Town Council
Meeting Agenda
Monday, June 8, 2026
6:00 PM
Town Hall Council Chambers
124 E. Coal Creek Drive

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

1. Dinner with Superior Chamber of Commerce (6 P.M.)
2. Preliminary Matters (7:00 p.m.)
    a. Pledge of Allegiance
    b. Roll Call
    c. Approval of Agenda
    d. Council Reports
    e. 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. Presentations
    a. Annual Audit Presentation
4. Consent Agenda
    a. Approval of Council Meeting Minutes
    b. Acceptance of Committee Meeting Notes
    c. Proclamation - June Pride Month
    d. 1st Quarter Financial Report
    e. Advisory Committee Re-Appointments
        i. A Resolution of the Town Council of the Town of Superior Making Appointments to the Advisory Committee for Environmental Sustainability
        ii. A Resolution of the Town Council of the Town of Superior Making Appointments to the Cultural Arts and Public Spaces Advisory Committee

iii. A Resolution of the Town Council of the Town of Superior Making Appointments to the Superior Historical Commission

iv. A Resolution of the Town Council of the Town of Superior Making Appointments to the Open Space Advisory Committee

v. A Resolution of the Town Council of the Town of Superior, Colorado Making Appointments to the Parks and Recreation Advisory Committee

vi. A Resolution of the Town Council of the Town of Superior Appointing Members to the Planning Commission

f. A Resolution of the Town Council of the Town of Superior Making Appointments to the Superior Youth Leadership Council

g. An Ordinance of the Town Council of the Town of Superior Amending Article VI of Chapter 6 of the Superior Municipal Code Regarding Background Check Requirements for Massage Facilities

h. Airport Noise Report - April 2026

5. Public Hearing

a. An Ordinance of the Town Council of the Town of Superior Approving a Sixth Amendment to the Planned Development Plan for Superior Marketplace

b. A Resolution of the Town Council of the Town of Superior Making a Finding of Fact Regarding the Proposed Annexation to the Town of the Real Property Known As 76th Street

c. An Ordinance of the Town Council of the Town of Superior Annexing to the Town the Real Property Located at 7494 Marshall Road and Zoning Such Property as Planned Development (PD)

6. Adjournment

Public comments regarding general Town Council agenda items that are not a public hearing should be submitted with sufficient time ahead of the meeting to allow an opportunity for Council Members to review.

Item Number:3.a.

Information for Meeting of the Superior Town Council

Agenda Item Name:	Annual Audit Presentation
Meeting Date:	June 8, 2026
Presented By:	Jeff Stone, Finance Director
Presented For:	Presentation

Background:

The audited Annual Comprehensive Financial Report (ACFR) for the fiscal year ended December 31, 2025, and the auditor's management report/governance communication from the Town's auditor are enclosed for review by the Council.

For 2025, CliftonLarsonAllen (CLA) performed the audit of the Town of Superior financial statements. Again, this year, the Town received an "unmodified" opinion from the auditors stating that the financial statements fairly present the financial position of the Town in conformance with generally accepted accounting principles. This is the highest statement of confidence issued by independent auditors of municipal governments.

Paul Niedermuller from CLA will present the 2025 financial report and governance communication to the Council.

Staff will continue to submit the ACFR to the Government Finance Officers Association (GFOA) for review as well. GFOA is an international organization whose mission is to enhance and promote the professional management of governmental financial resources by identifying, developing, and advancing fiscal strategies, policies, and practices for the public benefit. Superior has received GFOA's Certificate of Achievement for Excellence in Financial Reporting for the past 24 years. This award reflects that the ACFR satisfies both generally accepted accounting principles and applicable legal requirements as well as certifies the report is easily readable and efficiently organized. Staff is confident that the 2025 ACFR will also receive this Certificate.

Recommendation:

Presentation of the 2025 Annual Comprehensive Financial Report, Auditor's Governance

Communication and Internal Control Communication.

Budget Implications:

Motion:

Attachments:

1. 06.08.26 2025 ACFR Town of Superior
2. 06.08.26 Town of Superior 2025 Signed Management Letter for Upload
3. 06.08.26 Town of Superior 2025 Signed Final Governance Communication
4. 06.08.26 2025 ACFR Town of Superior - Responses to Governance

TOWN OF SUPERIOR
COLORADO



ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the Fiscal Year Ended December 31, 2025

Prepared by:
Finance Department

Town of Superior
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June 8, 2026

Honorable Mayor
Council Members
Financial Investors & Analysts
Residents of the Town of Superior, Colorado:

We hereby proudly submit the Annual Comprehensive Financial Report (ACFR) of the Town of Superior, Colorado (Town) for the year ended December 31, 2025. Colorado statutes require that each city and town issue an annual report on its financial position and activities presented in conformance with generally accepted accounting principles (GAAP), and that the report be audited by an independent firm of certified public accountants. This ACFR meets and exceeds the requirements of the State statutes.

Responsibility for both the accuracy of the data, and the completeness and fairness of the presentation, including all disclosures, rests with Town management. To provide a reasonable basis for making these representations, management of the Town has established an internal control framework that is designed both to protect the Town's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the Town's financial statements in conformity with GAAP. Because the cost of internal controls should not outweigh their benefits, the Town's internal controls have been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. To the best of our knowledge and belief, the enclosed data are accurate in all material respects and are reported in a manner that presents fairly the financial position and results of operations of the various funds and component units of the Town of Superior. All disclosures necessary to enable readers to gain an understanding of the Town's activities have been included.

The Town of Superior's financial statements have been audited by CliftonLarsonAllen LLP (CLA), a firm of licensed certified public accountants. The goal of the independent audit was to provide reasonable assurance that the financial statements of the Town for the fiscal year ended December 31, 2025 are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the Town of Superior's financial statements for the fiscal year ended December 31, 2025 are fairly presented in conformity with GAAP.

Management's discussion and analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview, and analysis of the basic financial statements. MD&A complements this letter of transmittal and should be read in conjunction with it.

Profile of the Government

Reporting Entity. The Town of Superior is the primary government defined in this report, but our financial reporting entity also includes three blended component units: Superior Metropolitan District No. 1 (SMD No. 1), Superior Urban Renewal Authority (SURA), and Superior McCaslin Interchange Metropolitan District (SMID). Blended component units are legally separate entities for which the primary government is financially accountable. Members of the Town Council also serve as the directors of these entities.

Blended component units are, in substance, part of the primary government's operations and are included as part of (or "blended in with") the primary government. Accordingly, the three funds of SMD No. 1 (Water, Sewer, and Storm Drainage Funds) are reported as enterprise funds of the Town of Superior. The SURA Downtown Superior fund is reported among the Town's debt service funds, and the SMID Capital Fund is reported among the Town's capital project funds.

As of December 31, 2025, the Town was not responsible for other special districts operating within the Town boundaries, but worked in conjunction with them to provide a complete level of services to residents. These include Boulder Valley School District, Boulder County, Northern Colorado Water Conservancy District, Mile High Flood District, the Mountain View Fire Rescue, Louisville Fire Protection District, Superior Town Center Metropolitan District Nos. 1-3, Lanterns Rock Creek Metropolitan District and Coalton Metropolitan District. These governments are independent of the Town of Superior and have their own elected officials and taxing authorities. Therefore, they were not part of the primary government or this report.

Governmental Structure. Located between the Denver-Boulder turnpike (U.S. 36) to the north and State Highway 128 to the south, the Town of Superior sits mostly in Boulder County with a small, undeveloped, southern portion in Jefferson County. The City of Boulder is five minutes to the northwest, downtown Denver is thirty minutes to the southeast, and Denver International Airport is forty minutes to the east. The Town's planning area comprises approximately 4.25 square miles.

Superior was founded in 1896 and incorporated in 1904. The Town's name reportedly represents the "superior" quality of coal found in the area in the late 1800's. Mining ceased in 1945, and the Town evolved into a quiet ranching and farming community with a population hovering around 250 until the mid-1980's. At that time, the Town approved a proposed development southeast of the original town that would allow for new residential development and the creation of water and sewer treatment plants. This major new growth area is known as Rock Creek Ranch and increased Superior's population to approximately 12,500. The development includes two public schools, two small recreation centers, and extensive parks, trail and open space systems. In 2015, development in Downtown Superior started. The first phase included the Sport Stable Complex (opened 2016) a recreation/sports facility that includes two and a half sheets of ice, an indoor turf field, basketball courts, Impact Sports, batting cages, golf simulator and several restaurants. Future phases included in-line retail (2017), a Medical Office building (2018), Tesla sales and service center (2020), and high quality residential development.

The Town of Superior is a home rule town with a council-manager form of government. Policy making and legislative authority are vested with the Town Council. The Council consists of a mayor and six council members; all elected by popular vote of the residents to staggered four-year terms. The Town's Council is responsible, among other things, for setting policy, passing ordinances, adopting the budget, appointing committees, and hiring the Town Manager, Town Clerk, Town Attorney and Municipal Court Judge.

The Town Manager is responsible for carrying out the policies and ordinances adopted by the Council, for overseeing the day-to-day operations of the government, and for appointing the department heads, other staff and contractors to provide services to the residents. The Town of Superior provides many government services including water, sewer, and storm drainage utilities, community services, special events, community planning and development, police protection, building inspection, code enforcement, municipal court, trash and recycling, recreation services, and maintenance of streets, roads, parks, trails and open space.

Major Initiatives. The Town completed multiple projects in 2025 that will enhance its ability to provide services to its residents. Some of the projects that helped make this possible are:

- **Enhance Financial Stability and Business Retention –** Ensure the Town's long-term financial stability by diversifying revenue streams, reducing and restructuring of existing debt, pursuing financial self-sufficiency of utility operations, and supporting local businesses development and growth. To this end, the Downtown Superior development was approved in 2013. This pedestrian oriented, 157 acre mixed use development is planned to include (1) private indoor recreation, (2)

medical office building, (3) Town square and pedestrian promenade, (4) hotels, (5) office buildings, (6) commercial/retail, (7) attached and detached residential, (8) multi-use playing fields, (9) other passive and active recreation areas, (10) pedestrian and bicycle trails, (11) civic space, and (12) open space. The first phase of construction began in 2015, starting with the Superior Sport Stable complex which opened in spring 2016. Subsequent construction included in-line retail, a Medical Office building, a Tesla sales and service center, and high-quality residential development. Downtown Superior and other select/limited developments generate new one-time and on-going revenues.

The Town Council continues to work on revenue diversification, including analysis through the budget review process of the Town's long-term financial models and reserve policies. The Town's general property tax mill levy in 2025 was 12.127.

Consistent with Superior's long-term financial modeling and to maintain enterprise status for the Town's utility operations, water and wastewater service fees were increased by 7.5%. The Town continues to actively reduce existing outstanding debt and other long-term financial obligation.

- **Provide Excellent Public Services and Public Infrastructure** – Continue to expand and improve services and infrastructure by prioritizing and funding infrastructure and service needs, and to pursue service-sharing opportunities and partnerships for regional infrastructure improvements including:
    - Town wide street replacement and maintenance primarily focused on Rock Creek Parkway, slurry seals, and other repairs and maintenance, totaling over $3 million in 2025
    - Rock Creek Parkway Underpass Improvements
    - Marshall McCaslin Intersection Improvements
    - Playground, shade, park improvements, xeriscape projects.
    - Open space lands fuels mitigation work
    - Continued partnership in the Windy Gap Firming Project for future water storage
    - Public Works and Parks maintenance and operations building
    - Ongoing capital improvements at Water treatment plant
    - Continued capital improvements to other infrastructure maintenance and repair projects, parks, recreation and new trail amenities, and investments in fleet and equipment.

- **Engage Residents through Outreach and Marketing** – Explore and initiate methods that will continuously improve education, communication and meaningful dialog between the Town, its residents, homeowners' associations, and advisory groups, in order to maintain and improve our quality of life and aid in decision-making that benefits the Town as a whole. An annual "State of Superior" presentation allowing resident to discuss Town items with the Mayor and Town Manager was held. Projects included web streaming of public meetings in real time, with on-line viewing and listening available following each meeting on the Town's web page. Meeting archives are available indefinitely. Superior continues to utilize a variety of communication channels to encourage community engagement and participation.

- **Strategically Manage and Enhance Open Space, Parks and Trails** – Augment natural and developed open space and parks within the Town through strategic acquisitions, development and management:
    - Maintenance of Town Open Space
    - Continued Open Space coordination and education

- **Promote and Manage Development Opportunities** – Review development opportunities in a timely manner, reconciling public and private interest so that growth achieves the Town's long-term vision as stated in the Town's Comprehensive Plan (Updated 2025):
    - Continued business retention and attraction program
    - Pursue revitalization of the Superior Marketplace and integrate the Marketplace with the development of the Rogers Property and Downtown Superior

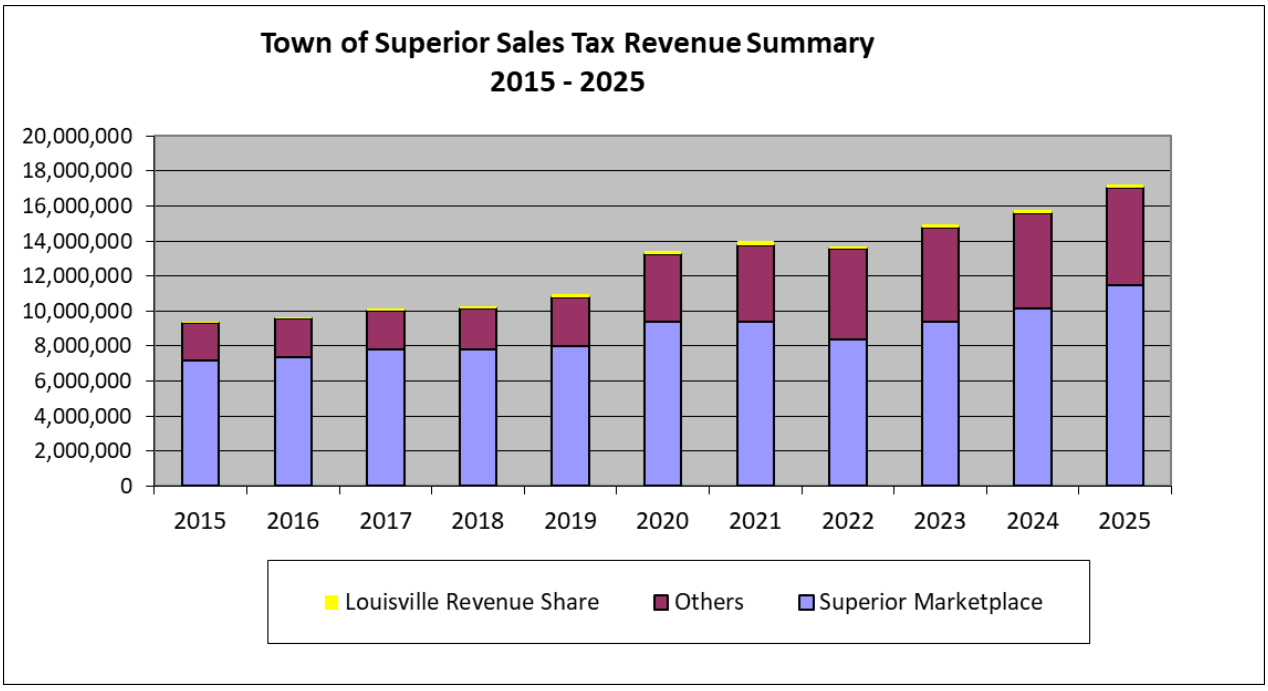
- Oversee additional development including Main Street Downtown Superior, Superior Shores Resolute Commercial, and Rogers Farm Phase II properties.

- **Support and Encourage Environmental Sustainability** – Continue implementation through energy initiatives, promotion of water and energy conservations efforts, and possible expansion of Town programs and incentives including:
  - Residential water irrigation audits and a rebate program intended to replace high water flow shower fixtures, toilets, dishwashers, washing machines, WaterSense certified smart sprinkler controllers and rotary high efficiency sprinkler nozzles
  - Continued xeriscape enhancements.
  - Town Council and Superior's Advisory Committee for Environmental Sustainability (ACES) to expand the community's recycling and sustainability efforts though education and promotion of Town programs

Factors Affecting Financial Condition

Local Economic Condition and Outlook. The Town continues to recover from the Marshall Fire sales tax and other revenues continue to recover as displaced residents return and new development continues in Town. The Town incurred rebuilding costs, partially offset by FEMA, State of Colorado and insurance reimbursements. The Town's financial reserves have served to cover these temporary revenue shortfalls and unreimbursed expenses. Even with the impacts of the Marshall Fire, all indications suggest that the long-term financial well-being of the Town will remain strong.

The local economy will continue to grow through residents rebuilding and new development happening in Downtown Superior. The Town has one regional (Superior Marketplace) and two local retail developments containing Target, Costco, Ethan Allen, PetSmart, TJ Maxx, Michael's, Safeway, Whole Foods, restaurants and smaller in-line shops. In addition, business offices, medical offices and banking services are available in Superior. In 2025, Town sales tax revenues, the principal funding source for Governmental operations, were 10.3% higher than 2024. The majority of this increase came from a new sales and use tax of 0.315%, without this new tax the increase was 1.2%. In the preparation of the 2025 budget the Town estimated an increase in sales tax of 2%. Staff continues to closely monitor tax and utility revenues and make any operating and capital changes that are necessary. Superior continues to work aggressively to diversify its revenue and tax base to insure long term fiscal stability.



As the national economy continues to grow, Boulder County regional economic measures exceed state and national statistics. In 2024 (latest data available), per capita personal income in Boulder County ($104,808) was 26% higher than Colorado per capita income ($82,705) and 30% higher than per capita income for the United States ($73,204). In December 2024, the unemployment rate in Boulder County was 3.4%, while the Colorado rate was 3.8% and the national rate was 4.4%. Boulder County's major employers within close proximity to the Town of Superior include computer hardware and software manufacturers, general manufacturers, communications providers, wholesale and retail trade, finance, insurance, and real estate, business services, health services, engineering and management services, universities, and several local governments and school districts.

Long-term Financial Planning. The Town Council and management actively seek to complete approved development projects to ensure the continued economic vitality and high quality of life found in the Town of Superior. The largest of these developments, Downtown Superior, is creating an urban village transit-oriented community with professional office space, specialty retail, quality dining and entertainment options, hotel, housing, walking trails, and recreation amenities all with access to a bus rapid transit line between Boulder and Denver as well as regional trail connectivity. This project, at the Town's northern border, will complete the development of one of the final large commercial parcels within the Town, and broaden the revenue base of the Town. Phases in progress include main street development with retail/commercial spaces on the ground floor with residential units above.

Awards and Acknowledgements

Awards. The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Town of Superior, Colorado for its annual comprehensive financial report for the fiscal year ended December 31, 2024. This was the 24rd consecutive year that the government has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current annual comprehensive financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

Acknowledgements. We would like to express our appreciation to CliftonLarsonAllen LLP, (CLA) for their assistance and contributions to the preparation of this report. Additionally, special recognition is given to Valerie Webb, Accounting Manager and Kim Dawson, Accounting Technician for their efforts in the preparation of this report. We also appreciate Mayor Mark Lacis and the Town Council for their interest and support in preparing this Annual Comprehensive Financial Report for the Town of Superior, Colorado.

Respectfully submitted,



Matthew G. Magley
Town Manager



Jeff Stone
Finance Director

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Town of Superior
Colorado

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

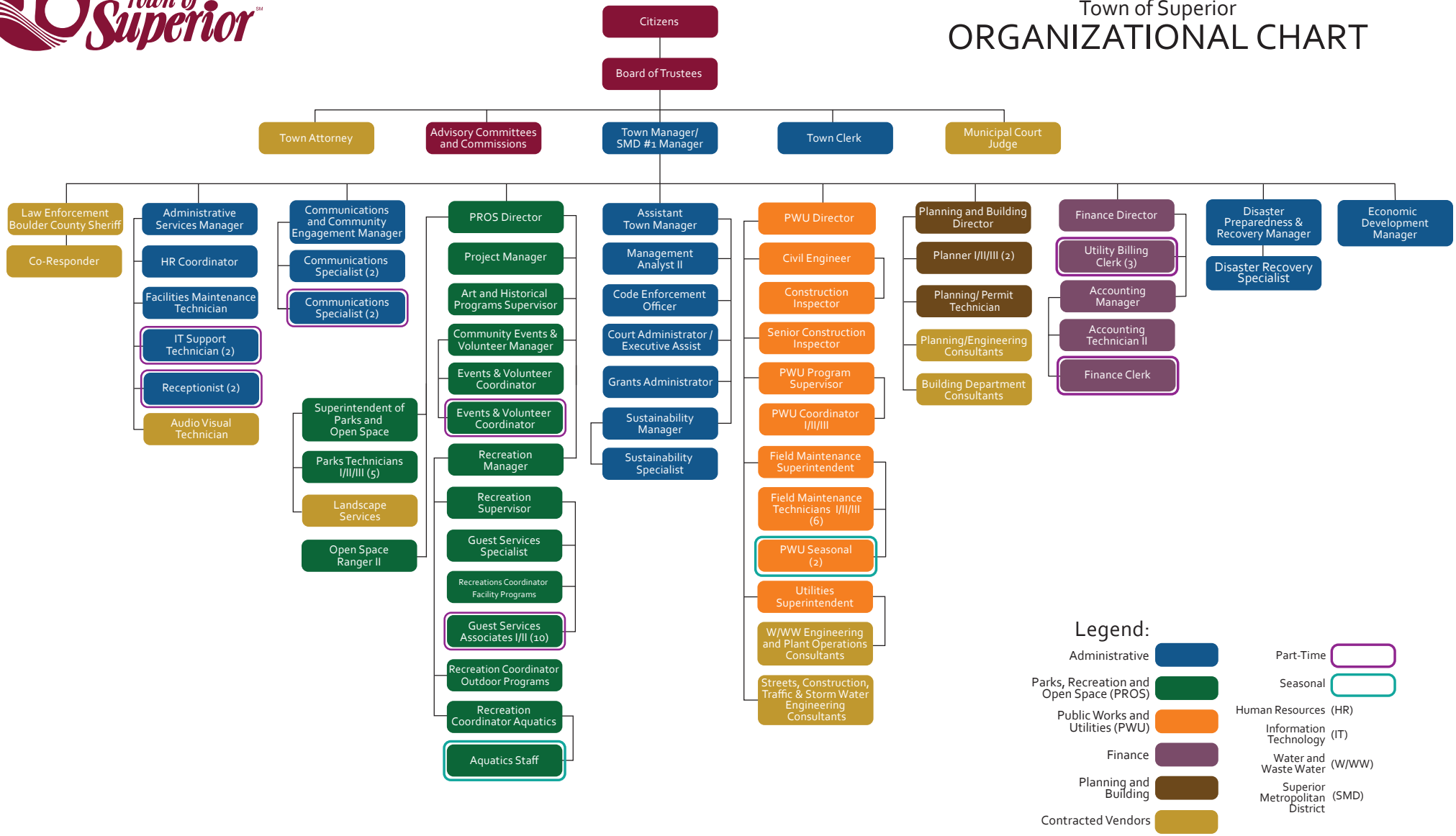
December 31, 2024

Christopher P. Morrill

Executive Director/CEO

Town of Superior

ORGANIZATIONAL CHART



TOWN OF SUPERIOR, COLORADO

LIST OF PRINCIPAL OFFICIALS

December 31, 2025

Elected Officials

Mayor ..... Mark Lacis
Mayor Pro-Tem ..... Jason Serbu
Council Member ..... Heather Cracraft
Council Member ..... Mike Foster
Council Member ..... Jenn Kaaoush
Council Member ..... Stephanie Miller
Council Member ..... Neal S Shah

Appointed Officials

Town Manager ..... Matt Magley
Assistant Town Manager ..... Martin Toth
Finance Director ..... Jeff Stone
Parks, Recreation, and Open Space Director ..... Leslie Clark
Public Works and Utilities Director ..... Brannon Richards
Town Clerk ..... Shannon Dujardin
Town Attorney .... Nicholas A. Hartman; Hoffman, Parker, Wilson & Carberry, P.C.

Finance Department Staff

Accounting Manager ..... Valerie Webb
Accounting Technician ..... Kim Dawson

CliftonLarsonAllen LLP
CLAconnect.com

INDEPENDENT AUDITORS' REPORT

Honorable Mayor and Town Council
Town of Superior
Superior, Colorado

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Town of Superior, as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Town of Superior's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Town of Superior, as of December 31, 2025, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Town of Superior and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Town of Superior's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

CLA (CliftonLarsonAllen LLP) is an independent network member of CLA Global. See CLAglobal.com/disclaimer.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and Government Auditing Standards, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Town of Superior's internal control. Accordingly, no such opinion is expressed.

- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Town of Superior's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, general fund budgetary comparison schedule, and open space budgetary schedule as listed in the table of contents be presented to supplement the basic financial statements be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Town of Superior's basic financial statements. The combining and individual nonmajor fund financial statements, budgetary schedules, local highway finance report, and schedule of expenditures of federal awards, as required by Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the combining and individual nonmajor fund financial statements, budgetary schedules, local highway finance report, and schedule of expenditures of federal awards, as required by Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditors' report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated May 12, 2026 on our consideration of the Town of Superior's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Town of Superior's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Town of Superior's internal control over financial reporting and compliance.

CliftonLarsonAllen LLP

Denver, Colorado
May 12, 2026

Management's Discussion and Analysis

This discussion and analysis of the financial performance of the Town of Superior, Colorado provides an overview of financial activities for the fiscal year ended December 31, 2025. Please read it in conjunction with the transmittal letter and financial statements.

FINANCIAL HIGHLIGHTS

- The Town's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources at the close of the fiscal year by $267,291,299 (net position). Of this amount, $39,355,058 (unrestricted net position) may be used to meet the Town's ongoing obligations to residents and creditors.
- The Town's total net position increased by $18,974,800. The General Fund had an increase in fund balance, $2,762,225 because revenue exceeded expenditures by $6,112,225 and $3,350,000 was the planned transfer to the Capital Improvement Fund, leading to a net increase in fund balance. Other funds net position changed as follows: Capital Improvement Fund increase $1,093,719, 2025 Capital Improvement Fund was new this year and had a fund balance of 16,134,353 related to new bonds issued, Conservation Trust Fund increase $903, Trash and Recycling Fund decrease $1,904, and Class One Landscape Fund increase $117,156, Open Space Fund increase 514,305. The SMID Capital fund had a planned decrease of $226,895.
- As of December 31, 2025, the Town's governmental funds reported combined ending fund balances of $36,002,085, an increase of $21,443,808 from the prior year. Over 28% of this total amount, $9,941,553, is available for spending in future years at the discretion of the Town Council (unrestricted, unassigned fund balance).
- As of December 31, 2025, the unrestricted fund balance for the General Fund was $9,941,553, about 3.1 million more than prior year. The increased fund balance is still within the range set by the Town's reserve policy.
- Total Sales and Use Tax revenues increased by 18% in 2025.
- The Town of Superior's total debt increased by $5,450,569 during the year. This includes principal payments of $380,000 by the Town for the Open Space Revenue Bonds, $295,000 and $215,000 by the Town for Certificates of Participation (COPs). Principal payments on the new 2025 CIP bonds were $490,000. Bond Premium of the SMID debt was reduced by $86,512 and Bond Premium on the new 2025 CIP bonds was reduced by $20,298. In addition, the town issued new CIP Bonds in 2025 in the amount of $16,925,000 with a bond premium of $643,400. Lease payable was reduced by $137,665. SMD No. 1 long-term debt reduced by $6,710,000 during the year due to the payment of principal. SMD No. 1 (Sewer) debt also decreased by $200,960 due to payment of principal. Bond Premium of the Sewer (CWRPDA) debt was reduced by $11,558. Accrued compensated absences increased by $139,568.

USING THIS ANNUAL REPORT

This discussion and analysis is intended to serve as an introduction to the Town of Superior's basic financial statements. The Town's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements.

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the Town's finances, in a manner similar to a private-sector business.

The *Statement of Net Position* presents information on all of the Town's assets and liabilities, with the difference between the two reported as *net position*. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Town is improving or deteriorating.

The *Statement of Activities* presents information showing how the Town's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, *regardless of the timing of related cash flows*. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., uncollected taxes and earned but unused vacation leave).

Both of the government-wide financial statements distinguish functions of the Town that are principally supported by taxes and intergovernmental revenues (*governmental activities*) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (business-type activities). The governmental activities of the Town include general government, public safety, building inspections, parks, recreation, open space and public works. The business-type activities of the Town include water, sewer, Original Town sewer, and storm drainage operations.

The government-wide financial statements include the Town of Superior itself (known as the primary government), as well as three legally separate entities for which the Town is financially accountable: Superior Urban Renewal Authority (SURA), Superior McCaslin Interchange Metropolitan District (SMID), and Superior Metropolitan District No. 1 (SMD No. 1). Although legally separate, these entities function for practical purposes as departments of the Town, and therefore have been included as integral parts of the primary government.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Town of Superior, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the Town can be divided into two categories: Governmental Funds and Proprietary Funds.

Governmental Funds – Most of the Town's basic services are reported in governmental funds, which focus on how money flows into and out of those funds. The unrestricted, unassigned fund balances left at year-end are available for spending in future years. The funds are reported using the modified accrual method of accounting, which measures cash and all other financial assets that can readily be converted to cash. The governmental fund statements provide a detailed short-term view to cash, operations, and basic services provided. Governmental fund statements show the reader whether there are more or fewer financial resources available at the end of a fiscal year that can be spent to finance government programs.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund Balance Sheet and the Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances of Governmental Funds to the Statement of Activities provide reconciliations to facilitate this comparison between governmental funds and governmental activities.

The Town of Superior maintains twelve individual governmental funds. Information is presented by fund name in the Governmental Fund Balance Sheet and the Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balances for four of the twelve that meet the criteria to be designated as major funds. The rest (Conservation Trust Fund, Waste Collection Fund, Class One Landscape Fund, Open Space Fund, Open Space Debt Service Fund, 2025 CIP Debt Service Fund, SMID Capital Fund, and Marshall Fire Recovery Fund) are combined into a column titled “Nonmajor Governmental Funds.” Annual budget appropriations are adopted for each of these funds and budgetary comparisons are provided to demonstrate compliance with budgets.

Proprietary Funds – The Town’s utility services are reported in proprietary funds; they focus on overall economic position rather than year-end fund balances. Enterprise funds are the type of proprietary funds used to account for each of the Town’s four utilities: Water, Sewer, Storm Drainage, and Original Town Sewer. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements, only in more detail.

Notes to the Financial Statements
The notes section provides additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. This can be found immediately after the basic financial statements.

Supplementary Information
Combining statements for the Nonmajor funds and budgetary comparison schedules are provided after the Notes to the Financial Statements.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

Net position may serve over time as a useful indicator of a government's financial position. In the case of the Town of Superior, assets exceeded liabilities by $267,291,299 at the close of 2025.

Town of Superior's Net Position

	Governmental Activities		Business-type Activities		Total	
	2025	2024	2025	2024	2025	2024
Assets						
Current and other assets	51,438,228	30,586,607	25,290,080	31,101,805	76,728,308	61,688,412
Capital assets	128,919,297	121,414,325	113,624,420	110,161,088	242,543,717	231,575,413
Total assets	$180,357,525	$152,000,932	$138,914,500	$141,262,893	$319,272,025	$293,263,825
Deferred Outflows of Resources						
Loss on Debt Refunding, Net of Accum. Amortization	-	-	-	9,332	-	9,332
Liabilities						
Long-term debt outstanding	29,615,210	13,531,717	5,980,220	12,902,737	35,595,430	26,434,454
Other liabilities	2,021,012	2,391,450	894,397	4,234,366	2,915,409	6,625,816
Total liabilities	$31,636,222	$15,923,167	$6,874,617	$17,137,103	$38,510,839	$33,060,270
Deferred Inflows of Resources						
Leases	489,867	101,652	-	-	489,867	101,652
Property taxes	12,980,020	11,794,736	-	-	12,980,020	11,794,736
Total Deferred Inflows of Resources	$13,469,887	$11,896,388	$-	$-	$13,469,887	$11,896,388
Net position						
Net investment in capital assets	99,682,294	107,901,451	107,192,522	96,532,972	206,874,816	204,434,424
Restricted	21,355,706	3,837,999	-	-	21,355,706	3,837,999
Unrestricted	14,213,416	12,441,927	24,847,361	27,602,150	39,060,777	40,044,076
Total net position	$135,251,416	$124,181,377	$132,039,883	$124,135,122	$267,291,299	$248,316,499

The largest portion of the Town's net position (77.3%) reflects its net investment in capital assets such as land, water rights, buildings, machinery, and equipment. The Town uses these capital assets to provide services to residents and businesses; consequently, these assets are not available for future spending. Although the Town's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

The restricted portion of net position (8%) represents resources that are subject to external restrictions on how they may be used. The remaining balance of net position, $39,060,777, is unrestricted and may be used to meet the Town's ongoing obligations.

As of the end of 2025, the Town is able to report positive balances in all three net position categories, both for the government as a whole, as well as for its separate governmental and business-type activities (see table above).

Governmental Activities

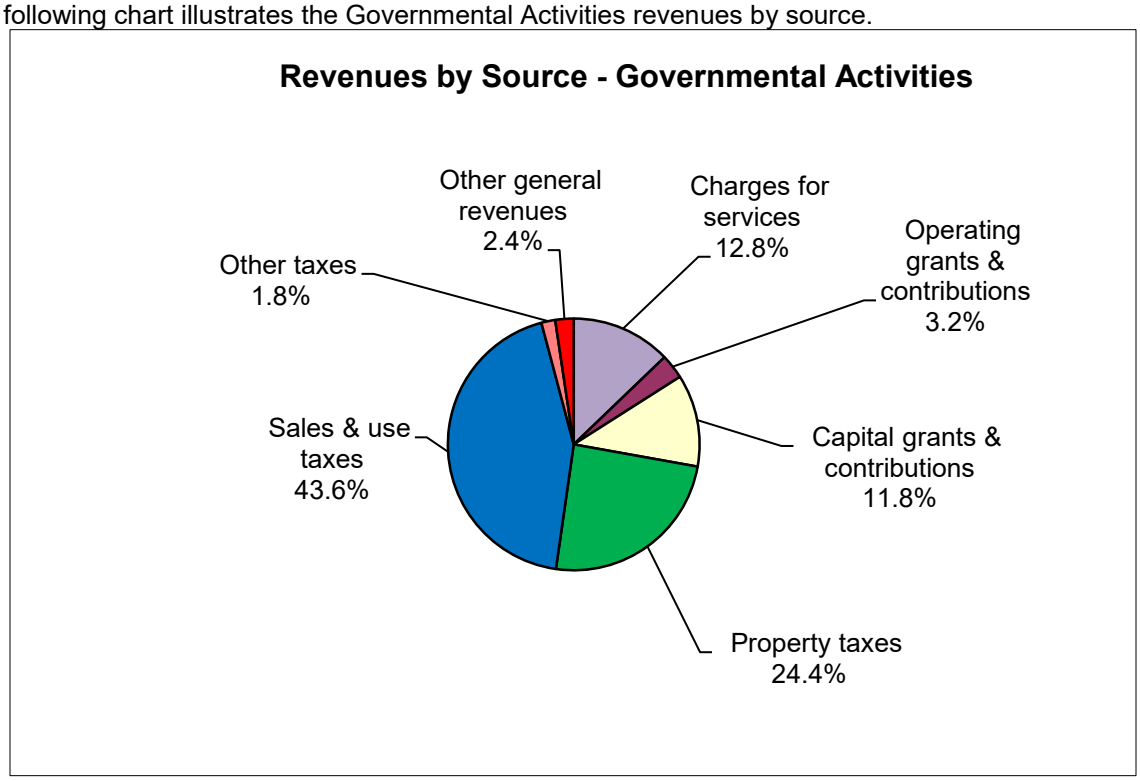
Governmental activities increased the Town's net position by $11,070,039, showing strong growth in all areas but especially attributed to new bond revenues, increased sales tax, and building use taxes received on two significant projects in Town, a new hotel and a large apartment complex.

Governmental program expenses were up $1,740,040 or about 12.2%. The town experienced increased legal fees related to the Rocky Mountain Metropolitan Airport, escalating public safety costs, as well as higher interest on long term debt. Open space spending appears reduced, however there was a one-time land purchase opportunity in 2024.

Town of Superior's Changes in Net Position

	Governmental Activities		Business-type Activities		Total	
	2025	2024	2025	2024	2025	2024
Program revenues:						
Charges for services	6,351,150	5,432,604	6,812,332	6,327,992	13,163,482	11,760,596
Operating grants & contributions	1,564,003	1,134,777	13,601	(182,663)	1,577,604	952,114
Capital grants & contributions	5,868,697	2,938,106	8,288,620	8,262,996	14,157,317	11,201,102
General revenues:						
Property taxes	12,105,513	11,018,166	-	-	12,105,513	11,018,166
Sales & use taxes	21,597,134	18,327,265	-	-	21,597,134	18,327,265
Other taxes	881,673	847,937	-	-	881,673	847,937
Gain (Loss) on Sale of Assets	6,572	-	26,038	-	32,610	-
Other general revenues	1,161,454	610,830	1,101,839	1,086,849	2,263,293	1,697,679
Total revenues	$49,536,196	$40,309,685	$16,242,430	$15,495,174	$65,778,626	$55,804,859
Program expenses:						
General government	16,012,376	14,272,336	-	-	16,012,376	14,272,336
Public safety	3,096,503	2,796,247	-	-	3,096,503	2,796,247
Building inspection	1,338,916	1,254,936	-	-	1,338,916	1,254,936
Parks, recreation, open space	9,839,838	10,660,998	-	-	9,839,838	10,660,998
Public works	7,135,018	7,913,358	-	-	7,135,018	7,913,358
Interest on long-term debt	1,043,506	409,636	-	-	1,043,506	409,636
Water	-	-	3,941,926	4,024,138	3,941,926	4,024,138
Sewer	-	-	3,245,417	2,726,661	3,245,417	2,726,661
Storm drainage	-	-	1,150,326	1,057,637	1,150,326	1,057,637
Total expenses	$38,466,157	$37,307,511	$8,337,669	$7,808,436	$46,803,826	$45,115,947
Change in net position	11,070,039	3,002,174	7,904,761	7,686,738	18,974,800	10,688,912
Net Position, Beginning	124,181,377	121,179,203	124,135,122	116,448,384	248,316,499	237,627,587
Net Position, Ending	$135,251,416	$124,181,377	$132,039,883	$124,135,122	$267,291,299	$248,316,499

The following chart illustrates the Governmental Activities revenues by source.

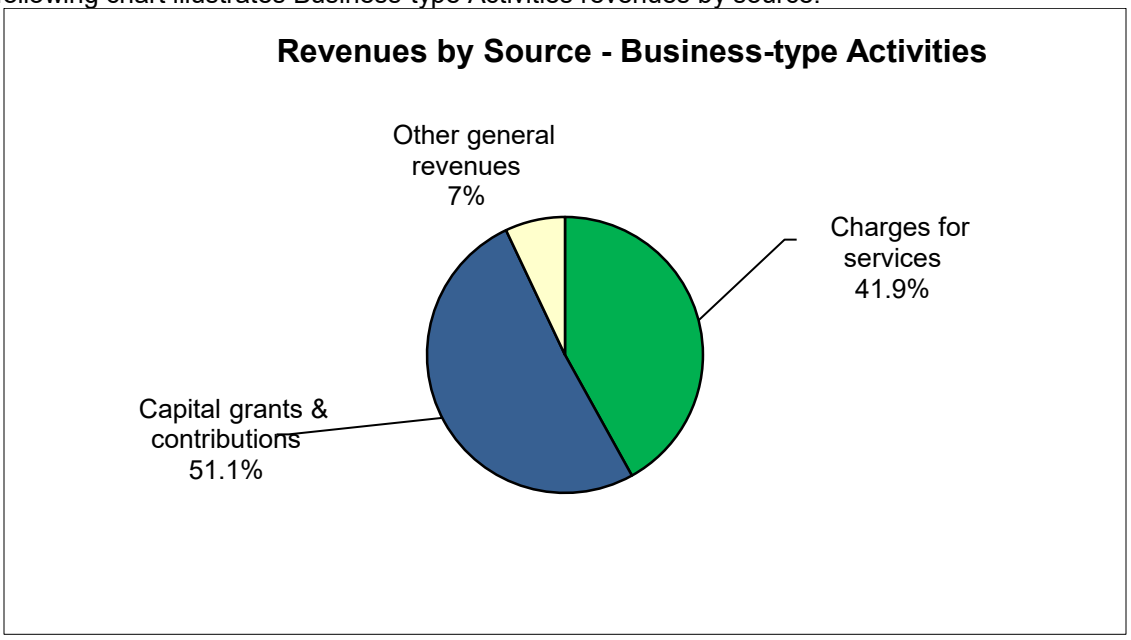


Business-type Activities

Net position in Business-type Activities increased the Town's net position by $7,904,761, not a remarkable difference from the prior year. Charges for services were higher, as expected with budgeted rate increases.

Business-type Activities total expenses increased by just $529,233. This is a modest increase considering inflation and an aging infrastructure. Staff focuses on efficient and strategic use of funds for necessary capital projects to preserve this system.

The following chart illustrates Business-type Activities revenues by source.



THE TOWN'S FUNDS

At year end, the four major Governmental funds reported a combined fund balance of $31,454,047, and of that balance, $9,941,553 is unrestricted and available for spending at the Town's discretion. The remainder of the fund balance is nonspendable, restricted or committed as follows:

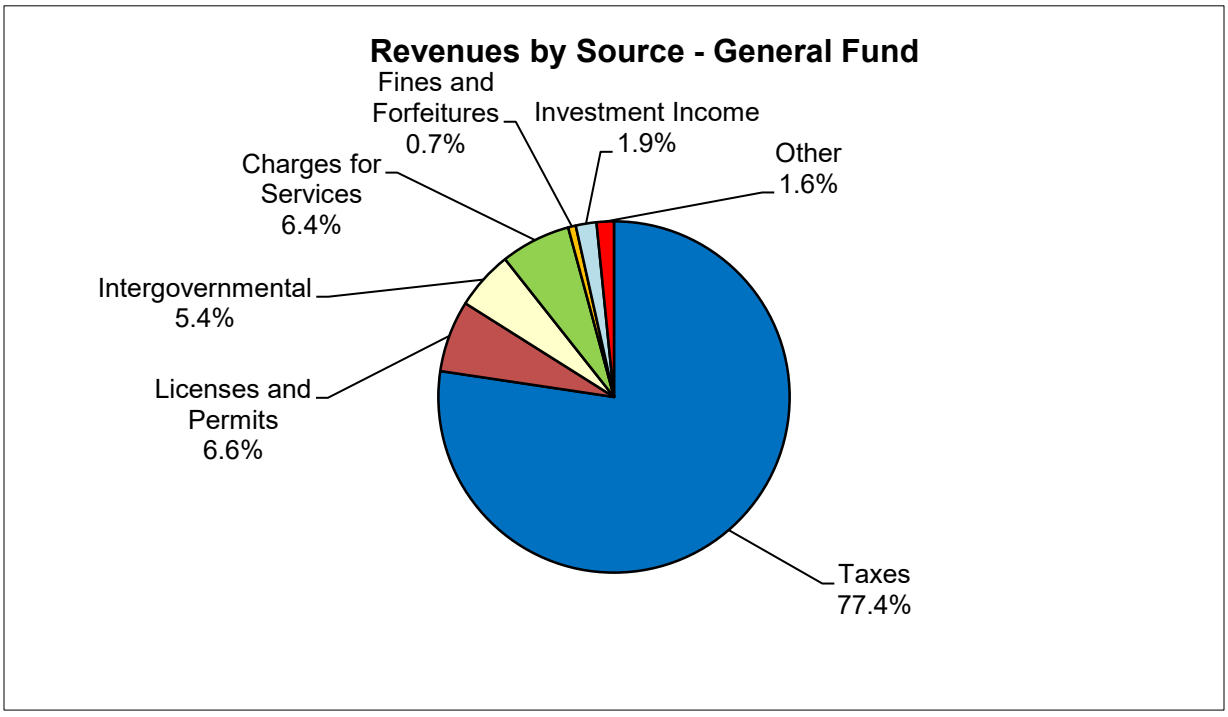
Nonspendable - Prepaid Items	$271,576
Restricted - Capital Projects	$16,134,353
Restricted - Emergencies	$1,269,000
Committed - Capital Projects	$3,186,821
Assigned - Subsequent Year's Budget	$650,744

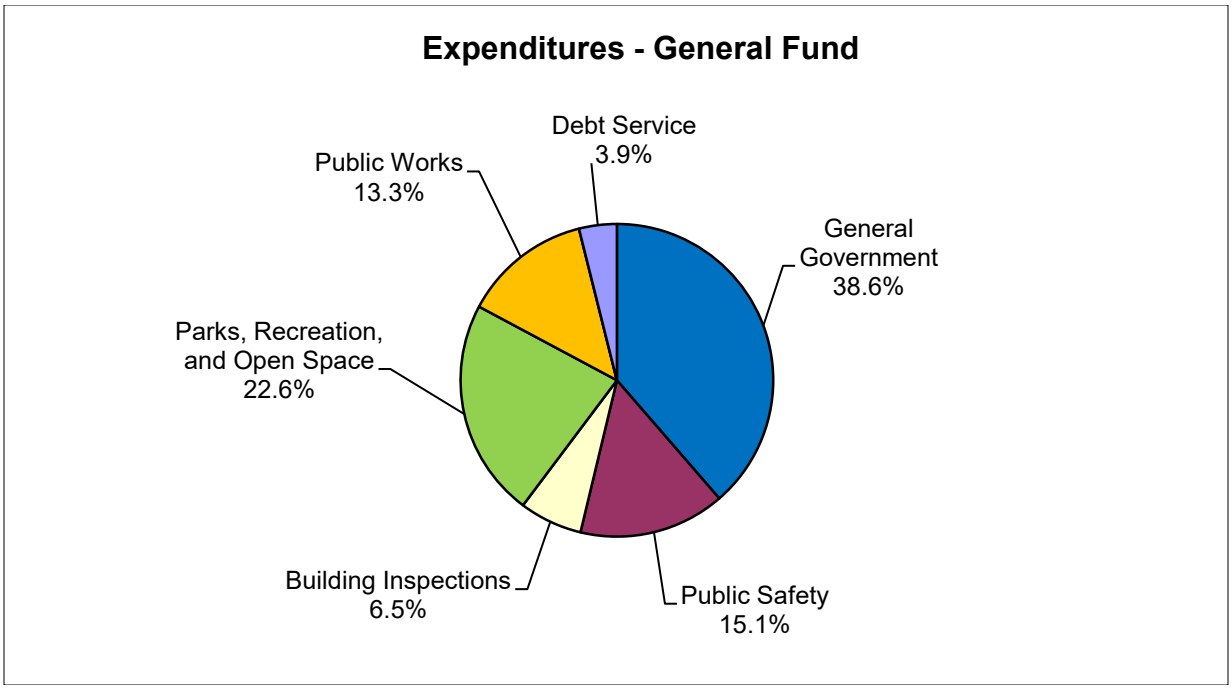
The individual major governmental funds are discussed below.

General Fund. The General Fund is the chief operating fund of the Town of Superior. It accounts for all of the general services provided by the Town. At the end of the year, unrestricted fund balance of the General Fund totaled $9,941,553 which equates to 48.69% of 2025 General Fund expenditures. The Town's Reserve Policy seeks to maintain the General Fund balance between 40% and 70% of expenditures excluding transfers between funds and fee-supported expenses. At December 31, 2025, the General Fund unrestricted, unassigned balance was within this range.

The amount transferred from the General Fund to the Capital Improvement Fund during the year was $3,350,000, a planned decrease of $2,400,000 from the prior year. The creation of a new Capital Improvement Fund meant that less support from the General Fund was needed for these projects.

The following two charts illustrate General Fund revenues and expenditures.





Superior Urban Renewal Authority (SURA) Downtown Superior Fund. The SURA fund balance is nominal and restricted to reimburse developers for public improvements within the Downtown Superior area.

Capital Improvement Program Capital Projects Fund. The 2025 fund balance of $3,070,609 is up about a million over last year, but is all committed to future capital projects.

Open Space Fund. The Open Space fund balance is restricted to pay for future Open Space purchases and maintenance, it no longer meets the criteria of a major fund in this case.

2025 Capital Improvement Program Capital Projects Fund. This new fund has a year-end balance of $16,134,353, primarily consisting of debt proceeds. It is restricted for future capital projects, which the Town has budgeted for completion in 2026 through 2028.

GENERAL FUND BUDGETARY HIGHLIGHTS

The General Fund's total budget appropriation was amended during the year. Appropriations are made at the fund level. Actual results varied from the budget, the main differences were:

- Overall actual revenues exceeded budget by $3,008,495. The major differences between the budget and actual revenues were building permits and use tax paid on a new hotel and a large apartment building Downtown, as well as reimbursements from the 2021 Marshall Fire event which were unbudgeted since the Town could not accurately anticipate the timing of these receipts.
- Overall actual expenditures were lower than the budget by $1,936,292, the biggest reason being that the Town budgeted a sizeable permit fee and system development fee rebate to attract a large restaurant concept Downtown, which has not yet advanced to that stage of planning.
- Transfers from the General Fund to the Capital Improvement Fund were exactly as budgeted.

CAPITAL ASSETS

The Town has invested in a range of capital assets including land, buildings and improvements, vehicles, office equipment, parks, parks equipment, infrastructure (streets, sidewalks, curbs and gutters), water and wastewater treatment plants, utility lines, and storm drainage systems. Note 5 of the financial statements provides a summary of activity for the year.

Major capital expenses during 2025 include but are not limited to:

Wastewater System Improvements	$4,385,076
Streets: Rock Creek Parkway	$2,888,109
PW & Parks Operations Building (In Progress)	$1,307,539
Streets: Rock Creek Parkway Underpass	$1,252,405
Downtown Civic Space	$1,226,210
Community Park Playground	$625,000
Land Purchased	$553,171
North and South Pool Renovations (Design)	$447,600

DEBT

Note 6 of the financial statements provides more detail on the Town's overall debt. At the end of 2025, the Town had long-term bonds and notes outstanding of $34,689,182. The Certificates of Participation will be repaid with general revenues, while the Revenue Bonds are to be repaid only by specific tax revenues. New bonds were issued for $16,925,000 while annual payments, including a final balloon payment on a 2015 SMD No. 1 revenue loan, resulted in a net increase of about $9.1 million for the year.

Outstanding Long-Term Debt at Year End

	Governmental Activities	Business-type Activities	Total
General Obligation Bonds	-	-	-
Revenue Bonds	23,533,962	5,980,220	29,514,182
Certificates of Participation	5,175,000	-	5,175,000
Total	$28,708,962	$5,980,220	$34,689,182

ECONOMIC FACTORS AND NEXT YEAR'S BUDGETS AND RATES

The Town of Superior continues to maintain a solid financial position. Town-wide reserves meet or exceed the levels required by the Council's Reserve Policy for all funds. In preparing the 2026 budget, the Town took many factors into consideration, including known development projects and the pressing demands for service, as well as growing concerns about inflation. The Town will use the bond proceeds secured in 2025 on select major street projects as well as a total renovation of two community pools.

Due to increasing costs and required capital improvements to the aging utility system, budgeted increases for water, sewer, and storm drainage services are 9.5%, 7.5%, and 5% respectively. A rate study was completed in 2025 to ensure that fees are encompassing of the increasing costs of maintaining exceptional parks and landscaping, the Class One Landscape charges for services will have an increase of 9% in 2026.

REQUESTS FOR INFORMATION

This financial report is designed to provide a general overview of the Town's finances and to show the Town's accountability for the funds and assets it receives. If you have questions about this report, need additional financial information, or to request an accommodation, please contact the Town's Finance Department at Town of Superior, 124 E. Coal Creek Drive, Superior, CO 80027.

Basic Financial Statements

TOWN OF SUPERIOR
STATEMENT OF NET POSITION
DECEMBER 31, 2025

	Governmental Activities	Business-Type Activities	Totals
ASSETS			
Cash and Investments	$ 33,519,387	$ 24,579,427	$ 58,098,814
Accounts Receivable	4,493,482	701,813	5,195,295
Grants Receivable	183,300	-	183,300
Taxes Receivable	12,970,233	-	12,970,233
Prepaid Items	271,826	8,840	280,666
Capital Assets - *Not Being Depreciated*	49,167,960	49,225,866	98,393,826
Capital Assets - *Net of Accumulated Depreciation*	79,751,337	64,398,554	144,149,891
Total Assets	180,357,525	138,914,500	319,272,025
LIABILITIES			
Accounts Payable	1,660,379	806,313	2,466,692
Accrued Liabilities	305,877	48,000	353,877
Accrued Interest Payable	54,756	40,084	94,840
Noncurrent Liabilities			
Due Within One Year	1,451,777	215,265	1,667,042
Due in More Than One Year	28,163,433	5,764,955	33,928,388
Total Liabilities	31,636,222	6,874,617	38,510,839
DEFERRED INFLOWS OF RESOURCES			
Leases	489,867	-	489,867
Property Taxes	12,980,020	-	12,980,020
Total Deferred Inflows of Resources	13,469,887	-	13,469,887
NET POSITION			
Net Investment in Capital Assets	99,682,294	107,192,522	206,874,816
Restricted For			
Parks and Open Space	1,337,031	-	1,337,031
Capital Projects	17,842,264	-	17,842,264
Debt Service	881,911	-	881,911
Emergencies	1,294,500	-	1,294,500
Unrestricted	14,213,416	24,847,361	39,060,777
Total Net Position	$ 135,251,416	$ 132,039,883	$ 267,291,299

See accompanying Notes to Financial Statements.

TOWN OF SUPERIOR
STATEMENT OF ACTIVITIES
YEAR ENDED DECEMBER 31, 2025

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions
Primary Government				
General Government	$ 16,012,376	$ 1,641,858	$ 474,359	$ 299,053
Public Safety	3,096,503	187,104	-	-
Building Inspections	1,338,916	1,646,848	-	-
Parks, Recreation, and Open Space	9,839,838	2,423,096	263,987	2,343,098
Public Works	7,135,018	452,244	825,657	3,226,546
Interest on Long-Term Debt	1,043,506	-	-	-
Total Government Activities	38,466,157	6,351,150	1,564,003	5,868,697
Business-Type Activities				
Water Utility	3,941,926	3,783,888	9,290	2,754,840
Sewer Utility	3,245,417	2,460,380	-	4,799,861
Storm Drainage	1,150,326	568,064	4,311	733,919
Total Business-Type Activities	8,337,669	6,812,332	13,601	8,288,620
Total Primary Government	$ 46,803,826	$ 13,163,482	$ 1,577,604	$ 14,157,317
General Revenues				
Property Taxes				
Specific Ownership Taxes				
Sales and Use Taxes				
Franchise Taxes				
Investment Income				
Gain on Sale of Assets				
Total General Revenues				
Change in Net Position				
Net Position - Beginning of Year				
NET POSITION - END OF YEAR				

See accompanying Notes to Financial Statements.

TOWN OF SUPERIOR
STATEMENT OF ACTIVITIES
YEAR ENDED DECEMBER 31, 2025

Net (Expense) Revenue and Change in Net Position		
Governmental Activities	Business-Type Activities	Totals
$ (13,597,106)	$ -	$ (13,597,106)
(2,909,399)	-	(2,909,399)
307,932	-	307,932
(4,809,657)	-	(4,809,657)
(2,630,571)	-	(2,630,571)
(1,043,506)	-	(1,043,506)
(24,682,307)	-	(24,682,307)
-	2,606,092	2,606,092
-	4,014,824	4,014,824
-	155,968	155,968
-	6,776,884	6,776,884
(24,682,307)	6,776,884	(17,905,423)
12,105,513	-	12,105,513
327,925	-	327,925
21,597,134	-	21,597,134
553,748	-	553,748
1,161,454	1,101,839	2,263,293
6,572	26,038	32,610
35,752,346	1,127,877	36,880,223
11,070,039	7,904,761	18,974,800
124,181,377	124,135,122	248,316,499
$ 135,251,416	$ 132,039,883	$ 267,291,299

See accompanying Notes to Financial Statements.

TOWN OF SUPERIOR
BALANCE SHEET – GOVERNMENTAL FUNDS
DECEMBER 31, 2025

	General	SURA Downtown Superior	Capital Improvement	2025 Capital Improvement Project	Nonmajor Governmental Funds	Totals
ASSETS						
Cash and Investments	$ 9,701,477	$ 556,897	$ 3,151,094	$ 16,291,974	$ 3,817,945	$ 33,519,387
Accounts Receivable	3,024,430	8,299	269,019	-	1,191,734	4,493,482
Grants Receivable	177,352	-	5,948	-	-	183,300
Property Taxes Receivable	4,114,762	8,171,899	-	-	683,572	12,970,233
Interfund Receivables	289,838	-	-	-	-	289,838
Prepaid Items	271,576	-	-	-	250	271,826
Total Assets	$ 17,579,435	$ 8,737,095	$ 3,426,061	$ 16,291,974	$ 5,693,501	$ 51,728,066
LIABILITIES						
Accounts Payable	$ 591,726	$ 448,984	$ 355,452	$ 32,161	$ 232,056	$ 1,660,379
Accrued Liabilities	305,877	-	-	-	-	305,877
Interfund Payables	-	-	-	125,460	164,378	289,838
Total Liabilities	897,603	448,984	355,452	157,621	396,434	2,256,094
DEFERRED INFLOWS OF RESOURCES						
Property/Use Taxes	4,147,260	8,171,899	-	-	660,861	12,980,020
Leases	401,699	-	-	-	88,168	489,867
	4,548,959	8,171,899	-	-	749,029	13,469,887
FUND BALANCES						
Nonspendable						
Prepaid Items	271,576	-	-	-	250	271,826
Restricted for						
Parks and Open Space	-	-	-	-	1,337,031	1,337,031
Capital Projects	-	-	-	16,134,353	1,707,911	17,842,264
Debt Service	-	-	-	-	936,667	936,667
Emergencies	1,269,000	-	-	-	25,500	1,294,500
Committed to						
Capital Projects	-	116,212	3,070,609	-	-	3,186,821
Landscape Maintenance	-	-	-	-	501,664	501,664
Disposal Services	-	-	-	-	39,015	39,015
Assigned for						
Subsequent Year's Budget	650,744	-	-	-	-	650,744
Unassigned	9,941,553	-	-	-	-	9,941,553
Total Fund Balances	12,132,873	116,212	3,070,609	16,134,353	4,548,038	36,002,085
Total Liabilities, Deferred Inflows of Resources and Fund Balances	$ 17,579,435	$ 8,737,095	$ 3,426,061	$ 16,291,974	$ 5,693,501	$ 51,728,066

See accompanying Notes to Financial Statements.

TOWN OF SUPERIOR
RECONCILIATION OF THE BALANCE SHEET OF GOVERNMENTAL FUNDS
TO THE STATEMENT OF NET POSITION
DECEMBER 31, 2025

Amounts Reported for Governmental Activities in the Statement of Net Position are Different Because:

Total Fund Balances of Governmental Funds	$ 36,002,085
Capital assets used in governmental activities are not financial resources, and therefore, are not reported in governmental funds.	128,919,297
Long-term liabilities and related items are not due and payable in the current year and, therefore, are not reported in governmental funds.	
Bonds and Loans Payable	(27,325,000)
Bond Premium	(1,383,962)
Leases Payable	(35,304)
Accrued Interest	(54,756)
Accrued Compensated Absences	(870,944)
Total Net Position of Governmental Activities	$ 135,251,416

See accompanying Notes to Financial Statements.

TOWN OF SUPERIOR
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES – GOVERNMENTAL FUNDS
YEAR ENDED DECEMBER 31, 2025

	General	SURA Downtown Superior	Capital Improvement	Open Space	2025 Capital Improvement Project	Nonmajor Governmental Funds	Totals
REVENUES							
Taxes	$ 20,524,032	$ 7,207,080	$ 1,716,329	$ -	$ -	$ 5,136,879	$ 34,584,320
Licenses and Permits	1,748,189	-	-	-	-	-	1,748,189
Intergovernmental	1,433,482	-	3,057,761	-	-	426,009	4,917,252
Charges for Services	1,709,199	-	17,880	-	-	2,568,508	4,295,587
Fines and Forfeitures	187,104	-	-	-	-	-	187,104
Investment Income	505,376	449	52,174	-	408,989	194,465	1,161,453
Other	422,683	-	-	-	-	33,044	455,727
Total Revenues	26,530,065	7,207,529	4,844,144	-	408,989	8,358,905	47,349,632
EXPENDITURES							
Current							
General Government	7,888,729	7,100,130	194,076	-	-	556,429	15,739,364
Public Safety	3,085,362	-	-	-	-	-	3,085,362
Building Inspections	1,329,296	-	-	-	-	-	1,329,296
Parks, Recreation, and Open Space	4,605,083	-	564,216	-	-	3,273,874	8,443,173
Public Works	2,712,306	-	206,894	-	47,676	163,286	3,130,162
Capital Outlay	-	-	7,078,414	-	1,478,357	555,065	9,111,836
Debt Service							
Principal	647,665	-	-	-	-	870,000	1,517,665
Debt Issuance Costs	-	-	-	-	-	317,300	317,300
Interest and Fiscal Charges	149,399	-	-	-	-	679,224	828,623
Total Expenditures	20,417,840	7,100,130	8,043,600	-	1,526,033	6,415,178	43,502,781
Revenues Over (Under) Expenditures	6,112,225	107,399	(3,199,456)	-	(1,117,044)	1,943,727	3,846,851
OTHER FINANCING SOURCES (USES)							
Debt Proceeds	-	-	-	-	16,925,000	-	16,925,000
Debt Premium	-	-	-	-	326,397	317,003	643,400
Sale of Assets	-	-	8,567	-	-	19,990	28,557
Transfers In	-	-	4,284,608	-	-	-	4,284,608
Transfers Out	(3,350,000)	-	-	-	-	(934,608)	(4,284,608)
Total Other Financing Sources (Uses)	(3,350,000)	-	4,293,175	-	17,251,397	(597,615)	17,596,957
Net Change in Fund Balances	2,762,225	107,399	1,093,719	-	16,134,353	1,346,112	21,443,808
Fund Balances - Beginning of Year, As Originally Reported	9,370,648	8,813	1,976,890	465,590	-	2,736,336	14,558,277
Adjustment	-	-	-	(465,590)	-	465,590	-
Fund Balance - Beginning of Year, As Adjusted	9,370,648	8,813	1,976,890	-	-	3,201,926	14,558,277
FUND BALANCES - END OF YEAR	$ 12,132,873	$ 116,212	$ 3,070,609	$ -	$ 16,134,353	$ 4,548,038	$ 36,002,085

See accompanying Notes to Financial Statements.

TOWN OF SUPERIOR
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES
YEAR ENDED DECEMBER 31, 2025

Amounts Reported for Governmental Activities in the Statement of Activities are Different Because:	
Net Change in Fund Balances of Governmental Funds	$ 21,443,808
Capital outlays to purchase or construct capital assets are reported in governmental funds as expenditures. However, for governmental activities those costs are capitalized in the statement of net position and are allocated over their estimated useful lives as depreciation expense. This is the amount by which capital outlay exceeded depreciation in the period.	
Capital Outlay	9,111,836
Contributions by Developers	3,970,846
Net Book Value of Disposed Assets	(21,984)
Depreciation Expense	(5,555,726)
Repayment of long-term debt principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the statement of net position.	
Principal Payments	1,517,665
Revenues in the statement of activities that do not provide current financial resources are not reported as revenue in the funds.	(1,790,855)
Debt proceeds provide current financial resources to governmental funds, but issuing debt increases long-term liabilities in the statement of net position. This amount is the net effect of these differences in the treatment of long-term debt and related items.	
Debt Proceeds	(16,925,000)
Bond Premium	(643,400)
Amortization of Bond Premium	106,810
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.	
Compensated Absences	(139,568)
Accrued Interest	(4,393)
Change in Net Position of Governmental Activities	$ 11,070,039

See accompanying Notes to Financial Statements.

TOWN OF SUPERIOR
STATEMENT OF NET POSITION
PROPRIETARY FUNDS
DECEMBER 31, 2025

	SMD No. 1 Water	SMD No. 1 Sewer	SMD No. 1 Storm Drainage	Nonmajor Original Town Sewer	Totals
ASSETS					
Current Assets					
Cash and Cash Equivalents	$ 18,942,568	$ 4,763,555	$ 845,272	$ 28,032	$ 24,579,427
Accounts Receivable	298,175	347,087	56,551	-	701,813
Prepaid Expenses	4,420	2,652	1,768	-	8,840
Total Current Assets	19,245,163	5,113,294	903,591	28,032	25,290,080
Noncurrent Assets					
Capital Assets - *Not being Depreciated*	49,046,811	65,770	113,285	-	49,225,866
Capital Assets - *Net of Accumulated Depreciation*	23,154,265	27,244,633	13,933,180	66,476	64,398,554
Total Noncurrent Assets	72,201,076	27,310,403	14,046,465	66,476	113,624,420
Total Assets	91,446,239	32,423,697	14,950,056	94,508	138,914,500
LIABILITIES					
Current Liabilities					
Accounts Payable	251,180	409,582	10,322	-	671,084
Retainage Payable	-	135,229	-	-	135,229
Accrued Liabilities	48,000	-	-	-	48,000
Accrued Interest Payable	-	40,084	-	-	40,084
Loan Payable - Current Portion	-	215,265	-	-	215,265
Total Current Liabilities	299,180	800,160	10,322	-	1,109,662
Noncurrent Liabilities					
Loan Payable	-	5,764,955	-	-	5,764,955
Total Noncurrent Liabilities	-	5,764,955	-	-	5,764,955
Total Liabilities	299,180	6,565,115	10,322	-	6,874,617
NET POSITION					
Net Investment in Capital Assets	72,178,444	20,901,137	14,046,465	66,476	107,192,522
Unrestricted	18,968,615	4,957,445	893,269	28,032	24,847,361
Total Net Position	$ 91,147,059	$ 25,858,582	$ 14,939,734	$ 94,508	$ 132,039,883

See accompanying Notes to Financial Statements.

TOWN OF SUPERIOR
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
PROPRIETARY FUNDS
YEAR ENDED DECEMBER 31, 2025

	SMD No. 1 Water	SMD No. 1 Sewer	SMD No. 1 Storm Drainage	Nonmajor Original Town Sewer	Totals
OPERATING REVENUES					
Charges for Services	$ 3,712,888	$ 2,424,088	$ 408,891	$ -	$ 6,545,867
Other	71,000	36,292	159,173	-	266,465
Total Operating Revenues	3,783,888	2,460,380	568,064	-	6,812,332
OPERATING EXPENSES					
Operations	1,781,037	1,607,500	249,911	-	3,638,448
Administrative	624,470	355,570	287,055	-	1,267,095
Depreciation	1,421,535	1,180,126	608,900	8,657	3,219,218
Total Operating Expenses	3,827,042	3,143,196	1,145,866	8,657	8,124,761
Operating Income (Loss)	(43,154)	(682,816)	(577,802)	(8,657)	(1,312,429)
NONOPERATING REVENUES (EXPENSES)					
Investment Income	939,893	121,550	39,284	1,112	1,101,839
Sale of Assets	-	26,038	-	-	26,038
Intergovernmental	9,290	3,040,360	4,311	-	3,053,961
Interest and Fiscal Charges	(114,884)	(93,564)	(4,460)	-	(212,908)
Total Nonoperating Revenues (Expenses)	834,299	3,094,384	39,135	1,112	3,968,930
Income (Loss) Before Capital Contributions	791,145	2,411,568	(538,667)	(7,545)	2,656,501
CAPITAL CONTRIBUTIONS					
System Development Fees	2,754,840	1,759,501	382,604	-	4,896,945
Contributed Capital	-	-	351,315	-	351,315
Total Capital Contributions	2,754,840	1,759,501	733,919	-	5,248,260
Change in Net Position	3,545,985	4,171,069	195,252	(7,545)	7,904,761
Net Position - Beginning of Year	87,601,074	21,687,513	14,744,482	102,053	124,135,122
NET POSITION - END OF YEAR	$ 91,147,059	$ 25,858,582	$ 14,939,734	$ 94,508	$ 132,039,883

See accompanying Notes to Financial Statements.

TOWN OF SUPERIOR
STATEMENT OF CASH FLOWS
YEAR ENDED DECEMBER 31, 2025

	SMD No. 1 Water	SMD No. 1 Sewer	SMD No. 1 Storm Drainage	Nonmajor Original Town Sewer	Totals
CASH FLOWS FROM OPERATING ACTIVITIES					
Cash Received from Customers	$ 3,679,518	$ 2,388,041	$ 406,294	$ -	$ 6,473,853
Cash Received from Others	71,000	36,292	161,356	-	268,648
Cash Paid to Vendors and Suppliers	(2,341,736)	(2,755,639)	(549,432)	-	(5,646,807)
Net Cash Provided (Used) by Operating Activities	1,408,782	(331,306)	18,218	-	1,095,694
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES					
Acquisition and Construction of Capital Assets	(2,395,715)	(3,357,365)	(100,437)	-	(5,853,517)
Grants Received	496,821	28,942	7,514	-	533,277
System Development Fees	2,754,840	1,759,501	382,604	-	4,896,945
Repayment of Bonds and Loans	(6,135,624)	(535,579)	(238,205)	-	(6,909,408)
Interest Paid	(116,321)	(108,626)	(4,517)	-	(229,464)
Net Cash Provided (Used) by Capital and Related Financing Activities	(5,395,999)	(2,213,127)	46,959	-	(7,562,167)
CASH FLOWS FROM INVESTING ACTIVITIES					
Earnings on Investments	939,893	121,550	39,284	1,112	1,101,839
Net Cash Provided by Investing Activities	939,893	121,550	39,284	1,112	1,101,839
Net Increase in Cash and Cash Equivalents	(3,047,324)	(2,422,883)	104,461	1,112	(5,364,634)
Cash and Cash Equivalents - Beginning of Year	21,989,892	7,186,438	740,811	26,920	29,944,061
Cash and Cash Equivalents - End of Year	$ 18,942,568	$ 4,763,555	$ 845,272	$ 28,032	$ 24,579,427
Reconciliation of Operating Income (Loss) to Net Cash Provided (Used) by Operating Activities					
Operating Income (Loss)	$ (43,154)	$ (682,816)	$ (577,802)	$ (8,657)	$ (1,312,429)
Adjustments to Reconcile Operating Income (Loss) to Net Cash Provided (Used) by Operating Activities					
Depreciation	1,421,535	1,180,126	608,900	8,657	3,219,218
Changes in Asset and Liabilities					
Accounts Receivable	(33,370)	(36,047)	(2,597)	-	(72,014)
Prepaid Expenses and Other Assets	187	112	75	-	374
Accrued Liabilities	12,000	-	-	-	12,000
Accounts Payable and Accrued Expenses	51,584	(792,681)	(10,358)	-	(751,455)
Net Cash Provided (Used) By Operating Activities	$ 1,408,782	$ (331,306)	$ 18,218	$ -	$ 1,095,694
NON-CASH INVESTING AND CAPITAL ACTIVITIES					
Amortization of Debt Refunding	$ 8,533	$ 468	$ (331)	$ -	$ 8,670
Bond Premium Amoritzation	-	(13,109)	-	-	(13,109)
Contributed Infrastructure from Developers	-	-	351,315	-	351,315
Total Non-Cash Investing and Capital Activities	$ 8,533	$ (12,641)	$ 350,984	$ -	$ 346,876

See accompanying Notes to Financial Statements.

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NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Town of Superior (the Town) have been prepared in conformity with generally accepted accounting principles (GAAP) as applicable to governmental entities. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Town's accounting policies are described below.

Reporting Entity

The financial reporting entity consists of the Town, organizations for which the Town is financially accountable, and organizations that raise and hold economic resources for the direct benefit of the Town. All funds, organizations, institutions, agencies, departments and offices that are not legally separate are part of the Town. Legally separate organizations for which the Town is financially accountable are considered part of the reporting entity. Financial accountability exists if the Town appoints a voting majority of the organization's governing board and is able to impose its will on the organization, or if there is a potential for the organization to provide benefits to, or impose financial burdens on, the Town.

Based on the application of these criteria, the Town includes the Superior Urban Renewal Authority (SURA), the Superior Metropolitan District Number 1 (SMD No.1), and the Superior McCaslin Interchange Metropolitan District (SMID) in its reporting entity. SURA was formed to develop certain areas within the Town boundaries. SMD No.1 was formed to provide water, sewer and storm drainage services for the citizens of the Town. SMID was formed to fund the construction of improvements to, and maintenance of, the McCaslin Interchange at U.S. Highway 36. The members of the Town's Town Council also serve as the governing boards for all of the entities and management of the Town has operational responsibility for the entities. Therefore, the financial activity for these entities is blended into the Town's financial statements.

Government-wide and Fund Financial Statements

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all activities of the Town. For the most part, the effect of interfund activity has been removed from these statements. Exceptions to this general rule are charges for interfund services that are reasonably equivalent to the services provided. *Governmental activities*, which normally are supported by taxes and intergovernmental revenues, are reported separately from *business-type activities*, which rely to a significant extent on fees and charges for support.

The statement of activities demonstrates the degree to which the direct expenses of the given function or segment are offset by program revenues. *Direct expenses* are those that are clearly identifiable with a specific function or segment. *Program revenues* include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Government-wide and Fund Financial Statements (Continued)

Taxes and other items not properly included among program revenues are reported instead as *general revenues*.

Separate financial statements are provided for governmental funds and proprietary funds. Major individual funds are reported as separate columns in the fund financial statements.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the proprietary fund financial statements. Revenues are recorded when earned and expenses are recorded when the liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenues in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collected within the current year or soon enough thereafter to pay liabilities of the current year. For this purpose, the Town considers revenues to be available if they are collected within 60 days of the end of the current year.

Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, are recorded only when payment is due.

Taxes, intergovernmental revenues, and interest associated with the current fiscal period are considered to be susceptible to accrual and so have been recognized as revenues of the current fiscal period. Expenditure-driven grants are recognized when the qualifying expenditures have been incurred and all other eligibility requirements have been met. All other revenues are considered measurable and available only when cash is received by the Town.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a fund's principal ongoing operations. The principal operating revenues of all proprietary funds are charges for services to customers. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses. Certain administrative costs for SMD No. 1 are incurred by the General Fund. These costs are reimbursed by SMD No. 1 and reported as expenses in the SMD No. 1 Funds.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

In the fund financial statements, the Town reports the following major governmental funds:

The *General Fund* is the Town's primary operating fund. It accounts for all financial resources of the Town, except those accounted for in another fund.

The *Superior Urban Renewal Authority Downtown Superior Fund* accounts for certain incremental property taxes collected with the Superior Downtown urban renewal area. These revenues are used for infrastructure improvements in the area.

The *Capital Improvement Program Fund* accounts for general capital improvements of the Town, including building improvements, major system upgrades, and maintenance, which are financed primarily by a dedicated 0.3% sales/use tax and transfers from the General Fund.

The *2025 Capital Improvement Project Fund* accounts for capital projects authorized during the election, including constructing, renovating improving and upgrading Town-owned swimming pools; constructing and improving streets and constructing, renovating, improving and upgrading parks and playgrounds located in the Town. These projects are financed primarily by a dedicated 0.315% capital projects sales/use tax.

Additionally, the Town reports the following major proprietary funds:

The *SMD No.1 Water Fund* accounts for the financial activities associated with the provision of water services.

The *SMD No.1 Sewer Fund* accounts for the financial activities associated with the provision of sewer services.

The *SMD No.1 Storm Drainage Fund* accounts for the financial activities associated with the Town's storm drainage system.

Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources and Net Position/Fund Balances

Deposits and Investments – The Town's cash and cash equivalents are considered to be unrestricted cash on hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition.

Investments are reported in accordance with GASB Statement No. 72, as amended.

Receivables - Receivables are reported at their gross value and, where appropriate, are reduced by the estimated portion that is expected to be uncollectible.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources and Net Position/Fund Balances (Continued)

Property taxes attach as an enforceable lien on property on January 1, are levied the following December, and collected in the subsequent year. Taxes are payable in full on April 30 or in two installments on February 28 and June 15. The County Treasurer's Office collects property taxes and remits to the Town on a monthly basis. Since property tax revenues are collected in arrears during the succeeding fiscal year, receivables and corresponding deferred inflows of resources are reported at year end.

Interfund Receivables and Payables - During the course of operations, certain transactions occur between individual funds. The resulting receivables and payables are classified on the balance sheet as *interfund receivables* and *interfund payables*. Any residual balances outstanding between the governmental activities and business-type activities are reported in the government- wide financial statements as *internal balances*.

Prepaid Items - Certain payments to vendors reflect costs applicable to future accounting periods and are reported as prepaid items in both the government-wide and fund financial statements. Expenditures/expenses are recorded when the service underlying the prepaid item is provided (consumption method).

Capital Assets - Capital assets, which include land, buildings, equipment, and all infrastructure owned by the Town, are reported in the applicable governmental or business-type activities columns in the government-wide financial statements and the proprietary funds in the fund financial statements. Capital assets are defined by the Town as assets with an initial, individual cost of $5,000 or more and an estimated useful life in excess of one year. Such assets are recorded at acquisition cost or estimated acquisition cost, if purchased or constructed. Donated Capital assets are recorded at acquisition value at the date of donation. The costs of normal maintenance and repairs that do not add to the value of the assets or materially extend asset lives are not capitalized.

Capital assets of the Town are depreciated/amortized using the straight-line method over the following estimated useful lives.

Buildings and Improvements	5 - 40 years
Infrastructure	15 - 50 years
Water, Sewer and Storm Drainage Plants and Systems	5 - 40 years
Machinery and Equipment	3 - 50 years
Lease Assets	5 - 40 years

Compensated Absences - Employees of the Town are allowed to accumulate unused vacation and sick time depending on length of employment. Upon termination of employment from the Town, an employee will be compensated for all accrued vacation time at their current rate of pay. The liability for compensated absences reported in the government-wide consists of leave that has not been used that is attributable to services already rendered, accumulates and is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. The liability also includes amounts for leave that has been used for time off but has not yet been paid in cash or settled through noncash means and certain other types of leave.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Leases - The Town determines if an arrangement is a lease at inception. Leases are included in capital assets and lease liabilities in the statement of net position. Lease assets represent the Town's control of the right to use an underlying asset for the lease term, as specified in the contract, in an exchange or exchange-like transaction. Lease assets are recognized at the commencement date based on the initial measurement of the lease liability, plus any payment made to the lessor at or before the commencement of the lease term and certain direct costs. Lease assets are amortized in a systematic and rational manner over the shorter of the lease term or the useful life of the underlying asset. Lease liabilities represent the Town's obligation to make lease payments arising from the lease. Lease liabilities are recognized at the commencement date based on the present value of expected lease payments over the lease term, less any lease incentives. Interest expense is recognized ratably over the contract term. The lease term may include options to extend or terminate the lease when it is reasonably certain that the Town will exercise that option. Lease receivables represent the present value of future lease payments where the Town is the lessor. Interest income is recognized by the Town as revenue ratably over the contract term. Lease revenue is recognized by the Town through amortization of a deferred inflow of resources in a systematic and rational manner over the lease term. The Town has elected to recognize payments for short-term leases with a lease term of 12 months or less as expenses are incurred, and these leases are not included as lease liabilities or right-to-use lease assets on the statement of net position. For individual lease contracts where information about the discount rate implicit in the lease is not included, the Town has elected to use the incremental borrowing rate to calculate the present value of expected lease payments.

Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources and Net Position/Fund Balances (Continued)

Long-Term Debt – Long-term debt and other long-term obligations are reported as liabilities in the government-wide and proprietary financial statements. Debt premiums, discounts and accounting losses resulting from debt refunding's are deferred and amortized over the life of the debt using the effective interest rate method. In the governmental fund financial statements, the face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts are reported as other financing uses. Debt issuance costs, whether or not withheld from the debt proceeds, are reported as debt service expenditures/expenses.

Deferred Outflows and Inflows of Resources – In addition to assets and liabilities, the statement of financial position will sometimes report separate sections for deferred outflows of resources and deferred inflows of resources. A deferred outflow of resources represents a consumption of net assets that applies to future period, and a deferred inflow of resources represents an acquisition of net assets that applies to future periods. Deferred inflows of resources consist of property taxes earned, but levied for collection in the subsequent fiscal year. Deferred inflows of resources related to leases are reported on both government-wide and governmental funds.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources and Net Position/Fund Balances (Continued)

Fund Balances – Fund balances of governmental funds are reported in various categories, based primarily on the extent to which the Town is bound to observe constraints imposed upon the use of the resources for specific purposes.

The nonspendable fund balance category includes amounts that cannot be spent because they are not in spendable form, or are legally or contractually required to be maintained intact.

Restricted fund balances are amounts subject to externally enforceable legal restrictions. Such restrictions are typically imposed by parties such as creditors, grantors, contributors, other governments, or enabling legislation.

Committed fund balance includes amounts that can be used only for the specific purposes imposed by formal action through ordinance of the Town Council, and remains binding unless removed in the same manner.

Assigned fund balance classification are amounts intended to be used by the Town for specific purposes but do not meet the criteria to be classified as restricted or committed.

Unassigned fund balance is the residual classification for the general fund and includes all spendable amounts not contained in the other classifications. In other governmental funds, the unassigned classification is used only to report a deficit balance resulting from overspending for specific purposes for which amounts had been restricted, committed, or assigned.

Generally, the Town would first apply restricted, then committed, and then assigned resources prior to unassigned resources when an expenditure is incurred for purposes for which more than one of the classifications of fund balance is available.

Net Position – In the government-wide financial statements, net position is restricted when constraints placed on the use of resources are externally imposed. If both restricted and unrestricted net position is available for a specific purpose, the Town uses restricted amounts first followed by unrestricted.

Use of Estimates – The preparation of the financial statements, in conformity with accounting principles generally accepted in the United States, requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results may differ from those estimates.

NOTE 2 CASH AND INVESTMENTS

A summary of cash and investments at December 31, 2025 as follows:

Petty Cash	$ 814
Cash Deposits	5,660,630
Investments	52,437,370
Total	$ 58,098,814

Cash and investments are reported in the financial statements as follows:

Cash and Investments	$ 58,098,814
Total	$ 58,098,814

Cash Deposits

The Colorado Public Deposit Protection Act (PDPA) requires all local government entities to deposit cash in eligible public depositories with eligibility determined by state regulators. Amounts on deposit in excess of federal insurance levels must be collateralized. The eligible collateral is determined by the PDPA. The PDPA allows the institution to create a single collateral pool for all public funds. The pool is to be maintained by another institution or held in trust for all the uninsured public deposits as a group. The fair value of the collateral must be at least equal to 102% of the aggregate uninsured deposits. The carrying amount of the Town's cash on December 31, 2025 was $5,660,630.

Investments

The Town is required to comply with State statutes which specify investments meeting defined rating, maturity, and concentration risk criteria in which the Town may invest, which include the following. Custodial risk is not addressed by State statutes.

- Obligations of the United States and certain U.S. Agency securities and the World Bank
- Certain international agency securities
- General obligation and revenue bonds of U.S. local government entities
- Bankers' acceptances of certain banks
- Commercial paper
- Local government investment pools
- Written repurchase agreements collateralized by certain authorized securities
- Certain money market funds
- Guaranteed investment contracts (GICs)

NOTE 2 CASH AND INVESTMENTS (CONTINUED)

At December 31, 2025, the Town had the following investments:

	S&P Rating	Moody Rating	Fair Value	Less than 1 Year	1 to 5 Years
US Instrumentality					
Local Government					
Investment Pools	N/A	AAAm	$ 35,183,327	$ 35,183,327	$ -
FHLB	AA+	Aaa	2,156,330	1,607,221	549,109
Federal Farm Credit	AA+	Aaa	1,914,837	1,353,389	561,448
FANNIE MAE	AA+	Aaa	522,587	522,587	-
Freddie Mac	AA+	Aaa	488,498	488,498	-
U.S. Treasuries	N/A	N/A	12,171,791	1,739,067	10,432,724
Total			$ 52,437,370	$ 40,894,089	$ 11,543,281

Interest Rate Risk - State statutes generally limit the maturity of investment securities to five years from the date of purchase, unless the governing board authorizes the investment for a period in excess of five years.

Credit Risk - State statutes limit certain investments to those with specified ratings from nationally recognized statistical rating organizations, depending on the type of investment.

Concentration of Credit Risk - State statutes do not limit the amount the Town may invest in a single issuer of investment securities, except for corporate securities. At December 31, 2025, the Town's investments in the Federal Home Loan Bank, and Federal Farm Credit, represented 7% and 6%, respectively, of the Town's total investments.

Local Government Investment Pools - At December 31, 2025, the Town had $20,234,999, $1,225,772 and $13,722,556 invested in the Colorado Local Government Liquid Asset Trust (Colotrust), the Colorado Surplus Asset Fund Trust (CSAFE) and the Colorado Statewide Investment Pool (CSIP), respectively. The pools are investment vehicles established for local government entities in Colorado to pool surplus funds. The Colorado Division of Securities administers and enforces the requirements of creating and operating the pools. The pools operate in conformity with the Securities and Exchange Commission's Rule 2a-7. The pools operate similar to money market funds and each share is valued at $1.00 and the funds are rated AAAm by Standard and Poor's. Investments of the funds are limited to those allowed by State statutes. Designed custodial banks provide safekeeping and depository services to these funds in connection with the funds' direct investment and withdrawal functions. The custodians' internal records identify investments owned by the funds.

NOTE 2 CASH AND INVESTMENTS (CONTINUED)

Fair Value Measurements - The Town categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value measurements must maximize the use of observable inputs and minimize the use of unobservable inputs. There is a hierarchy of three levels of inputs that may be used to measure fair value, as follows:

Level 1: Quoted prices in active markets for an identical asset or liability that a government can access at the measurement date.

Level 2: Inputs other than quoted prices included within Level 1 that are observable for an asset or liability, either directly or indirectly. Level 2 inputs include quoted prices for similar assets or liabilities, quoted prices for identical or similar assets or liabilities in markets that are not active, or other inputs that are observable or can be corroborated by observable market data for substantially the full term of the assets or liabilities.

Level 3: Unobservable inputs for an asset or liability.

At December 31, 2025, the Town's investments were measured, as follows:

	Level 1	Level 2	Level 3	Total
US Treasury Notes	$ 12,171,791	$ -	$ -	$ 12,171,791
U.S Agency Bonds	-	5,082,252	-	5,082,252
	$ 12,171,791	$ 5,082,252	$ -	$ 17,254,043

The Town's investment in Colotrust Plus and CSAFE is measured at net asset value, equal to $1.00 per share. There are no unfunded commitments, the redemption date frequency is daily, and there is no redemption notice period. The Town's investment in CSIP Liquid Portfolio is valued at amortized cost.

NOTE 3 INTERFUND BALANCES AND TRANSACTIONS

During the year ended December 31, 2025, the General Fund transferred $3,350,000 to the Capital Improvement Program Fund to finance street improvements Also, $934,608 was transferred from the nonmajor fund (Marshall Fire) to the Capital Improvement Fund to finance capital improvements.

NOTE 4 LESSOR RECEIVABLES

Lease receivables are included within accounts receivable for financial reporting. The Town leases various property sites to third parties for the placement of antenna facilities under the terms of long-term noncancellable lease agreements which are reported within the General and Open Space Funds. The leases expire by October 10, 2042.

Year Ending December 31,	Principal	Interest	Total
2026	$ 27,572	$ 15,868	$ 43,440
2027	28,971	15,009	43,980
2028	31,518	14,082	45,600
2029	32,503	13,097	45,600
2030	34,850	12,070	46,920
2031 - 2035	175,390	43,655	219,045
2036 - 2040	166,750	17,614	184,364
2040 - 2042	37,385	941	38,326
Total	$ 534,939	$ 132,336	$ 667,275

NOTE 5 CAPITAL ASSETS

Capital asset activity for the year ended December 31, 2025, is summarized below:

	Balance at December 31, 2024	Additions	Deletions	Transfers	Balance at December 31, 2025
Governmental Activities					
Capital Assets, *Not Being Depreciated*					
Land	$ 45,225,891	$ 553,171	$ -	$ -	$ 45,779,062
Artwork	837,045	-	-	-	837,045
Construction in Progress	2,763,026	2,167,127	-	(2,378,300)	2,551,853
Total Capital Assets, *Not Being Depreciated*	48,825,962	2,720,298	-	(2,378,300)	49,167,960
Capital Assets, *Being Depreciated* /Amortized					
Buildings and Improvements	42,141,599	3,788,432	-	2,378,300	48,308,331
Infrastructure	103,458,856	6,323,326	-	-	109,782,182
Office Equipment	485,373	-	-	-	485,373
Lease Asset - Office Space	524,241	-	-	-	524,241
Vehicles	1,245,840	85,154	(185,203)	-	1,145,791
Parks and Equipment	475,093	74,474	-	-	549,567
Public Works Equipment	1,166,904	90,998	-	-	1,257,902
Total Capital Assets, *Being* Depreciated/Amortized	149,497,906	10,362,384	(185,203)	2,378,300	162,053,387
Less Accumulated Depreciation/Amortization					
Buildings and Improvements	(19,063,908)	(1,389,938)	-	-	(20,453,846)
Infrastructure	(55,690,470)	(3,791,161)	-	-	(59,481,631)
Office Equipment	(330,161)	(38,051)	-	-	(368,212)
Lease	(374,457)	(124,819)	-	-	(499,276)
Vehicles	(607,018)	(127,683)	163,219	-	(571,482)
Parks and Equipment	(541,315)	(63,741)	-	-	(605,056)
Public Works Equipment	(302,214)	(20,333)	-	-	(322,547)
Total Accumulated Depreciation	(76,909,543)	(5,555,726)	163,219	-	(82,302,050)
Capital Assets, Net of *Depreciation* /Amortization	72,588,363	4,806,658	(21,984)	2,378,300	79,751,337

NOTE 5 CAPITAL ASSETS (CONTINUED)

	Balance at December 31, 2024	Additions	Deletions	Transfers	Balance at December 31, 2025
Business-Type Activities					
Capital Assets, *Not Being Depreciated*					
Water Rights	$ 36,969,065	$ -	$ -	$ -	$ 36,969,065
Land and Easements	2,046,226	-	-	-	2,046,226
Construction in Progress	9,694,580	2,089,137	-	(1,573,142)	10,210,575
Total Capital Assets, *Not Being Depreciated*	48,709,871	2,089,137	-	(1,573,142)	49,225,866
Capital Assets, *Being Depreciated*					
Water System	48,619,963	313,860	-	-	48,933,823
Sewer System	37,018,708	3,520,346	-	1,573,142	42,112,196
Storm Drainage System	23,512,800	351,315	-	-	23,864,115
Equipment	2,434,737	407,892	(144,700)	-	2,697,929
Total Capital Assets, *Being Depreciated*	111,586,208	4,593,413	(144,700)	1,573,142	117,608,063
Less Accumulated Depreciation					
Water System	(24,731,367)	(1,421,535)	-	-	(26,152,902)
Sewer System	(14,290,631)	(1,180,126)	-	-	(15,470,757)
Storm Drainage System	(9,463,915)	(608,900)	-	-	(10,072,815)
Equipment	(1,649,078)	(8,657)	144,700	-	(1,513,035)
Total Accumulated Depreciation	(50,134,991)	(3,219,218)	144,700	-	(53,209,509)
Capital Assets, *Net of Depreciation*	61,451,217	1,374,195	-	1,573,142	64,398,554
Total Business-Type Activities Capital Assets	$ 110,161,088	$ 3,463,332	$ -	$ -	$ 113,624,420

Depreciation expense charged to functions of the Town, as follows:

Governmental Activities	
General Government	$ 212,529
Public Safety	11,141
Parks, Recreation, and Open Space	1,354,070
Public Works	3,977,986
Total Depreciation by Function	$ 5,555,726
Business Type Activities	
Water Fund	$ 1,421,535
Sewer Fund	1,180,126
Storm Drainage Fund	608,900
Town Sewer Fund	8,657
Total Depreciation by Function	$ 3,219,218

NOTE 6 LONG-TERM DEBT

Governmental Activities

Following is a summary of long-term debt transactions of the governmental activities for the year ended December 31, 2025:

	Balance at December 31, 2024	Additions	Deletions	Balance at December 31, 2025	Due Within One Year
Compensated Absences	$ 731,376	$ 139,568	$ -	$ 870,944	$ 7,965
2016 Open Space Refunding Loan	770,000	-	(380,000)	390,000	390,000
Community Center Certificates of Participation	3,290,000	-	(295,000)	2,995,000	300,000
Community Center Certificates of Participation	2,395,000	-	(215,000)	2,180,000	220,000
2020 Open Space Bonds	5,325,000	-	-	5,325,000	-
2025 CIP Bonds	-	16,925,000	(490,000)	16,435,000	370,000
Lease Payable	172,969	-	(137,665)	35,304	35,304
Bond Premium	847,372	643,400	(106,810)	1,383,962	128,508
Total	$ 13,531,717	$ 17,707,968	$ (1,624,475)	$ 29,615,210	$ 1,451,777

In April, 2015, the Town entered into a loan agreement with UMB Bank in the amount of $3,550,000. Loan proceeds were used to refund the outstanding Sales and Use Tax Revenue Bonds, Series 2006, originally issued to acquire and/or preserve open space. Interest accrues on the outstanding balance of the loan at 2.15% per annum and is payable semi-annually on June 1 and December 1, beginning December 1, 2016. Principal payments are due annually on June 1, through 2026. No events of default.

In November 18, 2019, the Town issued certificates of participation and entered into a lease purchase agreement with UMB Bank in the amount of $4,125,000. The net proceeds will be used to: (a) reimburse the Town for the costs of acquiring a parcel of land and a building; (b) pay the costs of the lease financing; and (c) pay two years of capitalized interest on the Certificates. Base rental payments are due and payable semi-annually on April 15 and December 15 starting in April 2020. Principal payments are due annually starting on October 15, 2022 and run through October 15, 2034. As of December 31, 2025, the net book value of the assets acquired was $3,518,105. In the event of a default, the Town shall vacate the leased property.

NOTE 6 LONG-TERM DEBT (CONTINUED)

Governmental Activities (Continued)

In May 2020, the Town issued certificates of participation and entered into a lease purchase agreement with UMB Bank in the amount of $3,000,000. The net proceeds will be used for Community Center building improvements at 1500 Coalton Road. Principal payments are due annually starting on November 1, 2022 and run through November 1, 2034. As of December 31, 2025, the net book value of the assets acquired was $3,203,908. In the event of a default, the Town shall vacate the leased property.

In June 3, 2020, the Town issued Open Space Sales and Use Tax Revenue Bonds to acquire and improve Open Space in the amount of $5,325,000. The bonds are payable from revenue generated by the pledged 0.3% open space sales and use tax currently imposed by the Town. The bonds mature annually beginning in 2027 with final payment in 2040. Interest of 3.13% is payable semiannually on June 1 and December 1 starting June 1, 2020.

In April 2021, the Town entered into a lease agreement for a building. The term of the original agreement was for 60 months. During 2022 the Town amended the lease and expanded the leased premise to include additional square feet. The amendment did not extend the term of the lease and it will expire on March 31, 2026. The lease includes proportionate share of operating costs associated that include common operating costs, second floor operating costs, and second floor utilities (variable payments). The variable payments incurred during 2025 were $137,665.

In June 2025, the Town issued Capital Project Sales and Use Tax Revenue Bonds to finance certain capital projects in the amount of $16,925,000. The bonds are payable from revenue generated by the pledged 0.315% capital improvement sales and use tax currently imposed by the Town. The bonds mature annually beginning in 2025 with final payment in 2049. Interest of 5.00% is payable semiannually on June 1 and December 1 starting December 1, 2025.

The change in the compensated absence liability is presented as a net change.

Future debt service payments for all outstanding governmental activities bonds, leases and notes are as follows.

Year Ended December 31,	Principal	Interest	Total
2026	$ 1,315,304	$ 1,230,313	$ 2,545,617
2027	1,190,000	1,187,662	2,377,662
2028	1,235,000	1,140,948	2,375,948
2029	1,285,000	1,092,230	2,377,230
2030	1,335,000	1,087,990	2,422,990
2031-2035	6,865,000	4,329,065	11,194,065
2036-2040	5,650,000	5,306,750	10,956,750
2041-2045	4,240,000	1,745,426	5,985,426
2046-2049	4,245,000	543,500	4,788,500
Total	$ 27,360,304	$ 17,663,884	$ 45,024,188

NOTE 6 LONG-TERM DEBT (CONTINUED)

Business-Type Activities

Following are the changes in long-term debt of the business-type activities for the year ended December 31, 2025:

	Balance at December 31, 2024	Additions	Deletions	Balance at December 31, 2025	Due Within One Year
(Private Placement Debt)					
2015 Revenue Refunding Loan	$ 6,710,000	$ -	$ (6,710,000)	$ -	$ -
2020 Colorado Water Resources and Power Development Authority	6,023,074	-	(200,960)	5,822,114	204,223
Bond Premium	169,663	-	(11,557)	158,106	11,042
Total	$ 12,902,737	$ -	$ (6,922,517)	$ 5,980,220	$ 215,265

In December 2015, SMD No. 1 entered into a loan agreement with UMB Bank in the amount of $19,850,000. Loan proceeds were used to refund the outstanding Special Revenue Refunding Bonds, Series 2006. Interest accrues on the outstanding balance of the loan at 1.95% per annum. Interest payments are due semi-annually in June and December. Principal payments are due annually in December, through 2025. The loan is payable solely from the operating revenues of SMD No. 1 after deducting operations and maintenance expenses, and certain sales and use taxes imposed by the Town (See Note 7). During the year ended December 31, 2025, net operating revenues of $8,296,364 and taxes of $7,707,627 were available to pay annual debt service of $1,736,558. In the event of default, the Loan shall bear interest at the Default Rate. This loan was paid off in 2025.

In May 2020, SMD No. 1 entered into a loan agreement with Colorado Water Resources and Power Development Authority in the amount of $6,819,320. Loan proceeds were used to finance the costs of wastewater treatment facilities, and to use moneys on deposit in the Water Pollution Control Revolving Fund to assist such public entities in connection with the financing of such facilities. Interest accrues on the outstanding balance of the loan at 1.60% per annum. Interest payments are due semi-annually in February and August. Principal payments are due annually in August, through 2049.

NOTE 6 LONG-TERM DEBT (CONTINUED)

Business-Type Activities

Future debt service requirements are as follows.

Year Ended December 31,	Principal	Interest	Total
2026	$ 204,223	$ 96,201	$ 300,424
2027	209,758	91,701	301,459
2028	214,438	87,201	301,639
2029	215,744	82,951	298,695
2030	221,840	78,951	300,791
2031-2035	1,145,808	349,555	1,495,363
2036-2040	1,190,128	309,796	1,499,924
2041-2045	1,282,928	217,357	1,500,285
2046-2049	1,137,247	63,801	1,201,048
Total	$ 5,822,114	$ 1,377,514	$ 7,199,628

NOTE 7 REVENUE SHARING

The Town and its component units (SMD No. 1 and SURA) have entered into various intergovernmental agreements regarding the sharing of sales and use tax revenues. Sales and use taxes are collected from within the Superior Marketplace urban renewal area by SURA, then transferred to the Town in accordance with the revenue sharing agreements.

NOTE 8 PENSION PLAN

The Town has adopted a 401(a)-money purchase pension plan for its employees. Full-time, permanent employees are eligible to participate in the Plan. The Town Council is authorized to amend the Plan provisions, and determines the contributions made by the Town, currently 15% of eligible salaries. The Town does not contribute to social security on behalf of its full-time employees. Contributions are made by the Town directly to each eligible employee's retirement account and vest immediately. No voluntary contributions are allowed. Each employee selects their investments, and no Plan administration is performed by the Town other than transmitting contributions to the identified employee accounts. The American International Group, Inc., provides administration for the Plan and assists employees with their self-directed investments.

During the years ended December 31, 2025 and December 31, 2024, the Town's pension expense was $752,813 and $703,311, respectively, to the Plan, equal to the required contributions.

NOTE 9 RISK-RELATED ACTIVITIES

The Town is exposed to various risks of loss related to torts; theft of, damage to, or destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Town has purchased commercial insurance for these risks of loss. Settlements have not exceeded insurance coverage in the past three years.

NOTE 10 COMMITMENTS AND CONTINGENCIES

TABOR Amendment

In November 1992, Colorado voters passed the TABOR Amendment to the State Constitution which limits state and local government taxing powers and imposes spending limitations. The Town is subject to the TABOR Amendment. Fiscal year 1992 provides the basis for limits in future years, to which may be applied allowable increases for inflation and property valuation. Revenue received in excess of the limitations may be required to be refunded unless the Town's electorate vote to retain the revenue. The TABOR Amendment is subject to many interpretations, but the Town believes it is in substantial compliance with the Amendment.

In November of 1999, the citizens of SMD No. 1 approved a ballot question which authorized the District to collect, retain and spend, as a voter-approved revenue change, all amounts from any revenue sources (except for ad valorem taxes) and removed all restrictions on spending, revenue-raising, or other limitations contained in the TABOR Amendment without limiting in any year the amount of other revenues that may be collected and spent by the District.

In November of 2000, the citizens of the Town approved a ballot question that approved earmarking any revenues above the TABOR Amendment limits to public safety, parks and recreational facilities, municipal services, interchange and multi-modal transportation, and other public improvements.

In November of 2003, the citizens of the Town approved a ballot question which authorized the Town, upon the dissolution of SMD No. 2 and SMD No. 3, to collect an ad valorem mill levy up to 9.4 mills, and the investment income collected thereon, to be used for the Town's operations, maintenance, and other related expenses without regard to the limitations of the TABOR Amendment.

The Town has established an emergency reserve representing 3% of qualifying expenditures, as required by the Amendment. At December 31, 2025, the emergency reserve of $1,294,500 was reported as restricted fund balance of $1,269,000 in the General Fund and $25,500 in the SMID Capital Projects Fund.

NOTE 10 COMMITMENTS AND CONTINGENCIES (CONTINUED)

Development Agreement

The Town has entered into an agreement with the developer of the Downtown Superior area. In accordance with the agreement, the developer has agreed to construct and install certain public improvements. In exchange, the Town will rebate 30% of the building permit and plan check fees and all building use taxes paid for the first five years of the development and 50% of the building use taxes thereafter. For the year ended December 31, 2025, the Town rebated use taxes and building permit and plan check fees of $452,048 under this agreement.

Litigation

From time to time, the Town is involved in various litigation. Management believes the outcome of any litigation will not have a significant impact on the Town's financial position.

NOTE 11 ADJUSTMENTS TO BEGINNING BALANCES

Change in Fund Presentation from Major to Nonmajor

Open space had previously met the criteria to be reported as a major governmental fund. However, effective January 1, 2025, the fund no longer met the criteria to be reported as a major fund and is reported as a nonmajor governmental fund for the year ended December 31, 2025. The effect of that change to or within the financial reporting entity is shown in the table below.

