C	C
Approach Vol, veh/h		243			304			1031			700	
Approach Delay, s/veh		53.0			41.0			15.7			20.1	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	70.5	17.0	24.8	13.1	65.0		41.8				
Change Period (Y+Rc), s	5.5	6.0	5.5	5.5	5.5	6.0		5.5				
Max Green Setting (Gmax), s	5.0	45.5	11.5	35.5	14.6	35.9		52.5				
Max Q Clear Time (g_c+I1), s	2.6	13.6	13.5	18.9	7.4	15.9		3.6				
Green Ext Time (p_c), s	0.0	3.1	0.0	0.4	0.2	2.5		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C

Notes

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

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	0	60	0	0	4	69	693	4	0	1131	44
Future Vol, veh/h	0	0	60	0	0	4	69	693	4	0	1131	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	375	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	95	95	95	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	88	0	0	6	73	729	4	0	1285	50

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	643	-	-	367	1335	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	7.14	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.92	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	416	0	0	538	512	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	416	-	-	538	512	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.96	11.76	1.19	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	512	-	-	416	538	-	-
HCM Lane V/C Ratio	0.142	-	-	0.212	0.011	-	-
HCM Ctrl Dly (s/v)	13.2	-	-	16	11.8	-	-
HCM Lane LOS	B	-	-	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.8	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	4	19	1	5	0	22	15	3	1	12	23
Future Vol, veh/h	14	4	19	1	5	0	22	15	3	1	12	23
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	5	25	1	7	0	29	20	4	1	16	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.3	7.4	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	38%	17%	3%
Vol Thru, %	38%	11%	83%	33%
Vol Right, %	8%	51%	0%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	37	6	36
LT Vol	22	14	1	1
Through Vol	15	4	5	12
RT Vol	3	19	0	23
Lane Flow Rate	53	49	8	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.061	0.053	0.009	0.049
Departure Headway (Hd)	4.136	3.882	4.181	3.696
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	919	852	966
Service Time	2.162	1.923	2.228	1.729
HCM Lane V/C Ratio	0.061	0.053	0.009	0.05
HCM Control Delay, s/veh	7.4	7.1	7.3	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0	0.2

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	31	1	2	74	25	1	5	2	27	9	6
Future Vol, veh/h	13	31	1	2	74	25	1	5	2	27	9	6
Peak Hour Factor	0.87	0.87	0.87	0.65	0.65	0.65	0.50	0.50	0.50	0.66	0.66	0.66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	36	1	3	114	38	2	10	4	41	14	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	7.9	7.4	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	29%	2%	64%
Vol Thru, %	63%	69%	73%	21%
Vol Right, %	25%	2%	25%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	45	101	42
LT Vol	1	13	2	27
Through Vol	5	31	74	9
RT Vol	2	1	25	6
Lane Flow Rate	16	52	155	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.019	0.061	0.171	0.077
Departure Headway (Hd)	4.329	4.236	3.968	4.346
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	835	895	811
Service Time	2.329	2.316	2.03	2.443
HCM Lane V/C Ratio	0.019	0.062	0.173	0.079
HCM Control Delay, s/veh	7.4	7.6	7.9	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.6	0.2

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	221	18	24	187	37	16	11	17	12	3	1
Future Vol, veh/h	0	221	18	24	187	37	16	11	17	12	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	55	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	79	79	79	79	79	79	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	260	21	30	237	47	20	14	22	15	4	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	284	0	0	281	0	0	570	615	271	588	602	260
Stage 1	-	-	-	-	-	-	271	271	-	321	321	-
Stage 2	-	-	-	-	-	-	299	344	-	267	281	-
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	1279	-	-	1281	-	-	432	407	768	421	414	778
Stage 1	-	-	-	-	-	-	735	686	-	691	652	-
Stage 2	-	-	-	-	-	-	710	636	-	738	678	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1279	-	-	1281	-	-	418	397	768	385	404	778
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	397	-	385	404	-
Stage 1	-	-	-	-	-	-	735	686	-	675	636	-
Stage 2	-	-	-	-	-	-	688	621	-	703	678	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.76	13.12	14.44
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	499	1279	-	-	1281	-	-	402
HCM Lane V/C Ratio	0.112	-	-	-	0.024	-	-	0.05
HCM Ctrl Dly (s/v)	13.1	0	-	-	7.9	-	-	14.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	305	17	7	164	30	80
Future Vol, veh/h	305	17	7	164	30	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	245	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	87	87	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	335	19	8	189	33	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	354	0	549	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	205	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1210	-	498	701
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1210	-	495	701
Mov Cap-2 Maneuver	-	-	-	-	495	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.33	11.39
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	495	701	-	-	1210	-
HCM Lane V/C Ratio	0.066	0.124	-	-	0.007	-
HCM Ctrl Dly (s/v)	12.8	10.9	-	-	8	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.4	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	37	5	4	31	10	9	0	7	16	13	13
Future Vol, veh/h	3	37	5	4	31	10	9	0	7	16	13	13
Peak Hour Factor	0.66	0.66	0.66	0.80	0.80	0.80	0.67	0.67	0.67	0.70	0.70	0.70
Heavy Vehicles, %	7	7	7	4	4	4	1	1	1	2	2	2
Mvmt Flow	5	56	8	5	39	13	13	0	10	23	19	19
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	7.7	7.7	7.2	7.4
HCM LOS	A	A	A	A

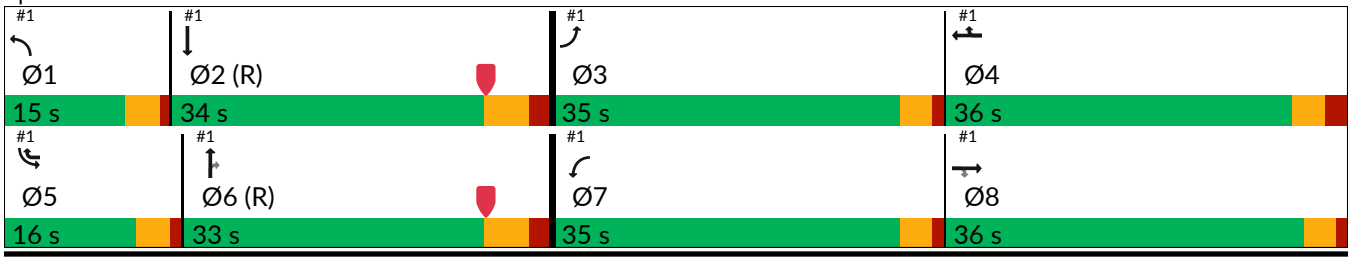
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	56%	7%	100%	0%	38%
Vol Thru, %	0%	82%	0%	76%	31%
Vol Right, %	44%	11%	0%	24%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	45	4	41	42
LT Vol	9	3	4	0	16
Through Vol	0	37	0	31	13
RT Vol	7	5	0	10	13
Lane Flow Rate	24	68	5	51	60
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.027	0.081	0.007	0.065	0.068
Departure Headway (Hd)	4.026	4.254	5.25	4.578	4.055
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	874	835	679	778	871
Service Time	2.12	2.314	3.004	2.332	2.14
HCM Lane V/C Ratio	0.027	0.081	0.007	0.066	0.069
HCM Control Delay, s/veh	7.2	7.7	8	7.7	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0	0.2	0.2

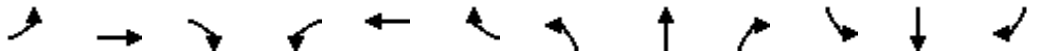
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	770	51	323	20	38	173	167	461	31	188	754	767
Future Volume (vph)	770	51	323	20	38	173	167	461	31	188	754	767
Lane Group Flow (vph)	786	52	330	25	48	219	188	518	35	200	802	816
Turn Type	Prot	NA	Perm	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	8		7	4	4 5	1	6		5	2	
Permitted Phases			8						6			Free
Detector Phase	3	8	8	7	4	4 5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0		3.0	10.0	10.0	3.0	10.0	
Minimum Split (s)	35.0	35.0	35.0	35.0	36.0		7.0	28.0	28.0	7.0	28.0	
Total Split (s)	35.0	36.0	36.0	35.0	36.0		15.0	33.0	33.0	16.0	34.0	
Total Split (%)	29.2%	30.0%	30.0%	29.2%	30.0%		12.5%	27.5%	27.5%	13.3%	28.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	5.0		4.0	6.0	6.0	4.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
v/c Ratio	0.81	0.09	0.46	0.27	0.20	0.48	0.60	0.24	0.05	0.62	0.37	0.51
Control Delay (s/veh)	53.4	28.7	5.1	61.3	45.9	28.2	60.3	24.6	0.1	60.3	25.9	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.4	28.7	5.1	61.3	45.9	28.2	60.3	24.6	0.1	60.3	25.9	1.2
Queue Length 50th (ft)	210	30	0	19	34	102	74	93	0	78	153	0
Queue Length 95th (ft)	246	56	62	42	59	130	108	146	0	115	231	0
Internal Link Dist (ft)		547			324			420			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	1302	584	724	457	481	496	342	2169	728	365	2187	1599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.09	0.46	0.05	0.10	0.44	0.55	0.24	0.05	0.55	0.37	0.51

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Blvd & Marshall Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	770	51	323	20	38	173	167	461	31	188	754	767
Future Volume (veh/h)	770	51	323	20	38	173	167	461	31	188	754	767
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	1885	1885	1885	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	786	52	0	25	48	219	188	518	0	200	802	0
Peak Hour Factor	0.98	0.98	0.98	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	1	1	1
Cap, veh/h	908	559		55	277	352	245	2266		257	2285	
Arrive On Green	0.18	0.30	0.00	0.03	0.15	0.15	0.07	0.44	0.00	0.07	0.44	0.00
Sat Flow, veh/h	5063	1885	1598	1781	1870	1585	3483	5147	1598	3483	5147	1598
Grp Volume(v), veh/h	786	52	0	25	48	219	188	518	0	200	802	0
Grp Sat Flow(s),veh/h/ln	1688	1885	1598	1781	1870	1585	1742	1716	1598	1742	1716	1598
Q Serve(g_s), s	18.1	2.4	0.0	1.7	2.7	15.0	6.4	7.5	0.0	6.8	12.3	0.0
Cycle Q Clear(g_c), s	18.1	2.4	0.0	1.7	2.7	15.0	6.4	7.5	0.0	6.8	12.3	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	908	559		55	277	352	245	2266		257	2285	
V/C Ratio(X)	0.87	0.09		0.46	0.17	0.62	0.77	0.23		0.78	0.35	
Avail Cap(c_a), veh/h	1308	559		460	483	527	319	2266		348	2285	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.8	30.5	0.0	57.2	44.7	42.1	54.8	20.9	0.0	54.6	22.0	0.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	2.2	0.3	1.8	5.6	0.2	0.0	5.0	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	7.8	1.1	0.0	0.8	1.3	6.0	3.0	3.0	0.0	3.1	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.1	30.5	0.0	59.4	45.0	44.0	60.4	21.1	0.0	59.6	22.4	0.0
LnGrp LOS	D	C		E	D	D	E	C		E	C	
Approach Vol, veh/h		838			292			706			1002	
Approach Delay, s/veh		49.8			45.4			31.6			29.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	59.3	25.5	22.8	12.9	58.8	7.7	40.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	* 5
Max Green Setting (Gmax), s	11.0	28.0	31.0	31.0	12.0	27.0	31.0	* 32
Max Q Clear Time (g_c+I1), s	8.4	14.3	20.1	17.0	8.8	9.5	3.7	4.4
Green Ext Time (p_c), s	0.1	4.5	1.4	0.8	0.1	3.1	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	37.8
HCM 7th LOS	D

Notes

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

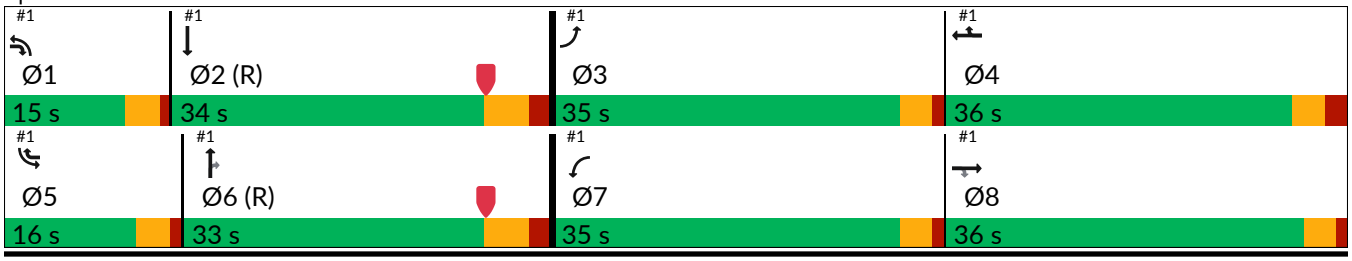
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

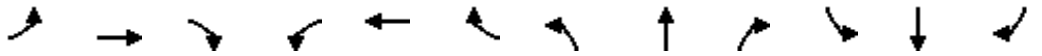
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	770	51	323	20	38	173	167	461	31	188	754	767
Future Volume (vph)	770	51	323	20	38	173	167	461	31	188	754	767
Lane Group Flow (vph)	786	52	330	25	48	219	188	518	35	200	802	816
Turn Type	Prot	NA	pm+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	8	1	7	4	4 5	1	6		5	2	
Permitted Phases			8						6			Free
Detector Phase	3	8	1	7	4	4 5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	5.0	3.0	3.0	5.0		3.0	10.0	10.0	3.0	10.0	
Minimum Split (s)	35.0	35.0	7.0	35.0	36.0		7.0	28.0	28.0	7.0	28.0	
Total Split (s)	35.0	36.0	15.0	35.0	36.0		15.0	33.0	33.0	16.0	34.0	
Total Split (%)	29.2%	30.0%	12.5%	29.2%	30.0%		12.5%	27.5%	27.5%	13.3%	28.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	5.0		4.0	6.0	6.0	4.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
v/c Ratio	0.81	0.09	0.37	0.27	0.20	0.48	0.60	0.24	0.05	0.62	0.37	0.51
Control Delay (s/veh)	53.4	28.7	3.1	61.3	45.9	28.2	60.3	24.6	0.1	60.3	25.9	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.4	28.7	3.1	61.3	45.9	28.2	60.3	24.6	0.1	60.3	25.9	1.2
Queue Length 50th (ft)	210	30	0	19	34	102	74	93	0	78	153	0
Queue Length 95th (ft)	246	56	46	42	59	130	108	146	0	115	231	0
Internal Link Dist (ft)		547			324			420			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	1302	584	892	457	481	496	342	2169	728	365	2187	1599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.09	0.37	0.05	0.10	0.44	0.55	0.24	0.05	0.55	0.37	0.51

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Blvd & Marshall Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	770	51	323	20	38	173	167	461	31	188	754	767
Future Volume (veh/h)	770	51	323	20	38	173	167	461	31	188	754	767
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	1885	1885	1885	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	786	52	0	25	48	219	188	518	0	200	802	0
Peak Hour Factor	0.98	0.98	0.98	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	1	1	1
Cap, veh/h	908	559		55	277	352	245	2266		257	2285	
Arrive On Green	0.18	0.30	0.00	0.03	0.15	0.15	0.07	0.44	0.00	0.07	0.44	0.00
Sat Flow, veh/h	5063	1885	1598	1781	1870	1585	3483	5147	1598	3483	5147	1598
Grp Volume(v), veh/h	786	52	0	25	48	219	188	518	0	200	802	0
Grp Sat Flow(s),veh/h/ln	1688	1885	1598	1781	1870	1585	1742	1716	1598	1742	1716	1598
Q Serve(g_s), s	18.1	2.4	0.0	1.7	2.7	15.0	6.4	7.5	0.0	6.8	12.3	0.0
Cycle Q Clear(g_c), s	18.1	2.4	0.0	1.7	2.7	15.0	6.4	7.5	0.0	6.8	12.3	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	908	559		55	277	352	245	2266		257	2285	
V/C Ratio(X)	0.87	0.09		0.46	0.17	0.62	0.77	0.23		0.78	0.35	
Avail Cap(c_a), veh/h	1308	559		460	483	527	319	2266		348	2285	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.8	30.5	0.0	57.2	44.7	42.1	54.8	20.9	0.0	54.6	22.0	0.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	2.2	0.3	1.8	5.6	0.2	0.0	5.0	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	7.8	1.1	0.0	0.8	1.3	6.0	3.0	3.0	0.0	3.1	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.1	30.5	0.0	59.4	45.0	44.0	60.4	21.1	0.0	59.6	22.4	0.0
LnGrp LOS	D	C		E	D	D	E	C		E	C	
Approach Vol, veh/h		838			292			706			1002	
Approach Delay, s/veh		49.8			45.4			31.6			29.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	59.3	25.5	22.8	12.9	58.8	7.7	40.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	* 5
Max Green Setting (Gmax), s	11.0	28.0	31.0	31.0	12.0	27.0	31.0	* 32
Max Q Clear Time (g_c+I1), s	8.4	14.3	20.1	17.0	8.8	9.5	3.7	4.4
Green Ext Time (p_c), s	0.1	4.5	1.4	0.8	0.1	3.1	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	37.8
HCM 7th LOS	D