	Funds	
	Open Space	Nonmajor Governmental Funds
December 31, 2024, As Previously Reported	$ 465,590	$ 2,736,336
Change in Fund Presentation from Major to Nonmajor	(465,590)	465,590
January 1, 2025, Beginning of Year, As Adjusted	$ -	$ 3,201,926

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REQUIRED SUPPLEMENTARY INFORMATION

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
YEAR ENDED DECEMBER 31, 2025

	Orginal Budget	Final Budget	Actual	Variance Positive (Negative)
REVENUES				
Taxes				
Property Taxes	$ 3,977,804	$ 3,977,804	$ 4,308,049	$ 330,245
Specific Ownership Taxes	210,000	210,000	215,278	5,278
Sales and Use Taxes	14,428,779	14,428,779	15,446,957	1,018,178
Public Service Franchise	400,000	400,000	439,303	39,303
Cable Television Franchise	115,000	115,000	114,445	(555)
Total Taxes	19,131,583	19,131,583	20,524,032	1,392,449
Licenses and Permits				
Building Permits	1,250,000	1,250,000	1,639,207	389,207
Other Permits and Licenses	21,000	21,000	108,982	87,982
Total Licenses and Permits	1,271,000	1,271,000	1,748,189	477,189
Intergovernmental				
Auto Registration	36,000	36,000	36,075	75
Highway Users Tax	305,000	305,000	365,684	60,684
Road and Bridge	20,000	20,000	24,979	4,979
Grants	20,000	20,000	989,702	969,702
Cigarette Taxes	25,000	25,000	17,042	(7,958)
Total Intergovernmental	406,000	406,000	1,433,482	1,027,482
Charges for Services				
Development Review Fees	2,500	2,500	7,641	5,141
Other Charges for Services	1,748,987	1,748,987	1,701,558	(47,429)
Total Charges for Services	1,751,487	1,751,487	1,709,199	(42,288)
Court Fines and Forfeitures	150,000	150,000	187,104	37,104
Investment Income	352,000	352,000	505,376	153,376
Other	459,500	459,500	422,683	(36,817)
Total Revenues	$ 23,521,570	$ 23,521,570	$ 26,530,065	$ 3,008,495

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
YEAR ENDED DECEMBER 31, 2025
(CONTINUED)

	Orginal Budget	Final Budget	Actual	Variance Positive (Negative)
EXPENDITURES				
Legislative	$ 154,567	$ 154,567	$ 164,052	$ (9,485)
Judicial	149,618	149,618	122,715	26,903
Clerk	193,715	218,715	219,797	(1,082)
Administration	2,630,930	2,680,930	2,641,299	39,631
Finance	668,645	668,645	613,733	54,912
Communications	728,128	728,128	680,684	47,444
Library	417,000	452,000	452,048	(48)
Professional Services	920,000	920,000	629,628	290,372
Miscellaneous	3,024,900	3,574,900	2,364,773	1,210,127
Public Safety	3,086,890	3,086,890	3,085,362	1,528
Building Inspections	1,209,143	1,209,143	1,329,296	(120,153)
Parks, Recreation, and Open Space	4,741,114	4,791,114	4,605,083	186,031
Public Works	3,060,083	3,060,083	2,712,306	347,777
Debt Service	659,399	659,399	797,064	(137,665)
Total Expenditures	21,644,132	22,354,132	20,417,840	1,936,292
Revenues Over (Under) Expenditures	1,877,438	1,167,438	6,112,225	4,944,787
Other Financing Sources (Uses)				
Transfers Out	(3,050,000)	(3,350,000)	(3,350,000)	-
NET CHANGE IN FUND BALANCE	(1,172,562)	(2,182,562)	2,762,225	4,944,787
Fund Balance - Beginning of Year	8,798,603	9,370,648	9,370,648	-
FUND BALANCE - END OF YEAR	$ 7,626,041	$ 7,188,086	$ 12,132,873	$ 4,944,787

See the accompanying Independent Auditors' Report.

NOTE 1 STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY

Budgets

Budgets are legally adopted for all funds of the Town except the Original Town Sewer Fund, which has no operations other than depreciation expense. Budgets for the governmental funds are adopted on a basis consistent with generally accepted accounting principles (GAAP) except for the Capital Improvement Fund and Open Space Fund which are presented on a non-GAAP budgetary basis and certain interfund transactions that are reported as revenues and expenditures on the budgetary basis but not the GAAP basis of accounting. Budgetary comparisons for the enterprise funds are presented on a non-GAAP budgetary basis, whereby capital outlay and debt principal are budgeted as expenditures and depreciation and amortization are not budgeted.

The Town adheres to the following procedures to establish the budgetary information reflected in the financial statements:

- By October 15th, management submits to the Town Council a proposed budget for the fiscal year commencing the following January 1st. The budget includes proposed expenditures and the means of financing them.
- Public hearings are conducted by the Town Council to obtain taxpayer comments.
- Prior to December 31st, the budget is adopted by formal resolution.
- Expenditures may not legally exceed appropriations at the fund level. Revisions that alter the total expenditures of any fund must be approved by the Town Council.
- All appropriations lapse at the end of each fiscal year.

See the accompanying Independent Auditors' Report.

COMBINING AND INDIVIDUAL FUND STATEMENTS AND SCHEDULES

NONMAJOR GOVERNMENTAL FUNDS

Special Revenue Funds

Special revenue funds are used to account for specific revenues that are legally restricted to expenditure for particular purposes.

Conservation Trust Fund - *This fund is used to account for Conservation Trust Fund (Colorado lottery) monies received by the Town for park and recreation purposes.*

Waste Collection Fund - *This fund is used to account for fees charged to residents of Original Town, Sagamore, Ridge, Calmante and Downtown Superior subdivisions for contracted waste collection within these areas.*

Class One Landscape Fund - *This fund is used to account for monthly fees charged on residential property within Town, except Original Town, for enhanced landscape maintenance within these areas.*

Open Space Fund - *This fund accounts for sales and use tax monies legally restricted to open space creation, enhancement, or maintenance.*

Marshall Fire Recovery Fund - *This fund is used to account for proceeds from the Town's 0.16% sales and use tax devoted to Marshall Fire Recovery.*

Debt Service Funds

Debt service funds are used to account for the acquisition and construction of major capital facilities other than those financed by proprietary funds and trust funds.

Open Space Debt Service Fund - *This fund is used to account for sales and use tax revenues collected and utilized to retire tax revenue bonds issued by the Town.*

2025 CIP Debt Service Fund - *This fund is used to account for sales and use tax revenues collected and utilized to retire tax revenue bonds issued by the Town.*

Capital Project Funds

Capital project funds are used to account for the acquisition and construction major capital assets.

SMID Capital Fund - *This fund is used to account for revenues collected and utilized for SMID capital projects.*

TOWN OF SUPERIOR
COMBINING BALANCE SHEET
NONMAJOR GOVERNMENTAL FUNDS
DECEMBER 31, 2025

	Conservation Trust	Waste Collection	Class One Landscape	Open Space
ASSETS				
Cash and Investments	$ 223,336	$ 33,423	$ 215,317	$ 772,274
Accounts Receivable	-	59,916	304,159	362,552
Taxes Receivable	-	-	-	22,769
Prepaid Expenses	-	-	-	-
Total Assets	$ 223,336	$ 93,339	$ 519,476	$ 1,157,595
LIABILITIES				
Accounts Payable	$ -	$ 33,423	$ 17,812	$ 89,532
Interfund Payables	-	20,901	-	-
Total Liabilities	-	54,324	17,812	89,532
DEFERRED INFLOWS OF RESOURCES				
Leases	-	-	-	88,168
Property Taxes	-	-	-	-
	-	-	-	88,168
FUND BALANCES				
Nonspendable	-	-	-	-
Restricted For				
Parks and Open Space	223,336	-	-	979,895
Capital Projects	-	-	-	-
Debt Service	-	-	-	-
Emergencies	-	-	-	-
Committed to				
Landscape Maintenance	-	-	501,664	-
Disposal Services	-	39,015	-	-
Total Fund Balances	223,336	39,015	501,664	979,895
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	$ 223,336	$ 93,339	$ 519,476	$ 1,157,595

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
COMBINING BALANCE SHEET
NONMAJOR GOVERNMENTAL FUNDS
DECEMBER 31, 2025
(CONTINUED)

Open Space Debt Service	2025 CIP Debt Service	SMID Capital	Marshall Fire Recovery	Totals
$ 133,800	$ 654,197	$ 1,785,598	$ -	$ 3,817,945
-	282,470	39,160	143,477	1,191,734
-	-	660,803	-	683,572
-	-	250	-	250
$ 133,800	$ 936,667	$ 2,485,811	$ 143,477	$ 5,693,501
$ -	$ -	$ 91,289	$ -	$ 232,056
-	-	-	143,477	164,378
-	-	91,289	143,477	396,434
-	-	-	-	88,168
-	-	660,861	-	660,861
-	-	660,861		749,029
-	-	250	-	250
133,800	-	-	-	1,337,031
-	-	1,707,911	-	1,707,911
-	936,667	-	-	936,667
-	-	25,500	-	25,500
-	-	-	-	501,664
-	-	-	-	39,015
133,800	936,667	1,733,661	-	4,548,038
$ 133,800	$ 936,667	$ 2,485,811	$ 143,477	$ 5,693,501

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
COMBINING STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
NONMAJOR GOVERNMENTAL FUNDS
FOR THE YEAR ENDED DECEMBER 31, 2025

	Conservation Trust	Waste Collection	Class One Landscape	Open Space
REVENUES				
Taxes	$ -	$ -	$ -	$ 1,056,329
Intergovernmental	150,782	-	469	150,257
Charges for Services	-	353,771	2,214,737	-
Investment Income	10,395	-	12,855	22,621
Other	-	-	10,834	22,210
Total Revenues	161,177	353,771	2,238,895	1,251,417
EXPENDITURES				
Current				
General Government	-	355,675	-	-
Parks, Recreation, and Open Space	160,274	-	2,141,729	737,112
Public Works	-	-	-	-
Capital Outlay	-	-	-	-
Bank Fees	-	-	-	-
Debt Service				
Principal	-	-	-	-
Debt Issuance Cost	-	-	-	-
Interest and Fiscal Charges	-	-	-	-
Total Expenditures	160,274	355,675	2,141,729	737,112
Revenues Over (Under) Expenditures	903	(1,904)	97,166	514,305
Other Financing Sources (Uses)				
Bond Premium	-	-	-	-
Sale of Assets	-	-	19,990	-
Transfers Out	-	-	-	-
Total Other Financing Uses	-	-	19,990	-
Net Change in Fund Balances	903	(1,904)	117,156	514,305
Fund Balances - Beginning of Year, As Originally Reported	222,433	40,919	384,508	-
Adjustment	-	-	-	465,590
Fund Balance - Beginning of Year, As Adjusted	222,433	40,919	384,508	465,590
FUND BALANCES - END OF YEAR	$ 223,336	$ 39,015	$ 501,664	$ 979,895
	-	-	-	-

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
COMBINING STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
NONMAJOR GOVERNMENTAL FUNDS
FOR THE YEAR ENDED DECEMBER 31, 2025
(CONTINUED)

Open Space Debt Service	2025 CIP Debt Service	SMID Capital	Marshall Fire Recovery	Totals
$ 660,000	$ 1,802,144	$ 703,031	$ 915,375	$ 5,136,879
-	-	124,501	-	426,009
-	-	-	-	2,568,508
5,000	24,924	99,437	19,233	194,465
-	-	-	-	33,044
665,000	1,827,068	926,969	934,608	8,358,905
-	-	200,754	-	556,429
-	-	234,759	-	3,273,874
-	-	163,286	-	163,286
-	-	555,065	-	555,065
400	-	-	-	400
380,000	490,000	-	-	870,000
-	317,300	-	-	317,300
278,720	400,104	-	-	678,824
659,120	1,207,404	1,153,864	-	6,415,178
5,880	619,664	(226,895)	934,608	1,943,727
-	317,003	-	-	317,003
-	-	-	-	19,990
-	-	-	(934,608)	(934,608)
-	317,003	-	(934,608)	(597,615)
5,880	936,667	(226,895)	-	1,346,112
127,920	-	1,960,556	-	2,736,336
-	-	-	-	465,590
127,920	-	1,960,556	-	3,201,926
$ 133,800	$ 936,667	$ 1,733,661	$ -	$ 4,548,038
-	-	-	-	-

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
SUPERIOR URBAN RENEWAL AUTHORITY DOWNTOWN SUPERIOR FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Original Budget	Final Budget	Actual	Variance Positive (Negative)
REVENUES				
Property Taxes	$ 6,765,000	$ 7,365,000	$ 7,124,776	$ (240,224)
Specific Ownership Taxes	81,000	81,000	82,304	1,304
Investment Income	1,000	1,000	449	(551)
Total Revenues	6,847,000	7,447,000	7,207,529	(239,471)
EXPENDITURES				
Current				
General Government	6,744,200	7,344,200	6,993,938	350,262
Administration	102,800	102,800	106,192	(3,392)
Total Expenditures	6,847,000	7,447,000	7,100,130	346,870
NET CHANGE IN FUND BALANCE	-	-	107,399	107,399
Fund Balance - Beginning of Year	8,813	8,813	8,813	-
FUND BALANCE - END OF YEAR	$ 8,813	$ 8,813	$ 116,212	$ 107,399

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
CAPITAL IMPROVEMENT PROGRAM FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Original Budget	Final Budget	Actual	Variance Positive (Negative)
REVENUES				
Sales and Use Tax	$ 1,595,298	$ 1,595,298	$ 1,716,329	$ 121,031
Charges for Services	76,000	76,000	17,880	(58,120)
Intergovernmental	2,019,565	2,019,565	3,057,761	1,038,196
Investment Income	9,000	9,000	52,174	43,174
Total Revenues	3,699,863	3,699,863	4,844,144	1,144,281
EXPENDITURES				
Current				
General Government	395,000	395,000	194,076	200,924
Parks, Recreation, and Open Space	700,000	995,000	564,216	430,784
Public Works	525,000	525,000	206,894	318,106
Capital Outlay	5,740,000	8,140,000	7,078,414	1,061,586
Total Expenditures	7,360,000	10,055,000	8,043,600	2,011,400
OTHER FINANCING SOURCES (USES)				
Sale of Assets	5,000	5,000	8,567	3,567
Transfers In	3,910,000	4,310,000	4,284,608	(25,392)
Total Other Financing Sources (Uses)	3,915,000	4,315,000	4,293,175	(21,825)
NET CHANGE IN FUND BALANCE, GAAP Basis	254,863	(2,040,137)	1,093,719	3,133,856
Fund Balance - Beginning of Year	231,097	1,976,890	1,976,890	-
FUND BALANCE - END OF YEAR	$ 485,960	$ (63,247)	$ 3,070,609	$ 3,133,856

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
2025 CAPITAL IMPROVEMENT PROJECT FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Original Budget	Final Budget	Actual	Variance Positive (Negative)
REVENUES				
Investment Income	$ -	$ -	$ 408,989	$ 408,989
Total Revenues	-	-	408,989	408,989
EXPENDITURES				
General Government				
Public Works	-	-	47,676	(47,676)
Capital Outlay	-	3,750,000	1,478,357	2,271,643
Total Expenditures	-	3,750,000	1,526,033	2,223,967
Revenues Over (Under) Expenditure	-	(3,750,000)	(1,117,044)	2,632,956
Other Financing Sources (Uses)				
Bond Proceeds and Premium	-	17,200,000	17,251,397	51,397
NET CHANGE IN FUND BALANCE	-	13,450,000	16,134,353	2,684,353
Fund Balance - Beginning of Year	-	-	-	-
FUND BALANCE - END OF YEAR	$ -	$ 13,450,000	$ 16,134,353	$ 2,684,353

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
CONSERVATION TRUST FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Final Budget	Actual	Variance Positive (Negative)
REVENUES			
Intergovernmental	$ 160,000	$ 150,782	$ (9,218)
Investment Income	3,500	10,395	6,895
Total Revenues	163,500	161,177	(2,323)
EXPENDITURES			
Current			
Parks, Recreation, and Open Space	330,000	160,274	169,726
Total Expenditures	330,000	160,274	169,726
NET CHANGE IN FUND BALANCE	(166,500)	903	167,403
Fund Balance - Beginning of Year	222,433	222,433	-
FUND BALANCE - END OF YEAR	$ 55,933	$ 223,336	$ 167,403

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
WASTE COLLECTION FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Final Budget	Actual	Variance Positive (Negative)
REVENUES			
Charges for Services	$ 370,000	$ 353,771	$ (16,229)
Total Revenues	370,000	353,771	(16,229)
EXPENDITURES			
Current			
General Government	370,000	355,675	14,325
Total Expenditures	370,000	355,675	14,325
NET CHANGE IN FUND BALANCE	-	(1,904)	(1,904)
Fund Balance - Beginning of Year	40,919	40,919	-
FUND BALANCE - END OF YEAR	$ 40,919	$ 39,015	$ (1,904)

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
CLASS ONE LANDSCAPE FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Final Budget	Actual	Variance Positive (Negative)
REVENUES			
Charges for Services	$ 2,173,771	$ 2,214,737	$ 40,966
Intergovernmental	-	469	469
Other	30,000	10,834	(19,166)
Investment Income	17,000	12,855	(4,145)
Total Revenues	2,220,771	2,238,895	18,124
EXPENDITURES			
Current			
Parks, Recreation, and Open Space	2,219,891	2,141,729	78,162
Total Expenditures	2,219,891	2,141,729	78,162
OTHER FINANCING SOURCES (USES)			
Sale of Assets	-	19,990	19,990
NET CHANGE IN FUND BALANCE	880	117,156	116,276
Fund Balance - Beginning of Year	384,508	384,508	-
FUND BALANCE - END OF YEAR	$ 385,388	$ 501,664	$ 116,276

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
OPEN SPACE FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Final Budget	Actual	Variance Positive (Negative)
REVENUES			
Sales and Use Tax	$ 935,298	$ 1,056,329	$ 121,031
Investment Income	2,000	22,621	20,621
Intergovernmental	-	150,257	150,257
Other	21,594	22,210	616
Total Revenues	958,892	1,251,417	292,525
EXPENDITURES			
Current			
Parks, Recreation, and Open Space	1,455,128	737,112	718,016
Total Expenditures	1,455,128	737,112	718,016
NET CHANGE IN FUND BALANCE, GAAP BASIS	(496,236)	514,305	1,010,541
Fund Balance - Beginning of Year	522,892	465,590	(57,302)
FUND BALANCE - END OF YEAR	$ 26,656	$ 979,895	$ 953,239

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
OPEN SPACE DEBT SERVICE FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Final Budget	Actual	Variance Positive (Negative)
REVENUES			
Sales and Use Taxes	$ 660,000	$ 660,000	$ -
Investment Income	5,000	5,000	-
Total Revenues	665,000	665,000	-
EXPENDITURES			
Current			
Bank Fees	1,000	400	600
Debt Service			
Principal	380,000	380,000	-
Interest and Fiscal Charges	278,720	278,720	-
Total Expenditures	659,720	659,120	600
NET CHANGE IN FUND BALANCE	5,280	5,880	600
Fund Balance - Beginning of Year	127,920	127,920	-
FUND BALANCE - END OF YEAR	$ 133,200	$ 133,800	$ 600

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
2025 CAPITAL IMPROVEMENT PROJECT DEBT SERVICE FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Final Budget	Actual	Variance Positive (Negative)
REVENUES			
Sales and Use Tax	$ 1,630,000	1,802,144	$ 172,144
Investment Income	-	24,924	24,924
Total Revenues	1,630,000	1,827,068	197,068
EXPENDITURES			
Current			
Debt Issuance Cost	332,000	317,003	14,997
Debt Service			
Principal	490,000	490,000	-
Interest and Fiscal Charges	400,401	400,401	-
Total Expenditures	1,222,401	1,207,404	14,997
NET CHANGE IN FUND BALANCE	407,599	619,664	212,065
Other Financing Sources (Uses)			
Bond Premium	330,000	317,003	(12,997)
Fund Balance - Beginning of Year	-	-	-
FUND BALANCE - END OF YEAR	$ 407,599	$ 936,667	$ 199,068

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
SUPERIOR MCCASLIN INTERCHANGE DISTRICT CAPITAL PROJECTS FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Final Budget	Actual	Variance Positive (Negative)
REVENUES			
Property Taxes	$ 654,000	$ 672,688	$ 18,688
Specific Ownership Taxes	34,000	30,343	(3,657)
Intergovernmental	536,696	124,501	(412,195)
Investment Income	73,000	99,437	26,437
Total Revenues	1,297,696	926,969	(370,727)
EXPENDITURES			
Current			
General Government	200,670	200,754	(84)
Parks, Recreation and Open Space	261,250	234,759	26,491
Public Works	2,093,400	163,286	1,930,114
Capital Outlay	-	555,065	(555,065)
Total Expenditures	2,555,320	1,153,864	1,401,456
NET CHANGE IN FUND BALANCE	(1,257,624)	(226,895)	1,030,729
Fund Balance - Beginning of Year	1,960,556	1,960,556	-
FUND BALANCE - END OF YEAR	$ 702,932	$ 1,733,661	$ 1,030,729

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
MARSHALL FIRE RECOVERY
FOR THE YEAR ENDED DECEMBER 31, 2025

	Final Budget	Actual	Variance Positive (Negative)
REVENUES			
Sales Taxes	$ 955,000	$ 915,375	$ (39,625)
Investment Income	5,000	19,233	14,233
Total Revenues	960,000	934,608	(25,392)
Other Financing Sources (Uses)			
Transfers Out	960,000	934,608	(25,392)
Total Other Financing Uses	960,000	934,608	(25,392)
NET CHANGE IN FUND BALANCE	-	-	-
Fund Balance - Beginning of Year	-	-	-
FUND BALANCE - END OF YEAR	$ -	$ -	$ -

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
SMD NO. 1 WATER FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Final Budget	Actual	Variance Positive (Negative)
REVENUES			
Charges for Services	$ 3,792,500	$ 3,712,888	$ (79,612)
Other	51,000	71,000	20,000
Investment Income	689,000	939,893	250,893
Intergovernmental	4,141,250	9,290	(4,131,960)
System Development Fees	2,525,000	2,754,840	229,840
Total Revenues	11,198,750	7,487,911	(3,710,839)
EXPENSES			
Operations	5,726,200	1,781,037	3,945,163
Administrative	645,605	624,470	21,135
Capital Outlay	2,997,500	2,380,071	617,429
Debt Principal	6,135,624	6,135,624	-
Debt Interest and Fiscal Charges	119,645	106,351	13,294
Total Expenses	15,624,574	11,027,553	4,597,021
CHANGE IN NET POSITION, BUDGETARY BASIS	$ (4,425,824)	(3,539,642)	$ 886,182
ADJUSTMENTS TO GAAP BASIS			
Depreciation		(1,421,535)	
Capital Outlay		2,380,071	
Amortization of deferred loss on refunding		(8,533)	
Debt Principal		6,135,624	
CHANGE IN NET POSITION - GAAP BASIS		$ 3,545,985	

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
SMD NO. 1 SEWER FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Final Budget	Actual	Variance Positive (Negative)
REVENUES			
Charges for Services	$ 2,206,537	$ 2,424,088	$ 217,551
Other	109,422	62,330	(47,092)
Investment Income	74,000	121,550	47,550
System Development Fees	1,900,000	1,759,501	(140,499)
Intergovernmental	3,039,414	3,040,360	946
Total Revenues	7,329,373	7,407,829	78,456
EXPENSES			
Operations	2,143,400	1,607,500	535,900
Administrative	348,138	355,570	(7,432)
Capital Outlay	4,079,267	3,812,449	266,818
Debt Principal	537,131	537,171	(40)
Debt Interest and Fiscal Charges	107,256	104,653	2,603
Total Expenses	7,215,192	6,417,343	797,849
CHANGE IN NET POSITION, BUDGETARY BASIS	$ 114,181	990,486	$ 876,305
ADJUSTMENTS TO GAAP BASIS			
Depreciation		(1,180,126)	
Capital Outlay		3,812,449	
Amortization of premium and loss on refunding		11,557	
Amortization of loss on refunding		(468)	
Debt Principal		537,171	
CHANGE IN NET POSITION - GAAP BASIS		$ 4,171,069	

See the accompanying Independent Auditors' Report.

TOWN OF SUPERIOR
BUDGETARY COMPARISON SCHEDULE
SMD NO. 1 STORM DRAINAGE FUND
FOR THE YEAR ENDED DECEMBER 31, 2025

	Final Budget	Actual	Variance Positive (Negative)
REVENUES			
Charges for Services	$ 399,500	$ 408,891	$ 9,391
Investment Income	16,000	39,284	23,284
System Development Fees	275,000	382,604	107,604
Intergovernmental and Other	366,998	163,484	(203,514)
Total Revenues	1,057,498	994,263	(63,235)
EXPENSES			
Operations	214,000	249,911	(35,911)
Administrative	291,492	287,055	4,437
Capital Outlay	140,000	100,438	39,562
Debt Principal	238,205	238,201	4
Debt Interest and Fiscal Charges	4,645	4,129	516
Total Expenses	888,342	879,734	8,608
CHANGE IN NET POSITION, BUDGETARY BASIS	$ 169,156	114,529	$ (54,627)
ADJUSTMENTS TO GAAP BASIS			
Depreciation		(608,900)	
Capital Outlay		100,438	
Amortization of premium and loss on refunding		(331)	
Debt Principal		238,201	
Contributed Capital from Developers		351,315	
CHANGE IN NET POSITION - GAAP BASIS		$ 195,252	

See the accompanying Independent Auditors' Report.

STATISTICAL SECTION

This part of the Town of Superior's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the government's overall financial health.

Financial Trends 82-87

These schedules contain trend information to help the reader understand how the government's financial performance and well-being have changed over time.

Revenue Capacity 88-92

These schedules contain information to help the reader assess the government's most significant local revenue source, sales and use tax.

Debt Capacity 93-97

These schedules present information to help the reader assess the affordability of the government's current levels of outstanding debt and the government's ability to issue additional debt in the future.

Demographic and Economic Information 98

These schedules offer demographic and economic indicators to help the reader understand the environment within which the government's financial activities take place.

Operating Information 99-101

These schedules contain service and infrastructure data to help the reader understand how the information in the government's financial report relates to the services the government provides and the activities it performs.

Sources: Unless otherwise noted, the information in these schedules is derived from the annual comprehensive financial reports for the relevant year.

TOWN OF SUPERIOR
NET POSITION BY COMPONENT
LAST TEN FISCAL YEARS
(ACCRUAL BASIS OF ACCOUNTING)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Governmental Activities										
Net Investment in Capital	$ 51,250,858	$ 54,228,208	$ 63,741,917	$ 69,013,959	$ 80,443,844	$ 86,816,770	$ 98,418,786	$ 102,817,604	$ 107,901,451	$ 99,682,294
Restricted	7,921,048	7,746,951	7,579,962	6,430,304	3,284,335	4,275,046	5,066,232	4,038,084	3,837,999	21,355,706
Unrestricted	5,475,182	7,659,264	8,992,889	10,100,763	13,257,912	12,258,596	12,700,483	14,323,515	12,441,927	14,213,416
Total Governmental Activities	$ 64,647,088	$ 69,634,423	$ 80,314,768	$ 85,545,026	$ 96,986,091	$ 103,350,412	$ 116,185,501	$ 121,179,203	$ 124,181,377	$ 135,251,416
Business-Type Activities										
Net Investment in Capital	$ 55,227,547	$ 56,011,287	$ 64,449,393	$ 67,257,384	$ 65,856,361	$ 74,969,186	$ 85,632,735	$ 90,927,094	$ 96,532,972	$ 107,192,522
Restricted	192,000	226,000	228,000	-	-	-	-	-	-	-
Unrestricted	14,202,932	15,683,110	16,543,826	16,908,625	23,590,338	21,657,483	23,765,433	25,521,290	27,602,150	24,847,361
Total Business-Type Activities	$ 69,622,479	$ 71,920,397	$ 81,221,219	$ 84,166,009	$ 89,446,699	$ 96,626,669	$ 109,398,168	$ 116,448,384	$ 124,135,122	$ 132,039,883
Primary Government										
Net Investment in Capital	$ 106,478,405	$ 110,239,495	$ 128,191,310	$ 136,271,343	$ 146,300,205	$ 161,785,956	$ 184,051,521	$ 193,744,698	$ 204,434,424	$ 206,874,816
Restricted	8,113,048	7,972,951	7,807,962	6,430,304	3,284,335	4,275,046	5,066,232	4,038,084	3,837,999	21,355,706
Unrestricted	19,678,114	23,342,374	25,536,715	27,009,388	36,848,250	33,916,079	36,465,916	39,844,805	40,044,076	39,060,777
Total Primary Government	$ 134,269,567	$ 141,554,820	$ 161,535,987	$ 169,711,035	$ 186,432,790	$ 199,977,081	$ 225,583,669	$ 237,627,587	$ 248,316,499	$ 267,291,299

TOWN OF SUPERIOR
CHANGES IN NET POSITION
LAST TEN FISCAL YEARS
(ACCRUAL BASIS OF ACCOUNTING)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
EXPENSES										
Governmental Activities										
General Government	$ 4,019,080	$ 5,334,492	$ 5,534,930	$ 6,417,348	$ 7,763,906	$ 8,894,317	$ 10,470,684	$ 12,569,578	$ 14,405,156	$ 16,012,376
Public Safety	1,533,101	1,513,314	1,637,935	1,718,617	1,922,537	2,903,251	2,084,361	2,235,396	2,796,247	3,096,503
Building Inspections	294,444	423,553	398,639	366,812	367,007	607,107	1,516,468	1,493,125	1,254,936	1,338,916
Parks, Recreation, and Open Space	3,969,019	4,265,532	4,722,136	5,034,648	5,703,187	5,225,204	7,442,463	8,779,825	10,660,998	9,839,838
Public Works	4,698,998	4,926,690	5,438,403	5,521,442	5,501,718	5,936,940	7,086,110	7,605,822	7,780,538	7,135,018
Debt Issuance Cost	-	-	-	-	-	-	-	-	-	-
Interest on Long-Term Debt	694,053	496,402	334,034	253,558	650,972	465,659	459,707	420,221	409,636	1,043,506
Total Government Activities Expenses	$ 15,208,695	$ 16,959,983	$ 18,066,077	$ 19,312,425	$ 21,909,327	$ 24,032,478	$ 29,059,793	$ 33,103,967	$ 37,307,511	$ 38,466,157
Business-Type Activities										
Water	$ 2,999,808	$ 2,762,277	$ 3,000,400	$ 3,202,953	$ 3,516,525	$ 3,368,030	$ 3,575,388	$ 4,336,823	$ 4,024,138	$ 3,941,926
Sewer	1,593,505	1,727,843	1,893,076	2,080,045	2,370,529	2,357,909	2,554,270	2,726,947	2,726,661	3,245,417
Storm	588,177	734,579	960,176	773,197	827,347	792,864	985,720	1,090,074	1,057,637	1,150,326
Total Business-Type Activities Expenses	5,181,490	5,224,699	5,853,652	6,056,195	6,714,401	6,518,803	7,115,378	8,153,844	7,808,436	8,337,669
Total Primary Government Expenses	$ 20,390,185	$ 22,184,682	$ 23,919,729	$ 25,368,620	$ 28,623,728	$ 30,551,281	$ 36,175,171	$ 41,257,811	$ 45,115,947	$ 46,803,826
PROGRAM REVENUES										
Governmental Activities										
Charges for Services										
General Government	$ 1,100,825	$ 1,142,875	$ 1,163,461	$ 1,191,532	$ 3,318,726	$ 1,397,400	$ 1,426,009	$ 1,516,917	$ 1,492,080	$ 1,641,858
Public Safety	158,651	156,714	175,390	233,079	107,152	111,423	133,532	140,693	140,857	187,104
Building Inspections	367,569	652,146	591,322	530,506	667,276	1,078,897	2,632,537	1,884,649	1,228,971	1,646,848
Parks, Recreation, and Open Space	1,622,037	1,601,769	1,685,010	1,822,216	1,713,575	1,970,544	2,023,472	2,167,512	2,333,961	2,423,096
Public Works	-	94,235	77,288	187,873	215,757	366,560	160,612	221,292	236,735	452,244
Operating Grants and Contributions	520,606	508,317	493,477	515,549	1,056,665	849,723	1,130,530	2,078,868	1,134,777	2,587,972
Capital Grants and Contributions	467,410	175,257	5,348,592	1,003,997	4,298,382	870,638	12,762,281	3,178,210	2,938,106	6,635,583
Total Government Activities Program Revenues	4,237,098	4,331,313	9,534,540	5,484,752	11,377,533	6,645,185	20,268,973	11,188,141	9,505,487	15,574,705
Business-Type Activities										
Charges for Services										
Water	$ 3,279,877	$ 3,245,756	$ 3,277,833	$ 3,220,906	$ 3,702,460	$ 3,428,109	$ 3,422,198	$ 3,057,086	$ 3,758,749	$ 3,777,865
Sewer	1,213,321	1,293,795	1,363,596	1,505,538	1,582,989	1,686,585	1,663,834	1,856,133	2,174,806	2,460,380
Storm	345,644	349,528	352,428	358,536	362,641	362,697	346,719	358,947	394,437	568,064
Operating Grants and Contributions	-	-	-	-	-	-	-	3,779,792	(182,663)	19,624
Capital Grants and Contributions	1,034,344	2,477,562	9,767,562	3,515,692	6,146,376	8,197,111	15,518,882	5,126,496	8,262,996	8,288,620
Total Business-Type Activities Program Revenues	5,873,186	7,366,641	14,761,419	8,600,672	11,794,466	13,674,502	20,951,633	14,178,454	14,408,325	15,114,553
Total Primary Government Program Revenues	$ 10,110,284	$ 11,697,954	$ 24,295,959	$ 14,085,424	$ 23,171,999	$ 20,319,687	$ 41,220,606	$ 25,366,595	$ 23,913,812	$ 30,689,258

TOWN OF SUPERIOR
CHANGES IN NET POSITION
LAST TEN FISCAL YEARS
(ACCRUAL BASIS OF ACCOUNTING)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Change in Net Position										
Governmental Activities	$ (10,971,597)	$ (12,628,670)	$ (8,531,537)	$ (13,827,673)	$ (10,531,794)	$ (17,387,293)	$ (8,790,820)	$ (21,915,826)	$ (27,802,024)	$ (22,891,452)
Business-Type Activities	691,696	2,141,942	8,907,767	2,544,477	5,080,065	7,155,699	13,836,255	6,024,610	6,599,889	6,776,884
Total Primary Government Net Expense	$ (10,279,901)	$ (10,486,728)	$ 376,230	$ (11,283,196)	$ (5,451,729)	$ (10,231,594)	$ 5,045,435	$ (15,891,216)	$ (21,202,135)	$ (16,114,568)
General Revenues and Other Changes in Net Position										
Governmental Activities										
Taxes										
Property Taxes	$ 3,774,984	$ 4,674,282	$ 5,473,265	$ 5,041,054	$ 5,937,732	$ 6,301,699	$ 7,908,328	$ 7,082,394	$ 11,018,166	$ 12,105,513
Specific Ownership Taxes	180,445	206,022	225,200	191,470	190,892	206,697	222,559	200,991	300,412	327,925
Sales and Use Taxes	10,308,739	11,996,451	12,156,529	12,726,571	14,978,612	16,591,127	18,019,969	18,473,514	18,327,265	21,597,134
Franchise Taxes	461,783	470,002	465,162	456,759	457,933	491,660	519,770	506,833	547,525	553,748
Grants and Contributions not Restricted to Specific Programs	25,531	22,427	23,643	-	-	-	-	-	-	-
Other Revenues	659,319	139,098	600,412	220,826	198,104	134,708	-	-	-	21,073
Investment Income	79,937	107,723	267,671	421,251	209,786	25,723	38,383	645,796	610,830	1,161,454
Total Governmental Activities	15,490,738	17,616,005	19,211,882	19,057,931	21,973,059	23,751,614	26,709,009	26,909,528	30,804,198	35,766,847
Business-Type Activities										
Taxes										
Sales and Use Taxes	$ 716,905	$ 23,386	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other Revenues	178,432	61,193	186,017	-	-	2,943	-	-	-	26,038
Investment Income	60,615	71,397	207,038	400,313	200,625	21,328	27,292	1,025,606	1,086,849	1,101,839
Total Business-Type Activities	955,952	155,976	393,055	400,313	200,625	24,271	27,292	1,025,606	1,086,849	1,127,877
Total Primary Government	$ 16,446,690	$ 17,771,981	$ 19,604,937	$ 19,458,244	$ 22,173,684	$ 23,775,885	$ 26,736,301	$ 27,935,134	$ 31,891,047	$ 36,894,724
Extraordinary Item										
Governmental Activities										
Marshall Fire	$ -	$ -	$ -	$ -	$ -	$ -	$ (5,083,100)	$ -	$ -	$ -
Total Governmental Activities	$ -	$ -	$ -	$ -	$ -	$ -	$ (5,083,100)	$ -	$ -	$ -
Business-Type Activities										
Marshall Fire	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,092,048)	$ -	$ -	$ -
Total Business-Type Activities	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,092,048)	$ -	$ -	$ -
Total Primary Government	$ -	$ -	$ -	$ -	$ -	$ -	$ (6,175,148)	$ -	$ -	$ -
Change in Net Position										
Governmental Activities	$ 4,519,141	$ 4,987,335	$ 10,680,345	$ 5,230,258	$ 11,441,265	$ 6,364,321	$ 12,835,089	$ 4,993,702	$ 3,002,174	$ 12,875,395
Business-Type Activities	1,647,648	2,297,918	9,300,822	2,944,790	5,280,690	7,179,970	12,771,499	7,050,216	7,686,738	7,904,761
Total Primary Government	$ 6,166,789	$ 7,285,253	$ 19,981,167	$ 8,175,048	$ 16,721,955	$ 13,544,291	$ 25,606,588	$ 12,043,918	$ 10,688,912	$ 20,780,156

TOWN OF SUPERIOR

GOVERNMENTAL ACTIVITIES TAX REVENUES BY SOURCE

LAST TEN FISCAL YEARS

(ACCRUAL BASIS OF ACCOUNTING)

Fiscal Year	Property Tax	Specific Ownership Tax	Sales and Use Tax	Franchise Tax	Other Tax	Total
2016	3,774,984	180,445	10,308,739	461,783	-	14,725,951
2017	4,674,282	206,022	11,996,451	470,002	-	17,346,757
2018	5,473,265	225,200	12,156,529	465,162	-	18,320,156
2019	5,041,054	191,470	12,726,571	456,759	-	18,415,854
2020	5,937,732	190,892	14,978,612	457,933	-	21,565,169
2021	6,301,699	206,697	16,591,127	491,660	-	23,591,183
2022	7,908,328	222,559	18,019,969	519,770	-	26,670,626
2023	7,082,394	200,991	18,473,514	506,833	-	26,263,732
2024	11,018,166	300,412	18,327,265	547,525	-	30,193,368
2025	12,105,513	327,925	21,597,134	553,748	-	34,584,320

TOWN OF SUPERIOR
FUND BALANCE OF GOVERNMENTAL FUNDS
LAST TEN FISCAL YEARS
(MODIFIED ACCRUAL BASIS OF ACCOUNTING)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
General Fund										
Nonspendable	$ 183,678	$ 202,424	$ 107,068	$ 200,772	$ 184,459	$ 200,382	$ 250,196	$ 360,478	$ 260,145	$ 271,576
Restricted	470,000	516,000	518,500	536,000	654,000	782,000	1,004,500	996,500	1,004,500	1,269,000
Assigned	-	-	-	-	-	-	-	-	1,172,562	650,744
Unassigned	6,843,972	6,977,917	7,446,878	7,886,996	8,375,442	10,909,674	10,063,009	9,387,160	6,933,441	9,941,553
Total General Fund	$ 7,497,650	$ 7,696,341	$ 8,072,446	$ 8,623,768	$ 9,213,901	$ 11,892,056	$ 11,317,705	$ 10,744,138	$ 9,370,648	$ 12,132,873
All Other Governmental Funds										
Nonspendable	$ 250	$ -	$ -	$ 6,233	$ -	$ -	$ 250	$ 5,000	$ -	$ 250
Restricted	7,451,048	7,230,951	7,061,462	5,902,796	2,693,208	3,202,912	4,100,716	3,063,652	2,776,499	20,141,462
Committed	8,502	614,104	1,567,898	1,952,472	4,013,159	1,122,829	1,280,858	2,784,337	2,411,130	3,727,500
Unassigned	(1,795,090)	(412)	-	-	-	-	-	-	-	-
Total All Other Governmental Funds	$ 5,664,710	$ 7,844,643	$ 8,629,360	$ 7,861,501	$ 6,706,367	$ 4,325,741	$ 5,381,824	$ 5,852,989	$ 5,187,629	$ 23,869,212

TOWN OF SUPERIOR
CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
LAST TEN FISCAL YEARS
(MODIFIED ACCRUAL BASIS OF ACCOUNTING)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
REVENUES										
Taxes	$ 14,725,951	$ 17,346,757	$ 18,320,156	$ 18,415,854	$ 21,565,169	$ 23,591,183	$ 26,670,626	$ 26,263,732	$ 30,193,368	$ 34,584,320
Licenses and Permits	432,360	751,288	670,427	623,379	794,185	1,320,454	2,702,137	1,948,376	1,239,614	1,748,189
Intergovernmental	646,877	1,072,671	806,331	1,343,883	636,497	999,722	1,102,207	2,114,801	761,595	4,917,252
Charges for Services	2,658,071	2,739,737	2,846,654	3,045,399	5,056,988	3,428,333	3,479,425	3,715,690	3,933,176	4,295,587
Fines and Forfeitures	158,651	156,714	175,390	233,079	107,152	111,423	133,532	140,693	140,857	187,104
Investment Income	79,937	107,723	267,671	421,251	209,786	25,722	38,383	645,796	610,829	1,161,453
Miscellaneous	82,141	139,098	236,799	235,119	1,721,896	95,446	468,925	889,044	513,287	455,727
Total Revenues	18,783,988	22,313,988	23,323,428	24,317,964	30,091,673	29,572,283	34,595,235	35,718,132	37,392,726	47,349,632
EXPENDITURES										
General Government	3,379,172	5,229,306	5,423,846	6,187,586	7,484,693	8,621,690	10,219,152	12,336,058	13,997,281	17,317,992
Public Safety	1,532,332	1,512,545	1,637,166	1,717,848	1,912,041	1,951,565	2,073,865	2,224,900	2,785,751	3,085,362
Building Inspections	294,444	423,553	398,639	366,812	367,007	607,107	1,516,468	1,493,125	1,221,909	1,329,296
Parks, Recreation, and Open Space	3,216,087	3,541,954	4,037,270	4,293,359	4,805,870	5,214,708	6,558,808	7,662,482	9,239,126	8,449,944
Public Works	2,789,296	2,966,705	3,408,068	3,295,118	3,085,629	3,292,468	4,058,119	4,122,420	3,940,740	3,350,119
Capital Outlay	6,670,043	2,418,973	3,891,617	9,710,130	18,284,921	6,101,874	3,445,076	6,844,455	6,448,672	7,306,480
Debt Service										
Principal	3,876,095	3,572,537	3,663,486	2,884,363	3,666,887	3,000,966	1,243,662	1,170,000	1,334,999	1,517,665
Interest	401,044	269,791	201,320	140,394	610,822	525,014	521,285	481,883	463,098	1,145,923
Bond Issuance Costs	-	-								
Total Expenditures	22,158,513	19,935,364	22,661,412	28,595,610	40,217,870	29,315,392	29,636,435	36,335,323	39,431,576	43,502,781
Revenues Over (Under) Expenditures	(3,374,525)	2,378,624	662,016	(4,277,646)	(10,126,197)	256,891	4,958,800	(617,191)	(2,038,850)	3,846,851
OTHER FINANCING SOURCES										
Insurance Reimbursement	-	-	203,899	-	-	-	-	514,789	-	-
Sale of Capital Assets	577,178	-	294,907	-	-	40,638	-	-	-	28,557
Lease Issuance	-	-	-	-	-	-	291,211	-	-	-
Transfers In	2,650,000	2,600,000	2,920,980	2,875,000	3,050,000	2,925,000	3,875,000	5,724,933	6,644,086	4,284,608
Transfers Out	(2,650,000)	(2,600,000)	(2,920,980)	(2,875,000)	(3,050,000)	(2,925,000)	(3,875,000)	(5,724,933)	(6,644,086)	(4,284,608)
Bonds Issued/Debt Proceeds	3,550,000	-	-	4,125,000	8,325,000	-	-	-	-	17,568,400
Premium on Bonds Issued	-	-	-	-	1,236,196	-	-	-	-	-
Debt Issuance Costs	-	-	-	(63,891)	-	-	-	-	-	-
Payments to Refunded Bond Escrow Agent	(3,550,000)	-	-	-	-	-	-	-	-	-
Total Other Financing Sources (Uses)	577,178	-	498,806	4,061,109	9,561,196	40,638	291,211	514,789	-	17,596,957
EXTRAORDINARY ITEM										
Marshall Fire	-	-	-	-	-	-	(4,768,279)	-	-	-
Net Change in Fund Balances	$ (2,797,347)	$ 2,378,624	$ 1,160,822	$ (216,537)	$ (565,001)	$ 297,529	$ 481,732	$ (102,402)	$ (2,038,850)	$ 21,443,808
Debt Service as a Percentage of Noncapital Expenditures	27.6%	21.9%	20.6%	16.1%	19.5%	15.1%	6.8%	5.6%	5.5%	7.4%

[1] Debt service principal and interest divided by total expenditures less capital outlays.

TOWN OF SUPERIOR
PRINCIPAL SALES AND USE TAXPAYERS
LAST TEN FISCAL YEARS

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Aggregate top ten filers [1]	$ 8,370,516	$ 8,795,395	$ 8,941,581	$ 9,052,967	$ 11,119,681	$ 10,944,430	$ 9,958,916	$ 10,914,925	$ 11,895,638	$ 13,329,584
Aggregate all other filers	1,287,727	1,371,768	1,404,678	2,013,757	2,306,970	2,939,329	3,523,513	3,841,106	3,863,619	4,156,563
Total sales tax	$ 9,658,243	$ 10,167,163	$ 10,346,259	$ 11,066,724	$ 13,426,651	$ 13,883,759	$ 13,482,429	$ 14,756,031	$ 15,759,257	$ 17,486,147
Top ten filers as a percentage of total sales tax	86.67%	86.51%	86.42%	81.80%	82.82%	78.83%	73.87%	73.97%	75.48%	76.23%

[1] Colorado State Statutes prohibit disclosure of individual sales tax returns; therefore, the current year top ten filers are listed in alphabetical order as follows: Amazon, Costco, Petsmart, Public Service of Colorado, Safeway, Superior Liquor, Target, TJ Maxx, Ulta, and Whole Foods.

Source: Town of Superior Sales and Use Tax Reports

TOWN OF SUPERIOR

DIRECT AND OVERLAPPING SALES TAX RATES

LAST TEN FISCAL YEARS

	Direct Rate		Overlapping Rates				
Fiscal Year	Town of Superior	Total Direct Sales Tax Rate	State of Colorado	Boulder County	Rapid Transit District (RTD)	Scientific and Cultural Facilities District	Total Overlapping Sales Tax Rate
2016	3.46%	3.46%	2.900%	0.985%	1.00%	0.10%	4.985%
2017	3.46%	3.46%	2.900%	0.985%	1.00%	0.10%	4.985%
2018	3.46%	3.46%	2.900%	0.985%	1.00%	0.10%	4.985%
2019	3.46%	3.46%	2.900%	0.985%	1.00%	0.10%	4.985%
2020	3.46%	3.46%	2.900%	0.985%	1.00%	0.10%	4.985%
2021	3.46%	3.46%	2.900%	0.985%	1.00%	0.10%	4.985%
2022	3.46%	3.46%	2.900%	0.985%	1.00%	0.10%	4.985%
2023	3.46%	3.46%	2.900%	1.185%	1.00%	0.10%	5.185%
2024	3.46%	3.46%	2.900%	1.185%	1.00%	0.10%	5.185%
2025	3.775%	3.775%	2.900%	1.185%	1.00%	0.10%	5.185%

Source: Town of Superior Sales and Use Tax Reports

TOWN OF SUPERIOR

ASSESSED VALUE AND ESTIMATED ACTUAL VALUE OF TAXABLE PROPERTY

LAST TEN FISCAL YEARS

Fiscal Year Ended December 31	Real Property		Less: Tax Exempt Real Property	Total Taxable Assessed Value	Total Direct Tax Rate	Estimated Actual Taxable Value	Assessed Value[1] as a Percentage of Actual Value
	Residential Property	Commercial Property					
2016	146,136,161	71,599,669	12,562,213	205,173,617	9.430	2,012,949,653	10.82%
2017	161,905,379	83,814,583	12,051,000	233,668,962	9.430	2,456,862,906	10.00%
2018	165,357,761	84,223,007	12,630,399	236,950,369	9.430	2,486,074,947	10.04%
2019	180,923,054	89,500,731	12,614,642	257,809,143	9.430	2,724,824,006	9.92%
2020	186,030,622	89,103,437	16,224,652	258,909,407	9.430	2,760,710,683	9.97%
2021	216,044,369	98,103,417	16,445,907	297,701,879	9.430	3,186,707,804	9.86%
2022	193,518,214	84,704,315	16,521,902	261,700,627	9.430	2,918,911,197	9.53%
2023	246,692,783	258,305,176	173,659,673	331,338,286	13.627	4,055,573,842	12.45%
2024	266,725,774	259,809,495	175,154,101	351,381,168	13.627	4,399,440,436	11.97%
2025	277,411,912	417,497,972	341,679,643	353,230,241	13.627	4,617,980,732	15.05%

[1] Includes tax-exempt property.

Source: Current and prior years' certifications of Town of Superior assessed valuation from Boulder County and Jefferson County

TOWN OF SUPERIOR

PROPERTY TAX RATES

DIRECT AND OVERLAPPING GOVERNMENTS

LAST TEN FISCAL YEARS

Fiscal Year of Levy	Town of Superior: General Fund			Overlapping Rates: Town of Superior: SMID			Overlapping Rates: Boulder County		
	Operating Millage	Library Millage	Total Town Millage	Operating Millage	Debt Service Millage	Total Town Millage	Operating Millage	Debt Service Millage	Total County Millage
2025	12.127	1.500	13.627	21.470	-	21.470	24.046	-	24.046
2024	12.127	1.500	13.627	21.470	-	21.470	22.661	-	22.661
2023	12.127	1.500	13.627	13.170	8.380	21.550	21.287	-	21.287
2022	7.930	1.500	9.430	13.170	9.600	22.770	24.746	-	24.746
2021	7.930	1.500	9.430	13.170	9.000	22.170	24.250	-	24.250
2020	7.930	1.500	9.430	13.720	9.250	22.970	24.771	-	24.771
2019	7.930	1.500	9.430	15.000	8.850	23.850	23.473	-	23.473
2018	7.930	1.500	9.430	15.000	9.000	24.000	24.026	-	24.026
2017	7.930	1.500	9.430	15.000	10.000	25.000	22.726	-	22.726
2016	7.930	1.500	9.430	15.000	11.000	26.000	24.064	-	24.064

Fiscal Year of Levy	Overlapping Rates: Boulder Valley School Dist.			Overlapping Rates: Mountain View Fire			Overlapping Rates: No. Colo. Water Conservancy Dist.		
	Operating Millage	Debt Service Millage	Total School Dist. Millage	Operating Millage	Debt Service Millage	Total Fire Dist. Millage	Operating Millage	Debt Service Millage	Total NCWCD Millage
2025	40.546	7.498	48.044	16.342	1.010	17.352	1.000	-	1.000
2024	40.677	7.498	48.175	16.247	1.010	17.257	1.000	-	1.000
2023	40.313	7.711	48.024	16.247	1.110	17.357	1.000	-	1.000
2022	41.920	9.150	51.070	15.037	1.210	16.247	1.000	-	1.000
2021	40.307	7.537	47.844	15.037	1.210	16.247	1.000	-	1.000
2020	40.583	7.810	48.393	19.325	1.250	20.575	1.000	-	1.000
2019	40.504	7.855	48.359	19.325	1.120	20.445	1.000	-	1.000
2018	40.817	8.150	48.967	19.325	1.120	20.445	1.000	-	1.000
2017	39.685	8.095	47.780	19.325	1.120	20.445	1.000	-	1.000
2016	39.966	8.995	48.961	19.325	2.120	21.445	1.000	-	1.000

Fiscal Year of Levy	Overlapping Rates: Superior Metro Dist # 2			Overlapping Rates: Superior Metro Dist # 3			Overlapping Rates: Mile High Flood District		
	Operating Millage	Debt Service Millage	Total SMD No. 2 Millage	Operating Millage	Debt Service Millage	Total SMD No. 3 Millage	Operating Millage	Debt Service Millage	Total MHFD Millage
2025	-	-	-	-	-	-	0.900	-	0.900
2024	-	-	-	-	-	-	0.900	-	0.900
2023	-	-	-	-	-	-	0.900	-	0.900
2022	-	-	-	-	-	-	0.900	-	0.900
2021	-	-	-	-	-	-	0.900	-	0.900
2020	-	-	-	-	-	-	0.900	-	0.900
2019	-	-	-	-	-	-	0.900	-	0.900
2018	-	-	-	-	-	-	0.726	-	0.726
2017	-	5.025	5.025	-	5.080	5.080	0.500	-	0.500
2016	-	5.200	5.200	-	5.100	5.100	0.559	-	0.559

Fiscal Year of Levy	Overlapping Rates: Superior Town Center Metro Dist # 1			Overlapping Rates: Superior Town Center Metro Dist # 2			Overlapping Rates: Superior Town Center Metro Dist # 3			
	Operating Millage	Debt Service Millage	Total SMD No. 1 Millage	Operating Millage	Debt Service Millage	Total SMD No. 2 Millage	Operating Millage	Debt Service Millage	Total SMD No. 3 Millage	Total
2025	12.441	62.209	74.650	10.982	38.439	49.421	11.769	23.538	35.307	285.817
2024	12.335	61.683	74.018	10.494	36.753	47.247	10.394	20.820	31.214	277.569
2023	12.335	61.683	74.018	10.494	36.753	47.247	10.394	20.820	31.214	276.224
2022	11.318	56.593	67.911	10.000	35.020	45.020	10.000	20.000	30.000	269.094
2021	11.133	55.664	66.797	10.000	35.000	45.000	10.000	20.000	30.000	263.638
2020	11.133	55.664	66.797	10.000	35.000	45.000	10.000	20.000	30.000	269.836
2019	11.133	55.664	66.797	10.000	35.000	45.000	10.000	20.000	30.000	269.254
2018	11.055	55.277	66.332	10.000	35.000	45.000	10.000	20.000	30.000	269.926
2017	11.056	55.278	66.334	11.056	38.694	49.750	10.000	20.000	30.000	283.070
2016	6.000	50.000	56.000	6.784	35.000	41.784	-	-	-	239.543

1 Overlapping rates are those of local and county governments that apply to property owners within the Town of Superior. Not all overlapping rates apply to all Town of Superior property owners (e.g. the rates for the special districts apply only to the portion of owners whose property is located within the geographic boundaries of the special district.)

Source: Current and prior years' Assessment Abstract and Summary of Tax Levies, Boulder County (Colorado) Assessor's Office

TOWN OF SUPERIOR

PROPERTY TAX LEVIES AND COLLECTIONS

LAST TEN FISCAL YEARS

Fiscal Year Ended December 31	Total Tax Levy for Fiscal Year	Collected within the Fiscal Year of the Levy		Collections in Subsequent Years	Total Collections to Date	
		Amount	Percentage of Levy		Amount	Percentage of Levy
2016 [2] [3]	3,381,764	3,366,958 [1]	99.56%	0 [1]	3,366,958	99.56%
2017 [2] [3]	3,389,790	3,379,370 [1]	99.69%	0 [1]	3,379,370	99.69%
2018 [2] [3]	3,744,587	3,727,953 [1]	99.56%	0 [1]	3,727,953	99.56%
2019 [2]	2,799,574	2,784,704 [1]	99.47%	0 [1]	2,784,704	99.47%
2020 [2]	2,977,881	2,955,009 [1]	99.23%	0 [1]	2,955,009	99.23%
2021 [2]	2,935,546	2,927,027 [1]	99.71%	0 [1]	2,927,027	99.71%
2022 [2]	3,274,724	3,256,211 [1]	99.43%	0 [1]	3,256,211	99.43%
2023 [2]	2,865,104	2,864,104	99.97%	10,538	2,874,642	100.33%
2024 [2]	4,710,295	4,710,219	100.00%	7,500	4,717,719	100.16%
2025 [2]	4,828,890	4,828,737	100.00%	152,000	4,980,737	103.14%

[1] Prior year delinquent amounts are considered immaterial and included with current tax collections

[2] Reflects property tax levy for Superior McCaslin Interchange District (SMID) and Town of Superior

[3] Includes property tax levy for Superior Metropolitan District Number 2 and Superior Metropolitan District Number 3 debt service

Source: Boulder County (Colorado) Assessor's Office

TOWN OF SUPERIOR

RATIOS OF OUTSTANDING DEBT BY TYPE

LAST TEN FISCAL YEARS

	Governmental Activities				Business-Type Activities					
Fiscal Year	Sales & Use Tax Revenue Bonds	General Obligation Bonds	Certificates of Participation	Lease Payable	Water & Sewer Refunding Bonds	Sewer CWRPDA Loan	Water & Sewer Capital Leases	Total Primary Government	Percentage of Personal Income [1]	Per Capita [1]
2016	15,182,822	4,314,000	-	-	18,500,000	-	204,878	38,201,700	4.47%	2,914
2017	12,918,855	3,123,000	-	-	17,125,000	-	138,234	33,305,089	3.65%	2,552
2018	10,492,916	1,910,000	-	-	15,720,000	-	69,954	28,192,870	2.91%	2,140
2019	7,912,852	1,605,000	4,125,000	-	14,290,000	-	-	27,932,852	2.79%	2,136
2020	11,074,386	1,295,000	7,125,000	-	12,830,000	6,994,064	-	39,318,450	3.77%	3,002
2021	8,301,908	980,000	7,125,000	233,030	11,345,000	6,800,983	-	34,785,921	2.99%	2,681
2022	7,855,396	660,000	6,660,000	425,579	9,830,000	6,603,688	-	32,034,663	2.66%	2,617
2023	7,403,884	335,000	6,180,000	302,968	8,285,000	6,401,423	-	28,908,275	2.30%	2,306
2024	6,942,372	-	5,685,000	172,969	6,710,000	6,192,737	-	25,703,078	1.92%	2,008
2025	23,533,962	-	5,175,000	35,304	-	5,980,220	-	34,724,486	N/A	N/A

[1] See Demographic and Economic Statistics Schedule for personal income and population data.

Details regarding the town's outstanding debt can be found in the notes to the financial statements.

TOWN OF SUPERIOR

RATIOS OF GENERAL BONDED DEBT OUTSTANDING

LAST TEN FISCAL YEARS

Fiscal Year	General Obligation Bonds	Less: Amounts Available in Debt Service Fund	Total	Percentage of Estimated Actual Taxable Value of Property [1]	Per Capita [2]
2016	4,314,000	179,311	4,134,689	0.21%	315
2017	3,123,000	98,432	3,024,568	0.12%	232
2018	1,910,000	90,972	1,819,028	0.07%	138
2019	1,605,000	54,326	1,550,674	0.06%	119
2020	1,295,000	24,840	1,270,160	0.05%	97
2021	980,000	3,231	976,769	0.03%	75
2022	660,000	0	660,000	0.02%	54
2023	335,000	0	335,000	0.01%	27
2024	0	0	0	N/A	N/A
2025	0	0	0	N/A	N/A

Details regarding the town's outstanding debt can be found in the notes to the financial statements.

[1] See the Schedule of Assessed Value and Estimated Actual Value of Taxable Property.

[2] Population data can be found in the Schedule of Demographic and Economic Statistics.

TOWN OF SUPERIOR

DIRECT AND OVERLAPPING GOVERNMENTAL ACTIVITIES DEBT

AS OF DECEMBER 31, 2025

Governmental Unit	Debt Outstanding	Estimated Percentage Applicable [1]	Estimated Share of Overlapping Debt
Debt repaid with property taxes: BVSD and MVFA	$ 884,385,000	3.38%	$ 29,866,362
Subtotal, overlapping debt			29,866,362
Town of Superior direct debt			12,800,341
Total direct and overlapping debt			$ 42,666,703

Sources: Assessed value data used to estimate applicable percentages provided by the County Assessor Office.
Debt outstanding data provided by the Boulder Valley School District (BVSD) and Mountain View Fire Authority (MVFA).

Note: Overlapping governments are those that coincide, at least in part, with the geographic boundaries of the town. This schedule estimates the portion of the outstanding debt of those overlapping governments that is borne by the residents and businesses of the Town of Superior. This process recognizes that, when considering the government's ability to issue and repay long-term debt, the entire debt burden borne by the residents and businesses should be take into account. However, this does not imply that every taxpayer is a resident, and therefore responsible for repaying the debt of each overlapping government.

1 The percentage of overlapping debt applicable is estimated using taxable assessed property values. Applicable percentages were estimated by determining the portion of the school district's and fire authority's taxable assessed value that is within the government's boundaries and dividing it by the district's and authority's total taxable assessed value.

TOWN OF SUPERIOR
LEGAL DEBT MARGIN INFORMATION
LAST TEN FISCAL YEARS

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Debt Limit	$ 61,730,498	$ 74,996,545	$ 75,927,598	$ 83,087,911	$ 84,538,042	$ 97,340,843	$ 89,315,676	$ 140,470,641	$ 150,972,108	$ 176,758,883
Total net debt applicable to limit	4,134,689	3,024,568	1,819,028	1,550,674	1,270,160	976,769	622,806	335,000	-	-
Legal debt margin	$ 57,595,809	$ 71,971,977	$ 74,108,570	$ 81,537,237	$ 83,267,882	$ 96,364,074	$ 88,692,870	$ 140,135,641	$ 150,972,108	$ 176,758,883
Total net debt applicable to the limit as a percentage of debt limit	6.70%	4.03%	2.40%	1.87%	1.50%	1.00%	0.70%	0.24%	0.00%	0.00%

Legal Debt Margin Calculation for Fiscal Year 2025

Actual Value	$ 4,617,980,732
Add back: exempt real property	1,273,982,050
Total Assessed Value	$ 5,891,962,782
Debt limit (3% of total actual value)	176,758,883
Debt applicable to limit	
General obligation bonds	0
Less: Amount set aside for repayment of	0
Total net debt applicable to limit	-
Legal debt margin	$ 176,758,883

Note: Under state finance law, the Town of Superior's general obligation debt should not exceed 3 percent of the total actual property value. By law, the general obligation debt subject to the limitation may be offset by amounts set aside for repaying general obligation bonds.

TOWN OF SUPERIOR

PLEDGED REVENUE COVERAGE

LAST TEN FISCAL YEARS

	Superior Metropolitan District #1 (SMD1) Revenue Bonds & Sewer CWRPDA Loan					
Fiscal	Charges	Less: Operating	Net Available	Debt Service		
Year	and Other	Expenses	Revenue	Principal	Interest	Coverage
2016	10,012,533	3,116,618	6,895,915	1,350,000	387,075	3.97
2017	11,782,243	3,121,624	8,660,619	1,375,000	360,750	4.99
2018	11,937,025	3,626,783	8,310,242	1,405,000	333,938	4.78
2019	12,013,328	3,702,036	8,311,292	1,430,000	306,540	4.79
2020	13,562,961	4,225,353	9,337,608	1,506,105	314,956	5.13
2021	17,201,344	3,933,966	13,267,378	1,664,670	368,886	6.52
2022	21,040,626	4,335,553	16,705,073	1,699,187	335,429	8.21
2023	17,469,869	5,095,082	12,374,787	1,734,674	301,386	6.08
2024	19,319,757	4,552,327	14,767,430	1,771,610	266,759	7.24
2025	20,511,608	4,905,543	15,606,065	6,910,960	231,546	2.18

	Superior Urban Renewal Authority (SURA) Revenue Bonds			
	Sales Tax and Other	Principal	Interest	Coverage
2016	2,029,732	855,000	144,967	2.03
2017	2,198,554	890,000	110,783	2.20
2018	2,219,037	925,000	75,317	2.22
2019	2,286,090	965,000	38,455	2.28
2020	3,127,662	3,011,887	-	1.04
2021	1,667,987	2,335,966	-	0.71
2022	-	-	-	0.00
2023	-	-	-	0.00
2024	-	-	-	0.00
2025	-	-	-	0.00

Note: Details regarding the town's outstanding debt can be found in the notes to the financial statements.

Note: SMD1 charges and other includes interest income and sales tax sharing.
Operating expenses do not include interest or depreciation.

Note: SURA Bonds were fully paid in 2021.

TOWN OF SUPERIOR

DEMOGRAPHIC AND ECONOMIC STATISTICS

LAST TEN FISCAL YEARS

Fiscal Year	Population [1]	Total Personal Income (in thousands)	Per Capita Personal Income [2]	Mean Age Boulder Cty [1]	School Enrollment [3]	Unemployment Rate Boulder Cty [1]
2016	13,111	854,182	65,150	37.7	30,837	2.2%
2017	13,051	913,152	69,968	38.0	30,985	2.6%
2018	13,174	968,526	73,518	38.3	30,880	3.3%
2019	13,078	1,000,820	76,527	38.6	30,718	2.0%
2020	13,107	1,043,959	79,649	38.9	29,096	6.9%
2021	12,974	1,162,380	89,593	39.2	28,776	3.2%
2022	12,240	1,206,289	98,553	39.4	27,543	2.8%
2023	12,536	1,256,634	100,242	39.8	27,287	3.2%
2024	12,801	1,341,647	104,808	40.1	27,143	4.0%
2025	Not Available	Not Available	Not Available	40.4	Not Available	3.4%

Data Sources

[1] Colorado Department of Local Affairs

[2] U.S. Bureau of Economic Analysis

[3] Boulder Valley School District

TOWN OF SUPERIOR

FULL-TIME EQUIVALENT GOVERNMENT EMPLOYEES BY FUNCTION

LAST TEN FISCAL YEARS

Function	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
General Government	11.00	11.00	13.00	13.00	14.00	17.00	20.00	19.00	26.00	26.00
Parks, Recreation and Open Space	10.00	10.00	11.00	12.00	12.00	11.00	15.50	16.00	18.00	18.00
Public Works	10.00	10.00	10.00	10.00	10.00	10.00	11.50	12.00	13.00	14.00
Total	31.00	31.00	34.00	35.00	36.00	38.00	47.00	47.00	57.00	58.00

Source: Town budget office.

TOWN OF SUPERIOR

OPERATING INDICATORS BY FUNCTION

LAST TEN FISCAL YEARS

Function	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Police *										
Calls for Service	4,188	4,703	4,609	4,638	4,223	5,091	5,388	5,793	6,612	6,553
Crimes Reported	215	158	193	162	230	252	134	110	81	124
Traffic Violations	2,088	1,707	1,937	2,361	1,081	1,110	1,348	1,555	1,616	1,845
Animal Control Calls	371	405	397	352	274	298	244	285	350	331
Highways and streets										
Street resurfacing (lane miles)	0.5	-	2.9	2.9	0.52	1.40	-	1.50	5.27	5.60
Potholes repaired (square yards)	11,308	1,315	1,081	1,290	444	520	315	209	225	225
Parks, Recreation and Open Space										
Athletic field/facility permits issued	1,267	1,371	1,520	1,696	843	2,219	3,549	7,338	9,596	11,699
Total recreation program participants	1,915	2,012	1,739	1,475	1,085	1,801	1,789	2,576	4,088	4,277
Water										
Average number of active connections (1)	3,746	3,803	3,867	3,977	4,067	4,143	4,034	4,076	4,323	4,405
Average daily demand (thousands of gallons)	1,261	1,258	1,241	1,239	1,378	1,298	1,254	1,140	1,330	1,260
Total Potable gallons used (thousands of gallons)	472,150	482,500	452,970	419,770	503,082	473,806	462,820	415,500	486,132	462,450
Total Non-Potable gallons used (thousands of gallons)	219,685	205,361	212,310	215,999	276,441	243,852	256,270	171,063	242,228	159,596
Sewer										
Average number of active connections (1)	3,743	3,799	3,860	3,963	4,053	4,125	4,011	4,057	4,307	4,389
Average daily sewage treatment (thousands of gallons)	901	1,092	1,266	1,000	1,177	1,505	1,125	1,147	1,141	1,092
Stormwater										
Average number of active connections (1)	3,755	3,811	3,872	3,964	4,042	4,133	4,080	4,167	4,417	4,499

Sources: Various town departments.

Note: Indicators are not available for the general government function.

* Police Services are contracted with Boulder County

(1) An active connection is a meter or sewer connection that is billed. Taps that are in the process of connection or transfer of ownership are not included. An active connection for multi-family or commercial use does not include the total number of residential equivalents (EQR's) that would be serviced by the connection; accordingly, there are significantly more EQR's being served than those reported in this table.

TOWN OF SUPERIOR
CAPITAL ASSET STATISTICS BY FUNCTION
LAST TEN FISCAL YEARS

Function	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Public Safety										
Police:										
Stations	1	1	1	1	1	1	1	1	1	1
Patrol Units *	6	6	6	6	6	6	6	6	6	6
Fire Stations **	2	2	2	2	2	2	2	2	2	2
Highways and streets										
Streets (miles)	37	37	37	38	39.8	39.8	39.8	47.9	52.4	52.4
Streetlights	783	783	783	853	1,051	1,109	1,137	1,183	1,183	1,183
Traffic Signals	11	11	11	11	11	11	10	10	10	11
Parks, Recreation and Open Space										
Open Space acreage	65.06	65.06	65.06	65.06	247.06	247.06	247.06	248.15	248.43	248.43
Parks, Playgrounds	23	23	23	23	23	23	22	22	22	23
Swimming Pools	2	2	2	2	2	2	2	2	2	2
Tennis Courts	4	4	4	4	4	4	4	4	4	4
Water										
Water mains (miles)	48.2	48.2	50.4	50.4	52.8	53.4	53.4	57.5	59.0	62.0
Fire Hydrants	429	429	433	433	472	478	501	514	520	543
Sewer										
Sanitary sewer (miles)	37.4	37.4	41.2	41.2	43.9	44.3	45.7	47.1	47.2	47.4
Stormwater										
Miles of service lines	10.4	10.4	19.7	19.7	21.6	22.4	23.6	24.1	22.2	22.2

Sources: Various town departments.

Note: Capital asset indicators are not available for the general government function.

* Police Services are contracted with Boulder County

** Fire Services are provided by Rocky Mountain Fire Authority

STATE COMPLIANCE

TOWN OF SUPERIOR
LOCAL HIGHWAY FINANCE REPORT
DECEMBER 31, 2025

LOCAL HIGHWAY FINANCE REPORT		STATE: COLORADO
THIS INFORMATION FROM THE RECORDS OF:	PREPARED BY:	REPORT YEAR ENDING DATE(mm/yyyy):
Town of Superior	Town of Superior	12/2025

I. DISPOSITION OF HIGHWAY-USER REVENUES AVAILABLE FOR LOCAL GOVERNMENT EXPENDITURE

ITEM	A. Local Motor-Fuel Taxes	B. Local Motor-Vehicle Taxes	C. Receipts from State Highway-User Taxes	D. Receipts from Federal Highway Administration
1. Total receipts available				
2. Minus amount used for collection expenses				
3. Minus amount used for nonhighway purposes				
4. Minus amount used for mass transit				
5. Total (1 - (2 through 4))				

II. RECEIPTS FOR ROAD AND STREET PURPOSES - DETAIL

ITEM	AMOUNT	ITEM	AMOUNT
A.3. Other Local Imposts:		**A.4. Miscellaneous Local Receipts:**	
a. Property Taxes and Assesments	504,516.00	a. Interest on investments	265,534.00
b. Non-property Taxes and Assessments Imposts	1,246,635.00	b. Other Misc. Local Receipts	
c. Total (a + b)	$ 1,751,151.00	**c. Total (a + b)**	$ 265,534.00

ITEM	AMOUNT	ITEM	AMOUNT
C. Receipts from State Government		**D. Receipts from Federal Government**	
1. Highway-user Taxes (from Item I.C.5.)	365,684.00	1. FHWA (from Item I.D.5.)	
2. State General Funds		2. Other Federal Agencies:	686,808.00
3. Other State funds:			
a. State Bond Proceeds			
b. Non-State Bond Proceeds			
c. Total (a + b)	$ -		
4. Total (1 + 2 + 3c)	$ 365,684.00	**3. Total (1 + 2)**	$ 686,808.00

III. EXPENDITURES FOR ROAD AND STREET PURPOSES - DETAIL

ITEM	AMOUNT
A.1. Capital outlay:	
a. Right-Of-Way Costs	0.00
b. Engineering Costs	82,878.00
c. Construction Costs	5,112,679.00
d. Total Capital Outlay (a+ b + c)	$ 5,195,557.00

TOWN OF SUPERIOR
LOCAL HIGHWAY FINANCE REPORT
DECEMBER 31, 2025

LOCAL HIGHWAY FINANCE REPORT	STATE: COLORADO
	REPORT YEAR ENDING DATE(mm/yyyy): 12/2025

I. DISPOSITION OF HIGHWAY-USER REVENUES AVAILABLE FOR LOCAL GOVERNMENT EXPENDITURE

ITEM	A. Local Motor-Fuel Taxes	B. Local Motor-Vehicle Taxes	C. Receipts from State Highway-User Taxes	D. Receipts from Federal Highway Administration
1. Amount used for highway purposes				

II. RECEIPTS FOR ROAD AND STREET PURPOSES

ITEM	AMOUNT
A. Receipts from Local Sources:	
1. Local Highway-user Taxes	
a. Motor Fuel (from Item I.A.1)	
b. Motor Vehicle (from Item I.B.1)	
c. Total (a + b)	
2. General Fund Appropriations	5,052,747.00
3. Other Local Imposts (from page 1, Item II.A3.c)	$ 1,751,151.00
4. Miscellaneous Local Receipts (from page 1, Item II.A4.c)	$ 265,534.00
5. Transfers from Toll Facilities	
6. Proceeds of Sale of Bonds and Notes:	
a. Bonds - Original Issues	6,770,000.00
b. Bonds - Refunding Issues	
c. Notes	
d. Total (a + b + c)	$ 6,770,000.00
7. Total (1 through 6)	$ 13,839,432.00
B. Private Contributions	
C. Receipts from State government (from page 1, Item II.C.4)	$ 365,684.00
D. Receipts from Federal government (from page 1, Item II.D.3)	$ 686,808.00
E. Total receipts (A.7 + B + C + D)	$ 14,891,924.00

III. EXPENDITURES FOR ROAD AND STREET PURPOSES

ITEM	AMOUNT
A. Local highway expenditures:	
1. Capital Outlay (from page 1, Item III.A1.d)	$ 5,195,557.00
2. Maintenance:	168,134.00
3. Road and Street Services:	
a. Snow and Ice Removal	550,451.00
b. Other & Traffic Control Operations	289,699.00
c. Total (a + b)	$ 840,150.00
4. General Administration & Miscellaneous	1,195,695.00
5. Highway Law Enforcement and Safety	
6. Total (1 through 5)	$ 7,399,536.00
B. Debt Service on Local Obligations:	
1. Bonds:	
a. Interest	160,160.00
b. Redemption	196,000.00
c. Total (a + b)	$ 356,160.00
2. Notes:	
a. Interest	
b. Redemption	
c. Total (a + b)	$ -
3. Total (1c + 2c)	$ 356,160.00
C. Payments to State for Highways	
D. Payments to Toll Facilities	
E. Total Expenditures (A6 + B3 + C + D)	$ 7,755,696.00

IV. LOCAL HIGHWAY DEBT STATUS

(Show all entries at par)

ITEM	OPENING DEBT	AMOUNT ISSUED	REDEMPTIONS	CLOSING DEBT
A. Bonds (Total)	0.00	$ 6,770,000.00	$ 196,000.00	$ 6,574,000.00
1. Bonds (Refunding Portion)		$ -		
B. Notes (Total)		$ -	$ -	$ -

SINGLE AUDIT

CliftonLarsonAllen LLP
CLAconnect.com

INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

Honorable Mayor and Town Council
Town of Superior
Superior, Colorado

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Town of Superior, as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Town of Superior's basic financial statements, and have issued our report thereon dated May 12, 2026.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Town of Superior's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Town of Superior's internal control. Accordingly, we do not express an opinion on the effectiveness of Town of Superior's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

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Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether Town of Superior's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

CliftonLarsonAllen LLP

CliftonLarsonAllen LLP

Denver, Colorado
May 12, 2026

CliftonLarsonAllen LLP
CLAconnect.com

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

Honorable Mayor and Town Council
Town of Superior
Superior, Colorado

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited Town of Superior's compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of Town of Superior's major federal programs for the year ended December 31, 2025. Town of Superior's major federal programs are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

In our opinion, Town of Superior complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2025.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative* Requirements*, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of Town of Superior and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of Town of Superior's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to Town of Superior's federal programs.

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Auditors' Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Town of Superior's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Town of Superior's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.

- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Town of Superior's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

- obtain an understanding of Town of Superior's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Town of Superior's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditors' Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

CliftonLarsonAllen LLP

CliftonLarsonAllen LLP

Denver, Colorado
May 12, 2026

TOWN OF SUPERIOR
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
DECEMBER 31, 2025

Federal Grantor/Pass through Grantor/ Program or Cluster Title	Assistance Listing Number	Pass-Through Entity Identifying Number	Passed Through to Subrecipients	Federal Expenditures
Department of Homeland Security				
Passed through the Colorado Department of Homeland Security & Emergency Management				
Disaster Grants - Public Assistance (Presidentially Declared Disasters)	97.036	4364DR-CO	$ -	36,817
FEMA HMGP	97.039	HMGP4631-05R-SUP	-	225,000
Total Department of Homeland Security			-	261,817
Department of Transportation				
Passed through the Colorado Department of Transportation				
Statewide Transportation Improvement Program	20.205	24-HA4-XC-00011	-	1,001,924
Total Department of Transportation			-	1,001,924
Department of Treasury				
Passed through the Colorado Department of Local Affairs				
COVID-19 Coronavirus State and Local Fiscal Recovery Funds	21.027	4414	-	1,946,589
Total Department of Transportation			-	1,946,589
Total Expenditures of Federal Awards			$ -	$ 3,210,330

See Notes to the Schedule of Expenditures of Federal Awards (SEFA)

NOTE 1 BASIS OF PRESENTATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accompanying schedule of expenditures of federal awards is presented in accordance with the requirements of the Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance), using the accrual basis of accounting. Such expenditures are recognized following cost principles contained in the Uniform Guidance for all awards. The Town does not charge a de minimis indirect cost rate.

NOTE 2 FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) DISASTER ASSISTANCE

Non-Federal entities must record expenditures on the SEFA when: (1) FEMA has approved the non-Federal entity's Project Worksheet (PW), and (2) the non-Federal entity has incurred the eligible expenditures. Federal awards expended in years subsequent to the fiscal year in which the PW is approved are to be recorded on the non-Federal entity's SEFA in those subsequent years.

TOWN OF SUPERIOR
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2025

Section I – Summary of Auditors' Results

Financial Statements

1. Type of auditors' report issued: Unmodified

2. Internal control over financial reporting:

   - Material weakness(es) identified? _____ yes ____x____ no

   - Significant deficiency(ies) identified? _____ yes ____x____ none reported

3. Noncompliance material to financial statements noted? _____ yes ____x____ no

Federal Awards

1. Internal control over major federal programs:

   - Material weakness(es) identified? _____ yes ____x____ no

   - Significant deficiency(ies) identified? _____ yes ____x____ none reported

2. Type of auditors' report issued on compliance for major federal programs: Unmodified

3. Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? _____ yes ____x____ no

Identification of Major Federal Program

Assistance Listing Number	Name of Federal Program or Cluster
21.027	Coronavirus State and Local Fiscal Recovery Funds
20.205	Statewide Transportation Improvement Program

Dollar threshold used to distinguish between Type A and Type B programs: $1,000,000

Auditee qualified as low-risk auditee? ____X____ yes _____ no

TOWN OF SUPERIOR
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2025

Section II – Financial Statement Findings

Our audit did not disclose any matters required to be reported in accordance with *Government Auditing Standards*.

Section III – Findings and Questioned Costs – Major Federal Programs

Our audit did not disclose any matters required to be reported in accordance with 2 CFR 200.516(a).

Town Council

Meeting Minutes

May 11, 2026
Town Hall Council Chambers
124 E. Coal Creek Drive
6:00 PM

Dinner with Parks and Recreation Advisory Committee PARC (6 p.m.)

Preliminary Matters (7:00 p.m.)

Mayor Lacis called to order the meeting of the Town Council.

a. Pledge of Allegiance

b. Roll Call

Present:
Mayor Mark Lacis
Mayor Pro-tem Jason Serbu
Council Member Heather Cracraft
Council Member Mike Foster
Council Member Jenn Kaaoush
Council Member Stephanie Miller
Council Member Neal Shah

Absent: None

Others Present:
Town Manager Matt Magley
Town Attorney Nicholas Hartman
Town Clerk Shannon Dujardin

c. Approval of Agenda

Motion: Council Member Cracraft moved to approve the agenda with item 4i pulled requested by Council Member Miller, seconded by Mayor Pro-tem Serbu.
Vote: PASSED. 7 - 0, Absent - 0

d. Council Reports

e. 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)

Public Comment given by:
Melissa Thornton
Elliott Fladen

Presentations

a. 2026 Boulder County Ballot Question Going from 3 to 5 Boulder County Commissioners
Presentation given by representatives of Big Tent Boulder County

Consent Agenda

Motion: Council Member Cracraft moved to approve the consent agenda with item 4i pulled, seconded by Council Member Miller.
Vote: PASSED. 7 - 0, Absent - 0

a. Approval of Council Meeting Minutes

b. Acceptance of Committee Meeting Notes

c. Proclamation - National Military Appreciation Month
Read by Council member Kaaoush

d. Consideration of a Resolution of the Town Council of the Town of Superior Approving an Agreement renewal with Olson Outdoors - Wildfire Mitigation — Vegetative Fuels

e. Consideration of Resolution of the Town Council of the Town of Superior Approving a Voter Service and Polling Center Use Intergovernmental Agreement with Boulder County for the Use of Town Hall during the November 2026 General Election

f. Consideration of Resolution of the Town Council of the Town of Superior approving the First Amendment to the 2026 Affordable Housing Grant Program Funding Agreement

g. Consideration of Resolution of the Town Council of the Town of Superior Approving an Agreement renewal with Goat Bros for Goat Grazing Services

h. Consideration of Ordinance of the Town Council of the Town of Superior Amending Section 1-3-20 (a) of the Superior Municipal Code Regarding Municipal Penalties

i. Consideration of Resolution of the Town Council of the Town of Superior Approving an Economic Incentive Agreement with Ampersands LLC for Reimbursement of Certain Business Expenses
Council Member requested the deadline in the agreement be changed to the end of Q1 2027, March 31, 2027.

Motion: Council Member Miller moved to approve a resolution approving an economic incentive agreement with Ampersands LLC for reimbursement of certain business expenses with the change to the deadline being March 31, 2027, seconded by Coucnil Member Foster.
Vote: PASSED. 7 - 0, Absent - 0

j. Consideration of Resolution of the Town Council of the Town of Superior Approving Appointments to Advisory Committee — Cultural Arts and Public Spaces Advisory Committee (CAPS) and Parks and Recreation Advisory Committee (PARC)

k. Consideration of an Ordinance of the Town Council of the Town of Superior Amending Section 6-10-110(b) of the Superior Municipal Code, Regarding Days of Availability for Festival Short-Term Rental Licenses

l. Airport Noise Report - March 2026

Regular Agenda

a. Consideration of Resolution of the Town Council of the Town of Superior Approving Planning Commission Appointment by way of Vote
Motion: Mayor Lacis moved to approve a resolution approving the Planning Commission appointment of Ryan Welch by way of Vote, seconded by Council Member Shah.
Vote: PASSED. 7 - 0, Absent - 0

b. Consideration of Resolution of the Town Council of the Town of Superior Approving Construction Contracts for the North and South Pool Projects
Presentation given by Jordan Hayes, Public Works and Utilities Project Manager

Motion: Mayor Lacis moved to approve a resolution approving a Construction Contract with AD Miller Construction for the North Pool Renovation Project, seconded by Council Member Miller.
Vote: PASSED. 7 - 0, Absent - 0

Motion: Mayor Lacis moved to approve a resolution approving a Construction Contract with AD Miller Construction for the South Pool Renovation Project, seconded by Council Member Miller.
Vote: PASSED. 7 - 0, Absent - 0

Adjournment

8:33p.m.

_____

Mark Lacis, Mayor

_____

Shannon Dujardin, Town Clerk

Meeting Notes
Cultural Arts & Public Spaces Committee (CAPS)
April 23, 2026
6:00 PM
Superior Community Center
1500 Coalton Road

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

1. Call Meeting to Order
   Andrew Vaughan called the meeting to order at 6:03

2. Preliminary Matters
   a. Roll Call
      Present: Andrew Vaughan, Liza McKenzie, Stephanie Coffin, Sherry Smith, Ardyce Lebewitz
      Staff Present: Jennifer "JG" Garner, Arts and History Supervisor; Leslie Clark, Parks, Recreation, and Open Space Director
      Council Member Present: Neal Shah
   b. Approval of Agenda
      Stephanie moved to approve the agenda, seconded by Ardyce. Agenda unanimously approved.
   c. Public Comment (limit 5 minutes/person) Claire Dixon joined the meeting to express her interest in returning to CAPS.
   d. Guest: Christine Katz, Public Works & Utilities Civil Engineer joined the meeting. Drew suggested adding a code or a design to the stamped concrete that will be part of the RCP roadwork. Christine will be presenting the scheduling plan for the first phase to the council on Monday night; CAPS asked her to suggest to council that bird designs be stamped into the concrete in addition to the flagstone pattern. Since the work will begin in this area at the end of May there was concern about the timing for getting Council approve at the Monday night meeting. It was decided that if it could not be done that quickly, there is another opportunity to add the stamping to the next phase or to the roundabout construction

3. Staff Updates
   a. Community Center construction and summer meetings at Town Hall.
      Council asked that construction work on Community Center be moved to fall because it is going to cause the closure of the community center during the busiest time of the year.
   b. Mural festival admin
      JG is working on the youth component of the Mural Festival with schools, Street Wise is getting ready for the call to go out for artists, CAPS discussed the ideal number of jurors that should represent CAPS (2 or 3), and the video and picture taking at the mural festival. These items will be discussed under the work plan later in the meeting.
   c. Civic Space window blackouts

For Boulder Film Friends in Superior on Friday night, black out curtains were installed and the partial pull-out wall to block the daylight during the movie. At that time we will see if additional changes are necessary to block outside light while showing films.

d. Hyatt mural design update
   CAPS feedback was shared with the developer. Based on CAPS comments minimal changes were made. The second mural was changed to a flower theme. The murals were not commissioned by Superior so we can only provide feedback.
e. Advisory Group Guidebook presentation next month
   The review will be held at the June Meeting when Mikaela is present.
f. The Events department shared the community t-shirt design competition information with CAPS for the 4th of July, JG emphasized that CAPS is not obligated to participate and that the information was shared due there being artists on the advisory committee.
g. Leslie shared that due to work being conducted on Indiana, Coyote Hawk may need to be stored for a period of time until it can be reinstalled in front of the Civic Space.
   The concrete slab will remain for a future piece of art.
h. Click it Fix it request to repair Mural
   The AJ Davis mural inside the McCaslin tunnel has paint peeling off the wall, in lower areas only. The Parks staff will do a light power washing prior to repairs because of dust and dirt. The cause of the damage is not known; the anti-graffiti guard should be preventing these problems. Once it is power washed the repairs will be scheduled. There will be some cost involved for the repairs.

4. General Updates, Debriefing, Upcoming Events, Other
   a. Updates
      i. Marshall Fire Remembrance Project
         JG is working on administrative pieces. They are meeting next week for a final review of RFQ before it goes out. The survey is done; Leslie will follow up on the geotech. Plans were shared with the Boulder County Easement team. We are waiting for find out if the Boulder County Board of Commissioner will be involved in the approval.
   b. Debriefing
      i. March 27 a work session with Parks Superintendent per Civic Space Landscaping and placements for public arts.
         Andrew, Liza, Ardyce and JG meet with Leslie and Matt to finalize the spot on the plaza for Coyote Hawk, which will be part of the newly landscaped area. They are also adding a concrete pad into the area directly in front of the Civic space for future art. We will place a Prairie Dog Sculpture on the Pad at this time. Plans to add a concrete pad for future art at the Food Hall were discussed.
   c. Upcoming Events
      i. Friday, April 24, Boulder Film Friends in Superior, Chasing Childhood, 6 p.m.
      ii. Friday, May 29, Boulder Film Friends in Superior, The Life of Chuck, 6 p.m.
         Discussed changing the timing for the summer movies and adding more seating if needed.

5. Work Plan Check-In
   a. Mural festival
      JG met with Street Wise and with the art teachers from Eldorado PK-8 and SES to collaborate on the youth portion of the Mural Festival. The plan is to have two big panels: one for each school. Street Wise will hire a separate artist to work directly with the students and the art teachers. They will collaborate to come up with the concept, but the youth need to be part of the mural. An after-school club will be created specifically for the creation of the collaborative mural. The club will

begin in the fall when school starts and complete the murals prior to the festival and will have a reveal of the murals during the event. JG suggested that there could be an additional activity at the event for the youth to participate in. The mural panels will become part of the public art collection. Street Wise suggested that the jury will consist of three from Street Wise, two members from CAPS and one artist from the Boulder Mural Festival. The number of CAPS members on the Jury was discussed. It was agreed that the mural subcommittee will be the CAPS representatives on the jury. It was decided to pause the addition of Videography and photography for festival was removed from the contract with Street Wise due to cost. A possible work-around is having the artist take their own pictures of their murals during the process. CAPS will discuss the matter next month and JG will look at other options and get cost estimates.

b. ARTery
   Discussion tabled.

6. Discussion Items
   a. Finalize digital art exhibition title. Voted on the title. JG will review the votes and name the wining title.
   b. Public art stickers. Andrew is working to improve the picture of the fox that will be used for the stickers. Stickers will be given out on the 4th of July to promote the mural festival.
   c. Fox Blanket for raffle
      We will hold a free raffle for a blanket with pictures of the foxes depicted in the RCP mural to generate interest for the Mural Festival
   d. Rainworks rollout.
      Sherry will do a demonstration on May 3rd on how to apply the stencils.
   e. Stamped concrete at Rock Creek Parkway and potential cost (vote)
      There was no vote at the meeting; cost estimates are pending collaboration with Public Works.
   f. Continued review possible revision & update to CAPS Resolution
      On going discussion on how to go forward. June meeting for discussion. The June meeting will be an all-administrative meeting.

7. Adjourn
   Andrew moved to adjourn the meeting at 7:58 P.M. It was seconded by Stephanie. Meeting was adjourned at 7:58 p.m.

Next meeting: Thursday, May 28, 2026 at the Superior Community Center

Notes
Open Space Advisory Committee (OSAC)
May 13, 2026, 6:00 PM
Superior Community Center
1500 Coalton Road

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

1. Meeting was called to order (6:00)
2. Preliminary Matters
   a. Roll Call (6:01)

   - OSAC members present: Todd Gleeson, Amber Greves, Kara Neuse, Michael McDonnell, Cristi Verbeck, Rita Trainor, Joanne Maneri, Gordon Sims
     - No absences
   - Staff / Town Council present: Heather Craycraft (for Mike Foster), Leslie Clark, Connor Curtis (newly hired open space ranger).
     - Absent: Phary Om

   b. Agenda Approval (6:05) approved.
   c. Public Comment (limit 5 minutes/person) (6:07) – none in attendance.
3. OSAC Discussion Items
   a. Staff & Town Council Liaison Updates [Leslie/Phary/Mike] (6:10)
      3.a.1. Heather – none today
      3.a.2. Leslie – staff updates.
      - OSAC dinner with the Town Council was a success and feedback from council members was positive. Will determine next steps based on future budget approval.
      - Trail consultant evaluations – down to 2 bidders. Thanks for feedback on selection criteria and please send criteria to Leslie if you haven't yet responded. Feedback to date: Two remaining bidders have different but valuable skills. Each should be able to meet our schedule.
      - Town of Superior has hired a prairie dog consultant to assist with analysis and recommendations for many areas with immediate focus on the area along McCaslin by the Coalton Trail trailhead. Will possibly build a permanent fence along McCaslin on East side of Superior-owned edge (West side of McCaslin) to prevent prairie dogs from crossing / expanding across McCaslin road.
      - Coyote Ridge trail head signs have been ordered for new parking lot on HWY 128, south pool area and third area not yet determined.
      - The new Community Park playground open! Large turn out to date.
   b. Migratory Bird Day Recap (6:30):
      - Attendance was down from last year. All agreed we need to improve the marketing campaign and perhaps combine with other events. We also need to ensure we're meeting criteria to maintain our Migratory Bird status. Please send ideas to Phary.
      - Town Council Dinner Recap (6:35):
      - See above. There was a discussion around when future dinners should take place to allow time for town budgeting. Leslie will pencil the next OSAC dinner in for May, 2027. Amber suggested we push harder on Rodenticides, how we

guide/direct/register companies used in town and determine how we push new legislation or leverage existing ordinances. Leslie to work with Amber and team to explore options (talk to town attorney and manager).

c. National Trail Day Planning [June 6] (6:40):
   - Please sign up. From show of hands, at least 5 of OSAC members will be in attendance. Phary will do a wildflower walk. Mike offered to do a bike tour if needed.

d. Property Evaluations (6:45):
   - Todd reviewed the process and reminded OSAC members that the evaluations are due to Rita on May 26th.
   - Feedback on criteria – 'Attainability,' and 'affordability' are criteria that are difficult for OSAC to weigh in on.
   - Question came up as to the development adjacent from the 76th property. The current proposal includes 300+ units next to the 76th property.

e. Coyote Ridge Trail Consultant (6:55):
   - Update above.

f. Coyote Ridge Trail Name Recommendations for Council (7:00):
   - Subcommittee met to discuss proposal for trail names. Names were sent to OSAC. Amber made a motion to amend the proposed list and replace trail 3 with 'Prairie Dog Trail.' All others approved and will forward the list of names to Council for their approval.
   - Trail Assistance Requests to BOCO (7:10)
   - Reviewed 4 improvements. OSAC voted and agreed the Marshall Road underpass improvement was the top priority will be presented to BOCO. Louisville also has this improvement as a top priority.

g. Open Space Wildfire Mitigation Review (7:20):
   - Leslie explained the two current grants. One of the grants funds a consultant that recommends course of action going forward. Leslie said the contracts were approved for another year of goat grazing with Goat Brothers and Olsen who did the mowing. Leslie will solicit feedback from OSAC. She will also invite the consultant to visit OSAC. OSAC can recommend areas for goats and/or mowing. Cristi and Todd voiced their concerns for 'over' mowing. Todd recommended we find a consultant that can educate OSAC on the balance between the environment and wildfire mitigation. Amber suggested we leverage Louisville's plan who engaged a consultant and had a balanced approach. Gordon (liaison to Lousville/Lafayette OS management) will also see what they are doing to balance the wildfire mitigation and habitat preservation. Cristi and Todd also volunteered to do additional research in this area.

h. E-bikes/Regular Bikes Speed Limits (7:40):

3.h.1. There is already a 15MPH speed limit for E-bikes. Team members agreed we should post signage on the limits. Trail Etiquette committee to come back with signage ideas (Mike, Cristi and Gordon).

4. Standing Updates (7:50)

a. OSAC New Member Onboarding Packet – Todd distributed paper copies and asked for feedback.

b. Raptor Program - Kara's update: 102 observations (including 2 where raptors have disappeared) in the past month. There are over 60 volunteers. Kara requested communication assistance from Town of Superior to bring awareness about giving wildlife space (don't approach too closely, etc.). Participated in Bird Day and will participate in Trails Day and do a walk on May 30th. Todd suggested that the Raptor / Wildlife teams set a baseline each year to get a count/inventory of birds/species….we may need to ask Peter R if we can take the same approach. Kara to ask Peter.

c. Coyote Ridge – nothing more to add except that the trail counters were implemented and a bike jump was eliminated.

d. Wildlife Monitoring Program – cameras are catching a number of species including Elk.

e. Town Wildlife Management Plan – WHET and some OSAC members creating a plan. An outline has been created and team is meeting monthly. Joanne will invite someone from Parks. We believe we can create plan with minimal cost as long as we can leverage Superior communications team.

f. Wildfire Update – no further update beyond 'I' above.

g. Prairie Dog Update - no other items.

h. East County Open Space Liaison - Gordon reported that Louisville has similar topics. They are creating their budget so the timing is good to share ideas including the fire mitigation topic.

5. OSAC Roundtable/New Business – no other topics.

6. Reminders

a. National Trails Day (June 6th)

7. Adjourn

Notes
Parks and Recreation Advisory Committee (PARC)
May 20, 2026
7:00 PM
Superior Community Center
1500 Coalton Road

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

1. Call Meeting to Order

2. Preliminary Matters
    a. Roll Call
        - Present: Lindsey, Neha, Martha, and Justin
        - **No quorum**
        - Absent: Burton, Debra
        - Staff Present: Bryan
        - Town Council Member Present: Heather
    b. Approval of Agenda
    c. Public Comment (limit 5 minutes/person)

        - Alex (Mohawk Cir) raised concerns/questions regarding spraying and what is being sprayed on community areas, Notes referenced questions around community awareness and communication. General concern noted around future Town ownership, management, and control considerations related to parks/open space areas

3. Discussion Item(s)
    a. Welcome new PARC member - Neha
    b. Debrief from Town Council Dinner on May 11
    c. Next steps on maintenance and upkeep of smaller parks, budgeting & timeline, to be discussed during June 1 upcoming Town working session, prioritizing Pirate park and reviewing the recent analysis on parks.

d. Next steps on potential SCC Tap & Café – Town considering Town ownership to maintain control and implement management strategy.
e. Town programming input – discussed ideas from Debra and Neha on what additional programming could look like. General consensus was that more programming would be welcome, especially in the summer.
f. Plan for any PARC representation at Central Park Grand Opening – June 14, 1-3pm, several folks will try and make it
g. Schedule future park walk – June 17th, 6:15pm at Pirate Park
h. PARC booth at July 4th Event? – will follow up on combining booth with OSAC
i. SWEP Grant – PARC endorsement

- Mentioned median and irrigation work at Rock Creek Parkway & McCaslin, Approximately $280K noted, PARC expressed support/endorsement for SWEP grant effort

4. New Business and Updates
   a. Updates from Town staff and/or Town Council Liaison – got updates on pool timeline for opening, closing and construction. SCC construction to begin in August, lasting 2-3 months. Block party trailer reservations opened and doing well, reserved for 8 weekends.
   b. Summary points of meeting: The committee discussed priorities around smaller park maintenance, programming opportunities, and future community engagement efforts, with a strong focus on Pirate Park and expanding summer programming. Conversation also touched on long-term considerations for park ownership/management, upcoming events, and support for the SWEP grant tied to the Rock Creek Parkway/McCaslin area.
5. Adjourn

Meeting Notes
Superior Historical Commission (SHC)
Friday, May 15, 2026
10:00 a.m.
Superior Community Center
1500 Coalton Road

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

1. Call Meeting to Order: meeting called to order by Dalton Valette at 10:00

2. Preliminary Matters
    a. Roll Call
    Present: Larry Dorsey, Dalton Valette, Karen Waligorski, Errol (Wally) Waligorski, Mary Cartwright, Susan Stanish, Scott Phillips, Maureen Hogg, Jill Roberts
    Staff Present: Lydia Yecke, Events and Volunteer Coordinator III
    Town Council liaison present: Heather Cracraft
    Guests: Paul Gibbs; Jean Barrett
    b. Approval of Agenda
        i. Motion to approve made by Larry, seconded by Karen; agenda approved
    c. Public Comment (limit 5 minutes/person) - none

3. General Updates, & Debriefing
    a. Updates
        i. Correspondence, completed/required
            - Per Mary, nothing new
        ii. Marshall Fire Remembrance subcommittee
            - Per Dalton: they had hoped to have a meeting next week but it's not scheduled yet; he believes soil sample work by the town is done; they're waiting for updates from Davis Partners; fundraising efforts are on the horizon
        iii. RFI log and Mass Media list
            - Per Maureen: nothing new to report
        iv. Volunteer(s)
            - Per Lydia: no news yet from volunteer videographer; per Dalton no updates regarding volunteer Jade, he will follow up with JG to see if she is graduating
        v. Donor(s), Lions Club, & recent donations

- Per Jill: we decided to accession and then deaccession the ashes that were donated
- Per Larry: received information from Carol Colcomb about donation of a baby scale, a Lionel electric train set and a wooden chair. We decided to consider the baby scale but not the other items. He will follow up with her.
- Lions Club: per Jean, we're hoping to see the trees planted at Asti make more progress in terms of growth.

vi. Collection management
- Per Jill: we have 2 other items we want to deaccession; one duplicate iron and the school desk in the basement; the pegboard is up in the kitchen with the implements on it; we found some other items we want to put on the wall in the living room; regarding the clock, let's add to the agenda next month a vote for its repair; regarding CatalogIt, we are through the kitchen items and the Bob Gabriella donations, next up is the medical/personal supplies.

vii. Scroll & Stroll and QR code signage project
- Per Maureen, she and Dalton continue to work on this project and coordinate with the signage project.

viii. History Colorado Affiliates
- Per Jill: there will be an upcoming webinar on processes for handling new donations that may be helpful for us.

b. Debriefing

i. April 29 Annual Spring Program panel discussion
- Per Lydia, the video is nearly finished and the link will go up on the website.
- Per Dalton; there were 40-45 attendees; the content was well received and the flow of the event went well.

ii. May 2 open museums and historic walk
- Per Larry, we had almost 60 participants for the walk; Dalton had mentioned that for future walks we may want a handheld microphone to help project sound.
- Per Dalton, museum turnout that day was good as well

iii. May 8 work session
- Per Jill, we've made a lot of progress; maps in the box of maps have been moved to the map drawer.

iv. Art Source framing and on-site input visit
- Per Dalton, he and Mary went to Art Source with the map to review frame options; he presented a picture of a sample of the wood (sourced in Boulder County!) for the frame and discussed the plexiglass and matting; Katie at Art Source said we should be able to get the frame in about two months; when it's finally mounted we will have a placard recognizing both the donor and Art Source for in consideration of the discounted price for framing

v. Heritage Roundtable and ANFRM
- Per Larry: ANFRM was at the Arvada Flour Mill and topic was gift shops, so not as relevant to us but the tour of their museum and hearing the discussion was interesting;

per Mary the next meeting is June 15 and will be ice cream social at the Wheatridge Historical Society facility at 4610 N Robb St, Wheat Ridge, CO 80033
- Per Larry, upcoming Heritage Roundtable to be covered in upcoming events on agenda

vi. Preservation Plan work group
- Per Dalton, he and Scott have been meeting and fleshing out more ideas before meeting with JG

4. Work Plan Check-in
   a. Discussion Items
      i. Next open cemetery day
         - Per Larry and discussion by the group, we will do this on June 7
      ii. Flag placements on Veteran graves for Memorial Day by Town Veteran's group.
         - Per Lydia, Mikaela's group is going to help with flag placement.
         - Per Wally, there are three Civil War veterans in the cemetery; veterans have expressed a lot of interest in volunteering with cemetery open days; veterans group is working on getting more members.
      iii. July 4 museum closure; planning for booth and fire truck at event; Arts & History booth for America 250 exhibit next to SHC
         - Per Lydia, JG can drive the fire truck over but needs at least one SHC volunteer to help; Larry will follow up with her.
      iv. Second grade field trips; Jen Lehman (Superior Elementary School) retirement; need for new SHC coordination leader
         - Per Larry, Jen sent two names; for SHC, Larry would like a new person from SHC to coordinate; Jill volunteered.
      v. Date options for SHC and Lions group photo at Asti
         - Per Dalton, we will wait for update from JG on completion of signs; per group, possibly do this in late summer or early fall so there are more leaves on the trees.
      vi. Home Rule documentation for the collection
         - No updates – Dalton to follow up with JG.
      vii. Assign an SHC liaison with the historic museums in Lafayette, Louisville, and Broomfield
         - Jill and Larry volunteered to team up to take this on.
      viii. Create a maintenance, practice, and procedure plan for fire truck – see item xi below
      ix. Fall Program planning; Hello deadline is mid-July
         - Per Larry: he sent an email to the Rosie the Riveter presenter about that possibility; likely there would be a cost because it is through Colorado Speakers Bureau; he will follow up with her; need date confirmation as soon as we can because Civic Space is going to get booked up with the SCC temporary closure.
         - Per Maureen, another suggestion for a Plan B topic could be a panel discussion featuring people closely involved

with the Marshall Fire; Mary mentioned the possibility of including at least one member of Town Staff due to the intense work they had to do at the time.

x. 501(c)(3) pursuit and organization (with overlap with Marshall Fire Remembrance)
    - Per Dalton, perhaps we could have a working group to explore this; per Heather, she will explore this possibility with Dalton and Neil Shah to get some initial ideas on how this could work.

xi. SHC Work Plan item to create a maintenance, practice, and procedure plan for fire truck; Lydia will help lead; need 1-2 SHC volunteers to assist
    - Per Lydia, she is planning for this; would like assistance from perhaps Wally and Larry to get input.

b. Upcoming Events

i. May 18 Boulder Heritage Roundtable Awards Ceremony, Chautauqua Community House, 6-9 p.m. SHC recognition for museum rebuild, Sergeant Salaman to present award
    - Per Larry: Dalton will accept the award on behalf of the SHC; the mayor cannot join but Heather will be there and a number of SHC members.

ii. June 6 open museums 10a.m. - 2p.m.; staffing plan
    - Dalton and Scott to work at cemetery
    - Dalton to open Asti; Jill at Asti in morning; Karen and Wally at Asti in the afternoon
    - Larry and Susan at Grasso until Mary arrives

iii. Reminder: June 12 SHC meeting due to June 19 holiday

iv. June 19 work session, 10a.m. – 12 noon
    - Per Jill; let's target this day as ANFRM meeting prep vs collection work – we can meet at Asti if needed (*note that both SCC and Downtown Civic Space will be open that day)

v. August 17 – ANFRM meeting hosted by SHC in Superior

5. Staff Updates

i. JG is likely attending the Heritage Roundtable award ceremony

ii. Grasso grant status
    - Per Lydia, we have 3 contractors we're looking at; all have done a site visit; we're on schedule and waiting for them to return assessments; Brooke is doing the grant writing.

iii. Superior 130 in next Hello Superior issue
    - Per Lydia, JG says thanks to those who provided quotes.

iv. Lions signage installs at Asti is in the works, no date yet

v. Pegboard cost reimbursement to Jill to come out of total approved project cost
    - Per Lydia, SHC approved $500, Jill has submitted amounts for supplies.

vi. August through November meetings will be held at Town Hall due to construction at the Community Center

6. Other

7. Adjourn – motion to adjourn made by Wally and seconded by Mary; motion carried

Next meeting: Friday, June 12, 2026, at the Superior Community Center

PROCLAMATION DECLARING JUNE PRIDE MONTH

WHEREAS June is celebrated as Pride Month, commemorating the 1969 Stonewall Uprising in New York City, a pivotal event in the movement for LGBTQ+ rights and liberation; and

WHEREAS, the LGBTQ+ community has made and continues to make significant contributions to the cultural, civic, and economic successes of the Town of Superior and the State of Colorado; and

WHEREAS, Superior recognizes that visibility, advocacy, support, and education are vital to creating a community where all individuals can live safely and free from discrimination; and

WHEREAS, protecting freedom and autonomy for LGBTQ+ people and families is essential to the health and vitality of our community, as when any one of our neighbors is denied the right to live authentically, all of us are diminished; and

WHEREAS, Pride Month is an opportunity to honor the history of the LGBTQ+ rights movement, to reflect on the ongoing struggle for equality, and to celebrate Superior's LGBTQ+ community members; and

NOW, THEREFORE, I, Mark Lacis, Mayor, by virtue of the authority vested in me and the Town Council of the Town of Superior, do hereby proclaim June 2026 as "Pride Month" in Superior, and invite all citizens in the community to use this month to celebrate the importance of LGBTQ+ equality and recognition.

IN WITNESS WHEREOF, I have hereunto set my hand this 8th day of June, 2026.

Mark Lacis, Mayor

Item Number:4.d.

Information for Meeting of the Superior Town Council

Agenda Item Name:	1st Quarter Financial Report
Meeting Date:	June 8, 2026
Presented By:	Jeff Stone, Finance Director
Presented For:	Approval

Background:

Quarterly the Town Council receives a summary report reviewing the financial condition of Superior. Attached is the Q1 2026 report for the Council's review and the March 2026 income statement.

Recommendation:

Budget Implications:

Motion:

Attachments:

1. Q1 26 REPORT
2. 03 March 2026



QUARTERLY FINANCIAL REPORT

1st QUARTER 2026

1st QUARTER 2026 HIGHLIGHTS

Executive Summary:

Sales tax revenues are up (0.4%) through February (compared to 2025). The 2026 budget has sales tax at flat when compared to 2025. Vehicle use tax is down (22.7%) when compared to 2025 and is down about 7% from budget. Staff will continue to watch these revenues as more data becomes available.

Other Town revenues and expenses are generally at budgeted projections.

General Overview:

March 2026 summary of Town finances:

- *Revenues*
  - General Fund (GF) revenues down 3.1% from 2025 (slightly below 2026 budgeted levels). Slower property tax revenue collections, lower fines and forfeitures, and lower miscellaneous make up a majority of the revenue decrease.
  - Total Water Fund revenues up 3.8% from 2025 (at 2026 budgeted levels). Water usage higher in 2026 by 11.2% (includes 9.5% rate increase). System development fees paid in 2026 slightly lower.

Other 2026 revenues are in-line with budgets.

- *Expenses*
  - GF up 15.3% from 2025. System development fee rebates paid in 2026 make up the majority of the increase. Clerk expenses are higher in 2026 with software costs paid earlier in 2026. Planning and Building lower in 2026 with less building activity.
  - Water up 33.3% from 2025. The result of higher Windy Gap allotment contract and Windy Gap carriage and power expenses in 2026. Expenses still within budget.

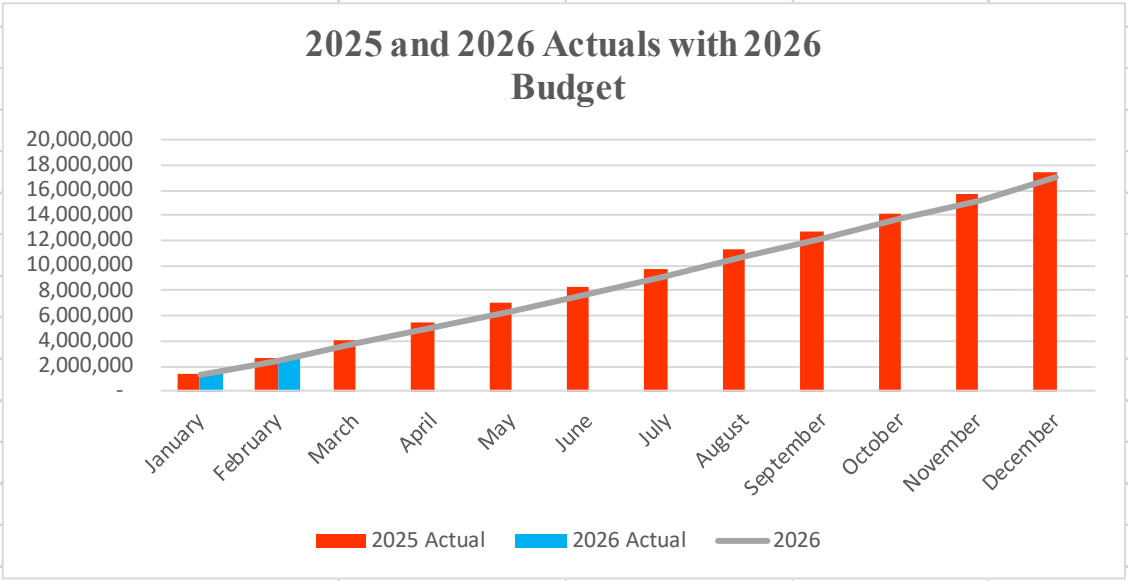
Other 2026 expenses are in-line with expectations.

GENERAL GOVERNMENT

General Operations:

- **Revenue**. General Fund revenues are slightly below budget expectations. Staff will continue to monitor the major revenues over the next quarter. The following graphs summarize Superior's sales and use tax receipts as well as total General Fund revenues:

Sales Tax Revenues - Through February 2026

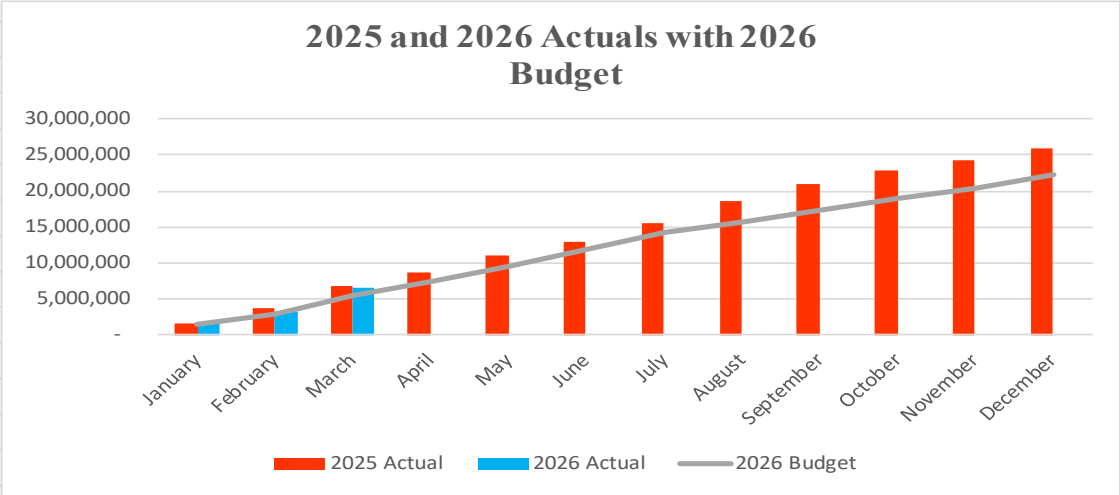


2026 YTD Change in Sales Tax Revenues

(2026 budgeted increase at 0% from 2025)

	2025	2026	Variance	
January	1,387,217	1,346,856	$ (40,361)	-2.91%
February	2,631,559	2,643,188	11,629	0.44%
March	4,084,943		(4,084,943)	-100.00%
April	5,494,164		(5,494,164)	-100.00%
May	6,973,813		(6,973,813)	-100.00%
June	8,314,998		(8,314,998)	-100.00%
July	9,737,690		(9,737,690)	-100.00%
August	11,301,145		(11,301,145)	-100.00%
September	12,738,168		(12,738,168)	-100.00%
October	14,182,613		(14,182,613)	-100.00%
November	15,700,169		(15,700,169)	-100.00%
December	17,486,147		(17,486,147)	-100.00%

General Fund Revenues - Through March 2026



2026 YTD Change in General Fund Revenues

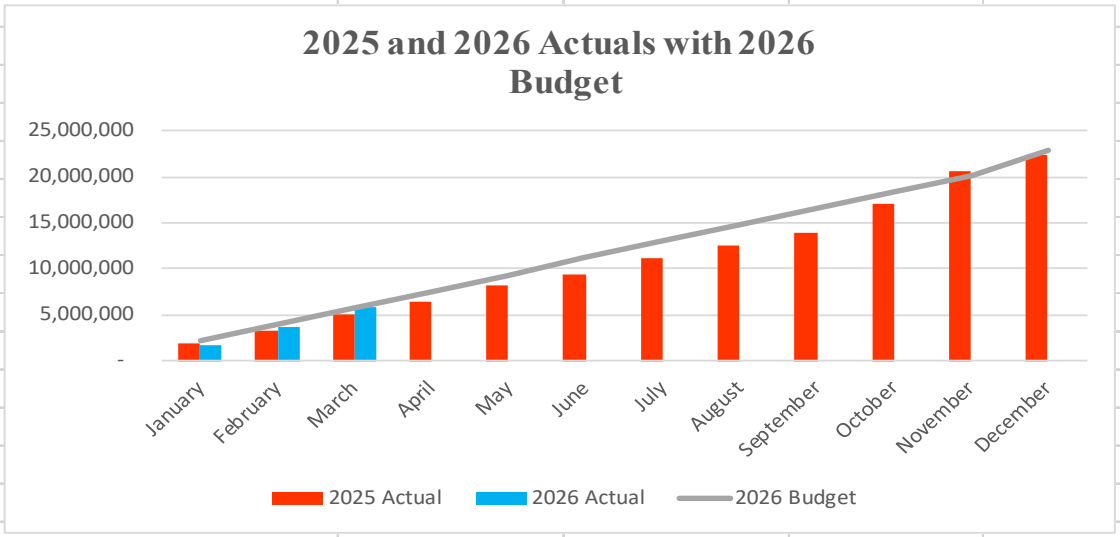
	2025	2026	Variance	
Sales & Use Tax	$ 3,773,311	$ 3,836,836	$ 63,525	1.7%
Property Tax	1,794,033	1,563,896	(230,137)	-12.8%
Other Tax	220,236	279,306	59,070	26.8%
Licenses and Permits	330,474	353,665	23,191	7.0%
Charges for Services	388,221	450,209	61,988	16.0%
Fines and Forfeitures	75,350	45,281	(30,069)	-39.9%
Miscellaneous	263,890	104,327	(159,563)	-60.5%
Total Revenues	**$ 6,845,514**	**$ 6,633,520**	**$ (211,995)**	**-3.1%**

Notes:

- Building use tax up in 2026 when compared to 2025 with permit for affordable housing pulled in 2026. Vehicle Use Tax down 18.6% in 2026. Sales Tax up (0.4%) first two months of the year.
- Property tax collections lower in 2026
- Permit and Plan Check revenues down in 2026 with less building activity.
- Charges for Services higher in 2026 with higher facility use and recreation program fees in 2026
- Court Fines down from 2025. More traffic tickets paid in 2025 from Dec 2024 violations from extra patrols.
- Miscellaneous down in 2026 with Boulder County RMMA reimbursement and a Carmel Partners payments in 2025 not received in 2026

- **Expenditures**. General Fund expenses are at expectations.

General Fund Expenses - Through March 2026



2026 YTD Change in General Fund Expenses				
	2025	2026	Variance	
Legislative	$ 69,743	$ 92,454	$ 22,711	32.6%
Judicial	30,533	40,312	9,779	32.0%
Clerk	47,137	79,475	32,338	68.6%
Administration	710,753	776,725	65,972	9.3%
Finance	163,643	168,866	5,223	3.2%
Communications	136,933	161,773	24,840	18.1%
Legal Services	149,512	148,199	(1,313)	-0.9%
Public Safety	929,410	953,555	24,145	2.6%
Planning & Building	251,418	163,191	(88,227)	-35.1%
Parks & Recreation	736,851	814,250	77,399	10.5%
Public Works	803,220	735,156	(68,064)	-8.5%
Non-Departmental	583,650	1,294,684	711,034	121.8%
Fire - Building Rebates	34,424	-	(34,424)	-100.0%
Library	452,048	450,433	(1,615)	-0.4%
Total Expenses	**$ 5,099,277**	**$ 5,879,073**	**$ 779,796**	**15.3%**

Notes:				
- Legislative: Higher Council Special funds spent in 2026				
- Judicial: Office Supplies and law enforcement expenses higher in 2026				
- Clerk: Computer software expenses paid earlier in 2026				
- Administration: Archiving services higher in 2026, higher economic development expenses, increase in chamber support in 2026				
- Communications: Payroll costs higher with position converted from P/T to F/T				
- Public Safety: Contract costs higher in 2026				
- Planning & Building: Inspection services lower with less building activity in 2026				
- Parks & Recreation: Higher full-time and part-time salaries with new position and civic space open full year in 2026, building mainteance higher in 2026, meddia services paid earlier in 2026 . All lines still within budget.				
- Public Works: Expenses lower in 2026 with lower snow removal and material costs making up the majority				
- Non Departmental: System development fee rebate paid in 2026. Workers Comp insurance higher in 2026, insurance costs higher in 2026. All expenses still within budget				

Government Capital:

- CIP Revenue. At expectations. Revenue is generated from an on-going 0.3% dedicated sales and use tax, plus transfers from the General Fund and Marshall Fire Recovery Fund.

- **Capital Improvement Program (CIP) Fund**:

GOVERNMENTAL CIP					
Project	**Additional Description**	**Budget**	**Cost**	**Final Cost (If Project In Multiple Years)**	**Status**
Fence Maintenance	Yearly contract for fence maintenance throughout Town	50,000			Planning - Expect to spend all of this on Town-owed Fence Repair
Irrigation Upgrades	Combine irrigation clocks and flow-sensing abilities to increase efficiencies in irrigation systems throughout Town	50,000			Planning - Expect to spend all of this as we continue to upgrade irrigation clocks and systems for improved efficiencies
Tree, Plant and Shrub Enhancement	Preserve, upgrade, maintain and replace plant materials.	230,000			Planning - Expect to spend all on tree plantings, removals and care
Vehicles	Replace Skin Steer parts	50,000			Planning - Expect to spend all

Community Center Building Impr.	Reception desk project	120,000			In progress - $122,492 spent to date. Expect to overspend this budget due to project and regular building maintenance needs
Public Works/Parks Maintenance Operation Building	Construction for combined Public Works and Parks maintenance building near WWTP	662,500			Construction ongoing, estimated completion late 2026.
Capital Building Maintenance	On-going project to maintain aging parks buildings and restrooms	15,000			In progress - Expect to spend all
Playground Improvements	Projects directed by Town Council and Committee	100,000			In progress - Expect to spend all
Shade Structures and Tree Additions	Addition of shade structures and trees for existing playgrounds in larger parks. Priority parks: Cabin, Castle, Big and Little Sagamore, Children's, Wildflower and North Pool	50,000			Planning - Expect to spend all
Xeriscaping Projects	Ongoing enhancements throughout Town	100,000			Planning - Expect to spend all
Park Improvements - Shrub Bed	Multi-year project to replace the original evergreen shrubs installed at the inception of Rock Creek Ranch	75,000			In progress - Expect to spend all
Dog Park Renovations	Ongoing irrigation improvements, soil and sod amendments at Autrey Dog Park	25,000			Planning - Expect to spend all
Park Improvements - Other	General improvements throughout Town	75,000			Planning - Expect to spend all
Park Furniture Replacement	Multi-year project to replace the original, decaying wood park furniture.	25,000			In progress - Expect to spend all
Historic Projects	Phase 2 Miner's Memorial & interpretive signage	50,000			In progress, will spend all on bronze statue
Parking Lot Improvements	North Pool parking lot	70,000			Design - this will be spent during the N. Pool Renovation Project
Community Park Playground Improvements	Construction of new playground	550,000			In progress - expect to spend all
Public Art Acquisition	Projects developed via the Creative Placemaking Master Plan	70,000			$16K spent on Mural Fest Planning, expect to spend all
Traffic Signal System Upgrades	Software and traffic detection upgrades along Rock Creek Parkway and Coalton	80,000			Complete. Waiting on invoice.
Vehicles	Replacement of two pick-up trucks	60,000			Obtaining quotes.
Public Works/Parks Maintenance Operation Building	Finish construction for combined Public Works and Parks maintenance building near WWTP including furniture.	662,500			Construction ongoing, estimated completion late 2026.

Street Replacement Program	Design, maintenance and construction of Superior's roadways. 2026 project includes improvements to 5th Avenue plus alley treatment, repave Honey Creek Lane	900,000			Bids received and pending award in April. Construction to be completed in Summer 2026.
McCaslin Pedestrian Crossing	This project is an at-grade crossing of McCaslin Blvd, north of Rock Creek Parkway and south of Discovery Parkway. This project is 82.79% DRCOG grant funded with design and construction being completed in 2026.	604,000			Design ongoing, construction to start late 2026.
Street Sealing (Slurry Seals)	Slurry seal to extend life of asphalt. Will review needs in Rock Creek	200,000			Pricing received for Rock Creek Circle and pending award.
Traffic Calming	Install traffic calming measures as recommended by the Traffic and Safety Committee	25,000			Flex post installed and school flasher ordered for 88th Street. Review other requests as they arise.
Landscape Code Update	The proposed Landscape Code Update will reflect and support recent water-related updates to strategic and policy documents.	80,000			In Procurement
Energy Code Update	Superior proposes hiring a part-time Building & Code Analyst, obtaining contractor technical support for building policy, and expanding existing building contractor services to include additional support for energy code adoption, review and inspections.	50,000			Part-time Building & Code Analyst starting April 7th. SafeBuilt Energy Code Specialist starting April 8th (6 hrs. per week for year 1)
Sustainability Enhancements	Allocation for this project is intended to provide funding for grant matches to pursue sustainability enhancements	232,000			TBD
Enhanced Town Facility Communications	Multi-year project, adding cameras throughout the community for enhanced safety and security	20,000			Planning
Server Replacement	Servers typically on a five-year replacement schedule. 2026 projects Granicus & Tricaster	50,000			Planning; Getting quote to replace Tricaster
AV/Town Boardroom Equipment Improvements	On-going improvements of Town Boardroom audio visual equipment.	20,000			Planning, Vote System
Building Capital Maintenance	On-going project to maintain aging Town buildings	15,000			Planning; Town Hall Windows finished from 2025 project
Comprehensive Plan Update	Update to Town's Comprehensive Plan and Transportation Plan (Total budget between 2024 & 2025 $300,000 50% grant funded)				Completing close-out, waiting on final invoices

- **2025 Capital Improvement Program (CIP) Fund**: Revenues at expectations.

2025 CAPITAL IMPROVEMENT PROGRAM					
Project	**Additional Description**	**Budget**	**Cost**	**Final Cost (If Project In Multiple Years)**	**Status**
Community Center Structural Improvements	Superior Community Center structural improvements	1,500,000			Design ongoing, project to be advertised in April for construction.
North Pool Renovations	North Pool reconstruction	5,270,000			Project advertised for bids, construction to start late 2026.
South Pool Renovations	South Pool reconstruction	270,000			Project advertised for bids, construction to start late 2026.
Rock Creek Parkway - Indiana to 88th Street	Finishing street improvements on Rock Creek Parkway. Indiana Street to 88th Street	3,000,000			Contract awarded and construction to start in April.
Rock Creek Parkway - Honey Creek to Coalton	Finishing street improvements on Rock Creek Parkway, from Honey Creek Lane to Coalton Road	2,200,000			Contract awarded and construction to start in April.
Indiana Street Improvements	Completion of street improvements on Indiana Street from W Torreys Peak to McCaslin Blvd.	2,000,000			Pending award. Construction to start late May.

- **Conservation Trust**: Revenues at expectations.

CTF					
Project	**Additional Description**	**Budget**	**Cost**	**Final Cost (If Project In Multiple Years)**	**Status**
Pool Repairs and Improvements	Annual maintenance of North and South Pools (2025 Carryover Project - Budget Amendment will be needed)	75,000			$186,550 spent on new pool filter at South Pool, dollars were carried from 2025 CTF to fund this
Tree, Plant and Shrub Enhancement	Preserve, upgrade, maintain and replace plant materials.	75,000			$13k spent, expect to spend all

Class 1 Landscape:

- Revenue. At expectations. Revenue is generated from a monthly residential landscape fee, which increased 9% in 2026 ($40.14 for single family detached home, $33.46 for condominium/duplex, $26.76 for apartment).

- Operating Expenditures. At budget expectations.

Open Space:

- Revenue. At expectations. Revenue is generated from an on-going 0.3% dedicated open space sales and use tax approved by Town voters in 2001.

- Operating Expenditures. At budget expectations.

- Capital Expenditures:

OPEN SPACE					
Project	**Additional Description**	**Budget**	**Cost**	**Final Cost (If Project In Multiple Years)**	**Status**
Land	Property Acquisition	1,365,000			$53,500 spent on property acquisition incidentals. Expect to spend additional $1,070,000 on property purchase and then receive reimbursement from MHFD for $706,200
Master Plan Implementation	Various Open Space improvements per the Master Plan to include: trail and habitat improvements, interpretive signage, etc.	50,000			On-going, expect to spend all
Open Space Fuel Mitigation	Mitigation of vegetation, funded by HMGP Grant.	674,496			On-going wildfire mitigation efforts supported by BOCO SFMG (50%match), and FEMA HMGP (17.4% match)

Open Space Debt Service:

Debt was issued in 2006 for open space purchases. The Town took advantage of our one opportunity to refund this debt, which resulted in materially lower annual debt service payments (from roughly $525k to $395k) beginning partially in 2016 and then fully in 2017. Additional debt was issued in 2020 for the Coyote Ridge land purchase. Debt service is supported by an on-going 0.3% dedicated sales and use tax approved by Town voters in 2001. Debt service payments are scheduled through 2040.

Waste Collection:

- Revenue. At expectations. Revenue is generated from a monthly trash, recycling, and composting fee for residential accounts in Original Town, Sagamore, Coal Creek Crossing, Rogers Farm, Calmante I/II, The Ridge, Lanterns, Downtown Superior and Superior (Autrey) Shores. The Town began this service in 2008. The Town bills customers for this service. During 2025, this fee changed to a pay as you throw model based on the size of the customers trash bin. 2026 prices, 35 Gallon ($19.85/month), 65 Gallon ($31.85/month), 95 Gallon ($43.85/month)

- Expenditures. At expectations. The exclusive expense for this operation is the billing from our trash and recycling provider, Republic Service.

Marshall Fire Recovery Efforts:

- Revenue. At expectations. Revenue is generated from an on-going 0.16% dedicated sales and use tax approved by Town voters in 2022. This tax will expire in 10 years (12/31/32).

- Operating Expenditures. Revenues will be transferred to the CIP fund to support recovery projects.

SUPERIOR URBAN RENEWAL AUTHORITY – DOWNTOWN SUPERIOR

All property tax increment revenues from Downtown Superior are collected in this fund. SURA property tax increment revenues include all property tax revenue increases over the base year (2013). The incremental property tax revenues will be used to pay for a portion of public improvements inside Downtown Superior built by Metropolitan Districts and the developer. A portion of these revenues attributable to a mill levy imposed by Mountain View Fire Rescue (10 mills) and any increases in the mill levy imposed by any of the Town of Superior, Louisville Fire, Boulder County or the Boulder Valley School District (BVSD) above the base year 2013 mill levy will be returned to these governmental entities. In 2026, Mountain View Fire will receive $360,000, Louisville Fire $59,000, BVSD $128,000, and the Town of Superior $215,000.

- Revenue. Higher than budget expectations with final valuations coming in higher than estimates.

- Expenditures. Higher than budget expectations. This is a clearing fund. All revenues essentially exit as expenses.

SUPERIOR/MCCASLIN INTERCHANGE METROPOLITAN DISTRICT

Following a November 2000 vote, this District was created with taxing authority, bonding capacity and a financial framework to fund improvements to the McCaslin Boulevard/U.S. 36 interchange and surrounding area. The District consists of mostly of commercial, retail and office property southwest of the interchange, the Discovery office park and some areas within Downtown Superior. Property tax revenues from these developments are used for improvements and the maintenance thereof.

- Revenue. At budget expectations.
- Operating Expenditures. At budget expectations.
- Capital Expenditures: At expectations.

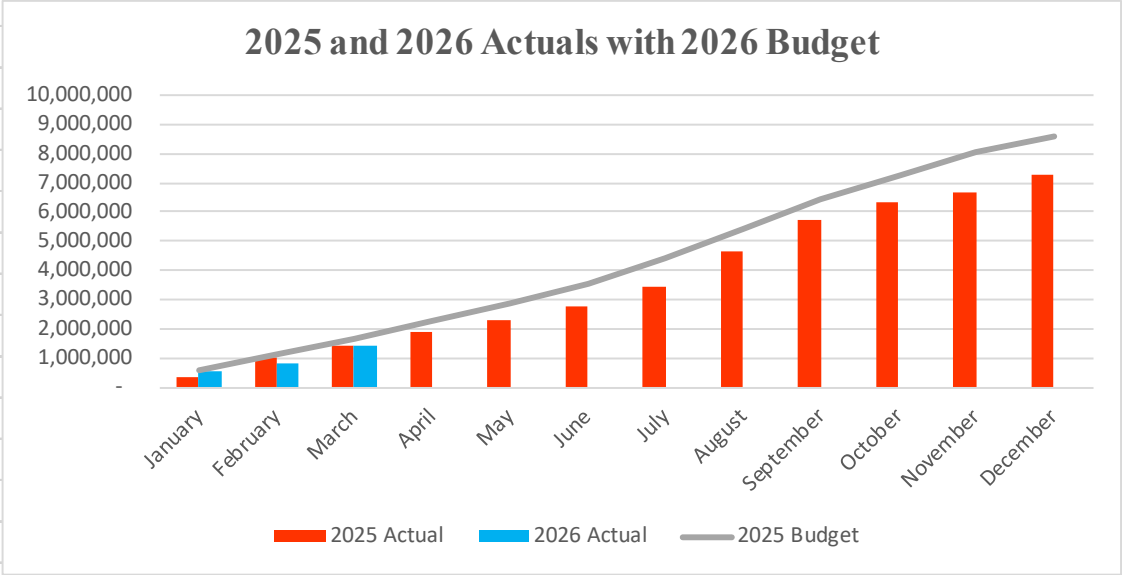
SMID					
Project	**Additional Description**	**Budget**	**Cost**	**Final Cost (If Project In Multiple Years)**	**Status**
Traffic Signal System Upgrades	Project includes safety and performance upgrades for both Marshall/Sycamore and Marshall/Center intersections.	160,000			Design ongoing, procurement/install scheduled for fall 2026
Marshall/McCaslin Bike-Ped and Signal Improvements	Add bike lanes, enhanced pedestrian facilities, right-turn lane and replace traffic signal pole (Pursuing 50% grant funding)	1,311,172			Design ongoing, construction to start late 2026.

UTILITIES

Utility Operations:

- **Revenue**. Monthly utility service fee revenues are at expectations. 2026 utility service charge/fee increases include water operation at 9.5%, sewer operation at 7.5%, and storm at 7.5%.

Water Revenues - Through March 2026



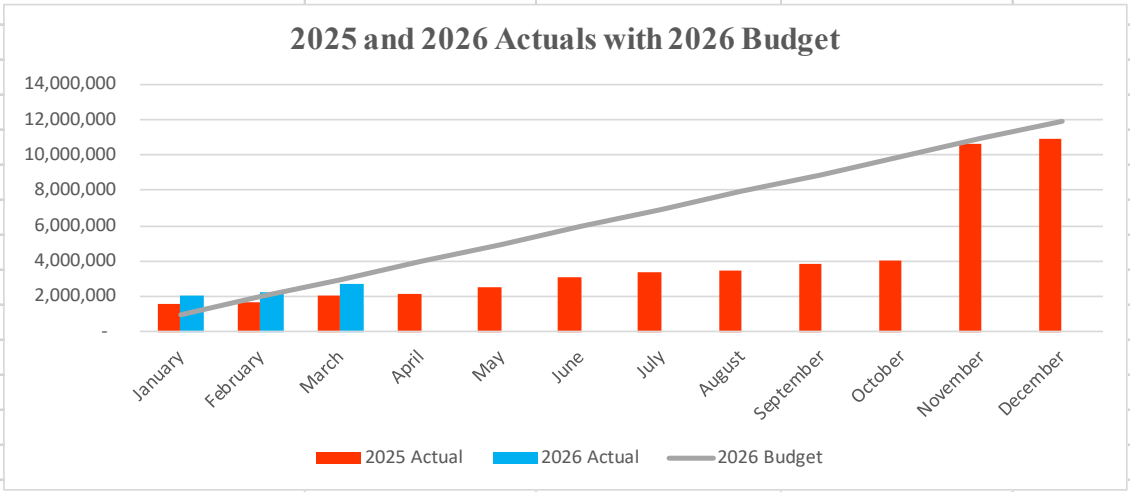
2026 YTD Change in Water Revenues				
	2025	2026	Variance	
Charges for Services	$ 574,636	$ 638,808	$ 64,172	11.2%
Miscellaneous Revenue (primarily Tap/System Development Fees)	809,511	798,606	(10,905)	-1.3%
Total Revenues	**$ 1,384,147**	**$ 1,437,414**	**$ 53,267**	**3.8%**

Notes:

Water charges for services up when compared to 2025. Lower, one-time, system connection fees received in 2026 when comparerd to 2025.

- **Expenses**. Divisional operating expenses are within budgets.

Water Expenses - Through March 2026



2026 YTD Change in Water Expenses						
		2025		**2026**	**Variance**	
Administration	$	2,853	$	19,677	$ 16,825	589.8%
Water Supply		224,939		316,403	91,464	40.7%
Water Treatment		74,405		85,719	11,313	15.2%
Water Storage & Distribution		36,898		30,199	(6,699)	-18.2%
Non-Departmental		195,016		2,186,045	1,991,029	1021.0%
Capital Projects		1,467,699		31,007	(1,436,691)	-97.9%
Total Expenses	**$**	**2,001,810**	**$**	**2,669,051**	**$ 667,241**	**33.3%**

Notes:

- Administration: Water conservation program expenses higher in 2026
- Water Supply: Windy Gap Carriage & Power costs higher in 2026
- Water Treatment: Additional Operator invoice paid in 2026 when compared to 2025
- Water Storage & Distribution: Water meter expenses lower in 2026
- Non Departmental: Windy Gap Allotment Contract moved to Non-Departmental instead of Capital Projects in 2026 as debt paid off in 2025.
- Capital Projects: Lower as allotment Contract moved from Capital Project to Non-Departmental after debt paid off in 2025.

Beginning in 2016, SMD1's annual debt service expenses decreased dramatically. The Town took advantage of our one opportunity to refund this debt (originally issued to build Superior's Water and Wastewater Treatment plants, Storm Drainage capital infrastructure and to purchase water rights) in 2016, which resulted in materially lower annual debt service payments (from roughly $2.3m - $2.6m to $1.74m). This debt was paid in full in 2025. These annual savings ($530k - $895k) have helped SMD1 to become financially self-sufficient (which means eliminating the transfer of monies from Superior's General Fund to support SMD1).

In 2020, SMD1's sewer operation entered into a $6.82 million loan for wastewater treatment plant improvements. The loan term is through 2049.

Utility Capital:

- **Water**:

WATER CIP					
Project	**Additional Description**	**Budget**	**Cost**	**Final Cost (If Project In Multiple Years)**	**Status**
Repair & Maint Treatment Plant - Filter Media Replacement	Cleaning of filter media in finished potable water filters (10-year replacement schedule)	30,000	23,157		Completed
Granular Activated Carbon (GAC) System	Replace Granulated Carbon in two tanks	159,135			On-hold, pending drought conditions in 2026
Reuse System Upgrades	Replace the liner on the irrigation storage bladder tank	1,000,000			Planning with work to proceed in the fall after irrigation season
Smart Meters	Replace all water meters in town with smart meters. 50% grant funded project if awarded	2,250,000			Grant award pending.
Water Pump Station Upgrades	Upgrade and maintain system as needed	80,000			Planning
WTP Building Maintenance	Replacing doors, windows and HVAC at Water Treatment Plant	60,000			Planning
WTP Sludge Drying Beds	State to require water treatment plants to provide a solids handling facility as a means of dewatering sludge before sending to landfills. 2026 work includes finishing new backwash liner and sludge pumping station ($1.6M). Of the $1.6M construction cost EPA grant will pay 80%. Construction Mgmt. will be $30K.	1,630,000			Project documents in review with the EPA

Potable & Irrigation Valve Installation	Multi-year project started in 2017 to install isolation valves, blow offs and/or hydrants for the reuse mainlines. Currently there is no way to repair some mains without shutting down entire areas of the system	70,000			Valves to be installed as needed in 2026.
Fire Hydrant Replacement	On-going project to replace old and damage hydrants	26,000			Hydrants to be replaced as needed in 2026.
WTP Chemical Pump Maintenance	Purchase two replacement chemical feed pumps. Typical replacement cycle is every four to five years.	20,000			Pumps operating well, secondary pump being ordered.
FRICO Pipeline Maintenance	This project provides for valve repair and replacement, general line repair and maintenance for the FRICO pipeline. Repairs are assumed every other year.	50,000			Planning
Vehicles	Replacement of two pick-up trucks	30,000			Obtaining Quotes
Public Works/Parks Maintenance Operation Building	Construction for combined Public Works and Parks maintenance building near WWTP	1,325,000			Construction ongoing, estimated completion late 2026.
Water Storage Tanks Cleaning	This project provides for replacing the access hatches on all the potable water storage tanks	62,000			Planning

- **Sewer**:

SEWER CIP					
Project	**Additional Description**	**Budget**	**Cost**	**Final Cost (If Project In Multiple Years)**	**Status**
Town wide Collection System Video Assessment	Video assessment of the existing sewer collection system to identify conditions of mainline pipe and service connections. This six-year cycle began in 2023	40,000			Scope being finalized and work to start in mid-2026.
WWTP Miscellaneous Improvements	Provide a reserve for yet to be identified capital improvements at the wastewater treatment plant.	50,000			Funds to be used as project needs arise.
WWTP Building Upgrades	Replace doors, windows and roof at WWTP	40,000			Planning
WWTP Biological Nutrient Removal	Add an additional blower in aeration basin	150,000			Quote received under review then prepare contract
WWTP Process Pumps	Replace two RAS pumps and two AWT pumps	280,000			Equipment ordered
WWTP Controls Equipment Upgrades	Programmable Logic Controllers (PLC's) and Variable Frequency Drives (VFD's) upgrades	65,000			Equipment ordered
Sanitation Sewer Manhole & Line Rehab	Rehabilitation of sewer manholes with infiltration issues and sagging pipelines as needed	75,000			Funds to be used as project needs arise.
WWTP Filter Media Repair	Clean WWTP filter media	35,000			Complete waiting on final invoices
Vehicles	Replacement of two pick-up trucks	18,000			Obtaining quotes

- **Storm**:

STORM CIP					
Project	**Additional Description**	**Budget**	**Cost**	**Final Cost (If Project In Multiple Years)**	**Status**
Vehicles	Replacement of two pick-up trucks	12,000			Obtaining quotes
Reservoir and Ponds Maintenance	Ongoing program of general pond and reservoir maintenance for the Storm Water system.	150,000			88th Street Pond work ongoing. Working with Mile High Flood District on drainage improvements and pond maintenance. Internal crews cleaning ponds as needed.

Town of Superior
1st Quarter 2026 Financial Report

GENERAL

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget	
REVENUE						
Taxes	$5,787,580	$5,680,037	-2%	$19,010,843	30%	
License & Permit	330,474	353,665	7%	498,000	71%	
Charges for Services	388,221	450,209	16%	1,825,797	25%	
Fines	75,350	45,281	-40%	175,000	26%	(1)
Miscellaneous	263,890	104,327	-60%	676,500	15%	(2)
TOTAL REVENUE	$6,845,514	$6,633,519	-3%	$22,186,140	30%	
EXPENDITURE						
Legislative	$69,743	$92,454	33%	$185,567	50%	(3)
Judicial	30,533	40,312	32%	132,395	30%	
Clerk	47,137	79,475	69%	305,921	26%	(4)
Administration	710,753	776,725	9%	3,066,341	25%	
Finance	163,643	168,866	3%	705,800	24%	
Communications	136,933	161,773	18%	767,152	21%	
Legal Services	149,512	148,199	-1%	680,000	22%	
Public Safety	929,410	953,555	3%	3,298,216	29%	
Planning & Building	251,418	163,191	-35%	773,509	21%	
Parks and Recreation	736,851	814,250	11%	4,768,400	17%	
Public Works	803,220	735,156	-8%	3,078,138	24%	
Non-Departmental	583,650	1,294,684	122%	4,469,445	29%	(4)
Library	452,048	450,433	0%	456,000	99%	
Marshall Fire - Building Rebates	34,424	0	-100%	150,000	0%	
TOTAL EXPENDITURE	$5,099,277	$5,879,073	15%	$22,836,884	26%	

(1) Lower court fines from extra patrols in late 2024 collected in early 2025 and not as much in 2026.
(2) Lower as one time payment received in 2025 not received in 2026.
(3) Board Special funds higher in 2026.
(4) Computer software paid earlier in 2026.
(5) System development fee rebates paid in 2026.

Town of Superior
1st Quarter 2026 Financial Report

CAPITAL IMPROVEMENT PROGRAM

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget	
REVENUE						
Taxes	$419,256	$426,314	2%	$1,530,000	28%	
Miscellaneous	67,991	51,599	-24%	4,066,200	1%	(1)
TOTAL REVENUE	$487,247	$477,913	-2%	$5,596,200	9%	
EXPENDITURE						
Parks and Recreation	$137,718	$179,004	30%	$2,367,500	8%	
Public Works	92,220	93,849	2%	2,531,500	4%	
Non-Departmental	423,481	53,462	-87%	467,500	11%	
TOTAL EXPENDITURE	$653,419	$326,315	-50%	$5,366,500	6%	

(1) The majority of this budget represents an end of year General Fund transfer.

Town of Superior
1st Quarter 2026 Financial Report

2025 CAPITAL IMPROVEMENT PROGRAM

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget	
REVENUE						
Taxes	$0	$0	N/A	$0	N/A	
Miscellaneous	0	152,832	N/A	293,000	N/A	(1)
TOTAL REVENUE	$0	$152,832	N/A	$293,000	N/A	
EXPENDITURE						
Parks and Recreation	$0	$163,259	N/A	$7,040,000	N/A	(1)
Public Works	0	28,432	N/A	7,200,000	N/A	(1)
TOTAL EXPENDITURE	$0	$191,691	N/A	$14,240,000	N/A	

2025 CAPITAL IMPROVEMENT PROGRAM - DEBT SERVICE

	2025 YTD	2026 YTD	% Change	Annual Budget	21% % of Budget	
REVENUE						
Taxes	$161,447	$447,630	177%	$1,597,000	N/A	(2)
Miscellaneous	136	6,266	4499%	31,000	N/A	(2)
TOTAL REVENUE	$161,583	$453,896	N/A	$1,628,000	N/A	
EXPENDITURE						
Paying Agent Fees	$0	$0	N/A	$1,500	N/A	(2)
Bank Fees	0	0	N/A	1,000	N/A	(2)
Principal	0	0	N/A	370,000	N/A	(2)
Interest	0	0	N/A	828,425	N/A	(2)
TOTAL EXPENDITURE	$0	$0	N/A	$1,200,925	N/A	

(1) This fund will include project costs as the year goes on and will be spending down the bond proceeds.
(2) This fund will collect the sales and use tax and pay the yearly debt service.

Town of Superior
1st Quarter 2026 Financial Report

CONSERVATION TRUST

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget
REVENUE					
Conservation Trust	$37,827	$47,397	25%	$150,000	32%
Miscellaneous	2,303	1,629	-29%	2,000	81%
TOTAL REVENUE	$40,130	$49,026	22%	$152,000	32%
EXPENDITURE					
Capital	$2,139	$199,510	9225%	$150,000	133%
TOTAL EXPENDITURE	$2,139	$199,510	9225%	$150,000	133%

CLASS ONE LANDSCAPE

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget
REVENUE					
Landscape Maintenance Fee	$541,532	$592,295	9%	$2,416,000	25%
Miscellaneous	13,293	2,356	-82%	16,000	15%
TOTAL REVENUE	$554,825	$594,651	7%	$2,432,000	24%
EXPENDITURE					
Maintenance	$306,178	$309,163	1%	$2,571,519	12%
TOTAL EXPENDITURE	$306,178	$309,163	1%	$2,571,519	12%

Town of Superior
1st Quarter 2026 Financial Report

OPEN SPACE

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget	
REVENUE						
Taxes	$17,560	$0	N/A	$870,000	0%	(1)
Miscellaneous	7,047	6,551	-7%	1,465,314	0%	
TOTAL REVENUE	$24,607	$6,551	-73%	$2,335,314	0%	
EXPENDITURE						
Maintenance	$124,824	$359,562	188%	$1,115,644	32%	
Capital	15,232	1,251,134	8114%	1,415,000	88%	
TOTAL EXPENDITURE	$140,057	$1,610,696	1050%	$2,530,644	64%	

OPEN SPACE DEBT SERVICE

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget	
REVENUE						
Taxes	$401,696	$426,314	6%	$660,000	65%	(1)
Miscellaneous	2,705	1,988	-27%	5,000	40%	
TOTAL REVENUE	$404,401	$428,302	6%	$665,000	64%	
EXPENDITURE						
Bank Fees	$0	$0	N/A	$1,000	0%	
Principal	-	-	N/A	390,000	0%	
Interest	-	-	N/A	270,443	0%	
TOTAL EXPENDITURE	$0	$0	N/A	$661,443	0%	

(1) All taxes will be recorded in the Open Space Debt Service Fund until budget or debt service requirements are met.

Town of Superior
1st Quarter 2026 Financial Report

WASTE COLLECTIONS

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget
REVENUE					
Charges for Service	$55,650	$101,562	83%	$413,000	25%
TOTAL REVENUE	$55,650	$101,562	83%	$413,000	25%
EXPENSE					
Trash and Recycling	$58,121	$67,839	17%	$413,000	16%
TOTAL EXPENSE	$58,121	$67,839	17%	$413,000	16%

SUPERIOR URBAN RENEWAL AUTHORITY - DOWNTOWN SUPERIOR

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget	
REVENUE						
Taxes	$2,636,404	$2,761,112	5%	$7,416,000	37%	(1)
Miscellaneous	132	2,094	1488%	1,000	209%	
TOTAL REVENUE	$2,636,536	$2,763,206	5%	$7,417,000	37%	
EXPENDITURE						
Administration	$39,198	$40,204	3%	$111,200	36%	
Bank Fees	18	36	100%	500	7%	
Transfer to Developer/Districts	2,274,590	2,473,812	9%	6,582,335	38%	
Transfer to BVSD	40,977	40,411	-1%	128,367	31%	
Transfer to Louisville Fire	20,361	18,720	-8%	63,211	30%	
Transfer to Superior	65,609	67,923	4%	205,006	33%	
Transfer to Mtn View Fire	104,115	113,837	9%	326,381	35%	
TOTAL EXPENDITURE	$2,544,869	$2,754,943	8%	$7,417,000	37%	

(1) Higher percentage of taxes collected in the first quarter of 2025 than in 2024.

Town of Superior
1st Quarter 2026 Financial Report

SUPERIOR/MCCASLIN INTERCHANGE METROPOLITAN DISTRICT

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget	
REVENUE						
Taxes	$199,738	$222,568	11%	$694,000	32%	(1)
Intergovernmental	-	-	0%	36,696	0%	
Miscellaneous	19,965	13,538	-32%	1,286,938	1%	
TOTAL REVENUE	$219,703	$236,106	7%	$2,017,634	12%	
EXPENDITURE						
Administration	$50,543	$53,778	6%	$211,470	25%	
Maintenance	61,164	62,603	2%	16,180	387%	
Capital	5,100	56,101	1000%	1,471,172	4%	
TOTAL EXPENDITURE	$116,806	$172,482	48%	$1,698,822	10%	

MARSHALL FIRE RECOVERY EFFORTS

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget	
REVENUE						
Taxes	$223,603	$227,367	2%	$815,000	28%	
Miscellaneous	3,353	34	-99%	5,000	N/A	
TOTAL REVENUE	$226,957	$227,401	N/A	$820,000	28%	
EXPENDITURE						
Transfers Out	$0	$0	N/A	$820,000	N/A	(2)
TOTAL EXPENDITURE	$0	$0	N/A	$820,000	N/A	

(1) Higher percentage of taxes collected in the first quarter of 2025 than in 2024.
(2) This budget represents an end of year transfer to Capital Improvement Fund.

Town of Superior
1st Quarter 2026 Financial Report

WATER

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget
REVENUE					
Charges for Service	$574,636	$638,808	11%	$ 4,137,750	15%
Miscellaneous	809,511	798,607	-1%	4,478,000	18%
TOTAL REVENUE	$1,384,147	$1,437,415	4%	$8,615,750	17%
EXPENSE					
Administration	$2,853	$19,677	590%	$60,968	32%
Water Supply	224,939	316,403	41%	1,277,564	25%
Water Treatment	74,405	85,719	15%	624,525	14%
Water Storage & Distribution	36,898	30,199	-18%	499,900	6%
Non-Departmental	195,016	2,186,045	1021%	2,648,411	83%
Capital Projects	1,467,699	31,007	-98%	6,792,135	0%
TOTAL EXPENSE	$2,001,810	$2,669,050	33%	$11,903,503	22%

SEWER

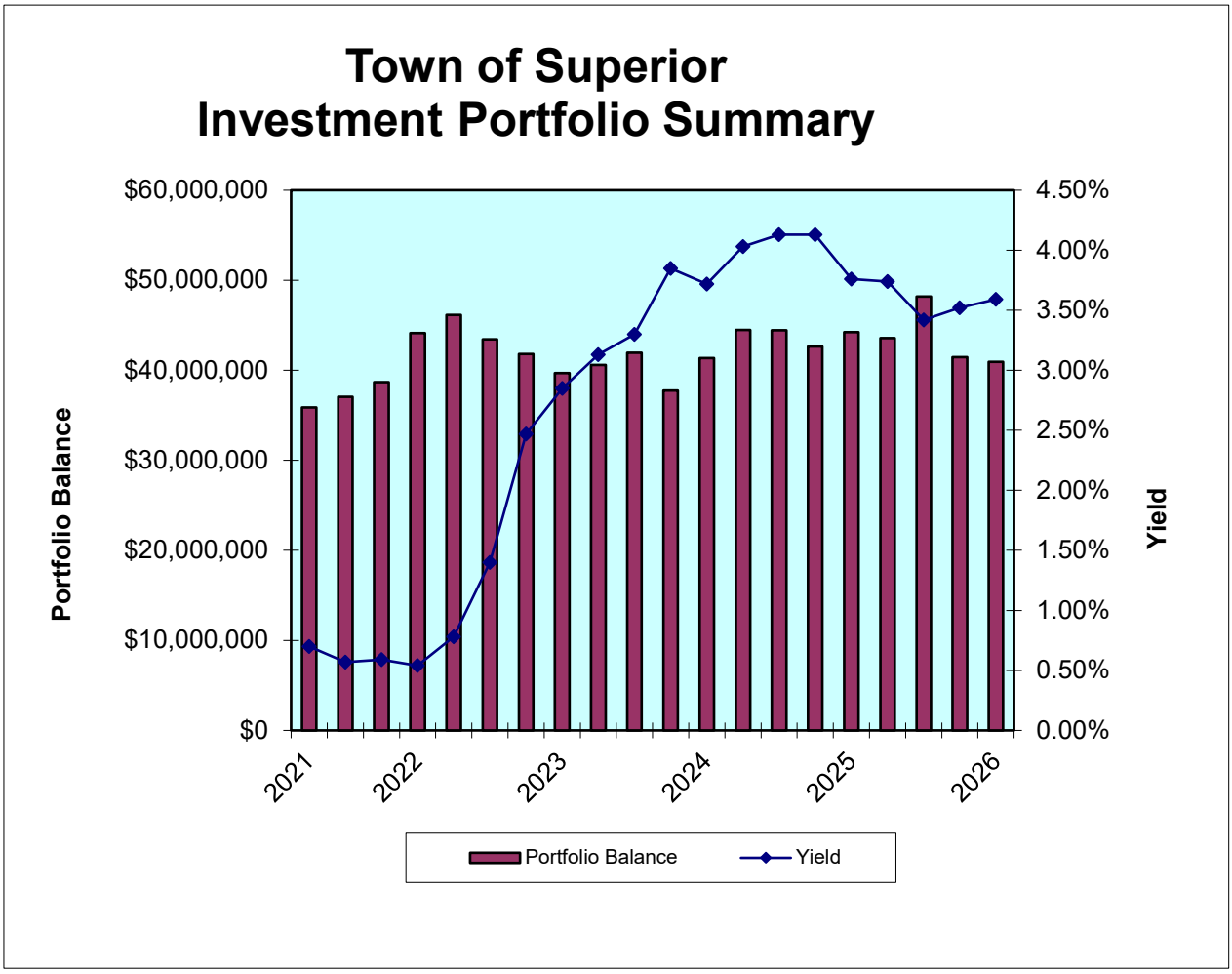
	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget	
REVENUE						
Charges for Service	$560,994	$621,408	11%	$2,499,819	25%	
Miscellaneous	172,628	318,764	85%	1,414,108	23%	(1)
TOTAL REVENUE	$733,622	$940,172	28%	$3,913,927	24%	
EXPENSE						
Administration	$5,084	$5,231	3%	$13,215	40%	
Waste Water Collection	7,690	5,728	-26%	89,630	6%	
Waste Water Treatment	166,866	195,857	17%	1,162,220	17%	
Non-Departmental	264,365	269,956	2%	1,305,754	21%	
Capital Projects	182,337	260,306	43%	753,000	35%	
TOTAL EXPENSE	$626,342	$737,078	18%	$3,323,819	22%	

(1) System Development Fees high in 2026

Town of Superior
1st Quarter 2026 Financial Report

STORM DRAINAGE

	2025 YTD	2026 YTD	% Change	Annual Budget	(25% of Year) % of Budget
REVENUE					
Charges for Service	$101,333	$103,004	2%	$437,000	24%
Miscellaneous	230,737	106,355	-54%	227,500	47%
TOTAL REVENUE	$332,070	$209,359	-37%	$664,500	32%
EXPENSE					
Administration	$1,214	-$2,576	-312%	$145,105	-2%
Storm Drainage	8,477	7,324	-14%	84,520	9%
Non-Departmental	74,997	77,942	4%	235,024	33%
Capital Projects	91,302	0	-100%	162,000	0%
TOTAL EXPENSE	$175,991	$82,690	-53%	$626,649	13%



Year - Quarter	Portfolio Balance	Yield	
2021 - 2nd	35,873,344	0.70%	2021
2021 - 3rd	37,044,272	0.57%	
2021 - 4th	38,683,638	0.59%	
2022 - 1st	44,147,641	0.54%	2022
2022 - 2nd	46,148,832	0.78%	
2022 - 3rd	43,439,737	1.40%	
2022 - 4th	41,792,798	2.47%	
2023 - 1st	39,686,483	2.85%	2023
2023 - 2nd	40,605,070	3.13%	
2023 - 3rd	41,946,590	3.30%	
2023 - 4th	37,735,200	3.85%	
2024 - 1st	41,356,053	3.72%	2024
2024 - 2nd	44,481,707	4.03%	
2024 - 3rd	44,443,284	4.13%	
2024 - 4th	42,636,174	4.13%	
2025 - 1st	44,226,211	3.76%	2025
2025 - 2nd	43,565,694	3.74%	
2025 - 3rd	48,190,301	3.42%	
2025 - 4th	41,454,400	3.52%	
2026 - 1st	40,936,503	3.59%	2026

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
	TAXES					
10-31-1100	REAL & PERSONAL PROPERTY TAXES	1,360,856.23	1,391,749.50	3,782,006.00	2,390,256.50	36.8
10-31-1110	LIBRARY PROPERTY TAX	168,325.40	172,146.24	456,000.00	283,853.76	37.8
10-31-1200	SPECIFIC OWNERSHIP TAXES	15,290.67	46,272.53	197,000.00	150,727.47	23.5
10-31-1210	SPECIFIC OWNER TAXES-LIBRARY	1,891.32	5,723.50	25,000.00	19,276.50	22.9
10-31-1300	GENERAL SALES TAX	949,005.64	3,284,971.73	12,000,837.00	8,715,865.27	27.4
10-31-1302	LOUISVILLE REV SHARE-SALES TAX	14,314.48	41,149.49	125,000.00	83,850.51	32.9
10-31-1310	USE TAX--VEHICLE	66,903.28	202,280.20	1,175,000.00	972,719.80	17.2
10-31-1320	USE TAX--BUILDING	253,586.88	308,434.24	360,000.00	51,565.76	85.7
10-31-1400	CIGARETTE TAX	1,252.77	3,299.99	20,000.00	16,700.01	16.5
10-31-1610	PUBLIC SERVICE CO FRANCHISE TX	11,700.23	112,736.86	410,000.00	297,263.14	27.5
10-31-1620	CABLE TELEVISION FRANCHISE TAX	.00	26,552.18	110,000.00	83,447.82	24.1
10-31-1710	HIGHWAY USERS TAX	23,163.64	84,527.43	330,000.00	245,472.57	25.6
10-31-1720	ROAD & BRIDGE TAX	.00	193.34	20,000.00	19,806.66	1.0
	TOTAL TAXES	2,866,290.54	5,680,037.23	19,010,843.00	13,330,805.77	29.9
	LICENSES AND PERMITS					
10-32-2110	BUSINESS LICENSES	1,725.00	7,475.00	4,000.00	(3,475.00)	186.9
10-32-2120	LIQUOR LICENSES	750.00	1,050.00	2,500.00	1,450.00	42.0
10-32-2190	OTHER LICENSES & PERMITS	8,200.00	23,225.00	2,500.00	(20,725.00)	929.0
10-32-2210	BUILDING PERMIT & PLAN CK FEES	160,640.73	277,462.65	440,000.00	162,537.35	63.1
10-32-2211	PUBLIC WORKS PERMITS	8,048.56	35,164.33	10,000.00	(25,164.33)	351.6
10-32-2230	SIGN PLAN REVIEW FEES	.00	.00	2,000.00	2,000.00	.0
10-32-2310	AUTOMOBILE REGISTRATIONS	3,260.57	9,288.03	37,000.00	27,711.97	25.1
	TOTAL LICENSES AND PERMITS	182,624.86	353,665.01	498,000.00	144,334.99	71.0

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
	CHARGES FOR SERVICES					
10-34-4110	DEVELOPMENT REVIEW FEES	10,000.00	10,111.38	2,500.00	(7,611.38)	404.5
10-34-4121	SALE OF SUPERIOR ARCH. BOOK	.00	20.00	.00	(20.00)	.0
10-34-4130	ANNEXATION FEES	10,000.00	10,000.00	.00	(10,000.00)	.0
10-34-4135	ADMINISTRATIVE FEES	124,983.08	374,949.24	1,499,797.00	1,124,847.76	25.0
10-34-4200	LODGING FEE	459.26	843.79	.00	(843.79)	.0
10-34-4210	BOULDER CO SW/OS TAX ADMIN FEE	5,791.36	7,213.08	20,000.00	12,786.92	36.1
10-34-4320	FACILITY USE FEE	1,820.00	15,840.00	105,000.00	89,160.00	15.1
10-34-4410	COURT COSTS, FEES, & CHARGES	1,105.00	3,430.68	10,000.00	6,569.32	34.3
10-34-4530	REINSPECTION FEES	200.00	300.00	1,000.00	700.00	30.0
10-34-4810	RECREATION PROGRAM FEES	3,612.00	23,666.00	75,000.00	51,334.00	31.6
10-34-4811	TENNIS FEES	727.00	1,969.00	75,000.00	73,031.00	2.6
10-34-4812	SWIM LESSONS FEES	.00	.00	25,000.00	25,000.00	.0
10-34-4816	EVENT FEES - PERMIT, BOOTH ETC	25.00	75.00	.00	(75.00)	.0
10-34-4818	GUEST FEES	.00	.00	5,000.00	5,000.00	.0
10-34-4819	VENDING REVENUE	13.00	30.00	1,000.00	970.00	3.0
10-34-4820	COMMUNITY EVENTS CONTRIBUTIONS	.00	.00	2,500.00	2,500.00	.0
10-34-4850	EV CHARGING STATIONS	624.94	1,760.52	4,000.00	2,239.48	44.0
	TOTAL CHARGES FOR SERVICES	159,360.64	450,208.69	1,825,797.00	1,375,588.31	24.7
	FINES AND FORFEITURES					
10-35-5000	MUNICIPAL COURT FINES	20,514.62	45,281.32	175,000.00	129,718.68	25.9
	TOTAL FINES AND FORFEITURES	20,514.62	45,281.32	175,000.00	129,718.68	25.9
	MISCELLANEOUS REVENUE					
10-36-6100	INTEREST EARNINGS	25,227.03	63,616.46	342,000.00	278,383.54	18.6
10-36-6200	CASH OVER/SHORT	(.01)	(.01)	.00	.01	.0
10-36-6210	LEASE REVENUE	2,501.40	7,504.20	30,000.00	22,495.80	25.0
10-36-6220	SEVERANCE TAX/MINERAL LEASE	.00	.00	5,000.00	5,000.00	.0
10-36-6500	RENEWABLE ENERGY CREDIT PYMTS	163.88	482.99	2,000.00	1,517.01	24.2
10-36-6600	OTHER REVENUE	28,150.50	32,715.57	267,500.00	234,784.43	12.2
10-36-6610	SINGLE USE BAG FEE	.00	8.04	30,000.00	29,991.96	.0
	TOTAL MISCELLANEOUS REVENUE	56,042.80	104,327.25	676,500.00	572,172.75	15.4
	TOTAL FUND REVENUE	3,284,833.46	6,633,519.50	22,186,140.00	15,552,620.50	29.9

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	LEGISLATIVE					
10-411-1030	COUNCIL COMPENSATION	6,500.00	19,500.00	78,000.00	58,500.00	25.0
10-411-1400	EMPLOYER CONTRIBUTION - FICA	497.25	1,491.75	5,967.00	4,475.25	25.0
10-411-2150	LOBBYING	2,666.66	20,849.86	21,000.00	150.14	99.3
10-411-3100	TELEPHONE	240.06	720.18	2,500.00	1,779.82	28.8
10-411-4300	TRAINING	1,550.00	1,625.00	1,400.00	(225.00)	116.1
10-411-4310	TRAVEL & EXPENSES	278.96	300.46	5,200.00	4,899.54	5.8
10-411-4900	OTHER FEES & SERVICES	246.74	466.32	6,000.00	5,533.68	7.8
10-411-5100	OFFICE SUPPLIES	.00	.00	12,000.00	12,000.00	.0
10-411-8180	POLICY & GOAL SETTING	.00	.00	2,500.00	2,500.00	.0
10-411-8880	COUNCIL SPECIAL FUNDS	.00	47,500.00	51,000.00	3,500.00	93.1
	TOTAL LEGISLATIVE	11,979.67	92,453.57	185,567.00	93,113.43	49.8
	JUDICIAL					
10-412-1010	REGULAR SALARIES	2,472.00	7,416.00	32,136.00	24,720.00	23.1
10-412-1060	OVERTIME	.00	.00	500.00	500.00	.0
10-412-1300	PAYROLL COSTS (BENEFITS)	998.70	2,996.10	12,886.00	9,889.90	23.3
10-412-1400	EMPLOYER CONTRIBUTION - FICA	35.96	107.88	473.00	365.12	22.8
10-412-2460	BANK FEES	444.44	1,029.71	5,500.00	4,470.29	18.7
10-412-2700	LAW ENFORCEMENT SERVICES	3,290.92	3,290.92	13,000.00	9,709.08	25.3
10-412-2800	MUNICIPAL COURT JUDGE	3,000.00	9,000.00	36,000.00	27,000.00	25.0
10-412-2810	PROSECUTING ATTORNEY	1,500.00	4,500.00	16,200.00	11,700.00	27.8
10-412-3210	SOFTWARE MAINTENANCE	.00	6,700.00	7,000.00	300.00	95.7
10-412-4200	MEMBERSHIPS	.00	50.00	100.00	50.00	50.0
10-412-4300	TRAINING	.00	.00	400.00	400.00	.0
10-412-4310	TRAVEL & EXPENSES	.00	.00	100.00	100.00	.0
10-412-4400	PRINTING & BINDING	.00	1,089.00	2,000.00	911.00	54.5
10-412-4900	OTHER FEES & SERVICES	.00	781.50	3,600.00	2,818.50	21.7
10-412-5100	OFFICE SUPPLIES	.00	3,351.16	2,500.00	(851.16)	134.1
	TOTAL JUDICIAL	11,742.02	40,312.27	132,395.00	92,082.73	30.5

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	CLERK					
10-414-1010	REGULAR SALARIES	12,012.00	36,036.00	155,736.00	119,700.00	23.1
10-414-1300	PAYROLL COSTS (BENEFITS)	4,528.58	13,585.74	58,577.00	44,991.26	23.2
10-414-1400	EMPLOYER CONTRIBUTION - FICA	167.78	503.34	2,258.00	1,754.66	22.3
10-414-2470	ARCHIVING SERVICES	.00	.00	30,000.00	30,000.00	.0
10-414-2500	CODIFICATION SERVICES	.00	.00	4,000.00	4,000.00	.0
10-414-2820	ELECTION EXPENSES	.00	.00	15,000.00	15,000.00	.0
10-414-4200	MEMBERSHIPS	.00	701.40	700.00	(1.40)	100.2
10-414-4300	TRAINING	.00	.00	1,800.00	1,800.00	.0
10-414-4310	TRAVEL & EXPENSES	.00	.00	3,600.00	3,600.00	.0
10-414-4410	PUBLICATION OF LEGAL NOTICES	296.12	436.92	2,000.00	1,563.08	21.9
10-414-4420	RECORDING FEES	90.50	135.75	1,000.00	864.25	13.6
10-414-4900	OTHER FEES & SERVICES	.00	119.88	2,000.00	1,880.12	6.0
10-414-5100	OFFICE SUPPLIES	.00	.00	4,250.00	4,250.00	.0
10-414-5200	COMPUTER SOFTWARE	.00	27,955.50	25,000.00	(2,955.50)	111.8
	TOTAL CLERK	17,094.98	79,474.53	305,921.00	226,446.47	26.0
	ADMINISTRATION					
10-415-1010	REGULAR SALARIES	112,321.62	336,734.52	1,492,853.00	1,156,118.48	22.6
10-415-1040	PART-TIME SALARIES	6,762.30	19,061.62	176,698.00	157,636.38	10.8
10-415-1060	OVERTIME	676.27	820.50	750.00	(70.50)	109.4
10-415-1300	PAYROLL COSTS (BENEFITS)	44,402.49	129,733.51	530,165.00	400,431.49	24.5
10-415-1400	EMPLOYER CONTRIBUTION - FICA	2,170.76	6,331.51	35,175.00	28,843.49	18.0
10-415-2210	ENGINEERING SERVICES	.00	.00	2,500.00	2,500.00	.0
10-415-2470	ARCHIVING SERVICES	.00	20,803.96	11,000.00	(9,803.96)	189.1
10-415-2600	PERSONNEL SERVICES	10,500.33	32,785.19	76,000.00	43,214.81	43.1
10-415-2920	PUBLIC WEB PAGE	16,151.13	84,064.41	145,000.00	60,935.59	58.0
10-415-2930	CHANNEL 8 - CABLE CASTING	6,405.00	8,638.75	22,000.00	13,361.25	39.3
10-415-2980	ECONOMIC DEVELOPMENT PROGRAM	4,000.27	41,261.31	317,000.00	275,738.69	13.0
10-415-3100	TELEPHONE	663.78	2,041.47	8,000.00	5,958.53	25.5
10-415-4200	MEMBERSHIPS	.00	2,079.00	4,500.00	2,421.00	46.2
10-415-4210	SUBSCRIPTIONS	73.29	487.05	1,000.00	512.95	48.7
10-415-4300	TRAINING	.00	125.00	9,600.00	9,475.00	1.3
10-415-4310	TRAVEL & EXPENSES	47.22	47.22	15,650.00	15,602.78	.3
10-415-4400	PRINTING & BINDING	.00	447.88	2,500.00	2,052.12	17.9
10-415-4900	OTHER FEES & SERVICES	2,006.93	7,151.01	5,000.00	(2,151.01)	143.0
10-415-5100	OFFICE SUPPLIES	529.36	8,257.31	21,250.00	12,992.69	38.9
10-415-5200	COMPUTER SOFTWARE	233.12	246.25	2,500.00	2,253.75	9.9
10-415-8140	CONTRIBUTION TO HUMANE SOCIETY	.00	.00	700.00	700.00	.0
10-415-8190	CHAMBER OF COMMERCE SUPPORT	.00	15,000.00	15,000.00	.00	100.0
10-415-8191	CHAMBER OF COMMERCE - ECO DEVO	.00	60,000.00	60,000.00	.00	100.0
10-415-8200	SUSTAINABILITY PROGRAMMING	29.99	607.99	111,500.00	110,892.01	.6
	TOTAL ADMINISTRATION	206,973.86	776,725.46	3,066,341.00	2,289,615.54	25.3

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	FINANCE					
10-416-1010	REGULAR SALARIES	26,173.08	78,519.24	336,047.00	257,527.76	23.4
10-416-1040	PART-TIME SALARIES	6,049.25	17,129.28	107,741.00	90,611.72	15.9
10-416-1060	OVERTIME	.00	217.26	500.00	282.74	43.5
10-416-1300	PAYROLL COSTS (BENEFITS)	9,154.30	27,529.55	118,340.00	90,810.45	23.3
10-416-1400	EMPLOYER CONTRIBUTION - FICA	833.53	2,432.54	13,122.00	10,689.46	18.5
10-416-2400	AUDITING SERVICES	.00	11,762.50	46,000.00	34,237.50	25.6
10-416-2490	INVESTMENT FEES	749.39	1,496.62	11,500.00	10,003.38	13.0
10-416-2650	PROFESSIONAL SERVICES	825.00	1,912.50	23,000.00	21,087.50	8.3
10-416-3100	TELEPHONE	62.97	188.91	1,750.00	1,561.09	10.8
10-416-3210	SOFTWARE MAINTENANCE	.00	26,744.40	27,500.00	755.60	97.3
10-416-4200	MEMBERSHIPS	.00	.00	2,000.00	2,000.00	.0
10-416-4210	SUBSCRIPTIONS	.00	460.97	1,250.00	789.03	36.9
10-416-4300	TRAINING	.00	.00	3,000.00	3,000.00	.0
10-416-4310	TRAVEL & EXPENSES	.00	.00	4,300.00	4,300.00	.0
10-416-4900	OTHER FEES & SERVICES	.00	25.30	1,000.00	974.70	2.5
10-416-5100	OFFICE SUPPLIES	399.28	446.52	8,750.00	8,303.48	5.1
	TOTAL FINANCE	44,246.80	168,865.59	705,800.00	536,934.41	23.9
	COMMUNICATIONS					
10-418-1010	REGULAR SALARIES	33,033.98	99,821.67	427,637.00	327,815.33	23.3
10-418-1060	OVERTIME	.00	213.73	500.00	286.27	42.8
10-418-1300	PAYROLL COSTS (BENEFITS)	16,524.81	48,401.35	194,507.00	146,105.65	24.9
10-418-1400	EMPLOYER CONTRIBUTION - FICA	470.32	1,497.25	6,208.00	4,710.75	24.1
10-418-2650	PROFESSIONAL SERVICES	350.00	350.00	28,500.00	28,150.00	1.2
10-418-2920	WEBSITE & DIGITAL APPLICATIONS	9,504.00	9,988.90	20,500.00	10,511.10	48.7
10-418-4200	MEMBERSHIPS	.00	.00	200.00	200.00	.0
10-418-4210	SUBSCRIPTIONS	.00	.00	200.00	200.00	.0
10-418-4300	TRAINING	.00	.00	2,400.00	2,400.00	.0
10-418-4310	TRAVEL & EXPENSES	.00	.00	3,500.00	3,500.00	.0
10-418-4400	PRINTING & BINDING	.00	.00	69,000.00	69,000.00	.0
10-418-4500	POSTAGE	1,363.23	1,363.23	8,000.00	6,636.77	17.0
10-418-4900	OTHER FEES & SERVICES	131.54	131.54	1,000.00	868.46	13.2
10-418-5100	OFFICE SUPPLIES	5.00	5.00	5,000.00	4,995.00	.1
	TOTAL COMMUNICATIONS	61,382.88	161,772.67	767,152.00	605,379.33	21.1
	LEGAL SERVICES					
10-419-2100	LEGAL SERVICES - GENERAL	29,523.48	61,317.08	180,000.00	118,682.92	34.1
10-419-2140	LEGAL - SPECIAL COUNSEL	52,594.15	86,882.28	500,000.00	413,117.72	17.4
	TOTAL LEGAL SERVICES	82,117.63	148,199.36	680,000.00	531,800.64	21.8

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	PUBLIC SAFETY					
10-421-2700	LAW ENFORCEMENT SERVICES	486,250.52	723,237.69	2,918,846.00	2,195,608.31	24.8
10-421-2705	CO-RESPONDER SERVICES	10,730.26	32,787.81	162,470.00	129,682.19	20.2
10-421-2710	DISPATCH SERVICES	.00	194,713.05	195,000.00	286.95	99.9
10-421-3105	LEASE EXPENSE	500.00	1,500.00	6,000.00	4,500.00	25.0
10-421-3110	UTILITIES	237.62	519.33	3,700.00	3,180.67	14.0
10-421-3220	MAINTENANCE - BUILDING	.00	476.00	5,000.00	4,524.00	9.5
10-421-5100	SUPPLIES	118.06	320.85	6,200.00	5,879.15	5.2
10-421-6100	OFFICE EQUIPMENT	.00	.00	1,000.00	1,000.00	.0
	TOTAL PUBLIC SAFETY	497,836.46	953,554.73	3,298,216.00	2,344,661.27	28.9
	PLANNING & BUILDING					
10-424-1010	REGULAR SALARIES	26,621.54	79,864.62	346,080.00	266,215.38	23.1
10-424-1060	OVERTIME	.00	.00	250.00	250.00	.0
10-424-1300	PAYROLL COSTS (BENEFITS)	8,982.67	26,948.01	111,657.00	84,708.99	24.1
10-424-1400	EMPLOYER CONTRIBUTION - FICA	394.84	1,184.52	5,022.00	3,837.48	23.6
10-424-2300	PLANNING SERVICES	.00	.00	20,000.00	20,000.00	.0
10-424-2340	INSPECTION SERVICES	16,546.05	53,184.52	245,200.00	192,015.48	21.7
10-424-2760	GIS SERVICES	758.76	1,432.53	29,000.00	27,567.47	4.9
10-424-4200	MEMBERSHIPS	.00	.00	1,800.00	1,800.00	.0
10-424-4210	SUBSCRIPTIONS	.00	.00	1,500.00	1,500.00	.0
10-424-4300	TRAINING	.00	37.49	3,000.00	2,962.51	1.3
10-424-4310	TRAVEL & EXPENSES	.00	.00	5,500.00	5,500.00	.0
10-424-4900	OTHER FEES & SERVICES	133.45	353.24	1,000.00	646.76	35.3
10-424-5100	OFFICE SUPPLIES	160.70	185.99	3,000.00	2,814.01	6.2
10-424-5200	COMPUTER SOFTWARE	.00	.00	500.00	500.00	.0
	TOTAL PLANNING & BUILDING	53,598.01	163,190.92	773,509.00	610,318.08	21.1

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	PARKS & RECREATION					
10-426-1010	REGULAR SALARIES	115,260.85	318,528.71	1,523,356.00	1,204,827.29	20.9
10-426-1040	PART-TIME SALARIES	21,161.03	61,575.17	500,580.00	439,004.83	12.3
10-426-1050	ON-CALL WAGES	560.00	1,680.00	7,300.00	5,620.00	23.0
10-426-1060	OVERTIME	514.00	1,641.69	10,300.00	8,658.31	15.9
10-426-1300	PAYROLL COSTS (BENEFITS)	49,606.54	141,293.31	638,376.00	497,082.69	22.1
10-426-1400	EMPLOYER CONTRIBUTION - FICA	3,302.45	9,347.87	60,638.00	51,290.13	15.4
10-426-2210	ENGINEERING SERVICES	113.24	113.24	10,000.00	9,886.76	1.1
10-426-2270	COURT MANAGEMENT	264.72	306.07	8,000.00	7,693.93	3.8
10-426-2290	AQUATICS PROGRAMMING	40.94	144.54	5,000.00	4,855.46	2.9
10-426-2650	PROFESSIONAL SERVICES	3,380.00	3,380.00	11,500.00	8,120.00	29.4
10-426-2890	MEDIA SERVICES	17,205.00	17,205.00	30,000.00	12,795.00	57.4
10-426-2940	COMMUNITY PROJECTS/PROGRAMS	1,789.61	17,963.92	460,000.00	442,036.08	3.9
10-426-2941	COMMUNITY VOLUNTEER PROJECTS	233.86	233.86	20,000.00	19,766.14	1.2
10-426-2942	YOUTH LEADERSHIP COUNCIL	177.81	537.78	5,000.00	4,462.22	10.8
10-426-2943	PARC	.00	.00	5,000.00	5,000.00	.0
10-426-2944	CAPS	200.00	1,669.00	5,000.00	3,331.00	33.4
10-426-2945	OSAC	153.21	153.21	5,000.00	4,846.79	3.1
10-426-2946	ACES	.00	.00	5,000.00	5,000.00	.0
10-426-3100	TELEPHONE	1,684.27	3,776.42	16,500.00	12,723.58	22.9
10-426-3110	UTILITIES	8,111.82	12,511.70	69,000.00	56,488.30	18.1
10-426-3140	WATER	356.49	1,179.97	25,000.00	23,820.03	4.7
10-426-3150	ELECTRICITY	8,545.93	15,453.39	88,000.00	72,546.61	17.6
10-426-3151	EV CHARGING STATION ELECTRIC	.00	.00	1,000.00	1,000.00	.0
10-426-3210	SOFTWARE MAINTENANCE	2,866.92	19,934.24	56,000.00	36,065.76	35.6
10-426-3220	MAINTENANCE - BUILDING	13,670.24	68,287.37	331,500.00	263,212.63	20.6
10-426-3221	EV CHARGING STATION - MAINT	.00	.00	4,500.00	4,500.00	.0
10-426-3222	ART & HISTORY PROJECTS	350.00	3,885.87	50,000.00	46,114.13	7.8
10-426-3330	MAINTENANCE - PARKS & MEDIANS	.00	73,660.44	364,200.00	290,539.56	20.2
10-426-3480	MAINTENANCE - SWIMMING POOL	.00	.00	45,000.00	45,000.00	.0
10-426-3485	DOWNTOWN PLAZA FOUNTAIN/STAGE	350.00	350.00	20,000.00	19,650.00	1.8
10-426-4110	COMMUNITY MEETINGS	.00	.00	500.00	500.00	.0
10-426-4121	COMMITTEE MEMBER TRAINING	.00	.00	2,500.00	2,500.00	.0
10-426-4130	HISTORIC PRESERVATION	.00	570.00	5,000.00	4,430.00	11.4
10-426-4200	MEMBERSHIPS	660.24	2,705.63	6,500.00	3,794.37	41.6
10-426-4300	TRAINING	1,295.00	2,327.00	10,600.00	8,273.00	22.0
10-426-4310	TRAVEL & EXPENSES	476.94	476.94	14,600.00	14,123.06	3.3
10-426-4700	RECREATION PROGRAMMING	3,796.27	7,732.02	170,000.00	162,267.98	4.6
10-426-4900	OTHER FEES & SERVICES	176.83	741.79	7,500.00	6,758.21	9.9
10-426-5100	OFFICE SUPPLIES	1,933.08	11,575.30	17,750.00	6,174.70	65.2
10-426-5120	FUEL & MAINTENANCE	1,844.30	3,435.44	25,500.00	22,064.56	13.5
10-426-5160	UNIFORMS & SUPPLIES	229.79	543.27	8,200.00	7,656.73	6.6
10-426-5220	TOOLS & SMALL EQUIPMENT	315.08	1,259.19	4,000.00	2,740.81	31.5
10-426-8262	YARD WASTE SITE	(638.60)	8,070.35	115,000.00	106,929.65	7.0
	TOTAL PARKS & RECREATION	259,987.86	814,249.70	4,768,400.00	3,954,150.30	17.1

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	PUBLIC WORKS					
10-430-1010	REGULAR SALARIES	107,734.16	319,354.49	1,240,852.00	921,497.51	25.7
10-430-1040	PART-TIME SALARIES	.00	.00	36,050.00	36,050.00	.0
10-430-1050	ON-CALL WAGES	560.00	1,680.00	7,300.00	5,620.00	23.0
10-430-1060	OVERTIME	5,269.69	18,935.12	60,000.00	41,064.88	31.6
10-430-1300	PAYROLL COSTS (BENEFITS)	44,034.98	131,270.65	523,060.00	391,789.35	25.1
10-430-1400	EMPLOYER CONTRIBUTION - FICA	1,617.44	4,824.28	21,726.00	16,901.72	22.2
10-430-2210	ENGINEERING SERVICES	.00	2,062.50	40,000.00	37,937.50	5.2
10-430-2240	TRAFFIC ENGINEERING SERVICES	593.75	7,093.00	32,000.00	24,907.00	22.2
10-430-3100	TELEPHONE	149.94	442.42	2,500.00	2,057.58	17.7
10-430-3150	ELECTRICITY	15,223.88	30,658.34	154,500.00	123,841.66	19.8
10-430-3180	STREET LIGHT - MAINTENANCE	705.99	5,611.85	85,000.00	79,388.15	6.6
10-430-3181	STREET LIGHT - MAINT (TOWN)	104.85	1,023.61	70,000.00	68,976.39	1.5
10-430-3210	SOFTWARE MAINTENANCE	.00	.00	2,600.00	2,600.00	.0
10-430-3420	SNOW REMOVAL	34,131.00	158,956.53	425,000.00	266,043.47	37.4
10-430-3440	MAINTENANCE - TRAFFIC SIGNALS	(5,665.50)	6,546.74	45,000.00	38,453.26	14.6
10-430-4200	MEMBERSHIPS	244.00	621.00	1,500.00	879.00	41.4
10-430-4300	TRAINING	68.83	838.21	3,900.00	3,061.79	21.5
10-430-4310	TRAVEL & EXPENSES	.00	111.66	5,150.00	5,038.34	2.2
10-430-4900	OTHER FEES & SERVICES	161.90	561.46	6,500.00	5,938.54	8.6
10-430-5100	OFFICE SUPPLIES	143.34	222.11	5,000.00	4,777.89	4.4
10-430-5120	FUEL & MAINTENANCE	3,477.22	4,905.30	32,500.00	27,594.70	15.1
10-430-5130	SIGNAGE & STRIPING	457.95	1,190.19	80,000.00	78,809.81	1.5
10-430-5160	UNIFORMS & SUPPLIES	.00	8,183.21	10,000.00	1,816.79	81.8
10-430-5220	TOOLS & SMALL EQUIPMENT	411.92	1,219.16	8,000.00	6,780.84	15.2
10-430-5620	SNOW REMOVAL - MATERIALS	.00	28,844.79	180,000.00	151,155.21	16.0
	TOTAL PUBLIC WORKS	209,425.34	735,156.62	3,078,138.00	2,342,981.38	23.9

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	NON-DEPARTMENTAL EXPENDITURES					
10-490-1420	WORKER'S COMP INSURANCE	.00	49,911.00	46,000.00	(3,911.00)	108.5
10-490-2250	DTS PARKING AND COMMON AREAS	4,132.32	8,189.39	67,000.00	58,810.61	12.2
10-490-2420	TREASURER'S COLLECTION FEES	19,976.62	29,787.74	122,000.00	92,212.26	24.4
10-490-2510	PAYING AGENT FEE - COPS	.00	.00	5,000.00	5,000.00	.0
10-490-2650	PROFESSIONAL SERVICES	.00	6,955.92	70,000.00	63,044.08	9.9
10-490-3100	TELEPHONE	4,900.12	10,275.15	25,000.00	14,724.85	41.1
10-490-3105	OFFICE LEASE	.00	70,220.82	280,000.00	209,779.18	25.1
10-490-3110	UTILITIES	12,507.61	26,988.37	190,000.00	163,011.63	14.2
10-490-3130	HOLIDAY LIGHTING	.00	.00	90,000.00	90,000.00	.0
10-490-3151	ELECTRICITY - EV CHARGING STAT	.00	.00	250.00	250.00	.0
10-490-3210	SOFTWARE MAINTENANCE	500.99	2,485.16	44,500.00	42,014.84	5.6
10-490-3220	MAINTENANCE - BUILDING	17,253.13	35,045.90	78,000.00	42,954.10	44.9
10-490-3221	EV CHARGING STATION - MAINT	.00	6,317.50	10,000.00	3,682.50	63.2
10-490-4200	MEMBERSHIPS	6,650.00	20,462.00	42,500.00	22,038.00	48.2
10-490-4400	PRINTING & BINDING	.00	.00	1,000.00	1,000.00	.0
10-490-4500	POSTAGE & METER	159.57	2,184.32	8,250.00	6,065.68	26.5
10-490-4600	INSURANCE	.00	212,019.46	225,500.00	13,480.54	94.0
10-490-4900	OTHER FEES & SERVICES	3,204.97	29,360.07	50,000.00	20,639.93	58.7
10-490-5100	SUPPLIES	2,481.95	7,157.94	18,500.00	11,342.06	38.7
10-490-5120	FUEL & MAINTENANCE	208.56	546.66	6,000.00	5,453.34	9.1
10-490-5200	COMPUTER SOFTWARE	879.39	7,927.68	27,000.00	19,072.32	29.4
10-490-6100	OFFICE EQUIPMENT	3,163.90	4,652.91	24,000.00	19,347.09	19.4
10-490-7750	COPS PAYMENT - 2019 COPS	.00	.00	300,000.00	300,000.00	.0
10-490-7760	COPS INTEREST - 2019 COPS	.00	.00	76,073.00	76,073.00	.0
10-490-7770	COPS PAYMENT - 2020 COPS	.00	.00	220,000.00	220,000.00	.0
10-490-7780	COPS INTEREST - 2020 COPS	.00	.00	55,372.00	55,372.00	.0
10-490-8002	STC PUBLIC IMP REIMB-BUILD TAX	.00	.00	115,000.00	115,000.00	.0
10-490-8003	STC PUBLIC IMP-PERMIT&PLAN CHK	.00	.00	96,000.00	96,000.00	.0
10-490-8004	STC SALES TAX REV SHARE-LOUISV	.00	19,616.09	62,500.00	42,883.91	31.4
10-490-8112	SYSTEM DEVELOPMENT FEE REBATE	744,580.06	744,580.06	1,164,000.00	419,419.94	64.0
10-490-8530	MARSHALL FIRE - USE TAX REBATE	.00	.00	100,000.00	100,000.00	.0
10-490-8531	MARSH FIRE-PERMIT&PLAN CK REBT	.00	.00	50,000.00	50,000.00	.0
10-490-9420	TRANSFER TO CAPITAL IMPRV FUND	.00	.00	950,000.00	950,000.00	.0
	TOTAL NON-DEPARTMENTAL EXPENDITURES	820,599.19	1,294,684.14	4,619,445.00	3,324,760.86	28.0
	LIBRARY					
10-491-4140	LIBRARY CONTRIBUTION	.00	450,433.26	456,000.00	5,566.74	98.8
	TOTAL LIBRARY	.00	450,433.26	456,000.00	5,566.74	98.8
	TOTAL FUND EXPENDITURES	2,276,984.70	5,879,072.82	22,836,884.00	16,957,811.18	25.7
	NET REVENUE OVER EXPENDITURES	1,007,848.76	754,446.68	(650,744.00)	(1,405,190.68)	115.9

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

SURA STC PROPERTY TAX REV FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	TAXES					
22-31-1120	PROPERTY TAXES FOR DEBT SVC	2,620,423.67	2,739,619.92	7,328,000.00	4,588,380.08	37.4
22-31-1200	SPECIFIC OWNERSHIP TAXES	6,977.56	21,491.94	88,000.00	66,508.06	24.4
	TOTAL TAXES	2,627,401.23	2,761,111.86	7,416,000.00	4,654,888.14	37.2
	MISCELLANEOUS REVENUE					
22-36-6100	INTEREST EARNINGS	2,094.37	2,094.37	1,000.00	(1,094.37)	209.4
	TOTAL MISCELLANEOUS REVENUE	2,094.37	2,094.37	1,000.00	(1,094.37)	209.4
	TOTAL FUND REVENUE	2,629,495.60	2,763,206.23	7,417,000.00	4,653,793.77	37.3

TOWN OF SUPERIOR
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

SURA STC PROPERTY TAX REV FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	ADMINISTRATION					
22-415-2420	TREASURER'S COLLECTION FEES	38,443.99	40,203.72	111,200.00	70,996.28	36.2
22-415-2460	BANK FEES	18.00	36.00	500.00	464.00	7.2
22-415-7980	PROP TAX REIMB - DEVELOPER	1,363,617.54	1,425,427.84	3,909,631.00	2,484,203.16	36.5
22-415-7981	PROP TAX REIMB-STC #1 (DEBT)	559,256.65	591,161.42	1,622,521.00	1,031,359.58	36.4
22-415-7982	PROP TAX REIMB-STC #2 (DEBT)	126,234.53	133,220.48	382,628.00	249,407.52	34.8
22-415-7983	PROP TAX REIMB-STC #3 (DEBT)	74,554.05	78,752.63	184,823.00	106,070.37	42.6
22-415-7984	PROP TAX REIMB-MOUNT VIEW FIRE	108,900.29	113,836.54	326,381.00	212,544.46	34.9
22-415-7985	PROP TAX REIMB - SUPERIOR	64,977.94	67,923.27	205,006.00	137,082.73	33.1
22-415-7987	PROP TAX REIMB - BVSD	38,658.54	40,410.86	128,367.00	87,956.14	31.5
22-415-7988	PROP TAX REIMB-LOUISVILLE FIRE	17,908.67	18,720.44	63,211.00	44,490.56	29.6
22-415-7991	PROP TAX REIMB - STC #1 (OPS)	165,056.98	170,106.18	292,882.00	122,775.82	58.1
22-415-7992	PROP TAX REIMB - STC #2 (OPS)	35,026.34	36,614.02	102,727.00	66,112.98	35.6
22-415-7993	PROP TAX REIMB - STC #3 (OPS)	36,860.10	38,530.04	87,123.00	48,592.96	44.2
	TOTAL ADMINISTRATION	2,629,513.62	2,754,943.44	7,417,000.00	4,662,056.56	37.1
	TOTAL FUND EXPENDITURES	2,629,513.62	2,754,943.44	7,417,000.00	4,662,056.56	37.1
	NET REVENUE OVER EXPENDITURES	(18.02)	8,262.79	.00	(8,262.79)	.0

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

OPEN SPACE 2006 DEBT SVC FD

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	TAXES					
31-31-1300	GENERAL SALES TAX	107,035.57	369,568.09	625,000.00	255,431.91	59.1
31-31-1310	USE TAX--VEHICLE	7,433.69	22,475.57	30,000.00	7,524.43	74.9
31-31-1320	USE TAX--BUILDING	28,176.32	34,270.47	5,000.00	(29,270.47)	685.4
	TOTAL TAXES	142,645.58	426,314.13	660,000.00	233,685.87	64.6
	MISCELLANEOUS REVENUE					
31-36-6100	INTEREST EARNINGS	1,410.67	1,988.25	5,000.00	3,011.75	39.8
	TOTAL MISCELLANEOUS REVENUE	1,410.67	1,988.25	5,000.00	3,011.75	39.8
	TOTAL FUND REVENUE	144,056.25	428,302.38	665,000.00	236,697.62	64.4

TOWN OF SUPERIOR
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

OPEN SPACE 2006 DEBT SVC FD

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	OPEN SPACE					
31-471-2460	BANK FEES	.00	.00	1,000.00	1,000.00	.0
31-471-7610	NOTE PRINCIPAL - SERIES 2015	.00	.00	390,000.00	390,000.00	.0
31-471-7620	NOTE INTEREST - SERIES 2015	.00	.00	4,193.00	4,193.00	.0
31-471-7820	BOND INTEREST - 2020 BONDS	.00	.00	266,250.00	266,250.00	.0
	TOTAL OPEN SPACE	.00	.00	661,443.00	661,443.00	.0
	TOTAL FUND EXPENDITURES	.00	.00	661,443.00	661,443.00	.0
	NET REVENUE OVER EXPENDITURES	144,056.25	428,302.38	3,557.00	(424,745.38)	12041.