Notes

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

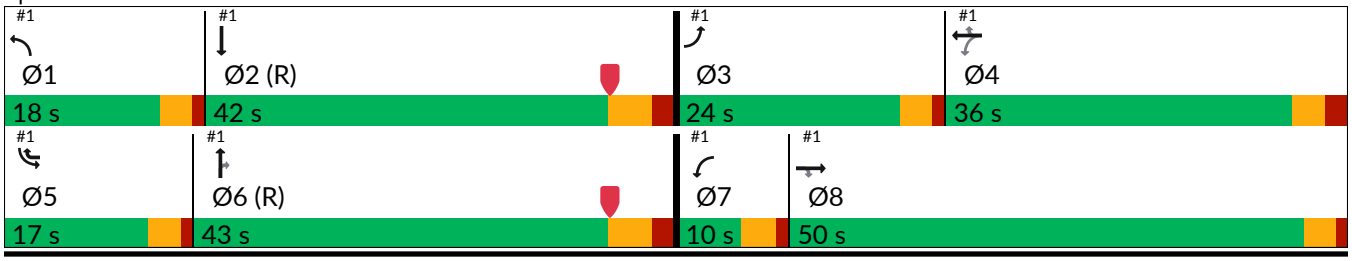
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

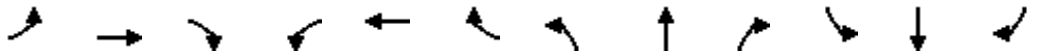
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	489	33	101	32	26	170	209	930	57	170	480	469
Future Volume (vph)	489	33	101	32	26	170	209	930	57	170	480	469
Lane Group Flow (vph)	532	36	110	38	31	200	227	1011	62	179	505	494
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	8		7	4	5	1	6		5	2	
Permitted Phases			8	4		4			6			Free
Detector Phase	3	8	8	7	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	3.0	10.0	10.0	3.0	10.0	
Minimum Split (s)	9.5	35.0	35.0	9.5	36.0	9.5	9.5	28.0	28.0	9.5	28.0	
Total Split (s)	24.0	50.0	50.0	10.0	36.0	17.0	18.0	43.0	43.0	17.0	42.0	
Total Split (%)	20.0%	41.7%	41.7%	8.3%	30.0%	14.2%	15.0%	35.8%	35.8%	14.2%	35.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	5.0	4.0	4.0	6.0	6.0	4.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
v/c Ratio	0.76	0.12	0.32	0.25	0.27	0.61	0.67	0.34	0.06	0.61	0.18	0.32
Control Delay (s/veh)	57.0	42.0	10.0	40.0	58.6	29.3	62.0	14.8	0.1	61.4	13.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.0	42.0	10.0	40.0	58.6	29.3	62.0	14.8	0.1	61.4	13.9	0.5
Queue Length 50th (ft)	145	25	0	23	24	69	89	157	0	72	73	0
Queue Length 95th (ft)	182	54	49	47	53	126	131	218	0	109	108	0
Internal Link Dist (ft)		547			324			370			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	823	707	668	158	481	361	400	2981	980	364	2868	1553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.05	0.16	0.24	0.06	0.55	0.57	0.34	0.06	0.49	0.18	0.32

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 35.5 (30%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Blvd & Marshall Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	489	33	101	32	26	170	209	930	57	170	480	469
Future Volume (veh/h)	489	33	101	32	26	170	209	930	57	170	480	469
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	532	36	0	38	31	200	227	1011	0	179	505	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, %	3	3	3	2	2	2	2	2	2	4	4	4
Cap, veh/h	630	442		293	256	327	285	2599		236	2491	
Arrive On Green	0.13	0.24	0.00	0.03	0.14	0.14	0.08	0.51	0.00	0.07	0.50	0.00
Sat Flow, veh/h	4983	1856	1572	1781	1870	1585	3456	5106	1585	3401	5025	1560
Grp Volume(v), veh/h	532	36	0	38	31	200	227	1011	0	179	505	0
Grp Sat Flow(s),veh/h/ln	1661	1856	1572	1781	1870	1585	1728	1702	1585	1700	1675	1560
Q Serve(g_s), s	12.5	1.8	0.0	2.2	1.7	13.8	7.7	14.5	0.0	6.2	6.8	0.0
Cycle Q Clear(g_c), s	12.5	1.8	0.0	2.2	1.7	13.8	7.7	14.5	0.0	6.2	6.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	630	442		293	256	327	285	2599		236	2491	
V/C Ratio(X)	0.84	0.08		0.13	0.12	0.61	0.80	0.39		0.76	0.20	
Avail Cap(c_a), veh/h	831	711		337	483	519	403	2599		368	2491	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.3	35.5	0.0	43.1	45.5	43.3	54.1	18.0	0.0	54.9	17.0	0.0
Incr Delay (d2), s/veh	4.9	0.0	0.0	0.1	0.2	1.9	4.6	0.4	0.0	1.9	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.8	0.0	1.0	0.8	5.5	3.5	5.7	0.0	2.7	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.1	35.5	0.0	43.1	45.7	45.1	58.7	18.5	0.0	56.8	17.1	0.0
LnGrp LOS	E	D		D	D	D	E	B		E	B	
Approach Vol, veh/h		568			269			1238			684	
Approach Delay, s/veh		54.8			44.9			25.8			27.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	65.5	19.2	21.4	12.3	67.1	7.0	33.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	* 5
Max Green Setting (Gmax), s	14.0	36.0	20.0	31.0	13.0	37.0	6.0	* 46
Max Q Clear Time (g_c+I1), s	9.7	8.8	14.5	15.8	8.2	16.5	4.2	3.8
Green Ext Time (p_c), s	0.2	3.5	0.7	0.7	0.1	7.1	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	34.1
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	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	49	0	0	5	77	1191	10	0	578	35
Future Vol, veh/h	0	0	49	0	0	5	77	1191	10	0	578	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	375	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	25	25	25	97	97	97	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	68	0	0	20	79	1228	10	0	635	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	318	-	-	619	674	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	7.14	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.92	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	678	0	0	370	913	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	678	-	-	370	913	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	15.29	0.56	0
HCM LOS	B	C		

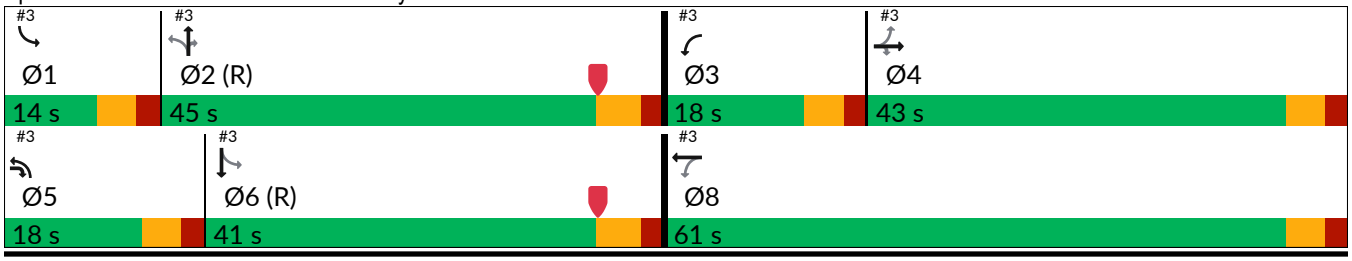
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	913	-	-	678	370	-	-
HCM Lane V/C Ratio	0.087	-	-	0.1	0.054	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	10.9	15.3	-	-
HCM Lane LOS	A	-	-	B	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.2	-	-

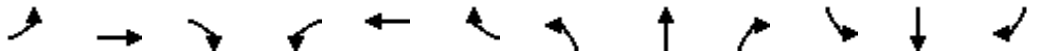
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	14	117	147	12	107	414	183	11	313
Future Volume (vph)	5	14	117	147	12	107	414	183	11	313
Lane Group Flow (vph)	0	22	134	223	26	120	465	206	12	338
Turn Type	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	5	3	8	5	2		1	6
Permitted Phases	4	4	4	8		2		2	6	
Detector Phase	4	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	37.5	37.5	10.5	10.5	37.5	10.5	28.0	28.0	10.5	28.0
Total Split (s)	43.0	43.0	18.0	18.0	61.0	18.0	45.0	45.0	14.0	41.0
Total Split (%)	35.8%	35.8%	15.0%	15.0%	50.8%	15.0%	37.5%	37.5%	11.7%	34.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0
Lead/Lag	Lag	Lag	Lead	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
v/c Ratio		0.26	0.42	0.95	0.09	0.16	0.19	0.18	0.02	0.15
Control Delay (s/veh)		61.6	11.1	95.3	30.2	5.7	8.0	1.8	5.9	10.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		61.6	11.1	95.3	30.2	5.7	8.0	1.8	5.9	10.6
Queue Length 50th (ft)		17	0	161	11	27	58	0	2	60
Queue Length 95th (ft)		44	49	167	25	49	114	30	9	92
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		518	372	234	834	782	2450	1158	687	2188
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.04	0.36	0.95	0.03	0.15	0.19	0.18	0.02	0.15

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 48 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: Marshall Rd & Sycamore St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	14	117	147	12	5	107	414	183	11	313	5
Future Volume (veh/h)	5	14	117	147	12	5	107	414	183	11	313	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	1856	1856	1856	1885	1885	1885	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	6	16	134	223	18	8	120	465	206	12	333	5
Peak Hour Factor	0.87	0.87	0.87	0.66	0.66	0.66	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	3	3	3
Cap, veh/h	66	145	226	357	307	137	677	2101	937	491	2007	30
Arrive On Green	0.10	0.10	0.10	0.10	0.25	0.25	0.05	0.60	0.60	0.01	0.56	0.56
Sat Flow, veh/h	285	1470	1572	1795	1237	550	1767	3526	1572	1767	3555	53
Grp Volume(v), veh/h	22	0	134	223	0	26	120	465	206	12	165	173
Grp Sat Flow(s),veh/h/ln	1755	0	1572	1795	0	1786	1767	1763	1572	1767	1763	1846
Q Serve(g_s), s	0.0	0.0	9.6	12.5	0.0	1.3	3.4	7.4	7.3	0.3	5.4	5.4
Cycle Q Clear(g_c), s	1.3	0.0	9.6	12.5	0.0	1.3	3.4	7.4	7.3	0.3	5.4	5.4
Prop In Lane	0.27		1.00	1.00		0.31	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	211	0	226	357	0	444	677	2101	937	491	995	1042
V/C Ratio(X)	0.10	0.00	0.59	0.63	0.00	0.06	0.18	0.22	0.22	0.02	0.17	0.17
Avail Cap(c_a), veh/h	574	0	563	357	0	826	781	2101	937	592	995	1042
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	0.0	48.1	42.0	0.0	34.4	9.8	11.3	11.3	10.8	12.6	12.6
Incr Delay (d2), s/veh	0.1	0.0	0.9	3.4	0.0	0.1	0.1	0.2	0.5	0.0	0.4	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.8	6.3	0.0	0.6	1.3	2.8	2.7	0.1	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.4	0.0	49.0	45.4	0.0	34.4	10.0	11.5	11.8	10.8	12.9	12.9
LnGrp LOS	D		D	D		C	A	B	B	B	B	B
Approach Vol, veh/h		156			249			791			350	
Approach Delay, s/veh		49.0			44.3			11.4			12.8	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	77.5	18.0	17.3	10.9	73.7		35.3				
Change Period (Y+Rc), s	5.5	6.0	5.5	5.5	5.5	6.0		5.5				
Max Green Setting (Gmax), s	8.5	39.0	12.5	37.5	12.5	35.0		55.5				
Max Q Clear Time (g_c+I1), s	2.3	9.4	14.5	11.6	5.4	7.4		3.3				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.3	0.1	1.2		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	20.8
HCM 7th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	12	16	25	8	5	16	29	26	5	38	12
Future Vol, veh/h	11	12	16	25	8	5	16	29	26	5	38	12
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	16	21	33	11	7	21	39	35	7	51	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.7	7.5	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	28%	66%	9%
Vol Thru, %	41%	31%	21%	69%
Vol Right, %	37%	41%	13%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	39	38	55
LT Vol	16	11	25	5
Through Vol	29	12	8	38
RT Vol	26	16	5	12
Lane Flow Rate	95	52	51	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.105	0.059	0.061	0.083
Departure Headway (Hd)	3.993	4.073	4.317	4.071
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	887	866	818	869
Service Time	2.065	2.162	2.404	2.147
HCM Lane V/C Ratio	0.107	0.06	0.062	0.084
HCM Control Delay, s/veh	7.5	7.4	7.7	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	39	5	5	57	30	5	10	5	10	5	5
Future Vol, veh/h	15	39	5	5	57	30	5	10	5	10	5	5
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.50	0.50	0.50	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	52	7	7	76	40	10	20	10	14	7	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	7.6	7.5	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	25%	5%	50%
Vol Thru, %	50%	66%	62%	25%
Vol Right, %	25%	8%	33%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	59	92	20
LT Vol	5	15	5	10
Through Vol	10	39	57	5
RT Vol	5	5	30	5
Lane Flow Rate	40	79	123	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.047	0.091	0.134	0.034
Departure Headway (Hd)	4.203	4.149	3.93	4.263
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	857	905	826
Service Time	2.298	2.208	1.986	2.361
HCM Lane V/C Ratio	0.048	0.092	0.136	0.035
HCM Control Delay, s/veh	7.5	7.6	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.5	0.1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	147	10	15	127	15	20	10	30	5	5	5
Future Vol, veh/h	5	147	10	15	127	15	20	10	30	5	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	100	-	-	55	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	87	87	87	64	64	64	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	199	14	17	146	17	31	16	47	10	10	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	163	0	0	212	0	0	404	417	205	409	415	155
Stage 1	-	-	-	-	-	-	219	219	-	189	189	-
Stage 2	-	-	-	-	-	-	185	198	-	220	226	-
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	1415	-	-	1358	-	-	557	527	835	553	528	891
Stage 1	-	-	-	-	-	-	783	722	-	813	744	-
Stage 2	-	-	-	-	-	-	816	737	-	782	717	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1415	-	-	1358	-	-	531	518	835	497	519	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	518	-	497	519	-
Stage 1	-	-	-	-	-	-	780	718	-	802	734	-
Stage 2	-	-	-	-	-	-	786	728	-	719	714	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.23	0.73	11.52	11.39
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	646	1415	-	-	1358	-	-	593
HCM Lane V/C Ratio	0.145	0.005	-	-	0.013	-	-	0.051
HCM Ctrl Dly (s/v)	11.5	7.6	-	-	7.7	-	-	11.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	192	20	40	302	66	109
Future Vol, veh/h	192	20	40	302	66	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	245	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	85	85	85	85
Heavy Vehicles, %	1	1	2	2	4	4
Mvmt Flow	198	21	47	355	78	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	219	0	658	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	-	-	4.12	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.218	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1351	-	426	827
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1351	-	411	827
Mov Cap-2 Maneuver	-	-	-	-	411	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.91	12.27
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	411	827	-	-	1351	-
HCM Lane V/C Ratio	0.189	0.155	-	-	0.035	-
HCM Ctrl Dly (s/v)	15.8	10.1	-	-	7.8	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	31	7	0	12	8	4	18	5	9	6	4
Future Vol, veh/h	12	31	7	0	12	8	4	18	5	9	6	4
Peak Hour Factor	0.89	0.89	0.89	0.71	0.71	0.71	0.84	0.84	0.84	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	25	25	25	1	1	1	5	5	5
Mvmt Flow	13	35	8	0	17	11	5	21	6	13	9	6
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	7.4	7.7	7.2	7.3
HCM LOS	A	A	A	A

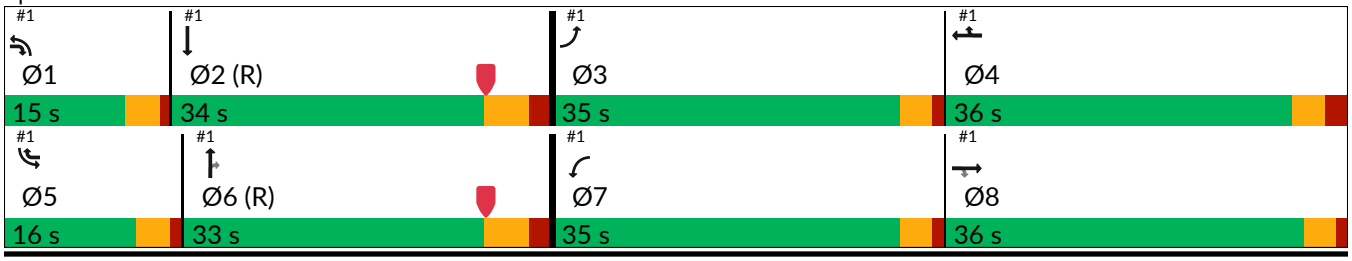
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	24%	0%	0%	47%
Vol Thru, %	67%	62%	100%	60%	32%
Vol Right, %	19%	14%	0%	40%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	50	0	20	19
LT Vol	4	12	0	0	9
Through Vol	18	31	0	12	6
RT Vol	5	7	0	8	4
Lane Flow Rate	32	56	0	28	28
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.036	0.064	0	0.037	0.032
Departure Headway (Hd)	4.003	4.125	5.06	4.78	4.125
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	887	866	0	748	861
Service Time	2.06	2.163	2.797	2.516	2.181
HCM Lane V/C Ratio	0.036	0.065	0	0.037	0.033
HCM Control Delay, s/veh	7.2	7.4	7.8	7.7	7.3
HCM Lane LOS	A	A	N	A	A
HCM 95th-tile Q	0.1	0.2	0	0.1	0.1