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

2025 CIP DEBT SERVICE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	TAXES					
36-31-1300	GENERAL SALES TAX	112,387.35	388,046.48	1,420,000.00	1,031,953.52	27.3
36-31-1310	USE TAX--VEHICLE	7,805.38	23,599.35	135,000.00	111,400.65	17.5
36-31-1320	USE TAX--BUILDING	29,585.14	35,984.00	42,000.00	6,016.00	85.7
	TOTAL TAXES	149,777.87	447,629.83	1,597,000.00	1,149,370.17	28.0
	MISCELLANEOUS REVENUE					
36-36-6100	INTEREST EARNINGS	3,219.19	6,266.22	31,000.00	24,733.78	20.2
	TOTAL MISCELLANEOUS REVENUE	3,219.19	6,266.22	31,000.00	24,733.78	20.2
	TOTAL FUND REVENUE	152,997.06	453,896.05	1,628,000.00	1,174,103.95	27.9

TOWN OF SUPERIOR
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

2025 CIP DEBT SERVICE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	NON-DEPARTMENTAL EXPENDITURES					
36-490-2430	PAYING AGENT FEES	.00	.00	1,500.00	1,500.00	.0
36-490-2460	BANK FEES	.00	.00	1,000.00	1,000.00	.0
36-490-7790	BOND PRINCIPAL - 2025 BONDS	.00	.00	370,000.00	370,000.00	.0
36-490-7800	BOND INTEREST - 2025 BONDS	.00	.00	828,425.00	828,425.00	.0
	TOTAL NON-DEPARTMENTAL EXPENDITURES	.00	.00	1,200,925.00	1,200,925.00	.0
	TOTAL FUND EXPENDITURES	.00	.00	1,200,925.00	1,200,925.00	.0
	NET REVENUE OVER EXPENDITURES	152,997.06	453,896.05	427,075.00	(26,821.05)	106.3

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

CAPITAL IMPROVEMENTS PRGM FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	TAXES					
42-31-1300	GENERAL SALES TAX	107,035.57	369,568.09	1,360,000.00	990,431.91	27.2
42-31-1310	USE TAX--VEHICLE	7,433.70	22,475.57	130,000.00	107,524.43	17.3
42-31-1320	USE TAX--BUILDING	28,176.32	34,270.47	40,000.00	5,729.53	85.7
	TOTAL TAXES	142,645.59	426,314.13	1,530,000.00	1,103,685.87	27.9
	MISCELLANEOUS REVENUE					
42-36-6100	INTEREST EARNINGS	11,191.87	23,883.09	1,000.00	(22,883.09)	2388.3
42-36-6300	GRANTS	25,966.00	25,966.00	622,200.00	596,234.00	4.2
42-36-6700	SALE OF ASSETS	.00	1,750.00	1,500,000.00	1,498,250.00	.1
42-36-6840	PARK FEE	.00	.00	93,000.00	93,000.00	.0
42-36-6841	SCHOOL IMPACT FEE	.00	.00	80,000.00	80,000.00	.0
42-36-6910	TRANSFER FROM GENERAL FUND	.00	.00	950,000.00	950,000.00	.0
42-36-6973	TRANS FROM MARSHALL FIRE RECOV	.00	.00	820,000.00	820,000.00	.0
	TOTAL MISCELLANEOUS REVENUE	37,157.87	51,599.09	4,066,200.00	4,014,600.91	1.3
	TOTAL FUND REVENUE	179,803.46	477,913.22	5,596,200.00	5,118,286.78	8.5

CAPITAL IMPROVEMENTS PRGM FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	PARKS & RECREATION					
42-426-3470	MAINTENANCE-FENCE	.00	.00	50,000.00	50,000.00	.0
42-426-6040	IRRIGATION UPGRADES	.00	.00	50,000.00	50,000.00	.0
42-426-6290	TREE ENHANCEMENT & CARE	947.10	4,575.10	230,000.00	225,424.90	2.0
42-426-6300	VEHICLES	.00	.00	50,000.00	50,000.00	.0
42-426-6416	COMMUNITY CENTER BLDG MAINT	82,414.40	122,492.74	120,000.00	(2,492.74)	102.1
42-426-6421	BUILDING-PW/PARKS MAINT & OPER	.00	.00	662,500.00	662,500.00	.0
42-426-6423	CAPITAL BUILDING MAINT - PARKS	.00	.00	15,000.00	15,000.00	.0
42-426-6492	PLAYGROUND UPDATE	.00	3,588.53	100,000.00	96,411.47	3.6
42-426-6493	PLAYGROUND SHADE STRUCTURES	.00	.00	50,000.00	50,000.00	.0
42-426-6494	XERISCAPING PROJECTS	.00	.00	100,000.00	100,000.00	.0
42-426-6520	PARK IMPROVEMENTS - SHRUB BED	7,235.00	11,226.58	75,000.00	63,773.42	15.0
42-426-6522	DOG PARK RENOVATIONS	.00	.00	25,000.00	25,000.00	.0
42-426-6530	PARK IMPROVEMENTS--OTHER	.00	.00	75,000.00	75,000.00	.0
42-426-6533	PARK FURNITURE REPLACEMENT	.00	21,120.95	25,000.00	3,879.05	84.5
42-426-6560	HISTORIC PROJECTS	.00	.00	50,000.00	50,000.00	.0
42-426-6581	PARKING LOT IMPROVEMENTS	.00	.00	70,000.00	70,000.00	.0
42-426-6845	COMMUNITY PARK PLAYGROUND IMPR	.00	.00	550,000.00	550,000.00	.0
42-426-6989	PUBLIC ART ACQUISITION	16,000.00	16,000.00	70,000.00	54,000.00	22.9
	TOTAL PARKS & RECREATION	106,596.50	179,003.90	2,367,500.00	2,188,496.10	7.6
	PUBLIC WORKS AND UTILITIES					
42-430-6244	TRAFFIC SIGNAL SYSTEM UPGRADES	.00	.00	80,000.00	80,000.00	.0
42-430-6300	VEHICLES	.00	.00	60,000.00	60,000.00	.0
42-430-6421	BUILDING-PW/PARKS MAINT & OPER	.00	.00	662,500.00	662,500.00	.0
42-430-6599	STREET MAINTENANCE - IN HOUSE	56,635.55	67,305.70	400,000.00	332,694.30	16.8
42-430-6601	STREET IMPROVEMENTS - 2026	.00	.00	500,000.00	500,000.00	.0
42-430-6613	ROCK CREEK PARKWAY UNDERPASS	6,401.40	6,401.40	.00	(6,401.40)	.0
42-430-6642	MCCASLIN PEDESTRIAN CROSSING	18,451.77	18,451.77	604,000.00	585,548.23	3.1
42-430-6645	STREET SEALING SLURRY SEALS	10,103.75	10,103.75	200,000.00	189,896.25	5.1
42-430-6650	TRAFFIC CALMING	(6,772.20)	(8,414.04)	25,000.00	33,414.04	(33.7)
	TOTAL PUBLIC WORKS AND UTILITIES	84,820.27	93,848.58	2,531,500.00	2,437,651.42	3.7
	NON-DEPARTMENTAL EXPENDITURES					
42-490-4805	LANDSCAPE CODE UPDATE	.00	.00	80,000.00	80,000.00	.0
42-490-4810	ENERGY CODE EVALUATION	.00	.00	50,000.00	50,000.00	.0
42-490-6010	SUSTAINABILITY ENHANCEMENTS	.00	.00	232,500.00	232,500.00	.0
42-490-6021	ENHANCED TOWN FACILITY COMM	.00	16,329.30	20,000.00	3,670.70	81.7
42-490-6100	SERVER REPLACEMENT	.00	7,327.62	50,000.00	42,672.38	14.7
42-490-6140	AV EQUIPMENT IMPROVEMENTS	4,206.48	6,997.74	20,000.00	13,002.26	35.0
42-490-6402	CAPITAL BUILDING MAINT - OTHER	9,786.71	9,786.71	15,000.00	5,213.29	65.2
42-490-6991	COMPREHENSIVE PLAN UPDATE	8,343.25	13,020.91	.00	(13,020.91)	.0
	TOTAL NON-DEPARTMENTAL EXPENDITURES	22,336.44	53,462.28	467,500.00	414,037.72	11.4

TOWN OF SUPERIOR
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

CAPITAL IMPROVEMENTS PRGM FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
TOTAL FUND EXPENDITURES	213,753.21	326,314.76	5,366,500.00	5,040,185.24	6.1
NET REVENUE OVER EXPENDITURES	(33,949.75)	151,598.46	229,700.00	78,101.54	66.0

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

SMID PUBLIC IMPROVEMENTS FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	TAXES					
45-31-1130	PROPERTY TAXES FOR ADMIN EXP	38,714.83	39,844.66	122,000.00	82,155.34	32.7
45-31-1140	PROPERTY TAXES FOR MAINT	170,541.14	175,518.46	539,000.00	363,481.54	32.6
45-31-1200	SPECIFIC OWNERSHIP TAXES	2,359.16	7,204.45	33,000.00	25,795.55	21.8
	TOTAL TAXES	211,615.13	222,567.57	694,000.00	471,432.43	32.1
	INTERGOVERNMENTAL REVENUES					
45-33-3710	HIGHWAY SIGNAL MAINTENANCE FEE	.00	.00	36,696.00	36,696.00	.0
	TOTAL INTERGOVERNMENTAL REVENUES	.00	.00	36,696.00	36,696.00	.0
	MISCELLANEOUS REVENUE					
45-36-6100	INTEREST EARNINGS	6,352.15	13,537.74	38,000.00	24,462.26	35.6
45-36-6300	GRANT REVENUE	.00	.00	1,248,938.00	1,248,938.00	.0
	TOTAL MISCELLANEOUS REVENUE	6,352.15	13,537.74	1,286,938.00	1,273,400.26	1.1
	TOTAL FUND REVENUE	217,967.28	236,105.31	2,017,634.00	1,781,528.69	11.7

TOWN OF SUPERIOR
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

SMID PUBLIC IMPROVEMENTS FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	ADMINISTRATION					
45-415-2420	TREASURER'S COLLECTION FEES	3,146.00	3,238.48	10,000.00	6,761.52	32.4
45-415-2650	MANAGEMENT SERVICES	16,763.08	50,289.24	201,157.00	150,867.76	25.0
45-415-4600	INSURANCE	.00	250.00	250.00	.00	100.0
	TOTAL ADMINISTRATION	19,909.08	53,777.72	211,407.00	157,629.28	25.4
	PARKS, RECREATION & OPEN SPACE					
45-426-3140	LANDSCAPE WATER	131.27	377.08	38,051.00	37,673.92	1.0
45-426-3450	LANDSCAPING	1,432.68	31,317.27	233,500.00	202,182.73	13.4
	TOTAL PARKS, RECREATION & OPEN SPACE	1,563.95	31,694.35	271,551.00	239,856.65	11.7
	TRANSPORTATION					
45-430-2240	TRAFFIC ENGINEERING SERVICES	593.75	6,259.25	15,000.00	8,740.75	41.7
45-430-3100	TELEPHONE	213.32	639.96	2,500.00	1,860.04	25.6
45-430-3150	ELECTRICITY	1,646.27	6,565.61	22,000.00	15,434.39	29.8
45-430-3420	SNOW REMOVAL	2,569.00	11,964.47	32,500.00	20,535.53	36.8
45-430-3440	MAINTENANCE - TRAFFIC SIGNAL	.00	2,268.00	25,000.00	22,732.00	9.1
45-430-3460	MAINTENANCE - STREET LIGHT	(294.67)	1,040.74	6,500.00	5,459.26	16.0
45-430-3461	MAINT-STREET LIGHT-TOWN OWNED	.00	.00	5,150.00	5,150.00	.0
45-430-3510	STREET SWEEPING	.00	.00	1,000.00	1,000.00	.0
45-430-5130	SIGNAGE & STRIPING	.00	.00	105,000.00	105,000.00	.0
45-430-5620	SNOW REMOVAL - MATERIALS	.00	2,171.11	13,000.00	10,828.89	16.7
45-430-6244	TRAFFIC SIGNAL SYSTEM UPGRADES	.00	.00	160,000.00	160,000.00	.0
45-430-6627	MARSHALL/MCCASLIN INTERSECTION	56,101.00	56,101.00	1,311,172.00	1,255,071.00	4.3
	TOTAL TRANSPORTATION	60,828.67	87,010.14	1,698,822.00	1,611,811.86	5.1
	TOTAL FUND EXPENDITURES	82,301.70	172,482.21	2,181,780.00	2,009,297.79	7.9
	NET REVENUE OVER EXPENDITURES	135,665.58	63,623.10	(164,146.00)	(227,769.10)	38.8

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

2025 CAPITAL IMPRV PROJECT FD

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
46-36-6100	INTEREST EARNINGS	52,332.46	152,831.77	293,000.00	140,168.23	52.2
	TOTAL MISCELLANEOUS REVENUE	52,332.46	152,831.77	293,000.00	140,168.23	52.2
	TOTAL FUND REVENUE	52,332.46	152,831.77	293,000.00	140,168.23	52.2

2025 CAPITAL IMPRV PROJECT FD

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	PARKS & RECREATION					
46-426-6417	COMMUNITY CENTER STRUCTURAL	.00	.00	1,500,000.00	1,500,000.00	.0
46-426-6843	NORTH POOL RENOVATION	510.00	4,875.40	5,270,000.00	5,265,124.60	.1
46-426-6844	SOUTH POOL RENOVATION	112,391.15	158,383.15	270,000.00	111,616.85	58.7
	TOTAL PARKS & RECREATION	112,901.15	163,258.55	7,040,000.00	6,876,741.45	2.3
	PUBLIC WORKS AND UTILITIES					
46-430-6614	RCP - INDIANA TO 88TH STREET	28,432.00	28,432.00	3,000,000.00	2,971,568.00	1.0
46-430-6615	RCP - HONEY CRK DR TO COALTON	.00	.00	2,200,000.00	2,200,000.00	.0
46-430-6616	INDIANA STREET IMPROVEMENTS	.00	.00	2,000,000.00	2,000,000.00	.0
	TOTAL PUBLIC WORKS AND UTILITIES	28,432.00	28,432.00	7,200,000.00	7,171,568.00	.4
	TOTAL FUND EXPENDITURES	141,333.15	191,690.55	14,240,000.00	14,048,309.45	1.4
	NET REVENUE OVER EXPENDITURES	(89,000.69)	(38,858.78)	(13,947,000.00)	(13,908,141.22)	(.3)

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

WATER FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	CHARGES FOR SERVICES					
50-34-4510	WATER SERVICE FEES	189,851.66	618,633.12	3,275,000.00	2,656,366.88	18.9
50-34-4511	IRRIGATION SERVICE FEES	11.58	11.58	821,250.00	821,238.42	.0
50-34-4512	TAPPING FEES	675.00	1,575.00	3,000.00	1,425.00	52.5
50-34-4513	UTILITY TRANSFER & LATE FEES	1,880.00	5,060.00	20,000.00	14,940.00	25.3
50-34-4516	METER INSTALLATION FEES	250.00	700.00	2,000.00	1,300.00	35.0
50-34-4517	CONSTRUCTION METER FEES	175.00	635.00	1,000.00	365.00	63.5
50-34-4518	CONSTRUCTION WATER FEES	1,080.11	3,243.67	5,000.00	1,756.33	64.9
50-34-4519	METER FEES	3,695.00	7,745.00	10,000.00	2,255.00	77.5
50-34-4521	BACKFLOW TEST FEES	.00	1,205.00	500.00	(705.00)	241.0
	TOTAL CHARGES FOR SERVICES	197,618.35	638,808.37	4,137,750.00	3,498,941.63	15.4
	MISCELLANEOUS REVENUE					
50-36-6100	INTEREST EARNINGS	58,863.50	132,089.16	584,000.00	451,910.84	22.6
50-36-6300	GRANTS	.00	.00	2,429,000.00	2,429,000.00	.0
50-36-6341	SYSTEM DEVEL FEES (TAP FEES)	307,552.00	635,089.00	1,360,000.00	724,911.00	46.7
50-36-6344	IRRIG. SYS. DEVEL. (TAP FEES)	27,664.00	27,664.00	55,000.00	27,336.00	50.3
50-36-6348	EFFLUENT WATER LEASES	.00	.00	20,000.00	20,000.00	.0
50-36-6500	RENEWABLE ENERGY CREDIT PYMTS	1,008.32	2,389.28	25,000.00	22,610.72	9.6
50-36-6600	OTHER REVENUE	125.00	500.00	5,000.00	4,500.00	10.0
50-36-6700	SALE OF ASSETS	.00	875.00	.00	(875.00)	.0
	TOTAL MISCELLANEOUS REVENUE	395,212.82	798,606.44	4,478,000.00	3,679,393.56	17.8
	TOTAL FUND REVENUE	592,831.17	1,437,414.81	8,615,750.00	7,178,335.19	16.7

WATER FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	ADMINISTRATION					
50-415-2100	LEGAL SERVICES - GENERAL	.00	.00	1,000.00	1,000.00	.0
50-415-3100	TELEPHONE	79.97	236.21	1,700.00	1,463.79	13.9
50-415-4200	MEMBERSHIPS	122.00	184.50	1,200.00	1,015.50	15.4
50-415-4300	TRAINING	34.42	419.11	1,950.00	1,530.89	21.5
50-415-4310	TRAVEL & EXPENSES	.00	.00	2,575.00	2,575.00	.0
50-415-4400	PRINTING & BINDING	.00	.00	9,500.00	9,500.00	.0
50-415-4900	OTHER FEES & SERVICES	80.46	277.75	3,000.00	2,722.25	9.3
50-415-5100	OFFICE SUPPLIES	.00	8.15	2,843.00	2,834.85	.3
50-415-5160	UNIFORMS & SUPPLIES	.00	4,091.61	4,200.00	108.39	97.4
50-415-8220	WATER CONSERVATION PROGRAM	400.00	14,460.00	33,000.00	18,540.00	43.8
	TOTAL ADMINISTRATION	716.85	19,677.33	60,968.00	41,290.67	32.3
	WATER SUPPLY					
50-450-5510	WATER LEASES	.00	.00	36,100.00	36,100.00	.0
50-450-5520	WINDY GAP CARRIAGE & POWER	256,546.87	256,546.87	415,000.00	158,453.13	61.8
50-450-5530	COLORADO BIG THOMPSON ASSESSMT	.00	.00	131,000.00	131,000.00	.0
50-450-5541	FRICO ASSESSMENTS	.00	630.00	2,000.00	1,370.00	31.5
50-450-5560	C-B/T CARRY-OVER	.00	.00	25,000.00	25,000.00	.0
50-450-5570	WINDY GAP ADMIN/FIXED O&M COST	57,000.00	57,000.00	127,364.00	70,364.00	44.8
50-450-6710	WATER RIGHTS--LEGAL & ENGINEER	.00	2,226.30	34,000.00	31,773.70	6.6
50-450-6750	SOUTHERN WATER SUPPLY PIPELINE	.00	.00	507,100.00	507,100.00	.0
	TOTAL WATER SUPPLY	313,546.87	316,403.17	1,277,564.00	961,160.83	24.8
	WATER TREATMENT					
50-451-2370	TREATMENT PLANT OPERATOR	14,849.83	29,699.66	185,000.00	155,300.34	16.1
50-451-2371	TREATMENT PLANT-CHEMICAL TEST	3,161.94	4,407.77	26,800.00	22,392.23	16.5
50-451-2372	TREATMENT PLANT-ADD'L SERVICES	.00	.00	14,300.00	14,300.00	.0
50-451-2373	STATE PERMIT & CALIBRATION	495.00	9,866.00	29,400.00	19,534.00	33.6
50-451-3100	TELEPHONE	613.59	1,360.61	4,900.00	3,539.39	27.8
50-451-3110	UTILITIES	292.88	1,202.26	8,000.00	6,797.74	15.0
50-451-3150	ELECTRICITY	3,459.82	7,692.71	32,100.00	24,407.29	24.0
50-451-3160	NATURAL GAS	1,039.72	2,317.61	5,600.00	3,282.39	41.4
50-451-3340	REPAIR & MAINT-TREATMENT PLANT	3,098.00	8,170.97	51,500.00	43,329.03	15.9
50-451-3341	PROCESS & INSTRUMENT MAINT	.00	931.59	18,025.00	17,093.41	5.2
50-451-3342	MAINTENANCE - UV SYSTEM	.00	.00	27,300.00	27,300.00	.0
50-451-3390	SOLIDS HAULING	.00	.00	50,000.00	50,000.00	.0
50-451-3491	OPER & MAINT-PHOTOVOLTAIC SYS	.00	1,221.67	5,600.00	4,378.33	21.8
50-451-5140	CHEMICALS	7,435.00	14,870.00	140,100.00	125,230.00	10.6
50-451-5220	TOOLS & SMALL EQUIPMENT	206.46	610.09	5,400.00	4,789.91	11.3
50-451-5510	SCADA SOFTWARE	1,684.00	3,368.00	20,500.00	17,132.00	16.4
	TOTAL WATER TREATMENT	36,336.24	85,718.94	624,525.00	538,806.06	13.7

WATER FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	WATER STORAGE & DISTRIBUTION					
50-452-2210	ENGINEERING SERVICES	.00	.00	50,000.00	50,000.00	.0
50-452-2390	UTILITY LOCATION SERVICES	174.15	323.60	1,700.00	1,376.40	19.0
50-452-3150	ELECTRICITY	3,509.75	7,112.45	83,400.00	76,287.55	8.5
50-452-3350	REPAIR & MAINT - POTABLE LINES	.00	4,100.00	181,000.00	176,900.00	2.3
50-452-3360	MAINTENANCE - IRRIGATION	9,947.34	9,947.34	71,500.00	61,552.66	13.9
50-452-3370	MAINTENANCE - RESERVOIR/PONDS	.00	.00	19,600.00	19,600.00	.0
50-452-5610	WATER METERS	8,715.47	8,715.47	92,700.00	83,984.53	9.4
	TOTAL WATER STORAGE & DISTRIBUTION	22,346.71	30,198.86	499,900.00	469,701.14	6.0
	NON-DEPARTMENTAL EXPENDITURES					
50-490-2400	AUDITING SERVICES	.00	5,881.25	23,000.00	17,118.75	25.6
50-490-2440	UTILITY BILLING FEES	2,706.92	8,254.05	20,000.00	11,745.95	41.3
50-490-2490	INVESTMENT FEES	1,154.46	2,305.60	16,000.00	13,694.40	14.4
50-490-2650	MANAGEMENT SERVICES	39,950.92	119,852.76	479,411.00	359,558.24	25.0
50-490-3220	MAINTENANCE - BUILDING	.00	85.54	5,000.00	4,914.46	1.7
50-490-4600	INSURANCE	.00	64,973.71	62,500.00	(2,473.71)	104.0
50-490-4800	STUDIES	.00	.00	32,500.00	32,500.00	.0
50-490-5120	FUEL & MAINTENANCE	831.26	1,519.18	20,000.00	18,480.82	7.6
50-490-6781	WINDY GAP ALLOTMENT CONTRACT	.00	1,983,173.18	1,990,000.00	6,826.82	99.7
	TOTAL NON-DEPARTMENTAL EXPENDITURES	44,643.56	2,186,045.27	2,648,411.00	462,365.73	82.5
	UTILITY PROJECTS					
50-499-3340	FILTER MEDIA CLEANING & REPLAC	23,157.26	23,157.26	30,000.00	6,842.74	77.2
50-499-6071	GAC SYSTEM	675.00	675.00	159,135.00	158,460.00	.4
50-499-6132	WTP CLARIFLOCCULATOR REBUILD	675.00	675.00	.00	(675.00)	.0
50-499-6135	REUSE SYSTEM UPGRADES	.00	.00	1,000,000.00	1,000,000.00	.0
50-499-6137	SMART METERS	.00	.00	2,250,000.00	2,250,000.00	.0
50-499-6142	WATER PUMPS STATION UPGRADES	.00	.00	80,000.00	80,000.00	.0
50-499-6146	WTP BUILDING MAINTENANCE	.00	.00	60,000.00	60,000.00	.0
50-499-6148	WTP SLUDGE DRYING BEDS	.00	.00	1,630,000.00	1,630,000.00	.0
50-499-6157	POTABLE & IRRIGATION VALVE	.00	.00	70,000.00	70,000.00	.0
50-499-6159	FIRE HYDRANT REPLACEMENT	.00	.00	26,000.00	26,000.00	.0
50-499-6167	WTP CHEMICAL PUMP REPLACEMENT	.00	.00	20,000.00	20,000.00	.0
50-499-6271	FRICO PIPELINE MAINTENANCE	.00	.00	50,000.00	50,000.00	.0
50-499-6300	VEHICLES	.00	.00	30,000.00	30,000.00	.0
50-499-6421	BUILDING-PW/PARKS MAINT & OPER	.00	.00	1,325,000.00	1,325,000.00	.0
50-499-6880	WATER STORAGE TANKS CLEANING	.00	6,500.00	62,000.00	55,500.00	10.5
	TOTAL UTILITY PROJECTS	24,507.26	31,007.26	6,792,135.00	6,761,127.74	.5
	TOTAL FUND EXPENDITURES	442,097.49	2,669,050.83	11,903,503.00	9,234,452.17	22.4

TOWN OF SUPERIOR
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

WATER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
NET REVENUE OVER EXPENDITURES	150,733.68	(1,231,636.02)	(3,287,753.00)	(2,056,116.98)	(37.5)

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

SEWER FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	CHARGES FOR SERVICES					
51-34-4512	TAPPING FEES	250.00	925.00	2,500.00	1,575.00	37.0
51-34-4514	SEWER USER FEES	203,764.62	620,482.85	2,497,319.00	1,876,836.15	24.9
	TOTAL CHARGES FOR SERVICES	204,014.62	621,407.85	2,499,819.00	1,878,411.15	24.9
	MISCELLANEOUS REVENUE					
51-36-6100	INTEREST EARNINGS	16,444.22	30,561.89	174,000.00	143,438.11	17.6
51-36-6341	SYSTEM DEVEL FEES (TAP FEES)	213,718.00	281,110.00	570,000.00	288,890.00	49.3
51-36-6500	RENEWABLE ENERGY CREDIT PYMTS	1,633.17	4,007.10	25,000.00	20,992.90	16.0
51-36-6600	OTHER REVENUE	80.00	2,560.00	1,000.00	(1,560.00)	256.0
51-36-6700	SALE OF ASSETS	.00	525.00	.00	(525.00)	.0
51-36-6953	TRANSFER FROM OPERATIONS	.00	.00	644,108.00	644,108.00	.0
	TOTAL MISCELLANEOUS REVENUE	231,875.39	318,763.99	1,414,108.00	1,095,344.01	22.5
	TOTAL FUND REVENUE	435,890.01	940,171.84	3,913,927.00	2,973,755.16	24.0

SEWER FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	ADMINISTRATION					
51-415-2100	LEGAL SERVICES - GENERAL	.00	.00	500.00	500.00	.0
51-415-3100	TELEPHONE	47.98	141.72	1,200.00	1,058.28	11.8
51-415-4200	MEMBERSHIPS	73.20	110.70	500.00	389.30	22.1
51-415-4300	TRAINING	20.65	251.46	1,170.00	918.54	21.5
51-415-4310	TRAVEL & EXPENSES	.00	.00	1,545.00	1,545.00	.0
51-415-4900	OTHER FEES & SERVICES	48.27	167.85	1,800.00	1,632.15	9.3
51-415-5100	OFFICE SUPPLIES	(112.43)	2,104.76	3,400.00	1,295.24	61.9
51-415-5160	UNIFORMS & SUPPLIES	.00	2,454.97	3,100.00	645.03	79.2
	TOTAL ADMINISTRATION	77.67	5,231.46	13,215.00	7,983.54	39.6
	WASTE WATER COLLECTION					
51-460-2210	ENGINEERING SERVICES	.00	.00	25,800.00	25,800.00	.0
51-460-2390	UTILITY LOCATION SERVICES	169.02	314.08	2,100.00	1,785.92	15.0
51-460-3110	UTILITIES	27.12	85.41	600.00	514.59	14.2
51-460-3150	ELECTRICITY	2,003.94	2,510.89	12,100.00	9,589.11	20.8
51-460-3160	NATURAL GAS	57.57	57.57	1,030.00	972.43	5.6
51-460-3350	MAINTENANCE--UTIL LINES/CHAN'L	2,397.64	2,759.64	35,600.00	32,840.36	7.8
51-460-3430	MAINTENANCE--LIFT STATION	.00	.00	12,400.00	12,400.00	.0
	TOTAL WASTE WATER COLLECTION	4,655.29	5,727.59	89,630.00	83,902.41	6.4
	WASTE WATER TREATMENT PLANT					
51-461-2210	ENGINEERING SERVICES	.00	.00	25,800.00	25,800.00	.0
51-461-2370	TREATMENT PLANT OPERATOR	34,140.70	68,281.40	428,000.00	359,718.60	16.0
51-461-2371	TREATMENT PLANT-CHEMICAL TEST	5,876.63	9,827.01	55,620.00	45,792.99	17.7
51-461-2372	TREATMENT PLANT-ADD'L SERVICES	.00	183.74	13,200.00	13,016.26	1.4
51-461-2373	STATE PERMITS	3,001.00	3,001.00	30,000.00	26,999.00	10.0
51-461-3100	TELEPHONE	295.60	880.80	3,300.00	2,419.20	26.7
51-461-3110	UTILITIES - WATER	462.18	2,183.89	16,800.00	14,616.11	13.0
51-461-3150	ELECTRICITY	12,416.48	25,030.62	170,000.00	144,969.38	14.7
51-461-3160	NATURAL GAS	.00	.00	19,600.00	19,600.00	.0
51-461-3340	REPAIR & MAINT-TREATMENT PLANT	4,077.78	17,896.44	98,400.00	80,503.56	18.2
51-461-3341	PROCESS & INSTRUMENT MAINT	.00	.00	14,400.00	14,400.00	.0
51-461-3355	BLOWER MAINTENANCE	.00	.00	2,500.00	2,500.00	.0
51-461-3390	SLUDGE HAULING	12,329.95	15,005.31	54,700.00	39,694.69	27.4
51-461-3491	OPER & MAINT-PHOTOVOLTAIC SYS	3,569.04	4,790.71	5,600.00	809.29	85.6
51-461-5140	CHEMICALS	17,341.60	43,356.20	200,000.00	156,643.80	21.7
51-461-5220	TOOLS & SMALL EQUIPMENT	123.87	366.04	3,300.00	2,933.96	11.1
51-461-5510	SCADA SOFTWARE	1,685.00	5,054.00	21,000.00	15,946.00	24.1
	TOTAL WASTE WATER TREATMENT PLANT	95,319.83	195,857.16	1,162,220.00	966,362.84	16.9

SEWER FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	NON-DEPARTMENTAL EXPENDITURES					
51-490-2400	AUDITING SERVICES	.00	3,528.75	13,800.00	10,271.25	25.6
51-490-2440	UTILITY BILLING FEES	1,094.29	3,336.75	5,400.00	2,063.25	61.8
51-490-2490	INVESTMENT FEES	121.52	242.70	1,700.00	1,457.30	14.3
51-490-2650	MANAGEMENT SERVICES	23,970.58	71,911.74	287,647.00	215,735.26	25.0
51-490-3220	MAINTENANCE - BUILDING	55.84	828.52	2,575.00	1,746.48	32.2
51-490-4600	INSURANCE	.00	38,984.23	38,000.00	(984.23)	102.6
51-490-5120	FUEL & ROUTINE MAINTENANCE	498.70	911.45	12,100.00	11,188.55	7.5
51-490-7630	LOAN PRINCIPAL - 2020 LOAN	.00	102,111.50	204,223.00	102,111.50	50.0
51-490-7640	LOAN INTEREST - 2020 LOAN	.00	48,100.30	96,201.00	48,100.70	50.0
51-490-9530	TRANSFER TO CAPITAL	.00	.00	644,108.00	644,108.00	.0
	TOTAL NON-DEPARTMENTAL EXPENDITURES	25,740.93	269,955.94	1,305,754.00	1,035,798.06	20.7
	UTILITY PROJECTS					
51-499-6081	TOWNWIDE COLLECTION SYSTEM VID	.00	.00	40,000.00	40,000.00	.0
51-499-6236	WWTP MISC IMPROVEMENTS	.00	.00	50,000.00	50,000.00	.0
51-499-6237	WWTP BUILDING UPGRADES	.00	.00	40,000.00	40,000.00	.0
51-499-6239	WWTP BIOLOG. NUTRIENT REMOVAL	230,375.00	227,252.00	150,000.00	(77,252.00)	151.5
51-499-6279	WWTP PROCESS PUMP MAINTENANCE	.00	.00	280,000.00	280,000.00	.0
51-499-6281	WWTP CONTROLS EQUIP UPGRADES	7,726.30	7,726.30	65,000.00	57,273.70	11.9
51-499-6284	SANIT SEWER MANHOLE&LINE REHAB	.00	.00	75,000.00	75,000.00	.0
51-499-6285	WWTP FILTER MEDIA REPAIR	25,327.20	25,327.20	35,000.00	9,672.80	72.4
51-499-6300	VEHICLES	.00	.00	18,000.00	18,000.00	.0
	TOTAL UTILITY PROJECTS	263,428.50	260,305.50	753,000.00	492,694.50	34.6
	TOTAL FUND EXPENDITURES	389,222.22	737,077.65	3,323,819.00	2,586,741.35	22.2
	NET REVENUE OVER EXPENDITURES	46,667.79	203,094.19	590,108.00	387,013.81	34.4

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

STORM DRAINAGE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	CHARGES FOR SERVICES					
52-34-4515	STORM DRAINAGE FEES	34,379.21	103,004.00	437,000.00	333,996.00	23.6
	TOTAL CHARGES FOR SERVICES	34,379.21	103,004.00	437,000.00	333,996.00	23.6
	MISCELLANEOUS REVENUE					
52-36-6100	INTEREST EARNINGS	2,952.54	6,442.82	30,000.00	23,557.18	21.5
52-36-6341	SYSTEM DEVEL FEES (TAP FEES)	74,452.00	99,562.00	195,000.00	95,438.00	51.1
52-36-6700	SALE OF ASSETS	.00	350.00	.00	(350.00)	.0
52-36-6910	TRANSFER FROM GENERAL FUND	.00	.00	2,500.00	2,500.00	.0
	TOTAL MISCELLANEOUS REVENUE	77,404.54	106,354.82	227,500.00	121,145.18	46.8
	TOTAL FUND REVENUE	111,783.75	209,358.82	664,500.00	455,141.18	31.5

TOWN OF SUPERIOR
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

STORM DRAINAGE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	ADMINISTRATION					
52-415-2100	LEGAL SERVICES - GENERAL	.00	.00	500.00	500.00	.0
52-415-2300	PLANNING SERVICES - (KICP)	.00	.00	22,000.00	22,000.00	.0
52-415-2373	MS4 PERMIT ADMINISTRATION	.00	(5,030.62)	115,000.00	120,030.62	(4.4)
52-415-3100	TELEPHONE	31.99	94.49	1,000.00	905.51	9.5
52-415-4200	MEMBERSHIPS	48.80	438.80	1,000.00	561.20	43.9
52-415-4300	TRAINING	13.76	167.62	780.00	612.38	21.5
52-415-4310	TRAVEL & EXPENSES	.00	.00	1,030.00	1,030.00	.0
52-415-4900	OTHER FEES & SERVICES	32.18	113.88	1,000.00	886.12	11.4
52-415-5100	OFFICE SUPPLIES	.00	3.26	1,250.00	1,246.74	.3
52-415-5160	UNIFORMS & SUPPLIES	.00	1,636.60	1,545.00	(91.60)	105.9
	TOTAL ADMINISTRATION	126.73	(2,575.97)	145,105.00	147,680.97	(1.8)
	STORM DRAINAGE					
52-480-2210	ENGINEERING SERVICES	.00	.00	7,500.00	7,500.00	.0
52-480-2390	UTILITY LOCATION SERVICES	169.02	314.08	2,060.00	1,745.92	15.3
52-480-3350	REPAIR & MAINT-UTIL'Y CHANNELS	.00	.00	3,090.00	3,090.00	.0
52-480-3370	REPAIR & MAINT-RESERVOIR/PONDS	.00	6,236.92	54,870.00	48,633.08	11.4
52-480-3510	STREET SWEEPING	.00	528.75	15,000.00	14,471.25	3.5
52-480-5220	TOOLS & SMALL EQUIPMENT	82.57	243.97	2,000.00	1,756.03	12.2
	TOTAL STORM DRAINAGE	251.59	7,323.72	84,520.00	77,196.28	8.7
	NON-DEPARTMENTAL EXPENDITURES					
52-490-2400	AUDITING SERVICES	.00	2,352.50	9,200.00	6,847.50	25.6
52-490-2440	UTILITY BILLING FEES	345.56	1,053.69	2,060.00	1,006.31	51.2
52-490-2650	MANAGEMENT SERVICES	15,980.33	47,940.99	191,764.00	143,823.01	25.0
52-490-4600	INSURANCE	.00	25,989.47	26,000.00	10.53	100.0
52-490-5120	FUEL & ROUTINE MAINTENANCE	330.29	605.39	6,000.00	5,394.61	10.1
	TOTAL NON-DEPARTMENTAL EXPENDITURES	16,656.18	77,942.04	235,024.00	157,081.96	33.2
	UTILITY PROJECTS					
52-499-6300	VEHICLES	.00	.00	12,000.00	12,000.00	.0
52-499-6992	RESERVOIR & PONDS MAINTENANCE	.00	.00	150,000.00	150,000.00	.0
	TOTAL UTILITY PROJECTS	.00	.00	162,000.00	162,000.00	.0
	TOTAL FUND EXPENDITURES	17,034.50	82,689.79	626,649.00	543,959.21	13.2
	NET REVENUE OVER EXPENDITURES	94,749.25	126,669.03	37,851.00	(88,818.03)	334.7

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

WASTE COLLECTION FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	CHARGES FOR SERVICES					
53-34-4520	TRASH AND RECYCLING USER FEES	34,064.20	101,561.74	413,000.00	311,438.26	24.6
	TOTAL CHARGES FOR SERVICES	34,064.20	101,561.74	413,000.00	311,438.26	24.6
	TOTAL FUND REVENUE	34,064.20	101,561.74	413,000.00	311,438.26	24.6

TOWN OF SUPERIOR
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

WASTE COLLECTION FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	WASTE COLLECTION					
53-481-3630	TRASH AND RECYLING	34,080.65	67,839.17	413,000.00	345,160.83	16.4
	TOTAL WASTE COLLECTION	34,080.65	67,839.17	413,000.00	345,160.83	16.4
	TOTAL FUND EXPENDITURES	34,080.65	67,839.17	413,000.00	345,160.83	16.4
	NET REVENUE OVER EXPENDITURES	(16.45)	33,722.57	.00	(33,722.57)	.0

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

ORIGINAL TOWN SEWER FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
54-36-6100	INTEREST EARNINGS	94.39	209.23	.00	(209.23)	.0
	TOTAL MISCELLANEOUS REVENUE	94.39	209.23	.00	(209.23)	.0
	TOTAL FUND REVENUE	94.39	209.23	.00	(209.23)	.0
	NET REVENUE OVER EXPENDITURES	94.39	209.23	.00	(209.23)	.0

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

CONSERVATION TRUST FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
70-36-6100	INTEREST EARNINGS	714.56	1,628.95	2,000.00	371.05	81.5
70-36-6310	CONSERVATION TRUST FUNDS	47,397.30	47,397.30	150,000.00	102,602.70	31.6
	TOTAL MISCELLANEOUS REVENUE	48,111.86	49,026.25	152,000.00	102,973.75	32.3
	TOTAL FUND REVENUE	48,111.86	49,026.25	152,000.00	102,973.75	32.3

TOWN OF SUPERIOR
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

CONSERVATION TRUST FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	PARKS & RECREATION					
70-426-3480	POOLS REPAIRS AND IMPROVEMENTS	186,550.00	186,550.00	75,000.00	(111,550.00)	248.7
70-426-6290	TREE, PLANT AND SHRUB ENHANCE	6,480.00	12,960.00	75,000.00	62,040.00	17.3
	TOTAL PARKS & RECREATION	193,030.00	199,510.00	150,000.00	(49,510.00)	133.0
	TOTAL FUND EXPENDITURES	193,030.00	199,510.00	150,000.00	(49,510.00)	133.0
	NET REVENUE OVER EXPENDITURES	(144,918.14)	(150,483.75)	2,000.00	152,483.75	(7524.

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

OPEN SPACE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	TAXES					
71-31-1300	GENERAL SALES TAX	.00	.00	735,000.00	735,000.00	.0
71-31-1310	USE TAX--VEHICLE	.00	.00	100,000.00	100,000.00	.0
71-31-1320	USE TAX--BUILDING	.00	.00	35,000.00	35,000.00	.0
	TOTAL TAXES	.00	.00	870,000.00	870,000.00	.0
	MISCELLANEOUS REVENUE					
71-36-6100	INTEREST EARNINGS	.00	1,096.93	22,000.00	20,903.07	5.0
71-36-6210	LEASE REVENUE	1,818.13	5,454.39	21,180.00	15,725.61	25.8
71-36-6300	GRANTS	.00	.00	521,234.00	521,234.00	.0
71-36-6600	OTHER REVENUE	.00	.00	900,900.00	900,900.00	.0
	TOTAL MISCELLANEOUS REVENUE	1,818.13	6,551.32	1,465,314.00	1,458,762.68	.5
	TOTAL FUND REVENUE	1,818.13	6,551.32	2,335,314.00	2,328,762.68	.3

TOWN OF SUPERIOR
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

OPEN SPACE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	OPEN SPACE					
71-471-1010	REGULAR SALARIES	4,816.00	14,448.00	62,593.00	48,145.00	23.1
71-471-1040	PART-TIME SALARIES	.00	.00	20,592.00	20,592.00	.0
71-471-1060	OVERTIME	.00	.00	500.00	500.00	.0
71-471-1300	PAYROLL COSTS (BENEFITS)	2,186.12	6,562.80	30,750.00	24,187.20	21.3
71-471-1400	EMPLOYER CONTRIBUTION - FICA	70.68	212.04	915.00	702.96	23.2
71-471-2650	MANAGEMENT SERVICES	2,022.75	6,068.25	24,273.00	18,204.75	25.0
71-471-3140	WATER	.00	.00	29,025.00	29,025.00	.0
71-471-3450	MAINTENANCE - LANDSCAPE	2,137.88	29,062.21	200,000.00	170,937.79	14.5
71-471-3470	MAINTENANCE - FENCE	.00	17,334.94	50,000.00	32,665.06	34.7
71-471-4122	OPEN SPACE COORDINATION	.00	986.58	20,000.00	19,013.42	4.9
71-471-4200	MEMBERSHIPS	.00	.00	2,500.00	2,500.00	.0
71-471-6900	LAND	53,500.00	1,127,485.00	1,365,000.00	237,515.00	82.6
71-471-6907	COYOTE RIDGE TRAILHEAD&WAYFIND	108,076.43	108,076.43	.00	(108,076.43)	.0
71-471-6912	MASTER PLAN IMPLEMENTATION	14,760.00	15,573.30	50,000.00	34,426.70	31.2
71-471-6913	OPEN SPACE FUELS MITIGATION	246,949.38	284,886.79	674,496.00	389,609.21	42.2
	TOTAL OPEN SPACE	434,519.24	1,610,696.34	2,530,644.00	919,947.66	63.7
	TOTAL FUND EXPENDITURES	434,519.24	1,610,696.34	2,530,644.00	919,947.66	63.7
	NET REVENUE OVER EXPENDITURES	(432,701.11)	(1,604,145.02)	(195,330.00)	1,408,815.02	(821.3)

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

CLASS ONE LANDSCAPE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	CHARGES FOR SERVICES					
72-34-4710	LANDSCAPE MAINTENANCE FEES	203,195.66	592,295.04	2,416,000.00	1,823,704.96	24.5
	TOTAL CHARGES FOR SERVICES	203,195.66	592,295.04	2,416,000.00	1,823,704.96	24.5
	MISCELLANEOUS REVENUE					
72-36-6100	INTEREST EARNINGS	1,140.42	2,356.40	16,000.00	13,643.60	14.7
	TOTAL MISCELLANEOUS REVENUE	1,140.42	2,356.40	16,000.00	13,643.60	14.7
	TOTAL FUND REVENUE	204,336.08	594,651.44	2,432,000.00	1,837,348.56	24.5

CLASS ONE LANDSCAPE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	PARKS & RECREATION					
72-426-2440	UTILITY BILLING FEES	1,612.64	4,917.32	8,000.00	3,082.68	61.5
72-426-2630	MOSQUITO CONTROL	.00	.00	33,000.00	33,000.00	.0
72-426-2650	MANAGEMENT SERVICES	26,295.42	78,886.26	315,545.00	236,658.74	25.0
72-426-3140	WATER	233.76	688.60	472,303.00	471,614.40	.2
72-426-3150	ELECTRICITY	4,069.27	9,721.30	46,523.00	36,801.70	20.9
72-426-3290	MAINTENANCE - TRAILS	6,235.00	6,235.00	50,985.00	44,750.00	12.2
72-426-3320	MAINTENANCE - PLAYGROUND	155.89	198.83	16,995.00	16,796.17	1.2
72-426-3370	MAINTENANCE - RESERVOIR/PONDS	.00	2,983.00	57,165.00	54,182.00	5.2
72-426-3450	MAINTENANCE - LANDSCAPE	1,287.39	204,976.53	1,555,960.00	1,350,983.47	13.2
72-426-4900	OTHER FEES & SERVICES	73.42	73.42	2,060.00	1,986.58	3.6
72-426-6080	DRAINAGE IMPROVEMENTS	.00	.00	5,000.00	5,000.00	.0
72-426-8230	WILDLIFE & VEGETATION MGMT	34.88	482.79	7,983.00	7,500.21	6.1
	TOTAL PARKS & RECREATION	39,997.67	309,163.05	2,571,519.00	2,262,355.95	12.0
	TOTAL FUND EXPENDITURES	39,997.67	309,163.05	2,571,519.00	2,262,355.95	12.0
	NET REVENUE OVER EXPENDITURES	164,338.41	285,488.39	(139,519.00)	(425,007.39)	204.6

TOWN OF SUPERIOR
REVENUES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

MARSHALL FIRE RECOVERY

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	TAXES					
73-31-1300	GENERAL SALES TAX	57,085.63	197,102.97	725,000.00	527,897.03	27.2
73-31-1310	USE TAX--VEHICLE	3,964.44	11,986.78	69,000.00	57,013.22	17.4
73-31-1320	USE TAX--BUILDING	15,027.36	18,277.57	21,000.00	2,722.43	87.0
	TOTAL TAXES	76,077.43	227,367.32	815,000.00	587,632.68	27.9
	MISCELLANEOUS REVENUE					
73-36-6100	INTEREST EARNINGS	34.43	34.43	5,000.00	4,965.57	.7
	TOTAL MISCELLANEOUS REVENUE	34.43	34.43	5,000.00	4,965.57	.7
	TOTAL FUND REVENUE	76,111.86	227,401.75	820,000.00	592,598.25	27.7

TOWN OF SUPERIOR
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 3 MONTHS ENDING MARCH 31, 2026

MARSHALL FIRE RECOVERY

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	NON-DEPARTMENTAL EXPENDITURES					
73-490-9420	TRANSFER TO CAPITAL IMPRV FUND	.00	.00	820,000.00	820,000.00	.0
	TOTAL NON-DEPARTMENTAL EXPENDITURES	.00	.00	820,000.00	820,000.00	.0
	TOTAL FUND EXPENDITURES	.00	.00	820,000.00	820,000.00	.0
	NET REVENUE OVER EXPENDITURES	76,111.86	227,401.75	.00	(227,401.75)	.0

Item Number:4.e.

Information for Meeting of the Superior Town Council

Agenda Item Name:	Advisory Committee Re-Appointments
Meeting Date:	June 8, 2026
Presented By:	Martin Toth, Asst. Town Manager
Presented For:	Approve

Background:
Section 2-12-40 of the Superior Municipal Code addresses membership of Town Advisory Committees, including appointment of Advisory Committee members. Scheduled under this agenda item is the Council's consideration of appointments of sitting Advisory Committee members to a new term. The Council has the option to appoint or not appoint any of the candidates, and staff will continue to advertise the vacancies.

Advisory Committee for Environmental Sustainability (ACES)
Sitting members eligible to serve a new term:
- Lisa Barnes - completion of a partial term, reappointing for first full term
- James Zarske - completion of second term, reappointing for third full term

Cultural Arts and Public Spaces Advisory Committee (CAPS)
Sitting members eligible to serve a new term:
- Liza McKenzie - completion of a first term, reappointing for second full term
- Chris Nunes - completion of a first term, reappointing for second full term
- Andrew Vaughn - completion of a first term, reappointing for second full term

Open Space Advisory Committee (OSAC)
Sitting members eligible to serve a new term:
- Joann Maneri - completion of a partial term, reappointing for first full term
- Gordon Sims - completion of a partial term, reappointing for first full term
- Kara Neuse - completion of a first term, reappointing for second full term
- Rita Trainor - completion of a first term, reappointing for second full term
- Cristi Verbeck - completion of a first term, reappointing for second full term

Parks and Recreation Advisory Committee (PARC)
Sitting members eligible to serve a new term:
- Martha Siegmund - completion of a first term, reappointing for second full term

Planning Commission (PC)
Sitting members eligible to serve a new term:
- David Harper - completion of a second term, reappointing for third full term
- Ryan Mojo - completion of a partial term, reappointing for first full term

Superior Historical Commission (SHC)
Sitting members eligible to serve a new term:
- Jill Roberts - completion of a partial term, reappointing for first full term
- Dalton Valette - completion of a first term, reappointing for second full term
- Maureen Hogg - completion of a first term, reappointing for second full term
- Karen Waligorski - completion of fifth term, reappointing for sixth full term

ALTERNATIVES CONSIDERED:
Make no appointments and continue to advertise to fill the vacancies.

Recommendation:

Budget Implications:
None

Motion:
Move to approve Resolutions making reappointments to ACES, CAPS, OSAC, PARC, PC and SHC.

Attachments:
None

Town of Superior
Resolution Number R-47
SERIES 2026

A Resolution of the Town Council of the Town of Superior Making Appointments to the Advisory Committee for Environmental Sustainability

WHEREAS, by Resolution #R-27, Series 2001, the Board of Trustees established the Waste Diversion Advisory Committee;

WHEREAS, by Resolution #R-80, Series 2005, the Waste Diversion Advisory Committee was changed to the Recycling and Conservation Advisory Committee ("RCAC");

WHEREAS, by Resolution #R-59, Series 2017, RCAC was changed to the Advisory Committee for Environmental Sustainability ("ACES"); and

WHEREAS, the Town Council desires to make appointments to ACES.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Town Council hereby makes the following appointments to the Advisory Committee for Environmental Sustainability:

Name	**Term Expires**
Lisa Barnes	**June 2029**
James Zarske	**June 2029**

ADOPTED this 8th day of June, 2026.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

Town of Superior
Resolution Number R-48
SERIES 2026

A Resolution of the Town Council of the Town of Superior Making Appointments to the Cultural Arts and Public Spaces Advisory Committee

WHEREAS, on December 12, 2016 the Board of Trustees established the Cultural Arts and Public Spaces Advisory Committee ("CAPS") by Resolution No. R-79, Series 2016; and

WHEREAS, the Town Council desires to make appointments to CAPS.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Town Council hereby makes the following appointments to the Cultural Arts and Public Spaces Advisory Committee:

Name	**Term Expires**
Liza McKenzie	**June 2029**
Chris Nunes	**June 2029**
Andrew Vaughn	**June 2029**

ADOPTED this 8th day of June, 2026.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

Town of Superior
Resolution Number R-49
SERIES 2026

A Resolution of the Town Council of the Town of Superior Making Appointments to the Superior Historical Commission

WHEREAS, the Superior Historical Commission (the "Commission") was originally established by Resolution No. R-68, Series 2000;

WHEREAS, by Resolution #R-35, 2012, the Board re-established the Commission in accordance with Article XII, Chapter 2 of the Superior Municipal Code; and

WHEREAS, the Town Council desires to make appointments to the Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Town Council hereby makes the following appointments to the Superior Historical Commission:

Name	**Term Expires**
Maureen Hogg	**June 2029**
Jill Roberts	**June 2029**
Karen Waligorski	**June 2029**
Dalton Valette	**June 2029**

ADOPTED this 8th day of June, 2026.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

Town of Superior
Resolution Number R-50
SERIES 2026

A Resolution of the Town Council of the Town of Superior Making Appointments to the Open Space Advisory Committee

WHEREAS, by Resolutions R-25, R-28, and R-46, Series 2001, the Board formed the Open Space Advisory Committee ("OSAC");

WHEREAS, by Resolution R-36, 2012, the Board re-established OSAC in accordance with Article XII, Chapter 2 of the Superior Municipal Code; and

WHEREAS, the Town Council desires to make appointments to OSAC.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Town Council hereby makes the following appointments to the Open Space Advisory Committee:

Name	**Term Expires**
Joann Maneri	**June 2029**
Kara Neuse	**June 2029**
Gordon Sims	**June 2029**
Rita Trainor	**June 2029**
Cristi Verbeck	**June 2029**

ADOPTED this 8th day of June, 2026.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

Town of Superior
Resolution Number R-51
SERIES 2026

A Resolution of the Town Council of the Town of Superior, Colorado Making Appointments to the Parks and Recreation Advisory Committee

WHEREAS, the Board of Trustees established PROSTAC by Resolution No. R-46, Series 2003 on July 14, 2003;

WHEREAS, by Resolution No. R-37, Series 2012, adopted on April 23, 2012, the Board re-established PROSTAC in accordance with Article XII, Chapter 2 of the Superior Municipal Code; and

WHEREAS, by Resolution #R-18, 2021 the name of the Parks, Recreation, Open Space and Trails Advisory Committee was changed to the Parks and Recreation Advisory Committee; and

WHEREAS, the Council desires to make appointments to PARC.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Town Council hereby makes the following appointments to the Parks and Recreation Advisory Committee:

Name	**Term Expires**
Martha Siegmund	**June 2029**

ADOPTED this 8th day of June, 2026.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

Town of Superior
Resolution Number R-52
SERIES 2026

A Resolution of the Town Council of the Town of Superior Appointing Members to the Planning Commission

WHEREAS, Commissioner David Harper has completed two full terms and is eligible for an additional full term and Commissioner Ryan Mojo has completed a partial term and is eligible for an additional full term; and

WHEREAS, the Town Council desires to make appointments to the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Town Council hereby makes the following appointments to the Planning Commission:

Name	**Term Expires**
David Harper	June 2030
Ryan Mojo	June 2030

ADOPTED this 8th day of June, 2026.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

Item Number:4.f.

Information for Meeting of the Superior Town Council

Agenda Item Name:	A Resolution of the Town Council of the Town of Superior Making Appointments to the Superior Youth Leadership Council
Meeting Date:	June 8, 2026
Presented By:	Martin Toth, Asst. Town Manager
Presented For:	Approve

Background:
Section 2-12-40 of the Superior Municipal Code addresses membership of Town Advisory Committees, including appointment of advisory committee members. SYLC currently has one vacancy and one waitlisted applicant.

Under the new SYLC dual-interview process, Council has previously appointed applicants to SYLC mid-term without conducting an additional interview with Council. This candidate has already completed an interview with SYLC and is currently on the waitlist. Therefore, SYLC makes the recommendation to Council to appoint Courtney Craig.

Superior Youth Leadership Council (SYLC) Candidates – 1 vacancy
- Courtney Craig

ALTERNATIVES CONSIDERED:
Make no appointment and fill vacancy at a later date.

Note: The advisory committee application was updated February 10, 2026 with the addition of committee-specific questions; some applications may vary.

Recommendation:

Budget Implications:
None

Motion:
Move to approve the Resolution making an appointment to the Superior Youth Leadership

Council.

Attachments:

1. Resolution_SYLC Appointment_06.08.26
2. Courtney Craig Application_06.08.26
3. Advisory Committee Specific Interview Questions

Town of Superior
Resolution Number R-53
Series 2026

A Resolution of the Town Council of the Town of Superior Making Appointments to the Superior Youth Leadership Council

WHEREAS, on October 13, 2014, the Board of Trustees re-established the Youth Services Committee by Resolution No. R-53, Series 2014;

WHEREAS, on January 26, 2015, by Resolution No. R-6, Series 2015, the Board of Trustees renamed the Superior Youth Services Committee the Superior Youth Leadership Council; and

WHEREAS, the Town Council wishes to make appointments to the Superior Youth Leadership Council pursuant to Article XII of Chapter 2 of the Superior Municipal Code.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Town Council hereby makes the following appointment to the Superior Youth Leadership Council:

Name	**Term expires**
Courtney Craig	**August 2028**

ADOPTED this 8th day of June, 2026.

_____

Mark Lacis, Mayor

ATTEST:

_____

Shannon Dujardin, Town Clerk

Town of Superior Advisory Groups

Superior Youth Leadership Council (SYLC)

Board Details

SYLC meetings, agendas, notes, and videos

The Superior Youth Leadership Council (SYLC) is an advisory committee of the Town of Superior. SYLC is charged with the following duties: supporting and providing a voice for Superior's youth; contributing to the Superior community through service, focusing on activities, education and communication to and for Superior's youth; representing youth interests within the Town; and providing feedback and information about youth needs and interests.

Requirements: SYLC members must be residents of the Town of Superior in grades 8-12. SYLC members must submit an application and participate in an interview. Upon appointment, members are to serve a two year term showing commitment and consistency in the council.

Responsibilities: Attend and actively participate in a monthly meeting. Participate and provide leadership in SYLC programming and events through their term. Monthly meetings will occur at the Superior Community Center on the first Wednesday of every month from 6:30-8:00 pm.

Overview

Size 25 Seats

Term Length 2 Years

Term Limit 3 Terms

Additional

Meeting Information

Date: 1st Wednesday of Each Month Time: 6:30 pm - 8:00 pm Location: Superior Community Center 1500 Coalton Road Superior, CO 80027 SYLC meetings are held in person with a concurrent virtual option: http://bit.ly/2XwEF5G

Contact the Committee Members

Message SYLC<a>

Staff Liaison

Allison Humphries - Events & Volunteer Coordinator II

Town Council Liaison and Alternate

Mike Foster, Mayor Mark Lacis

Establishing Resolution

20150824_Resolution_R-37_Terms_and_Meeting_Procedures.pdf
20150126_Resolution_R-6_Renaming_to_SYLC.pdf
Reestablishing_SYLC.pdf

Committee Work Plan

SYLC_2026_Work_Plan_Final.pdf
SYLC_2024-_2025_Work_Plan.pdf

Additional Documents

Town of Superior Advisory Groups

Superior Youth Leadership Council (SYLC)

Board Roster

Ryan Alaniz
1st Term Aug 26, 2025 - Aug 30, 2027

Carter J Ausmus
1st Term Nov 10, 2025 - N/A

Sathya Balamurugan
1st Term Sep 09, 2024 - Aug 31, 2026

Livia K Baldwin
2nd Term Aug 28, 2023 - Aug 31, 2026

Lindsay J Craig
2nd Term Jan 08, 2024 - Aug 31, 2026

Avika Dhar
1st Term Sep 09, 2024 - Aug 31, 2026

Lauren D Dixon
1st Term May 13, 2024 - Aug 31, 2026

Annie E England
1st Term Sep 09, 2024 - Aug 31, 2026

Elle T Holmes
1st Term Sep 09, 2024 - Aug 31, 2026

Corinne A Jones

2nd Term Aug 08, 2022 - Aug 31, 2026

Office/Role Vice Chair Events & Community Service

Jackson A Lacis

1st Term Aug 26, 2025 - Aug 30, 2027

Dylan A Lacis

1st Term Aug 26, 2025 - Aug 30, 2027

Hannah Lee

1st Term Sep 09, 2024 - Aug 31, 2026

Megan Y Liao

1st Term Aug 26, 2025 - Aug 30, 2027

Elizabeth G Marsella

2nd Term Aug 08, 2022 - Aug 31, 2026

Office/Role Vice Chair Communications

Sebastian K Medina

1st Term Sep 09, 2024 - Aug 31, 2026

Rachel L Mills

2nd Term Nov 14, 2022 - Aug 31, 2026

Office/Role Chair

Lisa Park

2nd Term Nov 13, 2023 - Aug 31, 2026

Neel Ruhil
2nd Term Aug 14, 2023 - Aug 31, 2026

Minkee(michael) Seo
2nd Term Aug 28, 2023 - Aug 28, 2027

Mili Sobti
1st Term Aug 26, 2025 - Aug 30, 2027

Aadi Sobti
1st Term Sep 09, 2024 - Aug 31, 2026

Emma Taylor
1st Term Sep 09, 2024 - Aug 31, 2026

Om Vegesna
2nd Term Aug 14, 2023 - Aug 31, 2027

Office/Role Secretary

Vacancy

Application Form

Profile

General Instructions:
Superior residents interested in serving on a Town of Superior Advisory Committee must complete this application. This form is designed to facilitate the application process for any of the seven committees. Appointments are made by the Superior Town Council and applications are reviewed as vacancies arise. Interviews are required as part of the selection process and scheduled periodically as appointments are typically made quarterly, corresponding with Town Council meetings. You may apply to multiple committees, however, once a vacancy opens, you must choose only one committee to interview for.

Applicants must be residents of the Town of Superior, with the exception of the Superior Historical Commission.

All applicants are asked to attend or virtually view at least one committee meeting to become familiar with the advisory committee's work plan, requirements, and processes prior to being scheduled for an interview. All Town meetings are open to the public. Committee meetings, agendas, notes, and videos can be found on the meetings and agendas homepage. Please also review the advisory committee handbook to ensure there are no conflicts of interest and you are comfortable with all policies and protocols. All committees and committee members must also comply with the Town's Municipal Code and State open government rules.

Which committees would you like to apply for? Residents can select multiple committees. Please select a Committee

Superior Youth Leadership Council (SYLC): Submitted

Courtney	A	Craig
First Name	Middle Initial	Last Name

Question applies to multiple boards

Preferred Pronouns (Optional)

Email Address

Home Address

Suite or Apt

City

State

Postal Code

Primary Phone

Question applies to Superior Youth Leadership Council (SYLC)

Current School

Peak to Peak

Question applies to Superior Youth Leadership Council (SYLC)

Current Grade Level

9

Question applies to Superior Youth Leadership Council (SYLC)

Why do you want to be a part of the Superior Youth Leadership Council?

I want to be a part of the Superior Youth Leadership Council because i love our town and there is so many great people in it and i like to do service to others plus I love being in a great community full of kind and loving people which is what I have heard about from friends. I also want to help people!

Question applies to Superior Youth Leadership Council (SYLC)

What issues do you feel are important to youth in the Town of Superior?

some issues that i feel are important are mental health and well being in the town, safe places to gather and hang out with freinds and finally the inclusion and sense of belonging in the town, to make everyone feel apart of the town

Question applies to multiple boards

All applicants are asked to attend or virtually view at least one committee meeting to become familiar with the advisory committee's work plan, requirements, and processes prior to being scheduled for an interview. All Town meetings are open to the public. Committee meetings, agendas, notes, and videos can be found at **https://superiorco.portal.civicclerk.com/.**

Advisory Committee Handbook for more information and examples of conflicts of interest.

Question applies to multiple boards

Do you have any potential conflicts of interest that might limit your ability to serve on the committee or participate in certain projects or activities? Please reference the Advisory Committee Handbook link above.

○ Yes ○ No

Question applies to multiple boards

If yes, or unsure, please explain:

Question applies to Superior Youth Leadership Council (SYLC)

Have you attended or viewed a SYLC meeting?

○ Yes ○ No

Experience

Question applies to multiple boards

Do you have previous experience serving on a Town Advisory Committee, other Town volunteer projects or volunteering with Town events or programs? Please explain.

Question applies to Superior Youth Leadership Council (SYLC)

Volunteer and Activity Experience: Please list any other organizations, clubs, teams or volunteer activities you are involved in, how many years you have been participating, and what your role is:

I Am a part of my schools volleyball team for 2 years , i also and part of a church youth group that does a ton of service i have been apart of that since i was 12 i am one of the leaders and i attend everyweek. I am going to be apart of my schools golf team.

Town Documents

Question applies to multiple boards

Have you had the opportunity to review any of the following Town of Superior documents available on the Town's website? If so, please select the document(s) you have reviewed. Links are provided below.

Please note: Familiarity with these documents is not required to serve on an Advisory Committee.

- Superior Comprehensive Plan
- Open Space Summary Report (OSAC)
- Parks, Recreation, Open Space and Trails Master Plan (PARC)

Committee Work Plans:

- Advisory Committee for Environmental Sustainability (ACES)
- Cultural Arts and Public Spaces Advisory Committee (CAPS)
- Historical Commission (SHC)
- Open Space Advisory Committee (OSAC)
- Parks and Recreation Advisory Committee (PARC)
- Planning Commission (PC)
- Superior Youth Leadership Council (SYLC)

Question applies to multiple boards

Superior Comprehensive Plan

○ Yes ○ No

Question applies to Superior Youth Leadership Council (SYLC)

SYLC Work Plan

Yes No

Advisory Committee Interview Questions

GENERAL/ALL

1) Have you attended a committee meeting?
2) Have you read the committee's current work plan?
3) What are the top 2 items on that work plan of interest to you?
   a) What would you add or remove from the committee's work plan?
4) Are you able to commit to committee activities outside of the monthly meetings (i.e. working groups, events, educational sessions, project research, etc.)?
   a) How much time are you willing to invest with the committee?
5) What expertise do you hope to bring to the advisory committee?
6) Do you have any potential conflicts of interest that could preclude you from being a committee member or participating in certain committee projects, activities, etc.?

Advisory Committee for Environmental Sustainability (ACES)

1) What would be one of [the best/most effective] ways (in your opinion) to improve environmental sustainability in Superior?
2) What do you think of the Town's Sustainability Action Plan?
   a) Are there any elements that particularly resonate?
   b) Are there any elements you think are missing or that need greater focus?
3) Why are you interested in sustainability at a municipal level?
4) What sustainability topics are you most passionate about the Town of Superior pursuing or making progress on?
5) ACES is an engaged advisory committee, with expectations of participation beyond the monthly meeting. What is your capacity to attend one additional monthly working group meeting and to help with representing ACES at tabling, outreach and public events?
6) The advisory committee has three working groups: Resources, Operations and Outreach. Which of these working groups are you most interested in participating in? Why?
7) What are your main interests regarding environmental sustainability (e.g., climate, energy, waste, water, air quality, etc.)?

Cultural Arts and Public Spaces Advisory Committee (CAPS)

1) Do you have any specific ideas for activating public spaces, creating cultural experiences, or adding art installations to the Town of Superior? (or: What's the first thing you would do...?)
2) Is there a particular area in Superior you think could use more art?
3) What is your favorite piece of art or public space in Superior?

Open Space Advisory Committee (OSAC)

1) How did you learn of this Open Space vacancy?
2) What in your words is the mission of the Town of Superior's Open Space Advisory Committee?
3) You've had the opportunity to review OSAC's work plan as well as their recent meeting agendas…is there any particular work that interests you most?
4) Have you reviewed the Superior Comprehensive Plan?
5) Have you reviewed the Open Space Summary Report?
6) What has been your past experience with Superior events, volunteering and programs?
7) What, in your words, is the mission of the Town of Superior's Open Space Advisory Committee?

Park and Recreation Advisory Committee (PARC)

1) Why do you want to participate on PARC?
2) What do you see as the most important considerations for the present and future state of parks and recreation services for the Town?
3) One expectation for any resident serving on any Town of Superior advisory committee is the ability to collaborate effectively, both with fellow committee members as well as with town staff, town board members, and members of other advisory committees. Can you describe your experience and work style with regard to collaboration?

Superior Historical Commission

1) What is your interest in local history?
2) Can you be available for Saturday museum openings, school field trips, evening programs and other similar activities?
3) What is your area of expertise within your career and/or education with regard to historical museums, collections, education, history or historic preservation?
4) What would you hope to contribute to this commission?
5) Do you have a connection with Superior – current, recent or past?
6) Have you participated on any Historic Preservation boards or committees in the past?

Item Number:4.g.

Information for Meeting of the Superior Town Council

Agenda Item Name:	An Ordinance of the Town Council of the Town of Superior Amending Article VI of Chapter 6 of the Superior Municipal Code Regarding Background Check Requirements for Massage Facilities
Meeting Date:	June 8, 2026
Presented By:	Martin Toth, Asst. Town Manager, Kendra Carberry, Town Attorney
Presented For:	Approval

Background:

Attached is an ordinance amending Article VI of Chapter 6 of the Superior Municipal Code. This amendment is in response to a new state law that requires local governments to establish a background check process for owners and employees of massage facilities. Each facility will be required to submit background check results to the Town. The cost of the background checks will be the responsibility of the massage facility.

Recommendation:
Approve the Ordinance.

Budget Implications:
None

Motion:
Move to approve an Ordinance of the Town Council of the Town of Superior amending Article VI of Chapter 6 of the Superior Municipal Code regarding background check requirements for massage facilities.

Attachments:
1. Massage Background Checks-O052026

Town of Superior
Ordinance Number O-13
Series 2026

An Ordinance of the Town Council of the Town of Superior Amending Article VI of Chapter 6 of the Superior Municipal Code Regarding Background Check Requirements for Massage Facilities

Whereas, pursuant to C.R.S. § 30-15-401.4(3.5), all local governments must establish a background check process for operators, owners and employees of massage facilities, as those terms are defined by C.R.S. § 30-15-401.4(2); and

Whereas, the Town Council finds it is in the best interest of the public health, safety and welfare to amend to the Superior Municipal Code to establish such a process.

Now, therefore, be it ordained by the Town Council of the Town of Superior, Colorado:

Section 1. Article I of Chapter 6 of the Superior Municipal Code is amended by the addition of a new Section 6-6-20 to read as follows:

Sec. 6-6-20. – Massage facility owners, operators and employees.

(a) *Background check required.*

(1) Each operator, owner and employee of a massage facility, as those terms are defined by C.R.S. § 30-15-401.4, operating in the Town as of June 1, 2026, shall submit to the Town the results of a background check performed in accordance with C.R.S. § 24-33.5-424.5, on or before July 1, 2026.

(2) Before commencing employment with a massage facility, a prospective employee shall submit to the Town the results of a background check performed in accordance with C.R.S. § 24-33.5-424.5,

(3) At least thirty (30) days before application for a business license to operate or own a massage facility in the Town, the prospective operator or owner shall submit to the Town the results of a background check performed in accordance with C.R.S. § 24-33.5-424.5,

(b) *Relation to federal law.* All background checks conducted pursuant to this Section shall be in accordance with 34 U.S.C. § 41101 and shall only be used for purposes of employment and licensing, and subject to the same restriction with respect to dissemination as that provided for under 34 U.S.C. § 41101.

(c) *Persons prohibited as owners.* No person shall be an owner of a massage facility if the person:

(1) Has not submitted to the Town the results of a required background check at least thirty (30) days before assuming an ownership interest in a massage facility, as specified in C.R.S. §§ 30-15-401.4(4)(c) or (c.5);

(2) Has been convicted of or entered a plea of *nolo contendere* to an offense listed in C.R.S. § 30-15-401.4(4)(a)(IV)(C); or

(3) Is registered as a sex offender, or is required by law to register as a sex offender, pursuant to C.R.S. § 16-22-103.

(d) *Cost of background checks.* All costs associated with background checks shall be borne by the individual who is required to submit to such background check.

Section 2. Safety. This Ordinance is deemed necessary for the protection of the health, welfare and safety of the community.

Section 3. Effective Date. This Ordinance shall take effect 10 days after publication following adoption.

Introduced, read, passed and ordered published this 8 day of June, 2026.

_____

Mark Lacis, Mayor

Attest:

_____

Shannon Dujardin, Town Clerk

Summary of Measured Noise Levels

in the

Town of Superior, Colorado

due to

Rocky Mountain Metropolitan Airport Operations

April 2026



Prepared by:

Hankard Environmental, Inc.

Colorado, Wisconsin

HANKARD ENVIRONMENTAL
ACOUSTICS AND VIBRATION CONSULTING

Monthly Summary – April 2026 (Water Bladder Site)

The following summarizes the daytime noise levels measured at the Water Bladder measurement location located off S. Torreys Peak Dr. and aircraft operations detected over the Town of Superior for the month of April 2026. Additional information regarding the measurements follows.

- Over the entire month, a total of 7,582 aircraft operations[1] occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).
- Of these, 3,491 were touch and go (T&G) operations (46%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 4,801 minutes (80 hours).
- If T&G operations were not conducted at the airport, an analysis of the measurement data indicates that noticeable aircraft operations would decrease to 2,195 minutes (37 hours), which is a 54% reduction.
- The following summarizes the April 2026 noise survey results at the Water Bladder.

Table 1 - Summary of Daytime Measured Noise Levels and Aircraft Operations, April 2026 (Water Bladder)

Operations	Quantity	Audible Aircraft Operations	Aircraft Noise Above Ambient (dBA)	Aircraft 5 dBA Above Ambient (minutes)	Aircraft 10 dBA Above Ambient (minutes)	Aircraft 20 dBA Above Ambient (minutes)
All	Total for month	7,582	---	4,801	3,235	620
	Daily average	253	18	192	129	25
Touch and Go Removed	Total for month	4,787	---	2,195	1,389	199
	Daily average	160	14	88	56	8

- Figure 1 shows the flight paths on April 30, a day with total operations close to the median for the month. Note the concentration of T&G operations over the Town of Superior and Boulder County.
- Figure 2 shows the measured noise levels and concurrent aircraft activity for this day. Maximum noise levels generated by individual aircraft operations exceeded the ambient sound level by at least the following levels for the durations noted:
  - 5 dBA (clearly noticeable), 229 minutes.
  - 10 dBA (significant increase), 167 minutes.
  - 20 dBA (much louder), 37 minutes.
- Table 2 shows the hourly average noise levels and operation counts for this day.
- Figure 3 shows an hour on this day, during which time the measured noise level was often above ambient conditions (40 dBA for this hour), meaning that aircraft noise was regularly present.
- Figure 4 shows the flight paths for the entire month of April 2026.

[1] This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch and go operation as two operations.

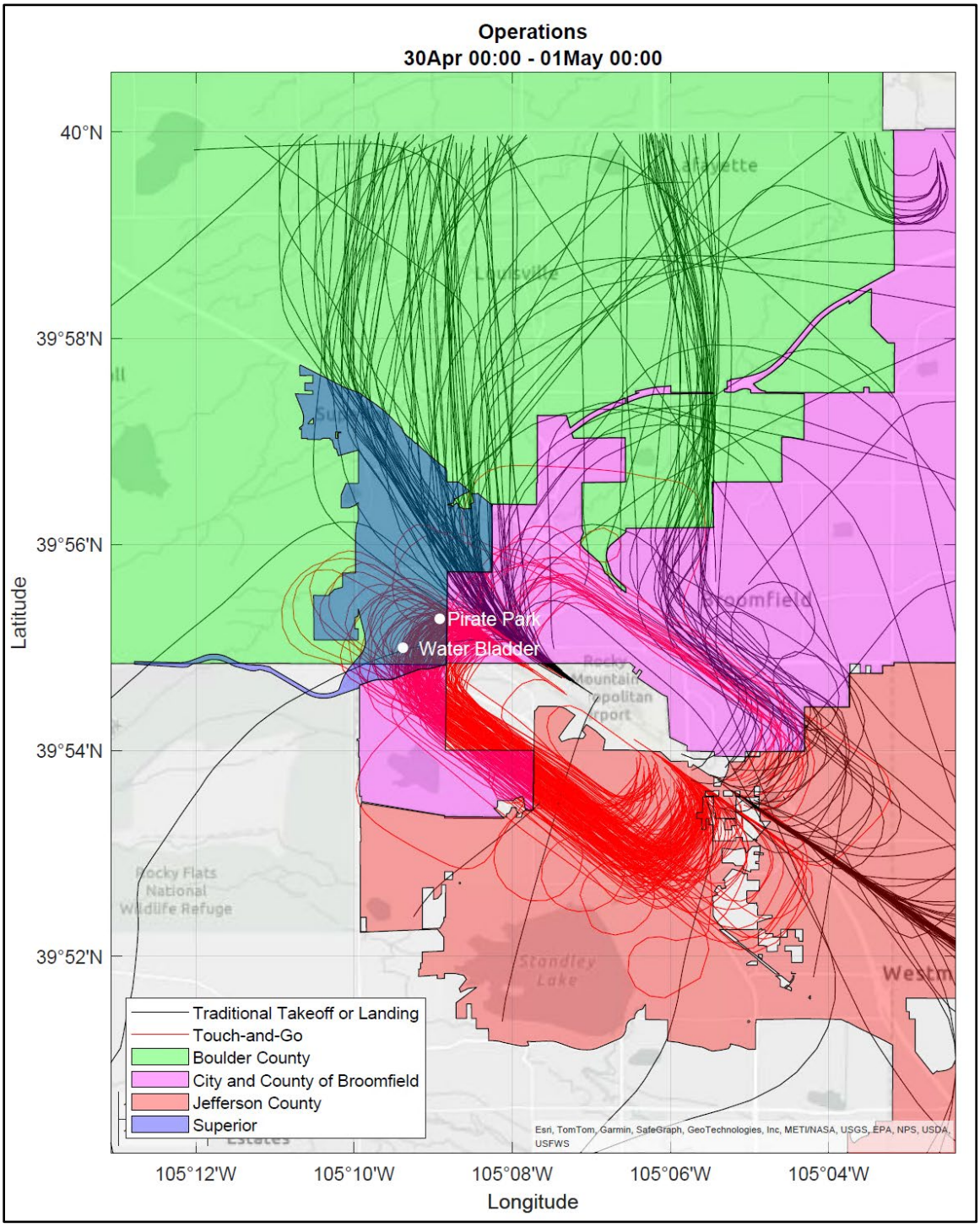


Figure 1 – Flight Paths on Median Day in April 2026 (388 Operations; 196 T&G)

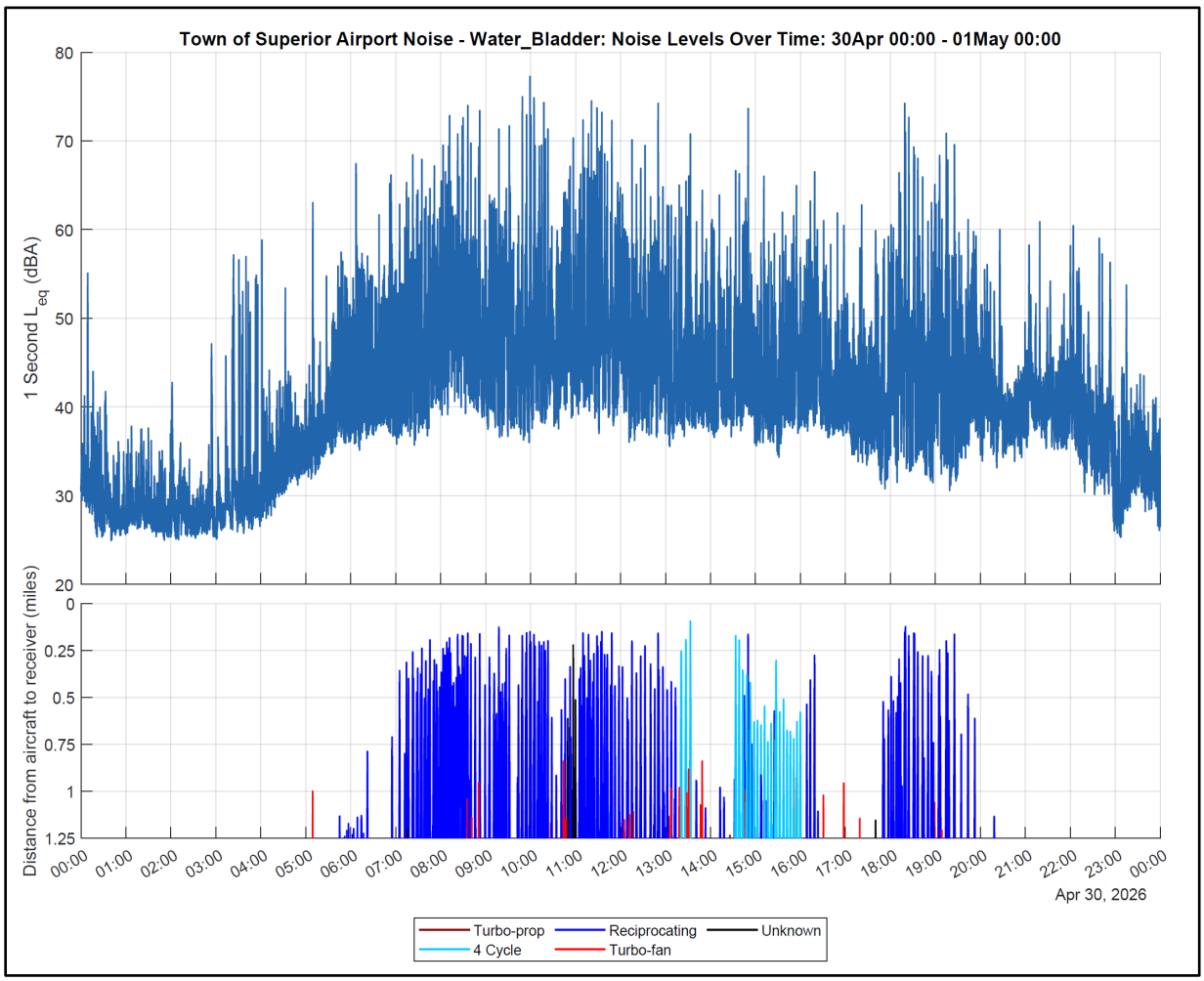


Figure 2 – Noise Levels and Aircraft Operations on Median Day (Water Bladder)

Table 2 – Hourly Noise Levels and Aircraft Operations on Median Day (Water Bladder)

Time	7 am	8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm
Average Noise Level (dBA)	51	55	55	53	54	54	53	50	54	55	53	53	49	45	48
Number of Operations	46	54	57	50	45	55	41	28	35	38	26	20	16	13	14

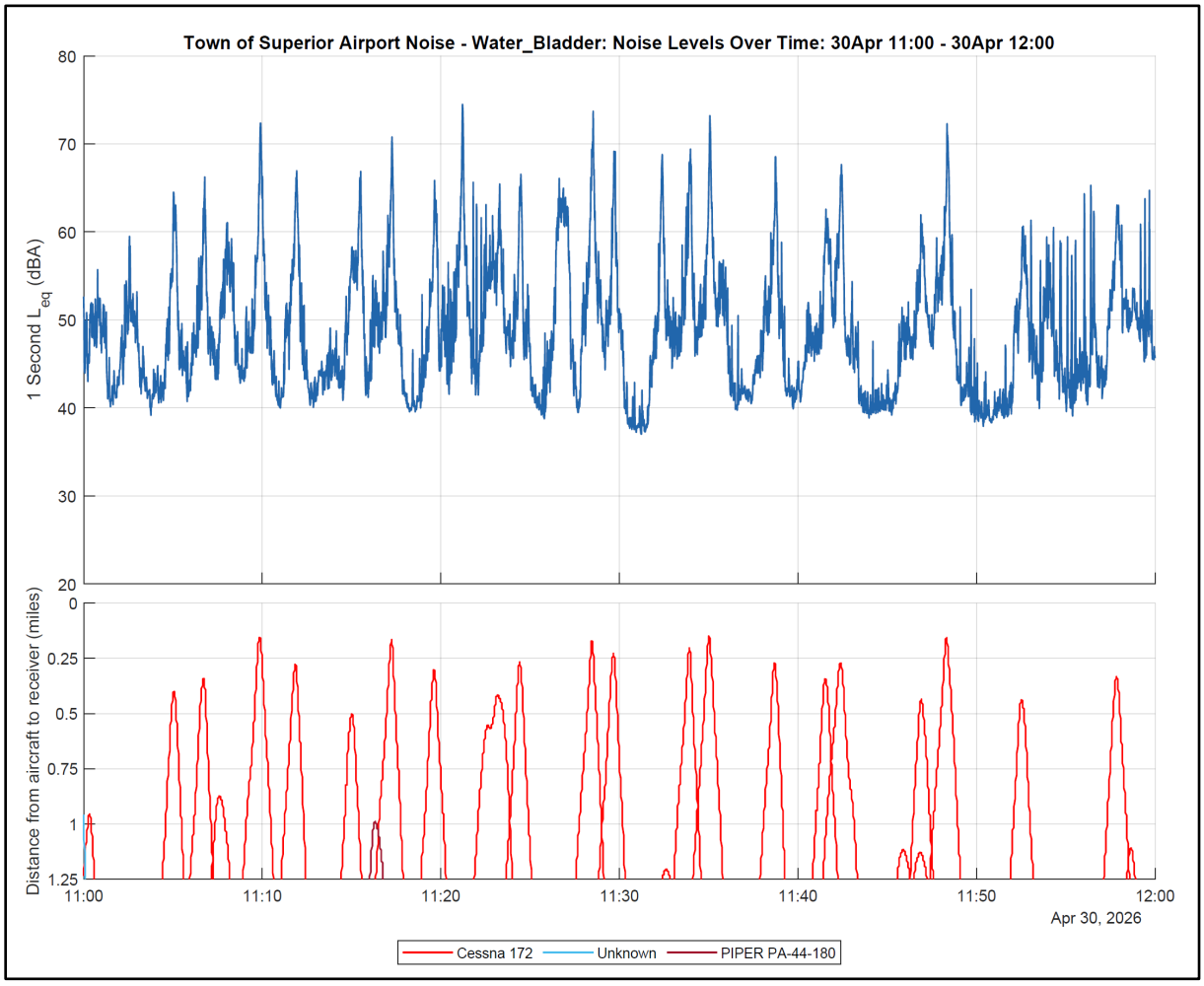


Figure 3 – Noise Levels and Aircraft Operations during an Example Hour on Median Day (Water Bladder)

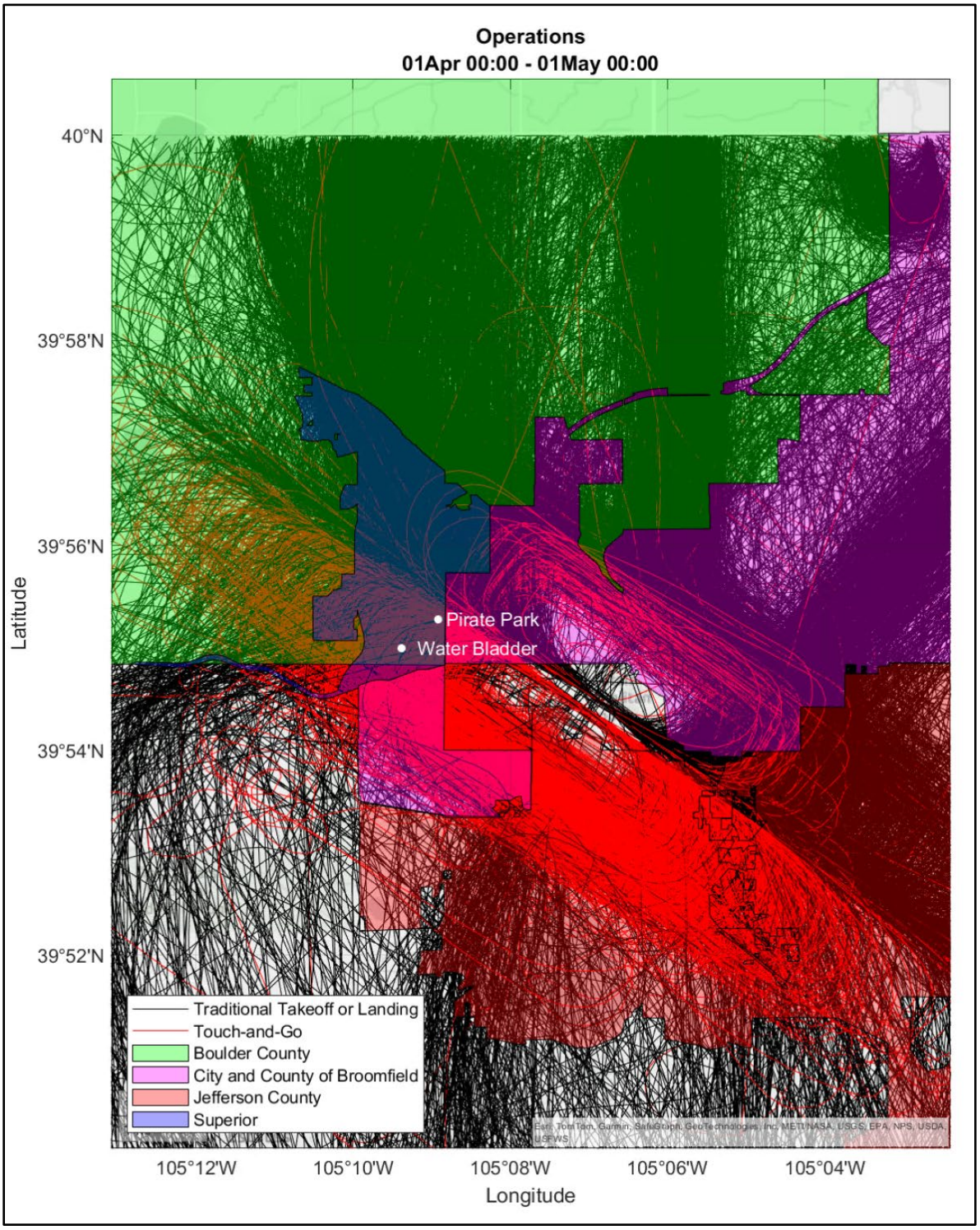


Figure 4 – All Flight Paths in April 2026 (12,619 Operations; 3,845 T&G)

Monthly Summary – April 2026 (Pirate Park Site)

The following summarizes the daytime noise levels measured at the Pirate Park measurement location located near Pirate Park off Yarrow Circle and aircraft operations detected over the Town of Superior for the month of April 2026. Additional information regarding the measurements follows.

- Over the entire month, a total of 8,046 aircraft operations[2] occurred within 1.25 miles of the measurement location (the distance within which aircraft are audible).
- Of these, 3,573 were touch and go (T&G) operations (44%).
- Over the entire month, aircraft operations were clearly noticeable (aircraft noise measured at approximately 5 dBA above the ambient sound level) for 4,439 minutes (74 hours).
- If T&G operations were not conducted at the airport, an analysis of the measurement data indicates that noticeable aircraft operations would decrease to 2,533 minutes (42 hours), which is a 43% reduction.
- The following summarizes the April 2026 noise survey at Pirate Park. Note the daily average minutes that aircraft noise was 20 dBA above ambient is much higher than at the Water Bladder site due to the closer proximity to the runway and the lower, climbing aircraft.

Table 3 - Daytime Measured Noise Levels and Aircraft Operations, April 2026 (Pirate Park)

Operations	Quantity	Audible aircraft operations	Aircraft noise above ambient (dBA)	Aircraft 5 dBA Above Ambient (minutes)	Aircraft 10 dBA Above Ambient (minutes)	Aircraft 20 dBA Above Ambient (minutes)
All	Total for month	8,046	---	4,439	3,109	871
	Daily average	268	20	222	155	44
Touch and Go Removed	Total for month	5,210	---	2,533	1,778	426
	Daily average	174	17	127	89	21

- Figure 5 shows the measured noise levels and concurrent aircraft activity for April 30, a day with total operations close to the median for the month. Maximum noise levels generated by individual aircraft operations exceeded the ambient sound level by at least the following levels for the durations noted:
  - 5 dBA (clearly noticeable), 258 minutes.
  - 10 dBA (significant increase), 195 minutes.
  - 20 dBA (much louder), 72 minutes.
- Table 4 shows the hourly average noise levels and operation counts for this day.
- Figure 6 shows an hour on this day, during which time the measured noise level was often above ambient conditions (41 dBA for this hour), meaning that aircraft noise was regularly present.

[2] This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch and go operation as two operations.

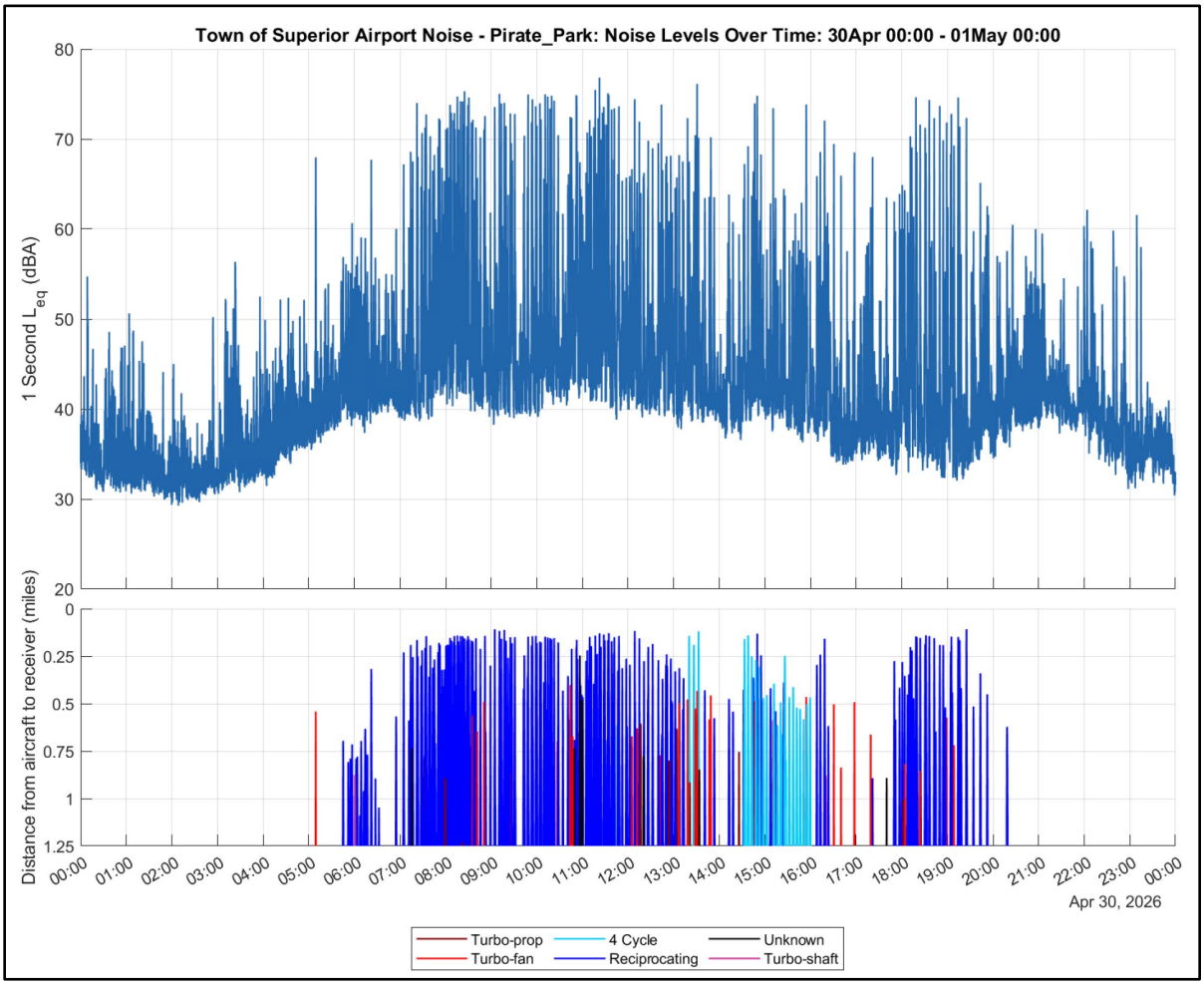


Figure 5 – Noise Levels and Aircraft Operations on Median Day (Pirate Park)

Table 4 – Hourly Noise Levels and Aircraft Operations on Median Day (Pirate Park)

Time	7 am	8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm
Average Noise Level (dBA)	60	59	56	57	57	52	56	58	57	54	51	46	51	60	59
Number of Operations	46	54	57	50	45	55	41	28	35	38	26	20	16	13	14

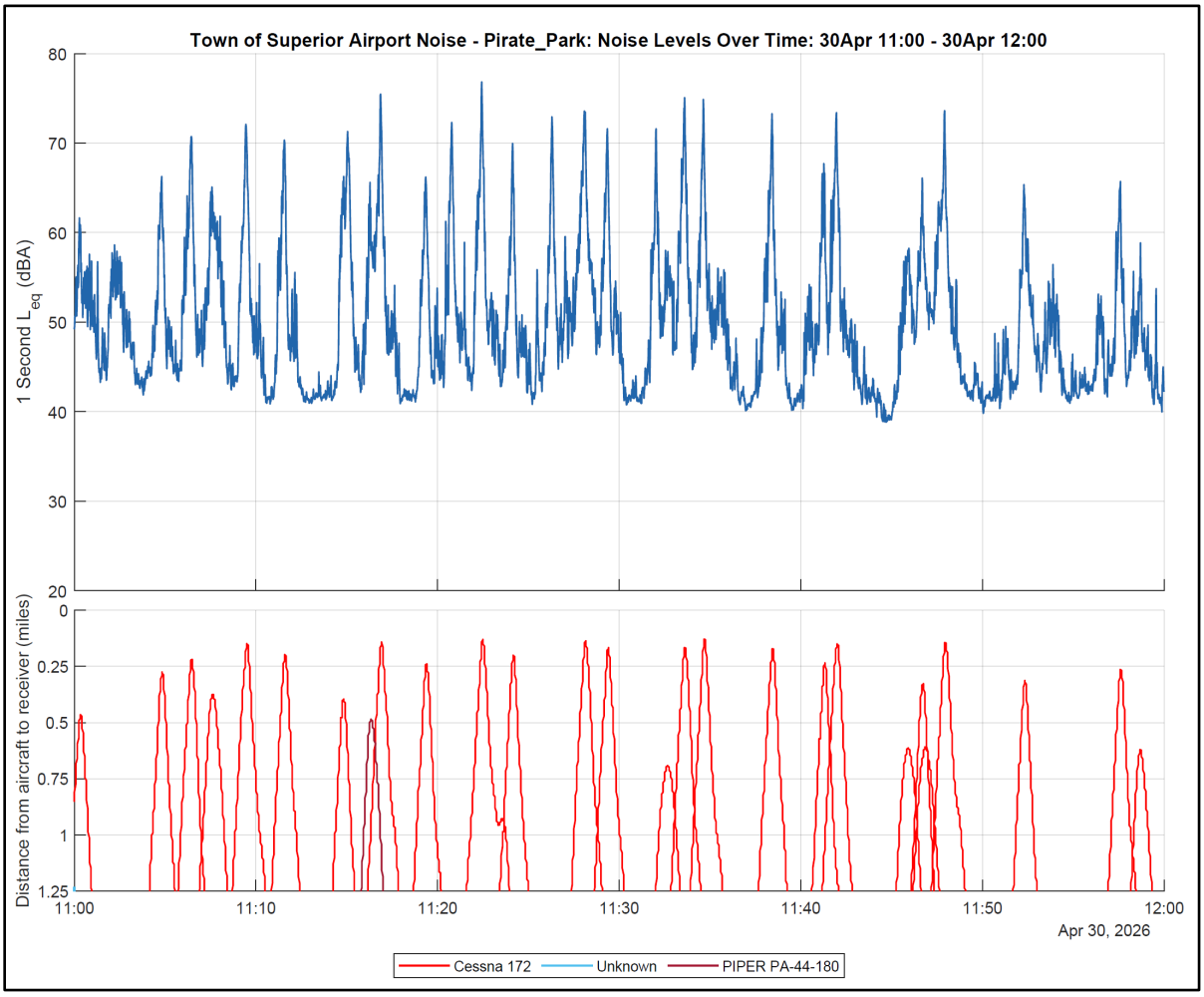


Figure 6 – Noise Levels and Aircraft Operations during an Example Hour on Median Day (Pirate Park)

Detailed Results

1. Measurement Locations and Flight Paths

Noise level monitors were placed at the locations shown in Figure 1-1 and configured to continually measure noise levels. The meters were in service for the entirety of April 2026. The selection of measurement locations considered proximity of Town of Superior residences, aircraft flight paths, and availability of public land. The Water Bladder location was chosen as it is removed from busy roads and in the flight path of touch and go operations. The Community Center location was chosen as it is directly in the flight path of runway 12 L. The Pirate Park location was chosen as it is directly in the flight path of runway 12 R while still being nearby to residences.

Aircraft flight paths are limited due to Denver International Airport airspace to the east and mountains to the west. This, along with prevailing wind patterns, pushes a majority of operations over the Town of Superior, as shown in Figures 1 and 4 (above).

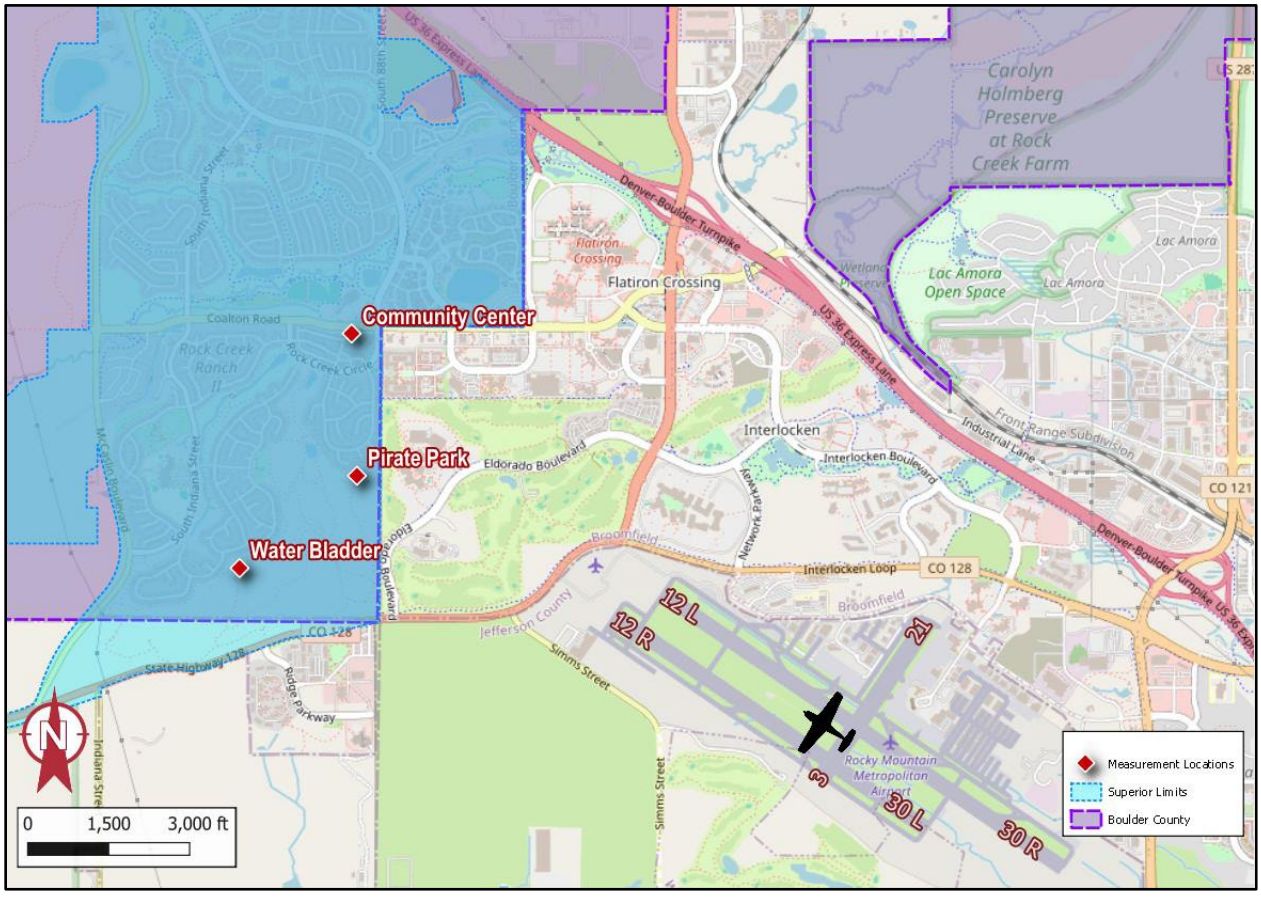


Figure 1-1. Measurement Locations and Airport

2. Noise and Aircraft Operations Measurement Procedures

Noise levels were measured in accordance with applicable acoustical standards as well as the author's experience in this specialized field. The following sections describe the acoustical standards followed, measurement equipment specifications and settings, measurement duration, ground wind measurement equipment, and aircraft operations data integration.

2.1 Applicable Noise Measurement and Analysis Standards

The measurements were executed in accordance with the relevant aspects of the following standards:

1. Noise measurement equipment meets the Type 1 specifications of American National Standards Institute (ANSI) standard S1.4-2014 (R2024) American National Standard Specification for Sound Level Meters.
2. ANSI S1.11-2004 (R2009), Electroacoustics - Octave-band and Fractional-octave-band Filters - Part 1: Specifications.
3. ANSI S1.40-2006 (R2016), American National Standard Specifications and Verification Procedures for Sound Calibrators.
4. The measurement and analysis procedures followed the applicable portions of ANSI S12.9-2013 Part 3 (R2018) Quantities and Procedures for Description and Measurement of Environmental Sound - Part 3: Short-Term Measurements with an Observer Present.
5. ANSI S12.18-1994 (R2019) Outdoor Measurement of Sound Pressure Level.
6. ANSI S1.13-2020 American National Standard Measurement of Sound Pressure Level in Air.

2.2 Noise Measurement Equipment

Noise levels were measured using Larson Davis Model 831 sound level meters with associated preamplifiers and ½ inch free-field precision microphones. All measurement and field calibration equipment were certified by a traceable laboratory within 18 months prior to the measurements. Field calibrations were conducted on April 2, 2026 for all sites and the drift in the measured noise level was well within tolerance (Water Bladder -0.53 dB, Pirate Park -0.58 dB, and Community Center +0.11 dB). Calibration certificates and records are available upon request.

The microphones were mounted on steel poles and positioned five feet above the ground (per ANSI S12.9). The microphones were covered with hydrophobically treated 7-inch diameter, 80-pores-per-inch density windscreens (ACO Pacific Model WS7-80T). Audio from each sound level meter was recorded using Tascam DR-05X digital recorders. The sound level meters were configured to continuously measure and record 1-second and 1-hour averages of the following metrics: overall L_{eq}, L_{10}, L_{50}, and L_{90}, as well as one-third octave band L_{eq} levels (6.3 Hz to 20 kHz).

2.3 Aircraft Position Measurement Equipment

Aircraft position data is being collected in the area with an Automatic Dependent Surveillance-Broadcast (ADS-B) monitoring system that receives real-time data from each aircraft in the area, including location, speed, and a unique identifier (hex code). Aircraft position data is being logged on 1-second intervals and is combined with the Federal Aviation Administration (FAA) aircraft registration database to get additional information for each aircraft, including make/model, engine type, and owner. Aircraft from flight schools were identified based on the owner and listed registration numbers from the flight school websites. Altitude data from the aircraft is based on barometric pressure on the aircraft and is not corrected for barometric pressure on the ground. During data processing, the altitude data is corrected based on barometric pressure from the airport. Aircraft above 11,000 feet are filtered out of the database to eliminate from the analysis aircraft that are merely passing overhead and not using Rocky Mountain Metropolitan Airport.

2.4 Meteorological Data

Wind speeds and direction are being measured continuously at each monitoring site using Vaisala WXT530 series sonic anemometers, mounted on steel poles approximately 6.5 feet above the ground (per ANSI S12.18) and placed within approximately 10 feet of the microphones. Barometric pressure data was obtained from the airport's weather station.

2.5 Resulting Measurement Database

This report presents the results of measurements conducted throughout the month of April 2026. A total of 720 hours of continuous noise, aircraft, and ground wind data were collected. All data was organized into a single database and time synchronized through the cellular network.

Figure 2-1 shows noise levels versus time (top graph) and distance to the nearest aircraft over time (bottom graph) for an example one-hour period at Pirate Park. This example shows a Piper PA-44-180 (shown in purple) performing touch and go operations, which involves landing and immediately taking off again, and results in the airplane passing over the microphone every few minutes. Four other aircraft (shown in orange, yellow, blue, and green) perform traditional takeoffs or landings. Note the ambient sound level, the level occurring with no aircraft present, is approximately 40 dBA during this example hour. With aircraft present, levels are as high as 80 dBA, which is a 40 dBA increase over the ambient sound level.

Figure 2-2 shows the measured noise levels and aircraft operations for a representative hour with frequent aircraft operations. During this hour the ambient sound level for this day of 40 dBA is rarely reached because there was very little time when aircraft noise was not audible.

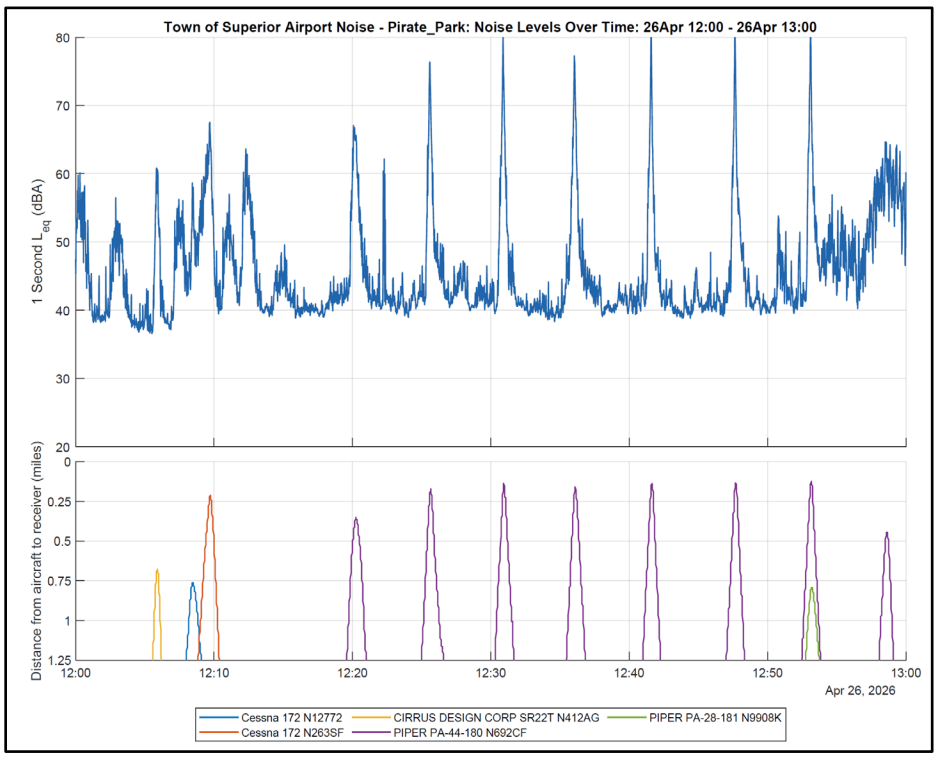


Figure 2-1. Example Time Plot of Measured Noise Levels - Touch and Go Operations

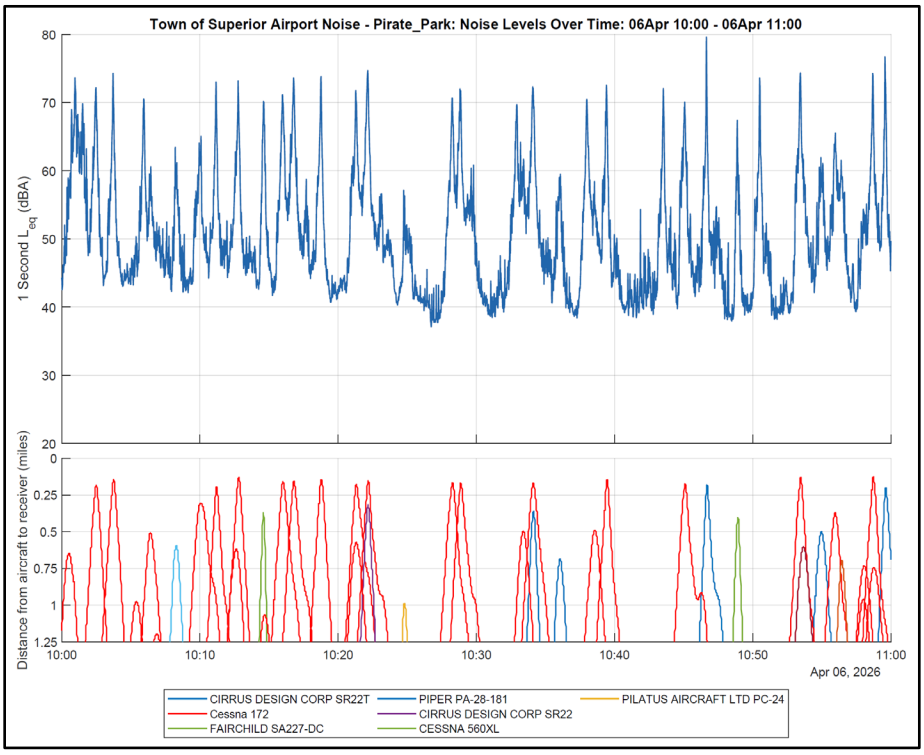


Figure 2-2. Example Time Plot During an Hour with Frequent Aircraft Operations

3. Data Analysis Procedures

The measured noise level and aircraft operations data were analyzed as follows.

3.1 Duration of Analysis Intervals

The measured data was recorded and analyzed in 1-second intervals. This interval was chosen because it provides sufficient resolution to capture changes in noise levels against aircraft proximity over time and follows the FAA's procedures. Results are summarized and presented herein in terms of daily averages of noise levels when aircraft are present versus ambient noise levels in the area (noise generated by non-aircraft sources, such as distant roadway traffic).

3.2 Aircraft Types and Operations

Each 1-second ADS-B sample was classified into one of five operational types: (1) on-the-ground, (2) flyover, (3) touch and go (T&G), (4) takeoff, and (5) landing. The number of operations per day for each operational type is shown in Table 3-1. Samples classified as on-the-ground were excluded from further analysis as planes would not be audible during these times, and samples for aircraft above 11,000 feet or classified as flyovers were excluded from further analysis as these operations were not generated by this airport.

Each aircraft detected in the month is analyzed separately. Each 1-second sample in which the individual aircraft's signal was detected is arranged into a table in chronological order. Each sample is labeled as on the ground (known from the positional information) or airborne. Airborne samples are then grouped into events, which include takeoff, landing, touch and go operation, and flyover. Starting with the first 1-second sample in time where the aircraft was detected as being airborne, the following logic is applied. This is also shown in the table below.

- If the previous sample was on the ground, and a sample within the next 20 minutes is on the ground, the entire window of samples when the aircraft was airborne is classified as touch and go.
- If the previous sample was on the ground, and no samples within the next 20 minutes are on the ground, the entire 20-minute window of samples is classified as takeoff.
- If the previous sample was not on the ground, and a sample within the next 20 minutes is on the ground, the entire window of samples when the aircraft was airborne is classified as landing.
- If the previous sample was not on the ground, and no samples within the next 20 minutes are on the ground, the entire 20-minute window of samples is classified as a flyover and is disregarded from further analysis.

	Is on the ground within the next 20 minutes	**Is not on the ground within the next 20 minutes**
Previous sample was on the ground	Touch and Go	Takeoff
Previous sample was not on the ground	Landing	Flyover

Additionally, T&G operations were further classified as initial (the initial takeoff) or subsequent (subsequent touch and go landings and takeoffs) depending on whether the previous operation of the aircraft was classified as a T&G operation. As described in more detail below, this was done to allow for the estimation of noise levels for a scenario where T&G operations occurred at another distant airfield.

Each ADS-B sample was also classified by aircraft engine type, as shown in Table 3-2. Aircraft engine type is identified from the aircraft registration "N Number" broadcast by the aircraft, and the FAA aircraft registration database, which provides details about each registered aircraft. Flight schools are identified based on the aircraft registered owner, a list of planes and N Numbers on each flight school's website, and observations of aircraft at the airport. Most aircraft are identified as piston engine (reciprocating or 4-cycle) and a majority of them are registered to flight schools.

3.3 Ambient Sound Levels

For the purposes of this analysis, the ambient daytime noise levels for each day are defined as the L_{90} dBA noise level measured during daytime hours. This is calculated by ordering all 1-second L_{eq} dBA noise level samples measured between 7:00 AM and 10:00 PM and determining the 90^{th} percentile, which is the noise level exceeded 90 percent of the time. Noise level contributions from aircraft operations are effectively removed with the L_{90} metric.

3.4 Aircraft Noise Levels

Aircraft noise levels represent the 1-second measurement samples when any aircraft operations were audible. Noise levels are plotted against the concurrently measured distance from each aircraft to quantify the relationship between these two variables. The data indicates that at distances of 1 to 1.25 miles, aircraft begin to have an effect on noise levels and, at distances of 1 mile or less from the measurement location, aircraft have a significant influence on measured noise levels. For the purposes of this analysis operations were considered audible if the aircraft came within 1.25 miles of a measurement site at any time during the operation.

3.5 Aircraft Noise Levels without T&G Operations

Aircraft noise levels without T&G operations represent the average of all 1-second samples taken when aircraft operations were audible, but with noise levels during all times when an aircraft operation was classified as a subsequent T&G set to the ambient sound level for that day. This simulates what the average noise level would have been if T&G operations took place elsewhere, i.e., a distant airfield. Initial T&G operations were not removed from the analysis because an aircraft would need to take off and land at the airport even if T&G operations were located elsewhere. This initial T&G operation represents the takeoff and landing.

Table 3-1. Aircraft Operations by Type[3]

Day	Operation Type			Total Operations	Percentage T&G	Total Number of Unique Aircraft
	T&G	Takeoff	Landing			
1-Apr-26	46	144	145	335	14%	115
2-Apr-26	102	192	187	481	21%	132
3-Apr-26	13	43	37	93	14%	53
4-Apr-26	154	178	179	511	30%	118
5-Apr-26	91	124	128	343	27%	95
6-Apr-26	182	248	249	679	27%	149
7-Apr-26	179	229	220	628	29%	140
8-Apr-26	109	171	170	450	24%	119
9-Apr-26	51	174	171	396	13%	125
10-Apr-26	194	175	170	539	36%	127
11-Apr-26	89	119	121	329	27%	97
12-Apr-26	199	138	141	478	42%	115
13-Apr-26	190	186	185	561	34%	138
14-Apr-26	151	93	93	337	45%	95
15-Apr-26	99	153	149	401	25%	118
16-Apr-26	144	217	223	584	25%	152
17-Apr-26	15	26	25	66	23%	41
18-Apr-26	53	166	165	384	14%	111
19-Apr-26	154	184	183	521	30%	126
20-Apr-26	189	217	211	617	31%	130
21-Apr-26	205	230	226	661	31%	133
22-Apr-26	162	136	138	436	37%	110
23-Apr-26	93	70	71	234	40%	81
24-Apr-26	110	158	157	425	26%	120
25-Apr-26	178	123	124	425	42%	96
26-Apr-26	19	29	35	83	23%	45
27-Apr-26	158	70	75	303	52%	89
28-Apr-26	114	122	118	354	32%	100
29-Apr-26	206	182	189	577	36%	152
30-Apr-26	196	93	99	388	51%	106
Month Total	3,845	4,390	4,384	12,619	30%	-

[3] This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch and go operation as two operations.

Table 3-2. Aircraft Operations by Aircraft Engine Type[4]

	Engine Type					
Day	Piston	Turboprop	Turboshaft	Turbojet	Turbofan	Unknown
1-Apr-26	270	8	12	0	39	6
2-Apr-26	402	18	14	0	39	8
3-Apr-26	35	15	7	0	34	2
4-Apr-26	480	4	0	0	24	3
5-Apr-26	306	8	8	0	18	3
6-Apr-26	604	23	10	0	39	3
7-Apr-26	547	26	13	0	42	0
8-Apr-26	380	17	9	0	33	11
9-Apr-26	300	11	20	0	57	8
10-Apr-26	475	9	8	1	37	9
11-Apr-26	290	7	0	2	25	5
12-Apr-26	434	6	4	0	30	4
13-Apr-26	467	25	16	0	46	7
14-Apr-26	264	16	17	0	35	5
15-Apr-26	333	14	4	0	45	5
16-Apr-26	500	18	5	0	54	7
17-Apr-26	15	11	2	0	34	4
18-Apr-26	344	7	3	0	30	0
19-Apr-26	466	16	2	0	34	3
20-Apr-26	551	13	19	0	34	0
21-Apr-26	595	16	9	0	39	2
22-Apr-26	367	18	10	0	33	8
23-Apr-26	172	17	2	0	42	1
24-Apr-26	365	14	7	0	31	8
25-Apr-26	397	7	4	0	13	4
26-Apr-26	41	9	0	0	31	2
27-Apr-26	236	22	4	0	38	3
28-Apr-26	296	16	4	0	37	1
29-Apr-26	483	19	22	0	45	8
30-Apr-26	281	19	7	0	74	7
Month Total	10,696	429	242	3	1,112	137

[4] This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch and go operation as two operations.

4. Noise Measurement and Analysis Results

Tables 4-1 through 4-3 provide a summary of the noise levels and aircraft operations measured during each day of April 2026 at each of the three measurement locations. The tables provide the following information:

- The daily measured ambient (background) sound level (L_{90}).
- The number of audible aircraft operations each day. For the purposes of this analysis operations were considered audible if aircraft came within 1.25 miles of a measurement site, based on an analysis of measured noise level and aircraft distance data. This will exclude any takeoffs and landings from and to runways 30 L and 30 R.
- The average measured noise level with aircraft from the airport present (within 1.25 miles).
- The number of decibels that aircraft noise is above the daily ambient sound level.
- The number of minutes each day that aircraft were present, and the noise level they generated that exceeded the ambient sound level by at least 5, 10, and 20 dBA, respectively.
- This information is then repeated with T&G operations excluded from the analysis.

Table 4-1. Summary of Measured Noise Levels[5] and Aircraft Operations[6] – Water Bladder

Date	Ambient Noise Level (dBA)	Daytime - All Operations						Daytime - T&G Operation Removed					
		Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels			Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels		
					> 5 dBA	> 10 dBA	> 20 dBA				> 5dBA	> 10 dBA	> 20 dBA
1-Apr-26	37	165	55	17	122	81	11	136	51	14	84	54	4
2-Apr-26	36	303	53	17	219	136	20	236	49	13	144	86	9
3-Apr-26	-	30	-	-	-	-	-	22	-	-	-	-	-
4-Apr-26	35	327	51	16	231	121	17	218	49	14	120	61	8
5-Apr-26	33	216	50	17	85	52	10	150	48	16	46	29	6
6-Apr-26	-	401	-	-	-	-	-	267	-	-	-	-	-
7-Apr-26	36	377	55	20	252	199	44	250	50	14	121	90	15
8-Apr-26	38	250	55	17	196	131	21	176	51	14	102	63	8
9-Apr-26	38	193	53	15	97	58	6	169	51	12	83	47	3
10-Apr-26	39	340	58	19	290	208	39	191	53	14	110	77	12
11-Apr-26	37	208	55	18	160	104	22	143	50	13	81	48	7
12-Apr-26	33	330	53	20	280	186	41	172	46	13	91	57	8
13-Apr-26	35	323	55	20	243	173	36	178	50	15	99	67	11
14-Apr-26	38	214	55	18	176	120	19	106	48	11	54	33	4
15-Apr-26	40	185	56	15	89	51	7	116	53	12	50	27	3
16-Apr-26	35	331	55	20	263	189	48	237	51	16	125	77	14
17-Apr-26	-	30	-	-	-	-	-	18	-	-	-	-	-
18-Apr-26	33	193	53	20	131	91	20	172	52	19	115	78	16
19-Apr-26	-	343	-	-	-	-	-	232	-	-	-	-	-
20-Apr-26	34	381	54	20	281	209	39	236	48	14	121	84	10
21-Apr-26	36	430	53	17	222	137	21	270	48	13	100	60	8
22-Apr-26	-	276	-	-	-	-	-	170	-	-	-	-	-
23-Apr-26	37	132	54	17	106	68	11	61	49	13	32	20	4
24-Apr-26	35	245	54	19	176	104	22	170	52	16	102	54	9
25-Apr-26	36	295	55	19	264	184	40	163	49	14	104	71	13
26-Apr-26	34	43	58	24	36	31	10	27	48	14	14	12	2
27-Apr-26	35	222	56	21	194	130	33	94	49	14	57	41	8
28-Apr-26	38	226	56	18	203	133	22	137	51	13	82	51	7
29-Apr-26	40	321	57	17	255	171	25	177	51	12	109	70	6
30-Apr-26	38	252	57	19	229	167	37	93	48	10	49	34	4
Monthly Average	**36**	**253**	**55**	**18**	**192**	**129**	**25**	**160**	**50**	**14**	**88**	**56**	**8**
Monthly Total	**-**	**7,582**	**-**	**-**	**4,801**	**3,235**	**620**	**4,787**	**-**	**-**	**2,195**	**1,389**	**199**

[5] No usable noise data April 3 or 17 due to high wind and April 6, 19, and 22 due to data corruption.

[6] This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch-and-go operation as two operations.

Table 4-2. Summary of Measured Noise Levels[7] and Aircraft Operations[8] – Community Center

Date	Ambient Noise Level (dBA)	Daytime - All Operations						Daytime - T&G Operation Removed					
		Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels			Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels		
					> 5 dBA	> 10 dBA	> 20 dBA				> 5dBA	> 10 dBA	> 20 dBA
1-Apr-26	45	179	60	15	148	86	12	150	60	15	129	80	12
2-Apr-26	43	308	60	16	207	121	31	241	59	16	172	105	29
3-Apr-26	42	49	56	14	26	12	1	41	56	14	23	12	1
4-Apr-26	43	336	54	11	154	47	5	227	54	11	115	38	5
5-Apr-26	41	224	56	15	137	71	14	157	56	15	110	61	13
6-Apr-26	45	423	64	19	263	129	17	288	64	19	198	99	15
7-Apr-26	42	399	58	16	262	157	26	271	57	15	202	127	23
8-Apr-26	45	267	58	13	184	91	11	193	58	13	148	76	10
9-Apr-26	43	211	58	15	139	76	12	187	58	15	130	72	11
10-Apr-26	44	353	61	17	218	127	18	202	60	16	150	97	16
11-Apr-26	42	220	56	14	144	70	8	155	56	13	111	58	8
12-Apr-26	41	338	54	13	205	86	10	180	53	12	128	58	8
13-Apr-26	42	339	56	14	214	100	14	200	55	13	145	74	12
14-Apr-26	43	221	57	14	145	79	11	116	56	13	86	51	9
15-Apr-26	43	224	55	13	143	66	6	152	55	12	114	57	6
16-Apr-26	42	343	57	15	246	130	23	249	56	14	181	94	19
17-Apr-26	-	32	-	-	-	-	-	20	-	-	-	-	-
18-Apr-26	40	209	56	16	160	89	15	187	56	16	151	85	15
19-Apr-26	40	351	55	15	212	101	19	239	55	15	158	78	16
20-Apr-26	42	387	57	15	257	136	19	242	56	14	183	104	18
21-Apr-26	43	437	56	13	202	86	12	276	55	12	140	64	11
22-Apr-26	41	289	60	19	180	116	56	180	59	17	123	80	38
23-Apr-26	42	150	58	16	95	44	11	79	57	15	58	34	10
24-Apr-26	42	257	55	13	131	49	7	182	54	12	104	41	7
25-Apr-26	43	299	57	13	187	83	12	167	56	13	118	59	10
26-Apr-26	42	52	60	18	33	20	5	36	60	17	22	15	5
27-Apr-26	43	232	59	17	108	49	11	102	59	16	62	34	9
28-Apr-26	44	237	58	14	161	79	10	149	57	13	114	62	9
29-Apr-26	43	340	59	16	232	140	24	197	58	16	157	108	20
30-Apr-26	43	273	58	14	179	89	11	111	57	13	79	48	9
Monthly Average	**43**	**266**	**58**	**15**	**171**	**87**	**15**	**173**	**57**	**14**	**125**	**68**	**13**
Monthly Total	**-**	**7,979**	**-**	**-**	**4,972**	**2,527**	**430**	**5,176**	**-**	**-**	**3,612**	**1,971**	**376**

[7] No usable noise data from April 17 due to high wind.

[8] This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch-and-go operation as two operations.

Table 4-3. Summary of Measured Noise Levels[9] and Aircraft Operations[10] – Pirate Park

Date	Ambient Noise Level (dBA)	Daytime - All Operations						Daytime - T&G Operation Removed					
		Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels			Number of Audible Operations	Average Noise Level with Aircraft (dBA)	Aircraft Noise Level Increase Above Ambient (dBA)	Duration of Aircraft Noise Levels		
					> 5 dBA	> 10 dBA	> 20 dBA				> 5dBA	> 10 dBA	> 20 dBA
1-Apr-26	39	181	57	19	161	114	24	151	56	17	130	93	17
2-Apr-26	38	309	56	18	231	150	32	242	54	16	172	112	21
3-Apr-26	-	51	-	-	-	-	-	43	-	-	-	-	-
4-Apr-26	37	336	54	17	205	116	20	227	52	15	127	72	12
5-Apr-26	37	224	57	20	166	112	30	157	55	19	114	79	22
6-Apr-26	40	421	60	20	323	214	57	286	56	16	193	127	27
7-Apr-26	37	405	59	21	305	242	73	277	55	18	193	154	40
8-Apr-26	40	271	59	19	221	160	38	196	57	17	152	112	23
9-Apr-26	40	211	58	18	139	86	18	187	57	17	124	76	13
10-Apr-26	40	357	62	22	294	208	62	204	59	19	149	109	26
11-Apr-26	37	221	57	20	180	120	30	156	53	16	113	76	15
12-Apr-26	36	337	56	20	270	181	55	179	51	15	120	80	20
13-Apr-26	38	349	58	21	288	220	70	202	55	17	149	114	36
14-Apr-26	39	226	60	20	201	154	43	116	53	14	83	63	14
15-Apr-26	-	231	-	-	-	-	-	158	-	-	-	-	-
16-Apr-26	36	345	58	22	298	223	69	250	55	18	184	134	37
17-Apr-26	-	32	-	-	-	-	-	20	-	-	-	-	-
18-Apr-26	-	210	-	-	-	-	-	187	-	-	-	-	-
19-Apr-26	-	354	-	-	-	-	-	241	-	-	-	-	-
20-Apr-26	-	391	-	-	-	-	-	243	-	-	-	-	-
21-Apr-26	-	438	-	-	-	-	-	277	-	-	-	-	-
22-Apr-26	-	290	-	-	-	-	-	181	-	-	-	-	-
23-Apr-26	-	151	-	-	-	-	-	79	-	-	-	-	-
24-Apr-26	-	257	-	-	-	-	-	182	-	-	-	-	-
25-Apr-26	38	302	58	20	265	171	48	168	54	17	134	88	22
26-Apr-26	36	52	62	26	42	34	16	36	56	20	22	19	9
27-Apr-26	37	233	58	21	175	113	31	103	54	17	68	48	14
28-Apr-26	41	238	60	19	167	115	31	149	56	15	91	63	14
29-Apr-26	40	343	61	21	252	178	53	198	57	17	136	97	23
30-Apr-26	37	280	60	23	258	195	72	115	54	17	79	62	22
Monthly Average	**38**	**268**	**59**	**20**	**222**	**155**	**44**	**174**	**55**	**17**	**127**	**89**	**21**
Monthly Total	**-**	**8,046**	**-**	**-**	**4,439**	**3,109**	**871**	**5,210**	**-**	**-**	**2,533**	**1,778**	**426**

[9] No usable noise data from April 3, 15, 17, 18, 23, and 24 due to high wind and April 19-22 due to equipment malfunction.

[10] This report counts each touch and go operation as a single operation. The Federal Aviation Administration counts each touch-and-go operation as two operations.

Item Number:5.a.

Information for Meeting of the Superior Town Council

Agenda Item Name:	An Ordinance of the Town Council of the Town of Superior Approving a Sixth Amendment to the Planned Development Plan for Superior Marketplace
Meeting Date:	June 8, 2026
Presented By:	Renae Stavros, Planning and Building Director
Presented For:	Action

Background:

The Superior Marketplace Planned Development (PD) was originally approved in December, 1998. Following the original approval, five different Planned Development Amendments (PD Amendments) were approved for Superior Marketplace PD between November, 1999 and June, 2003. These amendments primarily addressed the landscaping plan, signage program, and Eastern Commercial Development/Transportation Hub. Since 2003, no additional PD Amendments have been approved for Superior Marketplace PD.

The Superior Marketplace PD establishes Permitted Uses and Excluded Uses under the Design and Planning Criteria for Superior Marketplace. Although five PD Amendments have been made to the Superior Marketplace PD, none have made any changes to the originally approved content under the Design and Planning Criteria for Superior Marketplace.

The Design and Planning Criteria for Superior Marketplace outline two sections, Permitted Uses and Excluded Uses, with Permitted Uses having six different subsections. The Permitted Uses section defines uses allowed in the Superior Marketplace PD and categorizes them into the following subsections: Retail Commercial, Administrative and professional offices, Other, Ancillary uses, Use by Special Review, and Use by Administrative Permit. The Excluded Uses section defines uses that are prohibited in the Superior Marketplace PD and does not categorize or organize said prohibited uses in any way.

Project Summary

The applicant proposes to amend the Superior Marketplace Planned Development Amendment #5 (PDA5) to revise the Design and Planning Criteria for Superior Marketplace, approved on April 17, 2003. The purpose of the Superior Marketplace Planned Development Amendment #6

(PDA6) is to amend the Permitted Uses and Excluded Uses set forth in the Design and Planning Criteria for Superior Marketplace. PDA6 will allow for the use of a Full-Service Car Wash on Pad 8, under the Retail Commercial subsection of the Permitted Uses section, and allow for the use of Electric Vehicle (EV) Charging throughout Superior Marketplace, under the Other and Ancillary uses subsections of the Permitted Uses section.

This proposal requires a PD Amendment to reflect the revised Permitted Uses and Excluded Uses sections. In the approved PDA5, the Excluded Uses section prohibits the use of car wash facilities of any kind. PDA6 proposes to remove car wash facilities of any kind from the Excluded Uses section, and add the use Full Service Car Wash on Pad 8 to the Retail Commercial subsection of the Permitted Uses section. Additionally, PDA5 does not set any requirements for EV Charging in Superior Marketplace. PDA6 proposes to add EV Charging as both a primary use and ancillary use, by adding said use to the Other and Ancillary uses subsections of the Permitted Uses section.

Staff Analysis of Planned Development Review

Article II – General Development Review, Section 16-2-90 – Modifications of approved permits and plans and patio dining requirements (Sec 16-2-90) outlines conditions where the Town Manager may approve minor deviations from approved development plans. Staff finds that the proposed changes to the Permitted Uses and Excluded Uses make this amendment not minor, based on the following requirements of subsection (a) of Sec 16-2-90:

1. Changes the character of development;
2. Changes approved land uses assigned to a specific planning area or subarea in an SDP or FDP;

The Superior Municipal Code further outlines Rezoning and Zoning Amendments in Article VII. This permits a rezoning application to be initiated by the Town, by initiative petition, or by application by property owners. The owners of the Superior Marketplace have submitted the proposed application to Amend the Marketplace Planned Development.

The Superior Municipal Code outlines the requirements of Planned Developments in Section 16-10-30 – PD plan (Sec 16-10-30), under Article X. Upon review of the approved Superior Marketplace PD, the following five approved PD Amendments, and the proposed PDA6, all meet the requirements set forth in subsections (a) General, (b) Approval criteria, and (c) Procedures, of Sec 16-10-30.

Subsection (d) Plan requirements, of Sec 16-10-30, outlines the requirements of PD plans. Subsection (1), of (d), requires the PD plan to be accompanied by a summary narrative, and within the summary narrative, a use list. PDA6 details the proposed changes to both Permitted Uses and Excluded Uses, including the proposed locations of said uses. Aside from the use list, the other requirements of the summary narrative are not applicable to this PD Amendment. The other requirements have been addressed in the initial Superior Marketplace PD, the five previously approved PD Amendments, and will be required to be addressed in any future

proposed Final Development Plans (FDPs).

The remaining requirements of subsection (d) are not required for the proposed PDA6. PDA6 is only proposing a change to the Permitted Uses and Excluded Uses sections of the Superior Marketplace PD. Therefore, there are no proposed changes to the approved drainage plan, grading plan, utilities, parking, landscaping, open space, signage program, or fire plan. Any future proposed FDP will need to include information on the previously mentioned requirements, along with the other requirements of subsection (d), such as a traffic study, architectural guidelines/standards, a fiscal impact report, an environmental study, and a geologic report.

Subsection (e) Plan drawing requirements, of Sec 16-10-30, outlines the requirements of what needs to be included on the PD drawings/sheets themselves. Said requirements of subsection (e) pertain to lot/street layout, lot/block numbers, street names, easements, right-of-way's, and maintenance of open space. In the proposed PDA6, the amendment utilizes the approved sheets of Superior Marketplace Planned Development Amendment #4 (PDA4) and PDA5. Sheets 1 and 2, of the proposed PDA6, outline Amendment #6 Notes and call out the locations of the proposed use changes, respectively. The main amendment/change to the Superior Marketplace PD is on Sheet 7 of the proposed PDA6. Sheet 7 outlines the Design and Planning Criteria for Superior Marketplace, and within said section, Permitted Uses and Excluded Uses can be found. These two subsections are the focus of this proposed PDA6. No significant amendments/changes are being proposed to other sheets within PDA4 & PDA5. In any future proposed PD Amendments or FDP applications, the remaining requirements of (e) Plan drawing requirements, not addressed in this proposed amendment, will need to be addressed, if applicable.

On May 19th, 2026, the Town of Superior Planning Commission voted 4-3 to recommend approval of a Sixth Amendment to the Planned Development Plan for Superior Marketplace. In their discussion, the Commissioners who voted against approval expressed concerns regarding the traffic, noise, and visual impact that a car wash use may generate. Said Commissioners also explained that they believed the current Permitted Uses for Superior Marketplace are sufficient.

Recommendation:
Should the Town Council wish to approve Ordinance O-14 an Ordinance of the Town Council of the Town of Superior Approving a Sixth Amendment to the Planned Development Plan for Superior Marketplace, the Ordinance is provided in this evening's packet.

Budget Implications:
The current application does not have direct budgetary impacts. We will address budget implications in the future with a Final Development Plan for the site.

Motion:
Move to approve Ordinance Number O-14, an Ordinance of the Town Council of the Town of Superior Approving a Sixth Amendment to the Planned Development Plan for Superior Marketplace, Case No. PDA-2026-01.

Attachments:

1. PC Resolution R-4 2026_Marketplace Carwash_signed
2. Superior Marketplace PDA #6-O051326
3. PD Amendment Narrative - Supeior, CO (5 12 26)
4. PD Amendment#6_Superior+Marketplace
5. TC Staff Presentation - Public Hearing - PDA6
6. Superior Marketplace_Applicatnt Presentation_2026.06.01

Town of Superior
Planning Commission
Resolution Number PC-04
Series 2026

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, Case No. PDA-2026-01

Whereas, G3 Architecture, Inc. (the "Applicant") is the architecture firm for certain real property owned by Brixmor Property Group Inc. (the "Owner"), located in the Town of Superior and more particularly described in **Exhibit A**, attached hereto and incorporated herein by this reference, and commonly known as Superior Marketplace (the "Property");

Whereas, the Applicant has filed an application (the "Application") for a sixth amendment to the Planned Development Plan for the Property ("PDA #6");

Whereas, the Board of Trustees approved the first Planned Development ("PD") Plan for the Property on December 14, 1998;

Whereas, the Board of Trustees approved the first PD Plan Amendment ("PDA #1") on November 15, 1999;

Whereas, the Board of Trustees approved the second PD Plan Amendment ("PDA #2") on April 10, 2000;

Whereas, the Board of Trustees approved the third PD Plan Amendment ("PDA #3") on May 14, 2001;

Whereas, the Board of Trustees approved the fourth PD Plan Amendment ("PDA #4") on January 13, 2003;

Whereas, the Board of Trustees approved the fifth PD Plan Amendment ("PDA #5") on June 9, 2003;

Whereas, pursuant to Section 16-10-30(f)(2) of the Superior Municipal Code (the "Code"), an amendment to a PD Plan is treated as a new plan, and the specific review criteria are set forth in Section 16-10-30(b) of the Code;

Whereas, Section 16-10-30(c)(3) of the Code requires a public hearing and recommendation by the Planning Commission to the Town Council regarding an amendment to a PD plan; and

Whereas, on May 19, 2026, the Planning Commission held a properly-noticed public hearing on the Application.

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

Section 1. The Planning Commission hereby finds that PDA #6 satisfies the applicable approval criteria in the Code, and recommends that the Town Council approve the Application, subject to the following conditions:

A. Prior to executing and recording final mylars, Applicant shall make minor technical and redline corrections to plans as identified by Town staff; and

B. Applicant shall submit the final PD plan prior to executing and recording final mylars.

Section 2. This Resolution is hereby adopted by a majority of those Planning Commissioners present to hear the matter according to the following numbers of votes:

4 "yes" votes

3 "no" votes

Adopted this 19th day of May, 2026.

David J. Harper

David Harper, Chair

Attest:

Shannon Dujardin, Town Clerk

THE TOWN OF SUPERIOR SEAL COLORADO

Exhibit A
Legal Description

SUPERIOR MARKETPLACE, FILING NO. 3, FINAL MAJOR SUBDIVISION REPLAT OF BLOCK 1, LOT 1, LOCATED IN THE SE ¼ OF SECTION 24, T1S, R70W OF THE 6TH P.M., TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

AND

SUPERIOR MARKETPLACE, FILING NO. 5 REPLAT OF LOTS 1,2,3,4,5 & 6 AND TRACTS K,L,M,N AND P OF SUPERIOR MARKETPLACE FILING NO. 4, LOCATED IN THE SE ¼ OF SECTION 13 AND THE N ½ OF THE NE ¼ OF SECTION 24, T1S, R70W OF THE 6TH P.M., TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

Town of Superior
Ordinance Number O-14
Series 2026

An Ordinance of the Town Council of the Town of Superior Approving a Sixth Amendment to the Planned Development Plan for Superior Marketplace, Case No. PDA-2026-01

Whereas, G3 Architecture, Inc. (the "Applicant") is the architecture firm for certain real property owned by Brixmor Property Group Inc. (the "Owner"), located in the Town of Superior and more particularly described in **Exhibit A**, attached hereto and incorporated herein by this reference, and commonly known as Superior Marketplace (the "Property");

Whereas, on December 14, 1998, the Board of Trustees approved an original Planned Development Plan (the "PD Plan") for the Property;

Whereas, on November 15, 1999, the Board of Trustees approved the First Amendment to the PD Plan ("PDA #1");

Whereas, on April 10, 2000, the Board of Trustees approved the Second Amendment to the PD Plan ("PDA #2");

Whereas, on May 14, 2001, the Board of Trustees approved the Third Amendment to the PD Plan ("PDA #3");

Whereas, on January 13, 2003, the Board of Trustees approved the Fourth Amendment to the PD Plan ("PDA #4");

Whereas, on June 9, 2003, the Board of Trustees approved the Fifth Amendment to the PD Plan ("PDA #5");

Whereas, the Owner authorized the Applicant to file an application (the "Application") for a Sixth Amendment to the PD Plan ("PDA #6");

Whereas, pursuant to Section 16-10-30(f)(2) of the Superior Municipal Code (the "Code"), an amendment to a PD Plan is treated as a new plan, and the specific review criteria are set forth in Section 16-10-30(b) of the Code;

Whereas, on May 19, 2026, the Planning Commission held a properly-noticed public hearing on the Application and recommended approval with conditions;

Whereas, on June 8, 2026, the Town Council held a properly noticed public hearing on the Application; and

Whereas, the Town Council, upon reviewing the recommendation of the Planning Commission, hearing the statements of staff and the public, and giving due consideration to the matter, finds and determines as provided herein.

Now, therefore, be it ordained by the Town Council of the Town of Superior, Colorado:

Section 1. The Town Council hereby finds that, subject to the conditions set forth in Section 2 hereof, PDA #6 meets all of the criteria set forth in the Code and is consistent with the Town of Superior Comprehensive Plan.

Section 2. The Town Council hereby approves PDA #6, subject to the following conditions:

A. Prior to executing and recording final mylars, Applicant shall make minor technical and redline corrections to plans as identified by Town staff; and

B. Applicant shall submit the final PD plan prior to executing and recording final mylars.

Section 3. Safety. This Ordinance is deemed necessary for the protection of the health, welfare and safety of the community.

Section 4. Effective Date. This Ordinance shall take effect 10 days after publication following adoption.

Introduced, read, passed and ordered published this 8 day of June, 2026.

_____

Mark Lacis, Mayor

Attest:

_____

Shannon Dujardin, Town Clerk

Exhibit A
Legal Description

SUPERIOR MARKETPLACE, FILING NO. 3, FINAL MAJOR SUBDIVISION REPLAT OF BLOCK 1, LOT 1, LOCATED IN THE SE ¼ OF SECTION 24, T1S, R70W OF THE 6TH P.M., TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

AND

SUPERIOR MARKETPLACE, FILING NO. 5 REPLAT OF LOTS 1,2,3,4,5 & 6 AND TRACTS K,L,M,N AND P OF SUPERIOR MARKETPLACE FILING NO. 4, LOCATED IN THE SE ¼ OF SECTION 13 AND THE N ½ OF THE NE ¼ OF SECTION 24, T1S, R70W OF THE 6TH P.M., TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

G3 ARCHITECTURE Inc.
architecture | planning | interiors

PD AMENDMENT #6 NARRATIVE

DATE: May 12, 2026

PROJECT: PD Amendment, Superior Marketplace
G3 Architecture Project No. 25-036

The PD Amendment #6 is being submitted by Superior Marketplace's Owner – Brixmor Property Group. Thomas Rubio, Brixmor's Vice-President of Re-Development & Construction – West is with us tonight virtually from Carlsbad, CA.

My name is Scott Higa. I'm a Principal with G3 Architecture in Greenwood Village and the applicant for PD Amendment #6.

PD Amendment #6 proposes to remove the exclusion of car wash facilities of any kind; and, to allow for a Full Service Car Wash as a permitted use on Pad 8 (in the north central portion of the shopping center, just east of Marhsall Road as Marshall Road bends to the northwest toward Costco).

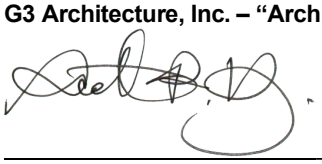
PD Amendment #6 also proposes to allow EV Charging Stations to be a primary and an ancillary permitted use, PD-wide, across the shopping center.

A Full Service Car Wash and EV Charging Stations provide the Town of Superior, and adjacent communities, with modern, high frequency, in-demand neighborhood convenience uses that supplement the shopping center's existing anchor tenants – Costco, Target and Whole Foods.

The Full Service Car Wash and EV Charging Stations add a mix of retail and convenience retail uses that help meet the needs of the Superior community, increase cross shopping with other existing businesses in the shopping center, and generate revenue for the Town of Superior.

We look forward to our continuing work with the Town of Superior to bring quality, value and convenience to Superior Marketplace.

G3 Architecture, Inc. – "Architect"



Authorized Signature

Scott R. Higa, AIA, NCARB
Principal
License No. 305622 (CO)

May 12, 2026
Date

cc: Joong Song, G3 Architecture, Inc.

7730 East Belleview Ave., Ste. A-100
Greenwood Village, CO 80111
(720) 542-9416

SUPERIOR MARKETPLACE

PLANNED DEVELOPMENT / ZONE DISTRICT PLAN AMENDMENT #6

NEW PLAN EXCEL REALTY TRUST, INC.

THE MULHERN GROUP, LTD.

A PORTION OF THE SE 1/4 OF SECTION 13 AND THE N 1/2 OF THE NE 1/4 OF SECTION 24, T1S,R70W OF THE 6TH P.M.

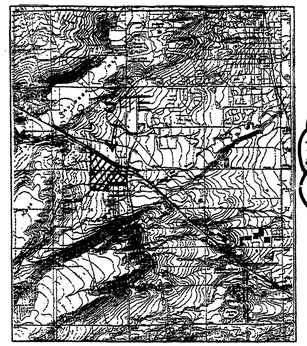
SITE DEVELOPMENT CRITERIA

Maximum Building Height :	
Retail:	35' (flat parapet height) 50' (entry elements, towers, or sloped roofs)
Theater building:	55'
Retail Building Setbacks	
From Public R.O.W.* :	20' min.
From Internal Property Lines :	0'
Min. Separation Between Freestanding Buildings :	0'
Parking Setbacks	
From all Public R.O.W.:	20' min.
From Internal Arteries :	10' min.
Typical Parking Stall :	9' x 18'
Typical Handicap Space :	14' x 18' (includes aisle)
Typical Parking Aisle :	24' wide
Internal Arteries :	25' min. flowline to flowline

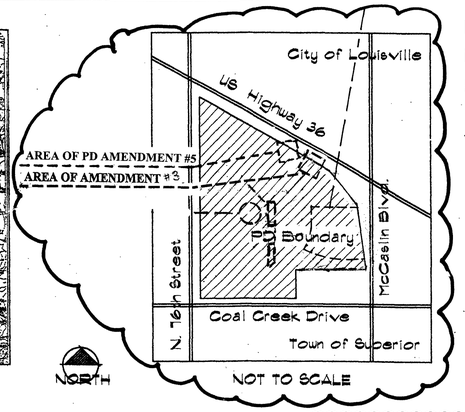
* Rear of in-line buildings facing a R.O.W. shall be setback a minimum of 25' from R.O.W.

* Rears of buildings at 70th Street shall be setback a minimum of 80' from R.O.W.

VICINITY MAPS



1 : 48000



LAND USE TABLE

SURA Site Area :	97.8 Acres	100%
Future Development Parcel :	9.1 Acres	9.3%
Gross Development Area :	88.7 Acres	90.7%

Gross Development Area includes R.O.W. areas as well as Retail Development.

Density : Commercial : 7,565 s.f./acre (F.A.R. of .17)

Breakdown:

Building Area Subtotal :	673,478 S.F. (15.5 Ac)	17.4%
Unobstructed Open Space:	22.8 Acres	25.7%
Other Open Space:	3.3 Acres	3.8%
Walks in front of buildings Plazas less than 5,000 s.f. Islands less than 400 s.f.		
Paving Area Subtotal :	47.1 Acres	53.1%
Roadways, drives, loading areas, and parking lots		
Total:	88.7 Acres	100% of gross

Parking Data/Requirements :

Provided: Total site spaces:	4,261 Spaces
Retail Development:	3,861 Spaces 5.7/1000 s.f.
RTD Park-n-Ride	400 Spaces

Required Ratios:
Retail : 4.8 spaces/1000 s.f. (min.)
Freestanding Restaurants : 8 spaces/1000 s.f. (min.)

Net Right-of-Way Area :	11.6 Acres	12.0%
Right-of-Ways		
Marshall Rd.	5.24 Acres	5.5%
Extended Sycamore St.	2.36 Acres	2.4%
Extended Fifth Ave.	0.40 Acres	0.4%
East Side of 76th St.	2.34 Acres	2.4%
North Side of Coal Cr.	0.85 Acres	0.9%

Estimated Water Usage
208,000 Gallons daily use

Estimated Sewer Usage
.32 cfs daily use

ENTIRE PD BOUNDARY

A TRACT OF LAND IN THE N1/2, NE1/4, SECTION 24 AND IN THE S1/2, SE1/4, SECTION 13, ALL IN TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF BOULDER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SECTION 24, T1S, R70 W; THENCE S89°08'40"W, ALONG THE NORTH LINE OF THE NE1/4 OF SAID SECTION 24, A DISTANCE OF 621.20 FEET TO THE NORTHEAST CORNER OF THAT TRACT OF LAND DESCRIBED ON FILM 626 AS RECEPTION NO. 869600 OF THE RECORDS OF BOULDER COUNTY, COLORADO, WHICH CORNER IS THE TRUE POINT OF BEGINNING;

THENCE S32°34'10"E, ALONG THE EASTERLY LINE OF THAT TRACT OF LAND DESCRIBED ON SAID FILM 626 AS RECEPTION NO. 869600, A DISTANCE OF 240.50 FEET; THENCE S56°47'24"E, CONTINUING ALONG THE EASTERLY LINE OF THAT TRACT OF LAND DESCRIBED ON SAID FILM 626 AS RECEPTION NO. 869600, A DISTANCE OF 364.72 FEET; THENCE S8°01'22"E, CONTINUING ALONG THE EASTERLY LINE OF THAT TRACT OF LAND DESCRIBED ON SAID FILM 626 AS RECEPTION NO. 869600, A DISTANCE OF 530.65 FEET TO THE SOUTHEAST CORNER OF THAT TRACT OF LAND DESCRIBED ON SAID FILM 626 AS RECEPTION NO. 869600, WHICH CORNER IS ON THE NORTH LINE OF MAPLE STREET IN MINK'S ADDITION TO THE TOWN OF SUPERIOR, RECORDED IN PLAT BOOK 3 AT PAGE 36 OF THE RECORDS OF BOULDER COUNTY, COLORADO; THENCE S89°48'20"W, ALONG THE NORTH LINE OF SAID MAPLE STREET, A DISTANCE OF 1273.53 FEET TO THE WEST LINE OF FOURTH AVENUE IN SAID MINK'S ADDITION TO THE TOWN OF SUPERIOR; THENCE S0°11'40"E, ALONG THE WEST LINE OF SAID FOURTH AVENUE, A DISTANCE OF 366.60 FEET TO THE SOUTH LINE OF THE N1/2, NE1/4, OF SAID SECTION 24; THENCE S89°44'22"W, ALONG THE SOUTH LINE OF SAID N1/2, NE1/4, A DISTANCE OF 1262.71 FEET TO THE SOUTHWEST CORNER OF SAID N1/2, NE1/4; THENCE N0°11'17"W, ALONG THE WEST LINE OF SAID N1/2, NE1/4, A DISTANCE OF 1292.99 FEET TO THE NORTHWEST CORNER OF SAID N1.2, NE1/4; THENCE N0°00'56"E, ALONG THE WEST LINE OF THE S1/2, SE1/4, SECTION 13. T1S, R70W, A DISTANCE OF 1249.98 FEET TO THE SOUTHWESTERLY LINE OF U.S. HIGHWAY NO. 36 AS DESCRIBED IN BOOK 878 AT PAGE 263 OF THE RECORDS OF BOULDER COUNTY, COLORADO; THENCE S63°11'12"E, ALONG THE SOUTHWESTERLY LINE OF U.S. HIGHWAY NO. 36, AS DESCRIBED IN SAID BOOK 878 AT PAGE 263, A DISTANCE OF 847.75 FEET TO THE SOUTH LINE OF THAT TRACT OF LAND DESCRIBED IN BOOK 424 AT PAGE 247 OF THE RECORDS OF BOULDER COUNTY, COLORADO; THENCE N89°05'04"E, ALONG THE SOUTH LINE OF THAT TRACT OF LAND DESCRIBED IN SAID BOOK 424 AT PAGE 247, A DISTANCE OF 1.05 FEET TO THE SOUTHWESTERLY LINE OF U.S. HIGHWAY NO. 36 AS DESCRIBED IN BOOK 878 AT PAGE 267 OF THE RECORDS OF BOULDER COUNTY, COLORADO; THENCE, ALONG THE SOUTHWESTERLY LINE OF U.S. HIGHWAY NO. 36 AS DESCRIBED IN SAID BOOK 878 AT PAGE 267, THE FOLLOWING COURSES AND DISTANCES;

S63°09'10"E A DISTANCE OF 837.67 FEET; THENCE N26°50'50"E, A DISTANCE OF 10.00 FEET; THENCE S63°09'10"E A DISTANCE OF 350.00 FEET; THENCE S32°36'31"E A DISTANCE OF 367.01 FEET TO THE NORTH LINE OF SAID N1/2, NE1/4;

THENCE, DEPARTING FROM THE SOUTHWESTERLY LINE OF SAID U.S. HIGHWAY NO. 36, N89°08'40"E, ALONG THE NORTH LINE OF SAID N1/2, NE1/4, A DISTANCE OF 0.97 FEET TO THE TRUE POINT OF BEGINNING, COUNTY OF BOULDER, STATE OF COLORADO, CONTAINING 94.320 ACRES MORE OR LESS.

NOTES:

BEARINGS ARE BASED UPON THE NORTH LINE OF THE NE1/4, SECTION 24, T1S, R70W HAVING A BEARING OF S89°08'40"W (TRUE MERIDIAN).

BOUNDARY DIMENSIONS ARE TAKEN FROM SURVEY BY DREXEL BARRELL ENGINEERS/SURVEYORS DATED 12/5/94, JOB NO. 4832-25.

AMENDED PD BOUNDARY

SUPERIOR MARKETPLACE, FILING 5, LOT 6:

COMMENCING AT THE NORTHEAST CORNER SECTION 24; THENCE S89°08'48"W A DISTANCE OF 517.28 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE BOULDER-DENVER TURNPIKE, U.S. HIGHWAY NO. 36, BOOK 878, PAGES 267 AND 263; STATE OF COLORADO. THENCE S07°07'51"E ALONG SAID WESTERLY RIGHT-OF-WAY A DISTANCE OF 128.37 FEET, TO A POINT ON SAID WESTERLY RIGHT-OF-WAY SAID POINT BEING THE POINT OF BEGINNING; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY THE FOLLOWING 4 COURSES:

1. S07°07'51"E A DISTANCE OF 17.44 FEET;
2. S24°49'24"E A DISTANCE OF 114.32 FEET;
3. S42°30'57"E A DISTANCE OF 142.79 FEET;
4. S73°20'49"E A DISTANCE OF 121.38 FEET;

THENCE LEAVING SAID WESTERLY RIGHT-OF-WAY ALONG THE WESTERLY LINE TRACT M S00°09'56"W A DISTANCE OF 421.95 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF MARSHALL ROAD; THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING 2 COURSES.

1. S89°48'20"W A DISTANCE OF 485.17 FEET TO A POINT OF CURVATURE TO THE RIGHT;
2. ALONG SAID CURVE WHOSE RADIUS IS 398.00 FEET AND AN INCLUDED ANGLE OF 34°46'00", A DISTANCE OF 241.50 FEET TO A POINT ON SAID RIGHT-OF-WAY AND A POINT ON THE EASTERLY BOUNDARY OF TRACT L;

THENCE LEAVING SAID RIGHT-OF-WAY ALONG SAID EASTERLY BOUNDARY THE FOLLOWING 2 COURSES.

1. N04°04'38"W A DISTANCE OF 70.98 FEET; TO A POINT OF CURVATURE TO THE RIGHT, AND A POINT ON THE EASTERLY BOUNDARY OF LOT 4;
2. ALONG SAID CURVE TO THE RIGHT WHOSE RADIUS IS 261.23 FEET WITH AN INCLUDED ANGLE OF 19°05'05", A DISTANCE OF 87.01 FEET;

TO A POINT ON THE NORTHERLY BOUNDARY TRACT L; THENCE LEAVING SAID EASTERLY BOUNDARY ALONG SAID NORTHERLY LINE N67°29'52"W A DISTANCE OF 38.26 FEET THENCE ALONG AN ARC OF A CURVE TO THE LEFT WHOSE RADIUS IS 205.50 FEET WITH AN INCLUDED ANGLE OF 22°23'31", A DISTANCE OF 80.31 FEET TO A POINT ON THE EASTERLY BOUNDARY LOT 4; THENCE ALONG SAID EASTERLY BOUNDARIES OF LOT 3 AND SAID LOT 4 N00°00'00"E A DISTANCE OF 347.68 FEET TO A POINT ON SAID EASTERLY BOUNDARY OF LOT 3, AND A POINT ON THE SOUTHERLY BOUNDARY OF LOT 5; THENCE ALONG SAID SOUTHERLY BOUNDARY THE FOLLOWING 2 COURSES.

1. S90°00'00"E A DISTANCE OF 363.83 FEET;
2. N65°10'36"E A DISTANCE OF 71.62 FEET; TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 411,216 SQ. FT. (9.43 ACRES) MORE OR LESS.

AMENDMENT #6 NOTES

The changes in this PD Amendment #6 are applicable to the area within the boundary of Pad 8 for the Full Service Car Wash and PD-Wide for the EV Charging Station at Superior Marketplace.

A. Addition of the following PERMITTED USES
1. Retail Commercial as defined herein:
   h. Full Service Car Wash on Pad 8

3. Other
   h. EV charging parking lot with EV chargers and equipment

4. Ancillary Uses
   b. EV charging parking lot with EV chargers and equipment

B. Removal of the following EXCLUDED USES
1. Those uses and activities which are specifically prohibited are as follows:
   f. Car Wash facilities of any kind

TOWN BOARD OF TRUSTEES' CERTIFICATE

Approved this 9th day of June A.D., 2003, by the Board of Trustees, Superior, Colorado. This approval is with the understanding that all expenses involving necessary improvements for all utility services, paving, grading, landscaping, curbs, gutters, street lights, street signs, and sidewalks, shall be financed by others and not the Town of Superior.

Town Clerk — Mayor

PLANNING COMMISSION CERTIFICATE

Approved this 26th day of May A.D., 2003

Chairman - Superior Planning Commission

TOWN CLERK'S CERTIFICATE

I hereby certify that this instrument was filed in my office at 10:20 o'clock AM this 3rd day of September A.D., 2003, and is duly recorded.

Town Clerk

CERTIFICATE OF OWNERSHIP

I Certify that NEW PLAN EXCEL REALTY TRUST, INC. is the owner of portions of the property, and has the right to immediate possession of the remainder of the property under eminent domain actions filed by the Superior Urban Renewal Authority, and I consent to the above P.D.

In witness whereof I hereunto set my hand this 23 day of July '03 by Tom Mulkey manager. SVP
by _____ president.

The foregoing instrument was acknowledged before me this 23rd day of JULY A.D. 2003 by Tom Mulkey as manager of NEW PLAN EXCEL REALTY TRUST corporation and _____ as president of
my commission expires 9.26.04

Notary Public

DEVELOPER	ARCHITECT/PLANNER	CIVIL ENGINEER	LANDSCAPE ARCHITECT
NEW PLAN EXCEL REALTY TRUST, INC. 563 W. 500 South Suite #440 Bountiful, UT 84010 Tom Mulkey (801) 296-6033	The Mulhern Group, Ltd. 1730 BLAKE STREET SUITE 435 DENVER, COLORADO 80202 303.297.3334 FAX : 303.292.2601 MICHAEL MULHERN DWAYNE DALE	Hydro-Triad/V3, Colorado 200 UNION BLVD. SUITE 200 LAKEWOOD, COLORADO 80228 303.989.8588 FAX : 303.989.9932 MARK CEVALL	Norris/Dullea 710 WEST COLFAX DENVER, COLORADO 80204 303.892.1166 FAX : 303.892.1186 DOUG CRAIG JOHN BIRKEY

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REVISED JANUARY 14, 2000
REVISED MARCH 1, 2000
REVISED FEBRUARY 1, 2001
REVISED MARCH 20, 2001
REVISED APRIL 5, 2001
REVISED NOVEMBER 14, 2001
REVISED JUNE 28, 2002
REV SEPT 19 2002
REV APRIL 17, 2003

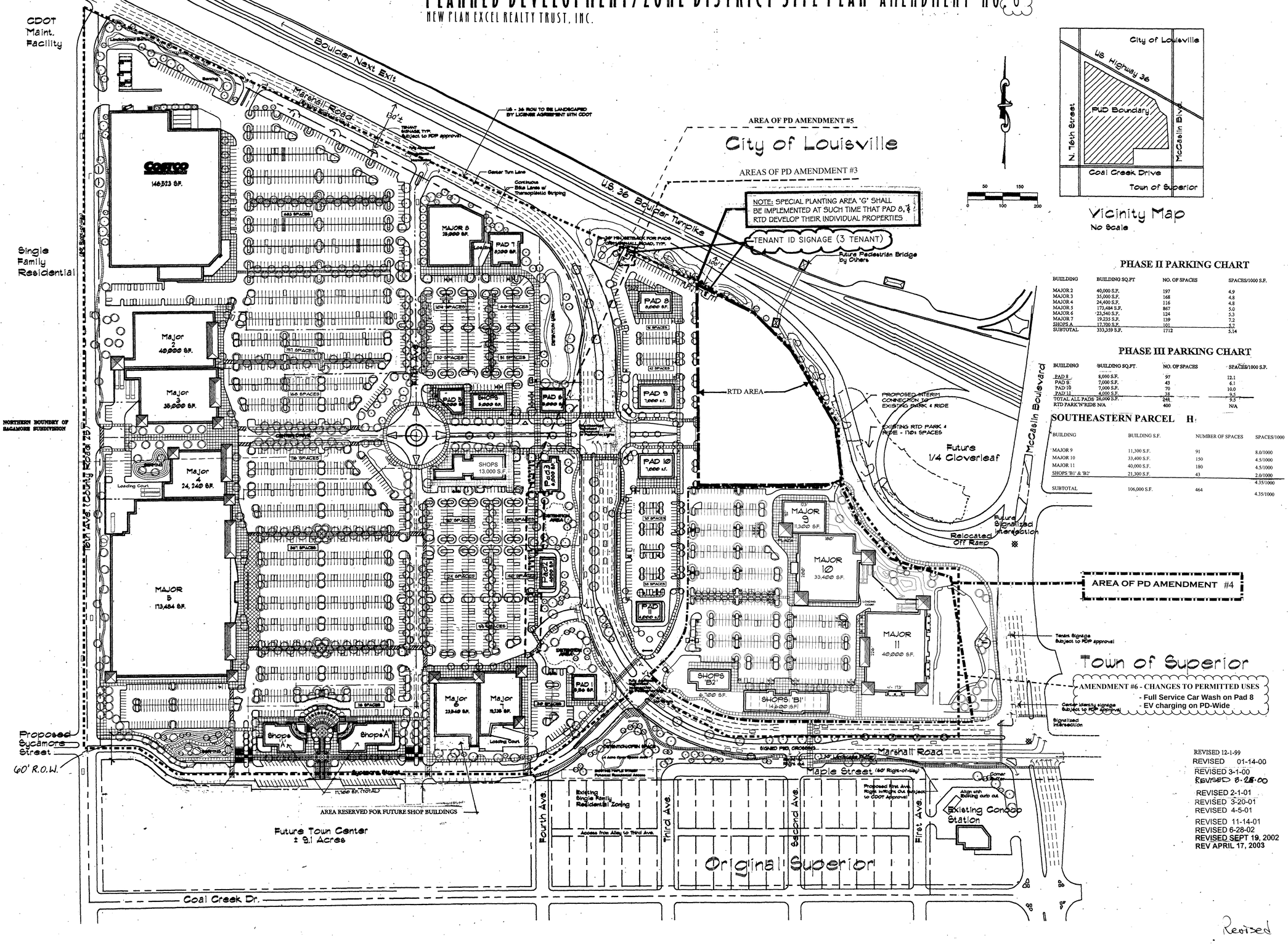
COVER SHEET : 1 OF 16
Revised

SUPERIOR MARKETPLACE

PLANNED DEVELOPMENT/ZONE DISTRICT SITE PLAN AMENDMENT NO. 6

NEW PLAN EXCEL REALTY TRUST, INC.

THE MULHERN GROUP, LTD



Vicinity Map
No Scale

PHASE II PARKING CHART

BUILDING	BUILDING SQ.FT	NO. OF SPACES	SPACES/1000 S.F.
MAJOR 2	40,000 S.F.	197	4.9
MAJOR 3	35,000 S.F.	168	4.8
MAJOR 4	24,400 S.F.	116	4.8
MAJOR 5	173,484 S.F.	867	5.0
MAJOR 6	23,540 S.F.	124	5.3
MAJOR 7	19,235 S.F.	139	7.2
SHOPS A	17,700 S.F.	101	5.7
SUBTOTAL	333,359 S.F.	1712	5.14

PHASE III PARKING CHART

BUILDING	BUILDING SQ.FT.	NO. OF SPACES	SPACES/1000 S.F.
PAD 8	8,000 S.F.	97	12.1
PAD 9	7,000 S.F.	43	6.1
PAD 10	7,000 S.F.	70	10.0
PAD 11	4,000 S.F.	38	9.5
TOTAL ALL PADS	26,000 S.F.	248	9.5
RTD PARK'N'RIDE	N/A	400	N/A

SOUTHEASTERN PARCEL H

BUILDING	BUILDING S.F.	NUMBER OF SPACES	SPACES/1000
MAJOR 9	11,300 S.F.	91	8.0/1000
MAJOR 10	33,400 S.F.	150	4.5/1000
MAJOR 11	40,000 S.F.	180	4.5/1000
SHOPS 'B1' & 'B2'	21,300 S.F.	43	2.0/1000
SUBTOTAL	106,000 S.F.	464	4.35/1000

REVISED 12-1-99
REVISED 01-14-00
REVISED 3-1-00
REVISED 6-25-00
REVISED 2-1-01
REVISED 3-20-01
REVISED 4-5-01
REVISED 11-14-01
REVISED 6-28-02
REVISED SEPT 19, 2002
REV APRIL 17, 2003

Revised

THE MULHERN GROUP LTD.
ARCHITECTURE • PLANNING • INTERIORS
1730 BLAKE STREET SUITE 435
DENVER COLORADO 80202
303-297-3334 FAX 303-292-2601

SUPERIOR MARKETPLACE
SUPERIOR, COLORADO

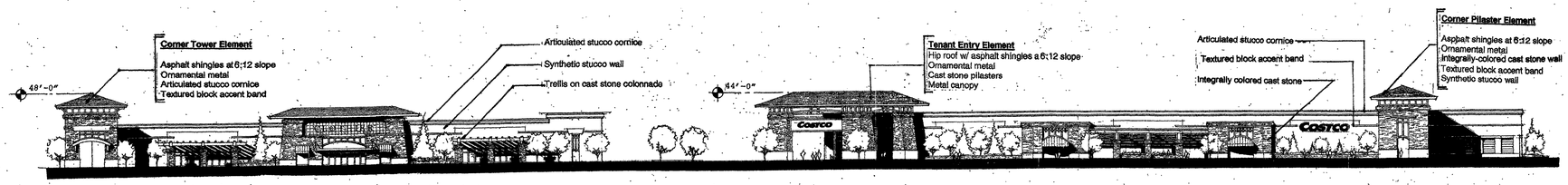
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DATE	REVISION
2.20.98	PD SUBMISSION
3.9.98	PLAN REVISION
3.25.98	PLAN REVISION
4.14.98	PLAN REVISION
4.28.98	PLAN REVISION
5.14.98	PLAN REVISION
6.1.98	PLAN REVISION
1.25.99	PLAN REVISION
5.21.99	PLAN REVISION
REVISED	01-14-00

PROJECT NUMBER:	97046
DRAWN BY:	GD/DD/RW
CHECKED BY:	DD/MGM
DESCRIPTION:	SITE PLAN

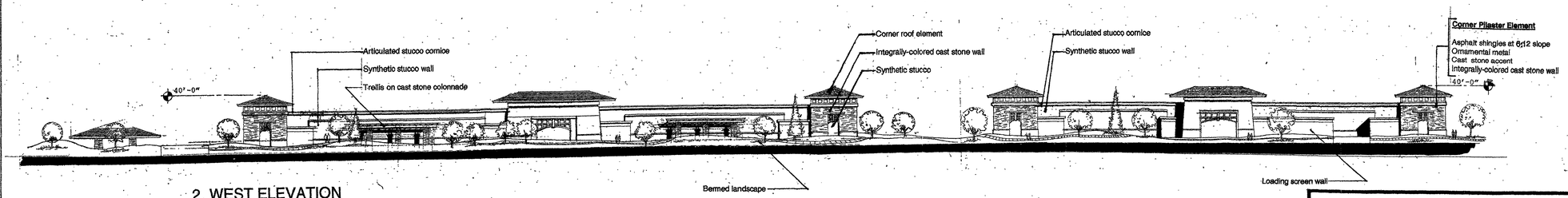
REFERENCE NORTH

2



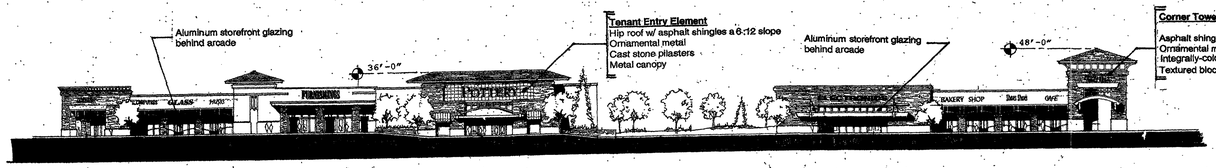
1. EAST ELEVATION

FRONT OF MAJORS 1 & 2
SCALE : 1/32" = 1'-0"



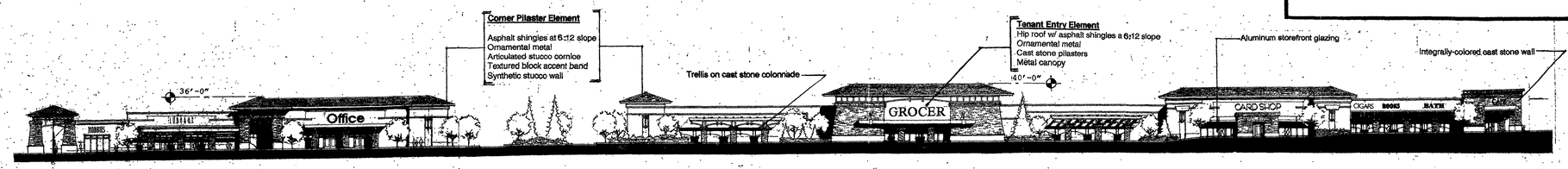
2. WEST ELEVATION

REAR OF MAJORS 1 & 2 FACING 76TH ST.
SCALE : 1/32" = 1'-0"



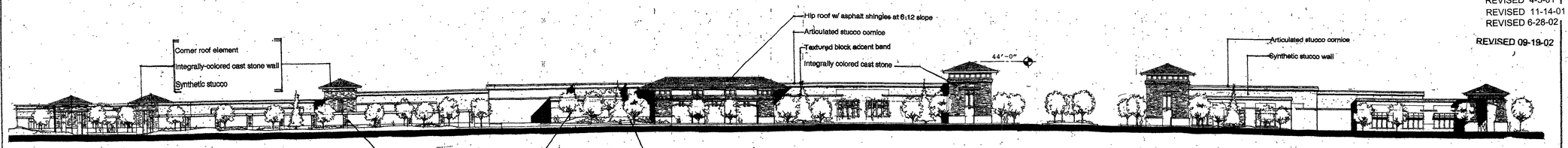
3. EAST ELEVATION

FRONT OF RETAILERS
SCALE : 1/32" = 1'-0"



4. NORTH ELEVATION

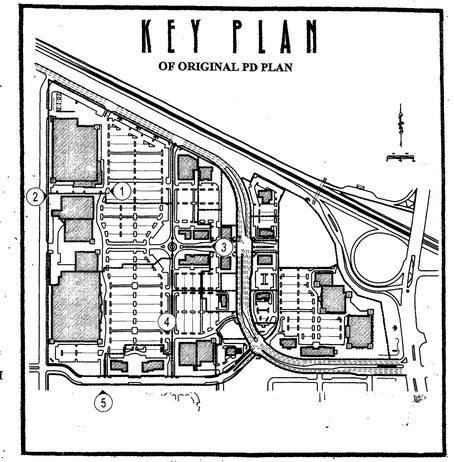
FRONT OF MAJORS
SCALE : 1/32" = 1'-0"



5. SOUTH ELEVATION

REAR OF MAJORS FACING SYCAMORE ST.
SCALE : 1/32" = 1'-0"

NOTE: KEY PLAN "UNCHANGED" TO COORDINATE WITH REPRESENTATIVE ARCHITECTURE AS SUBMITTED WITH PREVIOUSLY APPROVED PD.



REVISED 2-1-01
REVISED 3-20-01
REVISED 4-5-01
REVISED 11-14-01
REVISED 6-28-02

REVISED 09-19-02

REVISED 12-1-99
REVISED 01-14-00
REVISED 3-1-00

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303·297·3334 FAX 303·292·2601

SUPERIOR MARKETPLACE

PD AMENDMENT #6
SUPERIOR, COLORADO

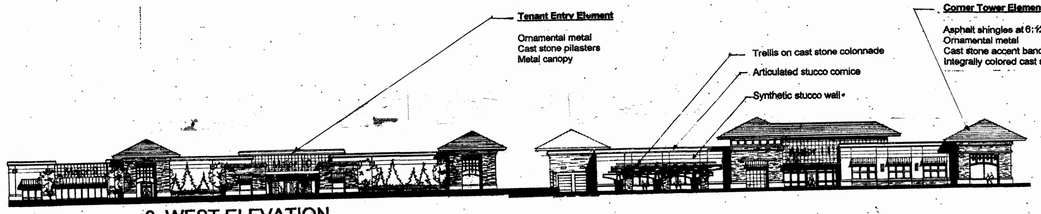
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2.20.98	PD SUBMISSION
3.9.98	PLAN REVISION
3.25.98	PLAN REVISION
4.14.98	PLAN REVISION
4.28.98	PLAN REVISION
5.14.98	PLAN REVISION
6.1 .98	PLAN REVISION
1.25.99	PLAN REVISION
5.21.99	PLAN REVISION
REVISED	01-14-00

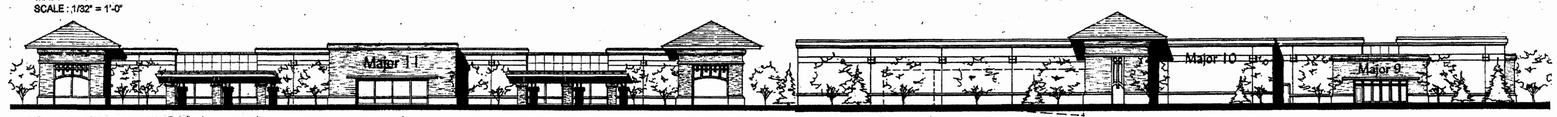
PROJECT NUMBER: 97046
DRAWN BY: DD/GD
CHECKED BY: DD
DESCRIPTION: ELEVATIONS

REFERENCE

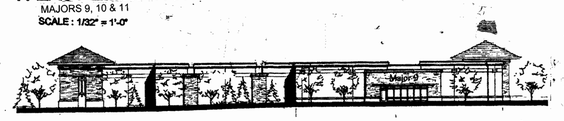
3



6. WEST ELEVATION
MAJORS 9, 10 & 11
SCALE : 1/32" = 1'-0"



7. EAST ELEVATION
MAJORS 9, 10 & 11
SCALE : 1/32" = 1'-0"



8. NORTH ELEVATION
MAJOR 9
SCALE : 1/32" = 1'-0"



9. SOUTH ELEVATION
MAJORS 9, 10 & 11
SCALE : 1/32" = 1'-0"



10. NORTH ELEVATION
MARSHALL ROAD SHOPS
SCALE : 1/32" = 1'-0"



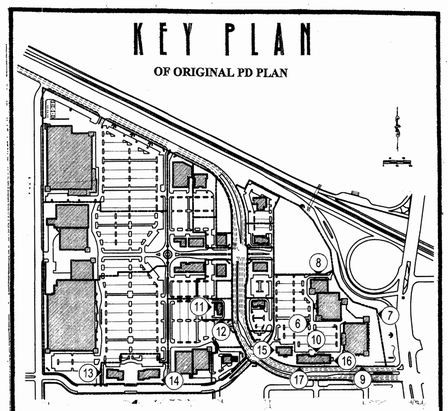
15. WEST/EAST ELEVATIONS
MARSHALL ROAD SHOPS B2
SCALE: 1/32" = 1'-0"



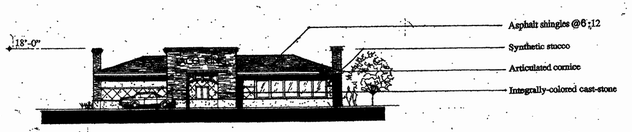
17. SOUTH ELEVATION
MARSHALL ROAD SHOPS
SCALE : 1/32" = 1'-0"



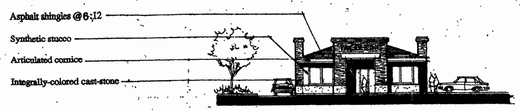
16. WEST/EAST ELEVATIONS
MARSHALL ROAD SHOPS B1
SCALE: 1/32" = 1'-0"



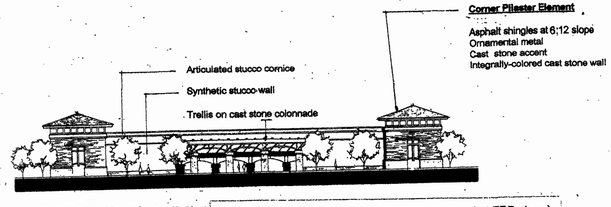
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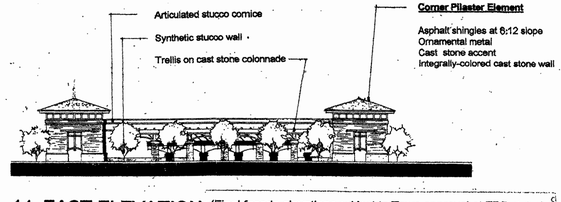
11. SOUTH ELEVATION
TYPICAL PAD BUILDING
SCALE : 1/16" = 1'-0"



12. EAST ELEVATION
TYPICAL PAD BUILDING
SCALE : 1/16" = 1'-0"



13. WEST ELEVATION (Final façade elevations subject to Town approval at FDP stage)
FIFTH AVENUE PROMENADE
SCALE : 1/32" = 1'-0"



14. EAST ELEVATION (Final façade elevations subject to Town approval at FDP stage)
FIFTH AVENUE PROMENADE
SCALE : 1/32" = 1'-0"

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SUPERIOR MARKETPLACE
PD AMENDMENT #6
SUPERIOR, COLORADO

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5.14.98	PD SUBMITTAL
6.1 .98	REVISION
1.25.99	REVISION
5.21.99	REVISION
8.23.99	PLAN REVISION
10.01.99	PLAN REVISION
11.4.99	REVISION
REVISED 2-1-01	
REVISED	01-14-00

PROJECT NUMBER: 97046
DRAWN BY: DD
CHECKED BY: DD
DESCRIPTION: ELEVATIONS

REVISED 12-1-99
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REVISED 3-1-00
REVISED 3-20-01
REVISED 4-5-01
REVISED 11-14-01
REVISED 6-28-02
REVISED 09-19-02

REFERENCE NORTH

SUPERIOR MARKETPLACE

PLANNED DEVELOPMENT/ZONE DISTRICT SITE PLAN SUBMITTAL

NEW PLAN EXCEL REALTY TRUST, INC.

A PORTION OF THE SE 1/4 OF SECTION 13 AND THE N 1/2 OF THE NE 1/4 OF SECTION 24, T1S,R70W OF THE 6TH P.M.

THE MULHERN GROUP, LTD.

AMENDMENT #6

SUBMITTAL DESIGN GUIDELINES

A. NARRATIVE

The proposed Superior Marketplace seeks to create a major commercial development for the Town of Superior. Elcor, LLC, intends to capitalize on the site's unique frontage on U.S. 36 and McCaslin Road, good access, adjacency to Original Superior, strong regional demographics and existing demand. While it is the intent of the center to provide a focal point for the community it is also the intent that this center will provide a synergy which will attract shoppers from up to seven miles away. Thereby bringing in substantial tax revenue for the Town.

The proposed site, while offering great opportunities, also poses substantial challenges. The final design must tie in well with Original Superior, with respect to both planning and architecture, while at the same time creating buffers which protect the single family core. The new circulation system must provide for good access to the proposed Towne Center mixed use development while also providing connectivity to Original Superior and newly proposed developments. At the same time, we must relocate a state highway, meet spacing requirements for signals along McCaslin and provide for an expanded interchange and Park 'n Ride facility.

We have sought to do this in the following manner:

B. CIRCULATION ELEMENTS

Circulation elements have become major factors in the determination of the final site plan. Key factors are the following:

1. Relocation of Marshall Road. Connecting McCaslin (near Maple) to the existing Marshall Road ROW west of what would be Fourth Avenue.

2. Location of Marshall Road just north of existing Maple. Alternatively to No. 1 above, allows existing Maple to act as a frontage road for existing residential lots facing north on Maple.

3. Provision of Sycamore Street from Third to 76th. Allows for direct access to Marshall Road and ultimately, McCaslin, for SURA's southern 9.1+/- acres of the mixed use development and the proposed Sagamore development. This access further protects Original Superior by providing quick, efficient travel to McCaslin thereby discouraging use of existing roadways.

4. Connection of future Fifth Avenue directly into the proposed commercial development. Provides direct connection into the heart of the center for existing development to the east and future developments to the south of the SURA District while not encouraging use by those not living in Original Superior.

C. BUFFERS

Three major buffers have been incorporated in the proposed plan:

1. Maple Street. Per the original Advisory Committee's recommendation, the proposal has incorporated a 30' landscaped buffer paralleling Maple Street and the relocated Marshall Road. Just north of the two existing residences on Maple, this landscaped buffer increases to 42' at the east and 57' at the western edge. This buffer will be bermed and well landscaped to protect the residential character of Maple Street as it develops. It will be pierced at strategic locations to provide pedestrian and bicycle connections from Original Superior to the commercial development.

2. 9.1+/- acres from Coal Creek to Maple, 4th to 76th. This area is planned as a transitional zoning buffer between the residential planned south of Coal Creek (per the comp plan) and the larger commercial district. It is proposed as a commercial or government center in accord with current zoning. It will tie to the major commercial development via the 5th Avenue Promenade. To minimize traffic impacts on Coal Creek curb cuts for the development should be predominantly located on Sycamore Street thereby discouraging use of Original Superior street system.

3. Rear of commercial development. To minimize adverse impacts by the rear of the commercial development we have sought to create service courts versus the typical "wraparound" service drives. In most cases, backs of buildings parallel the street being separated by a landscaped area with a minimum depth of 25' from the property line combining with an additional setback from the curb of 18' to create a total setback of 40-43'. Acting with the streets, a strong buffer is created for existing and future residential developments. Contrasting this, retailers (pads) along Marshall shall generally be within 20' of the ROW to reinforce the "urban" nature of the plan.

D. PLANNING OF THE COMMERICAL DEVELOPMENT

The commercial development has been broken into two major components.

West of Marshall Road will be a commercial development of approximately 56 acres. The size of this development is such that it should provide for an interesting mix of tenants, including general merchandise, soft goods, electronics, party goods, groceries, office supplies and restaurants.

The Marketplace provides for a large mix of tenants oriented east and north with various outbuildings articulating entries at Marshall Road.

The Master Plan features two major tree-lined drives which meet at a landscaped roundabout at the center of the development. Deep landscaped setbacks have also been provided along Marshall Road to allow for gracious landscaped detention areas along the major thoroughfare. The southern portion of the major north-south drive has been widened and landscaped to create a major promenade in order to link with future development to the south.

Major buildings step in and out to create visual interest and break up large masses while drives and pedestrian walks meander to address this stepping. This meandering slows traffic while creating interesting walks similar to the development at 92nd and Sheridan.

Parking is presently provided at a minimum of 4.8 sp/1000 s.f. In most cases we are shooting for ratios of 5 sp/1000 s.f. of retail and 10 sp./1000 s.f. of restaurants to assure adequate parking for all. Landscaped islands are provided every 20 spaces per Superior guidelines and linear landscaped medians are provided at strategic rows to further break up larger parking areas.

E. EASTERN COMMERCIAL DEVELOPMENT/TRANSPORTATION HUB

The eastern area is comprised of approximately 21.77 acres. It has been planned to provide an entertainment complex in concert with restaurants and an expanded RTD Park'n Ride.

Circulation is simple with a major tree-lined north-south drive at the west end of the parking area accessed at the Sycamore intersection. This drive is designed to provide connections to parking for the Park 'n Ride. A second east-west boulevard off the center's major entrance provides direct access to some shops, a drop-off for the Park 'n Ride and the Southeastern retail complex.

Majors with adjacent shops are planned for the eastern edge with the Park 'n Ride located at the northeast portion of this area. Restaurants and shop spaces are located at major entries along Marshall Road. Also incorporated are two specialty shop buildings which front on Marshall Road. The buildings have been designed to provide interest along Marshall Road while providing a buffer from the lights and activity of the major parking lot for Original Superior.

F. ARCHITECTURAL THEME

The major buildings and shops buildings will be of an architecturally consistent theme incorporating similar materials. All other buildings shall be controlled per the proposed architectural guidelines and the CC& R's as submitted to the town.

In development of the theme it shall be our effort to create a look which is unique to and compatible with the town of Superior. The magnitude of the Marketplace and the fact that it is the only major commercial development in the town will help to assure that the image of the town is conveyed through the Marketplace. This may be furthered by the introduction of this design vocabulary to other commercial and residential developments proposed within the town in the future.

ARCHITECTURAL GUIDELINES

A. INTENT

The Superior Marketplace is intended to be a comprehensively designed retail, entertainment and commercial development. When completed, it will bring together a wide array of tenants offering an extensive range of goods, entertainment opportunities and a smaller scale commerce or government development to the Town of Superior. This is to be in an architecturally unified, well-landscaped complex which provides for a safe, pleasant, and interesting shopping environment for the citizens and guests who visit this exciting mixed use development.

To that end, plans and conceptual elevations have been developed and are attached to this PD . Should there be necessary future design deviations of the major buildings or as one seeks to determine the appropriate design of the planned pad buildings, the following guidelines are set forth.

The architectural "theme" for the Superior Marketplace is best described as a "Craftsman Image," with a distinctive combination of materials and forms to create the theme. Throughout Superior, one is struck by the use of Colorado native sandstone on bridges and on public buildings, as well as generous use in the Rock Creek subdivision. This abundance legitimizes this material as "indigenous" to Superior. Because of this, the proposed architecture has been provided with a generous amount of cast stone to augment and perpetuate this material as the image presented by Superior.

The use of integrally-colored cast stone, stucco and ornamental metal combine in Craftsman-style forms: towers with hipped roofs, battered walls and pilasters to support ornamental metal and colonnades with arching metal accents to create arcades that support metal canopies. Roofs and canopies provide generous overhangs to emphasize their horizontal nature - a Craftsman aesthetic. Ornamental iron accents this and creates another layer of design unifying the different forms of the composition. Towers combined with hip roofs break up the parapet lines of the retailers, helping to create an intriguing roofscape. The arrangement of towers, colonnades and major tenant entries creates a composition of elements that establish a hierarchy for the center, while reducing the mass of the development to a more human scale. The arrangement of elements seeks to differentiate tenants and will be employed in such a fashion so as to accentuate this. Freestanding towers, pilaster towers, and parapet towers articulate building corners and different tenants. Arcades define entries, retailer storefronts and help to break up long building facades.

Although there is not a set "formula" for which users employ which specific elements, the elevations convey an overall sense of variety in the sequencing and relative spacing of the elements. Parapet lines between users may stagger to convey a difference in floor levels; however, this stagger should be distanced by use of a tower, roof, or pilaster element.

B. THE MAJOR BUILDING ENVELOPE

The Major Building envelope shall be composed of accented stucco with details and color to establish a base, middle and top. It shall be enhanced by cast stone at the entries, tower elements and trellis elements, if included in the composition, and at sidewalk planters. The building design has been varied to incorporate variations of the craftsman theme to provide additional interest and richness in the overall composition. Said design shall be complementary to the overall theme. Attention to sequencing of massing elements to reinforce an overall hierarchy of elements will be maintained. A 360° architecture will be employed by pulling towers and trellises with stucco patterning, ground face block banding, articulated cornices and accent detailing around to the sides and rears of the buildings.

Materials incorporated shall be as follows:

1. Fronts:
   a. Cast Flagstone: Stone to cover not less than 30% of the overall area of all users combined. The front face of columns faced in stone shall be considered a part of the facade, as would attached stone-faced planters. Stone may be intermittent between users, so long as an average of 30% is maintained on each major massing (i.e., Major 1 and Major 2, south of Major 2 to the southwest pedestrian plaza, from the southwest pedestrian plaza to 5th Avenue and from 5th east), unless approved otherwise by the Town.
   b. CMU: Maximum wall area allowed shall not exceed 25%. CMU shall only be used to create bases or accent banding with split or ground face units (integrally colored or stained). Banding shall be utilized to differentiate between a frontage's base, middle and top. Differentiation shall occur on 75% of the buildings, minimum. Bands shall not exceed 16" in height, typical. Bases shall not exceed ¼ of building height, maximum.
   c. Stucco: Approved colors and textures only. Stucco shall not exceed 75% of area averaged over entire center's frontages.
   d. Glazing: All users shall incorporate not less than 25% of linear frontage as glazed doors or windows. All window and door frames to be uniform in color and finish throughout center. (Color shall be bronze duranodic or a compatible "kynar" color). Users are encouraged to increase amount of glazing in building frontages.

Exception. Major 1, being 136,565 s.f., (a discount warehouse operation), and a major grocer of 55,000-75,000 s.f. shall be exempt from the "glazing" portion (1.d) of this provision although efforts by these users to meet these requirements is encouraged.

2. Sides:
   a. Cast flagstone: To cover no less than 15% of overall wall area (including columns and attached planters) unless otherwise approved by Town.
   b. CMU: Maximum wall area shall not exceed 25%. Banding to occur at specifically designated portions. Banding shall be utilized to differentiate between a frontage's base, middle or top and shall not exceed 16" in height, typical. Differentiation shall occur on 75% of the buildings, minimum.
   c. Stucco: Approved colors and textures only.
   d. Glazing: Users shall be encouraged to incorporate glazing wherever appropriate.
3. Rears:
   a. Cast flagstone: To cover no less than 15% of over all wall area exposed to public view (including columns and attached planters) unless otherwise approved by Town. See special notes for Sycamore Street elevations.
   b. CMU: Maximum wall area shall not exceed 25%. Banding to occur at specifically designated portions. Banding shall be utilized to differentiate between a frontage's base, middle or top and shall not exceed 16" in height, typical. Differentiation shall occur on 75% of the buildings, minimum.
   c. Stucco: Approved colors and textures only.
4. Roofs:
   All sloped roofs to conform to a 6:12 slope, typical and be covered with center standard roofing material (as determined by town planning review process). The use of hips, sheds and towers are encouraged to provide a variated roofscape. No more than 70% of any visually unbroken façade (may include multiple tenants)shall be flat (straight) parapet unless interrupted by sloping (shed or hipped 6:12 slope) residential roof elements. When flat parapets do occur, they shall be capped by either an articulated cornice (center standard) or pre-finished metal coping cap of complimenting color. Roofing matls. to be approved by Town at FDP stage.
5. Screening of rooftop units:
   All HVAC units throughout the SURA District shall be screened from view within Superior by a building parapet of equal height, or a screen wall of stucco to match design, detailing and the materials of the building or other appropriate screening. Determination of the appropriateness of the design as to its location shall be the sole discretion of the Town staff.

6. Wall Composition:
   In an effort to alleviate long uninterrupted facades, any wall face shall conform to the following restrictions.

   Main Building Frontage (incorporating primary entry doors).

   a. No wall expanse shall extend over 75 lineal feet without incorporating at least one architectural feature(s)of at least 24' in length total and at least one-third the building height. Architectural features shall include either towers, entry elements, flagstone colonnades with trellis', pilaster towers, vision glass, or display windows. Attached planters at buildings shall not be designated as an architectural feature, however, the use of cast stone at the planter face may apply to a frontage's minimum cast stone requirements as it is in essence a projection of the building base. Attached planter boxes of cast stone shall be provided at a minimum of 25% of building frontage on at least one-half the users, averaged over the entire center.

   Note: Glazing is included as an architectural feature to encourage tenants to incorporate glass. Windows, whether looking into the store or presenting display add substantially to a building's interest both during the day or night.

   b. Building Sides and Rears. Architectural features as listed above shall occur in no less than 20% of the outer lineal wall length while also meeting the 75' rule. Said articulation need not occur within a loading court area. However, wall area above the elevation of screen wall must display cornice details and roof details as in accord with previously noted requirements.

   c. Diagonal Screen Walls Adjacent to Intersection of 76th and Sycamore. Since these walls may shield a majority of the shop's rear facades, as the outer wall face, they shall be distinguished by architectural elements that may include:
      - Metal trellis attachments
      - Cast stone pilasters
      - CMU accent band coping cap

   Said elements shall encompass not less than 20% of the screen wall area applied to and the amount of cast stone shall meet the Sycamore Street Design Guidelines.

C. BUILDING ENTRIES

The entry to each major user shall be highlighted and protected by a well-designed arcade vestibule, awning, or canopy. These elements shall be composed of not less than 50% cast flagstone, with the remaining being ornamental metalwork, canopy awning elements, stucco sign band or flagstone tiles. Said tenant entry should employ the integrally-colored cast stone and/or ornamental metal to contrast from the Major Building envelope. The scale or mass of any tenant entry should be proportional to the square footage of said user. Said determination of proportionality shall be at sole discretion of Town staff at FDP stage. No entry element shall exceed beyond 1/3 the building height over parapet line. Signage should work in proportion to the entry element to create a pleasing architectural composition.

D. ORNAMENTAL IRONWORK

Where appropriate, ornamental ironwork, complimentary to that illustrated in the PD shall be introduced into the overall composition. A variety of designs will provide for additional architectural interest, as well as continuity, throughout the center. All styles of ironwork are shown on, or shall be compatible with the styles indicated on the building elevation sheets. No less than half (50%) of the primary building entries shall display ornamental ironwork. Said ironwork to envelope a minimum of 5% of these entry elements. (Tracking of percentage rules shall be by Architectural Review Committee established by Master Developer).

E. PEDESTRIAN WALKS

The Superior Marketplace has been designed to provide a pedestrian-friendly environment. Therefore, special attention shall be given to all walking surfaces especially those in front of each retail space. Walks at major public areas, i.e., Plaza, Pedestrian Plaza at 2nd and Marshall, major entry drive shops, the 5th Avenue promenade, the Southwest Shops Plaza and any other special plazas, shall feature additional scoring and a minimum of 20% colored concrete. Also incorporated shall be an area of integrally colored concrete pavers, brick pavers or stamped concrete. Said area shall equate to a minimum of 5% of that area designated as special paving area. Street trees shall be placed adjoining a facade and planters shall be placed between building entries where grade changes occur and unbroken walk areas exceed a width of 20 feet. These trees shall be placed in tree grates or shrub beds. Tree locations may be adjusted, however, the number of trees shown on the PD at the sidewalks, shall not be reduced. Architectural paving shall be introduced at handicapped ramp areas. Pedestrian pole, wall-mounted lights, freestanding sidewalk benches and colonnades with trellises will work to finish the pedestrian nature of the building fronts. Lights and street furnishing are further described below.

1. Restrictions:
   a. Minimum depth from curb to building at pads is 12'. Minimum depth from curb to building at major users and outlying shop buildings is 15', however, average depth at major users shall not be less than 20' including planters.

   b. Minimum number of trees at front facades. All building entry frontages shall include a minimum of one street tree per 40' of frontage on the average. Said trees may be located in tree grates, shrub beds, grass lawns or attached or detached planters.

   c. Attached planter boxes of cast stone shall be provided at a minimum of 25% of building frontage on at least one-half the users, averaged over the entire center.

~~REVISED 12-1-99~~ REVISED 4-5-01
REVISED 01-14-00 REVISED 11-14-01
~~REVISED 3-1-00~~ REVISED 6-28-02
REVISED 2-1-01 ~~REVISED 09-19-02~~
REVISED 3-20-01

SUPERIOR MARKETPLACE

NEW PLAN EXCEL REALTY TRUST, INC.

THE MULHERN GROUP, LTD.

SHEET 5

Page 5 of 18

SUPERIOR MARKETPLACE

PLANNED DEVELOPMENT/ZONE DISTRICT SITE PLAN SUBMITTAL

NEW PLAN EXCEL REALTY TRUST, INC.

A PORTION OF THE SE 1/4 OF SECTION 13 AND THE N 1/2 OF THE NE 1/4 OF SECTION 24, T1S,R70W OF THE 6TH P.M.

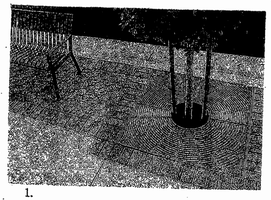
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AMENDMENT # 6

F. SITE FURNISHINGS

Major site furnishings include benches, waste receptacles, bicycle racks, and tree grates. In general, visual continuity of these elements is desired throughout the project. The color, in addition to design, will create continuity on the site. All components of outdoor site furniture should be low maintenance and durable. Said fixtures shall be located at all major pedestrian plazas and other areas deemed appropriate in the F.D.P. phase.

1. Tree Grate: Ironsmith Olympian or approved equal
2. Trash Receptacle: Victor Stanley The T Series or 32 gallon steel receptacle with standard spun steel tapered lid or approved equal
3. Radius Bench with Back: Gametime The Ultrum Collection or approved equal
4. Backless Bench: Gametime The Ultrum Collection or approved equal
5. Bicycle Racks: Cycloops Super 2175 or approved equal.



1.



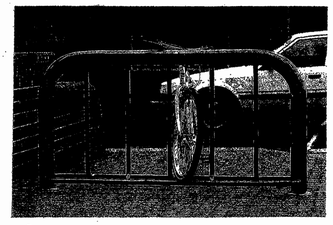
2.



3.



4.



5.

G. PAD BUILDINGS

These buildings, by their nature, are in high visibility locations. Given this, 360 degree architectural treatments shall be embraced and great sensitivity must be given to the screening of service areas and utility entries. The architecture of these buildings shall be compatible to that of the center in mass, material, color and details. All facades of these pad buildings shall be a minimum of 20% integrally-colored cast stone. CMU (groundfaced or splitfaced), may be used as a base or accent band only. Bands shall not exceed 16" in height, typical. Bases shall not exceed ¼ of building height, maximum. Roofing materials must be compatible with the overall design and color intent of the center. These shall be determined by planning staff. Entry areas shall be highlighted by unique architectural treatments where appropriate. The introduction of display windows for users backing up to Marshall Road and McCaslin Boulevard shall be encouraged, and 20% of lineal frontage on these roads shall be vision or display windows to at least 10' above finished floor. Spandrel glazing shall not be utilized in these calculations. (Note: Spandrel glass may only be used to expand a field of vision glass. It shall be limited to 25% of that field, maximum).

Ornamental ironwork shall be worked into arcades, vestibules and/or canopies. Canvas awnings may be incorporated, however, they shall not be backlit. The sidewalk treatment shall be restricted as previously noted in "E. Pedestrian Walks" and landscaping of pad sites shall meet the intent of the original quality of the design with respect to size and spacing of materials including ground cover and mulch. For purposes of these guidelines, the proposed theatre (and attached) buildings shall be designated as "pads."

Pad buildings may incorporate a drive-thru with the exception of those included in the entry restaurant/shop complex in the conceptual plan. (Pads 3-6 and the adjoining shops buildings.)

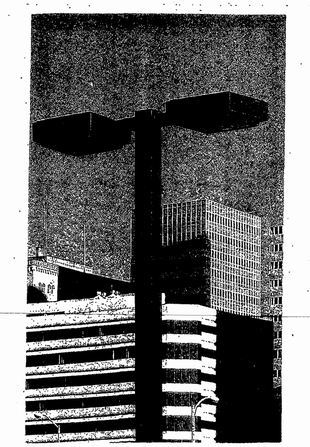
H. LIGHT STANDARDS

All light standards, be they parking, pedestrian pole or wall-mounted fixtures, shall be those shown in these documents.

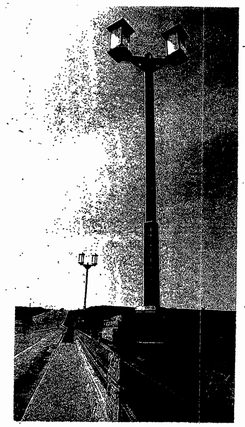
Lighting Fixtures.

Lighting fixtures incorporated within the SURA District shall be as follows:

1. Street Lighting: Street lighting fixtures shall be similar, as shown in illustration "#1" or an approved equal. Said fixtures shall be green to match McCaslin standards and shall not exceed District standards for height. Fixtures shall exhibit cut-off capabilities to minimize off-site spillage.
2. Parking Lot Lighting: Parking lot lights shall be the same as the street lights shown in illustration #1. Said lights shall not exceed a height of 35' including the concrete base. Fixtures shall exhibit cut-off capabilities to minimize off-site illumination spillage.
3. Ornamental Lights at Sidewalks and Pedestrian Plazas: Ornamental lights at sidewalks and pedestrian plazas shall include double-pole mounted; single-pole mounted and wall-mounted fixtures designed to match those ornamental fixtures at the bridge on McCaslin. See illustration #2.
4. Security Lighting: Security lighting may be wall packs and of colors noted in the color section. Said lighting shall be allowed at loading areas only. Said lights shall not project above dock screen wall.



1.



2.

I. 5th AVENUE PROMENADE

NO LONGER VALID

J. COLOR SCHEME

As all buildings are to be architecturally compatible, variations in sympathetic colors will afford interest to the overall center and help provide a human scale for the center. The range of colors shall be as follows:

1. Integrally-colored cast stone: Although a range of hues is anticipated, all units to be in the red/brown/buff range to be sympathetic to stone utilized. Applied in a "mountain ledge" pattern across composition, colors should not be segregated in order to create a uniformity across the site.
2. Stucco: Smooth to medium textures will be utilized in a range of light tan to medium browns to contrast yet compliment the rough texture and deep colors of the cast flagstone.
3. CMU: (split face or ground face) Will be stained or integrally colored at new buildings to avoid a "painted" look. This stain shall be complimentary to the colors of the stone and stucco.
4. Ornamental Ironwork: These colors shall bring life to the color compositions. They should give a clean, crisp feeling. Colors may be bright white, off white, or hunter/forest green, and deemed appropriate (at Town staff's discretion) to the architectural composition of the building and pavilions overall.
5. Glazing: Glazing shall be clear only.
6. Glazing System: The Glazing System shall be medium bronze anodized aluminum, or green (center standard) "Kynar" finished or bronze duranodic.
7. Architectural Roofing: Shall be uniform across site, to be determined by planning staff resolution.
8. Light Standards: Lights and light standards in parking areas, major drives and pedestrian walkways shall be green to match those fixtures at McCaslin. Lights and light standards at loading bays may be bronze anodized or of a color to match the adjacent wall surface so that they disappear.
9. Pre-cast concrete: Pre-cast concrete shall be light tan/buff.
10. Awnings: Awning color may vary as long as it is appropriate to the building composition. However, awnings may not be orange or black.
11. Accent tiles: Accent tiles of green, black, tan or white may be introduced if successfully integrated into the architectural design of the building and shopping center.
12. Corporate Colors: Corporate colors may be exemplified in signage, awning and logo, however awning may not be orange or black.

K. ELEVATIONS OF COMMERCIAL STRUCTURES FACING SOUTH ONTO SYCAMORE STREET.

In any major retail development there exists a rear of buildings where loading service and storage occur. Sycamore Street will be an important entry conduit for the Sagamore development and the SURA District community parcel. Fifth Street will provide an important access point to the commercial development from Original Superior, thus additional care must be taken in the design of this frontage.

These guidelines shall apply to either the rear of majors without "community shops" planned in front of them.

1. Cast flagstone shall cover no less than 15% of overall wall area in public view (areas within loading courts are exempt).
2. The architecture at the corners of buildings adjacent to 5th Street shall make an "entry statement" through the use of pilaster tower elements.
3. The intersection of 5th and Sycamore shall be made pedestrian friendly through the use of concrete crosswalks and small plazas at the northern corners.
4. Loading areas shall be clustered as loading courts wherever possible. 13'-6" (minimum) screen walls shall be provided at all dock areas directly adjacent to the ROW.
5. The rear of these buildings shall incorporate sloped roof elements which comprise a minimum of 20% of the length of the Sycamore facades.
6. The architecture detailing of these buildings shall be in keeping with the fronts of the buildings however at a limited scale. Therefore wrapping the building architecture.
7. Landscaping. Landscaping shall be taken to the building wherever possible. Said landscaping shall include a variety of meandering berms planted with a combination of deciduous and coniferous trees.

   In addition, two quiet pedestrian seating areas shall be incorporated just off the sidewalk area on the north side of Sycamore.
8. Glass. Although glazing is typically not appropriate to the rear of a building its use is encouraged. To that end, if a tenant introduces glass along this frontage in the form of a vision window, or display window said tenant shall be allowed sensitively applied signage at this frontage. Said sign area shall equal one square foot per square foot of glass area. However, said sign shall not exceed 18" in height nor 50 s.f. total. All signage shall be individually pan channel letters. However, they may not be illuminated.
9. Sycamore Street Location. The preliminary PD shows a location of Sycamore Street which the Authority, the Town and Redeveloper agree may need to be relocated to accommodate the desire of the Town and the Authority to permit construction of retail shops on the Property on the north side of, and facing, Sycamore Street. If the buildings or other improvements shown on the preliminary PD have been relocated up to ten (10) feet north to accommodate such retail shops, and if requested by Elcor, the Town and the Authority agree to relocate the street up to an equivalent of ten (10) feet south of the original planned location so as to accommodate the possibility of future construction of commercial buildings facing Sycamore Street. Redeveloper shall design and locate buildings to be constructed by Redeveloper on the Property so as to permit possible future construction by Redeveloper of commercial buildings facing Sycamore Street; provided, however, Redeveloper shall have no obligation to construct such buildings at any time; and provided further, that no event shall Redeveloper be required to locate any building more than ten (10) feet north of the location depicted.
10. SMALL SCALE RETAIL SHOPS

    Since this revised PD incorporates retail shop buildings that are conceptually different from the rears of Major tenants concieved in the initial submittal, the following will apply to said retail buildings:

    A. All elevations shall employ a minimum of 20% cast stone, primarily used in entry elements, sign areas and corner pilasters, typ.

    B. Sloped roofing elements shall be restricted, to create a smaller sense of scale.

    C. Maximum shop building height = 28' A.F.F.

    D. Glazing shall cover no less than 50% of the north and south facades.

L. LOADING DOCKS.

Loading dock areas must be sensitively handled throughout the project. To that end, the following shall apply:

1. Dock areas where exposed to public view, shall be screened with a masonry wall that is a minimum of 13'-6" above the grade of dock and a minimum length of 55' to effectively screen a tractor trailer. Said wall shall meet architectural requirements listed in this document.
2. If loading docks are within 150' of residentially zoned property and loading occurs between the hours of 10 p.m. and 6 a.m., said dock areas shall be also enclosed by a roof structure.
3. Lights incorporated at dock areas and at the rear of buildings shall be "cut off" fixtures not allowing casting of light onto the ground plane beyond the property line at adjacent ROWs.
4. Noise at loading docks shall not exceed the following decibels at property lines adjacent to a residentially zoned property:

   Sycamore. 50 dba both day and night.*

   76th Avenue. 50 dba from 7p.m. to 7a.m.
   60 dba from 7a.m. to 7p.m.

These levels are to be enforced as per the Colorado Revised Statutes Volume 11A, 1989 Replacement Volume, Government IIA, Article 12, Noise Abatement.

*55 dba allowed both day and night if no residential located south of Sycamore St.

M. SPECIAL COVENANTS.

1. Special covenants shall be introduced into the development's C.C.&R's to control the following:
   a. At auto uses special covenants requiring provision and maintenance of trash receptacles and steam cleaning of parking areas on a regular basis.
   b. Restrictions limiting storage of vehicles to 36 hours.

N. PROJECT TITLE.

Upon completion of the approval process the developer may change the name of project. The original name Superior Towne Center shall be reserved for future town projects.

Currently, the name of the center is Superior Marketplace.

The developer shall endeavor to have RTD identify the Park 'n Ride area as the Superior Park 'n Ride deleting the reference to Louisville as no portion of the Park 'n Ride is in Louisville.

~~REVISED 12-1-99~~
REVISED 01-14-00
~~REVISED 3-1-00~~
REVISED 2-1-01
REVISED 3-20-01
REVISED 4-5-01
REVISED 11-14-01
REVISED 6-28-02
REVISED 09-19-02

SUPERIOR MARKETPLACE

NEW PLAN EXCEL REALTY TRUST, INC.

THE MULHERN GROUP, LTD.

SHEET 6

SUPERIOR MARKETPLACE

PLANNED DEVELOPMENT / ZONE DISTRICT SITE PLAN SUBMITTAL

A PORTION OF THE SE 1/4 OF SECTION 13 AND THE N 1/2 OF THE NE 1/4 OF SECTION 24, T1S,R70W OF THE 6TH P.M.

AMENDMENT #6

O. BICYCLE CIRCULATION

Bicycle circulation is an important part of the SURA District. The following restrictions shall apply:

1. Bikes lanes at Marshall Road: Seven-foot wide bike lanes shall be incorporated at Marshall Road from the Sycamore intersection to the 76th Street intersection. In order to assure a more permanent marking of these lanes they shall be striped and identified utilizing thermo plastic material versus paint.

2. Combination bike/pedestrian paths at Marshall Road: Eight-foot wide (off-street) paths shall be located on both sides of Marshall Road from McCaslin to the major entry of the commercial development. Said walks shall be striped and noted with 4' for bicycles and 4' for pedestrians.

3. Bicycle racks: Racks shall be incorporated throughout the development. Said racks shall be introduced in all FDP submittals at locations deemed appropriate by staff.

P. UNOBSTRUCTED OPEN SPACE

North of a line equating to the southern ROW line of Sycamore Street, within the SURA District, unobstructed open space shall equate to a minimum of 25% of the total site area. This shall include ROWs within the area defined.

Unobstructed open space shall be composed of the following:

1. Islands, medians, etc., when located within a parking area when equating to 400 S.F. or more.

2. Landscaped area at the site perimeter, within the site, within ROWs and within walks areas.

3. Walks when within a landscaped area.

4. Pedestrian plazas when greater than 5,000 S.F.

Q. LANDSCAPED AREAS WITHIN PARKING LOTS

Landscaped areas within a rectangle formed by the perimeter of a parking area shall constitute a minimum of 5% of the parking area.

R. OTHER OPEN SPACE

In determining overall site coverage there shall be a category noted as other open space. Said space shall be that area not classified as building footprint, paved areas (road, drives, loading areas, parking lots), or unobstructed open space. Said space will include walks when not within landscaped areas, plazas less than 5,000 S.F., parking lot islands less than 400 S.F. and other such spaces.

The landscaped berm at the COSTCO fueling station shall be bermed and landscaped in such a manner so that the solid portions of the fueling pumps are screened from view from Marshall Road and US 36.

S. LANDSCAPING SUBSTITUTIONS / COMPONENTS

1. Shrubs/sod substitution at islands.

   The restriction requiring one tree and three shrubs for each 20 parking spaces shall be amended as follows. In lieu of shrubs a grassed, irrigated berm may be provided at islands and medians.

2. Tree/Shrub Substitutions.

   In determination of the number of trees and shrubs required, one tree may be substituted for ten shrubs required or vice versa.

3. Final landscaping design shall include components to provide a liberal use of wildflowers and boulders to create a quality landscape effect.

T. PEDESTRIAN CIRCULATION WITHIN PARKING AREAS

Pedestrian walkways shall be incorporated at key locations within parking areas. Said walks shall continue across drives as concrete, thereby, providing a change in color and texture to alert drivers of the pedestrian crossing. These will serve as traffic calming devices.

U. ARCHITECTURAL REVIEW COMMITTEE (ARC) BY MASTER DEVELOPER

The Master Developer shall staff and maintain an ARC for the duration of the physical development of the center. The ARC shall be established for purposes of reviewing all FDP applications and any FDP amendment applications for compliance with these Design Guidelines. The ARC shall review all FDP applications prior to the applicant submitting such applications to the Town. The ARC shall forward a letter of compliance to the Town regarding each application. The Town reserves the right to determine final compliance with these Design Guidelines.

V. VIEWS TO AND FROM THE DEVELOPMENT

Views west to the foothills. The SURA District development, being predominantly one-story retail, will help to maintain the present views to the Flatirons. This will be enhanced by the grading plan which will step down at 76th and then provide a gentle grade of approximately 3% to McCaslin.