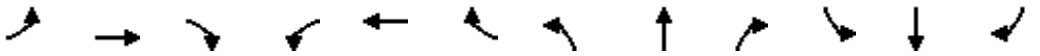
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	770	51	323	20	38	173	167	461	31	188	754	767
Future Volume (vph)	770	51	323	20	38	173	167	461	31	188	754	767
Lane Group Flow (vph)	786	52	330	25	48	219	188	518	35	200	802	816
Turn Type	Prot	NA	pm+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	8	1	7	4	4 5	1	6		5	2	
Permitted Phases			8						6			Free
Detector Phase	3	8	1	7	4	4 5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	5.0	3.0	3.0	5.0		3.0	10.0	10.0	3.0	10.0	
Minimum Split (s)	35.0	35.0	7.0	35.0	36.0		7.0	28.0	28.0	7.0	28.0	
Total Split (s)	35.0	36.0	15.0	35.0	36.0		15.0	33.0	33.0	16.0	34.0	
Total Split (%)	29.2%	30.0%	12.5%	29.2%	30.0%		12.5%	27.5%	27.5%	13.3%	28.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	5.0		4.0	6.0	6.0	4.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
v/c Ratio	0.81	0.09	0.37	0.27	0.20	0.48	0.60	0.24	0.05	0.62	0.37	0.51
Control Delay (s/veh)	53.4	28.7	3.1	61.3	45.9	28.2	60.3	24.6	0.1	60.3	25.9	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.4	28.7	3.1	61.3	45.9	28.2	60.3	24.6	0.1	60.3	25.9	1.2
Queue Length 50th (ft)	210	30	0	19	34	102	74	93	0	78	153	0
Queue Length 95th (ft)	246	56	46	42	59	130	108	146	0	115	231	0
Internal Link Dist (ft)		547			324			370			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	1302	584	892	457	481	496	342	2169	728	365	2187	1599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.09	0.37	0.05	0.10	0.44	0.55	0.24	0.05	0.55	0.37	0.51

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Blvd & Marshall Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	770	51	323	20	38	173	167	461	31	188	754	767
Future Volume (veh/h)	770	51	323	20	38	173	167	461	31	188	754	767
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	1885	1885	1885	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	786	52	0	25	48	219	188	518	0	200	802	0
Peak Hour Factor	0.98	0.98	0.98	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	1	1	1
Cap, veh/h	908	559		55	277	352	245	2266		257	2285	
Arrive On Green	0.18	0.30	0.00	0.03	0.15	0.15	0.07	0.44	0.00	0.07	0.44	0.00
Sat Flow, veh/h	5063	1885	1598	1781	1870	1585	3483	5147	1598	3483	5147	1598
Grp Volume(v), veh/h	786	52	0	25	48	219	188	518	0	200	802	0
Grp Sat Flow(s),veh/h/ln	1688	1885	1598	1781	1870	1585	1742	1716	1598	1742	1716	1598
Q Serve(g_s), s	18.1	2.4	0.0	1.7	2.7	15.0	6.4	7.5	0.0	6.8	12.3	0.0
Cycle Q Clear(g_c), s	18.1	2.4	0.0	1.7	2.7	15.0	6.4	7.5	0.0	6.8	12.3	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	908	559		55	277	352	245	2266		257	2285	
V/C Ratio(X)	0.87	0.09		0.46	0.17	0.62	0.77	0.23		0.78	0.35	
Avail Cap(c_a), veh/h	1308	559		460	483	527	319	2266		348	2285	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.8	30.5	0.0	57.2	44.7	42.1	54.8	20.9	0.0	54.6	22.0	0.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	2.2	0.3	1.8	5.6	0.2	0.0	5.0	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	7.8	1.1	0.0	0.8	1.3	6.0	3.0	3.0	0.0	3.1	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.1	30.5	0.0	59.4	45.0	44.0	60.4	21.1	0.0	59.6	22.4	0.0
LnGrp LOS	D	C		E	D	D	E	C		E	C	
Approach Vol, veh/h		838			292			706			1002	
Approach Delay, s/veh		49.8			45.4			31.6			29.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	59.3	25.5	22.8	12.9	58.8	7.7	40.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	* 5
Max Green Setting (Gmax), s	11.0	28.0	31.0	31.0	12.0	27.0	31.0	* 32
Max Q Clear Time (g_c+I1), s	8.4	14.3	20.1	17.0	8.8	9.5	3.7	4.4
Green Ext Time (p_c), s	0.1	4.5	1.4	0.8	0.1	3.1	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	37.8
HCM 7th LOS	D

Notes

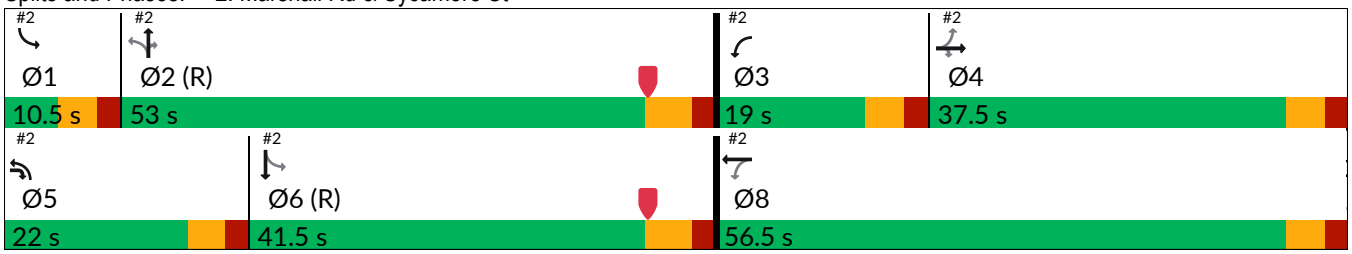
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

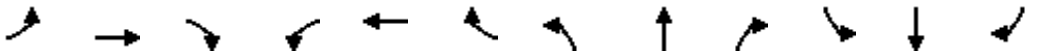
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	23	312	382	24	226	782	383	26	875
Future Volume (vph)	5	23	312	382	24	226	782	383	26	875
Lane Group Flow (vph)	0	29	322	398	52	240	832	407	27	926
Turn Type	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	5	3	8	5	2		1	6
Permitted Phases	4	4	4	8		2		2	6	
Detector Phase	4	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	37.5	37.5	10.5	10.5	37.5	10.5	28.0	28.0	10.5	28.0
Total Split (s)	37.5	37.5	22.0	19.0	56.5	22.0	53.0	53.0	10.5	41.5
Total Split (%)	31.3%	31.3%	18.3%	15.8%	47.1%	18.3%	44.2%	44.2%	8.8%	34.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0
Lead/Lag	Lag	Lag	Lead	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
v/c Ratio		0.31	0.75	1.60	0.16	0.47	0.35	0.34	0.06	0.51
Control Delay (s/veh)		62.3	42.0	318.7	22.9	8.9	10.9	2.0	8.3	22.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		62.3	42.0	318.7	22.9	8.9	10.9	2.0	8.3	22.1
Queue Length 50th (ft)		22	176	~362	16	59	168	0	6	251
Queue Length 95th (ft)		54	251	#534	49	97	228	43	16	368
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		465	435	249	752	519	2385	1202	420	1833
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.06	0.74	1.60	0.07	0.46	0.35	0.34	0.06	0.51

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 48 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Marshall Rd & Sycamore St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	23	312	382	24	26	226	782	383	26	875	5
Future Volume (veh/h)	5	23	312	382	24	26	226	782	383	26	875	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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	5	24	322	398	25	27	240	832	407	27	921	5
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.94	0.94	0.94	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	74	322	468	457	296	320	354	1705	760	248	1486	8
Arrive On Green	0.20	0.20	0.20	0.11	0.36	0.36	0.09	0.48	0.48	0.02	0.41	0.41
Sat Flow, veh/h	195	1615	1598	1795	829	895	1795	3582	1598	1795	3653	20
Grp Volume(v), veh/h	29	0	322	398	0	52	240	832	407	27	452	474
Grp Sat Flow(s),veh/h/ln	1810	0	1598	1795	0	1724	1795	1791	1598	1795	1791	1882
Q Serve(g_s), s	0.0	0.0	21.4	13.5	0.0	2.4	8.9	19.0	21.5	1.0	24.0	24.0
Cycle Q Clear(g_c), s	1.5	0.0	21.4	13.5	0.0	2.4	8.9	19.0	21.5	1.0	24.0	24.0
Prop In Lane	0.17		1.00	1.00		0.52	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	396	0	468	457	0	617	354	1705	760	248	729	766
V/C Ratio(X)	0.07	0.00	0.69	0.87	0.00	0.08	0.68	0.49	0.54	0.11	0.62	0.62
Avail Cap(c_a), veh/h	515	0	576	457	0	733	433	1705	760	279	729	766
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	0.0	37.5	37.9	0.0	25.5	20.8	21.5	22.1	20.2	28.2	28.2
Incr Delay (d2), s/veh	0.0	0.0	1.6	16.6	0.0	0.1	3.1	1.0	2.7	0.2	3.9	3.7
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	0.7	0.0	8.6	7.0	0.0	1.0	3.9	8.0	8.7	0.4	10.9	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.1	0.0	39.1	54.5	0.0	25.6	23.9	22.5	24.8	20.4	32.2	32.0
LnGrp LOS	D		D	D		C	C	C	C	C	C	C
Approach Vol, veh/h		351			450			1479			953	
Approach Delay, s/veh		39.1			51.1			23.3			31.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	63.1	19.0	29.4	16.8	54.8		48.4				
Change Period (Y+Rc), s	5.5	6.0	5.5	5.5	5.5	6.0		5.5				
Max Green Setting (Gmax), s	5.0	47.0	13.5	32.0	16.5	35.5		51.0				
Max Q Clear Time (g_c+I1), s	3.0	23.5	15.5	23.4	10.9	26.0		4.4				
Green Ext Time (p_c), s	0.0	4.7	0.0	0.5	0.3	2.7		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	96	0	0	10	106	873	10	0	1384	60
Future Vol, veh/h	0	0	96	0	0	10	106	873	10	0	1384	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	375	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	95	95	95	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	141	0	0	15	112	919	11	0	1573	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	786	-	-	465	1641	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	7.14	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.92	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	335	0	0	466	391	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	335	-	-	466	391	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.37	12.98	1.91	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	391	-	-	335	466	-	-
HCM Lane V/C Ratio	0.286	-	-	0.422	0.032	-	-
HCM Ctrl Dly (s/v)	17.9	-	-	23.4	13	-	-
HCM Lane LOS	C	-	-	C	B	-	-
HCM 95th %tile Q(veh)	1.2	-	-	2	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	12	26	25	12	5	31	37	27	5	34	31
Future Vol, veh/h	21	12	26	25	12	5	31	37	27	5	34	31
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	16	35	33	16	7	41	49	36	7	45	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.9	8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	36%	60%	7%
Vol Thru, %	39%	20%	29%	49%
Vol Right, %	28%	44%	12%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	59	42	70
LT Vol	31	21	25	5
Through Vol	37	12	12	34
RT Vol	27	26	5	31
Lane Flow Rate	127	79	56	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.149	0.094	0.071	0.107
Departure Headway (Hd)	4.245	4.284	4.547	4.123
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	839	790	872
Service Time	2.245	2.299	2.563	2.136
HCM Lane V/C Ratio	0.149	0.094	0.071	0.107
HCM Control Delay, s/veh	8	7.7	7.9	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.2	0.4

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	56	5	5	111	35	5	10	5	35	15	10
Future Vol, veh/h	20	56	5	5	111	35	5	10	5	35	15	10
Peak Hour Factor	0.87	0.87	0.87	0.65	0.65	0.65	0.50	0.50	0.50	0.66	0.66	0.66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	64	6	8	171	54	10	20	10	53	23	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	8.8	8	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	25%	3%	58%
Vol Thru, %	50%	69%	74%	25%
Vol Right, %	25%	6%	23%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	81	151	60
LT Vol	5	20	5	35
Through Vol	10	56	111	15
RT Vol	5	5	35	10
Lane Flow Rate	40	93	232	91
Geometry Grp	1	1	1	1
Degree of Util (X)	0.052	0.117	0.273	0.119
Departure Headway (Hd)	4.672	4.507	4.223	4.723
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	767	797	853	760
Service Time	2.699	2.527	2.239	2.747
HCM Lane V/C Ratio	0.052	0.117	0.272	0.12
HCM Control Delay, s/veh	8	8.1	8.8	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	1.1	0.4

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	312	25	35	261	50	25	15	25	20	5	5
Future Vol, veh/h	5	312	25	35	261	50	25	15	25	20	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	100	-	-	55	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	79	79	79	79	79	79	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	367	29	44	330	63	32	19	32	25	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	394	0	0	396	0	0	816	876	382	839	859	362
Stage 1	-	-	-	-	-	-	394	394	-	451	451	-
Stage 2	-	-	-	-	-	-	422	482	-	388	408	-
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	1165	-	-	1162	-	-	296	287	665	285	294	683
Stage 1	-	-	-	-	-	-	631	606	-	588	571	-
Stage 2	-	-	-	-	-	-	609	553	-	635	597	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1165	-	-	1162	-	-	275	275	665	243	281	683
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	275	-	243	281	-
Stage 1	-	-	-	-	-	-	628	602	-	566	550	-
Stage 2	-	-	-	-	-	-	574	532	-	583	594	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.12	0.83	18.18	19.88
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	355	1165	-	-	1162	-	-	279
HCM Lane V/C Ratio	0.232	0.005	-	-	0.038	-	-	0.134
HCM Ctrl Dly (s/v)	18.2	8.1	-	-	8.2	-	-	19.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	392	31	76	211	46	156
Future Vol, veh/h	392	31	76	211	46	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	245	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	87	87	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	431	34	87	243	50	170

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	465	0	865	448
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1102	-	325	613
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1102	-	300	613
Mov Cap-2 Maneuver	-	-	-	-	300	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.26	14.54
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	300	613	-	-	1102	-
HCM Lane V/C Ratio	0.167	0.277	-	-	0.079	-
HCM Ctrl Dly (s/v)	19.4	13.1	-	-	8.5	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	1.1	-	-	0.3	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

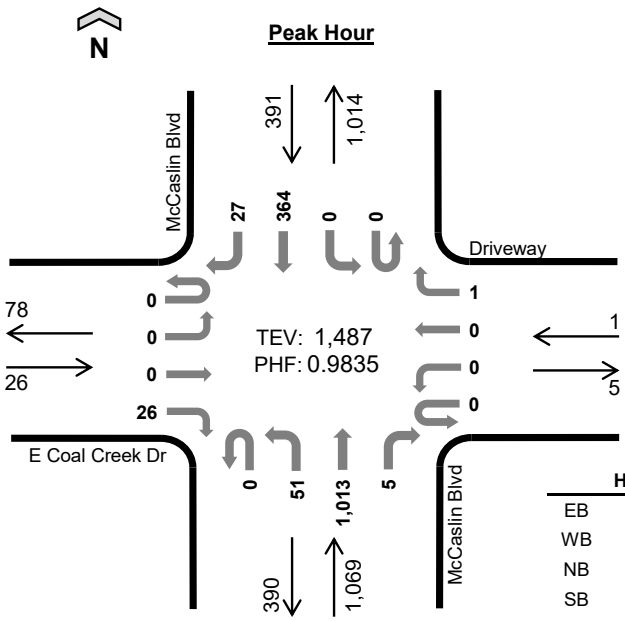
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	37	5	10	31	31	9	21	10	52	36	13
Future Vol, veh/h	3	37	5	10	31	31	9	21	10	52	36	13
Peak Hour Factor	0.66	0.66	0.66	0.80	0.80	0.80	0.67	0.67	0.67	0.70	0.70	0.70
Heavy Vehicles, %	7	7	7	4	4	4	1	1	1	2	2	2
Mvmt Flow	5	56	8	13	39	39	13	31	15	74	51	19
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.1	8.1	7.7	8.4
HCM LOS	A	A	A	A

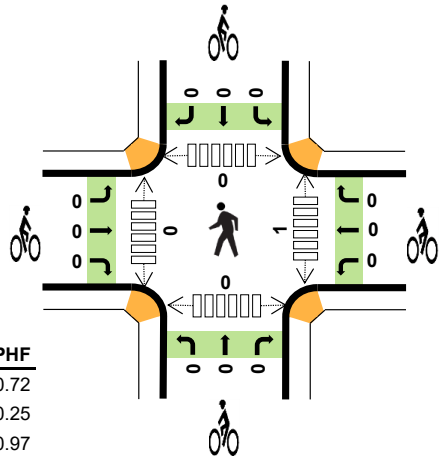
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	23%	7%	100%	0%	51%
Vol Thru, %	53%	82%	0%	50%	36%
Vol Right, %	25%	11%	0%	50%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	45	10	62	101
LT Vol	9	3	10	0	52
Through Vol	21	37	0	31	36
RT Vol	10	5	0	31	13
Lane Flow Rate	60	68	13	78	144
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.072	0.088	0.019	0.102	0.177
Departure Headway (Hd)	4.354	4.643	5.598	4.744	4.408
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	824	773	641	757	817
Service Time	2.371	2.661	3.316	2.462	2.421
HCM Lane V/C Ratio	0.073	0.088	0.02	0.103	0.176
HCM Control Delay, s/veh	7.7	8.1	8.4	8	8.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0.3	0.6

McCaslin Blvd
E Coal Creek Dr

Date: 3/31/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV%	PHF
EB	4%	0.72
WB	0%	0.25
NB	2%	0.97
SB	7%	0.91
TOTAL	3%	0.98