One will continue to see the Flatirons from many locations within the district, however, these views will diminish as one approaches buildings from east to west.

1. Heights: To further assure views to the Flatirons will be preserved, heights of the buildings shall be limited as follows:

	Base parapet	Accessory tower & entry elements
Retail buildings	35'	45'
Office/Government buildings	35'	50'
Major towers		50'

2. Views north along McCaslin: There will be some views to the eastern edge of the SURA District development as one proceeds north on McCaslin.

   The parapet of this roof shall be equal to the height of all HVAC units and these units shall be laid out in a neat linear fashion. The success of this requirement is seen in the view to the existing Mann Theater building where all units are screened with a parapet versus Eagle Hardware where units are screened individually and Home Depot where units project above the parapet heights.

3. HVAC units will also be required to be screened in such a manner so as not to be viewed from US 36 at Davidson Mesa.

W. BUILDING SETBACKS

	Setback
1. Adjacent to Marshall Road, McCaslin at US 36 ROW	20' from ROW
2. Adjacent to 76th Street, Sycamore Street, 4th, 5th Aves	25' from ROW
3. North, east and south of outparcel along 76th street	30' from prop line
4. Internal lot lines	-0-

DESIGN AND PLANNING CRITERIA FOR SUPERIOR MARKETPLACE

A. PERMITTED USES

1. Retail Commercial as defined herein: Those retail and service businesses which provide a full range of merchandise and services. Such businesses shall consist of the following:
   a. Discount stores, membership merchandising stores, catalogue stores and specialty warehouse stores.
   b. Entertainment facilities, including, but not limited to movie theaters, bowling alleys and skating rinks.
   c. Recreation facilities, including, but not limited to swimming, golf, tennis, health and court sports facilities.
   d. Supermarkets and specialty food stores.
   e. Specialty retail and personal service businesses, including, but not limited to health spas, specialty clothing and clothing accessory shops, sporting good stores, card and gift shops, art and art supply stores, culinary supply stores, toy stores, pet stores, bookstores, hardware stores, electronic equipment stores, furniture, appliance and home furnishing stores, printing shops, banks with drive-up teller, savings and loans and finance companies.
   f. Free standing, sit-down restaurants. Such restaurants shall be encouraged to have screened, outdoor dining areas. Restaurants may have drive--thru facilities, if said buildings are not part of the entry restaurant/shop complex. In the conceptual plan this area includes pads 3-6 and the two adjoining shops buildings.
   g. Cell phone relays such that they are inconspicuously placed from the public view, or incorporated as an integral design feature.
   h. Full Service Car Wash on Pad 8.
   i. Or any other use deemed appropriate by the Town.

2. Administrative and professional offices as defined herein:
   a. General Offices, for example:
      1. Administrative and executive offices.
      2. Consulting service offices (business and professional).
      3. Design professions (architect, planner, etc.).
      4. Financial institutions (including drive-through facilities, freestanding ATMs).
      5. Medical, dental and veterinary offices.
      6. Insurance and investment offices, etc.
   b. Public or private meeting hall.
   c. Nursery school, day care center.
   d. Appurtenant retail uses including restaurants, sandwich shops and cafeterias shall be permitted within principal use buildings, provided that the entrance to any such restaurant, sandwich shop or cafeteria shall be from inside the principal use building, and provided that no more than fifteen (15%) percent of said principal use building shall be devoted to such usage. Parking structures shall be permitted as accessory uses.
   e. Government centers.

3. Other:
   a. Parking associated with all uses (to be provided per ADA standards).
   b. Preschool nurseries and child care centers.
   c. Parks and recreational open space.
   d. Accessory buildings and uses.
   e. Other uses not specifically listed herein require a use permit.
   f. Public facilities and utilities.
   g. Commercial mobile radio service facilities - building-mounted antennas only; equipment shelters must be fully screened.
   h. EV charging parking lot with EV chargers and equipment.

4. Ancillary uses:
   a. Ancillary uses for Major 1 to include fuel pumps and tire center shall be an allowed use.
   b. EV charging parking lot with EV chargers and equipment.

5. Use by Special Review:
   a. Auto specialty stores (i.e., tire, muffler, parts, glass).
   b. Lofts or other residential units above commercial shops not to exceed 12 units per gross acre.

6. Use by Administrative Permit:
   a. Portable kiosks and push cart vendors.
   b. Street entertainers.

B. EXCLUDED USES

1. Those uses and activities which are specifically prohibited are as follows:
   a. Adult bookstores, adult entertainment and other adult-related activities.
   b. Outdoor storage, except for garden and nursery supplies and other, similar seasonal merchandise.
   c. Rental agencies for heavy equipment.
   d. Mini-storage facilities.
   e. Warehousing and light industrial uses.
   f. Outdoor (non-screened) storage of vehicles (for services) for a period exceeding 36 hours.
   g. Auto body repair stores.
   h. Multi-family residential other than that described in section A.5.b. - Use by special review.
   i. Pawn and second hand shop.

SURA DISTRICT MAINTENANCE OUTLINE

A. DEVELOPER RESPONSIBILITIES

The developer of each parcel within the SURA District or 'district' shall be responsible for all upkeep and maintenance of all improvements on said property with the exception of water lines, sanitary sewer mains, and storm sewer lines which are part of the Superior/McCaslin Interchange District (SMID). In addition, the developer shall also be responsible for landscaping, maintaining, and irrigating additional open space to an adjacent curb should there be an adjacent ROW.

1. Detention Facilities:
   The developer shall also be responsible for all maintenance and upkeep of all landscaping within detention pond areas (see note B.3 below) and any underground detention facilities should they be required. If required, the developer must provide for and execute a schedule of maintenance acceptable to the Town which may also be enforced by the Town. The Town and the SMID will also be granted access to these facilities via easements. Should parking lot detention be utilized, the depth of such detention shall be as deemed appropriate by Town staff during the FDP stage.
2. The developer shall attempt to obtain a license permit from CDOT to sod and irrigate the ROW and open space margin between Marshall Rd and US Highway 36.

B. SUPERIOR/MCCASLIN INTERCHANGE DISTRICT RESPONSIBILITIES

1. Public Roadways:
   a. Marshall Road. CDOT shall maintain the paving and concrete work at Marshall Road should the roadway remain a State highway. The SMID shall maintain any and all sidewalks, landscaped medians along the road and the landscaped buffer on the south side of Marshall Road. Should the roadway become part of the Town or SMID, it shall be maintained by the SMID.
   b. District roads. The District shall be responsible for the maintenance and upkeep of the following roadways, and associated sidewalks proposed to be improved or constructed as part of Superior Marketplace.
      1. Sycamore Street (from relocated Marshall Road to 76th).
      2. 76th Street (the eastern half from Coal Creek to Marshall Road).
      3. 5th Street (from Coal Creek north to Sycamore Street).
      4. Coal Creek (the northern half, from 4th Street to 76th Street).

2. Utilities:
   a. The District shall maintain all public water and sanitary sewer mains which are planned within the SURA District.

   b. The District shall maintain all 'regional' storm water conveyances, defined as: storm sewer pipes that are outlets from stormwater detention ponds, and storm sewer pipes that convey runoff from offsite areas through the property.

3. Detention:
   a. The District will perform routine maintenance necessary for the ponds to function as stormwater detention facilities (e.g. sediment removal, debris removal, and mow native grasses. The District shall not maintain or repair retaining walls, mow irrigated turf, or maintain landscaping.

4. Landscaped Areas:

   The District shall maintain and irrigate the following landscaped areas.

   a. Marshall Road medians.
   b. Opens space buffer south of Marshall Road and Sycamore Street (to 4th Avenue).
   c. Sycamore Street medians.

PROPOSED SURA DISTRICT SIGNAGE GUIDELINES

The following standards have been developed to supercede the SURA Sign Guidelines. They shall amend the Superior Sign Code Section as noted, providing some additional sign area. However, in most cases it adopts further restrictions to better control the many types of signage a tenant will propose (i.e., store within a store, sign composition, national logos, blade, window and awning signs, etc.).

Should a particular issue arise not addressed in this guideline the Superior Sign Code as enforced on May 5, 1998, shall govern.

A. LEASING SIGNS (To be approved only at FDP stage)

1. Number: Three (2 at US 36 frontage, 1 at McCaslin frontage).

2. Size allowed: Must be less than 8' x 16' = 128 S.F. maximum sign face.

3. Materials: Paint or vinyl lettering on wood, typical.

4. Lighting: Signs may be externally illuminated with outdoor floods.

5. Tenure: Signs may remain in location selected for a period not to exceed two years from date of installation. After this time period leasing signs shall be allowed pursuant to the Superior Sign Code for temporary signs in force at that time.

6. Height: Top of sign face not to exceed 12' above finish grade.

SUPERIOR MARKETPLACE
A PORTION OF THE SE 1/4 OF SECTION 13 AND THE N 1/2 OF THE NE 1/4 OF SECTION 24, T1S,R70W OF THE 6TH P.M.

7730 E Belleview Ave
Suite A-100
Greenwood Village
CO 80111

G3 ARCHITECTURE
architecture | planning | interiors

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Sheet #:

7

SUPERIOR MARKETPLACE

PLANNED DEVELOPMENT/ZONE DISTRICT SITE PLAN SUBMITTAL

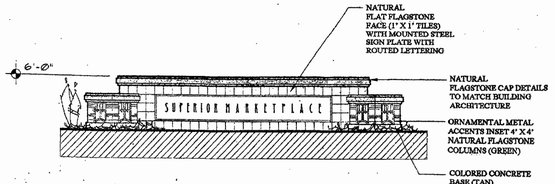
NEW PLAN EXCEL REALTY TRUST, INC.

A PORTION OF THE SE 1/4 OF SECTION 13 AND THE N 1/2 OF THE NE 1/4 OF SECTION 24, T1S,R70W OF THE 6TH P.M

THE MULHERN GROUP, LTD.

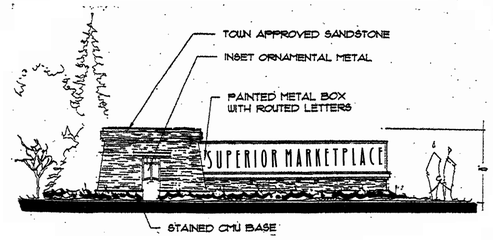
AMENDMENT #6

B. CENTER ID MONUMENT SIGNS



CENTER MONUMENT SIGNAGE (TYPE 2)

1/8" = 1'-0"

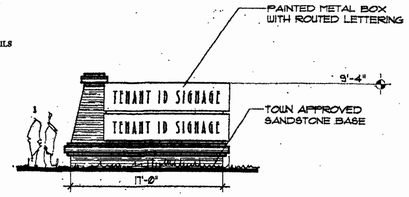


CENTER MONUMENT SIGNAGE (TYPE 1)

1/8" = 1'-0"

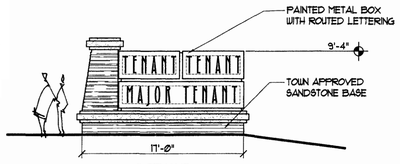
1. Number: Up to two at each entry to each access to and within the SURA District.
2. Size allowed: 60 s.f. maximum sign face.
3. Height: Not to exceed 6'. (Architecture may exceed this by up to 2').
4. Lighting: Internal or indirect external illumination. Brightness limit on any fixture related to signage to be 60 watt maximum.
5. Maximum letter size: 24"
6. Materials: To be Town-approved natural sandstone, with cut metal boxes similar to tenant ID signage. A CMU base of up to 18" may be introduced.
7. Nomenclature: Signs shall identify development projects only. No tenant signage shall appear on Center ID signs.

C. TENANT ID MONUMENT SIGNS



TENANT I.D. SIGNAGE

1/8" = 1'-0"

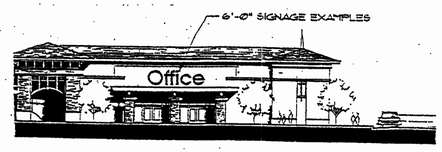


TENANT ID SIGNAGE

1/8" = 1'-0"

1. Number: Four at U.S. 36 frontage.
   One at McCaslin frontage.
2. Box Size allowed: (2) 3 -0"x14' boxes per sign
   or
   (1) 3'-0" x 14'-0" and (2) 3'-0" x 7'-0" boxes per sign.
3. Number of tenants allowed: 2/sign for 3 at U.S. 36
   2/sign for 1 at McCaslin
   3/sign for 1 at U.S. 36
4. Sign Area: 2'-6" x 13'-4" = 34 s.f. per box for each 2 box sign. (May be double-faced).
   (1) 2'-6" x 13'-4" = 34 s.f. plus (2) 2'-6" x 6'-4" = 32 s.f. per each 3 box sign. (May be double-faced)
5. Height: Sign shall not exceed height of 9'-4" above adjacent grade at high side of sign. (Architecture may exceed this by 1'-8"). A flat grade of a minimum of 3' beyond the sign must be provided on the low side. It shall be created by use of a natural sandstone retaining wall and shall include a continuous row of foundation plantings. Note: Berming to elevate sign at high side shall not be allowed.
6. Miscellaneous: Signage elements to be consistent. Cut metal boxes of like color shall be set on Town-approved sandstone. A CMU base of up to 18" shall be allowed. All tenant "boxes" will have a uniform color background, shall be internally lit and may have the tenant's name/identification/logo in the type, design, style or color desired by a particular tenant.
7. Marshall Road Setbacks: Architecture of said signs may be located at the property line with any signage setback a minimum of three feet. Final distance from Marshall Road shall be dependent on CDOT alignment. In any case, landscaping elements will define and accentuate the separation of the signs from Marshall Road.
9. McCaslin Road Setbacks: Said signs shall be setback a minimum of 25' from the roadway curb and gutter.

D. WALL SIGNS



1. Number: One per frontage on street, drive, parking area or landscape element. Not to exceed a total of three. Signage on walls adjoining adjacent tenants shall be allowed only if user is within one space of ROW.

   *Exception: Due to the length of the building and its entry location at the far end of the structure, Major 1 may utilize two signs on the east-facing facade, however, the maximum area of all signs on this facade shall not exceed the maximums listed below.

2. Exclusion: Shall not be allowed facing Sycamore Street or 76th Street without tenant entry door or glazing located on said street. Signage on these streets, if allowed, shall not be illuminated.
3. Allowable area calculation: 1.5 s.f. per lineal foot of building frontage for first 100 lineal feet, one s.f. per lineal foot thereafter. No signage on a facade shall exceed that area allowed for a particular frontage.

Total sign area per frontage shall not exceed the following:

Area maximum: 200 s.f./frontage for tenant less than 30,000 s.f.
300 s.f./frontage for tenants equal to or greater than 30,001 and less than 100,000 s.f.
350 s.f./frontage for tenants equal to or greater than 100,001 s.f.

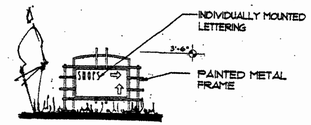
In addition, no one tenant shall have an aggregate sign area of more than 600 s.f.

Maximum allowable letter height: 3'-0" for users up to 14,999 s.f.
4'-0" for users 15,000 s.f. to *39,999* s.f.
5'-0" for users 40,000 s.f. to 79,999 s.f.
6'-0" for users 80,000 s.f. or greater

Note: Letter height is often further reduced by allowed sign area. Limitations of letter height typically come into play when a tenant has a very short name.

4. Composition: Signage may be of more than one line, however, said signage composition shall not exceed *two* times the allowed letter height and be appropriate to its architectural location.
5. Logo: National logos are acceptable and may be up to 1.5 times the allowed letter height. All logos are considered a part of the allowable sign area and shall not exceed 50% of allowable sign area. Logos shall be subordinate to the overall architectural design scheme of the building or monument sign which they are placed. Said logo may be a box sign. A logo may be a portion of an individual tenant's name, but cannot be the entire name.
6. Store within a store: In this case one additional sign only shall be allowed on the major building elevation. Said sign shall be limited to 66% of the allowed letter height and shall not exceed 50 s.f. Said sign area shall fall under the allowed area maximum for the major tenant.
7. Blade Signs: In addition to fascia signage each tenant shall be allowed one ornamental blade sign. This sign shall be double-faced and shall not exceed 16 s.f. per side and shall fit within a 4'x4' square. Said sign area shall fall under total allowed sign area. The sign shall be hung via ornamental ironwork, shall be located on a column adjacent to the tenants main entry and the top of the sign shall not be mounted more than 14' above adjacent grade.
8. Descriptors: Descriptors are allowed and may be located separately from main body of signage. Descriptors shall not exceed ½ the allowed letter height. However, no descriptors shall exceed a height of 2'. Said signage shall fall under area limitations previously listed and shall not exceed 35% of overall maximum sign area allowance. All descriptor locations outside of designated sign band area shall be placed in an appropriate architectural location and are therefore subject to Developer approval.
9. Fabric awning signage: Awnings, other than backlit, are allowed. Should signage be displayed on more than one canopy it shall be repetitive. Said signage shall fall under area limitations previously listed. All awnings material shall be fabric, metal, or other approved materials. No plastic awnings shall be allowed. Awning colors shall be repetitive, and compatible or complimentary to a building's color palette.
10. Window signs: One window sign per window is permitted on any face of a building. Individual letters shall be allowed and shall be "white," applied to the inside face of the window. The typestyle shall be limited to that of the primary fascia sign. All signage shall be mounted at the same elevation above finished floor. No such sign letter or composition shall exceed 8" in height and its width shall not be greater than 80% of the exposed window. The area of any single window *sign* shall not exceed 5% of window area on which it is mounted. The area of said signage shall combine and shall fall under area limitations previously listed and shall not exceed 20% of overall maximum sign area allowance.
11. Sign area calculation: All signage areas shall be defined as that area created by enclosing the signage in question by a multisided polygon composed only of 90° corners. No side of said polygon may be less than one-fourth the proposed letter height.
12. Area summation: The sum of the areas of all signage types (main body, descriptor, canopy, blade, etc.) shall not exceed the allowable area calculation or area maximum for any individual user, or given frontage.

E. DIRECTIONAL SIGNAGE



DIRECTIONAL TENANT SIGNAGE

1/8" = 1'-0"

The Superior Marketplace is composed of six major parcels with a multitude of uses and users (i.e., theater, RTD park 'n ride, major users and Town Hall). To make one's experience of this exciting project as enjoyable as possible a directional sign program shall be introduced. The program shall incorporate ornamental signs designed in a manner compatible to the architecture of the center and appropriately placed to facilitate one's movement. Major tenant names may be incorporated on the signs, however, letter height shall not exceed 8" and one typestyle shall be utilized throughout.

F. GENERAL

1. Signage shall be located in the designated sign band, as indicated on the FDP.
2. Signs shall generally be individual pan channel letters. The letters shall not be less than four (4) inches nor more than five-and-one-half (5 ½) inches in depth. National logos, or descriptors 1' or less in height, may be a box sign with similar trim details to the typical pan channel letter. All such signs shall be internally illuminated.
3. Temporary window banners ("Now Open," "Sale," etc.) shall be allowed on a basis of one sign per frontage for a single period of one month in any given calendar year. Sign shall not exceed 50% of window area in which it is mounted, and shall be located entirely within tenant space.
4. Other sign media shall be acceptable at Superior Marketplace as long as such sign material is deemed to be of an equal or higher standard.

PUBLICLY DEDICATED LAND DESCRIPTIONS

The following lands (or portions thereof) shall be dedicated as a part of the Superior Marketplace development:

1. The area designated as Marshall Road (+/- 100' wide R.O.W.) that crosses the proposed site. This area encompasses +/- 5.4 acres.
2. The area designated as Extended Maple Street (to be renamed Sycamore, with a 60' R.O.W.) that crosses the proposed site. This area encompasses +/- 2.2 acres.
3. The eastern 50% of the 76th Street R.O.W. This area encompasses *+/- 1.9 acres.*
4. The northern 50% of Coal Creek from 4th Avenue to 76th. This area encompasses *+/- 0.8 acres.*
5. Primary detention areas – exact sizes to be determined in the final PD and platting processes. These shall include:
   a) Two detention areas west of roundabout.
   b) *Three* large detention areas west of Marshall Road.
   c) Detention area south and east of theatre buildings.

REVISED 12-1-99
REVISED 01-14-00
REVISED 3-1-00
REVISED 2-1-01
REVISED 3-20-01
REVISED 4-5-01
REVISED 11-14-01
REVISED 6-28-02
REVISED 09-19-02

SUPERIOR MARKETPLACE

NEW PLAN EXCEL REALTY TRUST, INC.

THE MULHERN GROUP, LTD.

SHEET 8

Page 8 of 18

Superior Marketplace PD Amendment #6 (PDA #6)
Full Service Car Wash Use and EV Charging Use

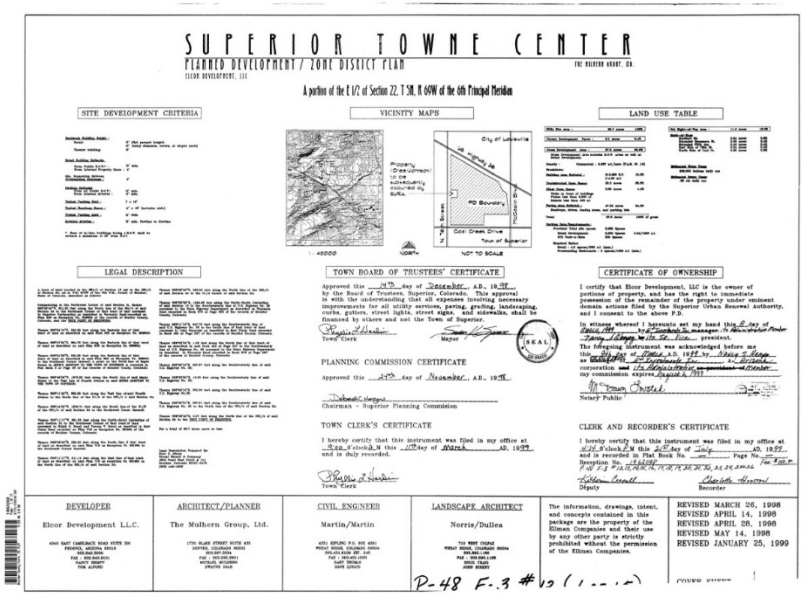


Presented by Christian Sprague, Planning/Permit Technician

6.8.26

Town of Superior – Town Council

BACKGROUND AND HISTORY



SUPERIOR TOWNE CENTER

PLANNED DEVELOPMENT / ZONE DISTICT PLAN

ELCOR DEVELOPMENT, LLC — THE MULHERN GROUP, LTD.

A portion of the E 1/2 of Section 22, T 3S, R 69W of the 6th Principal Meridian

SITE DEVELOPMENT CRITERIA

VICINITY MAPS

LAND USE TABLE

LEGAL DESCRIPTION

TOWN BOARD OF TRUSTEES' CERTIFICATE

Approved this 19th day of December, A.D., 19 98 by the Board of Trustees, Superior, Colorado. This approval is with the understanding that all expenses involving necessary improvements for all utility services, paving, grading, landscaping, curbs, gutters, street lights, street signs, and sidewalks, shall be financed by others and not the Town of Superior.

Town Clerk — Mayor — SEAL

PLANNING COMMISSION CERTIFICATE

Approved this 24th day of November, A.D., 1998

Chairman - Superior Planning Commission

TOWN CLERK'S CERTIFICATE

I hereby certify that this instrument was filed in my office at 9:45 o'clock A M this 21st day of March, A.D. 1999 and is duly recorded.

Town Clerk

CERTIFICATE OF OWNERSHIP

I certify that Elcor Development, LLC is the owner of portions of property, and has the right to immediate possession of the remainder of the property under eminent domain actions filed by the Superior Urban Renewal Authority, and I consent to the above P.D.

In witness whereof I hereunto set my hand this 8 day of March, A.D. 1999 by Mark T. Hedges, manager of Elcor Development, LLC, a Colorado limited liability company.

The foregoing instrument was acknowledged before me this 8th day of March, A.D. 1999 by Mark T. Hedges as manager of Elcor Development, LLC, a Colorado limited liability company.

Witness my hand and official seal. My commission expires August 6, 1999

Notary Public — SEAL

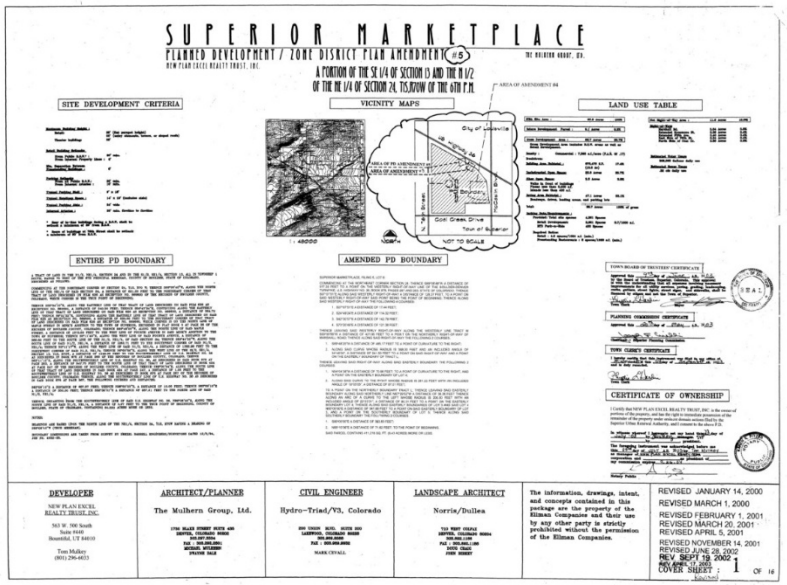
CLERK AND RECORDER'S CERTIFICATE

I hereby certify that this instrument was filed in my office at 9:45 o'clock A M this 21st day of July, A.D. 1999 and is recorded in Plat Book No. — Page No. — Reception No. 454097

Deputy — Recorder

DEVELOPER	ARCHITECT/PLANNER	CIVIL ENGINEER	LANDSCAPE ARCHITECT		
Elcor Development LLC.	The Mulhern Group, Ltd.	Martin/Martin	Norris/Dullea	The information, drawings, intent, and concepts contained in this package are the property of the Ellman Companies and their use by any other party is strictly prohibited without the permission of the Ellman Companies.	REVISED MARCH 26, 1998 REVISED APRIL 14, 1998 REVISED APRIL 28, 1998 REVISED MAY 14, 1998 REVISED JANUARY 25, 1999

P-48 F-3 #12



SUPERIOR MARKETPLACE

PLANNED DEVELOPMENT / ZONE DISTRICT PLAN AMENDMENT #5

NEW PLAN EXCEL REALTY TRUST, INC. — THE MULHERN GROUP, LTD.

A PORTION OF THE SE 1/4 OF SECTION 15 AND THE N 1/2 OF THE NE 1/4 OF SECTION 24, T3S,R70W OF THE 6TH P.M.

SITE DEVELOPMENT CRITERIA

VICINITY MAPS

LAND USE TABLE

ENTIRE PD BOUNDARY

AMENDED PD BOUNDARY

TOWN BOARD OF TRUSTEES' CERTIFICATE

PLANNING COMMISSION CERTIFICATE

TOWN CLERK'S CERTIFICATE

CERTIFICATE OF OWNERSHIP

DEVELOPER	ARCHITECT/PLANNER	CIVIL ENGINEER	LANDSCAPE ARCHITECT		
NEW PLAN EXCEL REALTY TRUST, INC.	The Mulhern Group, Ltd.	Hydro-Triad/V3, Colorado	Norris/Dullea	The information, drawings, intent, and concepts contained in this package are the property of the Ellman Companies and their use by any other party is strictly prohibited without the permission of the Ellman Companies.	REVISED JANUARY 14, 2000 REVISED MARCH 1, 2000 REVISED FEBRUARY 1, 2001 REVISED MARCH 20, 2001 REVISED APRIL 5, 2001 REVISED NOVEMBER 14, 2001 REVISED JUNE 28, 2002 REV. SEPT 19, 2002 REV. NOV. 11, 2002 COVER SHEET 1 OF 16

6.8.26

Town of Superior – Town Council

Project Summary: Overview and Vicinity Map

Amend the following:

Add to Permitted Uses:

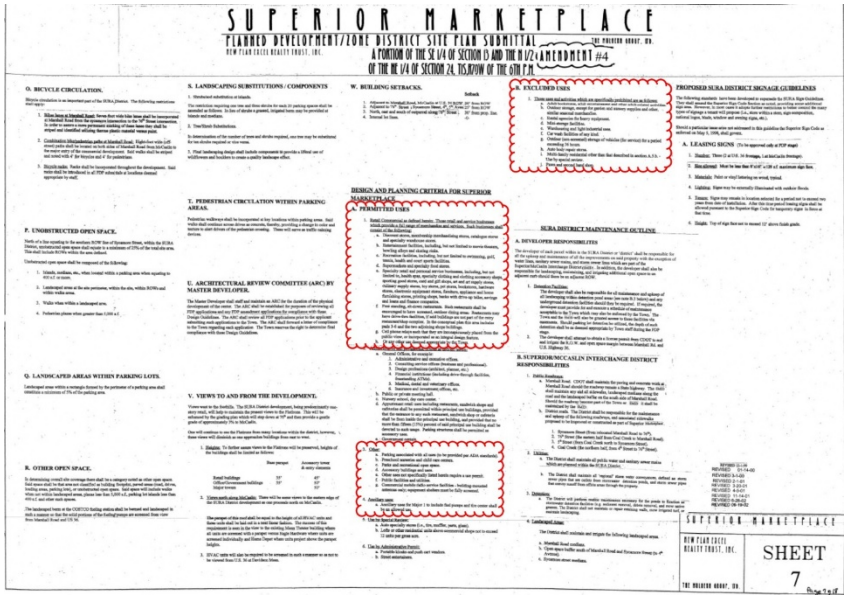
- Full Service Car Wash on Pad 8
- EV Charging (PD-Wide)

Remove from Excluded Uses:

- Car wash facilities of any kind



PROJECT SUMMARY: PROPOSED CHANGES TO THE PD PLAN



SUPERIOR MARKETPLACE

PLANNED DEVELOPMENT/ZONE DISTRICT SITE PLAN SUBMITTAL

A PORTION OF THE SE 1/4 OF SECTION 13 AND THE N 1/2 OF THE NE 1/4 OF SECTION 24, T1S,R70W OF THE 6TH P.M.

AMENDMENT #4

O. BICYCLE CIRCULATION.

P. UNOBSTRUCTED OPEN SPACE.

Q. LANDSCAPED AREAS WITHIN PARKING LOTS.

R. OTHER OPEN SPACE.

S. LANDSCAPING SUBSTITUTIONS / COMPONENTS

T. PEDESTRIAN CIRCULATION WITHIN PARKING AREAS.

U. ARCHITECTURAL REVIEW COMMITTEE (ARC) BY MASTER DEVELOPER.

V. VIEWS TO AND FROM THE DEVELOPMENT.

W. BUILDING SETBACKS.

DESIGN AND PLANNING CRITERIA FOR SUPERIOR MARKETPLACE

A. PERMITTED USES

B. EXCLUDED USES

A. LEASING SIGNS (To be approved only at FDP stage)

PROPOSED SURA DISTRICT SIGNAGE GUIDELINES

SURA DISTRICT MAINTENANCE OUTLINE

A. DEVELOPER RESPONSIBILITIES

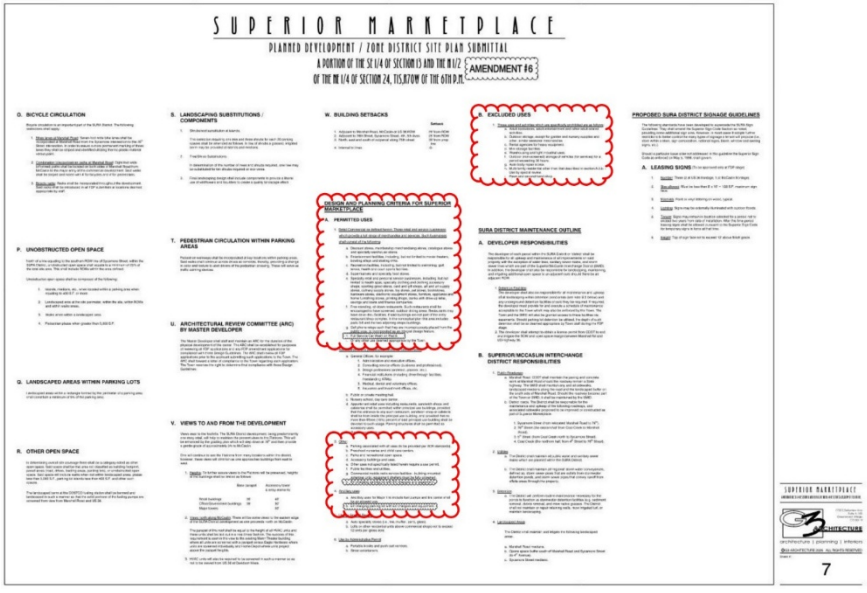
B. SUPERIOR/MCCASLIN INTERCHANGE DISTRICT RESPONSIBILITIES

SUPERIOR MARKETPLACE

NEW PLAN EXCEL REALTY TRUST, INC.

THE BOULDER GROUP, LTD.

SHEET 7



SUPERIOR MARKETPLACE

PLANNED DEVELOPMENT / ZONE DISTRICT SITE PLAN SUBMITTAL

A PORTION OF THE SE 1/4 OF SECTION 13 AND THE N 1/2 OF THE NE 1/4 OF SECTION 24, T1S,R70W OF THE 6TH P.M.

AMENDMENT #6

O. BICYCLE CIRCULATION

P. UNOBSTRUCTED OPEN SPACE

Q. LANDSCAPED AREAS WITHIN PARKING LOTS

R. OTHER OPEN SPACE

S. LANDSCAPING SUBSTITUTIONS / COMPONENTS

T. PEDESTRIAN CIRCULATION WITHIN PARKING AREAS

U. ARCHITECTURAL REVIEW COMMITTEE (ARC) BY MASTER DEVELOPER

V. VIEWS TO AND FROM THE DEVELOPMENT

W. BUILDING SETBACKS

DESIGN AND PLANNING CRITERIA FOR SUPERIOR MARKETPLACE

A. PERMITTED USES

B. EXCLUDED USES

PROPOSED SURA DISTRICT SIGNAGE GUIDELINES

A. LEASING SIGNS

SURA DISTRICT MAINTENANCE OUTLINE

A. DEVELOPER RESPONSIBILITIES

B. SUPERIOR/MCCASLIN INTERCHANGE DISTRICT RESPONSIBILITIES

SHEET 7

6.8.26

Town of Superior – Town Council

PROJECT SUMMARY: CURRENT DESIGN AND PLANNING CRITERIA FOR SUPERIOR MARKETPLACE

A. PERMITTED USES

1. Retail Commercial as defined herein: Those retail and service businesses which provide a full range of merchandise and services. Such businesses shall consist of the following:
   a. Discount stores, membership merchandising stores, catalogue stores and specialty warehouse stores.
   b. Entertainment facilities, including, but not limited to movie theaters, bowling alleys and skating rinks.
   c. Recreation facilities, including, but not limited to swimming, golf, tennis, health and court sports facilities.
   d. Supermarkets and specialty food stores.
   e. Specialty retail and personal service businesses, including, but not limited to, health spas, specialty clothing and clothing accessory shops, sporting good stores, card and gift shops, art and art supply stores, culinary supply stores, toy stores, pet stores, bookstores, hardware stores, electronic equipment stores, furniture, appliance and home furnishing stores, printing shops, banks with drive-up teller, savings and loans and finance companies.
   f. Free standing, sit-down restaurants. Such restaurants shall be encouraged to have screened, outdoor dining areas. Restaurants may have drive-thru facilities, if said buildings are not part of the entry restaurant/shop complex. In the conceptual plan this area includes pads 3-6 and the two adjoining shops buildings.
   g. Cell phone relays such that they are inconspicuously placed from the public view, or incorporated as an integral design feature.
   h. Or any other use deemed appropriate by the Town.

3. Other:
   a. Parking associated with all uses (to be provided per ADA standards).
   b. Preschool nurseries and child care centers.
   c. Parks and recreational open space.
   d. Accessory buildings and uses.
   e. Other uses not specifically listed herein require a use permit.
   f. Public facilities and utilities.
   g. Commercial mobile radio service facilities - building-mounted antennas only; equipment shelters must be fully screened.

4. Ancillary uses:
   a. Ancillary uses for Major 1 to include fuel pumps and tire center shall be an allowed use.

B. EXCLUDED USES

1. Those uses and activities which are specifically prohibited are as follows:
   a. Adult bookstores, adult entertainment and other adult-related activities.
   b. Outdoor storage, except for garden and nursery supplies and other, similar seasonal merchandise.
   c. Rental agencies for heavy equipment.
   d. Mini-storage facilities.
   e. Warehousing and light industrial uses.
   f. Car wash facilities of any kind.
   g. Outdoor (non-screened) storage of vehicles (for service) for a period exceeding 36 hours.
   h. Auto body repair stores.
   i. Multi-family residential other than that described in section A.5.b. - Use by special review.
   j. Pawn and second hand shop.

PROJECT SUMMARY: PROPOSED DESIGN AND PLANNING CRITERIA FOR SUPERIOR MARKETPLACE

A. PERMITTED USES

1. Retail Commercial as defined herein: Those retail and service businesses which provide a full range of merchandise and services. Such businesses shall consist of the following:
    a. Discount stores, membership merchandising stores, catalogue stores and specialty warehouse stores.
    b. Entertainment facilities, including, but not limited to movie theaters, bowling alleys and skating rinks.
    c. Recreation facilities, including, but not limited to swimming, golf, tennis, health and court sports facilities.
    d. Supermarkets and specialty food stores.
    e. Specialty retail and personal service businesses, including, but not limited to health spas, specialty clothing and clothing accessory shops, sporting good stores, card and gift shops, art and art supply stores, culinary supply stores, toy stores, pet stores, bookstores, hardware stores, electronic equipment stores, furniture, appliance and home furnishing stores, printing shops, banks with drive-up teller, savings and loans and finance companies.
    f. Free standing, sit-down restaurants. Such restaurants shall be encouraged to have screened, outdoor dining areas. Restaurants may have drive--thru facilities, if said buildings are not part of the entry restaurant/shop complex. In the conceptual plan this area includes pads 3-6 and the two adjoining shops buildings.
    g. Cell phone relays such that they are inconspicuously placed from the public view, or incorporated as an integral design feature.
    h. Full Service Car Wash on Pad 8.
    i. Or any other use deemed appropriate by the Town.

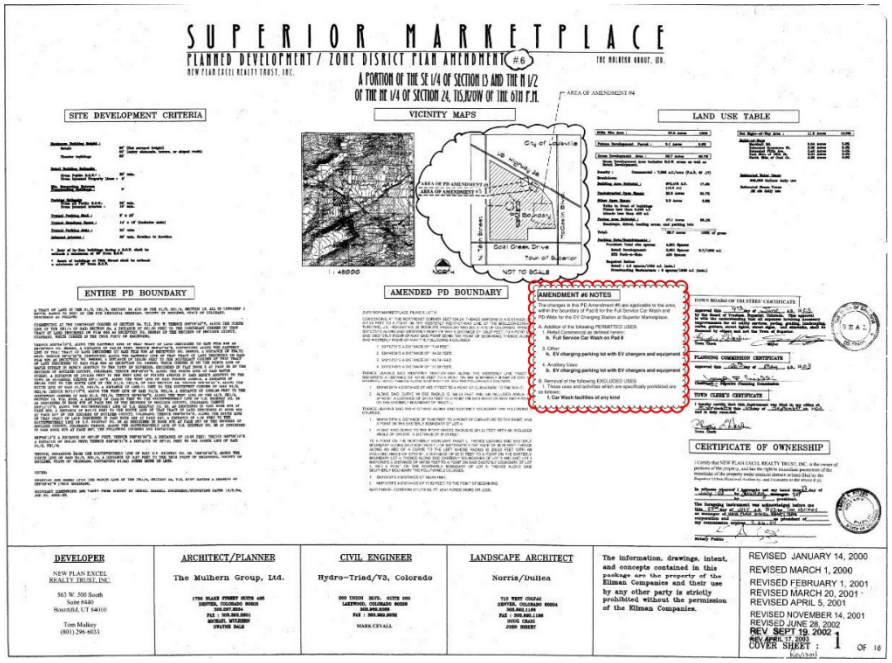
3. Other:
    a. Parking associated with all uses (to be provided per ADA standards).
    b. Preschool nurseries and child care centers.
    c. Parks and recreational open space.
    d. Accessory buildings and uses.
    e. Other uses not specifically listed herein require a use permit.
    f. Public facilities and utilities.
    g. Commercial mobile radio service facilities - building-mounted antennas only; equipment shelters must be fully screened.
    h. EV charging parking lot with EV chargers and equipment.

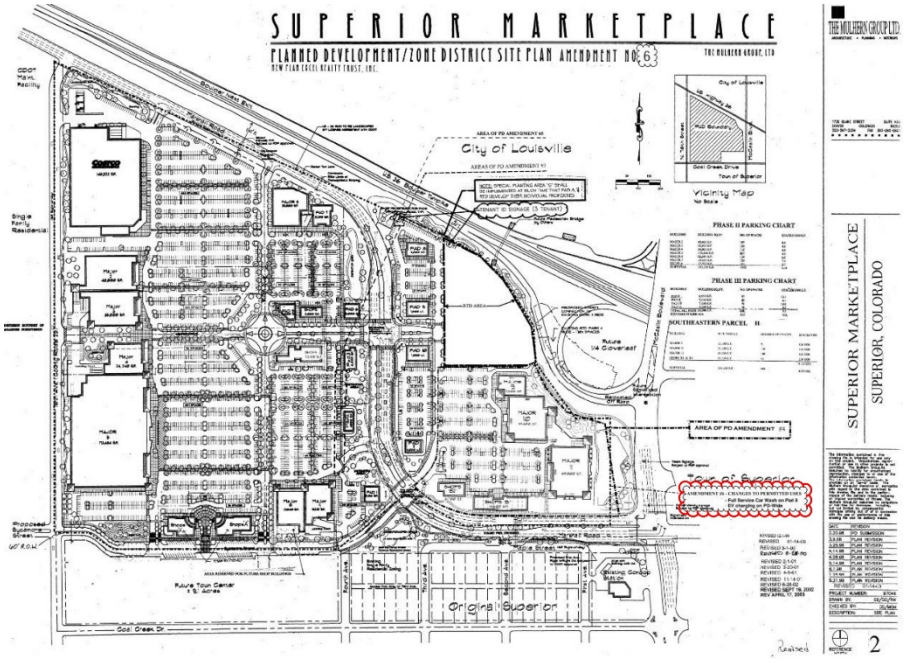
4. Ancillary uses:
    a. Ancillary uses for Major 1 to include fuel pumps and tire center shall be an allowed use.
    b. EV charging parking lot with EV chargers and equipment.

B. EXCLUDED USES

1. Those uses and activities which are specifically prohibited are as follows:
    a. Adult bookstores, adult entertainment and other adult-related activities.
    b. Outdoor storage, except for garden and nursery supplies and other, similar seasonal merchandise.
    c. Rental agencies for heavy equipment.
    d. Mini-storage facilities.
    e. Warehousing and light industrial uses.
    f. Outdoor (non-screened) storage of vehicles (for services) for a period exceeding 36 hours.
    g. Auto body repair stores.
    h. Multi-family residential other than that described in section A.5.b. - Use by special review.
    i. Pawn and second hand shop.

PROJECT SUMMARY: PROPOSED CHANGES SHEETS 1 AND 2





6.8.26

Town of Superior – Town Council

Project Summary: Requirements for Future Plans

- The Applicant is not proposing any changes to the previously approved **drainage plan**, **grading plan**, **utilities**, **parking**, **landscaping**, **open space**, **signage program**, or **fire plan**

- At the time of a future proposed Final Development Plan, all of the above topics will need to be addressed, along with other requirements such as a **traffic study**, **architectural guidelines**, **fiscal impact report**, **environmental study**, and **geologic report**

PROJECT SUMMARY: REQUIREMENTS FOR FUTURE PLANS

- The Superior Marketplace PD outlines both Design and Architectural Guidelines
- These guidelines define requirements pertaining to setbacks, building height, materials, glazing, and more
- The section **G. Pad Buildings** defines additional design requirements for pad sites
- Additionally, there is an extensive pedestrian, bicycle, shuttle, and bus network adjacent to the site (RTD)
- **All of the listed topics, along with other requirements set forth in the PD, will need to be addressed in a future Final Development Plan**

RECOMMENDATION

Planning Commission Resolution approving of a Sixth Amendment to the Planned Development Plan for Superior Marketplace, Case No. PDA-2026-01 to Town Council

Discussion and Questions



Superior Marketplace

Boulder County | Boulder, CO | 275,919 Sq Ft

600 Center Drive | Superior, CO 80027

39.9574, -105.1716



Available Spaces

10	1,364 Sq Ft	360°	D8	2,837 Sq Ft	360°
11	1,405 Sq Ft	360°	OPO 1	0 Sq Ft	
22	22,489 Sq Ft	360°			

Current Tenants

Space size listed in square feet

02	ULTA Beauty	10,652	B1I	Whole Foods Market	1,272
02A	Barnes and Noble	19,949	B1J	Mattress Firm	2,681
03	T.J. Maxx	30,000	B2A	Panera Bread	5,038
04	Michaels	23,991	B2E	Crumbl Cookies	1,304
06	High Point Chiropractic	1,265	D2	Fearless Motion Dance Center	2,863
07	Superior Baby Care	1,320	D3	CBArt Studio	1,354
08	Boot Barn	23,750	D4	Santiago's Mexican Restaurant	1,022
09	PetSmart	19,235	D6	Wayne's Smoke Shack	3,086
12	Deluxe Nails	1,320	D7	Little Princess Spa	1,533
13	Facial Aesthetics Inc	3,870	E1	Marketplace Dental Group	5,000
14	Trael Fine Jewelry	1,320	NAP 01	Costco Wholesale	0
16	Waxing The City	2,640	NAP 02	Casa Agave	0
17	Fearless Motion Dance Center	3,500	NAP 03	Target	0
18B	Mobility Plus	3,135	NAP 04	Ethan Allen	0
19	Twisted Stitches	2,639	NAP 05	Pharaohs American Grill	0
19A1	Town of Superior	1,205	NAP 06	Misaki Japanese	0
19B	Area 51 Smoke & Vape	1,384	NAP 07	Verizon Wireless	0
19C	Gary Dixon, DDS	1,284	NAP 08	Panda Express	0
20	Chuck E. Cheese's	10,800			
21	Whole Foods Market	32,114			
22A	Goldfish Swim School	16,726			
B1A/ B1B	Image Studios 360	6,509			
B1F	Envie Nails & Spa	1,242			
B1G	The UPS Store	1,496			
B1H	Lindora	1,325			

This site plan is for illustrative and information purposes only, showing the general layout of the shopping center; and is not a legal survey. Brixmor makes no representation or warranty that the shopping center is exactly as depicted as site conditions and tenant mix are subject to change over time.

1331



Michael Florin 858.202.1118 Michael.Florin@brixmor.com

CA License ID: 2206320 | CA BRX License ID: 2249188

Go to Center Page

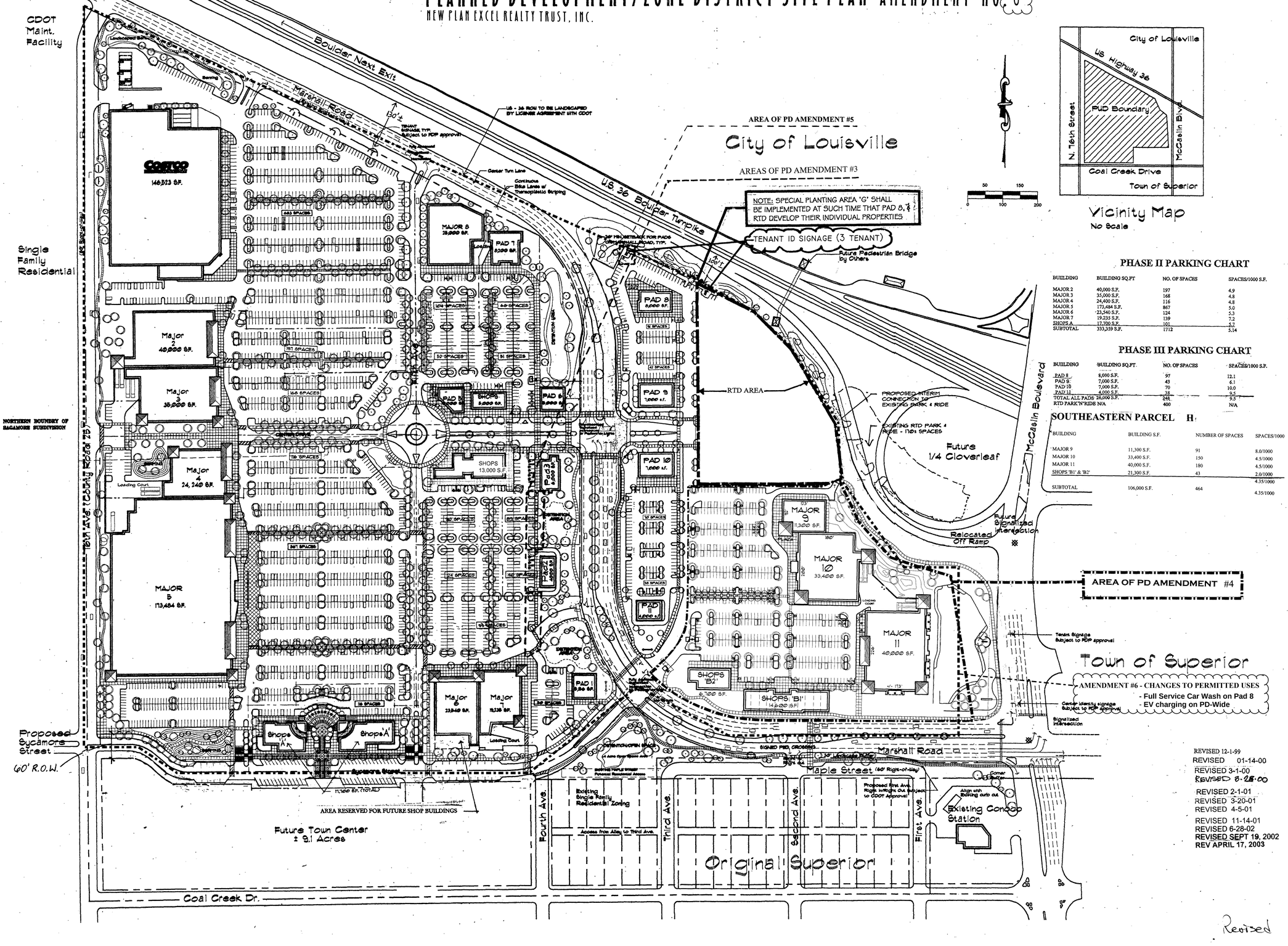

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26

SUPERIOR MARKETPLACE

PLANNED DEVELOPMENT/ZONE DISTRICT SITE PLAN AMENDMENT NO. 6

NEW PLAN EXCEL REALTY TRUST, INC.

THE MULHERN GROUP, LTD



Vicinity Map
No Scale

PHASE II PARKING CHART

BUILDING	BUILDING SQ.FT	NO. OF SPACES	SPACES/1000 S.F.
MAJOR 2	40,000 S.F.	197	4.9
MAJOR 3	35,000 S.F.	168	4.8
MAJOR 4	24,400 S.F.	116	4.8
MAJOR 5	173,484 S.F.	867	5.0
MAJOR 6	23,540 S.F.	124	5.3
MAJOR 7	19,235 S.F.	139	7.2
SHOPS A	17,700 S.F.	101	5.7
SUBTOTAL	333,359 S.F.	1712	5.14

PHASE III PARKING CHART

BUILDING	BUILDING SQ.FT.	NO. OF SPACES	SPACES/1000 S.F.
PAD 8	8,000 S.F.	97	12.1
PAD 9	7,000 S.F.	43	6.1
PAD 10	7,000 S.F.	70	10.0
PAD 11	4,000 S.F.	38	9.5
TOTAL ALL PADS	26,000 S.F.	248	9.5
RTD PARK'N'RIDE	N/A	400	N/A

SOUTHEASTERN PARCEL H

BUILDING	BUILDING S.F.	NUMBER OF SPACES	SPACES/1000
MAJOR 9	11,300 S.F.	91	8.0/1000
MAJOR 10	33,400 S.F.	150	4.5/1000
MAJOR 11	40,000 S.F.	180	4.5/1000
SHOPS 'B1' & 'B2'	21,300 S.F.	43	2.0/1000
SUBTOTAL	106,000 S.F.	464	4.35/1000

REVISED 12-1-99
REVISED 01-14-00
REVISED 3-1-00
REVISED 6-25-00
REVISED 2-1-01
REVISED 3-20-01
REVISED 4-5-01
REVISED 11-14-01
REVISED 6-28-02
REVISED SEPT 19, 2002
REV APRIL 17, 2003

Revised

THE MULHERN GROUP LTD.
ARCHITECTURE • PLANNING • INTERIORS

1730 BLAKE STREET SUITE 435
DENVER COLORADO 80202
303-297-3334 FAX 303-292-2601

SUPERIOR MARKETPLACE
SUPERIOR, COLORADO

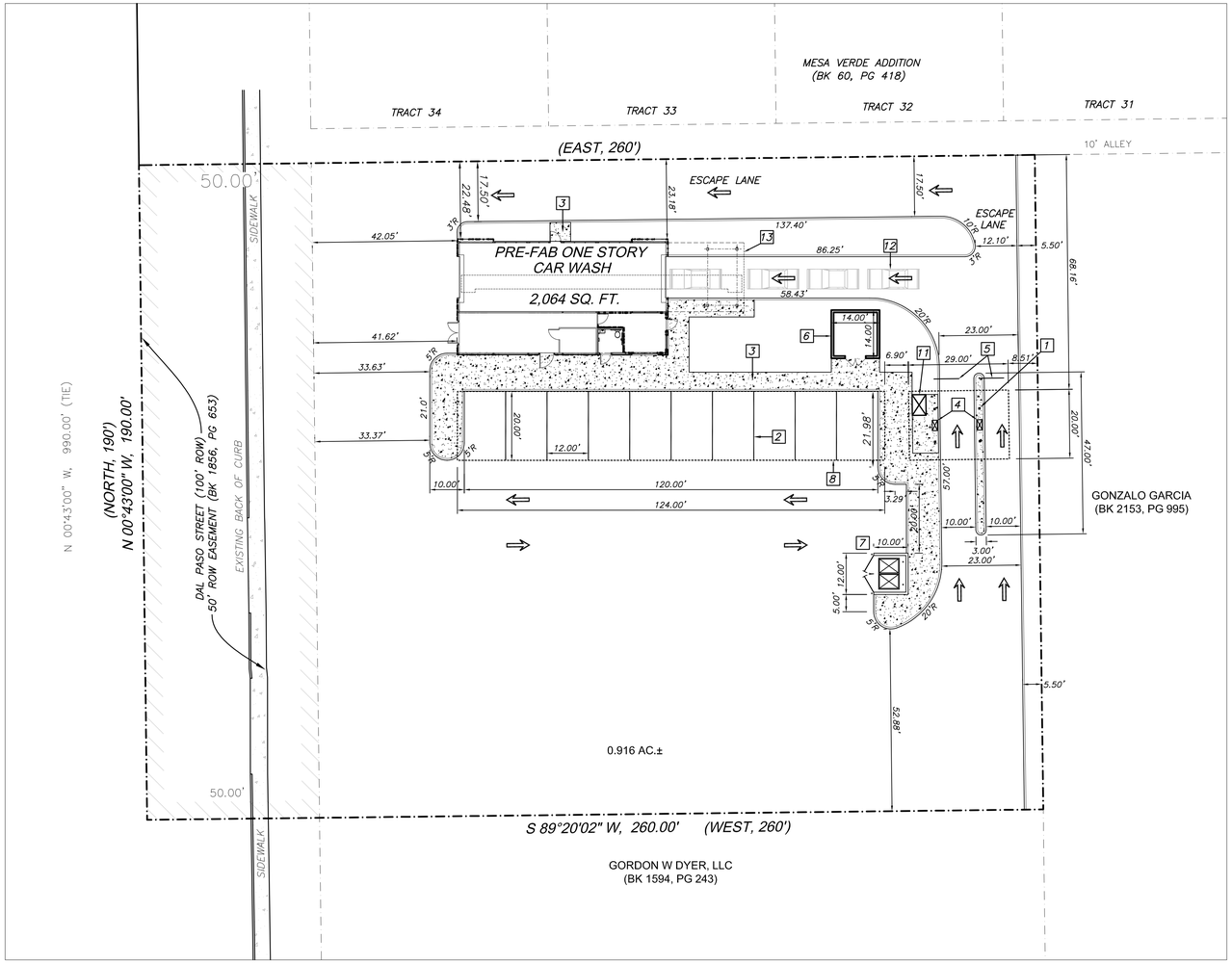
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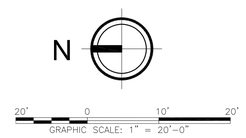
DATE	REVISION
2.20.98	PD SUBMISSION
3.9.98	PLAN REVISION
3.25.98	PLAN REVISION
4.14.98	PLAN REVISION
4.28.98	PLAN REVISION
5.14.98	PLAN REVISION
6.1.98	PLAN REVISION
1.25.99	PLAN REVISION
5.21.99	PLAN REVISION
REVISED	01-14-00

PROJECT NUMBER:	97046
DRAWN BY:	GD/DD/RW
CHECKED BY:	DD/MGM
DESCRIPTION:	SITE PLAN

REFERENCE NORTH

2


MESA VERDE ADDITION
(BK 60, PG 418)
TRACT 34
TRACT 33
TRACT 32
TRACT 31
(EAST, 260')
10' ALLEY
50.00'
SIDEWALK
EXISTING BACK OF CURB
N 00°43'00" W, 990.00' (TIE)
(NORTH, 190')
N 00°43'00" W, 190.00'
DAL PASO STREET (100' ROW)
50' ROW EASEMENT (BK 1856, PG 653)
ESCAPE LANE
PRE-FAB ONE STORY
CAR WASH
2,064 SQ. FT.
137.40'
86.25'
58.43'
42.05'
41.62'
33.63'
33.37'
22.48'
17.50'
23.18'
12.10'
5.50'
68.16'
14.00'
23.00'
29.00'
6.90'
8.51'
20.00'
47.00'
21.0'
20.00'
12.00'
21.98'
10.00'
120.00'
124.00'
3.29'
51.00'
10.00'
3.00'
5.00'
58.28'
GONZALO GARCIA
(BK 2153, PG 995)
0.916 AC.±
S 89°20'02" W, 260.00' (WEST, 260')
GORDON W DYER, LLC
(BK 1594, PG 243)


N
20'
0
10'
20'
GRAPHIC SCALE: 1" = 20'-0"

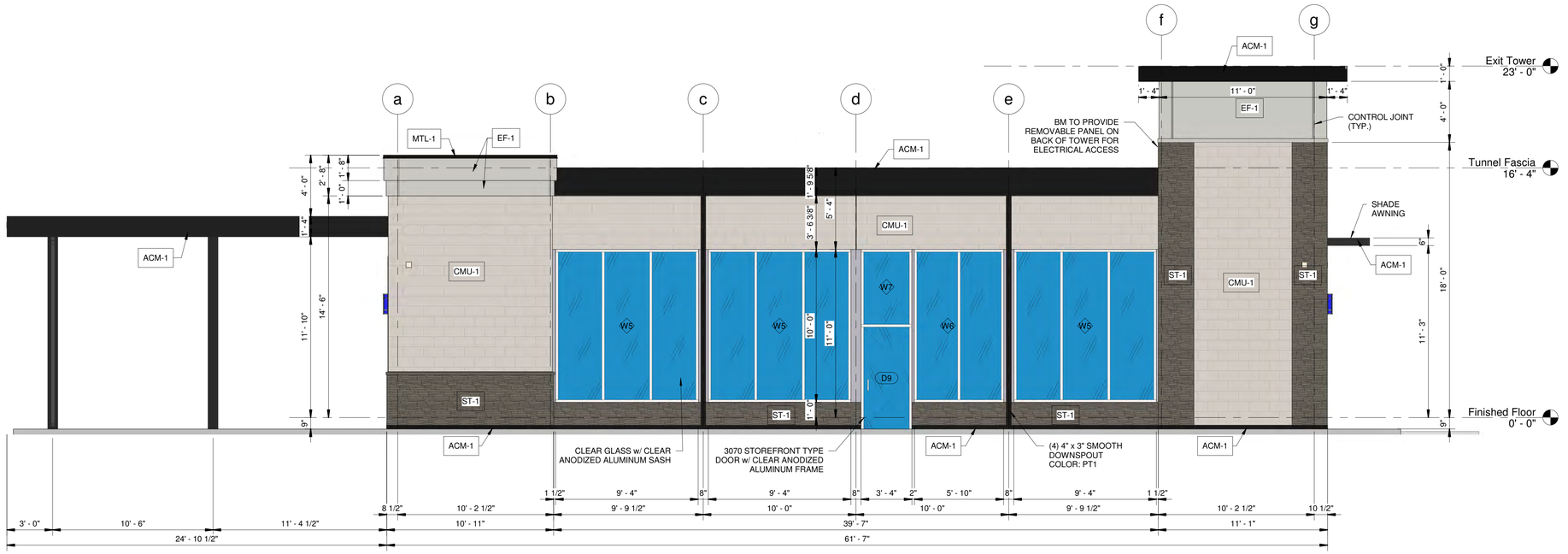




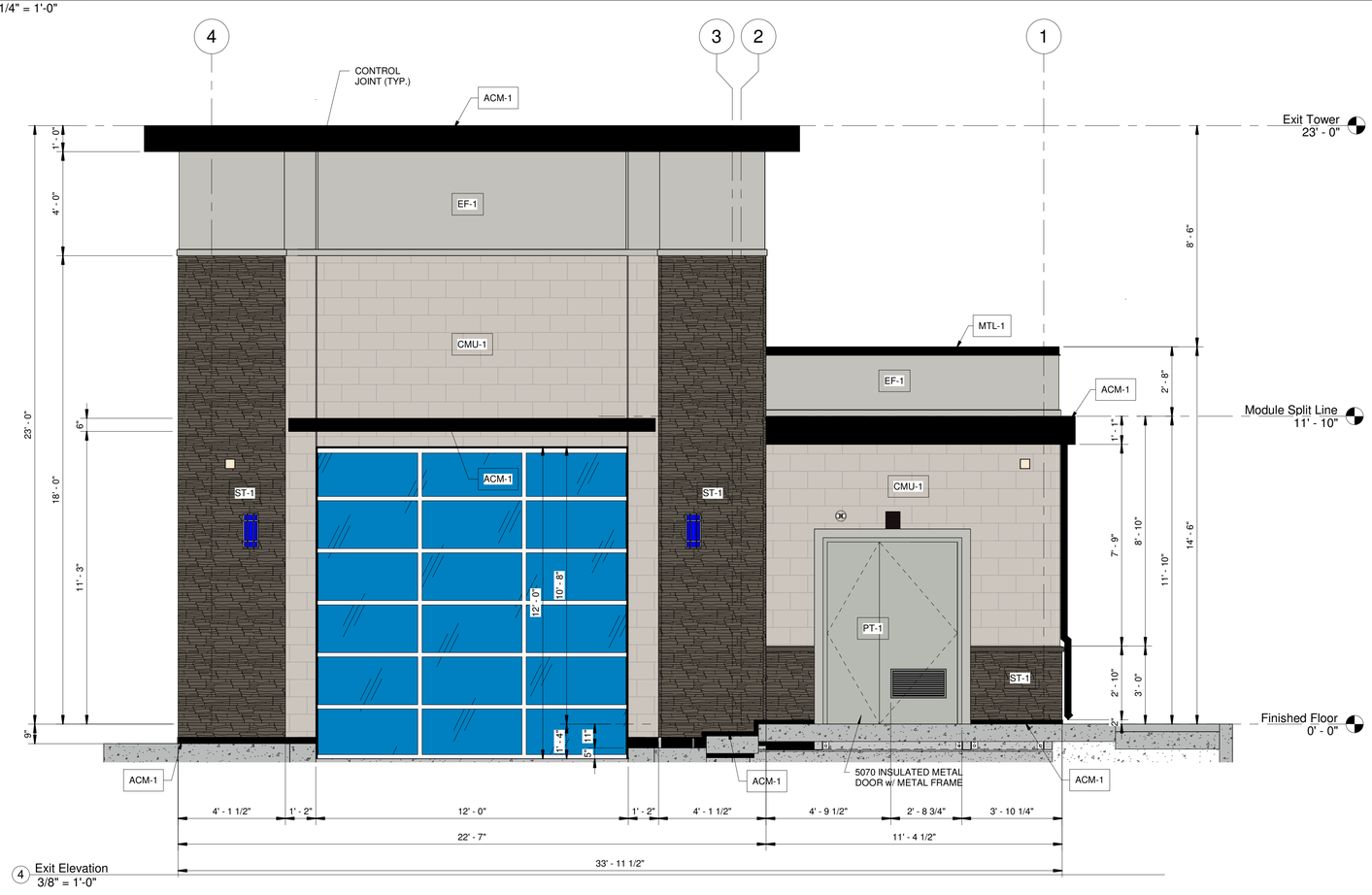








3 Tunnel Elevation
1/4" = 1'-0"



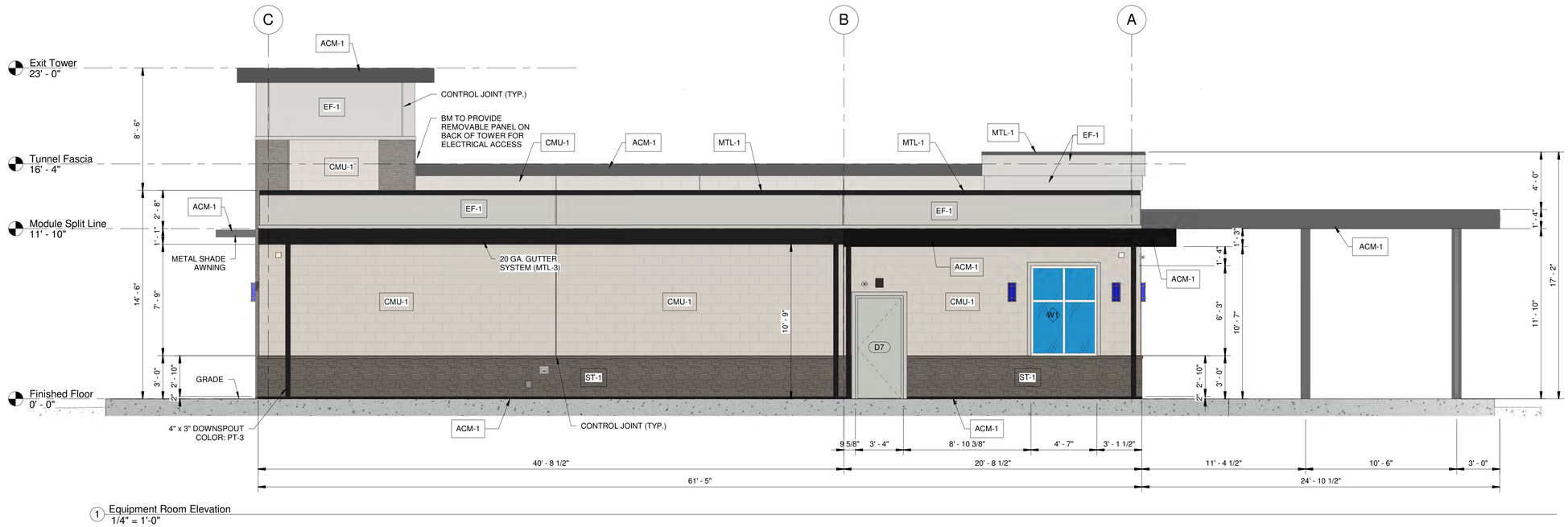
4 Exit Elevation
3/8" = 1'-0"

EXTERIOR FINISH LEGEND

EIFS SYSTEM	EF-1	EIFS SYSTEM: DRYVIT FINISH OVER 1 1/2" POLYSTYRENE OVER 1/2" GOLDBOARD. SANDPEBBLE TEXTURE. COLOR: SW 0055 LIGHT FRENCH GRAY, SATIN FINISH
	EF-2	OPEN
ACM	ACM-1	ALUMINUM COMPOSITE MATERIAL: REYNOBOND, SERIES: 1200 DRY JOINT RAIN SCREEN SYSTEM. THICKNESS: 4MM. COLOR: PROGRAM BLACK
	ACM-2	OPEN
CMU BLOCK PANELS	CMU-1	8" X 16" SMOOTH FACED BLOCK PANELS. RUNNING BOND PATTERN. PAINTED: SW 7022 ALPACA, SATIN FINISH
	CMU-2	OPEN
STACKED STONE	ST-1	CULTURED STONE - SERIES: COUNTRY LEDGESTONE (DRYSTACK). STYLE: SKYLINE WITH MATCHING WATER SILL
	ST-2	OPEN
METAL	MTL-1	20 GA METAL PAINTED TO MATCH ACM-1
	MTL-2	OPEN

NOTE: CAULK/SEALANTS ARE TO BE PROVIDED.
-BETWEEN CONCRETE FLATWORK AND THE BUILDING SLAB/FOUNDATIONS
-BETWEEN STOREFRONT AND EXTERIOR FINISHES/CLADDING MATERIALS
-BETWEEN CMU TO STONE
-BETWEEN CMU/STONE AND ACM
-BETWEEN EIFS AND CMU/STONE
-WHERE CANOPY ROOF STRUCTURE INTERSECTS WALLS

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1 Equipment Room Elevation
1/4" = 1'-0"



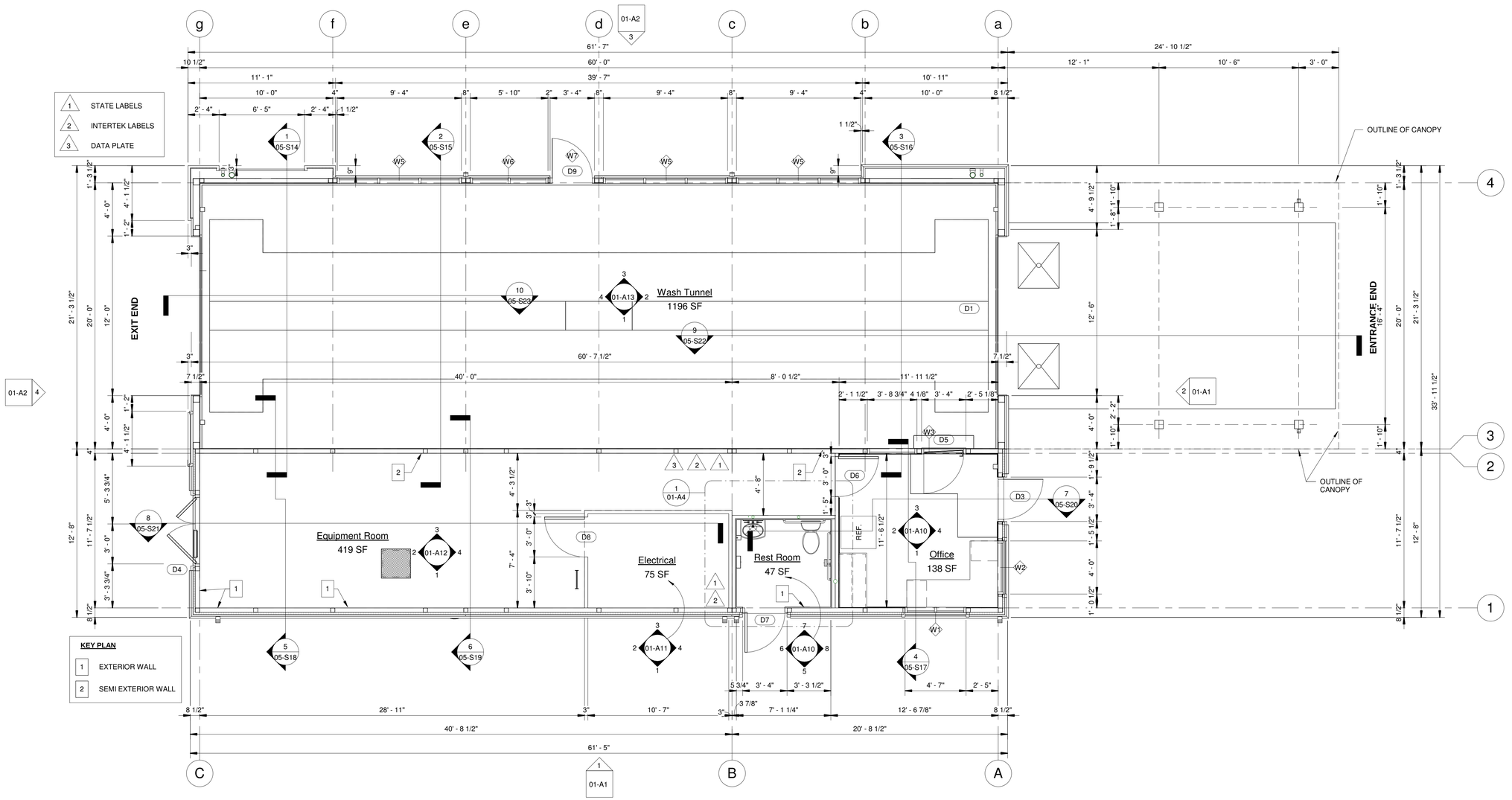
2 Entrance Elevation
3/8" = 1'-0"

EXTERIOR FINISH LEGEND

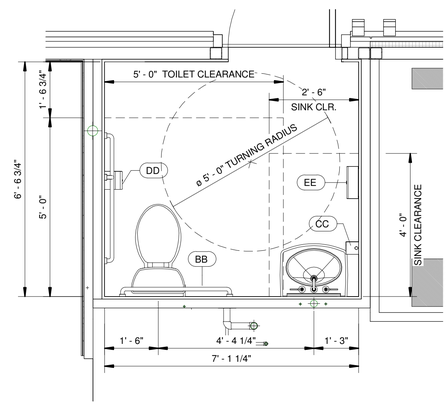
EIFS SYSTEM	EF-1	EIFS SYSTEM: DRYVIT FINISH OVER 1 1/2" POLYSTYRENE OVER 1/2" GOLDBOARD. SANDPEBBLE TEXTURE. COLOR: SW 0055 LIGHT FRENCH GRAY, SATIN FINISH
	EF-2	OPEN
ACM	ACM-1	ALUMINUM COMPOSITE MATERIAL: REYNOBOND, SERIES: 1200 DRY JOINT RAIN SCREEN SYSTEM. THICKNESS: 4MM. COLOR: PROGRAM BLACK
	ACM-2	OPEN
CMU BLOCK PANELS	CMU-1	8" X 16" SMOOTH FACED BLOCK PANELS. RUNNING BOND PATTERN. PAINTED: SW 7022 ALPACA, SATIN FINISH
	CMU-2	OPEN
STACKED STONE	ST-1	CULTURED STONE - SERIES: COUNTRY LEDGESTONE (DRYSTACK). STYLE: SKYLINE WITH MATCHING WATER SILL
	ST-2	OPEN
METAL	MTL-1	20 GA METAL PAINTED TO MATCH ACM-1
	MTL-2	OPEN

NOTE: CAULK/SEALANTS ARE TO BE PROVIDED.
-BETWEEN CONCRETE FLATWORK AND THE BUILDING SLAB/FOUNDATIONS
-BETWEEN STOREFRONT AND EXTERIOR FINISHES/CLADDING MATERIALS
-BETWEEN CMU TO STONE
-BETWEEN CMU/STONE AND ACM
-BETWEEN EIFS AND CMU/STONE
-WHERE CANOPY ROOF STRUCTURE INTERSECTS WALLS

5/20/2026 1:04:57 PM



2 Floor Plan
1/4" = 1'-0"



1 Floor Plan - Rest Rooms
1/2" = 1'-0"

5/20/2026 1:06:15 PM

Item Number:5.b.

Information for Meeting of the Superior Town Council

Agenda Item Name:	A Resolution of the Town Council of the Town of Superior Making a Finding of Fact Regarding the Proposed Annexation to the Town of the Real Property Known As 76th Street
Meeting Date:	June 8, 2026
Presented By:	Renae Stavros, Planning and Building Director
Presented For:	Action

Background:
The Town received a petition for annexation for the property at 7494 Marshall Road for a finding of Substantial Compliance. A Resolution of Substantial Compliance was approved on April 27th, 2026, and the Annexation and Zoning hearing date was set for the Town Council for June 8, 2026. The applicable provisions of Section 30 of Article 2 of the Colorado Constitution and C.R.S. § 31-12-104, C.R.S. § 31-12-105 have been met.

Recommendation:
Should the Town Council find that the Finding of Fact regarding the proposed Annexation to the Town of the Real Property known as 76th Street has been met, a Resolution is provided in the packet.

Budget Implications:
N/A

Motion:
Move to approve a Resolution of the Town Council of the Town of Superior Making a Finding of Fact Regarding the Proposed Annexation to the Town of the Real Property Known As 76th Street.

Attachments:
1. 76th Findings-R052726

Town of Superior
Resolution Number R-54
Series 2026

A Resolution of the Town Council of the Town of Superior Making a Finding of Fact Regarding the Proposed Annexation to the Town of the Real Property Known As 76th Street

Whereas, a petition for annexation was filed with the Town Clerk requesting the annexation of certain unincorporated territory located in Boulder County and described in **Exhibit A**, attached hereto and incorporated herein by this reference, also known as 76th Street (the "Property");

Whereas, by resolution adopted on April 27, 2026, the Town Council found the petition to be in substantial compliance with C.R.S. § 31-12-107(1); and

Whereas, on June 8, 2026, the Town Council conducted a properly noticed public hearing to determine if the Property is eligible for annexation to the Town.

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

Section 1. The applicable provisions of Section 30 of Article 2 of the Colorado Constitution and C.R.S. § 31-12-104 have been met, in that not less than one-sixth of the perimeter of the Property is contiguous with the existing boundaries of the Town; and therefore, because of such contiguity, a community of interest exists between the Property and the Town; the Property is urban or will be urbanized in the near future, and the Property is integrated or is capable of being integrated with the Town.

Section 2. The applicable provisions of C.R.S. § 31-12-105 have been met, in that no land held in identical ownership has been divided or included without written consent of the owner thereof; that no annexation proceedings have been commenced by another municipality; the annexation will not result in the detachment of area from a school district; that the annexation will not result in the extension of a Town boundary more than three miles; the Town has in place a plan for said three-mile area; and, in establishing the boundaries of the Property, the entire width of any street or alley is included within the Property.

Section 3. An annexation election is not required under C.R.S. § 31-12-107(2) and no additional terms or conditions are to be imposed upon the area to be annexed other than as contained in the Annexation Agreement, which has been considered and approved by separate action.

Section 4. The Property is eligible for annexation to the Town, and all requirements of law have been met, including the requirements of C.R.S. §§ 31-12-104 and 31-12-105.

Section 5. The Town Council will be considering an ordinance annexing the Property to the Town pursuant to C.R.S. § 31-12-111.

ADOPTED this _8_ day of June, 2026.

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

Exhibit A
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

Item Number:5.c.

Information for Meeting of the Superior Town Council

Agenda Item Name:	An Ordinance of the Town Council of the Town of Superior Annexing to the Town the Real Property Located at 7494 Marshall Road and Zoning Such Property as Planned Development (PD)
Meeting Date:	June 8, 2026
Presented By:	Geoffrey Weathers, Planner II, Renae Stavros, Planning and Building Director
Presented For:	Action

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 1: Subject Property - 7494 Marshall Road

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. 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

On March 17, 2026, the Town received a petition for the annexation of the subject property. **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.

The Applicant requests concurrent annexation and zoning of the property from Boulder County Agricultural to Planned Development (PD) with an accompanying PD Plan, as required by State Statute and Sections 16-7-30(a) and 16-10-30 of the Superior Municipal Code.

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 clubhouse.

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

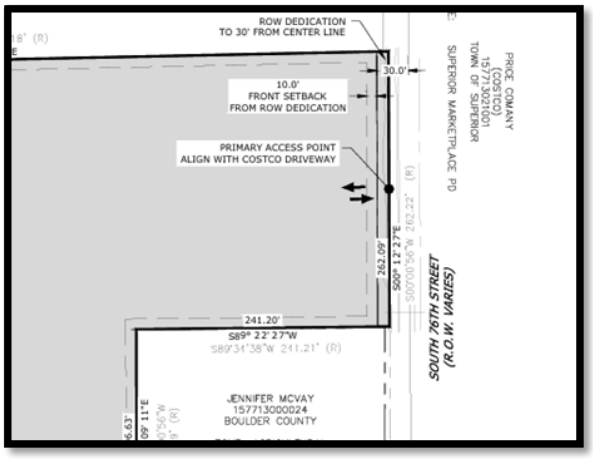


Figure 4: Primary Driveway Access Point

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

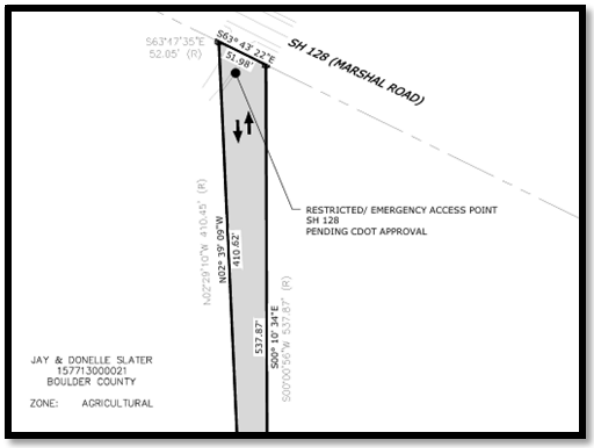


Figure 5: Emergency Driveway Access to Marshall Rd

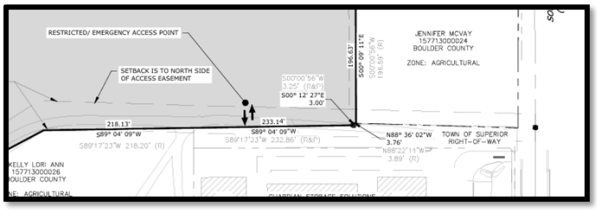


Figure 6: Emergency Driveway Access to 76th St

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 Analysis

Staff finds that the subject property is appropriate for Annexation to the Town. For some time, the Town's 3-Mile Plan has identified this property for potential annexation. The Town's Comprehensive plan has also included the property as an Opportunity zone since at least 2012. Moreover, the municipal and state statutory requirements have been met, including:

- A community of interest exists between the Property and the Town in that not less than one-sixth of the perimeter of the Property is contiguous with the existing boundaries of the Town.
- No land held in identical ownership has been divided or included without written consent of the owner thereof and no annexation proceedings have been commenced by another municipality.
- The annexation will not result in the detachment of area from a school district.

- The annexation will not result in the extension of a Town boundary more than three miles.
- The Town has in place a plan for said three-mile area.
- Public hearings before the Superior Planning Commission and Town Council were scheduled and duly noticed.
- An Annexation Impact Report was submitted to the Boulder County for review and comment.
- Zoning has been proposed.

Zoning Analysis

The proposed PD is a type of rezoning under Town Code. 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."

Both the 2012 and 2025 Comprehensive Plans identify the subject property, along with other adjacent properties, as an Opportunity Area for potential development. The 2012 Comprehensive Plan indicated light industrial, flex space, community-oriented uses, or medium density residential uses were preferred for the site, while the updated 2025 Comprehensive Plan finds that light industrial and residential uses between 6-25 dwelling units per acre are optimal for the site. Generally, the development currently being proposed for this site achieves the Town's goals related to the development of this Opportunity Area and is consistent with the Town's preferred uses for this site going back at least as far as 2012.

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, seniors, and the local workforce.
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.

In the Project Plans and Narrative, the applicant responds to these constraints with a combination of additional data and mitigation strategies, as summarized in the table below.

Constraint	**Response**
Existing pond and drainage swale	Wetland features are artificially irrigated and do not require mitigation. Development will have no significant wildlife impacts
Buffer to adjacent residential	Buffer of more than 170 feet to residence to North and ≈600 feet to Sagamore
No existing pedestrian or bicycle connection	Completion of curb, gutter, bike lanes, and sidewalks along 76th St. Acceptable LOS at Marshall/McCaslin intersection.
Wildfire risk	WUI mitigation, fire break on western edge, agency coordination, and enhanced evacuation strategies

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.

The Transportation 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 traffic study provided by the applicant 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 development application proposes 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 finds 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. While conceding that the proposed site currently serves as home to various flora and fauna, the Report does not identify any species that are protected by law and concludes that the area is a transitional urban edge already surrounded by development and that the current proposal will have no significant wildlife impacts.

In an effort to address wildfire concerns, the applicant has incorporated several mitigation strategies into their proposal, including:

- Reduction in density from a maximum of 376 units to 336 units to reduce potential evacuation impacts
- Incorporated 30’ fire break (rock gravel) at increased setback along western property line
- Coordination with Boulder County – Parks and Open Space for ongoing mitigation efforts of the 30’ fire break and the adjacent 100’ wide access road berm with mowing and grazing
- WUI Code compliant design, as further detailed in the table below
- Ongoing evaluation of evacuation and emergency access considerations
- Continued coordination with relevant agencies during the review process
- Emergency alert system controlled from clubhouse to expedite emergency evacuations and replace door by door knocking

<u>Economic Impact Assessment</u>

Economic Impacts – Ellen Robertson, Economic Development Manager

Multi-family developments provide higher density residential options for generally young professionals and smaller family sizes. Driven by the single-family housing affordability issues and evolving lifestyle preferences, generally multi-family developments have continued to show resilience and steady demand for leasing. The 336-unit, three-story multi-family residential community development proposed by Carmel will provide residential opportunities for smaller family sizes to move to the Superior market and add to the local consumer base. The 51 units restricted to the 80% AMI will also support workforce retention for lower earning professions and part-time workers who would otherwise commute from elsewhere and take their spending dollars to their home communities. This provides opportunities for local businesses to capture a local workforce. The development location adjacent to the Superior Marketplace commercial center also increases the likelihood of Superior dollars remaining in the community due to ease of access to those businesses.

Based on the current municipal sales tax rate, this proposed development has the potential to add approximately $93,302 per year to the Town of Superior's sales tax revenue streams. This value was estimated by applying Superior's 3.775% municipal sales tax rate to the estimated taxable spending of new residents captured locally. Taxable spending per household was derived from ESRI's 2025 Market Profile for Superior Town, CO, which provides Superior-specific consumer expenditure data sourced from the BLS Consumer Expenditure Survey. Colorado sales tax exemption rules were then applied category-by-category to isolate taxable spending, yielding an estimated $21,017 in taxable expenditures per household annually. A 35% local capture rate was applied, reflecting the share of resident taxable spending assumed to occur within Superior's borders.

Analysis of Comments from External Entities

Town Staff routinely refers development application to potentially impacted agencies, utilities, and jurisdictions. Several of these entities, including the **City and County of Broomfield, Lumen, and Xce**l responded that they had **no specific comments or objections**.

The Boulder Valley School District (BVSD) commented that this new development could be expected to add an additional 1**2 students to the Monarch K-8 and Monarch High school feeder system**. They added that although this project would not "generate student enrollment at a level that would materially affect school capacity or help offset continued enrollment decline…" "the district remains concerned about the limited supply of housing that is suitable and attainable for families with school-age children."

Staff finds that this project provides affordable and attainable housing options that are close to essential services and open space, and equipped with family-friendly amenities such as pool, playgrounds, and club houses. Furthermore, according to the data BVSD provided the applicant, student generation of single-unit homes perform on par with multi-unit apartments when adjusted for density. In other words, single-unit homes on the same property would in fact generate fewer students for BVSD even though the student per unit ratio is higher for single-unit homes.

In response to the Town's referral, **Boulder County** asks to have **County Engineer and Public Works** follow up with any comments related to proposed **drainage** throughout the process and requests the inclusion of a provision in the **annexation agreement** that provides for the **annexation of areas of Marshall Road where improvements are intended** to be made for emergency access.

Planning Commission Hearing
Town Code requires public hearings before Planning Commission for annexation and zoning applications submitted to the Town. On June 2, 2026, Superior Planning Commission held the required and duly noticed public hearing on whether to recommend that Town Council approve the annexation of the property at 7494 Marshall Rd to the Town and separately the proposal to adopt the 76th St PD Zone District on that property.

Major themes that from public comment and Commission discussion included,

- Weighing water conservation with provision of grassy play areas for children.
- Trade-offs between increased building height and intensity with more open space and plants in WUI designated areas.
- Holding developers to a higher environmental standard than required by State and Federal law.
- Restricting residential density in WUI designated areas due to evacuation concerns.
- The feasibility of multimodal transportation improvements preceding development, for example along 76th St.
- The preference of locating lower density housing adjacent to industrial uses, such as the CDOT facility to the north of the project.
- The fiscal and economic impacts of different types of residential development.
- Whether low-rise apartments satisfy a local demand for senior, family, or workforce housing.

During the hearing, questions arose about the **consequences of approving annexation of the property without zoning**. Town Code requires that zoning be proposed. As stated above, State law requires land to be zone within 90 of annexation. According to Gerald E. Dahl writing to the Colorado Municipal League Conference in 2019: "Failure to do so arguably reinstates county zoning until the municipality acts. For example, immediately after an annexation without a companion zoning ordinance, a building permit could be demanded based on the previous county zoning. During the 90-day period, the annexing municipality may refuse to issue any building or occupancy permits for any portion of the newly annexed area." The development project under consideration by Town Council combines the annexation and zoning under a **single application which does not allow them to be contemplated separately**.

Recommendation:
Planning Commission held a properly noticed public hearing on Tuesday, June 2, 2026 to review the proposed Annexation and Zoning of the property at 7494 Marshall Rd to Planned Development. Commissioners recommended in a vote of 8-1 to approve the Annexation of the

property into the Town, and recommended, in a vote of 2-7, not to approve the Planned Development zoning as proposed by the applicant.

If the Town Council finds the application meets the criteria for Annexation and zoning as Planned Development, staff has included an ordinance annexing to the town the real property located at 7494 Marshall Rd, zoning such property as Planned Development (PD).

Budget Implications:
Projected annual revenue $357,210
Projected one-time revenue of $6,299,944

Motion:
Move to approve Ordinance Number O-15, an ordinance of the Town Council of the Town of Superior Annexing to the Town the Real Property located at 7494 Marshall Road and zoning such property as Planned Development (PD).

Attachments:
1. 76th Annex Zone-O060326
2. PC Resolution 05-2026_Annexation_Signed
3. PC Resolution 06-2026_PD Zoning_Signed
4. Project Narrative_7494 Marshall Annex & Rezone
5. 7494 Marshall_Annexation Petition_Executed
6. Annexation Map_7494 Marshall Annex & Rezone
7. 76th Annexation Agreement_Final
8. PD_7494 Marshall Annex & Rezone
9. 13269.10_RCLCO Report_Carmel Partners_Apartments Econ & Fiscal Impact_Superior CO_06-01-2026
10. Traffic Study_7494 Marshall Annex & Rezone
11. TOS TC Presentation - 7494 Marshall Rd - Annex & PD
12. 2026.06.08_TC Hearing Presentation

Town of Superior
Ordinance Number O-15
Series 2026

An Ordinance of the Town Council of the Town of Superior Annexing to the Town the Real Property Located at 7494 Marshall Road, Zoning Such Property as Planned Development (PD) and Approving the Associated Annexation Agreement

Whereas, a petition for annexation was filed with the Town requesting the annexation to the Town of certain real property located at 7494 Marshall Road and described in **Exhibit A**, attached hereto and incorporated herein by this reference (the "Property");

Whereas, by resolution adopted on April 27, 2026, the Town Council found the petition to be in substantial compliance with C.R.S. § 31-12-107(1);

Whereas, on June 8, 2026, the Town Council conducted a properly-noticed public hearing and adopted a resolution finding that the applicable provisions of § 30 of Article II of the Colorado Constitution and C.R.S. §§ 31-12-104 and 105 have been met and the Property is eligible for annexation to the Town;

Whereas, on June 2, 2026, the Planning Commission held a properly-noticed public hearing on the proposed annexation of the Property;

Whereas, pursuant to Section 16-5-20 of Superior Municipal Code (the "Code"), the Planning Commission has considered the proposed annexation of the Property and recommends approval;

Whereas, the Town Council finds that it is desirable that the Property be annexed to the Town;

Whereas, the Town and the Property owner wish to establish the terms and conditions to be imposed on the Property as part of this annexation by execution of an annexation agreement (the "Annexation Agreement");

Whereas, concurrent with the annexation petition, Applicant submitted an application, pursuant to Sections 16-7-30(a) and 16-10-30 of the Superior Municipal Code (the "Code"), to zone the Property as Planned Development (PD) with a PD Plan (the "Application");

Whereas, Sections 16-7-30(a) and 16-10-30(c) of the Code require a public hearing regarding the Application before the

Planning Commission and recommendation by the Planning Commission to the Town Council;

Whereas, on June 2, 2026, the Planning Commission held a properly-noticed public hearing on the Application and did not recommend approval;

Whereas, Sections 16-7-30(a) and 16-10-30(c) of the Code also require a public hearing by the Town Council prior to approval of the Application; and

Whereas, on June 8, 2026, the Town Council held a properly-noticed public hearing on the Application.

Now, therefore, be it ordained by the Town Council of the Town of Superior, Colorado:

Section 1. Annexation.

a. Following completion of the filings required by Section 1(b) hereof, the Property is hereby annexed to the Town. For purposes of general taxation, the annexation of the Property shall become effective on January 1st of the next succeeding year following the passage of this Ordinance.

b. Filings. The Town Clerk shall file for recording three certified copies of this Ordinance and three copies of the Annexation Map with the Boulder County Clerk and Recorder, and shall keep one copy of the Annexation Map and the original of this Ordinance in the Town Clerk's office. Upon filing with the Boulder County Clerk and Recorder, the Town Clerk shall request that the Boulder County Clerk and Recorder file one certified copy of this Ordinance and one copy of the Annexation Map with the Division of Local Government of the Department of Local Affairs and the same with the Colorado Department of Revenue.

Section 2. Zoning.

a. Upon consideration of the proposed Zoning and supporting documentation, hearing the statements of Town staff and the public and giving due consideration to the matter, the Town Council finds and determines that the proposed Zoning meets the criteria set forth in Sections 16-7-30 and 16-10-20 of the Code.

b. Based on the foregoing, the Property is hereby zoned Planned Development (PD), and the PD Plan is approved. The Town's zoning map shall be updated accordingly.

Section 3. Annexation Agreement. The Annexation Agreement is hereby approved in substantially the form attached hereto, subject to final approval by the Town Attorney. Upon such approval, the Mayor is authorized to execute the Annexation Agreement on behalf of the Town.

Section 4. Safety. This Ordinance is deemed necessary for the protection of the health, welfare and safety of the community.

Section 5. Effective Date. This Ordinance shall take effect 10 days after publication following adoption.

Introduced, read, passed and ordered published this 8th day of June, 2026.

_____

Mark Lacis, Mayor

Attest:

_____

Shannon Dujardin, Town Clerk

Exhibit A
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

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 J. Harper
David Harper, Chair

ATTEST:

Shannon Bujardin, Town Clerk

8 "yes" votes
1 "no" votes

THE TOWN OF SUPERIOR
SEAL
COLORADO

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

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 2706.37 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 06/21/1981 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. 2790388, 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. 2356270;

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. 2780630;

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 82°02'10" WEST, A DISTANCE OF 410.66 FEET TO THE EASTERLY BOUNDARY OF PARCEL CONVEYED BY DEED RECORDED 04/12/1893 AT RECEPTION NO. 1282181;

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 383.53 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;

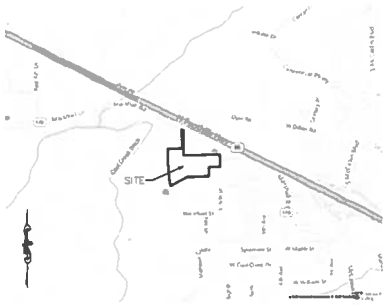
THENCE SOUTH 63°43'22" EAST, A DISTANCE OF 51.98 FEET ALONG SAID RIGHT-OF-WAY LINE TO THE WESTERLY BOUNDARY OF PARCEL DESCRIBED IN DEED RECORDED 10/18/1995 AT RECEPTION NO. 1556005 (AS SHOWN AND REDESCRIBED IN ALTA/ACSM LAND TITLE SURVEY BY EMK CONSULTANTS, INC. DEPOSITED AS LS-87-0009 IN THE RECORDS 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 789.35 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 ABJ70830588-4, 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 28, 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-08-0098 AND PART OF DEPOSITED SURVEY LS-24-0090.

CONTIGUITY TABLE

TOTAL PERIMETER = 4,441.78 FEET
1/8 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:	S82°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:	383.53'
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:	789.35'
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: S82°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. WEHE, 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 AS THE TOWN OF SUPERIOR, COLORADO CODES APPERTAINING THERETO. THIS ANNEXATION WAS PREPARED 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.

DATE	
REVISION	
ANNEXATION MAP	
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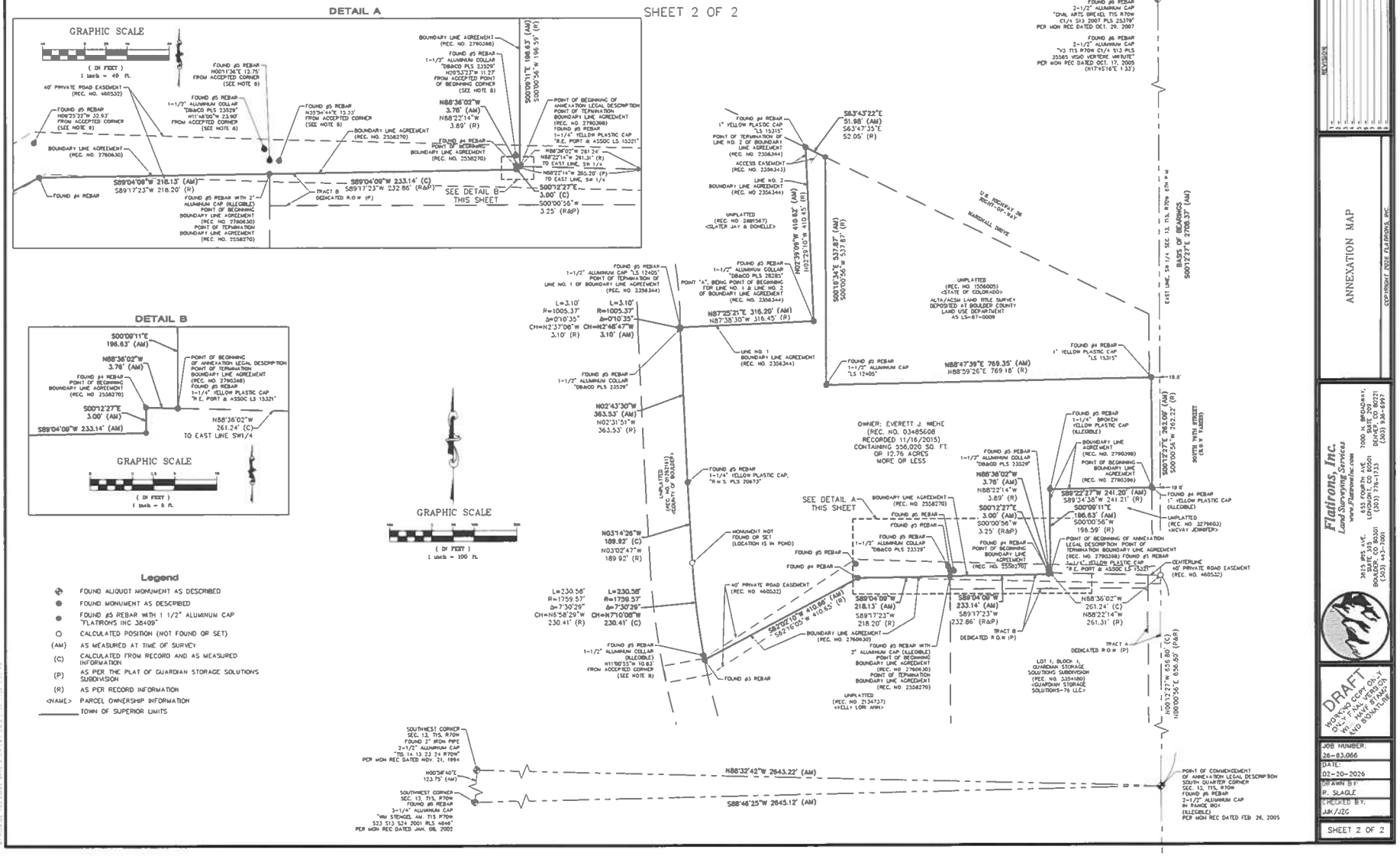
JOB NUMBER:	26-B3.066
DATE:	02-20-2026
DRAWN BY:	R. SLAGLE
CHECKED BY:	JJK/JZG

SHEET 1 OF 2

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



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DATE:	02-20-2026
DRAWN BY:	R. SLAGLE
CHECKED BY:	JAK/JZG
SHEET 2 OF 2	

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:

2 "yes" votes

7 "no" votes

ADOPTED this 2nd day of June, 2026.

David J. Harper

David Harper, Chair

ATTEST:

Shannon Dujardin, Town Clerk

THE TOWN OF SUPERIOR SEAL COLORADO

Project Name: 76th Street – Superior
Applicant: Carmel Partners
Date: June 1st, 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 Drive, 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, Boulder Valley School District (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.

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.

Affordable Housing

- 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 has 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 soon.

- 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.

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.

Community Outreach Overview

An initial neighborhood meeting was held February 2nd, 2026 and attended by approximately 26 community members. In an effort to discuss our plans with a larger audience, Carmel distributed invite flyers to 304 total addresses which included all of Sagamore and Original Town Superior neighborhoods. This is above and beyond the standard development notice area of 1,000 feet as required for hearings per Town code. Neighborhood feedback focused primarily on density, evacuation impacts, fire resiliency, traffic impacts, and community amenities. The project team evaluated this feedback and subsequently revised the project in several meaningful ways to respond to community concerns.

Project Changes in Response to Community Feedback

Community Concern	Project Response
Concerns over project density	-Reduced proposed unit count from 376 units to 336 units -Removed previous ¾ split buildings – all buildings are now 3 stories -Increased setbacks from 10' to 30' along western property line, 15' to 20' along NW corner -Increased open space from 37.6% to 47.2%
Evacuation impacts	Conducted evacuation impact analysis with area expert Kimley-Horn
Fire resiliency	Enhanced focus on fire-resistant design and defensible space planning. Further detailed below
Traffic Impacts	Completed traffic study with Fox & Tuttle that notes the existing Town infrastructure can support the proposed development
Lack of Community Amenities	Optimized open space on site. Added dog park and playground in site design

Direct Resident Outreach

Following the February 2nd neighborhood meeting, there was a Comp Plan update presentation provided to Town Council on February 9th. For individuals who expressed concern regarding the proposal at either events, the project team pursued online research to identify available contact information and facilitate direct outreach. As further detailed in the table below, ten (10) community members were contacted directly and invited to discuss the project revisions either virtually or in person.

Community Member	Original Contact Date	Attended Neighborhood Meeting	Provided Public Comment at 2/9/2026 Comp Plan Hearing	Follow-Up Method	Follow-Up Date	Notes
Resident 1 & 2	7/16/2025	Yes	Yes	Email	n/a	Met in person with Resident 1 & 2 prior to Concept Plan Presentation. Have been in continued contact since. The Concept Plan Presentation site plan featured a 15' setback and a ¾ story split building along the shared property line. In the revised plan, one building was entirely removed along this property line, and the remaining building was changed from a ¾ split building to a 3-story building. Additionally, the setback was increased to 20'. We offered to meet again in March/April 2026 to discuss design changes, and they noted they were not interested in discussing further
Resident 3	3/13/2026	Yes	Yes	Email	5/8/2026	No response to original or follow up email
Resident 4	3/13/2026	Yes	Yes	Email	5/8/2026	No response to original or follow up email
Resident 5 & 6	3/13/2026	Yes	Yes	Email	5/8/2026	No response to original or follow up email
Resident 7	3/24/2026	No	Yes	Email	5/5/2026	Responded via email; expressed continued opposition and no interest in meeting or further discussion
Resident 8	3/24/2026	No	Yes	Email	n/a	We asked Resident 7 if they would provide her neighbor's (Resident 8) contact information. Resident 7 noted in her response that she forwarded our email to Resident 8 and they noted they were not interested in meeting or further discussion
Resident 9	4/2/2026	No	No	Email	4/24/2026	Resident 9 provided public comment at the BVSD Town Council meeting 2/23/2026. We discussed his concerns re: declining

						enrollment at BVSD and support for new housing
Resident 10	4/27/2026	No	No	Email	5/5/2026	Resident 10 provided public comment at the WUI code adoption Town Council meeting 3/23/2026. Resident 10 is the Sagamore liaison to Wildfire Partners (Boulder County). Reached out via email to discuss Resident's lessons learned on WUI compliance. Resident provided additional feedback on our proposed site plan, including that a playground should be considered. We confirmed our commitment to be compliant with WUI code and adding a playground

Stakeholder Outreach

In addition to resident outreach, the project team engaged with a range of community and business stakeholders to better understand broader housing, economic, and community considerations. These discussions provided additional context regarding local housing demand, workforce housing needs, and the relationship between housing and the long-term economic vitality of the community.

Stakeholder	Contact Date	Notes
Guardian Storage	9/31/2024	We have met and held several calls with Guardian Storage in the past 20+ months. We believe multi-family is complementary to the existing storage use. We have worked with Guardian Storage to ensure their existing exterior sign visibility is preserved from US-36.
Brixmor (Superior Marketplace)	10/22/2024	We have met and held several calls with Brixmor in the past 20+ months. We believe multi-family is complementary to the existing retail use.
RTD	1/31/2025	RTD provided a letter of support for the proposed land use. We anticipate the proposed multi-family will increase RTD ridership at the nearby Park-n-Ride location.
Dog Tag	6/10/2025	We spoke by phone to Dog Tag in June 2025. We believe multi-family is complementary to the existing use. We anticipate future residents to utilize dog daycare and boarding services provided by Dog Tag.
CDOT	6/10/2025	We have spoken to CDOT several times over the past year in an effort to better understand their operations at this property and project awareness.
Chamber of Commerce	3/11/2026	We presented to the Superior Chamber of Commerce on the March 30th, 2026 Board meeting.
Sports Stable	3/30/2026	We met with Sports Stable representatives in March 2026.
Target	4/2/2026	We met with the Target Store Manager (Ben) in April 2026.
Casa Agave	4/2/2026	We met with Casa Agave Owner (Monica) in April 2026.

Costco	4/2/2026	We met with Costco's store management (Kate/Ronnie) in April 2026.

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. 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.

Wildfire Resiliency – Agency Coordination

Carmel Partners proactively met with 7 different agencies/departments with a focus on fire resiliency. These meetings and discussions are summarized in the table below.

Agency / Department	Representatives	Topics Discussed	Project Response / Adjustment
-Town of Superior – Disaster Preparedness and Recovery -Boulder County – Office of Emergency Management -Boulder County – Sheriff -Mountain View Fire Rescue	-Allison James, Manager -Mike Chard, Office Director -David Salaman, Sergeant -Michelle Kelly, Fire Marshal	Emergency access, fire apparatus compliance, Marshall Fire After Action Report, Evacuation Impact Study	We have met with this group of agencies together a few times over the past 6 months. In initial discussions, the focus was discussing site specifics such as emergency access and fire apparatus compliance. The recent discussions have focused on the Marshall Fire After Action Report and confirming assumptions for utilization in the Evacuation Impact Study.
Colorado State Forest Service	-Janae Malpas, Wildfire Mitigation Program Specialist & CO State FireWise Liaison	FireWise & home hardening resources	We met with Janae in April 2026. We found her information listed on the FireWise website as the CO State Liaison. Janae noted that FireWise requirements apply to existing and single family home communities in lieu of new proposed multi-family development. We plan to continue conversations with FireWise to see if a criteria for multi-family becomes available in the future. Janae connected us with Meg with Wildfire Partners.
Wildfire Partners	-Meg Halford, Forest & Grasslands Management	Mitigation, home hardening, landscaping standards	We met with Meg in April 2026. Wildfire Partners is a non-profit that educates, motivates, and supports Boulder County residents in preparing for future wildfires. Meg provided feedback on our site plan and landscaping standards, including species and adjacency to building. Meg introduced us to Stefan and Joe.

Boulder County – Parks and Open Space	Stefan Reinold, Direction – Land Stewardship Joe Swanson – Sr. Weed Specialist	Open Space grazing, vegetation management	We met with Stefan and Joe in April 2026. The focus of this discussion was on wildfire mitigation in the adjacent Boulder County Open Space and ways to partner/collaborate with them to improve wildfire resiliency at the proposed project. We discussed the mowing and grazing mitigation activities and the related agricultural leases. There was discussion that grazing mitigation is most impactful. The County is working on implementing geofencing technology to focus grazing activities in sensitive WUI areas. There was discussion regarding the County's informal mowing activities of the area between the western Sagamore homes and Open Space. There was an informal commitment to partner/collaborate on similar mowing activities for the area adjacent to the proposed multi-family development.

Wildfire Resiliency – Design/Operations Changes & Considerations

- Reduction in density to reduce potential evacuation impacts
- Incorporated 30' fire break (rock gravel) at increased setback along western property line
- Coordination with Boulder County – Parks and Open Space for ongoing mitigation efforts of the 30' fire break and the adjacent 100' wide access road berm with mowing and grazing
- WUI Code compliant design, as further detailed in the table below
- Ongoing evaluation of evacuation and emergency access considerations
- Continued coordination with relevant agencies during the review process

WUI Compliance

Category	Requirement	CWRC Code Reference	Notes
Roofing	Class A roof covering or assembly required	CWRC §403.2, §404.2	Building design will comply.
Roof Ember Protection	Roof assembly gaps/profile spaces must resist ember intrusion	CWRC §403.2.1	Building design will comply.
Gutters & Downspouts	Noncombustible materials required	CWRC §403.3	Building design will comply.
Ventilation Openings	Ember-resistant attic, soffit, crawlspace, and underfloor vents required	CWRC §403.4, §404.4	Building design will comply.
Exterior Walls	Must use ignition-resistant, noncombustible, heavy timber, or 1-hour-rated assemblies	CWRC §404.3	Building design will comply.
Exterior Wall Coverings	Exterior cladding must comply with approved ignition-resistant/noncombustible standards	CWRC §402.3, §404.3.1	Building design will comply.

Eaves & Soffits	Eaves/soffits must be enclosed or protected	CWRC §404.5	Building design will comply.
Underfloor Areas	Underfloor spaces must be enclosed/protected	CWRC §404.6	Building design will comply.
Decks & Balconies	Decks, balconies, and projections must use ignition-resistant/noncombustible/heavy timber materials	CWRC §404.7	Building design will comply.
Windows / Glazing	Exterior glazing must be tempered, multilayered, glass block, or fire-rated	CWRC §404.8	Building design will comply.
Exterior Doors	Exterior doors must be noncombustible, fire-rated, or solid-core wood	CWRC §404.9	Building design will comply.
Garage Doors	Maximum 1/8" perimeter gap allowed	CWRC §404.10	Building design will comply.
Accessory Structures	Detached structures must comply with hardening requirements	CWRC §404.11	Building design will comply.
Structure Ignition Zone 1 (0–5 ft)	Noncombustible immediate zone required	CWRC §502.1 / §503.1	Landscape design complies.
Zone 1 Trees	No new trees within immediate zone	CWRC §503.1.3	Landscape design complies.
Structure Ignition Zone 2 (5–30 ft)	Fuel reduction and vegetation spacing required	CWRC §503.2	Landscape design complies.
Structure Ignition Zone 3 (30–100 ft)	Vegetation thinning and canopy separation required	CWRC §503.3	Landscape design complies.
Fencing	Fencing within 8 ft of structures must be noncombustible or ignition-resistant	CWRC §502.6	Landscape design complies.
Retaining Walls	Retaining walls near structures must be noncombustible or ignition-resistant	CWRC §502.5	Landscape design complies.
Address Markers	Buildings require visible permanent addressing	CWRC §502.4	Building design will comply.
Road Signage	Fire access roads and driveways must be marked	CWRC §502.2	Site design will comply.
Ongoing Maintenance	Buildings, vegetation, and defensible space must be maintained continuously	CWRC §101.8	Property operations to comply.

Ongoing Commitment

The project team remains committed to transparent engagement and continued coordination with Town staff, community members, and relevant agencies throughout the entitlement process.
The outreach and coordination efforts summarized in this memorandum reflect a good-faith effort to respond to community concerns, improve the project, and prioritize wildfire resiliency and public safety.

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.

<u>Opportunities</u>

- 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.

BVSD

The yield table included below was provided by BVSD detailing elementary student yields from major new subdivisions. We have included the table at the bottom which notes projected yields for the 76th Street property based on different product types and density. Based on the various densities, unit counts, and projected yields, an apartment project yields roughly the same amount of as a SFD or Townhome development. Adding new multifamily housing in Superior expands attainable options for families and workforce households, helping stabilize long-term enrollment.

Elementary Student Yields from Major New Subdivisions 2025

Development	Community	Hsg. Type	Hsg. Units	Elem. Students	2025 Yield	2016-2022 Ave. Yield
Via Varra	Broomfield	Apartment	1,681	57	0.03	0.05
		Condominium	255	3	0.01	0.04
		Townhome	358	12	0.03	0.09
Superor Town Center	Superior	SFD	105	14	0.13	0.23
		Townhome	476	25	0.05	0.09
		Apt.	408	5	0.01(1)	0.05
Parkdale	Erie	SFD	561	74	0.14	0.23
		Duplex	114	7	0.06	0.07
Silo	Lafayette	SFD	60	2	0.03	0.23
		Townhome	50	4	0.08	0.09
76th Street	Superior	Apt.	336	10	0.03	n/a

(1) Survey completed 9/2025, when Origin was 78% occupied

(2) Study only includes elementary student count

(3) Study does not include younger kids that live in these communities prior to elementary school

76th Street - Projected Yields

	Site Size	Density	Units	Yield	Elem. Students
SFD	12.76	5.5	70.2	0.14	9.8
Townhome	12.76	16	204.2	0.05	10.2
Apartment	12.76	26.3	336.0	0.03	10.1

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 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 **Missing Middle / Attainable Housing**
- Compliment and support existing adjacent uses – Guardian Storage, Superior Marketplace, and Dog Tag

PETITION FOR ANNEXATION

TO: THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, COLORADO

RE: PROPERTY KNOWN AS: 7494 Marshall Road (Wiehe Property)

The undersigned landowners, in accordance with Title 31, Article 12, Part 1, C.R.S., known as the Municipal Annexation Act of 1965, hereby petition the Town Council of the Town of Superior, Colorado (the "Town Council") for annexation to the Town of Superior (the "Town") of the following described unincorporated area situate and being in the County of Boulder, State of Colorado (the "Property"):

(See **Exhibit A** attached hereto and incorporated herein by reference)

In support of their Petition, Petitioners state as follows:

1. That it is desirable and necessary that the Property be annexed to the Town of Superior, Colorado.

2. That the Property meets the requirements of C.R.S. §§ 31-12-104 and 105, in that:

a. Not less than one-sixth of the perimeter of the Property is contiguous with the existing boundaries of the Town, disregarding for contiguity purposes, as allowed by C.R.S. § 31-12-104(1)(a), the existence of any platted street or alley, any public or private right-of-way, any public or private transportation right-of-way or area, public lands (except county-owned open space) or any lakes, reservoirs, streams or other natural or artificial waters located between the Town and the Property. The contiguity required by C.R.S. § 31-12-104(1)(a) has not been established by use of any boundary of an area that was previously annexed to the Town where the area, at the time of its annexation, was not contiguous at any point with the boundary of the Town, and was not otherwise in compliance with C.R.S. § 31-12-104(1)(a), and was located more than three miles from the nearest boundary of the Town, nor was the contiguity required by C.R.S. § 31-12-104(1)(a) established by use of any boundary of territory that was subsequently annexed directly to, or which was indirectly connected through, subsequent annexations of such an area.

b. The proposed annexation will not create any disconnected municipal satellites.

c. A community of interest exists between the Property and the Town.

d. The Property is urban or will be urbanized in the near future, and said area is integrated or is capable of being integrated with the Town.

e. 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:

i. Is divided into separate parts or parcels without the written consent of the landowner or landowners thereof, unless such tracts or parcels are separated

by a dedicated street, road, or other public way.

ii. Comprising 20 acres or more and which, together with the buildings and improvements situated thereon, has a valuation for assessment in excess of $200,000.00 for *ad valorem* tax purposes for the year next preceding the annexation is included within the Property without the written consent of the landowner(s).

f. No annexation proceedings have been commenced for the annexation to another municipality of part or all of the Property.

g. The annexation of the Property will not result in the detachment of area from any school district and the attachment of same to another school district.

h. The annexation of the Property will not have the effect of extending the boundary of the Town more than three miles in any direction from any point of the Town's boundary in any one year.

i. If a portion of a platted street or alley is to be annexed, the entire width of said street or alley is included within the Property.

j. Reasonable access will not be denied to landowners, owners of easements or the owners of franchises adjoining any platted street or alley to be annexed that will not be bordered on both sides by the Town.

3. That attached hereto and incorporated herein by reference are four prints of the annexation map, containing the following information:

a. A written legal description of the boundaries of the Property.

b. A map showing the boundary of the Property.

c. Within the annexation boundary map, a showing of the location of each ownership tract of unplatted land, and, with respect to any area which is platted, the boundaries and the plat numbers of plots or lots and blocks.

d. Next to the boundary of the Property, a drawing of the contiguous boundary of the Town and the contiguous boundary of any other municipality abutting the Property.

4. That Petitioners are the landowners of more than 50% of the Property, exclusive of streets and alleys.

5. That all Petitioners signed this Petition no more than 180 days prior to the date of the filing of this Petition.

6. That this Petition satisfies the requirements of Article II, § 30 of the Colorado Constitution in that it is signed by persons comprising more than 50% of the landowners of the Property who own more than 50% of the Property, excluding public streets and alleys and any land owned by the Town.

7. That no election has been held within the last 12 months for annexation of the Property to the Town.

8. That the Property is located within Boulder County, Boulder County School District RE-2, the Urban Drainage and Flood Control District, the Regional Transportation District and the Mountain View Fire District.

9. That upon the effective date of the ordinance annexing the Property to the Town, the entire Property shall become subject to the ordinances, resolutions, rules and regulations of the Town, except for general property taxes which shall become effective on January 1 of the next year following passage of the annexation ordinance.

10. That upon the effective date of the ordinance annexing the Property to the Town, the Property will be included within the boundaries of the Municipal Subdistrict of the Northern Colorado Water Conservancy District and subject to the provisions of the Inclusion Order dated October 9, 1997, in Civil Action No. 9454-S1, Weld County District Court, pursuant to C.R.S. § 37-45-136(3.6).

11. That Petitioners shall, as required by ordinance, dedicate to the Town all water rights for the Property.

12. That Petitioners shall pay all fees and costs incurred by the Town in processing this Petition for Annexation up to and including the annexation hearing before the Town Council.

13. That Petitioners have not requested from any government entity review of a site specific development plan that would vest Petitioners with the property rights contemplated in C.R.S. § 24-68-101, *et seq.*, and that Petitioners hereby waive any vested property rights for the Property resulting from any prior approval of any site specific development plan as defined in C.R.S. § 24-68-101, *et seq.*

14. That, no later than 90 days after the effective date of the annexation ordinance, the Property shall be brought under the Town's zoning code and map.

15. That this Petition and the annexation of the Property are specifically conditioned on the negotiation and execution by Petitioners and the Town of a mutually acceptable annexation agreement.

16. That Petitioners reserve the right to withdraw this Petition at any time prior to the adoption of an annexation ordinance.

Therefore, the undersigned Petitioners respectfully request that the Town Council approve the annexation of the Property to the Town.

Name	3.17.26 Date	2255 Schooner St, Lafayette, CO Mailing Address
Name	Date	Mailing Address

STATE OF COLORADO)
) ss.
COUNTY OF Pitkin)

Subscribed, sworn to and acknowledged before me this 17 day of March, 2026, by Everett Wiehe.

My Commission expires: 8/2/29.

(SEAL)

Notary Public

CHARLES SMITH
NOTARY PUBLIC - STATE OF COLORADO
NOTARY ID 20214030803
MY COMMISSION EXPIRES AUG 2, 2029

EXHIBIT A
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:

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-870009 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.

AFFIDAVIT OF CIRCULATOR

The undersigned, being of lawful age, being first duly sworn upon oath, deposes and says:

That they were the circulator of the foregoing Petition for Annexation of lands to the Town of Superior, Colorado, consisting of seven (7) pages including this page, and that each signature thereon was witnessed by the affiant and is the true signature of the person whose name it purports to be.

Circulator

STATE OF COLORADO)
) ss.
COUNTY OF Denver)

Subscribed, sworn to and acknowledged before me this 23rd day of March, 2025, by Harris Griswold.

My Commission expires: Feb. 1, 2030.

(SEAL)

Notary Public

KRISTIE LIMA
NOTARY PUBLIC - STATE OF COLORADO
NOTARY ID 20224004545
MY COMMISSION EXPIRES FEB 1, 2030

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;

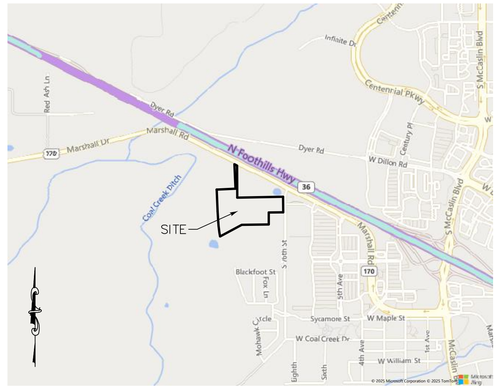
THENCE SOUTH 63°43'22" EAST, A DISTANCE OF 51.98 FEET ALONG SAID RIGHT-OF-WAY LINE TO THE WESTERLY BOUNDARY OF PARCEL DESCRIBED IN DEED RECORDED 10/18/1995 AT RECEPTION NO. 1556005 (AS SHOWN AND REDESCRIBED IN ALTA/ACSM LAND TITLE SURVEY BY EMK CONSULTANTS, INC. DEPOSITED AS LS-87-0009 IN THE RECORDS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

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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

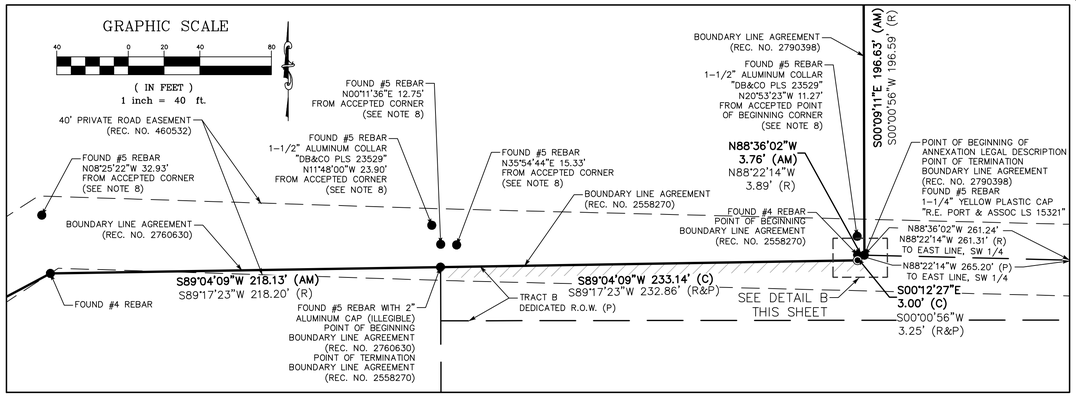
BY:RSLAGLE FILE:83065 ANNEXATION.DWG DATE:2/20/2026 3:28 PM

ANNEXATION MAP

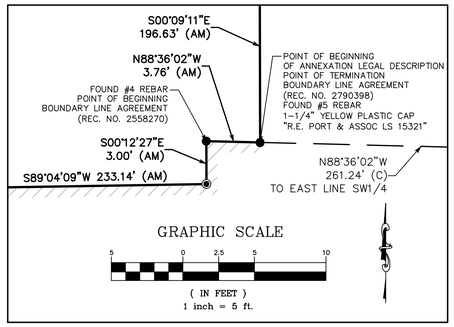
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 13,
TOWNSHIP 1 SOUTH, RANGE 70 WEST OF THE 6TH P.M.,
COUNTY OF BOULDER, STATE OF COLORADO

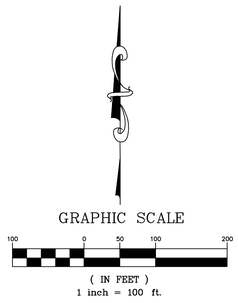
SHEET 2 OF 2

DETAIL A



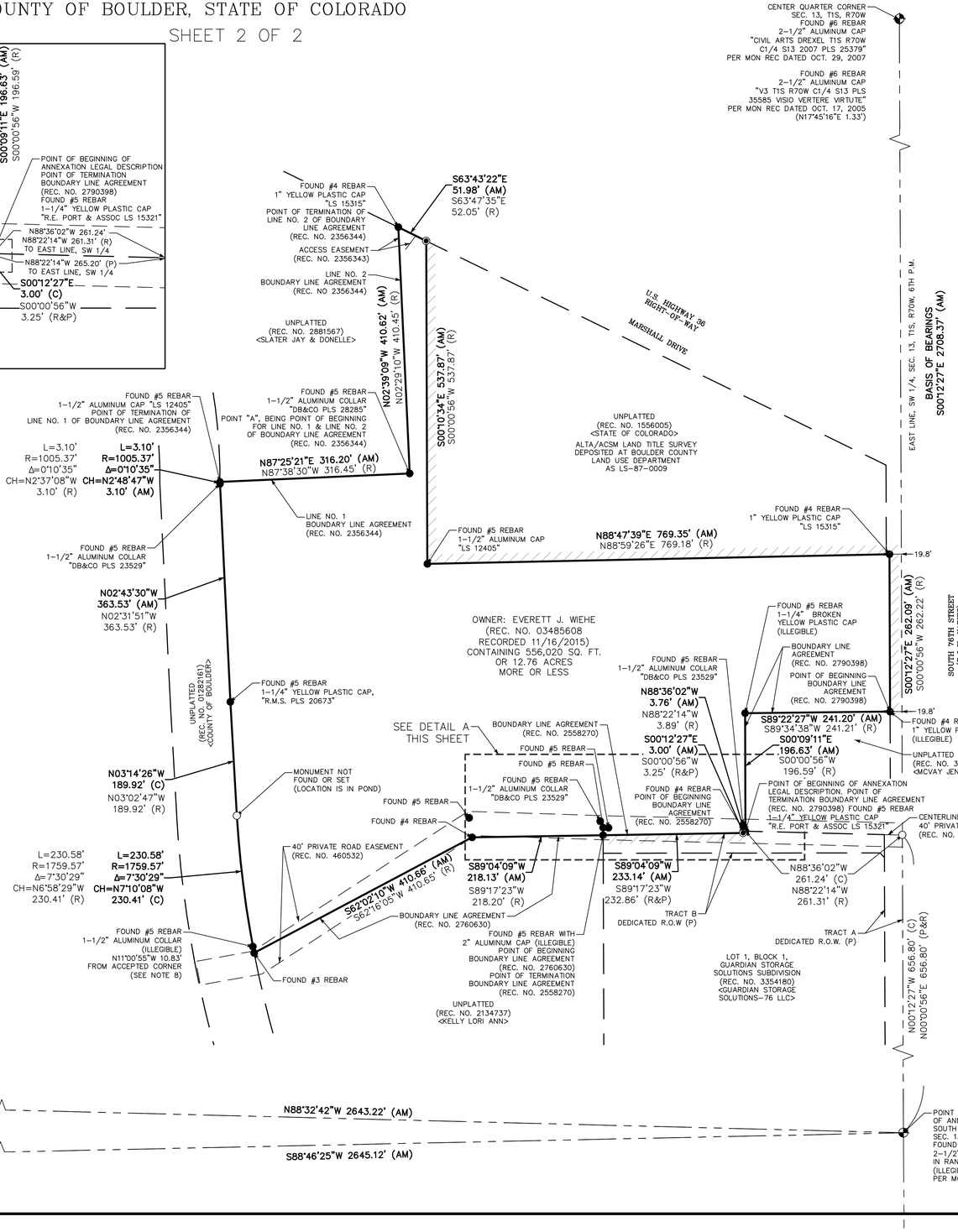
DETAIL B





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

COPYRIGHT 2026 FLATIRONS, INC.

Flatirons, Inc.
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

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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

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT (the "Agreement") is made and entered into this _____ day of _____, 2026 (the "Effective Date"), by and between the Town of Superior, a Colorado municipality with an address of 124 East Coal Creek Drive, Superior, Colorado 80027 (the "Town"), and Everett Wiehe, an individual with an address of 7494 Marshall Drive, Superior, CO 80027 ("Owner") (each a "Party" and collectively, the "Parties").

WHEREAS, Owner is the owner of certain real property located in unincorporated Boulder County and more particularly described in **Exhibit A,** attached hereto and incorporated herein by reference (the "Property");

WHEREAS, Owner desires to have the Property annexed to the Town; and

WHEREAS, the Town wishes to annex the Property into the Town upon the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the foregoing recitals, mutual covenants, and promises set forth below, the receipt and sufficiency of which are mutually acknowledged, the Parties hereby agree as follows:

1. Intent. The intent of this Agreement is to set forth the basic requirements for annexation and use or development of the Property. Owner acknowledges that this Agreement shall not preclude the need for a later development agreement in the Town's standard form at the time of Final Development Plan (the "Development Agreement"). Nothing in this Agreement shall constitute a limitation of the legislative, governmental, or police powers to promote and protect the health, safety and welfare of the Town and its inhabitants, nor shall this Agreement prohibit the enactment or increase by the Town of any tax or fee.

2. Term and Termination. This Agreement shall commence on the Effective Date, and shall terminate upon execution of the Development Agreement. If the annexation of the Property is not completed for any reason on or before December 31, 2026, this Agreement shall automatically terminate without further action of the Parties.

3. Development.

a. *Zoning*. Owner hereby consents to the zoning of the Property as PD ("Planned Development"). Owner is entering into this Agreement and is undertaking the obligations imposed upon Owner herein in reliance upon the Town's concurrent adoption of an ordinance annexing the Property into the Town and an ordinance zoning the Property as provided in this paragraph. Performance of Owner's obligations hereunder is expressly conditioned upon the Town's adoption of the ordinances described in this paragraph. If the Town fails to adopt the ordinances described in this paragraph, then the petition for annexation will be deemed withdrawn and the annexation process will be terminated.

b. *Land Use*. All new construction will be subject to the types and intensities of land use permitted pursuant to the Code, and shall be approved through the subdivision and land use processes.

c. *Public Improvements*. Owner shall design, construct, install and warranty at its sole cost and expense, in accordance with Town standards and specifications, any necessary public improvements within or adjacent to the Property, including without limitation water distribution, sanitary sewer, utilities, lighting, streets, curb, gutter, sidewalks, trails, storm sewer, storm drainage, fire hydrants, landscaping and parks. The public improvements shall be constructed in accordance with the Development Agreement.

d. *Town Fees*. Owner hereby agrees to pay the Town the actual cost plus 15% to defray the administrative and review expenses of the Town, and for engineering, surveying, and legal services rendered in connection with the review of the annexation of the Property, which cost shall be determined by the Town Manager. In addition, Owner shall reimburse the Town for the actual cost of making corrections or additions to the official Town Map, with a fee for recording such map, if necessary, and accompanying documents with the County Clerk and Recorder. Owner further agrees to pay all impact fees applicable at the time the Property is developed. The Town may withhold any land use approval, or withhold the issuance of any permits for construction or occupancy for failure to pay any then-current applicable Town. Owner acknowledges that the Property and any residential dwellings built thereupon shall be subject to the Town's Landscape Maintenance Fee.

e. *Conveyance Requirements*. Owner acknowledges that the need for conveyances and dedication of certain property, including without limitation rights-of-way and easements, as contemplated in this Agreement, is directly related to and generated by the current and intended uses of the Property, and that no taking thereby will occur requiring any compensation.

4. Northern Colorado Water Conservancy District. Upon annexation, the Town shall transmit to the Northern Colorado Water Conservancy District ("NCWCD") a certified copy of the Town's annexation ordinance for the Property. Prior to the Town causing water service to be provided to any portion of the Property, Owner shall include the Property in the NCWCD and its municipal subdistrict.

5. Permitted Development. Owner shall develop the Property in accordance with this Agreement, Town ordinances and regulation, and applicable state and federal law and regulations.

6. Vested Rights. Upon annexation, Owner waives any prior vested property rights that may have been acquired in Boulder County and acknowledges that this Agreement creates no new vested rights.

7. Disconnection. The Town acknowledges that the purpose of the annexation is for a third party to develop the Property, and if the Property is not conveyed to a third party, the purpose of the annexation will be lost. Therefore, if the annexation of the Property is completed, but title to the Property remains with Owner rather than being transferred to another party, Owner shall have the right to file a petition for disconnection pursuant to C.R.S. § 31-12-501, *et seq.* While not limiting its authority under C.R.S. § 31-12-501(3) to make a determination at the time of a disconnection application, if title to the Property remains with Owner rather than being transferred to another party, the Town anticipates the best interests of the Town will not be prejudiced by the disconnection.

8. Authority of the Town. Nothing in this Agreement shall constitute or be interpreted as a repeal of existing codes or ordinances, or as a waiver or abrogation of the Town's legislative, governmental, or police powers to promote and protect the health, safety, and general welfare of the Town or its inhabitants.

a. Owner acknowledges that the annexation and subsequent zoning of the Property are subject to the legislative discretion of the Town Council of the Town. No assurances of annexation or zoning have been made or relied upon by the Owner.

b. In the event that the Town Council, in the exercise of its legislative discretion, does not take any action with respect to the Property herein contemplated, then the sole and exclusive remedy for the breach hereof, accompanied by the exercise of such discretion, shall be the withdrawal of the petition for annexation by Owner, or disconnection from the Town in accordance with state law, as may be appropriate.

9. Indemnification. Owner agrees to indemnify and hold harmless the Town and the Town's officers, attorneys, employees, agents, and contractors, from and against all liability, claims, and demands, including attorney fees and court costs, which arise out of or are in any manner connected with the annexation of the Property, or with any other annexation or other action determined necessary or desirable by the Town in order to effectuate the annexation of the Property, or which are in any manner connected with the Town's enforcement of this Agreement.

10. Miscellaneous

a. *Governing Law and Venue*. This Agreement shall be governed by the laws of the State of Colorado, and any legal action concerning the provisions hereof shall be brought in Boulder County, Colorado.

b. *No Waiver*. Delays in enforcement or the waiver of any one or more defaults or breaches of this Agreement by the Town shall not constitute a waiver of any of the other terms or obligations of this Agreement.

c. *Integration*. This Agreement constitutes the entire agreement between the Parties, superseding all prior oral or written communications.

d. *Third Parties*. There are no intended third-party beneficiaries to this Agreement.

e. *Notice*. Any notice under this Agreement shall be in writing and shall be deemed sufficient when directly presented or sent pre-paid, first-class U.S. Mail to the Party at the address set forth on the first page of this Agreement. Any Party (and its successors and assigns) shall have the right to modify its address for receipt of notices upon providing written notice of such change to the other Parties.

f. *Severability*. If any provision of this Agreement is found by a court of competent jurisdiction to be unlawful or unenforceable for any reason, the remaining provisions hereof shall remain in full force and effect.

g. *Modification*. This Agreement may only be modified upon written agreement of the Parties.

h. *Successors and Assigns; Assignment*. This Agreement shall be recorded with the Clerk and Recorder of Boulder County, Colorado and shall run with the land and inure to the benefit of and be binding upon the successors and assigns of the Parties. The Town acknowledges that, following annexation, the Property is intended to be conveyed to a successor in interest to the Owner, and, once that conveyance occurs, the Town acknowledges that the Owner shall have no further obligations under this Agreement and that the successor in interest shall be bound by all terms of this Agreement.

i. *Governmental Immunity*. The Town and its officers, attorneys and employees, are relying on, and do not waive or intend to waive by any provision of this Agreement, the monetary limitations or any other rights, immunities or protections provided by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, *et seq.*, as amended, or otherwise available to the Town and its officers, attorneys or employees.

j. *Subject to Annual Appropriation*. Consistent with Article X, § 20 of the Colorado Constitution, any financial obligation of the Town not performed during the current fiscal year is subject to annual appropriation, shall extend only to monies currently appropriated, and shall not constitute a mandatory charge, requirement, debt or liability beyond the current fiscal year.

k. *Electronic Signatures*. The Parties intend that this Agreement be governed by the Uniform Electronic Transactions Act, C.R.S. § 24-71.3-101, *et seq*.

IN WITNESS WHEREOF the Parties have executed this Agreement as of the Effective Date.

TOWN OF SUPERIOR

_____
Mark Lacis, Mayor

ATTEST:

_____
Shannon Dujardin, Town Clerk

OWNER:

By: _____
Everett Wiehe

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing instrument was subscribed, sworn to, and acknowledged before me this _____ day of _____, 2026, by Everett Wiehe.

My commission expires: _____

(S E A L)

_____
Notary Public

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;

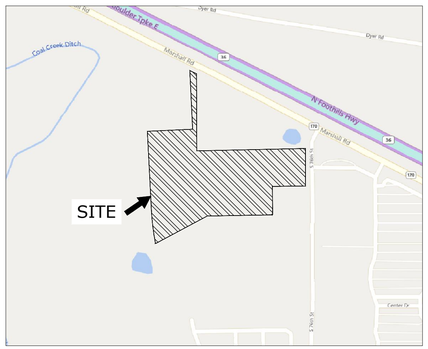
THENCE ALONG A BOUNDARY LINE DESCRIBED IN BOUNDARY LINE AGREEMENT RECORDED 11/12/2002 AT RECEPTION NO. 2356344 THE FOLLOWING TWO COURSES:
1) N87°38'30"E, 316.45 FEET;
2) N02°29'10"W, 410.45 FEET TO THE SOUTHERLY RIGHT OF WAY OF U.S. HIGHWAY 36;

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.



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

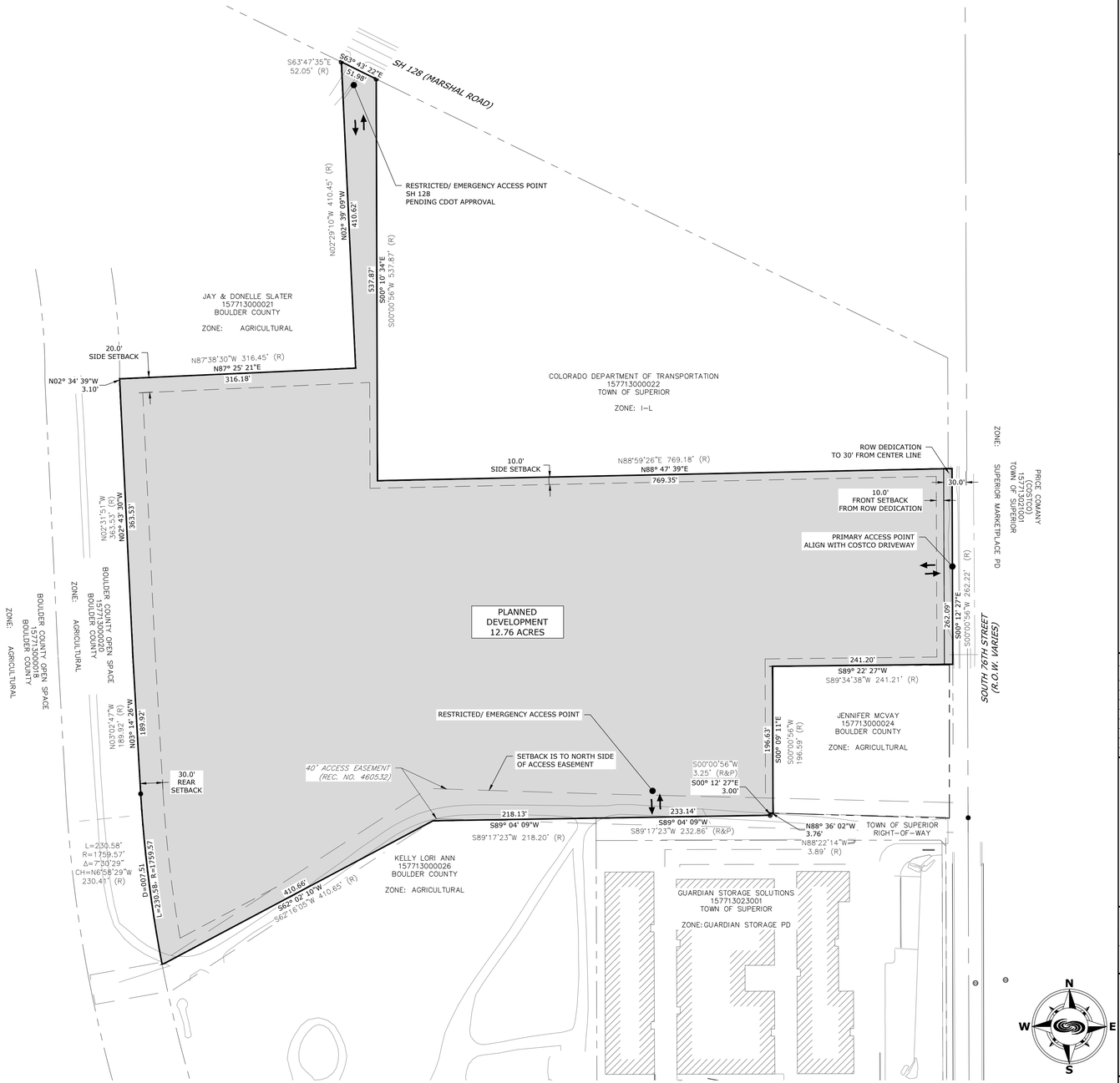
SITE COVERAGE RANGE				
CATEGORY	**MINIMUM (SF)**	**MAXIMUM (SF)**	**MINMUM**	**MAXIMUM**
BUILDINGS	125,000	140,000	22%	25%
LANDSCAPE AREA	160,000	190,000	29%	34%
WALKS AND AMENITIES	65,000	85,000	12%	15%
ROW DEDICATION	2,947	2,947	1%	1%
PAVED AREA	155,000	180,000	28%	32%

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

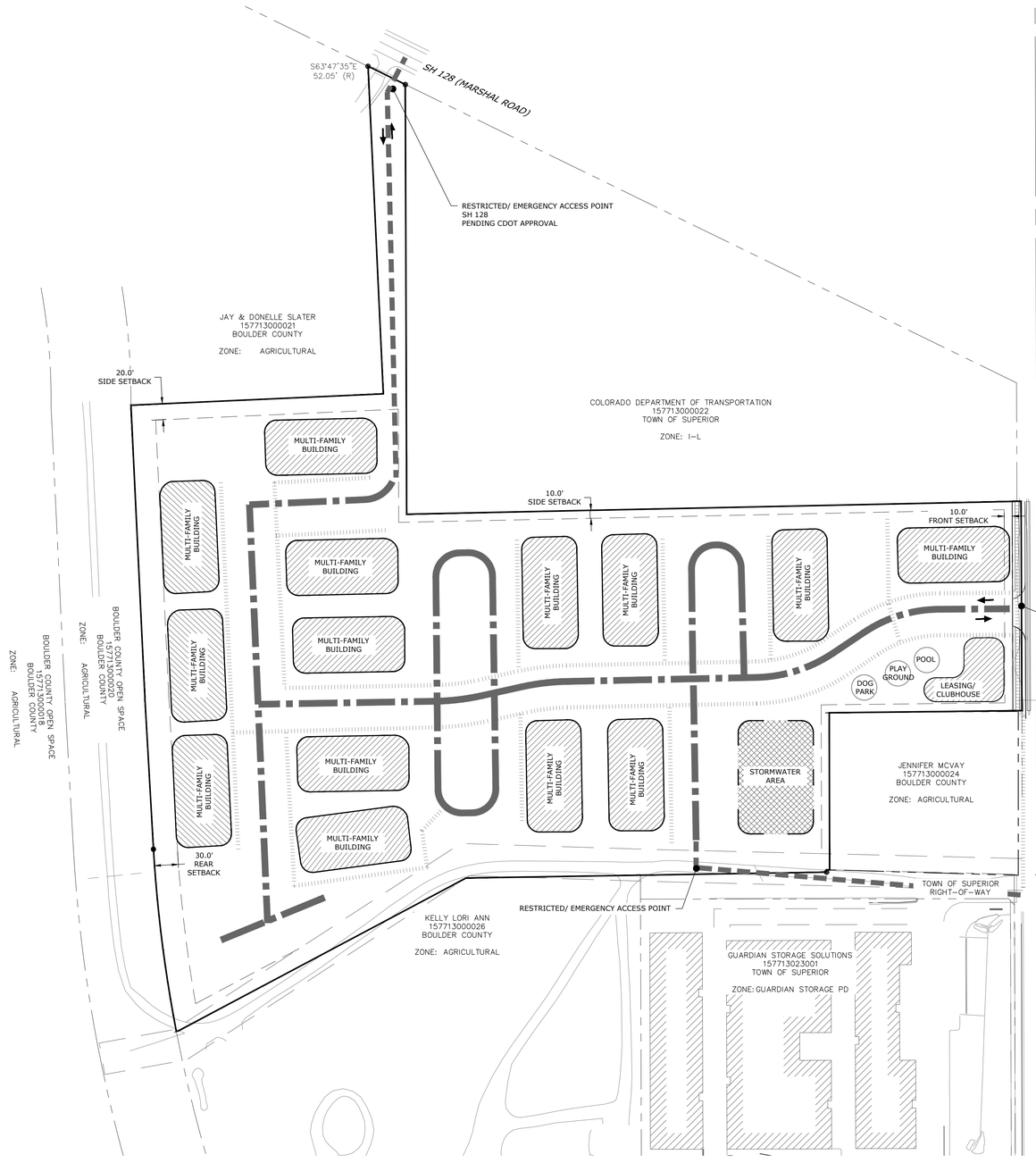
DEVELOPMENT STANDARDS

SHEET:
2 OF 3

J:\CARMEL - 322\322.001.01 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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DATE: 02/26/26
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

RCLCO
REAL ESTATE CONSULTING

Economic and Fiscal Impact Analysis for Planned Apartment Development

Superior, Colorado

Prepared for Carmel Partners

June 1, 2026

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Years in Business

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>100
Employees Globally

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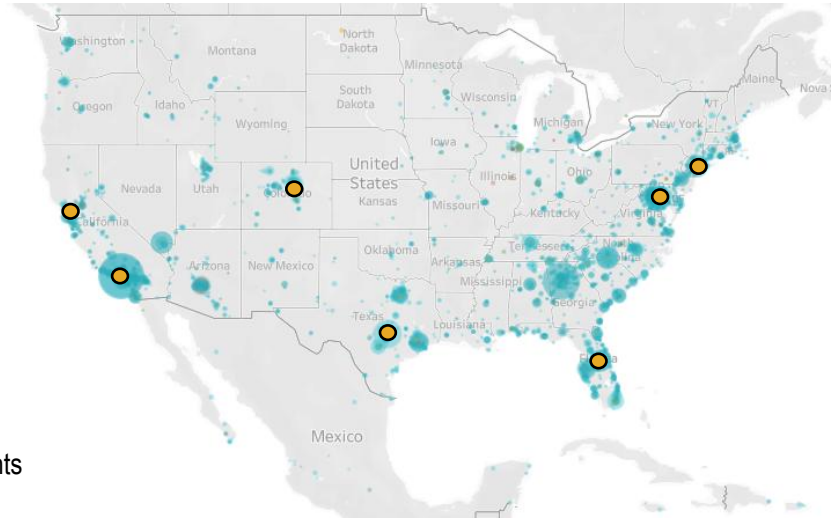
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Carmel Partners ("Carmel") is under contract to purchase a 12.76-acre site in the Town of Superior at 7494 Marshall Road adjacent to Boulder County open space. Current plans envision a garden-style apartment development with 336 units, including 51 units at 80% AMI. The site is currently in unincorporated Boulder County and Carmel anticipates that it will be annexed into the Town of Superior as a Planned Development

This report describes the fiscal and economic impact analyses that provide an objective evaluation of the economic (employment generation and multiplier effects) and fiscal impacts to the Town of Superior from the proposed development.

The following analysis is designed to respond to the following:

- Economic Impact Analysis: This analysis is the incremental jobs and dollar impact on the local economy during the construction and operational (build-out) phases of the proposed development. This analysis also has components covering the one-time construction and operations phases. In each analysis, the estimates include the "direct" impacts (investment during the project's construction, and retail and business sales and local household spending that recur at build-out) and the "multiplier" effects (the circulation of these direct effects within the local economy).
- Fiscal Impact Analysis: This analysis refers to the net fiscal impact of the proposed development on the Town's General Fund and has two components. The first is the set of one-time impacts comprising the various construction-related revenues paid to the Town.

KEY CONCLUSIONS

In addition to providing affordable housing for Superior, the development will also drive economic and fiscal benefits to the Town

Affordability

- The subject site will provide critical workforce, attainable, and affordable housing; around 18% of renter households in Superior earn between 80-120% AMI.
- The average home price from April 2025 to April 2026 was $1,035,000*. The entry-level price point—defined as the 25th percentile by RCLCO—was $750,000*, which is only affordable to households earning more than 140% AMI. Rental product at the site will be significantly more affordable per month when compared to these for-sale price points, providing critical attainable housing needed to sustain the local workforce.

Retail & Transit Impacts

- The subject site is expected to generate a 3.5% increase in Superior's sales tax base, and an estimated 33% increase in the number of transit commuters in Superior.

Economic Impacts

- The development will result in 7 jobs on-site at stabilization.
- The development will support an additional 121 jobs off-site at other businesses within Superior at stabilization.
- Additionally, the development will lead nearly $28,100,000 annually in economic spending off-site.
- The development will produce over $156,700,000 in spending due to construction alone.
- The development will create 496 jobs from construction over a two-year period.

Fiscal Impacts

- The development is projected to generate $3.5M in total tax revenue to the Town of Superior General Fund during construction, including licenses & fees, property taxes, and sales generated from construction employees.

**Historical sales data In Superior, CO from April 2025 to April 2026 per Redfin. Monthly ownership cost assumes: 30-year fixed-rate mortgage at 6.125% to 6.500% APR; $149/mo HOA; $701/mo home insurance; a property tax rate of 0.54%; home maintenance of $100/mo; and PMI of 1.0% below 20% down.*

**Monthly costs are in 2026 dollars. Market rent does not include applicable concessions.*

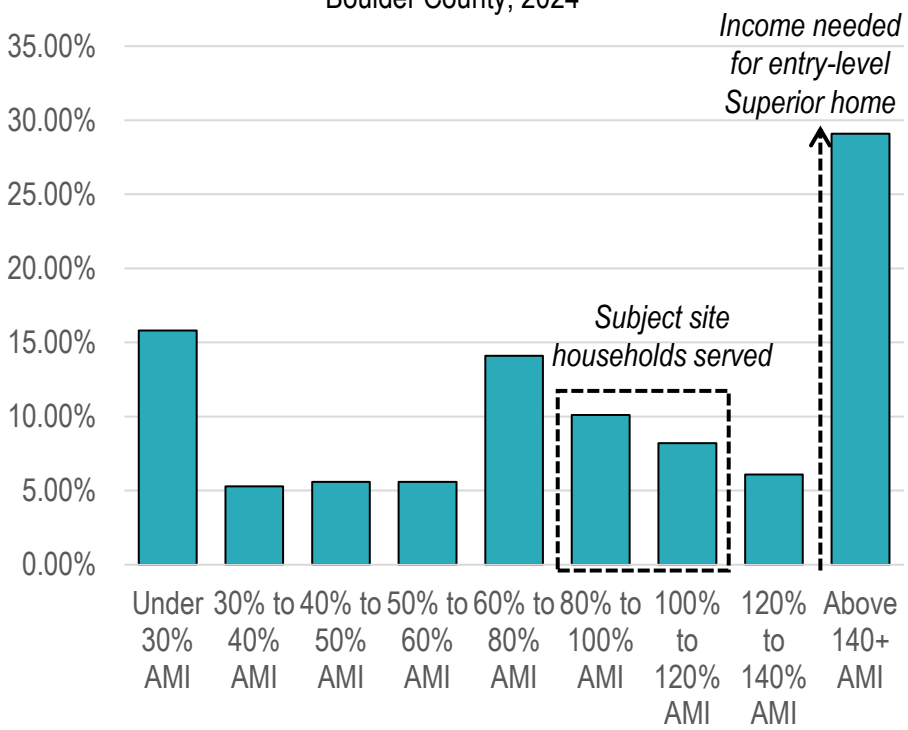
Source: HUD; PUMS; CHFA; Redfin; Client; RCLCO

AFFORDABILITY

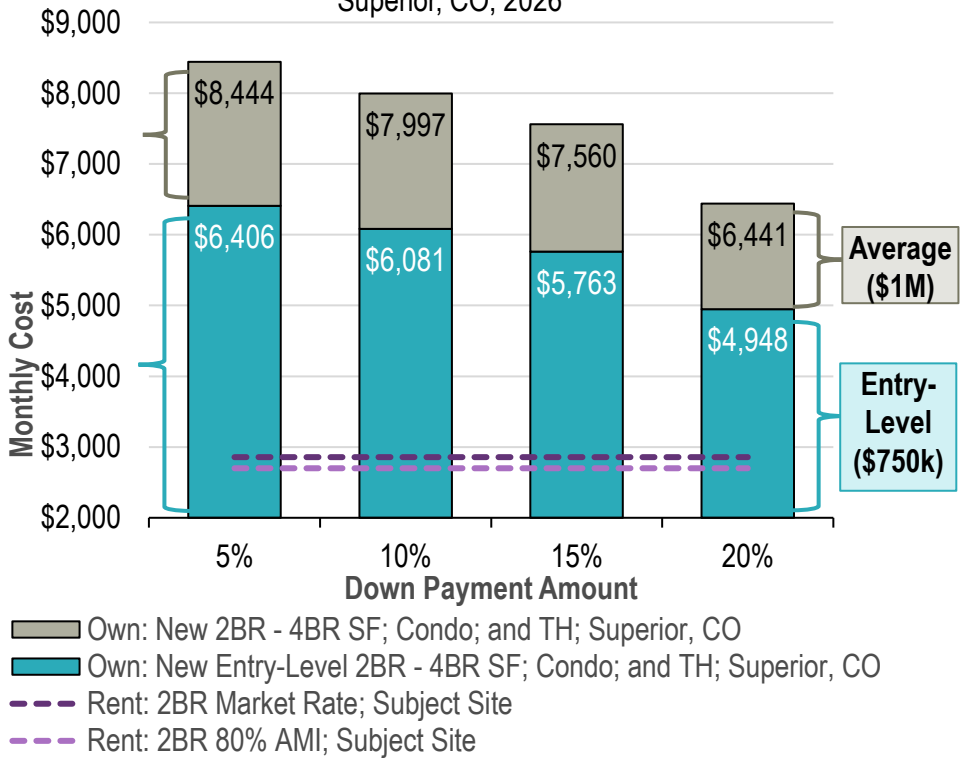
Households earning under 140% AMI are largely priced out of the for-sale market, and 18% of renter households in the county earn between 80-120% AMI; the subject site will provide critical workforce housing at attainable levels

- In Boulder County, there is a critical need for more workforce, attainable, and affordable housing. With the lower quartile of homes having a $750,000* price tag in Superior, even this entry-level housing stock serves 140%+ AMI levels, assuming households are able to save for a 20% downpayment. Further, the average home price of $1,035,000* requires an income of almost 200% AMI for a two-person household, meaning that more attainable rentals are critical to sustaining the local workforce.

Distribution of Households by AMI Level
Boulder County; 2024



Cost to Rent vs. Own (2026$)*
Superior, CO; 2026



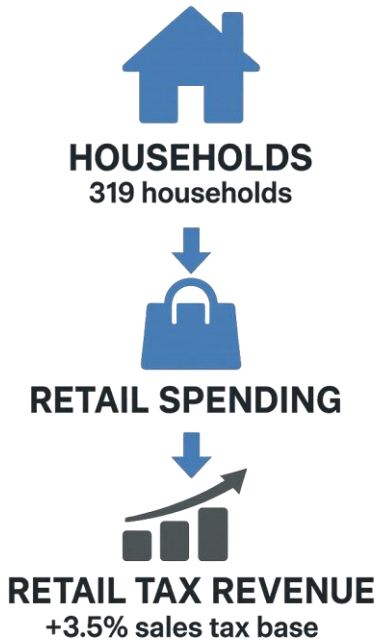
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**Monthly costs are in 2026 dollars. Market rent does not include applicable concessions.*
Source: HUD; 2024 ACS; PUMS; CHFA; Redfin; NerdWallet; Client; RCLCO

RETAIL & TRANSIT IMPACTS

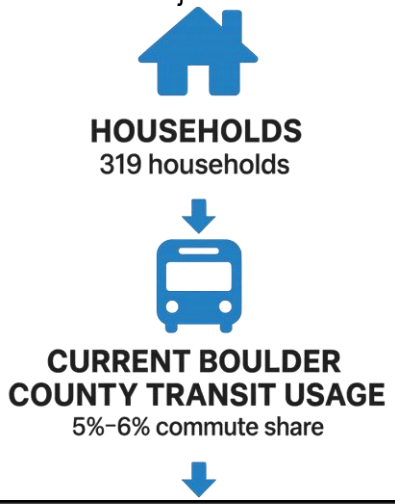
At stabilization, the subject site is expected to generate a 3.5% increase in Superior's sales tax base and an estimated 33% increase in the number of transit commuters in Superior

- The site is planned to deliver 336 units, totaling an estimated 319 households at 95% stabilization, with a resident earning roughly $86,000 on average and a share of attainable units at 80% AMI. Based on typical household spending of 30% on retail and about half that in the local Superior market, these on-site households are expected to generate an additional $234k in retail taxes annually, amounting to an estimated 3.5% increased in the local retail sales tax base of $6,443,000.
- Given that the site is located in close proximity to the US 36/McCaslin RTD bus stop, RCLCO expects about a 5-6% transit commuter rate, similar to Boulder County's rate for renter households overall. This translates to about 25 additional daily commuters, a large increase from the estimated 65 commuters in Superior today. Further, this is expected to increase ridership on the bus lines that serve the US 36/McCaslin Station about 24%.

Annual Retail Impacts
Subject Site



Annual Transit Impacts[1]
Subject Site

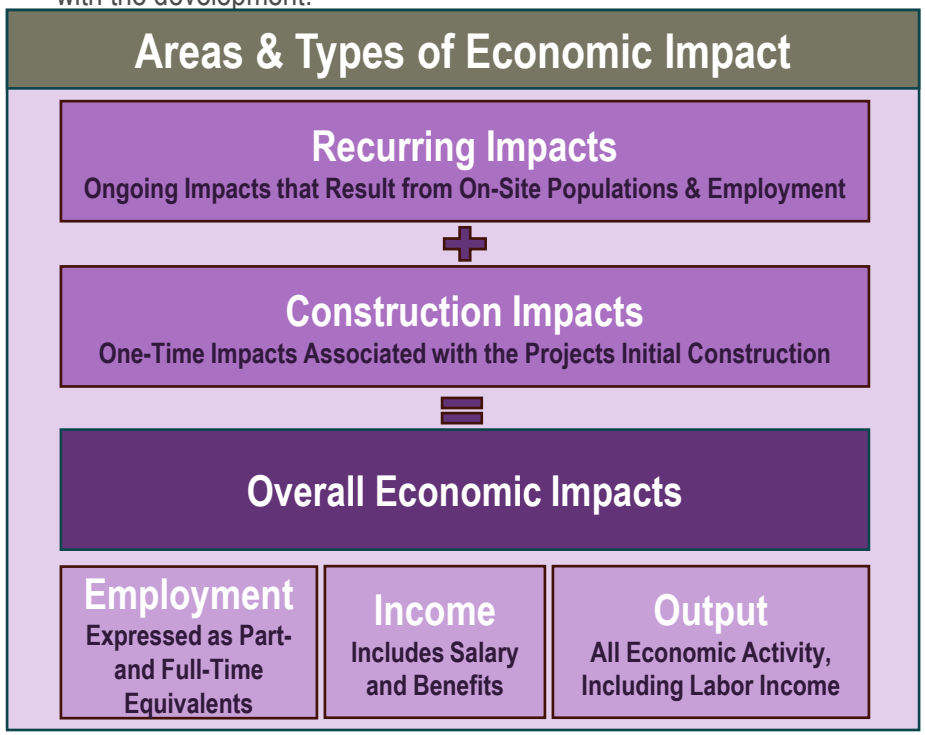


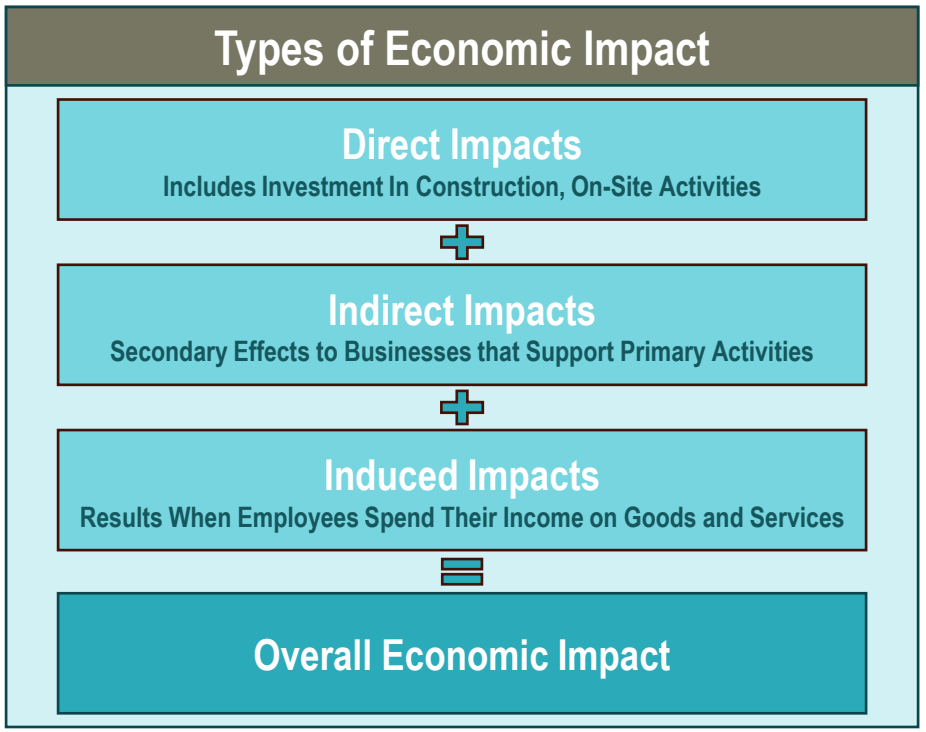
Subject Site Transit Impacts[2]	
Increase in transit use relative to current Superior transit user base	**33.5%**
Increase in AB, FF and 228 boardings - US 36/McCaslin Station	**23.6%**

[1]RCLCO estimates 319 on-site households using a stabilized 95% occupancy rate.
[2]Ridership data from RTD in 2025
[3]Retail tax rate of 3.78%
Source: Client; RTD; ESRI; Placer.AI; Town of Superior; US Census; RCLCO

OVERVIEW OF ECONOMIC IMPACTS

- **Economic Impact** refers to the effects that a particular development has on the surrounding area. Economic impact analyses often consider a range of factors to assess how variables like **employment, income, and economic output** are influenced. The impacts are divided into several categories:
  - **Direct Impact:** refers to the immediate economic effects generated by the development itself. For example, in the context of a multi-family development, the direct impacts might include the construction jobs created during the building phase and the ongoing employment and revenue generated by the businesses within the development.
  - **Indirect Impact:** Indirect impacts are the secondary effects that occur because of the direct impacts. These effects typically stem from the supply chain and include businesses that provide goods and services to support the primary activity. For the mixed-use development, indirect impacts could involve suppliers of construction materials, utilities, or maintenance services.
  - **Induced Impact:** The induced impacts are the changes in economic activity resulting from the spending of income earned in the direct and indirect sectors. For example, employees working at the mixed-use development spend their salaries on various goods and services in the local economy, leading to induced impacts like increased sales for local businesses.
- Economic impact assessments can also be categorized by the frequency of the economic impact. **Construction Impacts** have a one-time effect on the nearby economy due to initial project build-out, while **Recurring Impacts** are enduring and refer to jobs and outputs created due to the ongoing operations associated with the development.

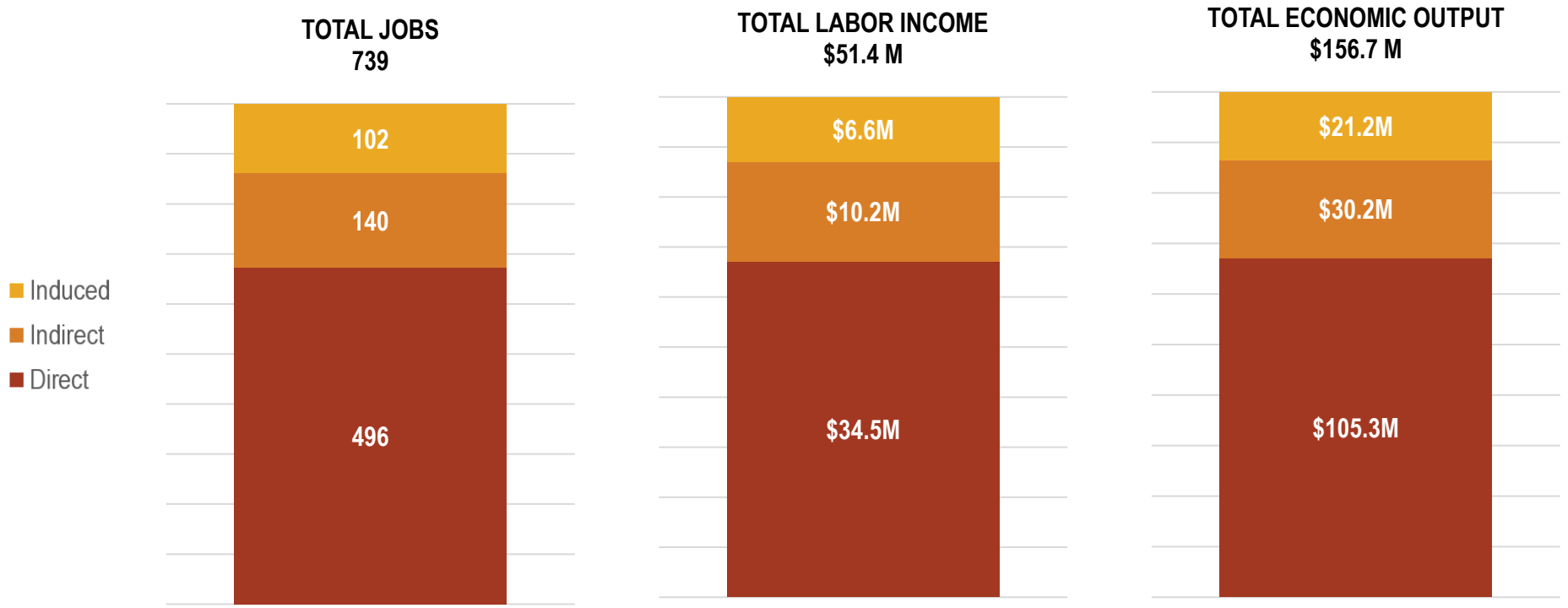




ONE-TIME IMPACTS FROM CONSTRUCTION

BOULDER COUNTY

One-time impacts from construction yield significant multiplier effects throughout Boulder County. Construction supports an additional 242 indirect and induced job-years and a total economic output of $156.7 million (in 2026$)



	EMPLOYMENT	LABOR INCOME	ECONOMIC OUTPUT
Direct	496	$34,535,229	$105,268,510*
Indirect	140	$10,235,982	$30,242,747
Induced	102	$6,645,581	$21,168,637
Total Effect	**739**	**$51,416,792**	**$156,679,894**
Multiplier	**1.49**	**1.49**	**1.49**

Note: Economic impact values expressed in constant 2026 dollars (no inflation). Employment expressed as total full-time and part-time jobs. Construction employment is expressed in job-years, i.e., one employee who works for three years would be three job-years.

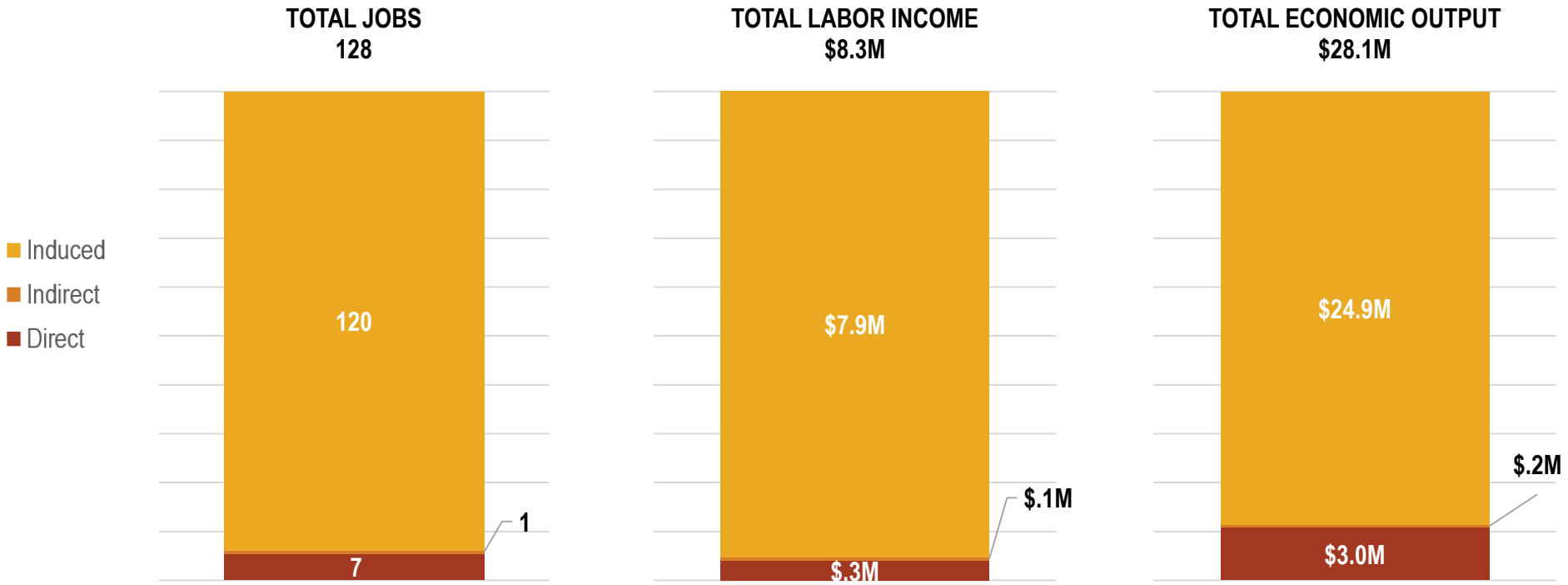
**Represents total development costs, excluding land.*

Source: Client; IMPLAN; RCLCO

RECURRING IMPACTS FROM OPERATIONS

BOULDER COUNTY

At completion, the new apartment development is projected to support 7 direct employees and an additional 121 indirect and induced employees throughout Boulder County per year; the stabilized development is expected to support $8.3 million of labor income per year and total economic output of $28.1 million per year (in 2026$)



	EMPLOYMENT	LABOR INCOME	ECONOMIC OUTPUT
Direct	7	$329,961	$3,015,838
Indirect	1	$61,692	$177,280
Induced	120	$7,944,625	$24,859,175
Total Effect	**128**	**$8,336,278**	**$28,052,292**
Multiplier	**18.27**	**25.26**	**9.30**

Note: Economic impact values expressed in constant 2026 dollars (no inflation). Employment expressed as total full-time and part-time jobs.
Source: Client; IMPLAN; RCLCO

FISCAL IMPACT OVERVIEW & METHODOLOGY

RCLCO calculated the net fiscal impact to Superior's general, using property taxes, sales & use taxes, licenses & and permit fees

The analysis summarized in this report calculates the fiscal impact during the construction of the development that will occur in Superior. The net fiscal impact is defined as the tax revenues generated during the two-year construction period. For the purpose of the study, RCLCO focused the analysis specifically on the General Fund.

- To calculate revenues, RCLCO first identified the revenue streams outlined in the 2026 Superior Budget. RCLCO then used expected construction employment induced by the development to determine the fiscal impact the construction period is likely to have on each of Superior's revenue streams.
  - **Sales & Use Tax:** RCLCO calculated annual taxable retail spending of one-time construction employees. This includes the retail spending subject to Superior tax.
  - **Property Tax:** One-time construction impacts are based on construction cost including land and the commercial property tax rate in Superior.
  - **Licenses & Permits:** These are one-time impacts that include a permit fee based on construction cost, a plan review fee, and a use tax that assumes 50% of the cost is for materials.

Revenue Sources
Sales Tax & Use Tax (Based on One-Time Employee Retail Spending)
Licenses & Permits (One-Time Impact Based on Total Project Construction Cost)
Property Taxes (One-Time Impacts Based on Construction Costs)

**No General Fund expenditures are expected until operations begin*
Source: Client; RCLCO

FISCAL IMPACT SUMMARY

During construction, the subject site is projected to generate a net fiscal impact of $3.5M over two years

Construction Fiscal Impact (2026$)
Town of Superior, CO

TOTAL REVENUES	CONSTRUCTION / ONE-TIME IMPACTS (TWO YEARS)
Property Tax	$165,867
Sales & Use Tax	$80,696
Licenses & Permits	$2,861,058
Misc. Revenue	$0
TOTAL REVENUES	**$3,107,620**
TOTAL EXPENDITURES	
Expenses	$0
TOTAL EXPENDITURES	**$0**
NET FISCAL IMPACT	
NET FISCAL IMPACT	**$3,107,620**

Values in 2026 dollars.
Source: Client; RCLCO

Appendix

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KEY PROJECT ASSUMPTIONS

SITE ASSUMPTIONS	
Total Units	336 Units 25 Market-Rate 1BR 26 Market-Rate 2BR 143 80% AMI 1BR 142 80% AMI 2BR
Site Rents[1]	$2,185 Market-Rate 1BR $2,857 Market-Rate 2BR $2,250 80% AMI 1BR $2,700 80% AMI 2BR
Stabilized Occupancy Rate	95%
On-Site Households at Stabilization	319
Average Household Size	1BR: 1.5 2BR: 2
On-Site Residents at Stabilization	559
% of Superior-Based Employees who Live in Superior	9.9%
On-Site Resident-Equivalent Population (Based on 12 On-Site Employees from IMPLAN & 9.9%)	565
On-site Employees Living Outside of Superior	6

FINANCIAL ASSUMPTIONS	
Est. Construction Cost (Exc. Land; 2026$)	$105,268,510
Construction Period	2 years

FISCAL IMPACT ASSUMPTIONS	
Sales & Use Tax Rate	3.775%
Property Tax Rate[2]	13.627 mills
Residential Assessment Rate[3]	6.8%
Licenses & Permits[4]	Building Permit Fee: $8,424 for first $1M in construction cost, plus $5.00 for each additional $1,000 Plan Review Fee: 65% of building permit fee Town Use Tax: 3.775% of 50% of construction costs (materials)

[1]Rents were provided by client; market-rate rents based on May 2026 Origin rents
[2]2026 Superior Budget
[3]Residential includes multifamily
[4]Excludes separate water, tap, school tax funds
Source: Costar; Client; Town of Superior 2026 Budget; LODES; RCLCO

RETAIL SPENDING IN TOWN OF SUPERIOR

	TOTAL EMPLOYEES	INCOME PER PERSON	% SPENT ON RETAIL	EXPENDITURES PER PERSON
One-Time Site Construction Employees	496	$69,574	30%	$20,872

	EMPLOYEE SPENDING		OFFSITE RETAIL EXPENDITURES
CATEGORY	DISTRIBUTION OF SPENDING	% SPENT IN SUPERIOR	ONE-TIME EMPLOYEES
Motor vehicle and parts dealers	0.0%	20.6%	$0
Furniture and home furnishings stores	0.0%	20.6%	$0
Electronics and appliance stores	0.0%	20.6%	$0
Building material and garden equipment and supplies stores	0.0%	20.6%	$0
Food and beverage stores	20.0%	20.6%	$427,526
Health and personal care stores	10.0%	20.6%	$213,763
Gasoline stores	10.0%	20.6%	$213,763
Clothing and clothing accessories stores	5.0%	20.6%	$106,882
Sporting goods, hobby, musical instrument and book stores	5.0%	20.6%	$106,882
Food Services & Drinking Places	50.0%	20.6%	$1,068,816
TOTAL			**$2,137,632**

Note all values in 2026$ USD
**Weighted average for leasing and maintenance employees*
Source: Esri; Client; Placer.ai; Town of Superior 2026 Budget; RCLCO

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CRITICAL ASSUMPTIONS

Our conclusions are based on our analysis of the information available from our own sources and from the client as of the date of this report. We assume that the information is correct, complete, and reliable.

We made certain assumptions about the future performance of the global, national, and local economy and real estate market, and on other factors similarly outside either our control or that of the client. We analyzed trends and the information available to us in drawing these conclusions. However, given the fluid and dynamic nature of the economy and real estate markets, as well as the uncertainty surrounding particularly the near-term future, it is critical to monitor the economy and markets continuously and to revisit the aforementioned conclusions periodically to ensure that they are reflective of changing market conditions.

It is important to recognize that stable and moderate growth patterns are historically not sustainable over extended periods of time, the economy is cyclical, and real estate markets are typically highly sensitive to business cycles. Further, it is very difficult to predict when inflection points in economic and real cycles will occur.

With the above in mind, we assume that the long-term average absorption rates and price changes will be as projected, realizing that most of the time performance will be either above or below said average rates.

Our analysis does not consider the potential impact of future economic shocks on the national and/or local economy, and does not consider the potential benefits from major "booms" that may occur. Similarly, the analysis does not reflect the residual impact on the real estate market and the competitive environment of such a shock or boom. Also, it is important to note that it is difficult to predict changing consumer and market psychology.

As such, we recommend the close monitoring of the economy and the marketplace, and updating this analysis as appropriate.

Further, the project and investment economics should be “stress tested” to ensure that potential fluctuations in revenue and cost assumptions resulting from alternative scenarios regarding the economy and real estate market conditions will not cause failure.

In addition, we assume that the following will occur in accordance with current expectations:

- Economic, employment, and household growth
- Other forecasts of trends and demographic and economic patterns, including consumer confidence levels
- The cost of development and construction
- Tax laws (i.e., property and income tax rates, deductibility of mortgage interest, and so forth)
- Availability and cost of capital and mortgage financing for real estate developers, owners and buyers
- Competitive projects will be developed as planned (active and future) and that a reasonable stream of supply offerings will satisfy real estate demand
- Major public works projects occur and are completed as planned

Should any of the above change, this analysis should be updated, with the conclusions reviewed accordingly (and possibly revised).

GENERAL LIMITING CONDITIONS

Reasonable efforts have been made to ensure that the data contained in this study reflect accurate and timely information and are believed to be reliable. This study is based on estimates, assumptions, and other information developed by RCLCO from its independent research effort, general knowledge of the industry, and consultations with the client and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agent, and representatives or in any other data source used in preparing or presenting this study. This report is based on information that to our knowledge was current as of the date of this report, and RCLCO has not undertaken any update of its research effort since such date.

Our report may contain prospective financial information, estimates, or opinions that represent our view of reasonable expectations at a particular time, but such information, estimates, or opinions are not offered as predictions or assurances that a particular level of income or profit will be achieved, that particular events will occur, or that a particular price will be offered or accepted. Actual results achieved during the period covered by our prospective financial analysis may vary from those described in our report, and the variations may be material. Therefore, no warranty or representation is made by RCLCO that any of the projected values or results contained in this study will be achieved.

Possession of this study does not carry with it the right of publication thereof or to use the name of "Robert Charles Lesser & Co." or "RCLCO" in any manner without first obtaining the prior written consent of RCLCO. No abstracting, excerpting, or summarization of this study may be made without first obtaining the prior written consent of RCLCO. This report is not to be used in conjunction with any public or private offering of securities or other similar purpose where it may be relied upon to any degree by any person other than the client without first obtaining the prior written consent of RCLCO. This study may not be used for any purpose other than that for which it is prepared or for which prior written consent has first been obtained from RCLCO.



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76th Street Apartments

Traffic Impact Study

Town of Superior



Date: May 1, 2026

Submitted To:
Carmel Partners
707 17th Street, Suite 3050
Denver, Colorado 80202

Submitted By:
Fox Tuttle Transportation Group, LLC
1580 Logan Street, Suite 600
Denver, CO 80203

FOX TUTTLE

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APPENDIX

Level of Service Definitions
Intersection Capacity Worksheets
Traffic Count Data Sheets

1.0 EXECUTIVE SUMMARY

This traffic impact study has been prepared by the Fox Tuttle Transportation Group for the 76th Street Apartments project. The project proposes to develop multifamily residential use on a ±12.7-acre site to be annexed into the Town of Superior. The project parcel is located along the west side of 76th Street just south of Marshall Road. The purpose of this study is to assist the Town in identifying potential traffic impacts within the study area with buildout of this project in the short-term (Year 2030) and long-term (Year 2050) planning horizons.

The project is proposing to construct 336 apartment units on the site in 14 buildings with a clubhouse. Access is proposed via a new driveway along the west side of 76th Street aligning with the existing Costco access on the opposite (east) side of 76th Street, approximately 225' south of Marshall Road. Emergency-only accesses are proposed 1) along Marshall Road at an existing shared aces driveway located approximately 950' west of 76th Street and 2) via a new connection to the existing shared driveway utilized by the existing storage site south of the project.

With 336 units, the project would be anticipated to generate 2,087 daily, 138 AM peak hour, and 175 PM peak hour trips at buildout. These volumes will be distributed along 76th Street north and south of the site.

Based on the projected rate of background (non-project) within the study area, it is anticipated that the following background (non-project related) improvements will be in place by the Year 2030 scenario to service existing volumes and future area growth at acceptable Levels of Service per City criteria:

<u>Short-Term Background (non-project related) Improvements:</u>

- Complete the planned (summer 2026) capacity improvements at the McCaslin Blvd. & Marshall Road intersection, to include creating a separate eastbound through lane and channelized right-turn lane. This will also allow for signal phasing improvements at the intersection to improve existing and future operations.

The project-added traffic can be accommodated on the existing and proposed roadway and intersection network with the following recommended improvements in place:

<u>Project-Related Improvement Recommendations (Responsibility of the Developer):</u>

- Improve 76th Street along the project frontage to include a 30' flowline-to-flowline width and an attached sidewalk along the west side of the roadway.

76th STREET APARTMENTS
TRAFFIC IMPACT STUDY

2.0 INTRODUCTION

This traffic impact study has been prepared by the Fox Tuttle Transportation Group for the 76th Apartments project to be annexed into the Town of Superior. The project proposes to construct 336 apartment units. The project parcel is located along the west side of 76th Street just south of Marshall Road.

The purpose of this study is to assist in identifying potential traffic impacts within the study area with buildout of this project in the short-term (Year 2030) and long-term (Year 2050) scenarios. The traffic study addresses peak hour intersection conditions in the study area without and with the project added traffic. The information contained in this study is anticipated to be used by the Town of Superior in identifying any intersection or roadway deficiencies and potential improvements for both the near term and long-term future scenarios.

3.0 PROJECT DESCRIPTION

The project is proposing to develop 336 apartment units on a ±12.7-acre site which currently has a single residential use. Access to the site is proposed, as follows:

- A new driveway along the west side of 76th Street aligning with the existing Costco access on the opposite (east) side of 76th Street, approximately 225' south of Marshall Road.
- Emergency-only accesses are proposed 1) along Marshall Road at an existing shared aces driveway located approximately 950' west of 76th Street and 2) via a new connection to the existing shared driveway utilized by the existing storage site south of the project.

Development of the project includes building 76th Street to a 30' flowline-to-flowline street with an attached walk on the west side along the project frontage. The proposed use is consistent and complimentary with adjacent land uses, which includes single-family residential, commerce and retail uses. This use is also consistent with area buildout assumptions contained in the Town of Superior Transportation Plan (2025).

A vicinity map is shown on **Figure 1**. A concept site plan depicting the proposed access points is shown on **Figure 2**.

Area Map



Location within Superior

PROJECT SITE

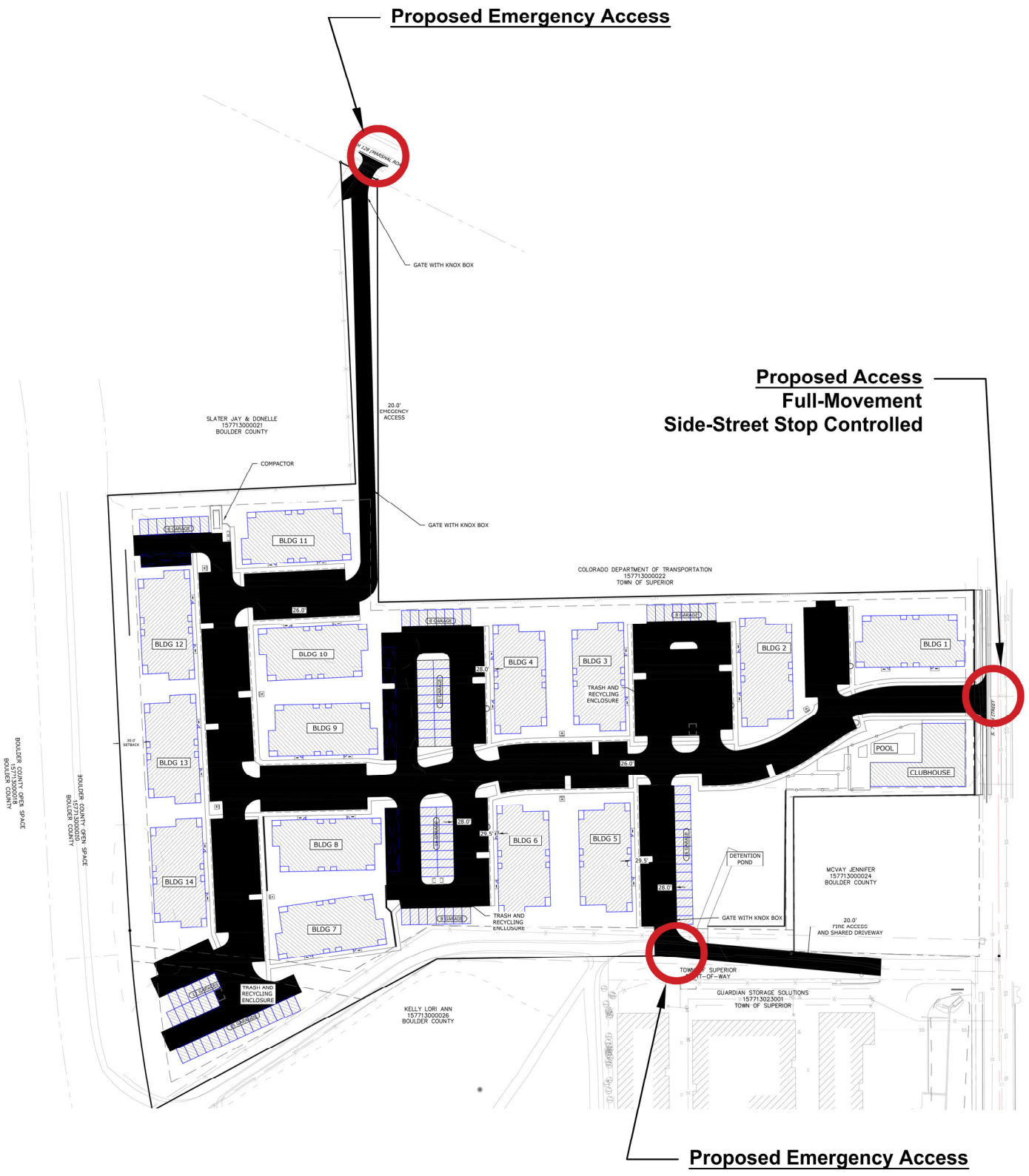


FOX TUTTLE
TRANSPORTATION GROUP

76TH STREET APARTMENTS TRAFFIC IMPACT STUDY

VICINITY MAP

Project #	26010	Original Scale	NTS	Date	2/19/2026	Drawn by	CAF	Figure #	1



FOX TUTTLE
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76TH STREET APARTMENTS TRAFFIC IMPACT STUDY

CONCEPTUAL SITE PLAN

Project #	26010	Original Scale	NTS	Date	5/1/26	Drawn by	CAF	Figure #	2

4.0 EXISTING AND FUTURE BACKGROUND TRAFFIC CONDTIONS

4.1 Study Area and Circulation Network

The study area boundaries took into consideration the amount of traffic to be generated by the project and potential impact to the existing and proposed roadway network.

The existing study area street network consists of arterial, collector and local streets. The primary public roadways that will provide access to the project site are discussed in the following text. Roadway classifications discussed are consistent with the Town of Superior Transportation Plan (2025). The existing study area roadway network is illustrated on **Figure 1**.

McCaslin Blvd is a four-to-six lane arterial providing north-south access through the study area and to US 36, extending from South Boulder Road in Louisville to the north to W. 120th Avenue (State Highway 128) to the south. McCaslin Blvd. has a posted speed of 35miles per hour (mph) in the project vicinity. There exist multi-use paths along both sides of McCaslin Blvd., with connectivity along the west side of McCaslin Blvd. to the US 36 bikeway and the US 36 RTD Park-B-Ride and transit connections.

Marshall Road is a two-to-four-lane minor arterial roadway east-west access north of the project site, extending from McCaslin Blvd. to the east to State Highway 93 to the west. The Marshall Road intersections with McCaslin Blvd., Sycamore Street, and Center Drive are controlled with traffic signals. The posted speed limit is 35 mph through the Super Marketplace retail area and increases to 50 mph west of 76th Street (westbound); the speed limit transitions from 50 mph to 40 mph west of 76th Street and then to 35 mph east of 76th Street in the eastbound direction. There are some sections of attached or detached sidewalks along Marshall Road, though not continuous north of Center Drive. There are on-street bicycle lanes through the Superior Marketplace between Sycamore Street to 76th Street and detached multi-use paths east of Sycamore Street where there no on-street bicycle lanes.

76th Street is a two-lane collector roadway that provides north-south access between Marshall Road and Coal Creek Drive. The posted speed limit is 35 mph. There are detached sidewalks along the built-out section south of the Center Drive alignment and along the Costco retail and Guardian Storage frontages, but no curb/gutter or sidewalk in the undeveloped sections. At the Marshall Road intersection, there is a concrete pad connecting the westbound on-street bicycle lane with the US 36 bikeway. This location has been identified as a need for a future enhanced pedestrian/bicycle crossing.

Sycamore Street is a two-lane collector roadway that connects between 76th Street and Marshal Road to the east. The posted speed limit is 30 mph and there are detached sidewalks

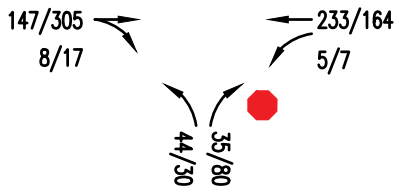
along both sides of the roadway, with the exception of along the on-street parking areas along the north adjacent to the retail sites, where the sidewalk is attached.

Coal Creek Drive is an east-west local roadway that connects between 76th Street and McCaslin Blvd. The posted speed limit is 25 mph. Coal Creek Drive intersects McCaslin Blvd. with a ¾-movement access, with no left-turns from Coal Creek Drive to northbound McCaslin permitted.

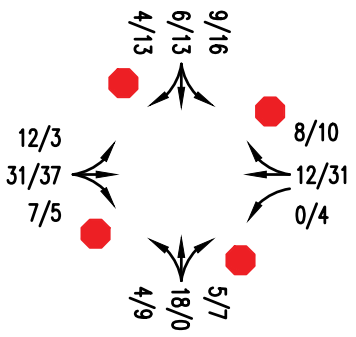
4.2 Existing Traffic Volumes

Weekday AM and PM peak hour traffic volumes and daily traffic volumes were collected at study area intersections in January 2026. The existing traffic volumes are illustrated on **Figure 3**, along with the existing intersection geometry and traffic controls. Count data sheets are provided in the Appendix.

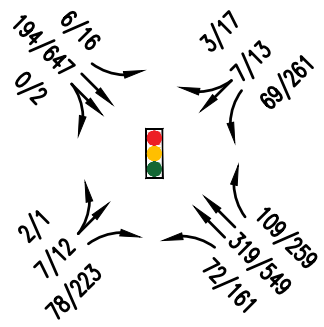
#1: Marshall Rd & 76th St



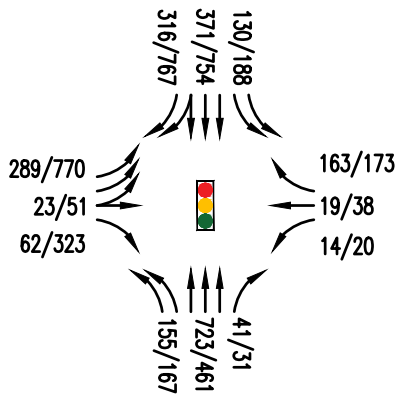
#2: 76th St & Sycamore St



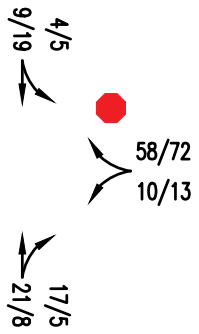
#3: Marshall Rd & Sycamore St



#4: McCaslin Blvd & Marshall Rd



#101: 76th St & Access



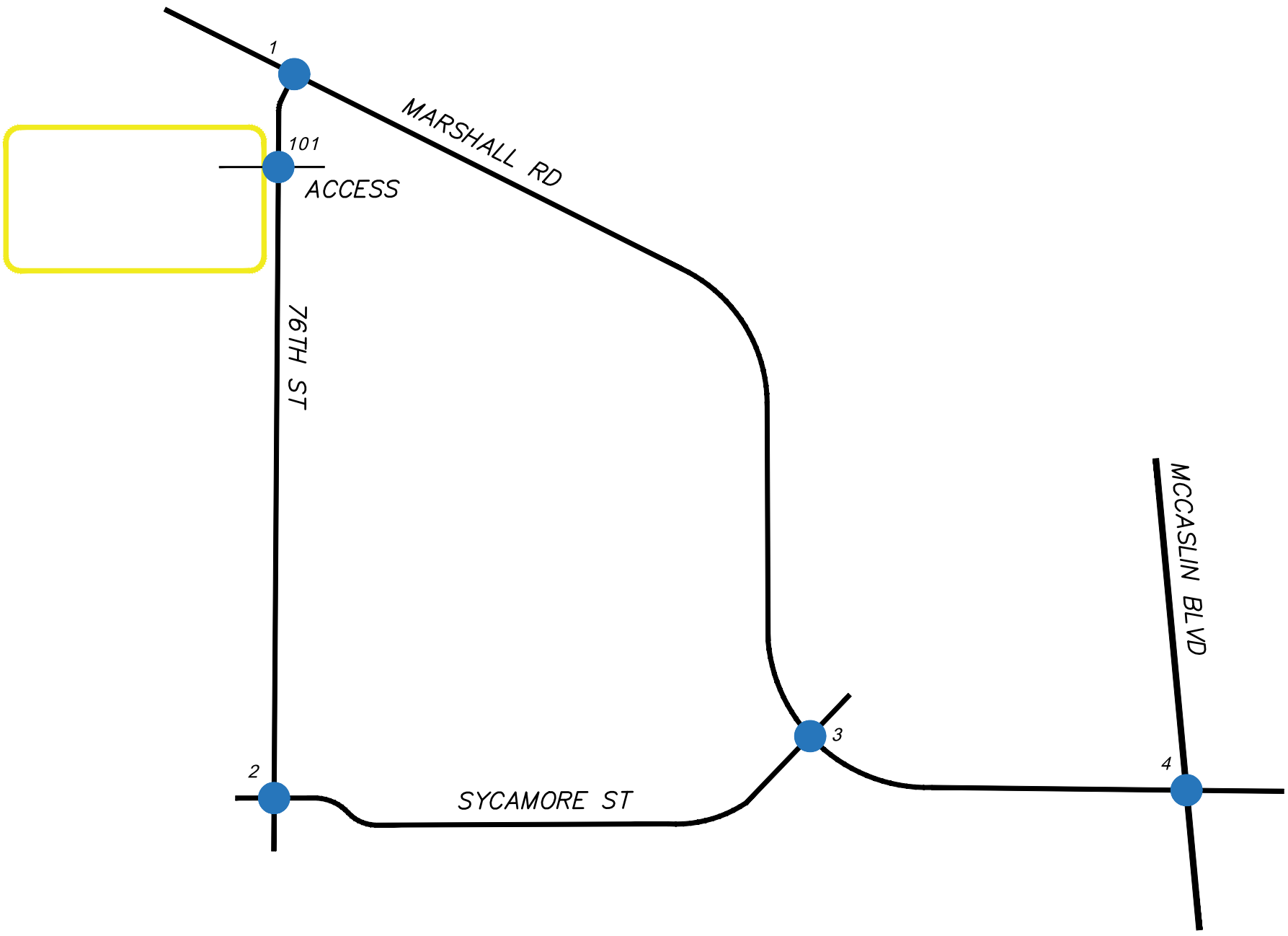
KEY

XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME

EXISTING LANE CONFIGURATION

FUTURE LANE CONFIGURATION

N



FOX TUTTLE TRANSPORTATION GROUP

76TH STREET APARTMENTS TRAFFIC IMPACT STUDY

EXISTING TRAFFIC VOLUMES

FT Project #	26010	Original Scale	NTS	Date	2/19/2026	Drawn by	CAF	Figure #	3

4.3 Annual Growth Factor and Future Volume Methodology

Potential for background (non-project) traffic growth in the study area was determined consistent with the projections contained in the Town of Superior Transportation Plan. These projects utilized Denver Regional Council of Governments (DRCOG) regional travel model projections with adjustments to account for specific development potential within the Town. For the project area, a 1% average annual background growth rate was applied to the existing volumes to estimate future-year background scenarios. Using this methodology, the Year 2030 (short-term planning horizon) and Year 2050 background (without project) traffic volumes are provided on **Figure 4** and **Figure 5**, respectively.

For the future-year scenarios, it was assumed that the planned intersection improvements for the McCaslin Blvd. & 76th Street intersection (scheduled for summer 2026 construction) would be in place. This will include adding an exclusive eastbound through lane and separate eastbound right-turn on Marshall Road, along with related improvements to the traffic signal phasing to increase intersection capacity and address existing deficiencies.

4.4 Existing, Year 2030 Background, and Year 2050 Background Capacity Analysis

Existing, Year 2030 and Year 2050 traffic scenarios *without* development of the project were analyzed to provide a baseline for future year comparison.

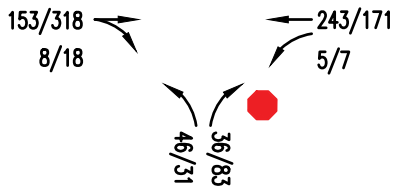
In determining the operational characteristics of an intersection, "Levels of Service" (LOS) A through F are applied, with LOS A indicating very good operations and LOS F indicating congested operations. The intersection LOS is represented as a delay in seconds per vehicle for the intersection as a whole and for each turning movement. A more detailed discussion of LOS methodology is contained in the Appendix for reference. Criteria contained in the Highway Capacity Manual (HCM), using Synchro software, was applied for these analyses in order to determine LOS and 95th-percentile queues during peak hour periods. Traffic signal phasing and timing operations were obtained from Town staff and incorporated into the modeling.

The results of the LOS calculations for the baseline traffic scenarios (without project) are summarized on **Table 1**. The intersection LOS and queue worksheets are attached in the Appendix. The data in the tables shows that all study intersections are operating acceptably and will continue to operate acceptably (overall LOS D or better) in the AM and PM peak hours for all existing, short-term and long-term background scenarios, with the following exception:

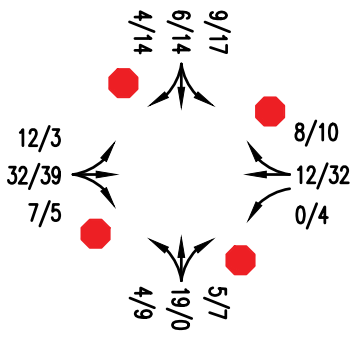
- McCaslin Blvd. & Marshall Road Intersection: With existing conditions, some movements are operating at LOS E in the AM and PM peak hours. This is partially due to the existing "split phase" operation of the signal, which does not allow concurrent eastbound and westbound phase operation due to conflicting left-turn paths. The planned

improvements for summer 2026 to widen the eastbound approach will fix this issue. As shown for the Year 2030 and Year 2050 scenarios, with these improvements and standard signal phasing in place, this intersection and all movements operate acceptably in the future-year scenarios.