Peak Hour Count Summaries

Peak Hour Interval Start		E Coal Creek Dr (Eastbound)				Driveway (Westbound)				McCaslin Blvd (Northbound)				McCaslin Blvd (Southbound)				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	0	0	9	0	0	0	1	0	10	265	1	0	0	77	5	368	0
7:45 AM		0	0	0	6	0	0	0	0	0	14	256	1	0	0	95	6	378	0
8:00 AM		0	0	0	5	0	0	0	0	0	11	244	3	0	0	95	6	364	0
8:15 AM		0	0	0	6	0	0	0	0	0	16	248	0	0	0	97	10	377	1,487
Pk Hr	All	0	0	0	26	0	0	0	1	0	51	1,013	5	0	0	364	27	1,487	
	HV	0	0	0	1	0	0	0	0	0	1	21	0	0	0	26	1	50	
	HV%	-	-	-	4%	-	-	-	0%	-	2%	2%	0%	-	-	7%	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
7:30 AM	1	0	10	5	*16*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	5	9	*14*	0	0	0	0	*0*	1	0	0	0	*1*
8:00 AM	0	0	3	7	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	4	6	*10*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	0	22	27	*50*	0	0	0	0	*0*	1	0	0	0	*1*

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Count Summaries - All Vehicles

Interval Start	E Coal Creek Dr				Driveway				McCaslin Blvd				McCaslin 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	1	0	0	0	1	0	5	98	0	0	0	53	4	162	0
7:15 AM	0	0	0	5	0	0	0	0	0	6	154	1	0	0	66	7	239	0
7:30 AM	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**1**	**0**	**10**	**265**	**1**	**0**	**0**	**77**	**5**	**368**	**0**
7:45 AM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**14**	**256**	**1**	**0**	**0**	**95**	**6**	**378**	**1,147**
8:00 AM	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**11**	**244**	**3**	**0**	**0**	**95**	**6**	**364**	**1,349**
8:15 AM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**16**	**248**	**0**	**0**	**0**	**97**	**10**	**377**	**1,487**
8:30 AM	0	0	0	7	0	0	0	1	1	13	225	2	0	0	98	6	353	1,472
8:45 AM	0	0	0	5	0	0	0	0	0	18	199	0	0	0	112	4	338	1,432
Count Total	0	0	0	44	0	0	0	3	1	93	1,689	8	0	0	693	48	2,579	
Pk Hr All	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**1**	**0**	**51**	**1,013**	**5**	**0**	**0**	**364**	**27**	**1,487**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**21**	**0**	**0**	**0**	**26**	**1**	**50**	
Pk Hr HV%	**-**	**-**	**-**	**4%**	**-**	**-**	**-**	**0%**	**-**	**2%**	**2%**	**0%**	**-**	**-**	**7%**	**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	1	4	5	*10*	0	0	1	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	10	7	*17*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**1**	**0**	**10**	**5**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**5**	**9**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
8:00 AM	**0**	**0**	**3**	**7**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**4**	**6**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	1	11	3	*15*	0	0	0	0	*0*	1	0	0	0	*1*
8:45 AM	0	0	9	7	*16*	0	0	0	0	*0*	2	1	0	0	*3*
Count Total	1	2	56	49	*108*	0	0	1	0	*1*	4	1	0	0	*5*
Peak Hour	**1**	**0**	**22**	**27**	***50***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	E Coal Creek Dr				Driveway				McCaslin Blvd				McCaslin 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	1	0	0	4	0	0	0	5	0	10	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	6	1	17	0
7:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**4**	**1**	**16**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**9**	**0**	**14**	**57**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**7**	**0**	**10**	**57**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**6**	**0**	**10**	**50**
8:30 AM	0	0	0	0	0	0	0	1	1	2	8	0	0	0	3	0	15	49
8:45 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	1	16	51
Count Total	0	0	0	1	0	0	0	2	1	3	52	0	0	0	46	3	108	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**21**	**0**	**0**	**0**	**26**	**1**	**50**	

Count Summaries - Bikes

Interval Start	E Coal Creek Dr				Driveway				McCaslin Blvd				McCaslin 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	1	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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	1	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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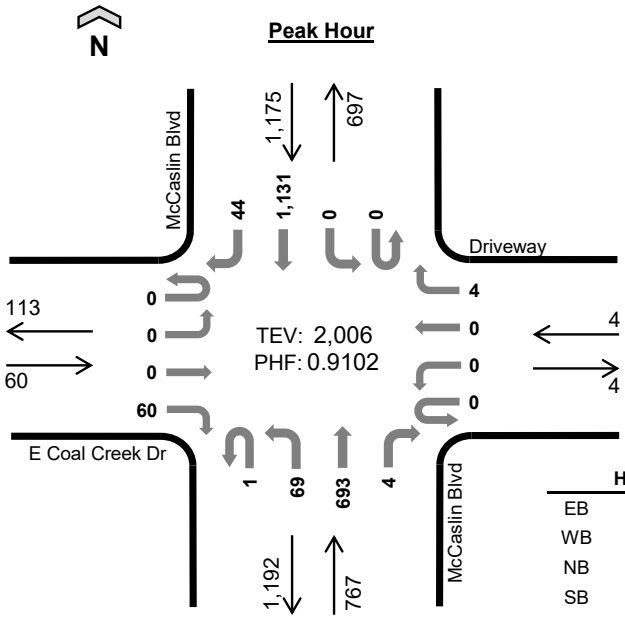
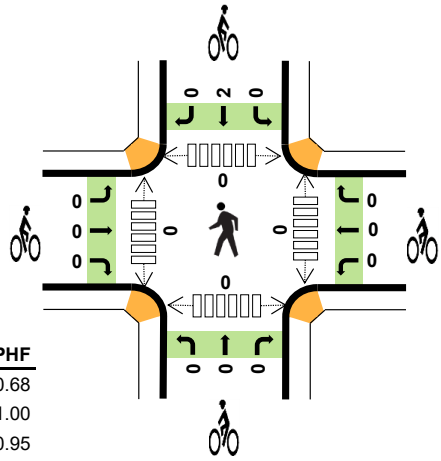
McCaslin Blvd
E Coal Creek Dr

Date: 3/31/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	0%	0.68
WB	0%	1.00
NB	1%	0.95
SB	1%	0.88
TOTAL	1%	0.91



Peak Hour Count Summaries

Peak Hour Interval Start		E Coal Creek Dr				Driveway				McCaslin Blvd				McCaslin 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		
4:30 PM		0	0	0	14	0	0	0	1	0	5	194	1	0	0	259	10	484	0
4:45 PM		0	0	0	12	0	0	0	1	0	10	159	2	0	0	264	11	459	0
5:00 PM		0	0	0	22	0	0	0	1	1	13	180	1	0	0	323	10	551	0
5:15 PM		0	0	0	12	0	0	0	1	0	41	160	0	0	0	285	13	512	2,006
Pk Hr	All	0	0	0	60	0	0	0	4	1	69	693	4	0	0	1,131	44	2,006	
	HV	0	0	0	0	0	0	0	0	0	1	9	0	0	0	13	0	23	
	HV%	-	-	-	0%	-	-	-	0%	0%	1%	1%	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	0	0	3	4	*7*	0	0	0	2	*2*	0	0	0	0	*0*
4:45 PM	0	0	3	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	2	5	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	10	13	*23*	0	0	0	2	*2*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	E Coal Creek Dr				Driveway				McCaslin Blvd				McCaslin 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	9	0	0	0	0	0	10	149	0	0	0	250	13	431	0
4:15 PM	0	0	0	12	0	0	0	0	0	4	149	0	1	0	292	8	466	0
4:30 PM	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**1**	**0**	**5**	**194**	**1**	**0**	**0**	**259**	**10**	**484**	**0**
4:45 PM	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**1**	**0**	**10**	**159**	**2**	**0**	**0**	**264**	**11**	**459**	**1,840**
5:00 PM	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**1**	**1**	**13**	**180**	**1**	**0**	**0**	**323**	**10**	**551**	**1,960**
5:15 PM	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**1**	**0**	**41**	**160**	**0**	**0**	**0**	**285**	**13**	**512**	**2,006**
5:30 PM	0	0	0	7	0	0	0	0	0	12	139	1	0	0	262	13	434	1,956
5:45 PM	0	0	0	14	0	0	0	1	0	10	149	0	0	0	241	10	425	1,922
Count Total	0	0	0	102	0	0	0	5	1	105	1,279	5	1	0	2,176	88	3,762	
Pk Hr All	**0**	**0**	**0**	**60**	**0**	**0**	**0**	**4**	**1**	**69**	**693**	**4**	**0**	**0**	**1,131**	**44**	**2,006**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**13**	**0**	**23**	
Pk Hr HV%	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**0%**	**0%**	**1%**	**1%**	**0%**	**-**	**-**	**1%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	6	4	*10*	0	0	1	0	*1*	0	0	0	0	*0*
4:15 PM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**3**	**4**	**7**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**2**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**2**	**5**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	2	3	*5*	0	0	0	0	*0*	0	1	0	0	*1*
5:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	21	21	*42*	0	0	1	2	*3*	0	1	0	0	*1*
Peak Hour	**0**	**0**	**10**	**13**	***23***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	E Coal Creek Dr				Driveway				McCaslin Blvd				McCaslin 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	6	0	0	0	3	1	10	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**7**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	**25**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**4**	**19**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**7**	**23**
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	21
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	17
Count Total	0	0	0	0	0	0	0	0	0	1	20	0	0	0	20	1	42	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**13**	**0**	**23**	

Count Summaries - Bikes

Interval Start	E Coal Creek Dr				Driveway				McCaslin Blvd				McCaslin 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	1	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**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**	**2**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	

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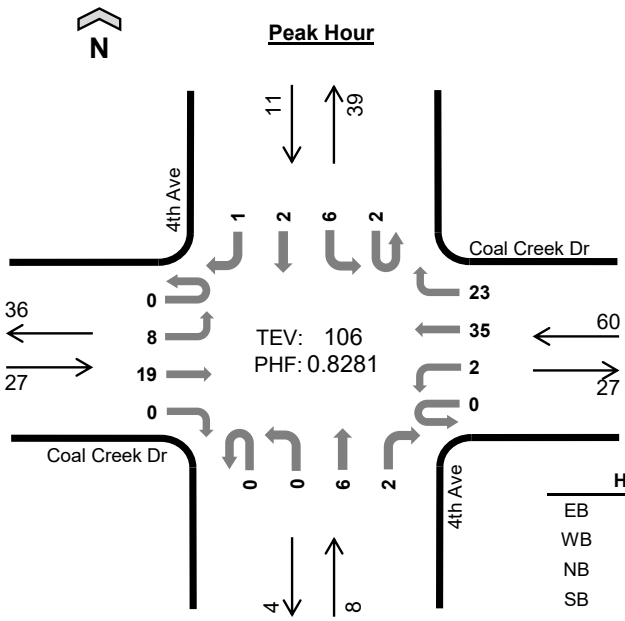
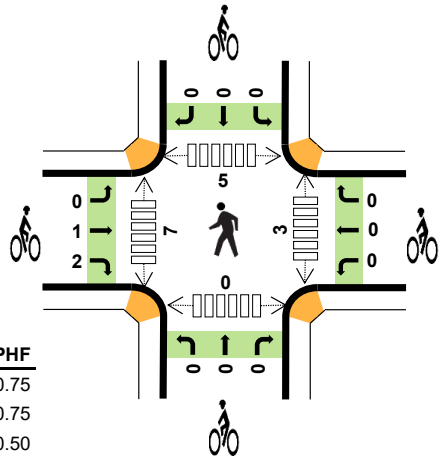
4th Ave
Coal Creek Dr

Date: 3/31/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	0%	0.75
WB	2%	0.75
NB	0%	0.50
SB	0%	0.69
TOTAL	1%	0.83



Peak Hour Count Summaries

Peak Hour Interval Start		Coal Creek Dr Eastbound				Coal Creek Dr Westbound				4th Ave Northbound				4th Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	2	7	0	0	1	8	2	0	0	1	0	1	2	1	0	25	0
8:15 AM		0	1	6	0	0	1	8	4	0	0	2	0	1	1	0	0	24	0
8:30 AM		0	3	4	0	0	0	8	8	0	0	1	0	0	1	0	0	25	0
8:45 AM		0	2	2	0	0	0	11	9	0	0	2	2	0	2	1	1	32	106
Pk Hr	All	0	8	19	0	0	2	35	23	0	0	6	2	2	6	2	1	106	
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
	HV%	-	0%	0%	-	-	0%	3%	0%	-	-	0%	0%	0%	0%	0%	0%	1%	

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

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

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Count Summaries - All Vehicles

Interval Start	Coal Creek Dr				Coal Creek Dr				4th Ave				4th Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	1	0	0	0	3	2	0	0	1	3	0	0	0	0	11	0
7:15 AM	0	1	3	0	0	0	4	6	0	0	0	1	0	1	0	0	16	0
7:30 AM	0	1	7	0	0	0	5	4	0	0	1	2	0	0	0	0	20	0
7:45 AM	0	0	4	0	0	1	8	7	0	0	0	0	0	0	1	0	21	68
8:00 AM	**0**	**2**	**7**	**0**	**0**	**1**	**8**	**2**	**0**	**0**	**1**	**0**	**1**	**2**	**1**	**0**	**25**	**82**
8:15 AM	**0**	**1**	**6**	**0**	**0**	**1**	**8**	**4**	**0**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**24**	**90**
8:30 AM	**0**	**3**	**4**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**25**	**95**
8:45 AM	**0**	**2**	**2**	**0**	**0**	**0**	**11**	**9**	**0**	**0**	**2**	**2**	**0**	**2**	**1**	**1**	**32**	**106**
Count Total	0	11	34	0	0	3	55	42	0	0	8	8	2	7	3	1	174	
Pk Hr All	**0**	**8**	**19**	**0**	**0**	**2**	**35**	**23**	**0**	**0**	**6**	**2**	**2**	**6**	**2**	**1**	**106**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	
Pk Hr HV%	**-**	**0%**	**0%**	**-**	**-**	**0%**	**3%**	**0%**	**-**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	

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

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Count Summaries - Heavy Vehicles

Interval Start	Coal Creek Dr				Coal Creek Dr				4th Ave				4th Ave				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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

Count Summaries - Bikes

Interval Start	Coal Creek Dr				Coal Creek Dr				4th Ave				4th Ave				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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	1	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	2
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
Count Total	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	5	
Pk Hr Bike	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

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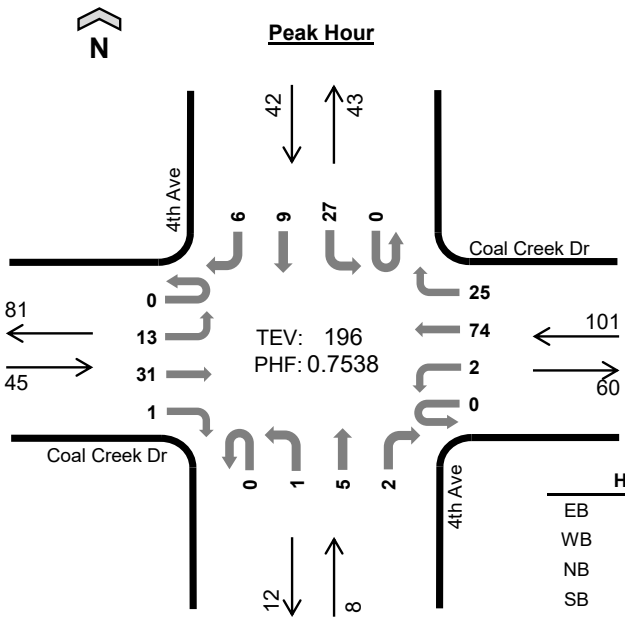
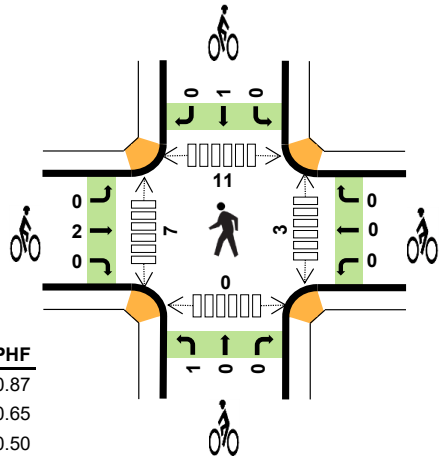
4th Ave
Coal Creek Dr

Date: 3/31/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV%	PHF
EB	4%	0.87
WB	0%	0.65
NB	0%	0.50
SB	0%	0.66
TOTAL	1%	0.75

Peak Hour Count Summaries

Peak Hour Interval Start		Coal Creek Dr Eastbound				Coal Creek Dr Westbound				4th Ave Northbound				4th Ave 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	3	5	0	0	1	9	6	0	0	1	1	0	8	4	0	38	0
5:00 PM		0	4	7	0	0	1	9	9	0	0	1	1	0	12	1	3	48	0
5:15 PM		0	3	10	0	0	0	35	4	0	1	3	0	0	6	2	1	65	0
5:30 PM		0	3	9	1	0	0	21	6	0	0	0	0	0	1	2	2	45	196
Pk Hr	All	0	13	31	1	0	2	74	25	0	1	5	2	0	27	9	6	196	
	HV	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	HV%	-	8%	3%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:45 PM	1	0	0	0	*1*	2	0	0	0	*2*	0	5	0	0	*5*
5:00 PM	0	0	0	0	*0*	0	0	0	1	*1*	1	0	2	0	*3*
5:15 PM	1	0	0	0	*1*	0	0	1	0	*1*	1	2	9	0	*12*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	2	0	0	0	*2*	2	0	1	1	*4*	3	7	11	0	*21*

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Count Summaries - All Vehicles

Interval Start	Coal Creek Dr				Coal Creek Dr				4th Ave				4th Ave				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	4	3	0	0	3	10	5	0	0	1	0	0	6	1	1	34	0
4:15 PM	0	0	8	0	0	2	8	5	0	1	0	0	0	7	1	4	36	0
4:30 PM	0	3	10	0	0	1	5	2	0	0	0	0	1	7	0	0	29	0
4:45 PM	**0**	**3**	**5**	**0**	**0**	**1**	**9**	**6**	**0**	**0**	**1**	**1**	**0**	**8**	**4**	**0**	**38**	**137**
5:00 PM	**0**	**4**	**7**	**0**	**0**	**1**	**9**	**9**	**0**	**0**	**1**	**1**	**0**	**12**	**1**	**3**	**48**	**151**
5:15 PM	**0**	**3**	**10**	**0**	**0**	**0**	**35**	**4**	**0**	**1**	**3**	**0**	**0**	**6**	**2**	**1**	**65**	**180**
5:30 PM	**0**	**3**	**9**	**1**	**0**	**0**	**21**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**2**	**45**	**196**
5:45 PM	0	1	7	0	0	2	7	8	0	0	0	0	0	8	2	2	37	195
Count Total	0	21	59	1	0	10	104	45	0	2	6	2	1	55	13	13	332	
Pk Hr All	**0**	**13**	**31**	**1**	**0**	**2**	**74**	**25**	**0**	**1**	**5**	**2**	**0**	**27**	**9**	**6**	**196**	
Pk Hr HV	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	
Pk Hr HV%	**-**	**8%**	**3%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	0	0	*1*	1	0	0	0	*1*	0	0	1	0	*1*
4:15 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**0**	**5**	**0**	**0**	**5**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**2**	**0**	**3**
5:15 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**	**2**	**9**	**0**	**12**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
5:45 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	1	0	1	*2*
Count Total	2	1	0	0	*3*	3	0	3	1	*7*	3	8	12	1	*24*
Peak Hour	**2**	**0**	**0**	**0**	***2***	**2**	**0**	**1**	**1**	***4***	**3**	**7**	**11**	**0**	**21**

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Count Summaries - Heavy Vehicles

Interval Start	Coal Creek Dr				Coal Creek Dr				4th Ave				4th Ave				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	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**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
Pk Hr Heavy	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

Count Summaries - Bikes

Interval Start	Coal Creek Dr				Coal Creek Dr				4th Ave				4th Ave				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	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**4**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
Count Total	0	0	2	1	0	0	0	0	0	2	1	0	0	0	1	0	7	
Pk Hr Bike	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	

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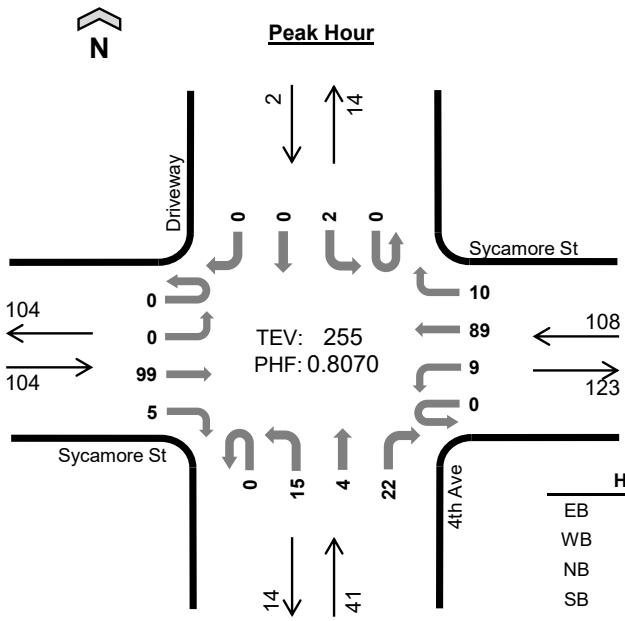
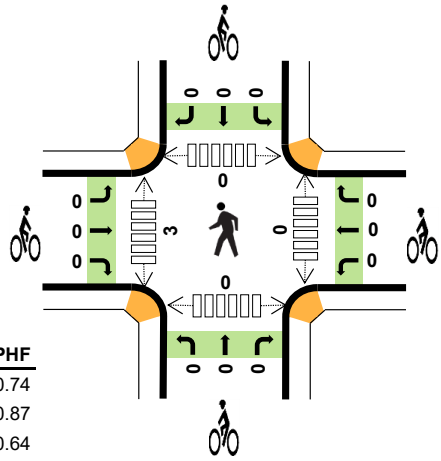
4th Ave
Sycamore St

Date: 3/31/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	1%	0.74
WB	3%	0.87
NB	0%	0.64
SB	0%	0.50
TOTAL	2%	0.81



Peak Hour Count Summaries

Peak Hour Interval Start		Sycamore St Eastbound				Sycamore St Westbound				4th Ave Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	18	3	0	2	22	0	0	2	0	5	0	0	0	0	52	0
8:15 AM		0	0	21	0	0	3	19	2	0	3	0	3	0	1	0	0	52	0
8:30 AM		0	0	34	1	0	0	29	2	0	6	0	6	0	1	0	0	79	0
8:45 AM		0	0	26	1	0	4	19	6	0	4	4	8	0	0	0	0	72	255
Pk Hr	All	0	0	99	5	0	9	89	10	0	15	4	22	0	2	0	0	255	
	HV	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	
	HV%	-	-	1%	0%	-	0%	3%	0%	-	0%	0%	0%	-	0%	-	-	2%	

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

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

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Count Summaries - All Vehicles

Interval Start	Sycamore St Eastbound				Sycamore St Westbound				4th Ave Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	12	0	0	0	10	2	0	2	0	1	0	0	0	0	27	0
7:15 AM	0	0	15	1	0	0	11	0	0	4	2	1	0	1	0	0	35	0
7:30 AM	0	0	18	0	0	0	11	1	0	2	1	2	0	1	0	0	36	0
7:45 AM	0	0	24	0	1	1	21	6	0	6	1	1	0	1	0	0	62	160
8:00 AM	**0**	**0**	**18**	**3**	**0**	**2**	**22**	**0**	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**52**	**185**
8:15 AM	**0**	**0**	**21**	**0**	**0**	**3**	**19**	**2**	**0**	**3**	**0**	**3**	**0**	**1**	**0**	**0**	**52**	**202**
8:30 AM	**0**	**0**	**34**	**1**	**0**	**0**	**29**	**2**	**0**	**6**	**0**	**6**	**0**	**1**	**0**	**0**	**79**	**245**
8:45 AM	**0**	**0**	**26**	**1**	**0**	**4**	**19**	**6**	**0**	**4**	**4**	**8**	**0**	**0**	**0**	**0**	**72**	**255**
Count Total	0	0	168	6	1	10	142	19	0	29	8	27	0	5	0	0	415	
Pk Hr All	**0**	**0**	**99**	**5**	**0**	**9**	**89**	**10**	**0**	**15**	**4**	**22**	**0**	**2**	**0**	**0**	**255**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	
Pk Hr HV%	**-**	**-**	**1%**	**0%**	**-**	**0%**	**3%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**-**	**2%**	

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

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Count Summaries - Heavy Vehicles

Interval Start	Sycamore St				Sycamore St				4th Ave				Driveway				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	2	0	0	0	0	0	0	0	0	0	2	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	7
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
Count Total	0	0	4	0	0	0	6	1	0	0	0	0	0	0	0	0	11	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	

Count Summaries - Bikes

Interval Start	Sycamore St				Sycamore St				4th Ave				Driveway				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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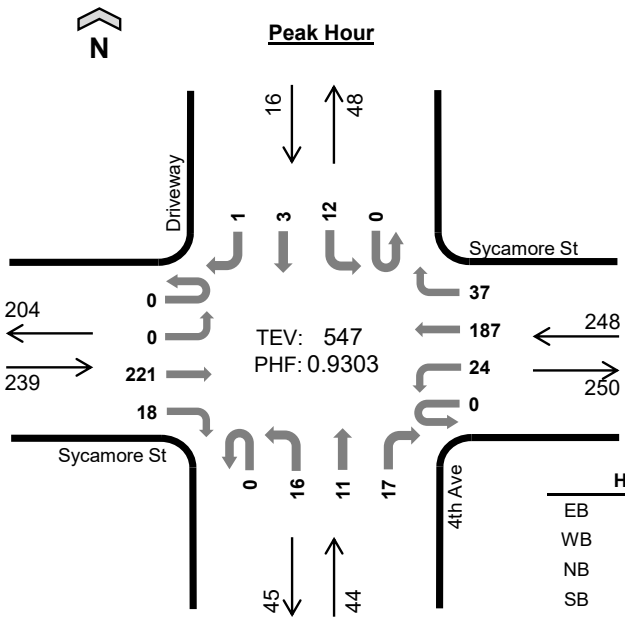
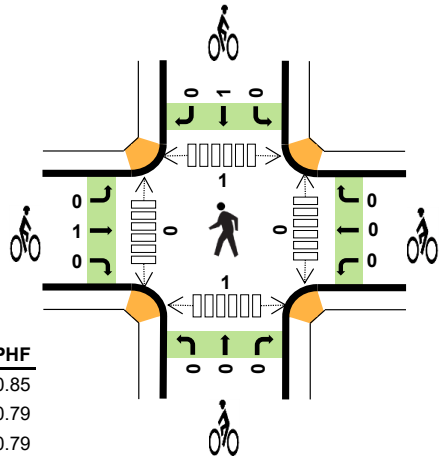
4th Ave
Sycamore St

Date: 3/31/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV%	PHF
EB	0%	0.85
WB	1%	0.79
NB	0%	0.79
SB	0%	0.80
TOTAL	1%	0.93



Peak Hour Count Summaries

Peak Hour Interval Start		Sycamore St Eastbound				Sycamore St Westbound				4th Ave Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		**0**	**0**	**65**	**5**	**0**	**10**	**43**	**7**	**0**	**3**	**4**	**7**	**0**	**2**	**1**	**0**	**147**	**0**
5:15 PM		**0**	**0**	**47**	**3**	**0**	**6**	**58**	**14**	**0**	**3**	**1**	**7**	**0**	**2**	**1**	**1**	**143**	**0**
5:30 PM		**0**	**0**	**58**	**2**	**0**	**3**	**50**	**9**	**0**	**6**	**1**	**3**	**0**	**3**	**1**	**0**	**136**	**0**
5:45 PM		**0**	**0**	**51**	**8**	**0**	**5**	**36**	**7**	**0**	**4**	**5**	**0**	**0**	**5**	**0**	**0**	**121**	**547**
Pk Hr	All	**0**	**0**	**221**	**18**	**0**	**24**	**187**	**37**	**0**	**16**	**11**	**17**	**0**	**12**	**3**	**1**	**547**	
	HV	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
	HV%	-	-	**0%**	**0%**	-	**0%**	**1%**	**3%**	-	**0%**	**0%**	**0%**	-	**0%**	**0%**	**0%**	**1%**	

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

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

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Count Summaries - All Vehicles

Interval Start	Sycamore St Eastbound				Sycamore St Westbound				4th Ave Northbound				Driveway Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	47	6	0	2	38	7	0	6	0	5	0	2	0	0	113	0
4:15 PM	0	0	39	9	0	5	37	5	0	1	3	3	0	3	0	1	106	0
4:30 PM	0	0	54	5	0	1	43	5	0	1	2	5	0	3	0	0	119	0
4:45 PM	0	0	49	3	0	8	37	6	0	3	0	7	0	3	0	0	116	454
5:00 PM	**0**	**0**	**65**	**5**	**0**	**10**	**43**	**7**	**0**	**3**	**4**	**7**	**0**	**2**	**1**	**0**	**147**	**488**
5:15 PM	**0**	**0**	**47**	**3**	**0**	**6**	**58**	**14**	**0**	**3**	**1**	**7**	**0**	**2**	**1**	**1**	**143**	**525**
5:30 PM	**0**	**0**	**58**	**2**	**0**	**3**	**50**	**9**	**0**	**6**	**1**	**3**	**0**	**3**	**1**	**0**	**136**	**542**
5:45 PM	**0**	**0**	**51**	**8**	**0**	**5**	**36**	**7**	**0**	**4**	**5**	**0**	**0**	**5**	**0**	**0**	**121**	**547**
Count Total	0	0	410	41	0	40	342	60	0	27	16	37	0	23	3	2	1,001	
Pk Hr All	**0**	**0**	**221**	**18**	**0**	**24**	**187**	**37**	**0**	**16**	**11**	**17**	**0**	**12**	**3**	**1**	**547**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
Pk Hr HV%	**-**	**-**	**0%**	**0%**	**-**	**0%**	**1%**	**3%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	

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

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Count Summaries - Heavy Vehicles

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

Count Summaries - Bikes

Interval Start	Sycamore St				Sycamore St				4th Ave				Driveway				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**	**1**	**0**	**1**	**1**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	

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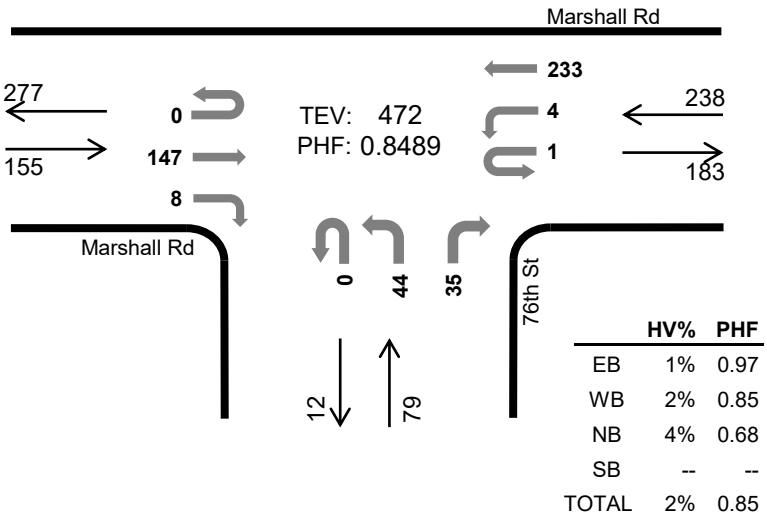
76th St
Marshall Rd

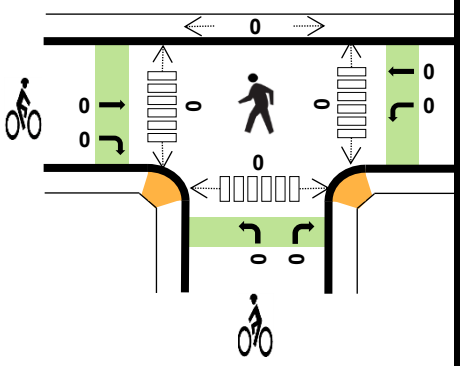
N

Peak Hour

Date: 1/29/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	1%	0.97
WB	2%	0.85
NB	4%	0.68
SB	--	--
TOTAL	2%	0.85



Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				76th St 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		
7:45 AM		0	0	39	1	0	0	64	0	0	9	0	6	0	0	0	0	119	0
8:00 AM		0	0	37	3	0	1	69	0	0	16	0	13	0	0	0	0	139	0
8:15 AM		0	0	37	1	1	2	61	0	0	8	0	7	0	0	0	0	117	0
8:30 AM		0	0	34	3	0	1	39	0	0	11	0	9	0	0	0	0	97	472
Pk Hr	All	0	0	147	8	1	4	233	0	0	44	0	35	0	0	0	0	472	
	HV	0	0	1	0	0	2	2	0	0	1	0	2	0	0	0	0	8	
	HV%	-	-	1%	0%	0%	50%	1%	-	-	2%	-	6%	-	-	-	-	2%	

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

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

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Count Summaries - All Vehicles

Interval Start	Marshall Rd				Marshall Rd				76th St				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	18	4	0	0	21	0	0	3	0	8	0	0	0	0	54	0
7:15 AM	0	0	22	0	0	0	16	0	0	4	0	9	0	0	0	0	51	0
7:30 AM	0	0	18	2	0	1	33	0	0	8	0	5	0	0	0	0	67	0
7:45 AM	**0**	**0**	**39**	**1**	**0**	**0**	**64**	**0**	**0**	**9**	**0**	**6**	**0**	**0**	**0**	**0**	**119**	**291**
8:00 AM	**0**	**0**	**37**	**3**	**0**	**1**	**69**	**0**	**0**	**16**	**0**	**13**	**0**	**0**	**0**	**0**	**139**	**376**
8:15 AM	**0**	**0**	**37**	**1**	**1**	**2**	**61**	**0**	**0**	**8**	**0**	**7**	**0**	**0**	**0**	**0**	**117**	**442**
8:30 AM	**0**	**0**	**34**	**3**	**0**	**1**	**39**	**0**	**0**	**11**	**0**	**9**	**0**	**0**	**0**	**0**	**97**	**472**
8:45 AM	0	0	48	4	0	3	25	0	0	8	0	15	0	0	0	0	103	456
Count Total	0	0	253	18	1	8	328	0	0	67	0	72	0	0	0	0	747	
Pk Hr All	**0**	**0**	**147**	**8**	**1**	**4**	**233**	**0**	**0**	**44**	**0**	**35**	**0**	**0**	**0**	**0**	**472**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	
Pk Hr HV%	**-**	**-**	**1%**	**0%**	**0%**	**50%**	**1%**	**-**	**-**	**2%**	**-**	**6%**	**-**	**-**	**-**	**-**	**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	1	0	*1*	0	1	0	0	*1*	0	0	0	0	*0*
7:15 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	2	2	0	0	*4*	2	0	0	0	*2*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	6	10	4	0	*20*	2	1	0	0	*3*	0	0	0	0	*0*
Peak Hour	**1**	**4**	**3**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				76th St				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	1	0	0	0	0	0	0	1	0
7:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**9**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**10**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**8**
8:45 AM	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	4	11
Count Total	0	0	5	1	0	5	5	0	0	2	0	2	0	0	0	0	20	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	

Count Summaries - Bikes

Interval Start	Marshall Rd				Marshall Rd				76th St				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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
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	2	0	0	1	0	0	0	0	0	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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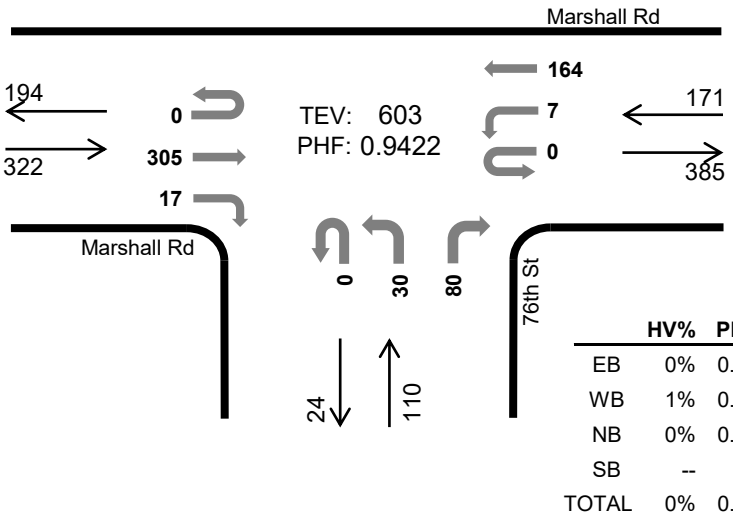
76th St
Marshall Rd

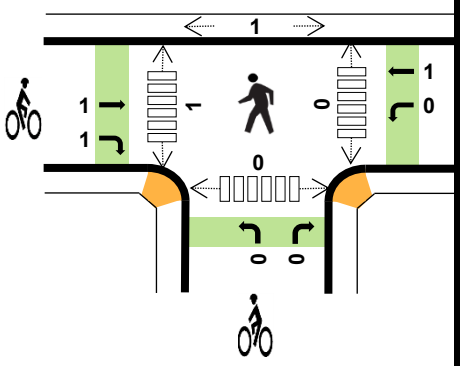
N

Peak Hour

Date: 1/29/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	0%	0.91
WB	1%	0.87
NB	0%	0.92
SB	--	--
TOTAL	0%	0.94



Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				76th St 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	79	9	0	3	35	0	0	5	0	15	0	0	0	0	146	0
4:15 PM		0	0	85	3	0	2	40	0	0	10	0	20	0	0	0	0	160	0
4:30 PM		0	0	78	2	0	1	48	0	0	9	0	21	0	0	0	0	159	0
4:45 PM		0	0	63	3	0	1	41	0	0	6	0	24	0	0	0	0	138	603
Pk Hr	All	0	0	305	17	0	7	164	0	0	30	0	80	0	0	0	0	603	
	HV	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
	HV%	-	-	0%	0%	-	0%	1%	-	-	0%	-	0%	-	-	-	-	0%	

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

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

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Count Summaries - All Vehicles

Interval Start	Marshall Rd				Marshall Rd				76th St				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**	**79**	**9**	**0**	**3**	**35**	**0**	**0**	**5**	**0**	**15**	**0**	**0**	**0**	**0**	**146**	0
4:15 PM	**0**	**0**	**85**	**3**	**0**	**2**	**40**	**0**	**0**	**10**	**0**	**20**	**0**	**0**	**0**	**0**	**160**	**0**
4:30 PM	**0**	**0**	**78**	**2**	**0**	**1**	**48**	**0**	**0**	**9**	**0**	**21**	**0**	**0**	**0**	**0**	**159**	**0**
4:45 PM	**0**	**0**	**63**	**3**	**0**	**1**	**41**	**0**	**0**	**6**	**0**	**24**	**0**	**0**	**0**	**0**	**138**	**603**
5:00 PM	0	0	56	4	0	1	28	0	0	10	0	28	0	0	0	0	127	584
5:15 PM	0	0	69	7	0	3	55	0	0	5	0	27	0	0	0	0	166	590
5:30 PM	0	0	83	7	0	0	35	0	0	3	0	29	0	0	0	0	157	588
5:45 PM	0	0	51	2	0	3	26	0	0	11	0	29	0	0	0	0	122	572
Count Total	0	0	564	37	0	14	308	0	0	59	0	193	0	0	0	0	1,175	
Pk Hr All	**0**	**0**	**305**	**17**	**0**	**7**	**164**	**0**	**0**	**30**	**0**	**80**	**0**	**0**	**0**	**0**	**603**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	
Pk Hr HV%	**-**	**-**	**0%**	**0%**	**-**	**0%**	**1%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**0%**	

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

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Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				76th St				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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	**2**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3	4
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
Count Total	0	0	4	0	0	0	2	0	0	0	0	1	0	0	0	0	7	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

Count Summaries - Bikes

Interval Start	Marshall Rd				Marshall Rd				76th St				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**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	0
4:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	5	
Pk Hr Bike	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

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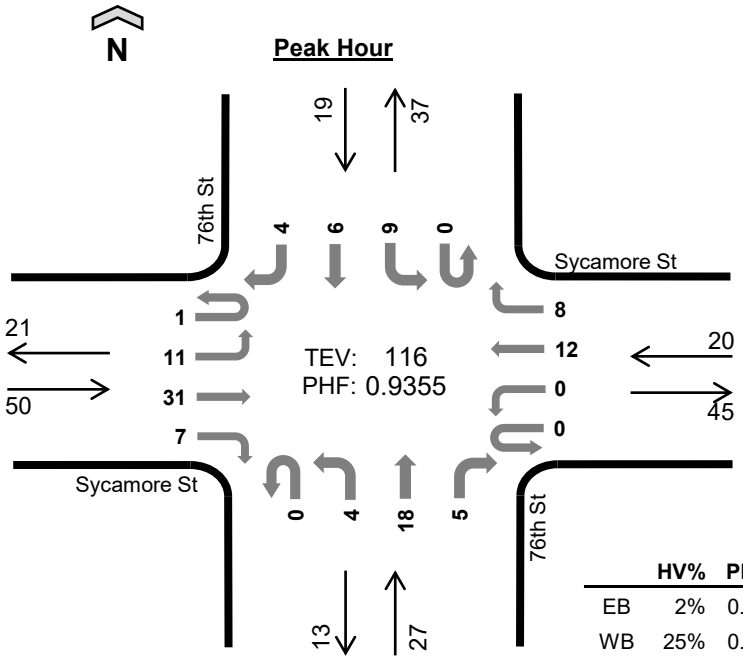
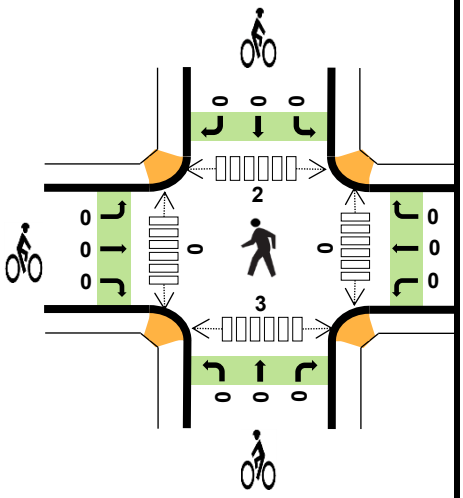
76th St
Sycamore St

Date: 1/29/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	2%	0.89
WB	25%	0.71
NB	0%	0.84
SB	5%	0.68
TOTAL	6%	0.94



Peak Hour Count Summaries

Peak Hour Interval Start		Sycamore St Eastbound				Sycamore St Westbound				76th St Northbound				76th St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	4	7	3	0	0	3	1	0	0	6	1	0	1	2	0	28	0
8:00 AM		1	5	6	1	0	0	3	1	0	3	3	1	0	2	1	2	29	0
8:15 AM		0	2	10	2	0	0	2	3	0	0	4	1	0	2	1	1	28	0
8:30 AM		0	0	8	1	0	0	4	3	0	1	5	2	0	4	2	1	31	116
Pk Hr	All	1	11	31	7	0	0	12	8	0	4	18	5	0	9	6	4	116	
	HV	0	0	1	0	0	0	2	3	0	0	0	0	0	1	0	0	7	
	HV%	0%	0%	3%	0%	-	-	17%	38%	-	0%	0%	0%	-	11%	0%	0%	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
7:45 AM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	1	*1*
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
8:15 AM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	1	0	*1*
8:30 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	1	1	*2*
Peak Hour	1	5	0	1	*7*	0	0	0	0	*0*	0	0	2	3	*5*

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Count Summaries - All Vehicles

Interval Start	Sycamore St Eastbound				Sycamore St Westbound				76th St Northbound				76th St 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	9	0	0	0	3	3	0	1	1	0	1	2	0	1	22	0
7:15 AM	0	0	3	2	0	0	3	1	0	0	2	1	0	1	0	0	13	0
7:30 AM	0	1	15	0	0	1	1	1	0	2	3	0	0	0	2	1	27	0
7:45 AM	**0**	**4**	**7**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**6**	**1**	**0**	**1**	**2**	**0**	**28**	**90**
8:00 AM	**1**	**5**	**6**	**1**	**0**	**0**	**3**	**1**	**0**	**3**	**3**	**1**	**0**	**2**	**1**	**2**	**29**	**97**
8:15 AM	**0**	**2**	**10**	**2**	**0**	**0**	**2**	**3**	**0**	**0**	**4**	**1**	**0**	**2**	**1**	**1**	**28**	**112**
8:30 AM	**0**	**0**	**8**	**1**	**0**	**0**	**4**	**3**	**0**	**1**	**5**	**2**	**0**	**4**	**2**	**1**	**31**	**116**
8:45 AM	0	2	9	1	0	0	3	1	0	3	1	1	0	3	1	0	25	113
Count Total	1	15	67	10	0	1	22	14	0	10	25	7	1	15	9	6	203	
Pk Hr All	**1**	**11**	**31**	**7**	**0**	**0**	**12**	**8**	**0**	**4**	**18**	**5**	**0**	**9**	**6**	**4**	**116**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	
Pk Hr HV%	**0%**	**0%**	**3%**	**0%**	**-**	**-**	**17%**	**38%**	**-**	**0%**	**0%**	**0%**	**-**	**11%**	**0%**	**0%**	**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
7:00 AM	0	1	0	0	*1*	1	0	1	0	*2*	0	2	5	1	*8*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	1	*2*
7:30 AM	0	0	0	1	*1*	0	0	0	2	*2*	0	0	2	0	*2*
7:45 AM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:30 AM	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
8:45 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	1	1	*2*
Count Total	2	6	0	2	*10*	1	0	1	2	*4*	1	2	10	6	*19*
Peak Hour	**1**	**5**	**0**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**3**	**5**

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Count Summaries - Heavy Vehicles

Interval Start	Sycamore St				Sycamore St				76th St				76th St				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	1	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**5**
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
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	0	0	2	4	0	0	0	0	0	1	1	0	10	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	

Count Summaries - Bikes

Interval Start	Sycamore St				Sycamore St				76th St				76th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	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	2	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
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	1	0	0	0	0	0	0	1	0	0	0	2	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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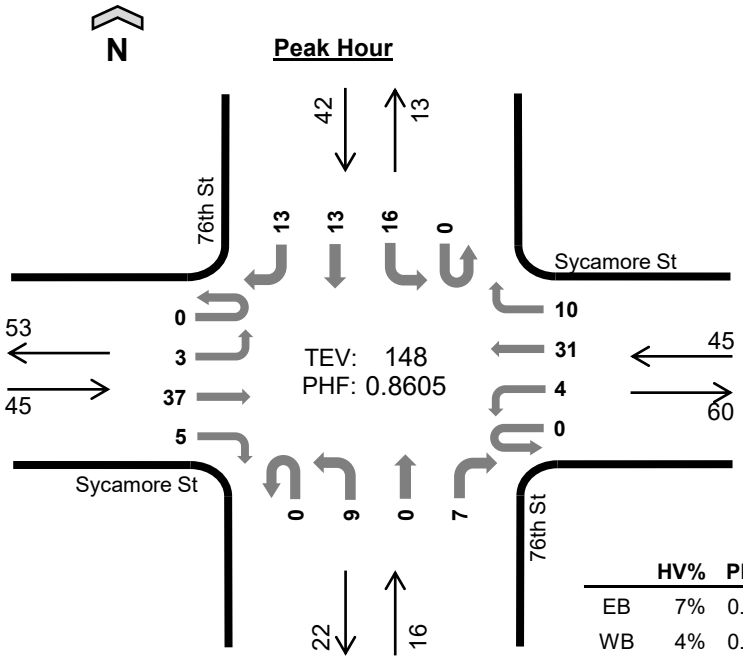
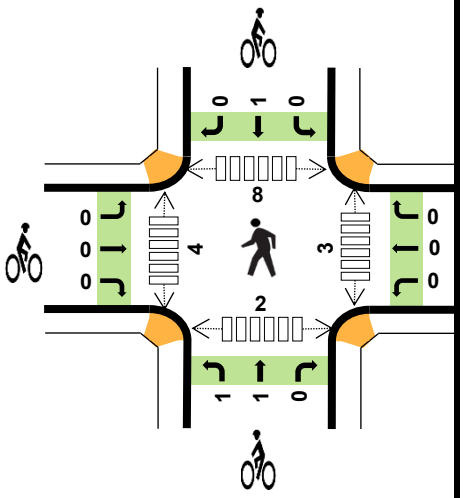
76th St
Sycamore St

Date: 1/29/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	7%	0.66
WB	4%	0.80
NB	0%	0.67
SB	2%	0.70
TOTAL	4%	0.86

Peak Hour Count Summaries

Peak Hour Interval Start		Sycamore St Eastbound				Sycamore St Westbound				76th St Northbound				76th St 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	1	7	1	0	1	8	1	0	5	0	1	0	2	6	7	40	0
4:15 PM		0	1	15	1	0	1	7	3	0	0	0	3	0	5	4	3	43	0
4:30 PM		0	0	6	1	0	0	7	3	0	3	0	1	0	4	1	2	28	0
4:45 PM		0	1	9	2	0	2	9	3	0	1	0	2	0	5	2	1	37	148
Pk Hr	All	0	3	37	5	0	4	31	10	0	9	0	7	0	16	13	13	148	
	HV	0	0	2	1	0	1	1	0	0	0	0	0	0	0	0	1	6	
	HV%	-	0%	5%	20%	-	25%	3%	0%	-	0%	-	0%	-	0%	0%	8%	4%	

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	2	1	0	1	*4*	0	0	1	0	*1*	1	0	1	0	*2*
4:15 PM	1	1	0	0	*2*	0	0	0	1	*1*	2	1	2	1	*6*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	2	0	*2*
4:45 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	3	3	1	*7*
Peak Hour	3	2	0	1	*6*	0	0	2	1	*3*	3	4	8	2	*17*

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Count Summaries - All Vehicles

Interval Start	Sycamore St Eastbound				Sycamore St Westbound				76th St Northbound				76th St 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**	**1**	**7**	**1**	**0**	**1**	**8**	**1**	**0**	**5**	**0**	**1**	**0**	**2**	**6**	**7**	**40**	0
4:15 PM	**0**	**1**	**15**	**1**	**0**	**1**	**7**	**3**	**0**	**0**	**0**	**3**	**0**	**5**	**4**	**3**	**43**	**0**
4:30 PM	**0**	**0**	**6**	**1**	**0**	**0**	**7**	**3**	**0**	**3**	**0**	**1**	**0**	**4**	**1**	**2**	**28**	**0**
4:45 PM	**0**	**1**	**9**	**2**	**0**	**2**	**9**	**3**	**0**	**1**	**0**	**2**	**0**	**5**	**2**	**1**	**37**	**148**
5:00 PM	0	1	9	1	0	2	6	7	0	2	0	2	0	2	2	2	36	144
5:15 PM	0	0	7	1	0	2	7	1	0	0	3	2	0	4	7	4	38	139
5:30 PM	0	0	8	0	0	4	12	0	0	2	0	0	0	2	4	3	35	146
5:45 PM	0	1	9	0	1	0	7	1	0	2	1	1	0	3	5	0	31	140
Count Total	0	5	70	7	1	12	63	19	0	15	4	12	0	27	31	22	288	
Pk Hr All	**0**	**3**	**37**	**5**	**0**	**4**	**31**	**10**	**0**	**9**	**0**	**7**	**0**	**16**	**13**	**13**	**148**	
Pk Hr HV	**0**	**0**	**2**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	
Pk Hr HV%	**-**	**0%**	**5%**	**20%**	**-**	**25%**	**3%**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**8%**	**4%**	

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	**2**	**1**	**0**	**1**	**4**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**1**	**0**	**2**
4:15 PM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**2**	**1**	**2**	**1**	**6**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**3**	**3**	**1**	**7**
5:00 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	0	0	0	*0*
5:15 PM	0	1	0	0	*1*	0	0	1	0	*1*	0	0	0	3	*3*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	2	4	*7*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	1	0	*3*
Count Total	3	3	0	1	*7*	0	0	3	2	*5*	5	5	11	9	*30*
Peak Hour	**3**	**2**	**0**	**1**	***6***	**0**	**0**	**2**	**1**	***3***	**3**	**4**	**8**	**2**	**17**

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Count Summaries - Heavy Vehicles

Interval Start	Sycamore St				Sycamore St				76th St				76th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	0
4:15 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	2	1	0	1	2	0	0	0	0	0	0	0	0	1	7	
Pk Hr Heavy	**0**	**0**	**2**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	

Count Summaries - Bikes

Interval Start	Sycamore St				Sycamore St				76th St				76th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	5	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	

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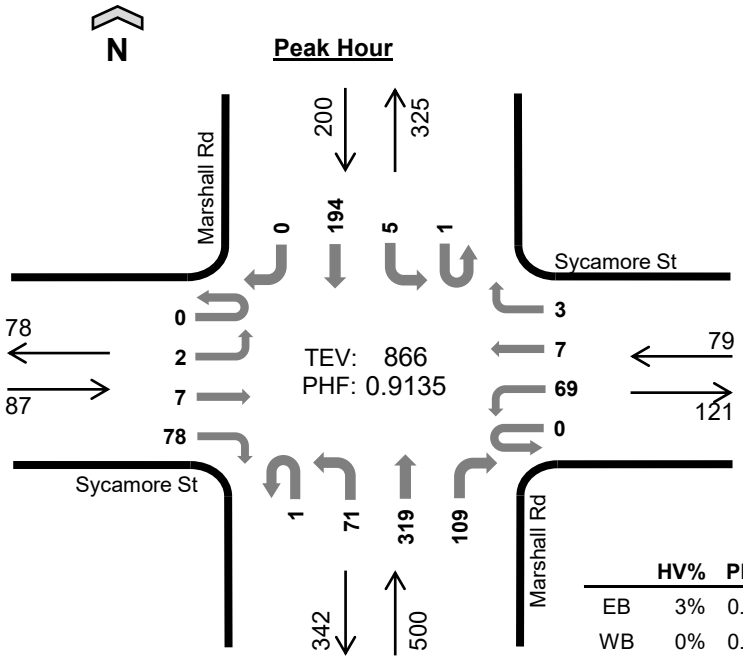
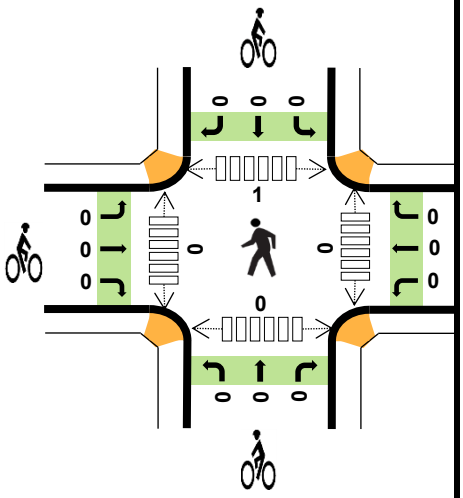
Marshall Rd
Sycamore St

Date: 1/29/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	3%	0.87
WB	0%	0.66
NB	3%	0.89
SB	3%	0.94
TOTAL	3%	0.91



Peak Hour Count Summaries

Peak Hour Interval Start		Sycamore St Eastbound				Sycamore St Westbound				Marshall Rd Northbound				Marshall Rd 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**	**1**	**2**	**12**	**0**	**24**	**4**	**2**	**0**	**15**	**95**	**31**	**0**	**0**	**51**	**0**	**237**	**0**
8:15 AM		**0**	**0**	**2**	**22**	**0**	**14**	**0**	**0**	**0**	**14**	**84**	**18**	**0**	**0**	**53**	**0**	**207**	**0**
8:30 AM		**0**	**0**	**1**	**24**	**0**	**15**	**1**	**1**	**0**	**18**	**70**	**36**	**1**	**2**	**42**	**0**	**211**	**0**
8:45 AM		**0**	**1**	**2**	**20**	**0**	**16**	**2**	**0**	**1**	**24**	**70**	**24**	**0**	**3**	**48**	**0**	**211**	**866**
Pk Hr	All	**0**	**2**	**7**	**78**	**0**	**69**	**7**	**3**	**1**	**71**	**319**	**109**	**1**	**5**	**194**	**0**	**866**	
	HV	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**3**	**0**	**0**	**6**	**0**	**24**	
	HV%	-	**0%**	**0%**	**4%**	-	**0%**	**0%**	**0%**	**0%**	**3%**	**3%**	**3%**	**0%**	**0%**	**3%**	-	**3%**	

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

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

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Count Summaries - All Vehicles

Interval Start	Sycamore St Eastbound				Sycamore St Westbound				Marshall Rd Northbound				Marshall 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	1	11	0	5	1	0	1	11	34	12	0	0	29	0	105	0
7:15 AM	0	1	0	11	0	4	0	0	0	11	27	15	0	0	35	0	104	0
7:30 AM	0	1	0	21	0	6	0	1	0	12	58	15	0	0	28	0	142	0
7:45 AM	0	0	3	15	0	6	0	2	0	17	83	34	0	0	46	1	207	558
8:00 AM	**0**	**1**	**2**	**12**	**0**	**24**	**4**	**2**	**0**	**15**	**95**	**31**	**0**	**0**	**51**	**0**	**237**	**690**
8:15 AM	**0**	**0**	**2**	**22**	**0**	**14**	**0**	**0**	**0**	**14**	**84**	**18**	**0**	**0**	**53**	**0**	**207**	**793**
8:30 AM	**0**	**0**	**1**	**24**	**0**	**15**	**1**	**1**	**0**	**18**	**70**	**36**	**1**	**2**	**42**	**0**	**211**	**862**
8:45 AM	**0**	**1**	**2**	**20**	**0**	**16**	**2**	**0**	**1**	**24**	**70**	**24**	**0**	**3**	**48**	**0**	**211**	**866**
Count Total	0	4	11	136	0	90	8	6	2	122	521	185	1	5	332	1	1,424	
Pk Hr All	**0**	**2**	**7**	**78**	**0**	**69**	**7**	**3**	**1**	**71**	**319**	**109**	**1**	**5**	**194**	**0**	**866**	
Pk Hr HV	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**3**	**0**	**0**	**6**	**0**	**24**	
Pk Hr HV%	**-**	**0%**	**0%**	**4%**	**-**	**0%**	**0%**	**0%**	**0%**	**3%**	**3%**	**3%**	**0%**	**0%**	**3%**	**-**	**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	3	3	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	1	2	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	1	3	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	4	1	*5*	0	0	0	0	*0*	0	0	0	1	*1*
8:00 AM	**0**	**0**	**2**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:30 AM	**2**	**0**	**4**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**1**	**0**	**6**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	3	5	27	11	*46*	0	0	0	0	*0*	0	0	1	1	*2*
Peak Hour	**3**	**0**	**15**	**6**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	Sycamore St				Sycamore St				Marshall Rd				Marshall 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	3	0	0	0	1	2	0	0	0	0	0	6	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	5	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	2	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	0	1	0	5	22
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**20**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**2**	**0**	**5**	**20**
8:30 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**2**	**0**	**8**	**22**
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**7**	**24**
Count Total	0	0	0	3	0	5	0	0	0	6	17	4	0	0	11	0	46	
Pk Hr Heavy	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**3**	**0**	**0**	**6**	**0**	**24**	

Count Summaries - Bikes

Interval Start	Sycamore St				Sycamore St				Marshall Rd				Marshall 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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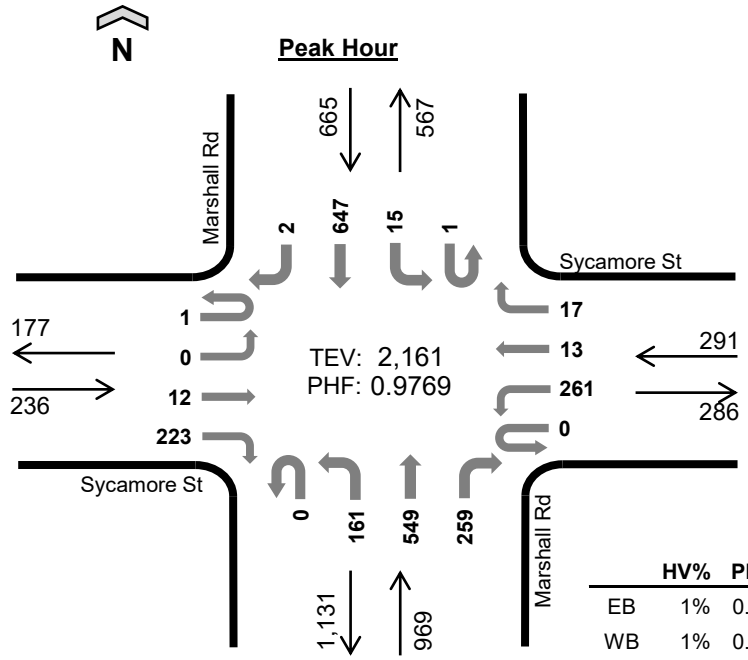
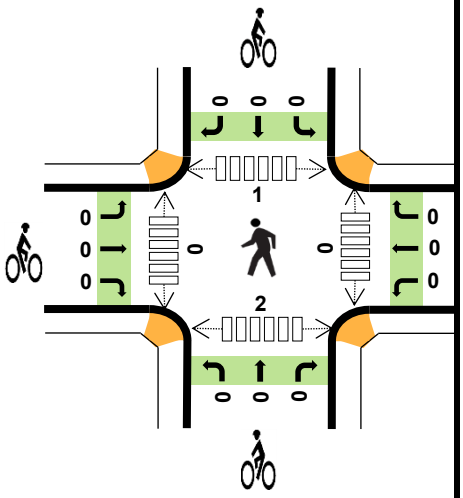
Marshall Rd
Sycamore St

Date: 1/29/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.97
WB	1%	0.96
NB	1%	0.94
SB	1%	0.95
TOTAL	1%	0.98



Peak Hour Count Summaries

Peak Hour Interval Start		Sycamore St Eastbound				Sycamore St Westbound				Marshall Rd Northbound				Marshall 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		1	0	2	58	0	68	1	5	0	34	153	59	0	8	147	0	536	0
4:45 PM		0	0	4	56	0	70	3	3	0	48	119	62	0	3	162	0	530	0
5:00 PM		0	0	4	57	0	65	5	4	0	41	136	60	1	2	166	1	542	0
5:15 PM		0	0	2	52	0	58	4	5	0	38	141	78	0	2	172	1	553	2,161
Pk Hr	All	1	0	12	223	0	261	13	17	0	161	549	259	1	15	647	2	2,161	
	HV	0	0	0	2	0	2	1	0	0	0	3	3	0	0	5	0	16	
	HV%	0%	-	0%	1%	-	1%	8%	0%	-	0%	1%	1%	0%	0%	1%	0%	1%	

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

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

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Count Summaries - All Vehicles

Interval Start	Sycamore St Eastbound				Sycamore St Westbound				Marshall Rd Northbound				Marshall 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	1	0	0	56	0	46	9	4	1	45	149	60	0	3	165	2	541	0
4:15 PM	0	0	5	50	0	64	2	2	2	40	123	66	0	4	158	0	516	0
4:30 PM	**1**	**0**	**2**	**58**	**0**	**68**	**1**	**5**	**0**	**34**	**153**	**59**	**0**	**8**	**147**	**0**	**536**	**0**
4:45 PM	**0**	**0**	**4**	**56**	**0**	**70**	**3**	**3**	**0**	**48**	**119**	**62**	**0**	**3**	**162**	**0**	**530**	**2,123**
5:00 PM	**0**	**0**	**4**	**57**	**0**	**65**	**5**	**4**	**0**	**41**	**136**	**60**	**1**	**2**	**166**	**1**	**542**	**2,124**
5:15 PM	**0**	**0**	**2**	**52**	**0**	**58**	**4**	**5**	**0**	**38**	**141**	**78**	**0**	**2**	**172**	**1**	**553**	**2,161**
5:30 PM	0	1	3	54	0	71	5	4	1	30	133	55	0	7	167	0	531	2,156
5:45 PM	0	0	6	54	0	57	7	4	0	33	120	50	0	8	148	2	489	2,115
Count Total	2	1	26	437	0	499	36	31	4	309	1,074	490	1	37	1,285	6	4,238	
Pk Hr All	**1**	**0**	**12**	**223**	**0**	**261**	**13**	**17**	**0**	**161**	**549**	**259**	**1**	**15**	**647**	**2**	**2,161**	
Pk Hr HV	**0**	**0**	**0**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**5**	**0**	**16**	
Pk Hr HV%	**0%**	**-**	**0%**	**1%**	**-**	**1%**	**8%**	**0%**	**-**	**0%**	**1%**	**1%**	**0%**	**0%**	**1%**	**0%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	1	3	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**1**	**2**	**2**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
5:00 PM	**1**	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
5:15 PM	**0**	**0**	**2**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	1	2	3	*6*	0	0	0	0	*0*	0	0	2	0	*2*
5:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	3	5	13	10	*31*	0	0	0	0	*0*	0	0	3	2	*5*
Peak Hour	**2**	**3**	**6**	**5**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	**3**

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Count Summaries - Heavy Vehicles

Interval Start	Sycamore St				Sycamore St				Marshall Rd				Marshall 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	1	0	0	0	0	1	0	2	0
4:15 PM	0	0	0	1	0	1	0	0	0	0	0	3	0	0	1	0	6	0
4:30 PM	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**7**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**17**
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**18**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**4**	**16**
5:30 PM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	6	15
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	14
Count Total	0	0	0	3	0	4	1	0	0	1	4	8	0	0	10	0	31	
Pk Hr Heavy	**0**	**0**	**0**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**5**	**0**	**16**	

Count Summaries - Bikes

Interval Start	Sycamore St				Sycamore St				Marshall Rd				Marshall 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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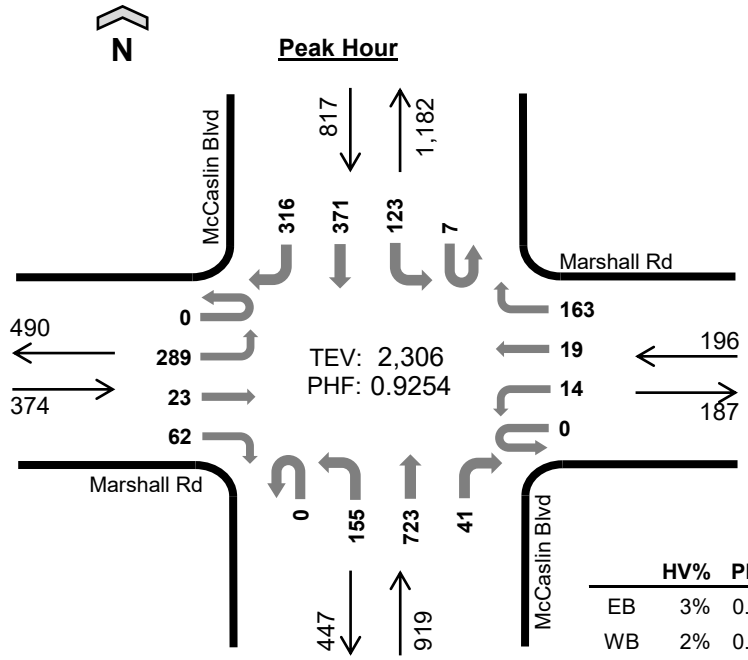
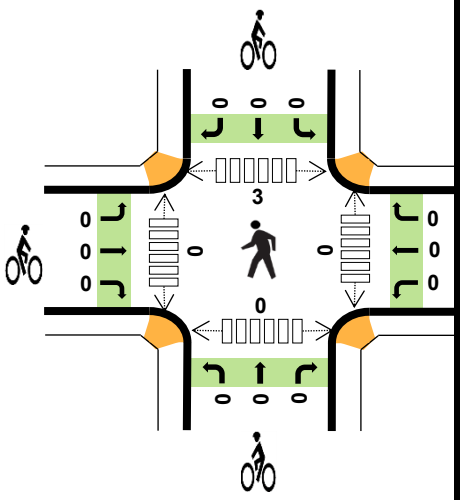
McCaslin Blvd
Marshall Rd

Date: 1/29/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	3%	0.84
WB	2%	0.83
NB	2%	0.86
SB	4%	0.95
TOTAL	3%	0.93



Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				McCaslin Blvd Northbound				McCaslin Blvd 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**	**63**	**7**	**16**	**0**	**5**	**6**	**44**	**0**	**52**	**208**	**8**	**2**	**34**	**104**	**74**	**623**	**0**
8:15 AM		**0**	**79**	**6**	**18**	**0**	**4**	**4**	**39**	**0**	**37**	**185**	**14**	**1**	**31**	**85**	**77**	**580**	**0**
8:30 AM		**0**	**57**	**2**	**15**	**0**	**2**	**8**	**49**	**0**	**40**	**175**	**12**	**2**	**32**	**95**	**73**	**562**	**0**
8:45 AM		**0**	**90**	**8**	**13**	**0**	**3**	**1**	**31**	**0**	**26**	**155**	**7**	**2**	**26**	**87**	**92**	**541**	**2,306**
Pk Hr	All	**0**	**289**	**23**	**62**	**0**	**14**	**19**	**163**	**0**	**155**	**723**	**41**	**7**	**123**	**371**	**316**	**2,306**	
	HV	**0**	**8**	**2**	**1**	**0**	**1**	**2**	**1**	**0**	**0**	**14**	**0**	**0**	**4**	**16**	**14**	**63**	
	HV%	-	**3%**	**9%**	**2%**	-	**7%**	**11%**	**1%**	-	**0%**	**2%**	**0%**	**0%**	**3%**	**4%**	**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
8:00 AM	**3**	**1**	**5**	**7**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
8:15 AM	**2**	**2**	**3**	**5**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	**5**	**0**	**3**	**13**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
8:45 AM	**1**	**1**	**3**	**9**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
Peak Hour	**11**	**4**	**14**	**34**	***63***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	***3***

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Count Summaries - All Vehicles

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin 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	36	4	8	0	4	2	24	0	11	92	2	0	22	57	40	302	0
7:15 AM	0	52	4	3	0	4	2	31	1	17	128	4	2	25	58	43	374	0
7:30 AM	0	54	3	6	0	0	6	24	0	27	193	9	1	31	41	44	439	0
7:45 AM	0	55	9	13	0	5	6	40	0	49	145	4	0	31	80	91	528	1,643
8:00 AM	**0**	**63**	**7**	**16**	**0**	**5**	**6**	**44**	**0**	**52**	**208**	**8**	**2**	**34**	**104**	**74**	**623**	**1,964**
8:15 AM	**0**	**79**	**6**	**18**	**0**	**4**	**4**	**39**	**0**	**37**	**185**	**14**	**1**	**31**	**85**	**77**	**580**	**2,170**
8:30 AM	**0**	**57**	**2**	**15**	**0**	**2**	**8**	**49**	**0**	**40**	**175**	**12**	**2**	**32**	**95**	**73**	**562**	**2,293**
8:45 AM	**0**	**90**	**8**	**13**	**0**	**3**	**1**	**31**	**0**	**26**	**155**	**7**	**2**	**26**	**87**	**92**	**541**	**2,306**
Count Total	0	486	43	92	0	27	35	282	1	259	1,281	60	10	232	607	534	3,949	
Pk Hr All	**0**	**289**	**23**	**62**	**0**	**14**	**19**	**163**	**0**	**155**	**723**	**41**	**7**	**123**	**371**	**316**	**2,306**	
Pk Hr HV	**0**	**8**	**2**	**1**	**0**	**1**	**2**	**1**	**0**	**0**	**14**	**0**	**0**	**4**	**16**	**14**	**63**	
Pk Hr HV%	**-**	**3%**	**9%**	**2%**	**-**	**7%**	**11%**	**1%**	**-**	**0%**	**2%**	**0%**	**0%**	**3%**	**4%**	**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	0	3	9	*15*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	2	3	5	*13*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	3	0	3	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	2	8	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**3**	**1**	**5**	**7**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:15 AM	**2**	**2**	**3**	**5**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**5**	**0**	**3**	**13**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:45 AM	**1**	**1**	**3**	**9**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
Count Total	20	6	25	61	*112*	0	0	0	0	*0*	0	0	3	0	*3*
Peak Hour	**11**	**4**	**14**	**34**	***63***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	**3**

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Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin 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	2	0	1	0	0	0	0	0	0	3	0	0	1	5	3	15	0
7:15 AM	0	3	0	0	0	0	1	1	0	0	3	0	0	0	3	2	13	0
7:30 AM	0	3	0	0	0	0	0	0	0	0	3	0	0	1	3	1	11	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	4	10	49
8:00 AM	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**2**	**4**	**1**	**16**	**50**
8:15 AM	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**2**	**2**	**12**	**49**
8:30 AM	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**8**	**4**	**21**	**59**
8:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**7**	**14**	**63**
Count Total	0	16	2	2	0	1	3	2	0	0	25	0	0	7	30	24	112	
Pk Hr Heavy	**0**	**8**	**2**	**1**	**0**	**1**	**2**	**1**	**0**	**0**	**14**	**0**	**0**	**4**	**16**	**14**	**63**	

Count Summaries - Bikes

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin 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	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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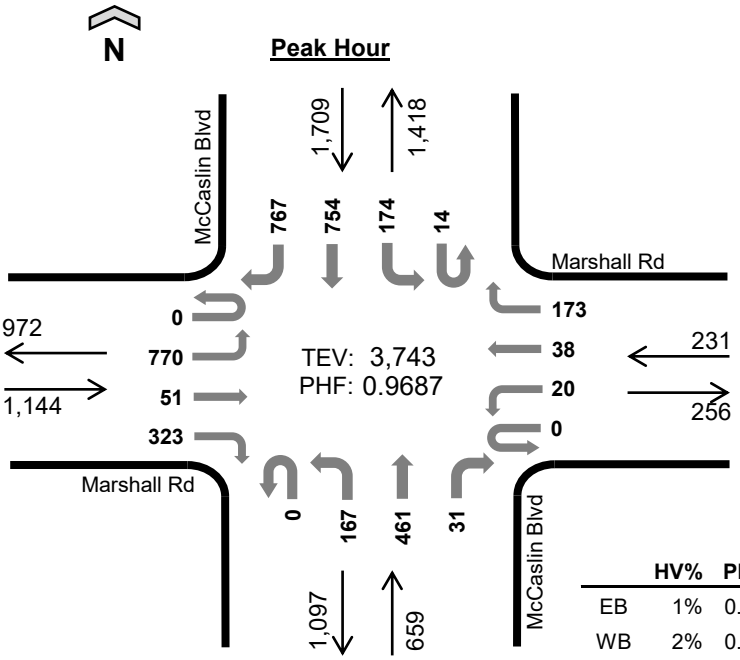
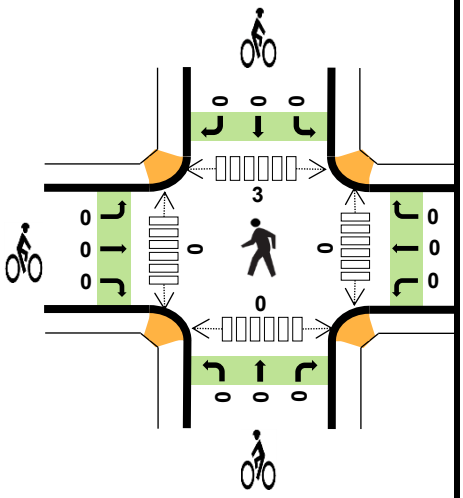
McCaslin Blvd
Marshall Rd

Date: 1/29/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.98
WB	2%	0.79
NB	0%	0.89
SB	0%	0.94
TOTAL	1%	0.97



Peak Hour Count Summaries

Peak Hour Interval Start		Marshall Rd Eastbound				Marshall Rd Westbound				McCaslin Blvd Northbound				McCaslin Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	180	11	89	0	9	7	35	0	42	130	13	0	38	177	196	927	0
4:45 PM		0	191	14	80	0	6	7	37	0	38	112	3	6	39	171	181	885	0
5:00 PM		0	202	12	78	0	2	13	58	0	42	103	10	5	49	207	185	966	0
5:15 PM		0	197	14	76	0	3	11	43	0	45	116	5	3	48	199	205	965	3,743
Pk Hr	All	0	770	51	323	0	20	38	173	0	167	461	31	14	174	754	767	3,743	
	HV	0	5	1	2	0	0	2	2	0	2	1	0	0	1	5	2	23	
	HV%	-	1%	2%	1%	-	0%	5%	1%	-	1%	0%	0%	0%	1%	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	5	0	2	2	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	1	1	0	2	*4*	0	0	0	0	*0*	0	0	1	0	*1*
5:00 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	2	0	*2*
5:15 PM	2	3	0	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	8	4	3	8	*23*	0	0	0	0	*0*	0	0	3	0	*3*

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Count Summaries - All Vehicles

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin 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	200	8	75	0	13	2	40	0	46	112	6	1	39	176	210	928	0
4:15 PM	0	185	10	74	0	7	5	37	0	43	98	6	2	40	150	186	843	0
4:30 PM	**0**	**180**	**11**	**89**	**0**	**9**	**7**	**35**	**0**	**42**	**130**	**13**	**0**	**38**	**177**	**196**	**927**	**0**
4:45 PM	**0**	**191**	**14**	**80**	**0**	**6**	**7**	**37**	**0**	**38**	**112**	**3**	**6**	**39**	**171**	**181**	**885**	**3,583**
5:00 PM	**0**	**202**	**12**	**78**	**0**	**2**	**13**	**58**	**0**	**42**	**103**	**10**	**5**	**49**	**207**	**185**	**966**	**3,621**
5:15 PM	**0**	**197**	**14**	**76**	**0**	**3**	**11**	**43**	**0**	**45**	**116**	**5**	**3**	**48**	**199**	**205**	**965**	**3,743**
5:30 PM	0	207	7	90	0	6	4	40	0	34	92	7	4	32	168	175	866	3,682
5:45 PM	0	157	15	80	0	11	4	29	0	24	84	6	6	33	151	174	774	3,571
Count Total	0	1,519	91	642	0	57	53	319	0	314	847	56	27	318	1,399	1,512	7,154	
Pk Hr All	**0**	**770**	**51**	**323**	**0**	**20**	**38**	**173**	**0**	**167**	**461**	**31**	**14**	**174**	**754**	**767**	**3,743**	
Pk Hr HV	**0**	**5**	**1**	**2**	**0**	**0**	**2**	**2**	**0**	**2**	**1**	**0**	**0**	**1**	**5**	**2**	**23**	
Pk Hr HV%	**-**	**1%**	**2%**	**1%**	**-**	**0%**	**5%**	**1%**	**-**	**1%**	**0%**	**0%**	**0%**	**1%**	**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	2	0	8	4	*14*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	3	2	3	4	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**5**	**0**	**2**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**1**	**1**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
5:00 PM	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
5:15 PM	**2**	**3**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	3	1	0	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	17	7	14	19	*57*	0	0	0	0	*0*	0	0	4	0	*4*
Peak Hour	**8**	**4**	**3**	**8**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	**3**

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Count Summaries - Heavy Vehicles

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin 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	2	0	0	0	0	0	0	0	0	8	0	0	0	4	0	14	0
4:15 PM	0	2	0	1	0	0	1	1	0	1	2	0	0	0	2	2	12	0
4:30 PM	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**9**	**0**
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**39**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**28**
5:15 PM	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**7**	**23**
5:30 PM	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	3	7	21
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18
Count Total	0	12	2	3	0	0	3	4	0	3	11	0	0	1	11	7	57	
Pk Hr Heavy	**0**	**5**	**1**	**2**	**0**	**0**	**2**	**2**	**0**	**2**	**1**	**0**	**0**	**1**	**5**	**2**	**23**	

Count Summaries - Bikes

Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin 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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TOWN OF SUPERIOR
PLANNING COMMISSION
RESOLUTION NO. PC-05
SERIES 2026

A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF SUPERIOR RECOMMENDING APPROVAL OF AN APPLICATION CONCERNING THE ANNEXATION OF CERTAIN PROPERTY LOCATED AT 7494 MARSHALL ROAD MORE PARTICULARLY DESCRIBED HEREIN, AND SETTING FORTH FINDINGS OF FACT AND CONCLUSIONS BASED THEREON AS REQUIRED BY C.R.S. § 31-12-110

WHEREAS, a petition for annexation (the "Petition") was filed in March of 2025 by one hundred percent (100%) of the landowners owning one hundred percent (100%) of a parcel of unincorporated territory located in Boulder County, and more particularly described in **Exhibit A** and shown on the Annexation Map in **Exhibit B** attached hereto and incorporated herein by this reference (the "Property");

WHEREAS, the Petition requests that the Town Council annex the Property to the Town of Superior;

WHEREAS, pursuant to Resolution No. R-35, Series of 2026, the Town Council found that the Petition substantially complied with C.R.S. § 31-12-107(1);

WHEREAS, on June 2, 2026, commencing at 6:00 p.m., pursuant to the notice required by C.R.S. § 31-12-108, the Planning Commission held a public hearing to determine whether the area proposed to be annexed complies with the applicable requirements of C.R.S. §§ 31-12-104 and 31-12-105 and is eligible for annexation, whether or not an election is required and whether or not additional terms and conditions are to be imposed.

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Planning Commission makes the following findings of fact:

a) The Petition was signed by one hundred percent (100%) of the landowners owning one hundred percent (100%) of the land in the area proposed to be annexed, excluding public streets and alleys.

b) In Resolution No. R-35, Series of 2026, the Town Council found that the Petition substantially complies with and meets the requirements of Article 12, Title 31, C.R.S.

c) A public hearing was held on June 2, 2026, at or around 6:00 p.m., to determine whether the proposed annexations comply with the applicable requirements of C.R.S. §§ 31-12-104 and 31-12-105, whether an election is required and whether additional terms and conditions are to be imposed.

Notice of the public hearing was published in The Daily Camera on May 8, 2026; May 15, 2026; May 22, 2026; and May 29th 2026 the manner prescribed by C.R.S. § 31-12-108(2). The Daily Camera is a newspaper of general circulation in the area proposed to be annexed. Copies of the published notice, together with a copy of the resolution and copies of the Petition, were sent by registered mail by the Town Clerk to the Board of County Commissioners of Boulder County and to the Boulder County Attorney, and to all special districts and school districts having territory within the area proposed to be annexed at least twenty-five (25) days prior to the date of the hearing.

d) Not less than one-sixth (1/6) of the perimeter of the area to be annexed is contiguous with the Town of Superior.

e) A community of interest exists between the area to be annexed and the Town of Superior.

f) The area proposed to be annexed is urban or will be urbanized in the near future, and the area is integrated with or is capable of being integrated with the Town of Superior.

g) No land held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, will be divided into separate parts or parcels without the written consent of the landowners thereof, unless such tracts or parcels are separated by a dedicated street, road or other public way.

h) No land held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real-estate, comprising twenty (20) acres or more, and which, together with the buildings and improvements situated thereon, has a valuation for assessment in excess of two hundred thousand dollars ($200,000) for *ad valorem* tax purposes for the year next preceding the annexation will be included within the area to be annexed without the written consent of the landowner or landowners.

i) No annexation proceedings have been commenced for the annexation to another municipality of part or all of the area to be annexed to the Town of Superior.

j) The annexation of the area to be annexed will not result in the detachment of area from any school district and the attachment of the same to another school district.

k) The annexation of the area to be annexed would not have the effect of extending the boundary of the Town of Superior more than three (3) miles in any direction from any point of such boundary in any one year.

l) In establishing the boundaries of the area to be annexed, the entire width of any platted street or alley to be annexed is included within said area.

m) The proposed annexation will not deny reasonable access to any landowner, owner of an easement or owner of a franchise adjoining a platted street or alley that is included in said area, but which is not bounded on both sides by the Town of Superior.

Section 2. The Planning Commission hereby recommends that the Town Council reaches the following conclusions based on the above findings of fact:

a) The proposed annexation of the area described in **Exhibits A and B** complies with and meets the requirements of the applicable parts of C.R.S. §§ 31-12-104 and 31-12-105;

b) No election is required under C.R.S. § 31-12-107(2); and

c) No additional terms and conditions are to be imposed.

ADOPTED this 2th day of June, 2026.

_____
David Harper, Chair

ATTEST:

_____
Shannon Dujardin, Town Clerk

Exhibit A

The "Property"

LEGAL DESCRIPTION

POR SE 1/4 SW 1/4 & POR NE 1/4 SW 1/4 13-1S-70 R0030711 & R0122290 COMB HERE PER REC # 3485608 TOTAL 12.77 ACS M/L

EXHIBIT B
ANNEXATION MAP

[Insert Map]

TOWN OF SUPERIOR
RESOLUTION NO. R-06
SERIES 2026

A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF SUPERIOR RECOMMENDING APPROVAL OF A PLANNED DEVELOPMENT ZONE DISTRICT PLAN FOR THE 76TH ST DEVELOPMENT ON CERTAIN PROPERTY LOCATED AT 7494 MARSHALL ROAD IN CASE # PD/ZDP-2026-01

WHEREAS, on June 2, 2026, the Planning Commission recommended approval of Resolution No. R-06, which recommends annexation into the Town of Superior the real property commonly Located at 7494 Marshall Road, which is more particularly described in the attached **Exhibit A** and depicted on the annexation map attached hereto as **Exhibit B** (the "Property");

WHEREAS, pursuant to the annexation ordinance, for the annexation to be effective, the Property is required to be zoned within ninety (90) days of the effective date of the annexation ordinance;

WHEREAS, concurrent with the annexation petition, the applicant submitted a Planned Development Zone District Plan for the development of multiunit residential housing, which seeks to zone the property Planned Development District (PD);

WHEREAS, the requirements for a Planned Development are set forth in Article X of the Town's Municipal Code, and the specific criteria for approving a rezoning application to Planned Development are set forth in Article VII;

WHEREAS, the specific requirements for rezoning are set forth in Sections 16-7-10 through 16-7-40 of the Superior Municipal Code (the "Code");

WHEREAS, Section 16-10-30(c)(3) of the Code requires a public hearing before the Planning Commission and recommendation by the Planning Commission to the Town Council regarding zoning; and

WHEREAS, on June 2, 2026, the Planning Commission held a properly-noticed public hearing on the Application.

NOW THEREFORE, BE IT ORDAINED BY THE PLANNING COMMISSION OF THE TOWN OF SUPERIOR, COLORADO:

Section 1. The Planning Commission hereby finds that the Application meets all applicable requirements of the Code.

Section 2. The Planning Commission hereby recommends that the Town Council approves the rezone of the Property and all materials included in the Application in the form submitted by the Applicant subject to the following condition: Before final documents are signed and recorded, Applicant shall make minor technical and redline corrections to plans as identified by Town staff.

Section 3. This Resolution is hereby adopted by a majority of those Planning Commissioners present to hear the matter according to the following numbers of votes:

_____ "yes" votes

_____ "no" votes

ADOPTED this 2nd day of June, 2026.

_____
David Harper, Chair

ATTEST:

_____
Shannon Dujardin, Town Clerk

Exhibit A

The "Property"

LEGAL DESCRIPTION

POR SE 1/4 SW 1/4 & POR NE 1/4 SW 1/4 13-1S-70 R0030711 & R0122290 COMB HERE PER REC # 3485608 TOTAL 12.77 ACS M/L

EXHIBIT B
ANNEXATION MAP