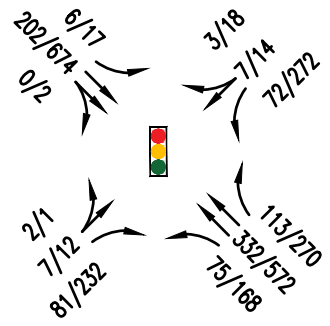
#1: Marshall Rd & 76th St



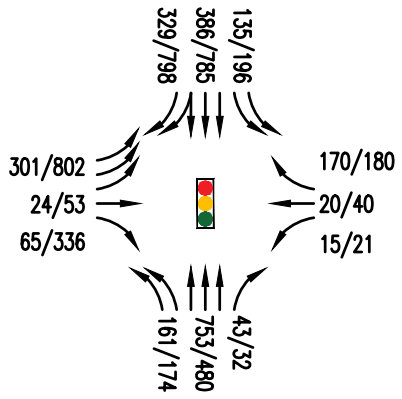
#2: 76th St & Sycamore St



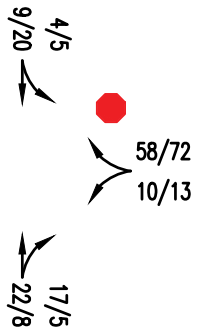
#3: Marshall Rd & Sycamore St



#4: McCaslin Blvd & Marshall Rd



#101: 76th St & Access



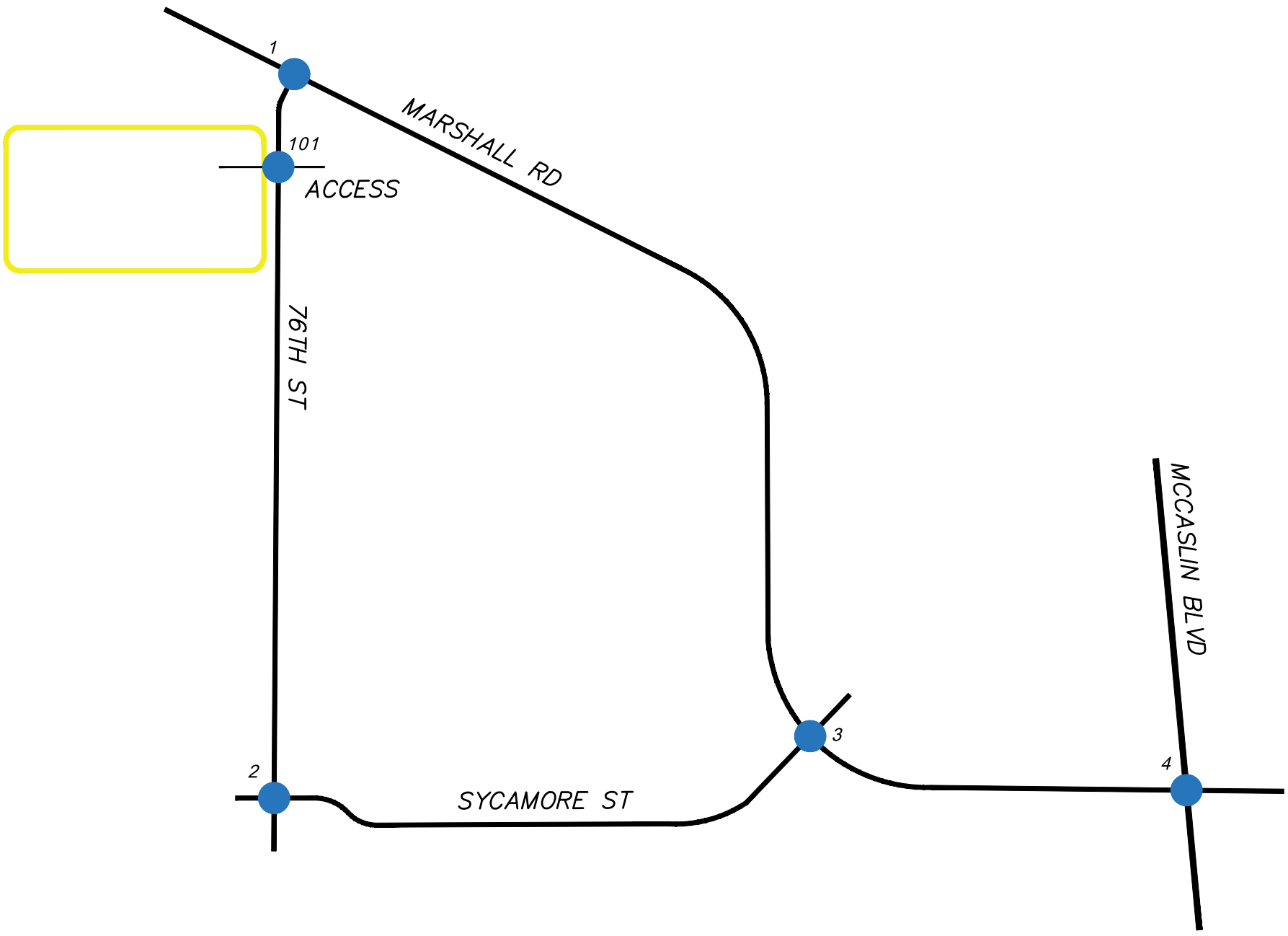
KEY

XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME

EXISTING LANE CONFIGURATION

FUTURE LANE CONFIGURATION

N



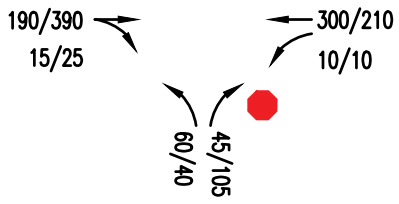
FOX TUTTLE TRANSPORTATION GROUP

76TH STREET APARTMENTS TRAFFIC IMPACT STUDY

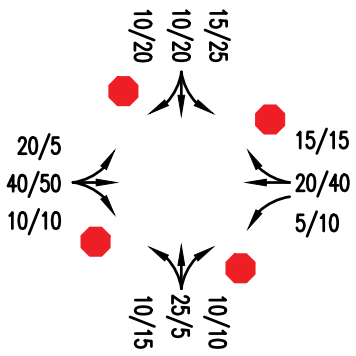
YEAR 2030 BACKGROUND TRAFFIC VOLUMES

FT Project #	26010	Original Scale	NTS	Date	2/19/2026	Drawn by	CAF	Figure #	4

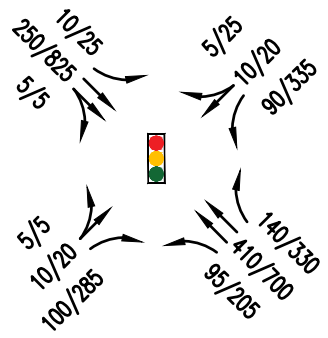
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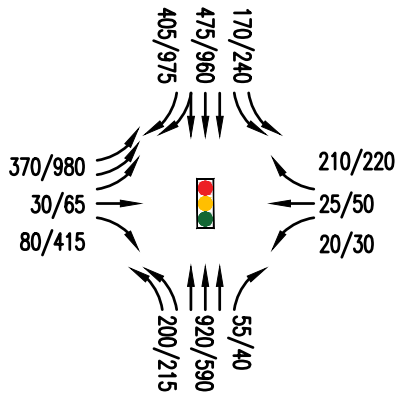
#2: 76th St & Sycamore St



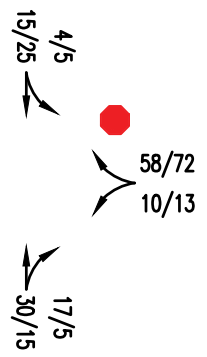
#3: Marshall Rd & Sycamore St



#4: McCaslin Blvd & Marshall Rd



#101: 76th St & Access



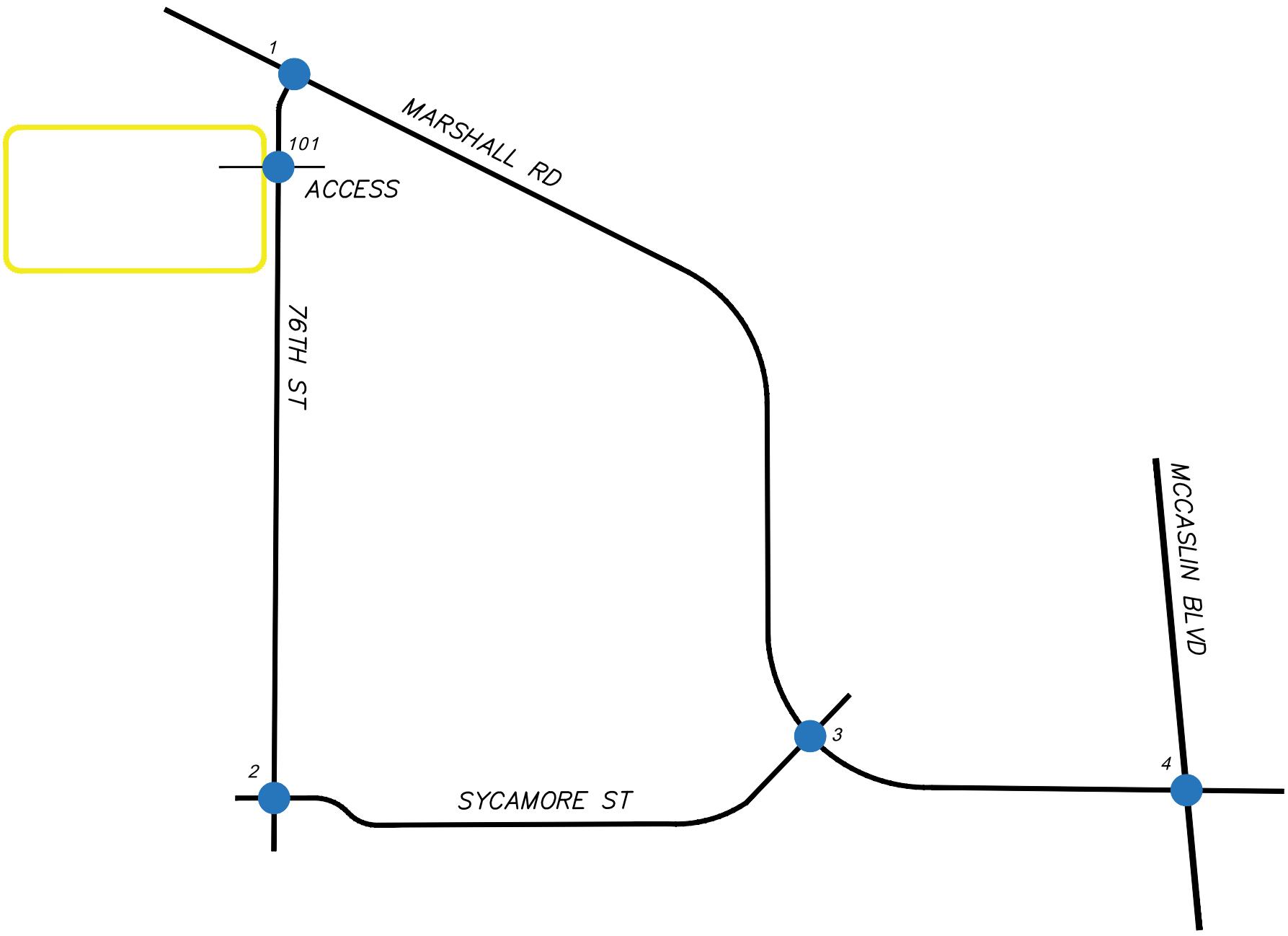
KEY

XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME

EXISTING LANE CONFIGURATION

FUTURE LANE CONFIGURATION

N



FOX TUTTLE TRANSPORTATION GROUP

76TH STREET APARTMENTS TRAFFIC IMPACT STUDY

YEAR 2050 BACKGROUND TRAFFIC VOLUMES

FT Project #	26010	Original Scale	NTS	Date	2/19/2026	Drawn by	CAF	Figure #	5

Table 1 – Existing and Future Background Intersection LOS Summary

Intersections and Lane Groups	Existing				Year 2030 Background			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Marshall Road & 76th Street	*Stop Controlled*				*Stop Controlled*			
	2	**A**	**2**	**A**	**2**	**A**	**2**	**A**
Eastbound Through + Right	0	A	0	A	0	A	0	A
Westbound Left	8	A	8	A	8	A	8	A
Westbound Through	0	A	0	A	0	A	0	A
Northbound Left	12	B	13	B	12	B	13	B
Northbound Right	9	A	11	B	9	A	11	B
2. 76th Street & Sycamore Street	*Stop Controlled*				*Stop Controlled*			
	7	**A**	**8**	**A**	**7**	**A**	**8**	**A**
Eastbound Left + Through + Right	7	A	8	A	8	A	8	A
Westbound Left	8	A	8	A	8	A	8	A
Westbound Through + Right	8	A	8	A	8	A	8	A
Northbound Left + Through + Right	7	A	7	A	7	A	7	A
Southbound Left + Through + Right	7	A	7	A	7	A	8	A
3. Marshall Road & Sycamore Street	*Signalized*				*Signalized*			
	18	**B**	**24**	**C**	**17**	**B**	**25**	**C**
Eastbound Left + Through	52	D	43	D	52	D	42	D
Eastbound Right	59	E	54	D	51	D	54	D
Westbound Left	46	D	42	D	46	D	41	D
Westbound Through + Right	40	D	30	C	40	D	29	C
Northbound Left	7	A	14	B	7	A	15	B
Northbound Through	8	A	16	B	8	A	17	B
Northbound Right	8	A	17	B	8	A	18	B
Southbound Left	8	A	15	B	8	A	16	B
Southbound Through + Right	9	A	20	C	9	A	22	C
4. McCaslin Boulevard & Marshall Road	*Signalized*				*Signalized*			
	33	**C**	**43**	**D**	**32**	**C**	**40**	**D**
Eastbound Left + Through	54	D	43	D				
Eastbound Left					55	D	55	D
Eastbound Through					38	D	49	D
Eastbound Right	53	D	65	E	0	A	0	A
Westbound Left	45	D	43	D	44	D	38	D
Westbound Through	45	D	44	D	46	D	45	D
Westbound Right	60	E	60	E	42	D	39	D
Northbound Left	59	E	73	E	53	D	54	D
Northbound Through	15	B	26	C	17	B	25	C
Northbound Right	0	A	0	A	0	A	0	A
Southbound Left	58	E	60	E	55	D	54	D
Southbound Through	14	B	27	C	17	B	27	C
Southbound Right	0	A	0	A	0	A	0	A
101. 76th Street & Access	*Stop Controlled*				*Stop Controlled*			
	5	**A**	**6**	**A**	**5**	**A**	**6**	**A**
Eastbound Left + Through + Right								
Westbound Left + Right	9	A	9	A	9	A	9	A
Westbound Left + Through + Right								
Northbound Through + Right	0	A	0	A	0	A	0	A
Northbound Left + Through + Right								
Southbound Left + Through	7	A	7	A	7	A	7	A
Southbound Left + Through + Right								

5.0 PROPOSED DEVELOPMENT TRAFFIC

5.1 Trip Generation

In order to estimate the anticipated volume of trips generated by the site at buildout, trip rates contained in the Institute of Transportation Engineers (ITE) Trip Generation manual[1] for the ITE #220 "Multifamily Housing (Low-Rise)" land use category were applied. The resulting existing trip estimates using ITE rates are provided on **Table 2**, below.

Table 2 – Trip Generation Estimates

			Weekday											
			Average Daily				AM Peak Hour				PM Peak Hour			
Land Use	Size	Unit	Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
ITE 220 - Multifamily Housing (Low-Rise)	336	Dwelling Units	6.21	2087	1044	1043	0.41	138	33	105	0.52	175	109	66
		Total		***2087***	***1044***	***1043***		***138***	***33***	***105***		***175***	***109***	***66***

Sources : ITE Trip Generation 12th Edition, 2025

As shown above, using ITE rates the 336 units would be anticipated to generate approximately 2,087 daily, 138 AM peak hour and 175 PM peak hour trips at full buildout and occupancy.

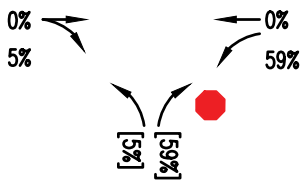
5.2 Trip Distribution and Assignment

The site-generated traffic volumes presented in **Table 2** were distributed onto the adjacent street network based on existing traffic data, existing and anticipated future traffic patterns in and around the area, and consideration of local and regional origins and destinations for the proposed residential use. The assumed distribution percentages are shown on **Figure 6.** The resulting site-generated traffic volume estimates with buildout of the project are shown on **Figure 7**.

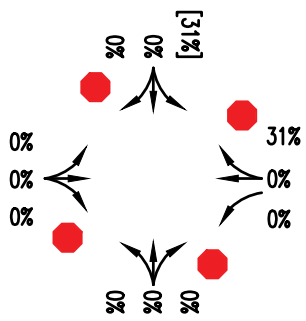
Per discussions with Town staff, it was requested to estimate potential traffic from this development that may utilize Coal Creek Drive between S. 76th Street and McCaslin Blvd. to access to/from the site rather than utilize Marshall Road. and the McCaslin Road & Marshall Road intersection. While the planned summer 2026 capacity improvements at the McCaslin Road & Marshall Road intersection are anticipated to improve operations and encourage local traffic to utilize this intersection and arterial roadways vs. the local Coal Creek Drive roadway, a portion of the estimated 25% of traffic oriented to/from the south (up to 26 to 27 peak hour trips) may choose to utilize this route. A separate study specific to addressing future Coal Creek Drive traffic volumes and operations relative to this as well as other area development projects is being conducted independent from this traffic impact study, so that the cumulative effect of all of these developments can be considered.

[1] Trip Generation 12th Edition, Institute of Transportation Engineers, 2025.

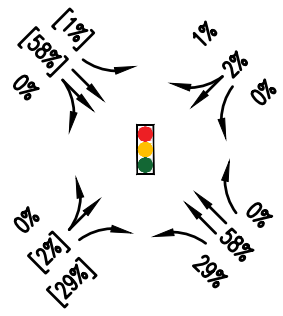
#1: Marshall Rd & 76th St



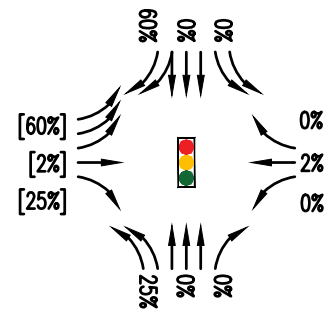
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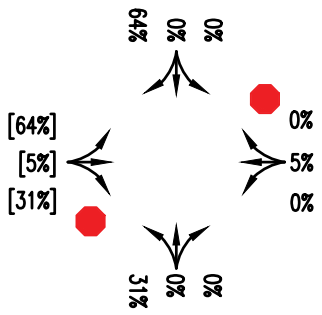
#3: Marshall Rd & Sycamore St



#4: McCaslin Blvd & Marshall Rd



#101: 76th St & Access



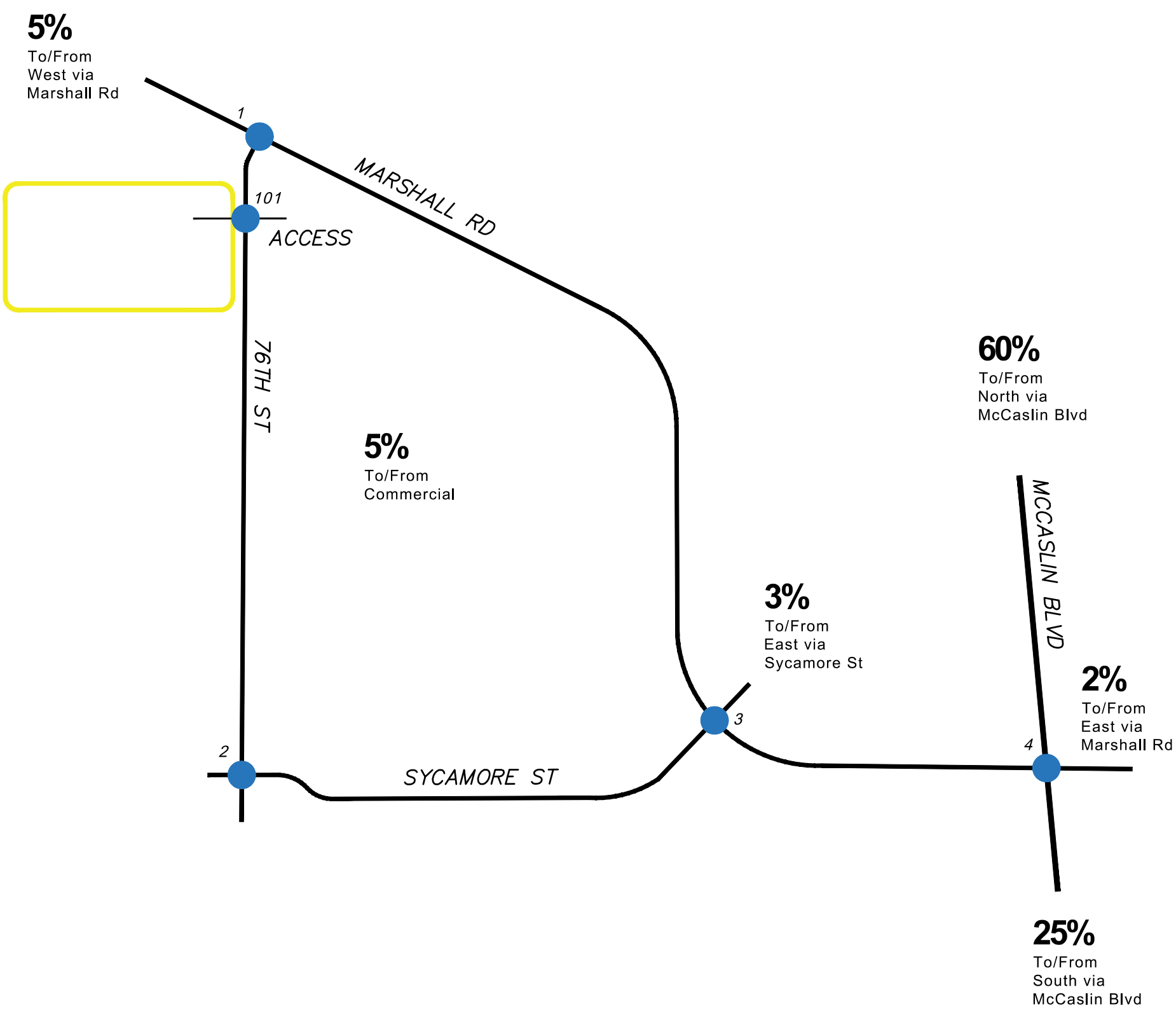
KEY

XX% [XX%] IN [OUT] SITE TRIP DISTRIBUTION

EXISTING LANE CONFIGURATION

FUTURE LANE CONFIGURATION

N



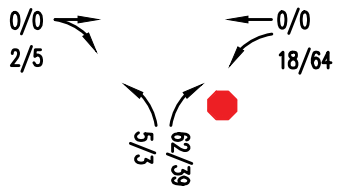
FOX TUTTLE
TRANSPORTATION GROUP

76TH STREET APARTMENTS TRAFFIC IMPACT STUDY

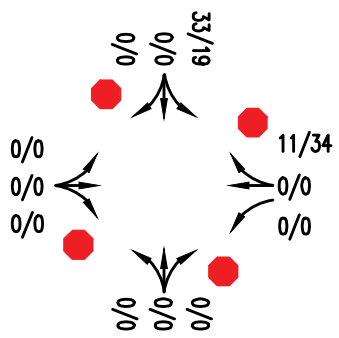
SITE TRIP DISTRIBUTION

FT Project #	26010	Original Scale	NTS	Date	2/19/2026	Drawn by	CAF	Figure #	6

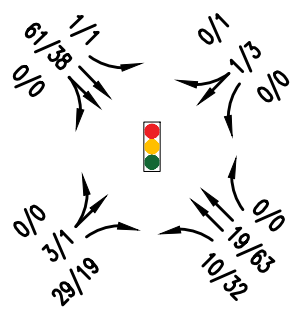
#1: Marshall Rd & 76th St



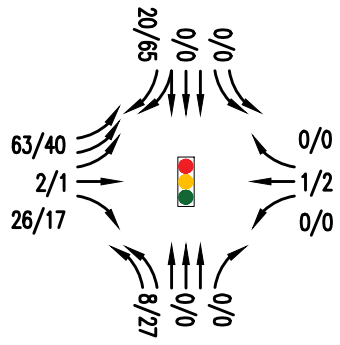
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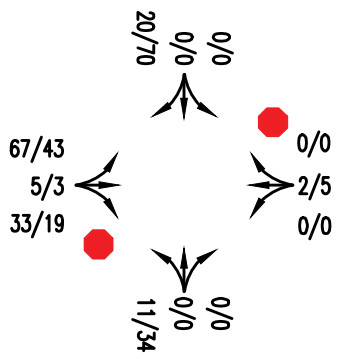
#3: Marshall Rd & Sycamore St



#4: McCaslin Blvd & Marshall Rd



#101: 76th St & Access



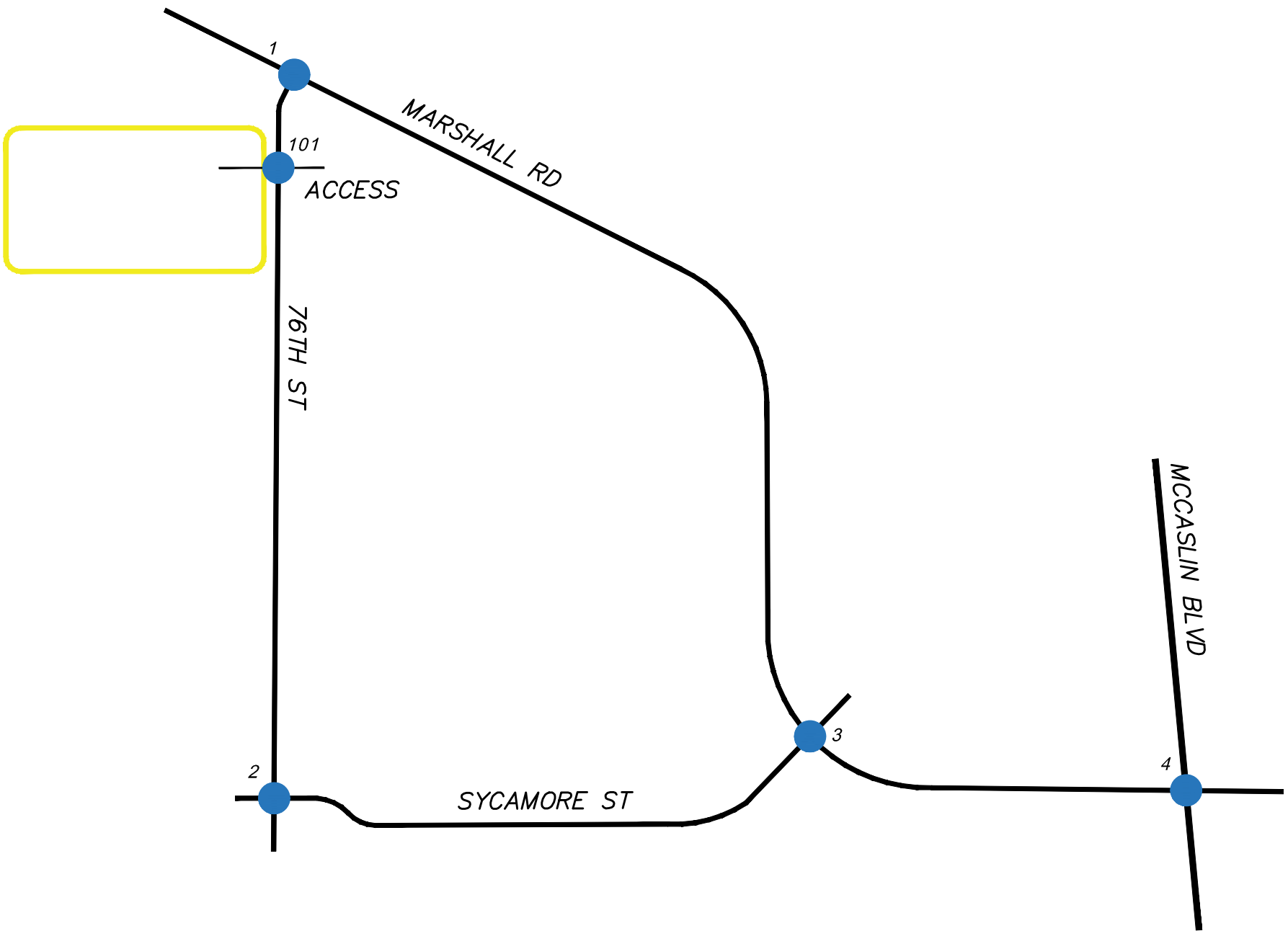
KEY

XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME

EXISTING LANE CONFIGURATION

FUTURE LANE CONFIGURATION

N



FOX TUTTLE TRANSPORTATION GROUP

76TH STREET APARTMENTS TRAFFIC IMPACT STUDY

SITE-GENERATED TRAFFIC VOLUMES

FT Project #	26010	Original Scale	NTS	Date	5/1/26	Drawn by	CAF	Figure #	7

6.0 FUTURE TRAFFIC CONDITIONS WITH SITE DEVELOPMENT

This analysis has been conducted in order to determine impacts associated with full development and occupancy of the project in the short-term and long-term scenarios.

6.1 Intersection Capacity Analysis for Year 2030 w/Project Scenario

The site-generated traffic volumes were added to the Year 2030 background traffic volumes to analyze potential site impacts in the short-term buildout scenario, representing full buildout of the site. The Year 2030 total (with project) traffic volumes are illustrated on **Figure 8**. The level of service criteria discussed in prior sections was applied to the study area intersections to determine impacts with the addition of site-build out traffic volumes in the short-term planning horizon. The results of the LOS calculations for the intersections are summarized for each scenario on **Table 2**. The intersection level of service and queue worksheets are attached in the Appendix.

As shown on **Table 3**, the study area intersections and proposed accesses are projected to continue to operate acceptably (LOS D or better overall) with the addition of site traffic at full project buildout in the short-term.

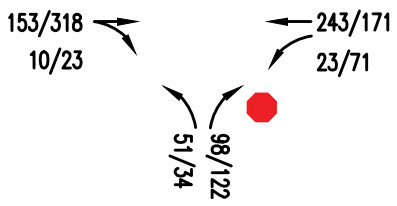
6.2 Intersection Capacity Analysis for Year 2050 w/Project Scenario

The site-generated traffic volumes were added to the Year 2050 background traffic volumes to analyze potential site impacts in the long-term buildout scenario. The Year 2050 total (with project) traffic volumes are illustrated on **Figure 9**. The level of service criteria discussed in prior sections was applied to the study area intersections to determine impacts with the addition of site-build out traffic volumes in the long-term planning horizon. The results of the LOS and queue calculations for the intersections are summarized for each scenario on **Table 3**. The intersection level of service and queue worksheets are attached in the Appendix.

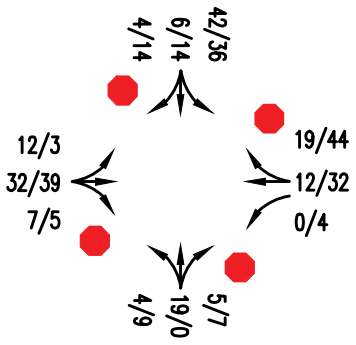
As shown in **Table 3**, the study area intersections and proposed accesses are projected to operate acceptably overall (LOS D or better) with the addition of site traffic with full project buildout in the long-term.

The Marshall Road & 76th Street intersection is projected to continue to operate acceptably with the existing side-street stop control in all scenarios with build out of the project site in the future. The northbound left-turn and right-turn projected 95th-percentile traffic queues are 25’ or less (one vehicle or less), indicating very good operations and low delays. This intersection is not anticipated to approach the need for signalization in any scenario.

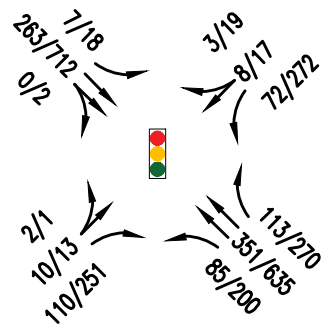
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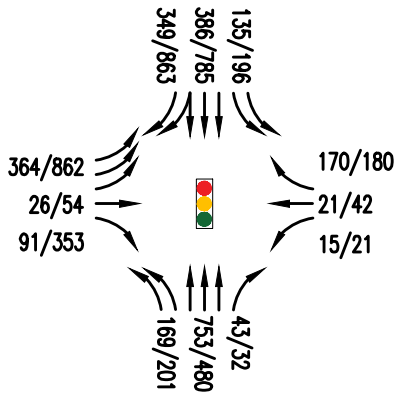
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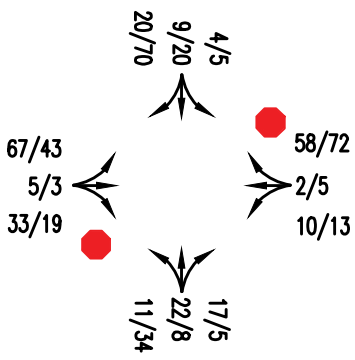
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#4: McCaslin Blvd & Marshall Rd



#101: 76th St & Access



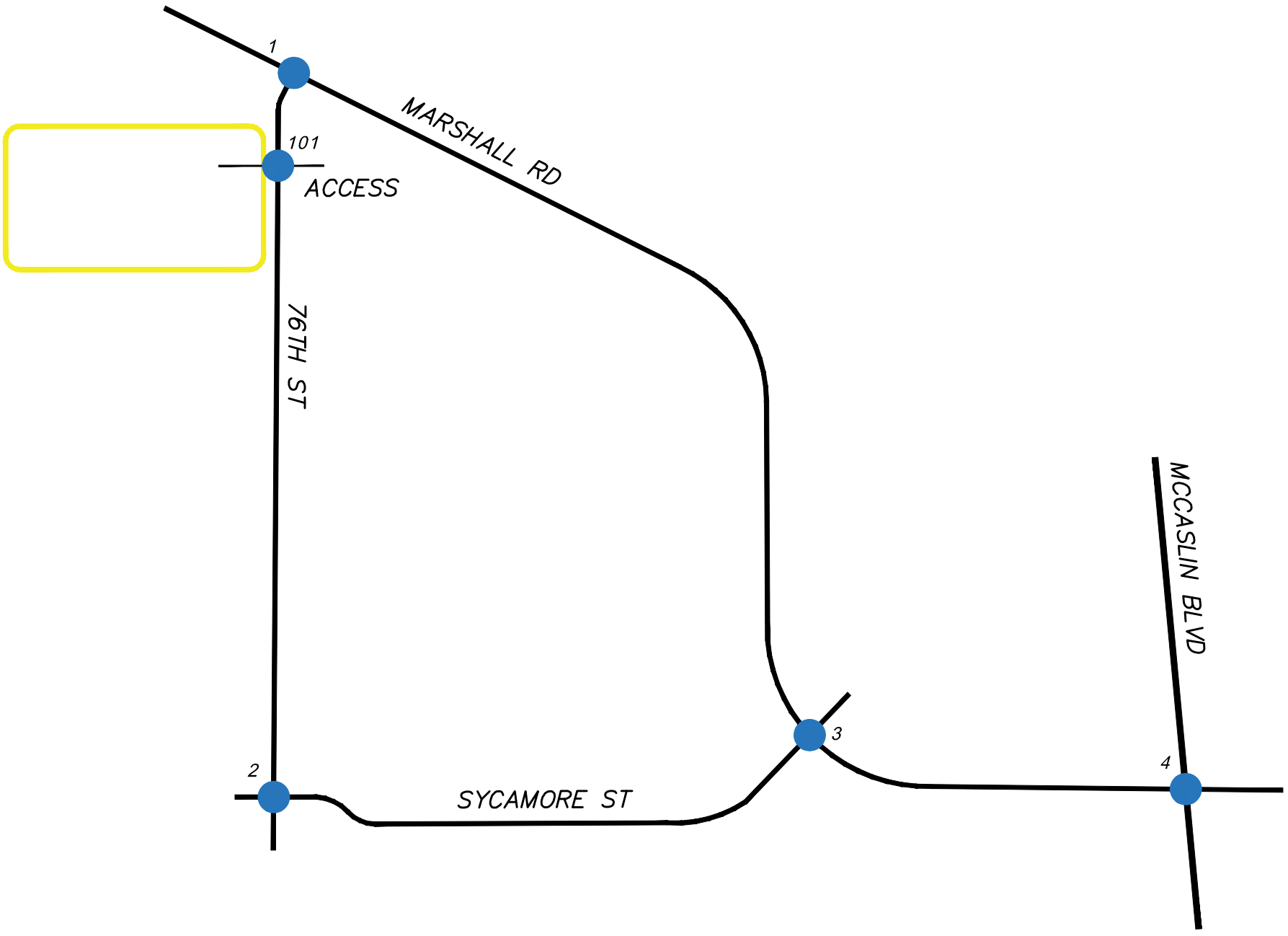
KEY

XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME

EXISTING LANE CONFIGURATION

FUTURE LANE CONFIGURATION

N



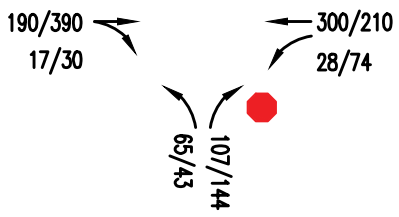
FOX TUTTLE TRANSPORTATION GROUP

76TH STREET APARTMENTS TRAFFIC IMPACT STUDY

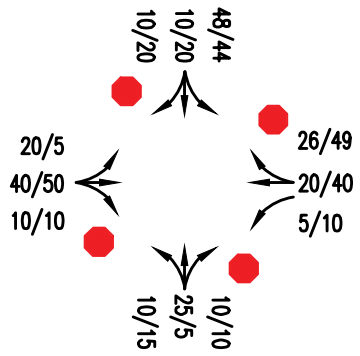
YEAR 2030 BACKGROUND + PROJECT TRAFFIC VOLUMES

FT Project #	26010	Original Scale	NTS	Date	5/1/26	Drawn by	CAF	Figure #	8

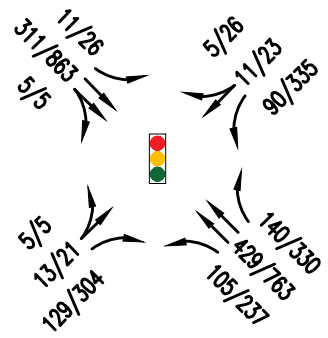
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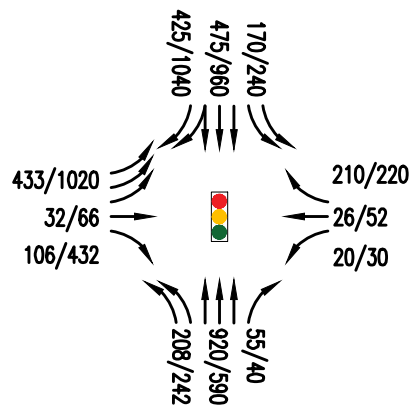
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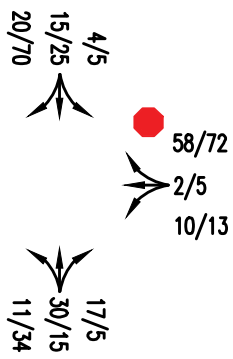
#3: Marshall Rd & Sycamore St



#4: McCaslin Blvd & Marshall Rd



#101: 76th St & Access



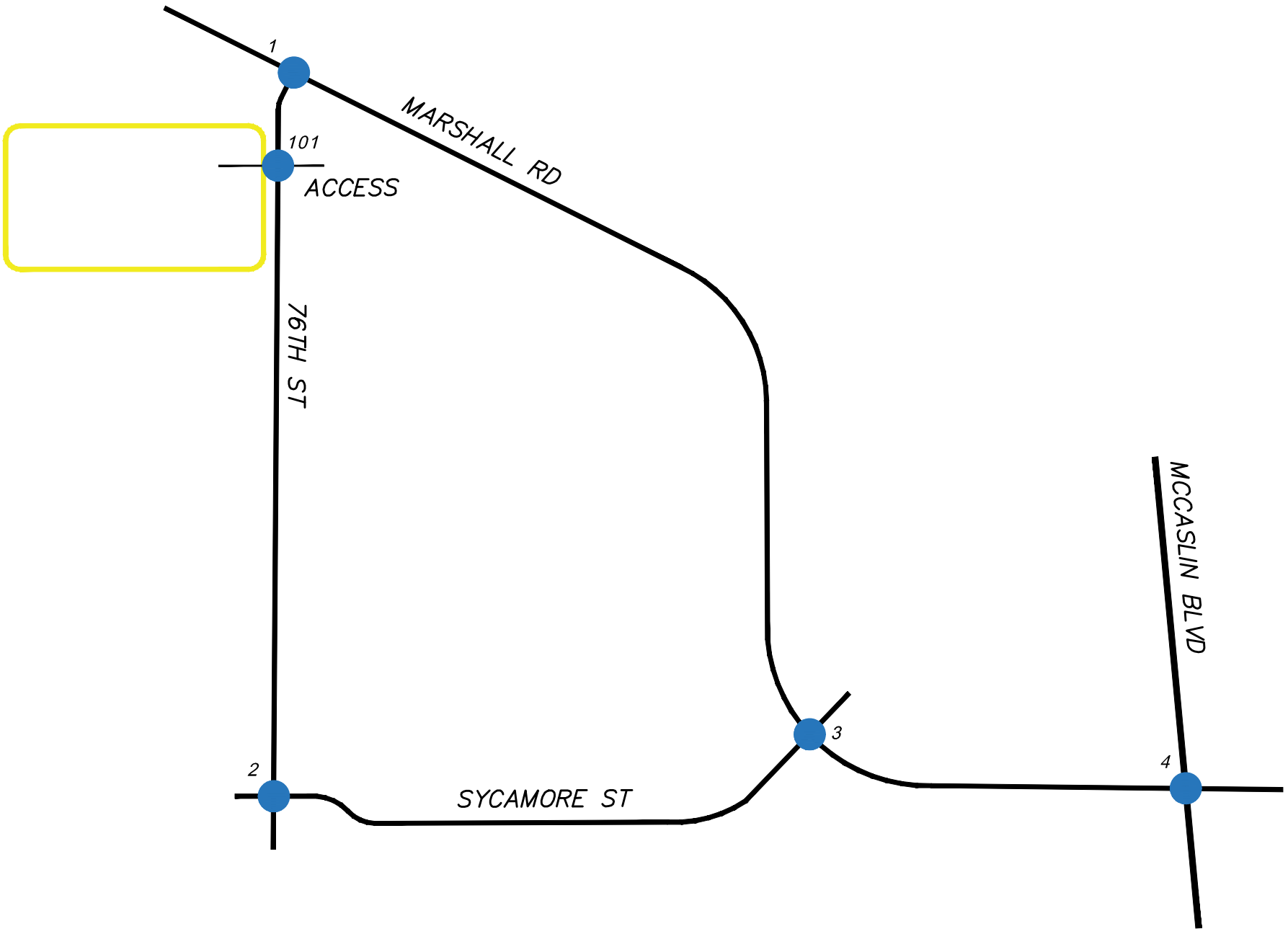
KEY

XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME

EXISTING LANE CONFIGURATION

FUTURE LANE CONFIGURATION

N



FOX TUTTLE TRANSPORTATION GROUP

76TH STREET APARTMENTS TRAFFIC IMPACT STUDY

YEAR 2050 BACKGROUND + PROJECT TRAFFIC VOLUMES

FT Project #	26010	Original Scale	NTS	Date	5/1/26	Drawn by	CAF	Figure #	9

Table 3 – Future Intersection LOS Summary w/Project

Intersections and Lane Groups	Year 2030 with Project				Year 2050 with Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Marshall Road & 76th Street	*Stop Controlled*				*Stop Controlled*			
	4	**A**	**4**	**A**	**3**	**A**	**4**	**A**
Eastbound Through + Right	0	A	0	A	0	A	0	A
Westbound Left	8	A	8	A	8	A	9	A
Westbound Through	0	A	0	A	0	A	0	A
Northbound Left	13	B	16	C	14	B	19	C
Northbound Right	10	A	12	B	10	B	13	B
2. 76th Street & Sycamore Street	*Stop Controlled*				*Stop Controlled*			
	8	**A**	**8**	**A**	**8**	**A**	**8**	**A**
Eastbound Left + Through + Right	8	A	8	A	8	A	8	A
Westbound Left	8	A	8	A	8	A	8	A
Westbound Through + Right	8	A	8	A	8	A	8	A
Northbound Left + Through + Right	7	A	7	A	8	A	8	A
Southbound Left + Through + Right	8	A	8	A	8	A	8	A
3. Marshall Road & Sycamore Street	*Signalized*				*Signalized*			
	18	**B**	**26**	**C**	**17**	**B**	**29**	**C**
Eastbound Left + Through	50	D	41	D	49	D	39	D
Eastbound Right	50	D	54	D	49	D	38	D
Westbound Left	44	D	46	D	43	D	46	D
Westbound Through + Right	38	D	30	C	38	D	26	C
Northbound Left	8	A	15	B	8	A	22	C
Northbound Through	9	A	17	B	9	A	22	C
Northbound Right	9	A	17	B	9	A	20	B
Southbound Left	9	A	16	B	9	A	31	C
Southbound Through + Right	10	B	22	C	11	B	31	C
4. McCaslin Boulevard & Marshall Road	*Signalized*				*Signalized*			
	33	**C**	**41**	**D**	**34**	**C**	**43**	**D**
Eastbound Left + Through								
Eastbound Left	54	D	54	D	55	D	54	D
Eastbound Through	36	D	48	D	35	C	44	D
Eastbound Right	0	A	0	A	0	A	0	A
Westbound Left	44	D	38	D	43	D	38	D
Westbound Through	46	D	45	D	45	D	45	D
Westbound Right	42	D	39	D	40	D	37	D
Northbound Left	54	D	52	D	54	D	54	D
Northbound Through	19	B	26	C	21	C	32	C
Northbound Right	0	A	0	A	0	A	0	A
Southbound Left	55	D	54	D	55	D	53	D
Southbound Through	18	B	29	C	20	B	35	C
Southbound Right	0	A	0	A	0	A	0	A
101. 76th Street & Access	*Stop Controlled*				*Stop Controlled*			
	7	**A**	**6**	**A**	**7**	**A**	**6**	**A**
Eastbound Left + Through + Right	10	A	10	B	10	A	10	B
Westbound Left + Right								
Westbound Left + Through + Right	9	A	9	A	9	A	9	A
Northbound Through + Right								
Northbound Left + Through + Right	7	A	8	A	7	A	8	A
Southbound Left + Through								
Southbound Left + Through + Right	7	A	7	A	7	A	7	A

6.3 Site Access and Circulation

The project proposes the following access points and configurations:

- A new, full-movement driveway access along the west side of 76th Street aligning with the existing Costco access on the opposite (east) side of 76th Street, approximately 225' south of Marshall Road.
- Emergency-only accesses are proposed 1) along Marshall Road at an existing shared aces driveway located approximately 950' west of 76th Street and 2) via a new connection to the existing shared driveway utilized by the existing storage site south of the project.

The project proposes to construct 76th Street to a 30' flowline to flowline street with an attached walk on the west side along the project frontage. The project location will allow for multimodal connectivity to walking and biking trips to the nearby mixed-use/retail uses, regional trail connections including the US 36 bikeway, and regional transit connections via the existing RTD Park-N-Ride and transit facilities located at the US 36 & McCaslin Blvd. interchange.

Based on the capacity (LOS) and queue analysis detailed in this report, the proposed site access on 76th Street will operate acceptably with low delays. The longest eastbound 95th-percentile queue entering or exiting the site is 10' (roughly ½ vehicle) indicating good operations.

No site access or off-street intersection improvements were identified as necessary to support the site-added traffic to the network in the short or long-term build out scenario.

7.0 CONCLUSIONS AND RECOMMENDATIONS

This traffic impact study has been prepared by the Fox Tuttle Transportation Group for the 76th Street Apartments project to be annexed into the Town of Superior. The project proposes to develop multifamily rental residential units along the west side of 76th Street just south of Marshall Road.

The project proposes 336 apartments with access via a full-movement, side-street stop controlled intersection aligning with the current Costco access just south of Marshall Road. Emergency-only accesses are proposed 1) along Marshall Road at an existing shared aces driveway located approximately 950' west of 76th Street and 2) via a new connection to the existing shared driveway utilized by the existing storage site south of the project.

Based on the proposed 336 units, the project would be anticipated to generate 2,087 daily, 138 AM peak hour and 175 PM peak hour trips at full buildout and occupancy.

It was determined that the existing and future roadway and intersection network can serve the project at acceptable Levels of Service in the short and long-term with the following background (non-project related) and project-related improvements in place:

(Non-project related) Improvement Recommendations:

- Complete the planned (summer 2026) improvements to the eastbound approach at the McCaslin Blvd. & Marshall Road intersection

Project-Related Improvement Recommendations (Responsibility of the Developer):

- Improve 76th Street along the project frontage to include a 30' flowline-to-flowing width with an attached sidewalk along the west side of the roadway.

APPENDIX

Level of Service Definitions
Intersection Capacity Worksheets
Traffic Count Data Sheets

Level of Service Definitions

LEVEL OF SERVICE DEFINITIONS

In rating roadway and intersection operating conditions with existing or future traffic volumes, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. Levels of service at signalized and unsignalized intersections are closely associated with vehicle delays experienced in seconds per vehicle. More complete level of service definitions and delay data for signal and stop sign controlled intersections are contained in the following table for reference.

Level of Service Rating	Delay in seconds per vehicle *(a)*		Definition
	Signalized	Unsignalized	
A	0.0 to 10.0	0.0 to 10.0	Low vehicular traffic volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers are able to maintain their desired speeds with little or no delay.
B	10.1 to 20.0	10.1 to 15.0	Stable vehicular traffic volume flow with potential for some restriction of operating speeds due to traffic conditions. Vehicle maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	20.1 to 35.0	15.1 to 25.0	Stable traffic operations, however the ability for vehicles to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer vehicle queues cause delays along the corridor.
D	35.1 to 55.0	25.1 to 35.0	Approaching unstable vehicular traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in ability to maneuver and selection of travel speeds due to congestion. Driver comfort and convenience are low, but tolerable.
E	55.1 to 80.0	35.1 to 50.0	Traffic operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Vehicular flow is unstable and there is potential for stoppages of brief duration. High signal density, extensive vehicle queuing, or corridor signal progression/timing are the typical causes of vehicle delays at signalized corridors.
F	> 80.0	> 50.0	Forced vehicular traffic flow and operations with high approach delays at critical intersections. Vehicle speeds are reduced substantially, and stoppages may occur for short or long periods of time because of downstream congestion.

(a) Delay ranges based on Highway Capacity Manual (6th Edition, 2016) criteria.

Intersection Capacity Worksheets

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	-	-	-	-	868	-
Stage 2	-	-	-	-	755	-

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

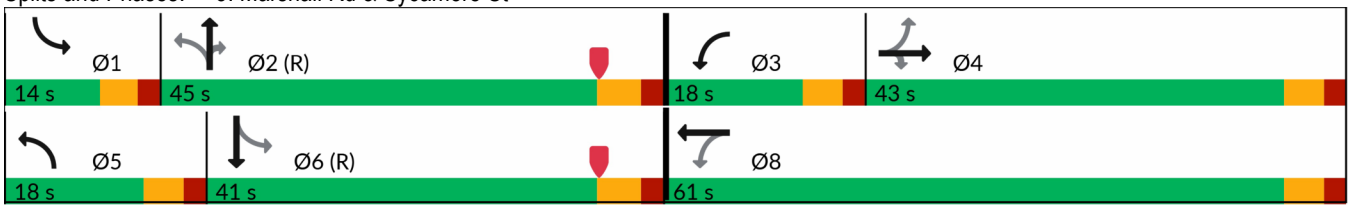
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	24%	0%	0%	47%
Vol Thru, %	67%	62%	100%	60%	32%
Vol Right, %	19%	14%	0%	40%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	50	0	20	19
LT Vol	4	12	0	0	9
Through Vol	18	31	0	12	6
RT Vol	5	7	0	8	4
Lane Flow Rate	32	56	0	28	28
Geometry Grp	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	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	120	114	270	228	104	841	2343	1045	642	2233	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	114	270	0	332	841	2343	1045	642	2233	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	2233	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	59.2	46.2	0.0	40.2	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	85.8	13.6	14.2	10.2	82.0		27.8				
Change Period (Y+Rc), s	5.5	6.0	5.5	5.5	5.5	6.0		5.5				
Max Green Setting (Gmax), s	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

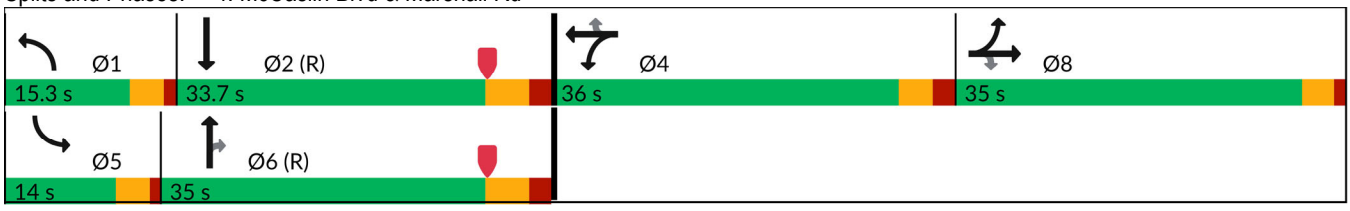
User approved pedestrian interval to be less than phase max green.

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			420			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: 4: 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	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	58	21	17	4	9
Future Vol, veh/h	10	58	21	17	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	85	31	25	6	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	68	43	0	0	56	0
Stage 1	43	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	936	1027	-	-	1549	-
Stage 1	979	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	933	1027	-	-	1549	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	994	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.95	0	2.26
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1012	554	-
HCM Lane V/C Ratio	-	-	0.099	0.004	-
HCM Ctrl Dly (s/v)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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	-	-	-	-	720	-
Stage 2	-	-	-	-	827	-

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

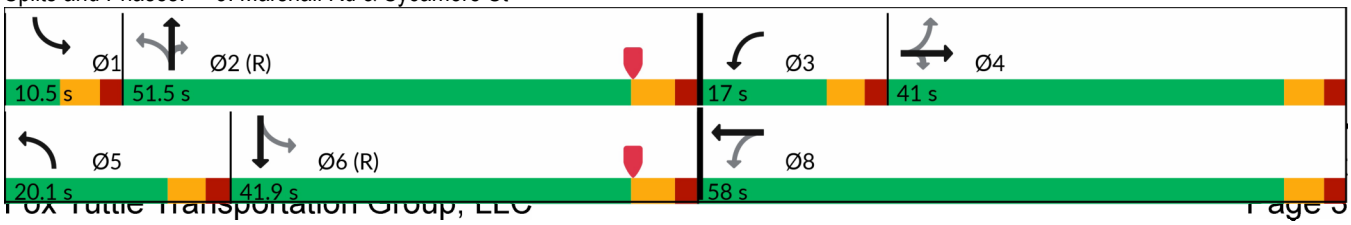
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	56%	7%	100%	0%	38%
Vol Thru, %	0%	82%	0%	76%	31%
Vol Right, %	44%	11%	0%	24%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	45	4	41	42
LT Vol	9	3	4	0	16
Through Vol	0	37	0	31	13
RT Vol	7	5	0	10	13
Lane Flow Rate	24	68	5	51	60
Geometry Grp	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	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: 3: 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	293	257	410	227	291	461	1926	859	382	1803	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	1926	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	580	0	473	410	0	749	566	1926	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	7.0	1.9	0.0	0.7	2.2	4.4	4.4	0.2	6.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	0.0	53.7	42.3	0.0	29.8	14.0	15.7	16.5	14.7	20.2	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		53.1			41.0			15.6			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	65.1		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

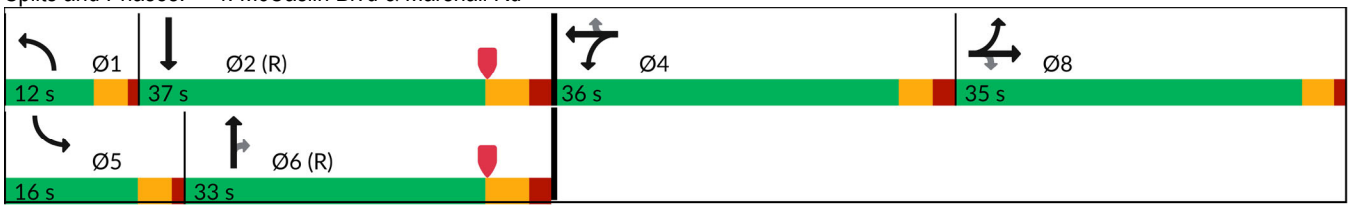
User approved pedestrian interval to be less than phase max green.

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			420			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: 4: 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.

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	72	8	5	5	19
Future Vol, veh/h	13	72	8	5	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	78	9	5	7	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	53	11	0	0	14	0
Stage 1	11	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	956	1069	-	-	1604	-
Stage 1	1011	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	951	1069	-	-	1604	-
Mov Cap-2 Maneuver	951	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	977	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.76	0	1.51
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1049	375	-
HCM Lane V/C Ratio	-	-	0.088	0.004	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	8	5	243	46	36
Future Vol, veh/h	153	8	5	243	46	36
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	158	8	6	286	68	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	166	0	460	162
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	298	-
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	-	-	1412	-	556	878
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1412	-	554	878
Mov Cap-2 Maneuver	-	-	-	-	554	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	746	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.15	11.07
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	554	878	-	-	1412	-
HCM Lane V/C Ratio	0.122	0.06	-	-	0.004	-
HCM Ctrl Dly (s/v)	12.4	9.4	-	-	7.6	-
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	32	7	0	12	8	4	19	5	9	6	4
Future Vol, veh/h	12	32	7	0	12	8	4	19	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	36	8	0	17	11	5	23	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	7.5	7.7	7.2	7.3
HCM LOS	A	A	A	A

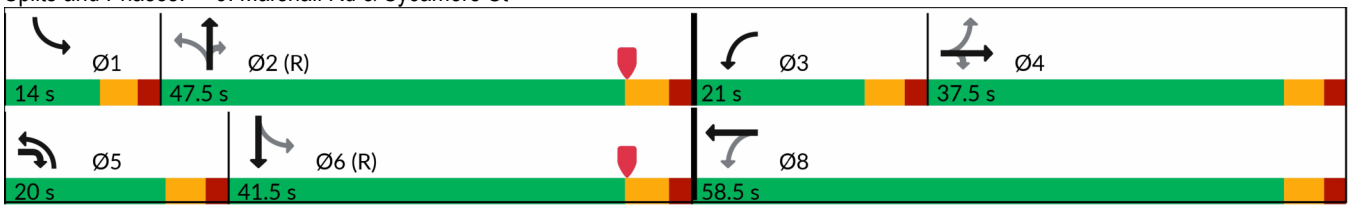
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	14%	24%	0%	0%	47%
Vol Thru, %	68%	63%	100%	60%	32%
Vol Right, %	18%	14%	0%	40%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	51	0	20	19
LT Vol	4	12	0	0	9
Through Vol	19	32	0	12	6
RT Vol	5	7	0	8	4
Lane Flow Rate	33	57	0	28	28
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.037	0.066	0	0.037	0.032
Departure Headway (Hd)	4.008	4.128	5.063	4.783	4.128
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	886	865	0	748	860
Service Time	2.067	2.165	2.8	2.519	2.186
HCM Lane V/C Ratio	0.037	0.066	0	0.037	0.033
HCM Control Delay, s/veh	7.2	7.5	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	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	2	7	81	72	7	75	332	113	6	202
Future Volume (vph)	2	7	81	72	7	75	332	113	6	202
Lane Group Flow (vph)	0	10	93	109	16	84	373	127	6	215
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	20.0	21.0	58.5	20.0	47.5	47.5	14.0	41.5
Total Split (%)	31.3%	31.3%	16.7%	17.5%	48.8%	16.7%	39.6%	39.6%	11.7%	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		0.12	0.44	0.53	0.07	0.10	0.14	0.10	0.01	0.09
Control Delay (s/veh)		57.7	16.2	57.0	33.5	4.2	5.4	1.7	5.0	8.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		57.7	16.2	57.0	33.5	4.2	5.4	1.7	5.0	8.0
Queue Length 50th (ft)		8	0	82	8	11	28	0	1	25
Queue Length 95th (ft)		26	44	88	18	38	94	26	6	61
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		492	301	252	794	919	2674	1226	790	2375
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	0.31	0.43	0.02	0.09	0.14	0.10	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	81	72	7	3	75	332	113	6	202	0
Future Volume (veh/h)	2	7	81	72	7	3	75	332	113	6	202	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	93	109	11	5	84	373	127	6	215	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	120	175	274	231	105	831	2335	1042	628	2224	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	93	109	0	16	84	373	127	6	215	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	6.7	6.5	0.0	0.9	2.0	4.8	3.6	0.1	2.9	0.0
Cycle Q Clear(g_c), s	0.6	0.0	6.7	6.5	0.0	0.9	2.0	4.8	3.6	0.1	2.9	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	175	274	0	336	831	2335	1042	628	2224	0
V/C Ratio(X)	0.06	0.00	0.53	0.40	0.00	0.05	0.10	0.16	0.12	0.01	0.10	0.00
Avail Cap(c_a), veh/h	504	0	481	380	0	788	976	2335	1042	740	2224	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	50.3	45.2	0.0	39.9	6.8	7.6	7.4	7.9	8.7	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.9	0.0	0.1	0.1	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	2.7	3.0	0.0	0.4	0.7	1.7	1.2	0.1	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	0.0	51.3	46.1	0.0	39.9	6.9	7.8	7.7	7.9	8.8	0.0
LnGrp LOS	D		D	D		D	A	A	A	A	A	
Approach Vol, veh/h		103			125			584			221	
Approach Delay, s/veh		51.3			45.3			7.6			8.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	85.5	13.9	14.2	10.2	81.7		28.1				
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	41.5	15.5	32.0	14.5	35.5		53.0				
Max Q Clear Time (g_c+I1), s	2.1	6.8	8.5	8.7	4.0	4.9		2.9				
Green Ext Time (p_c), s	0.0	1.8	0.1	0.2	0.1	0.9		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

Notes

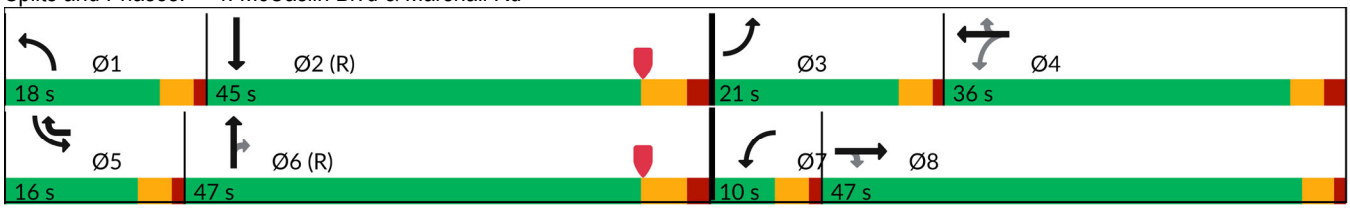
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	301	24	65	15	20	170	161	753	43	135	386	329
Future Volume (vph)	301	24	65	15	20	170	161	753	43	135	386	329
Lane Group Flow (vph)	358	29	77	18	24	205	187	876	50	142	406	346
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)	21.0	47.0	47.0	10.0	36.0	16.0	18.0	47.0	47.0	16.0	45.0	
Total Split (%)	17.5%	39.2%	39.2%	8.3%	30.0%	13.3%	15.0%	39.2%	39.2%	13.3%	37.5%	
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	Max	Max	C-Max	C-Max	Max	C-Max	
v/c Ratio	0.67	0.11	0.25	0.13	0.22	0.60	0.47	0.28	0.05	0.42	0.14	0.22
Control Delay (s/veh)	57.7	44.2	6.5	39.4	57.9	29.5	53.8	12.4	0.1	55.0	12.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.7	44.2	6.5	39.4	57.9	29.5	53.8	12.4	0.1	55.0	12.1	0.3
Queue Length 50th (ft)	98	19	0	11	18	72	72	123	0	55	54	0
Queue Length 95th (ft)	120	46	21	28	43	128	105	158	0	90	81	0
Internal Link Dist (ft)		547			324			420			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	700	661	626	152	481	344	400	3102	1015	336	2960	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	0.51	0.04	0.12	0.12	0.05	0.60	0.47	0.28	0.05	0.42	0.14	0.22

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: 4: McCaslin Blvd & Marshall Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	24	65	15	20	170	161	753	43	135	386	329
Future Volume (veh/h)	301	24	65	15	20	170	161	753	43	135	386	329
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	358	29	0	18	24	205	187	876	0	142	406	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	452	399		268	254	374	403	2631		340	2505	
Arrive On Green	0.09	0.21	0.00	0.01	0.14	0.14	0.12	0.52	0.00	0.10	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	358	29	0	18	24	205	187	876	0	142	406	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	8.4	1.5	0.0	1.0	1.3	13.6	6.1	12.0	0.0	4.7	5.3	0.0
Cycle Q Clear(g_c), s	8.4	1.5	0.0	1.0	1.3	13.6	6.1	12.0	0.0	4.7	5.3	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	452	399		268	254	374	403	2631		340	2505	
V/C Ratio(X)	0.79	0.07		0.07	0.09	0.55	0.46	0.33		0.42	0.16	
Avail Cap(c_a), veh/h	706	665		336	483	568	403	2631		340	2505	
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	53.4	37.6	0.0	44.1	45.4	40.3	49.5	17.0	0.0	50.7	16.4	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	0.2	1.3	3.8	0.3	0.0	3.7	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	0.7	0.0	0.5	0.6	5.4	2.8	4.7	0.0	2.2	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.8	37.6	0.0	44.1	45.6	41.5	53.3	17.4	0.0	54.5	16.6	0.0
LnGrp LOS	D	D		D	D	D	D	B		D	B	
Approach Vol, veh/h		387			247			1063			548	
Approach Delay, s/veh		53.5			42.1			23.7			26.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	65.8	14.9	21.3	16.0	67.8	5.4	30.8
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	39.0	17.0	31.0	12.0	41.0	6.0	* 43
Max Q Clear Time (g_c+I1), s	8.1	7.3	10.4	15.6	6.7	14.0	3.0	3.5
Green Ext Time (p_c), s	0.2	2.8	0.4	0.7	0.1	6.6	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	31.5
HCM 7th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	5.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	58	22	17	4	9
Future Vol, veh/h	10	58	22	17	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	85	32	25	6	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	70	45	0	0	57	0
Stage 1	45	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	935	1025	-	-	1547	-
Stage 1	978	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	931	1025	-	-	1547	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	994	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.96	0	2.26
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1010	554	-
HCM Lane V/C Ratio	-	-	0.099	0.004	-
HCM Ctrl Dly (s/v)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	318	18	7	171	31	83
Future Vol, veh/h	318	18	7	171	31	83
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	349	20	8	197	34	90

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	369	0	572	359
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	213	-
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	-	-	1195	-	483	687
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1195	-	480	687
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	820	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.32	11.58
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	480	687	-	-	1195	-
HCM Lane V/C Ratio	0.07	0.131	-	-	0.007	-
HCM Ctrl Dly (s/v)	13.1	11	-	-	8	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.5	-	-	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	39	5	4	32	10	9	0	7	17	14	14
Future Vol, veh/h	3	39	5	4	32	10	9	0	7	17	14	14
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	59	8	5	40	13	13	0	10	24	20	20
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	7.5
HCM LOS	A	A	A	A

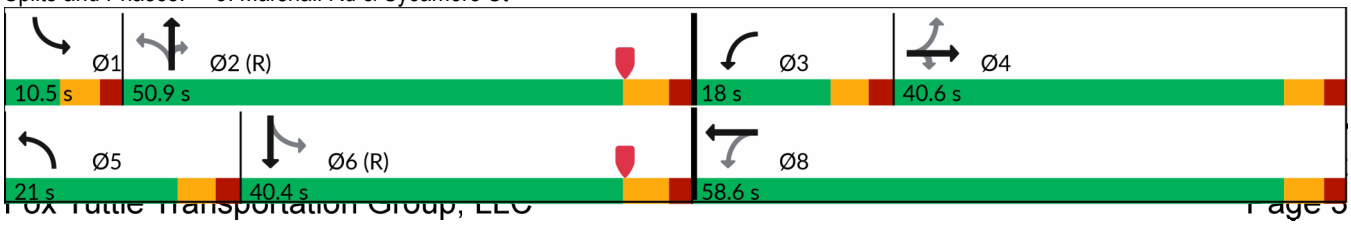
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	56%	6%	100%	0%	38%
Vol Thru, %	0%	83%	0%	76%	31%
Vol Right, %	44%	11%	0%	24%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	47	4	42	45
LT Vol	9	3	4	0	17
Through Vol	0	39	0	32	14
RT Vol	7	5	0	10	14
Lane Flow Rate	24	71	5	53	64
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.027	0.084	0.007	0.067	0.073
Departure Headway (Hd)	4.035	4.265	5.259	4.591	4.06
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	871	833	677	775	869
Service Time	2.134	2.328	3.016	2.348	2.148
HCM Lane V/C Ratio	0.028	0.085	0.007	0.068	0.074
HCM Control Delay, s/veh	7.2	7.7	8.1	7.7	7.5
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	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	12	232	272	14	168	572	270	17	674
Future Volume (vph)	1	12	232	272	14	168	572	270	17	674
Lane Group Flow (vph)	0	13	239	283	34	179	609	287	18	711
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)	40.6	40.6	40.6	18.0	58.6	21.0	50.9	50.9	10.5	40.4
Total Split (%)	33.8%	33.8%	33.8%	15.0%	48.8%	17.5%	42.4%	42.4%	8.8%	33.7%
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		0.11	0.74	1.03	0.09	0.35	0.26	0.25	0.03	0.35
Control Delay (s/veh)		52.8	20.6	107.4	21.0	8.7	10.4	2.1	7.2	15.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		52.8	20.6	107.4	21.0	8.7	10.4	2.1	7.2	15.6
Queue Length 50th (ft)		10	0	~236	10	39	77	0	4	142
Queue Length 95th (ft)		29	77	#361	35	83	173	41	13	233
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		535	636	274	773	564	2329	1142	538	2017
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	0.38	1.03	0.04	0.32	0.26	0.25	0.03	0.35

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: 3: 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	232	272	14	18	168	572	270	17	674	2
Future Volume (veh/h)	1	12	232	272	14	18	168	572	270	17	674	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	239	283	15	19	179	609	287	18	709	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	303	266	430	239	303	440	1873	835	360	1737	5
Arrive On Green	0.17	0.17	0.17	0.10	0.32	0.32	0.07	0.52	0.52	0.02	0.47	0.47
Sat Flow, veh/h	48	1820	1598	1795	756	957	1795	3582	1598	1795	3664	10
Grp Volume(v), veh/h	13	0	239	283	0	34	179	609	287	18	347	364
Grp Sat Flow(s),veh/h/ln	1868	0	1598	1795	0	1713	1795	1791	1598	1795	1791	1883
Q Serve(g_s), s	0.0	0.0	17.6	12.5	0.0	1.7	5.9	11.7	12.5	0.6	15.1	15.1
Cycle Q Clear(g_c), s	0.7	0.0	17.6	12.5	0.0	1.7	5.9	11.7	12.5	0.6	15.1	15.1
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	344	0	266	430	0	542	440	1873	835	360	849	893
V/C Ratio(X)	0.04	0.00	0.90	0.66	0.00	0.06	0.41	0.33	0.34	0.05	0.41	0.41
Avail Cap(c_a), veh/h	574	0	467	430	0	758	551	1873	835	401	849	893
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	42.0	0.0	49.0	37.0	0.0	28.6	14.6	16.5	16.6	15.7	20.6	20.6
Incr Delay (d2), s/veh	0.0	0.0	5.4	3.7	0.0	0.0	0.6	0.5	1.1	0.1	1.5	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	7.4	1.6	0.0	0.7	2.4	4.8	4.8	0.3	6.5	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.0	0.0	54.4	40.6	0.0	28.6	15.2	16.9	17.8	15.8	22.0	22.0
LnGrp LOS	D		D	D		C	B	B	B	B	C	C
Approach Vol, veh/h		252			317			1075			729	
Approach Delay, s/veh		53.8			39.3			16.9			21.8	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	68.8	18.0	25.5	13.6	62.9		43.5				
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	44.9	12.5	35.1	15.5	34.4		53.1				
Max Q Clear Time (g_c+I1), s	2.6	14.5	14.5	19.6	7.9	17.1		3.7				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.4	0.3	2.5		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.3
HCM 7th LOS	C

Notes

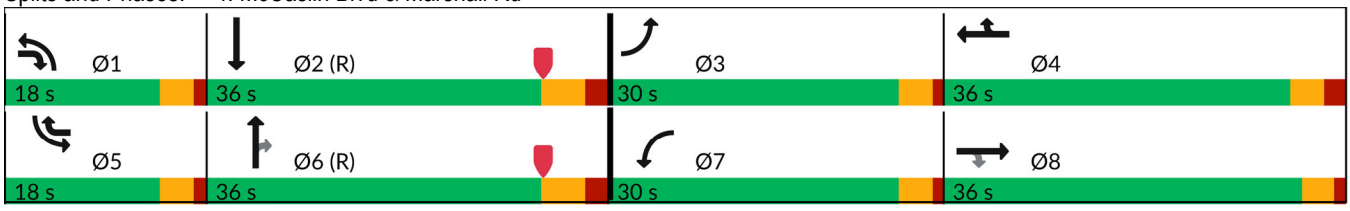
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	802	53	336	21	40	180	174	480	32	196	785	798
Future Volume (vph)	802	53	336	21	40	180	174	480	32	196	785	798
Lane Group Flow (vph)	818	54	343	27	51	228	196	539	36	209	835	849
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)	30.0	36.0	18.0	30.0	36.0		18.0	36.0	36.0	18.0	36.0	
Total Split (%)	25.0%	30.0%	15.0%	25.0%	30.0%		15.0%	30.0%	30.0%	15.0%	30.0%	
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	Max	Max	None		Max	C-Max	C-Max	Max	C-Max	
v/c Ratio	0.84	0.27	0.40	0.07	0.23	0.32	0.20	0.42	0.08	0.21	0.65	0.53
Control Delay (s/veh)	55.0	49.5	3.8	38.1	48.5	17.8	35.7	38.9	0.3	35.9	43.1	1.3
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)	55.0	49.5	3.8	38.1	48.5	17.8	35.7	38.9	0.3	35.9	43.1	1.3
Queue Length 50th (ft)	219	39	0	17	37	82	60	129	0	64	215	0
Queue Length 95th (ft)	261	74	56	37	63	122	101	164	0	108	263	0
Internal Link Dist (ft)		547			324			420			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	1092	501	853	401	481	719	973	1284	468	973	1284	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	0.75	0.11	0.40	0.07	0.11	0.32	0.20	0.42	0.08	0.21	0.65	0.53

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: 4: McCaslin Blvd & Marshall Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	802	53	336	21	40	180	174	480	32	196	785	798
Future Volume (veh/h)	802	53	336	21	40	180	174	480	32	196	785	798
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	818	54	0	27	51	228	196	539	0	209	835	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	925	214		386	276	418	406	2032		406	2032	
Arrive On Green	0.18	0.11	0.00	0.22	0.15	0.15	0.12	0.39	0.00	0.12	0.39	0.00
Sat Flow, veh/h	5063	1885	1598	1781	1870	1585	3483	5147	1598	3483	5147	1598
Grp Volume(v), veh/h	818	54	0	27	51	228	196	539	0	209	835	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	18.9	3.1	0.0	1.4	2.9	14.8	6.3	8.5	0.0	6.8	14.1	0.0
Cycle Q Clear(g_c), s	18.9	3.1	0.0	1.4	2.9	14.8	6.3	8.5	0.0	6.8	14.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	925	214		386	276	418	406	2032		406	2032	
V/C Ratio(X)	0.88	0.25		0.07	0.19	0.54	0.48	0.27		0.51	0.41	
Avail Cap(c_a), veh/h	1097	503		386	483	594	406	2032		406	2032	
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	48.6	0.0	37.4	44.8	38.0	49.6	24.5	0.0	49.8	26.2	0.0
Incr Delay (d2), s/veh	7.0	0.2	0.0	0.4	0.3	1.1	4.1	0.3	0.0	4.6	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	8.4	1.5	0.0	0.7	1.4	5.8	3.0	3.5	0.0	3.2	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.8	48.8	0.0	37.7	45.2	39.1	53.7	24.9	0.0	54.4	26.8	0.0
LnGrp LOS	D	D		D	D	D	D	C		D	C	
Approach Vol, veh/h		872			306			735			1044	
Approach Delay, s/veh		54.4			40.0			32.5			32.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	53.4	25.9	22.7	18.0	53.4	30.0	18.6
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	30.0	26.0	31.0	14.0	30.0	26.0	* 32
Max Q Clear Time (g_c+I1), s	8.3	16.1	20.9	16.8	8.8	10.5	3.4	5.1
Green Ext Time (p_c), s	0.2	4.8	1.0	0.8	0.2	3.4	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	39.7
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.

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	72	8	5	5	20
Future Vol, veh/h	13	72	8	5	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	78	9	5	7	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	54	11	0	0	14	0
Stage 1	11	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	954	1069	-	-	1604	-
Stage 1	1011	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	949	1069	-	-	1604	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.76	0	1.45
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1049	360	-
HCM Lane V/C Ratio	-	-	0.088	0.004	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	10	23	243	51	98
Future Vol, veh/h	153	10	23	243	51	98
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	158	10	27	286	75	144

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	168	0	503	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	340	-
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	-	-	1410	-	525	877
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1410	-	515	877
Mov Cap-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.66	11.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	515	877	-	-	1410	-
HCM Lane V/C Ratio	0.146	0.164	-	-	0.019	-
HCM Ctrl Dly (s/v)	13.2	9.9	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.6	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	32	7	0	12	19	4	19	5	42	6	4
Future Vol, veh/h	12	32	7	0	12	19	4	19	5	42	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	36	8	0	17	27	5	23	6	62	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	7.6	7.8	7.3	7.8
HCM LOS	A	A	A	A

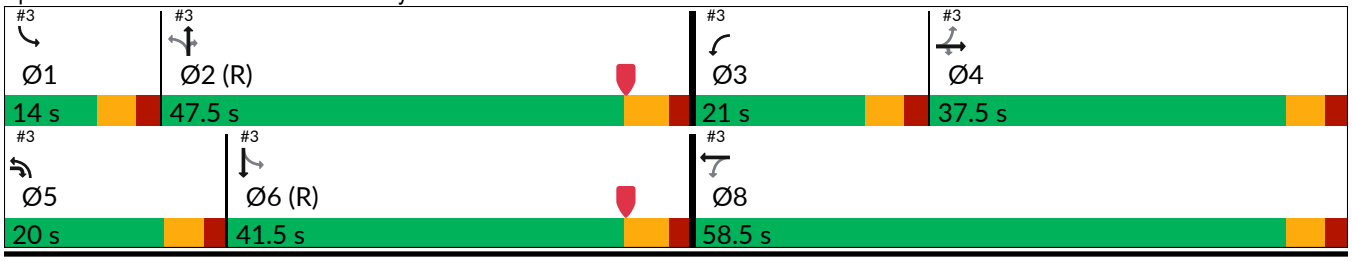
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	14%	24%	0%	0%	81%
Vol Thru, %	68%	63%	100%	39%	12%
Vol Right, %	18%	14%	0%	61%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	51	0	31	52
LT Vol	4	12	0	0	42
Through Vol	19	32	0	12	6
RT Vol	5	7	0	19	4
Lane Flow Rate	33	57	0	44	76
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.038	0.067	0	0.057	0.091
Departure Headway (Hd)	4.073	4.224	5.149	4.719	4.302
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	866	838	0	752	824
Service Time	2.16	2.3	2.92	2.49	2.375
HCM Lane V/C Ratio	0.038	0.068	0	0.059	0.092
HCM Control Delay, s/veh	7.3	7.6	7.9	7.8	7.8
HCM Lane LOS	A	A	N	A	A
HCM 95th-tile Q	0.1	0.2	0	0.2	0.3

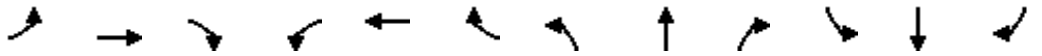
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	2	10	110	72	8	85	351	113	7	263
Future Volume (vph)	2	10	110	72	8	85	351	113	7	263
Lane Group Flow (vph)	0	13	126	109	17	96	394	127	7	280
Turn Type	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected 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	20.0	21.0	58.5	20.0	47.5	47.5	14.0	41.5
Total Split (%)	31.3%	31.3%	16.7%	17.5%	48.8%	16.7%	39.6%	39.6%	11.7%	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		0.16	0.46	0.50	0.07	0.12	0.15	0.11	0.01	0.12
Control Delay (s/veh)		58.9	13.1	52.6	30.9	5.2	6.3	1.9	6.0	9.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		58.9	13.1	52.6	30.9	5.2	6.3	1.9	6.0	9.4
Queue Length 50th (ft)		10	0	82	9	13	30	0	1	34
Queue Length 95th (ft)		30	49	87	19	42	100	26	7	78
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		463	357	266	796	855	2605	1198	755	2298
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		0.03	0.35	0.41	0.02	0.11	0.15	0.11	0.01	0.12

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	10	110	72	8	3	85	351	113	7	263	0
Future Volume (veh/h)	2	10	110	72	8	3	85	351	113	7	263	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	11	126	109	12	5	96	394	127	7	280	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	45	160	210	294	263	110	759	2261	1009	596	2151	0
Arrive On Green	0.09	0.09	0.09	0.07	0.21	0.21	0.04	0.64	0.64	0.01	0.61	0.00
Sat Flow, veh/h	109	1709	1572	1795	1264	527	1767	3526	1572	1767	3618	0
Grp Volume(v), veh/h	13	0	126	109	0	17	96	394	127	7	280	0
Grp Sat Flow(s),veh/h/ln	1818	0	1572	1795	0	1790	1767	1763	1572	1767	1763	0
Q Serve(g_s), s	0.0	0.0	9.1	6.4	0.0	0.9	2.4	5.4	3.8	0.2	4.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	9.1	6.4	0.0	0.9	2.4	5.4	3.8	0.2	4.0	0.0
Prop In Lane	0.15		1.00	1.00		0.29	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	205	0	210	294	0	373	759	2261	1009	596	2151	0
V/C Ratio(X)	0.06	0.00	0.60	0.37	0.00	0.05	0.13	0.17	0.13	0.01	0.13	0.00
Avail Cap(c_a), veh/h	510	0	482	402	0	791	902	2261	1009	706	2151	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	49.7	0.0	49.0	43.1	0.0	38.0	7.8	8.7	8.4	8.8	9.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.8	0.0	0.0	0.1	0.2	0.3	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	0.4	0.0	3.6	2.9	0.0	0.4	0.9	2.0	1.3	0.1	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.7	0.0	50.0	43.9	0.0	38.0	7.8	8.9	8.6	8.8	10.0	0.0
LnGrp LOS	D		D	D		D	A	A	A	A	B	
Approach Vol, veh/h		139			126			617			287	
Approach Delay, s/veh		50.0			43.1			8.7			10.0	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	83.0	13.8	16.7	10.3	79.2		30.5				
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	41.5	15.5	32.0	14.5	35.5		53.0				
Max Q Clear Time (g_c+I1), s	2.2	7.4	8.4	11.1	4.4	6.0		2.9				
Green Ext Time (p_c), s	0.0	1.9	0.1	0.2	0.1	1.2		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.6
HCM 7th LOS	B

Notes

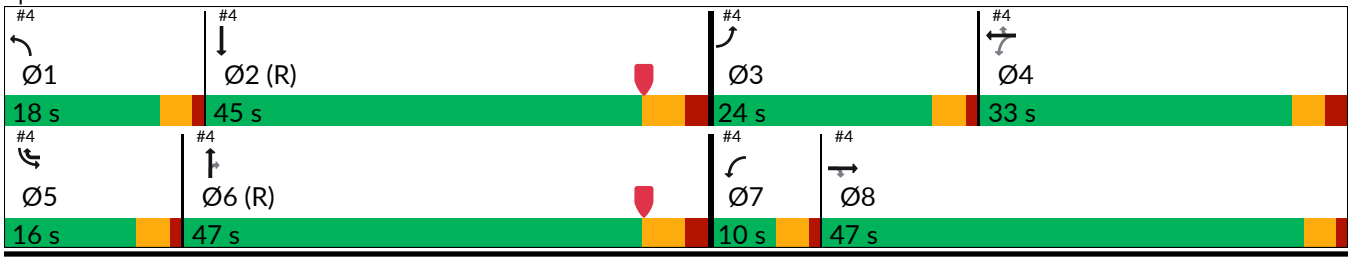
User approved pedestrian interval to be less than phase max green.

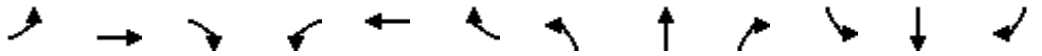
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	364	26	91	15	21	170	169	753	43	135	386	349
Future Volume (vph)	364	26	91	15	21	170	169	753	43	135	386	349
Lane Group Flow (vph)	433	31	108	18	25	205	197	876	50	142	406	367
Turn Type	Prot	NA	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	47.0	47.0	10.0	33.0	16.0	18.0	47.0	47.0	16.0	45.0	
Total Split (%)	20.0%	39.2%	39.2%	8.3%	27.5%	13.3%	15.0%	39.2%	39.2%	13.3%	37.5%	
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	Max	Max	C-Max	C-Max	Max	C-Max	
v/c Ratio	0.71	0.11	0.32	0.13	0.23	0.60	0.49	0.29	0.05	0.42	0.14	0.24
Control Delay (s/veh)	57.1	42.3	10.6	38.1	58.0	29.5	54.3	13.4	0.1	55.0	13.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.1	42.3	10.6	38.1	58.0	29.5	54.3	13.4	0.1	55.0	13.1	0.4
Queue Length 50th (ft)	118	20	0	11	19	72	75	128	0	55	56	0
Queue Length 95th (ft)	140	46	42	27	44	128	110	165	0	90	84	0
Internal Link Dist (ft)		547			324			420			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	823	661	631	153	434	344	400	3023	992	336	2883	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	0.53	0.05	0.17	0.12	0.06	0.60	0.49	0.29	0.05	0.42	0.14	0.24

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: 4: McCaslin Blvd & Marshall Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	26	91	15	21	170	169	753	43	135	386	349
Future Volume (veh/h)	364	26	91	15	21	170	169	753	43	135	386	349
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	433	31	0	18	25	205	197	876	0	142	406	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	532	428		267	253	373	403	2551		340	2427	
Arrive On Green	0.11	0.23	0.00	0.01	0.14	0.14	0.12	0.50	0.00	0.10	0.48	0.00
Sat Flow, veh/h	4983	1856	1572	1781	1870	1585	3456	5106	1585	3401	5025	1560
Grp Volume(v), veh/h	433	31	0	18	25	205	197	876	0	142	406	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	10.2	1.6	0.0	1.0	1.4	13.6	6.4	12.4	0.0	4.7	5.5	0.0
Cycle Q Clear(g_c), s	10.2	1.6	0.0	1.0	1.4	13.6	6.4	12.4	0.0	4.7	5.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	532	428		267	253	373	403	2551		340	2427	
V/C Ratio(X)	0.81	0.07		0.07	0.10	0.55	0.49	0.34		0.42	0.17	
Avail Cap(c_a), veh/h	831	665		335	436	528	403	2551		340	2427	
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	52.4	36.1	0.0	44.1	45.5	40.3	49.6	18.1	0.0	50.7	17.5	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.0	0.2	1.3	4.2	0.4	0.0	3.7	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	4.3	0.7	0.0	0.5	0.7	5.4	3.0	4.9	0.0	2.2	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.1	36.1	0.0	44.2	45.6	41.6	53.8	18.5	0.0	54.5	17.6	0.0
LnGrp LOS	D	D		D	D	D	D	B		D	B	
Approach Vol, veh/h		464			248			1073			548	
Approach Delay, s/veh		52.9			42.2			25.0			27.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	64.0	16.8	21.2	16.0	66.0	5.4	32.7
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	39.0	20.0	28.0	12.0	41.0	6.0	* 43
Max Q Clear Time (g_c+I1), s	8.4	7.5	12.2	15.6	6.7	14.4	3.0	3.6
Green Ext Time (p_c), s	0.2	2.8	0.6	0.6	0.1	6.5	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	32.9
HCM 7th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	5	33	10	2	58	11	22	17	4	9	20
Future Vol, veh/h	67	5	33	10	2	58	11	22	17	4	9	20
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	68	92	68	92	68	68	68	68	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	5	36	15	2	85	12	32	25	6	13	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	93	117	24	96	116	45	35	0	0	57	0	0
Stage 1	36	36	-	69	69	-	-	-	-	-	-	-
Stage 2	57	81	-	28	47	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	890	773	1052	886	775	1025	1576	-	-	1547	-	-
Stage 1	980	865	-	941	838	-	-	-	-	-	-	-
Stage 2	955	827	-	989	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	804	764	1052	840	766	1025	1576	-	-	1547	-	-
Mov Cap-2 Maneuver	804	764	-	840	766	-	-	-	-	-	-	-
Stage 1	976	862	-	934	831	-	-	-	-	-	-	-
Stage 2	866	821	-	946	853	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.78	9.07	1.26	1.06
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	286	-	-	866	987	231	-	-
HCM Lane V/C Ratio	0.008	-	-	0.132	0.104	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.8	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	318	24	79	171	35	127
Future Vol, veh/h	318	24	79	171	35	127
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	349	26	91	197	38	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	376	0	741	363
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	378	-
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	-	-	1188	-	385	684
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	695	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1188	-	356	684
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.62	12.61
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	684	-	-	1188	-
HCM Lane V/C Ratio	0.107	0.202	-	-	0.076	-
HCM Ctrl Dly (s/v)	16.3	11.6	-	-	8.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.7	-	-	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	3	39	5	4	32	48	9	0	7	39	14	14
Future Vol, veh/h	3	39	5	4	32	48	9	0	7	39	14	14
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	59	8	5	40	60	13	0	10	56	20	20
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	7.9	7.8	7.4	7.9
HCM LOS	A	A	A	A

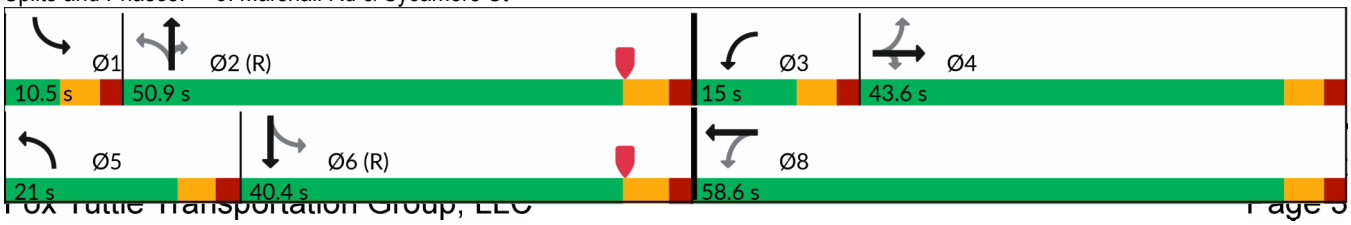
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	56%	6%	100%	0%	58%
Vol Thru, %	0%	83%	0%	40%	21%
Vol Right, %	44%	11%	0%	60%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	47	4	80	67
LT Vol	9	3	4	0	39
Through Vol	0	39	0	32	14
RT Vol	7	5	0	48	14
Lane Flow Rate	24	71	5	100	96
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.028	0.088	0.007	0.122	0.116
Departure Headway (Hd)	4.28	4.464	5.316	4.394	4.358
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	840	808	666	804	827
Service Time	2.287	2.464	3.108	2.185	2.362
HCM Lane V/C Ratio	0.029	0.088	0.008	0.124	0.116
HCM Control Delay, s/veh	7.4	7.9	8.1	7.8	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0	0.4	0.4

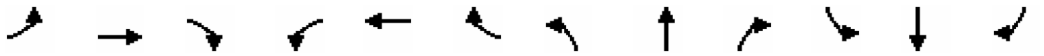
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	13	253	272	17	203	643	270	18	717
Future Volume (vph)	1	13	253	272	17	203	643	270	18	717
Lane Group Flow (vph)	0	14	261	283	38	216	684	287	19	757
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	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)	43.6	43.6	43.6	15.0	58.6	21.0	50.9	50.9	10.5	40.4
Total Split (%)	36.3%	36.3%	36.3%	12.5%	48.8%	17.5%	42.4%	42.4%	8.8%	33.7%
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	0.75	1.23	0.11	0.42	0.28	0.24	0.04	0.36
Control Delay (s/veh)		52.6	20.4	172.6	22.9	8.5	9.4	1.9	6.6	15.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		52.6	20.4	172.6	22.9	8.5	9.4	1.9	6.6	15.0
Queue Length 50th (ft)		11	0	~224	12	44	80	0	3	145
Queue Length 95th (ft)		31	81	#410	40	92	187	39	13	253
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		582	685	231	778	561	2414	1173	518	2074
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	0.38	1.23	0.05	0.39	0.28	0.24	0.04	0.36

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: 3: Marshall Rd & Sycamore St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	13	253	272	17	19	203	643	270	18	717	2
Future Volume (veh/h)	1	13	253	272	17	19	203	643	270	18	717	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	13	261	283	18	20	216	684	287	19	755	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	329	288	396	249	277	442	1910	852	342	1740	5
Arrive On Green	0.18	0.18	0.18	0.08	0.31	0.31	0.08	0.53	0.53	0.02	0.47	0.47
Sat Flow, veh/h	44	1825	1598	1795	816	906	1795	3582	1598	1795	3665	10
Grp Volume(v), veh/h	14	0	261	283	0	38	216	684	287	19	369	388
Grp Sat Flow(s),veh/h/ln	1869	0	1598	1795	0	1722	1795	1791	1598	1795	1791	1883
Q Serve(g_s), s	0.0	0.0	19.2	9.5	0.0	1.9	7.1	13.2	12.3	0.6	16.4	16.4
Cycle Q Clear(g_c), s	0.7	0.0	19.2	9.5	0.0	1.9	7.1	13.2	12.3	0.6	16.4	16.4
Prop In Lane	0.07		1.00	1.00		0.53	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	369	0	288	396	0	526	442	1910	852	342	850	894
V/C Ratio(X)	0.04	0.00	0.91	0.71	0.00	0.07	0.49	0.36	0.34	0.06	0.43	0.43
Avail Cap(c_a), veh/h	621	0	507	396	0	762	533	1910	852	382	850	894
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	40.6	0.0	48.2	39.3	0.0	29.6	14.7	16.2	15.9	15.7	20.8	20.8
Incr Delay (d2), s/veh	0.0	0.0	5.6	6.0	0.0	0.1	0.8	0.5	1.1	0.1	1.6	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	8.1	3.7	0.0	0.8	2.9	5.4	4.7	0.3	7.1	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.6	0.0	53.8	45.3	0.0	29.7	15.5	16.7	17.0	15.7	22.5	22.4
LnGrp LOS	D		D	D		C	B	B	B	B	C	C
Approach Vol, veh/h		275			321			1187			776	
Approach Delay, s/veh		53.1			43.4			16.5			22.3	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	70.0	15.0	27.2	14.9	63.0		42.2				
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	44.9	9.5	38.1	15.5	34.4		53.1				
Max Q Clear Time (g_c+I1), s	2.6	15.2	11.5	21.2	9.1	18.4		3.9				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.5	0.3	2.7		0.2				

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

Notes

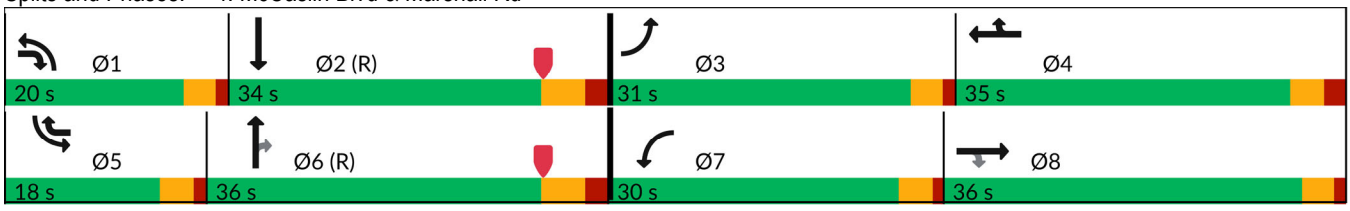
User approved pedestrian interval to be less than phase max green.

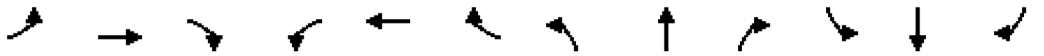
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	846	54	355	21	42	180	205	480	32	196	785	871
Future Volume (vph)	846	54	355	21	42	180	205	480	32	196	785	871
Lane Group Flow (vph)	863	55	362	27	53	228	230	539	36	209	835	927
Turn Type	Prot	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)	31.0	36.0	20.0	30.0	35.0		20.0	36.0	36.0	18.0	34.0	
Total Split (%)	25.8%	30.0%	16.7%	25.0%	29.2%		16.7%	30.0%	30.0%	15.0%	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	Max	Max	None		Max	C-Max	C-Max	Max	C-Max	
v/c Ratio	0.85	0.25	0.41	0.07	0.24	0.32	0.23	0.42	0.08	0.22	0.70	0.58
Control Delay (s/veh)	54.6	48.1	3.6	38.1	48.5	18.3	35.4	38.9	0.3	36.8	45.7	1.5
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)	54.6	48.1	3.6	38.1	48.5	18.3	35.4	38.9	0.3	36.8	45.7	1.5
Queue Length 50th (ft)	230	40	0	17	39	83	70	129	0	65	220	0
Queue Length 95th (ft)	274	74	55	37	65	124	115	164	0	109	269	0
Internal Link Dist (ft)		547			324			420			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	1134	501	883	404	465	706	997	1284	468	940	1198	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	0.76	0.11	0.41	0.07	0.11	0.32	0.23	0.42	0.08	0.22	0.70	0.58

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: 4: McCaslin Blvd & Marshall Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	846	54	355	21	42	180	205	480	32	196	785	871
Future Volume (veh/h)	846	54	355	21	42	180	205	480	32	196	785	871
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	863	55	0	27	53	228	230	539	0	209	835	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	971	231		386	275	418	464	1986		406	1900	
Arrive On Green	0.19	0.12	0.00	0.22	0.15	0.15	0.13	0.39	0.00	0.12	0.37	0.00
Sat Flow, veh/h	5063	1885	1598	1781	1870	1585	3483	5147	1598	3483	5147	1598
Grp Volume(v), veh/h	863	55	0	27	53	228	230	539	0	209	835	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	19.9	3.2	0.0	1.4	3.0	14.8	7.4	8.6	0.0	6.8	14.7	0.0
Cycle Q Clear(g_c), s	19.9	3.2	0.0	1.4	3.0	14.8	7.4	8.6	0.0	6.8	14.7	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	971	231		386	275	418	464	1986		406	1900	
V/C Ratio(X)	0.89	0.24		0.07	0.19	0.55	0.50	0.27		0.51	0.44	
Avail Cap(c_a), veh/h	1139	503		386	468	581	464	1986		406	1900	
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	47.2	47.6	0.0	37.4	44.9	38.0	48.3	25.3	0.0	49.8	28.5	0.0
Incr Delay (d2), s/veh	7.2	0.2	0.0	0.4	0.3	1.1	3.7	0.3	0.0	4.6	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	1.5	0.0	0.7	1.4	5.8	3.4	3.5	0.0	3.2	6.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.4	47.8	0.0	37.7	45.2	39.1	52.0	25.6	0.0	54.4	29.2	0.0
LnGrp LOS	D	D		D	D	D	D	C		D	C	
Approach Vol, veh/h		918			308			769			1044	
Approach Delay, s/veh		54.0			40.0			33.5			34.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	50.3	27.0	22.7	18.0	52.3	30.0	19.7
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	16.0	28.0	27.0	30.0	14.0	30.0	26.0	* 32
Max Q Clear Time (g_c+I1), s	9.4	16.7	21.9	16.8	8.8	10.6	3.4	5.2
Green Ext Time (p_c), s	0.2	4.2	1.1	0.8	0.2	3.4	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	40.6
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.

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	4	22	13	6	72	38	8	5	5	20	78
Future Vol, veh/h	48	4	22	13	6	72	38	8	5	5	20	78
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	70	70	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	4	24	14	7	78	41	9	5	7	29	85

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	180	182	71	139	222	11	113	0	0	14	0	0
Stage 1	85	85	-	94	94	-	-	-	-	-	-	-
Stage 2	95	97	-	45	128	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	782	712	992	831	677	1069	1476	-	-	1604	-	-
Stage 1	923	824	-	913	817	-	-	-	-	-	-	-
Stage 2	912	815	-	969	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	694	689	992	780	655	1069	1476	-	-	1604	-	-
Mov Cap-2 Maneuver	694	689	-	780	655	-	-	-	-	-	-	-
Stage 1	918	820	-	887	794	-	-	-	-	-	-	-
Stage 2	815	792	-	936	787	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.28	9.1	5.6	0.43
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1245	-	-	762	977	93	-	-
HCM Lane V/C Ratio	0.028	-	-	0.106	0.101	0.004	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.3	9.1	7.3	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.3	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	15	10	300	60	45
Future Vol, veh/h	190	15	10	300	60	45
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	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	15	11	326	65	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	211	0	551	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1359	-	495	837
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1359	-	491	837
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.25	11.79
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	491	837	-	-	1359	-
HCM Lane V/C Ratio	0.133	0.058	-	-	0.008	-
HCM Ctrl Dly (s/v)	13.4	9.6	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-

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	20	40	10	5	20	15	10	25	10	15	10	10
Future Vol, veh/h	20	40	10	5	20	15	10	25	10	15	10	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	43	11	5	22	16	11	27	11	16	11	11
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	7.5	7.4	7.4
HCM LOS	A	A	A	A

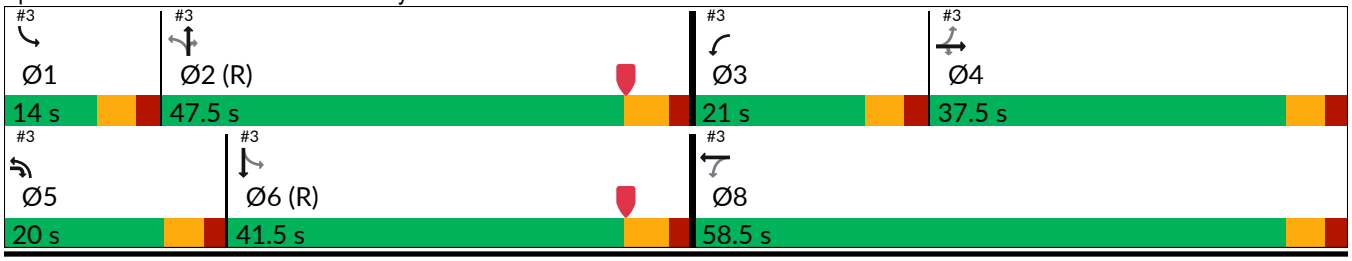
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	22%	29%	100%	0%	43%
Vol Thru, %	56%	57%	0%	57%	29%
Vol Right, %	22%	14%	0%	43%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	70	5	35	35
LT Vol	10	20	5	0	15
Through Vol	25	40	0	20	10
RT Vol	10	10	0	15	10
Lane Flow Rate	49	76	5	38	38
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.055	0.089	0.008	0.047	0.043
Departure Headway (Hd)	4.08	4.19	5.226	4.425	4.091
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	866	849	682	804	863
Service Time	2.159	2.245	2.981	2.179	2.173
HCM Lane V/C Ratio	0.057	0.09	0.007	0.047	0.044
HCM Control Delay, s/veh	7.4	7.7	8	7.4	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0	0.1	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	10	100	90	10	95	410	140	10	250
Future Volume (vph)	5	10	100	90	10	95	410	140	10	250
Lane Group Flow (vph)	0	16	109	98	16	103	446	152	11	271
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	20.0	21.0	58.5	20.0	47.5	47.5	14.0	41.5
Total Split (%)	31.3%	31.3%	16.7%	17.5%	48.8%	16.7%	39.6%	39.6%	11.7%	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		0.18	0.42	0.47	0.06	0.12	0.17	0.12	0.02	0.12
Control Delay (s/veh)		59.1	12.8	52.2	31.1	5.0	6.2	1.8	5.7	9.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		59.1	12.8	52.2	31.1	5.0	6.2	1.8	5.7	9.2
Queue Length 50th (ft)		12	0	75	8	13	33	0	1	32
Queue Length 95th (ft)		36	50	112	26	46	115	29	9	76
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		482	348	262	786	873	2644	1221	735	2326
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		0.03	0.31	0.37	0.02	0.12	0.17	0.12	0.01	0.12

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	10	100	90	10	5	95	410	140	10	250	5
Future Volume (veh/h)	5	10	100	90	10	5	95	410	140	10	250	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	11	109	98	11	5	103	446	152	11	266	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	118	195	268	234	106	792	2322	1036	578	2233	42
Arrive On Green	0.08	0.08	0.08	0.06	0.19	0.19	0.04	0.65	0.65	0.01	0.63	0.63
Sat Flow, veh/h	330	1428	1585	1781	1217	553	1781	3554	1585	1781	3568	67
Grp Volume(v), veh/h	16	0	109	98	0	16	103	446	152	11	132	139
Grp Sat Flow(s),veh/h/ln	1759	0	1585	1781	0	1771	1781	1777	1585	1781	1777	1858
Q Serve(g_s), s	0.0	0.0	7.8	5.8	0.0	0.9	2.5	6.0	4.4	0.3	3.6	3.6
Cycle Q Clear(g_c), s	1.0	0.0	7.8	5.8	0.0	0.9	2.5	6.0	4.4	0.3	3.6	3.6
Prop In Lane	0.31		1.00	1.00		0.31	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	184	0	195	268	0	340	792	2322	1036	578	1112	1163
V/C Ratio(X)	0.09	0.00	0.56	0.37	0.00	0.05	0.13	0.19	0.15	0.02	0.12	0.12
Avail Cap(c_a), veh/h	496	0	487	385	0	782	935	2322	1036	681	1112	1163
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	51.0	0.0	49.6	44.5	0.0	39.5	7.2	8.2	8.0	7.9	9.1	9.1
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.8	0.0	0.1	0.1	0.2	0.3	0.0	0.2	0.2
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	0.5	0.0	3.1	2.7	0.0	0.4	0.9	2.2	1.5	0.1	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.0	0.0	50.5	45.4	0.0	39.6	7.2	8.4	8.3	7.9	9.3	9.3
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		125			114			701			282	
Approach Delay, s/veh		50.6			44.6			8.2			9.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	84.4	13.2	15.4	10.3	81.1		28.5				
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	41.5	15.5	32.0	14.5	35.5		53.0				
Max Q Clear Time (g_c+I1), s	2.3	8.0	7.8	9.8	4.5	5.6		2.9				
Green Ext Time (p_c), s	0.0	2.2	0.1	0.2	0.1	0.9		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.2
HCM 7th LOS	B

Notes

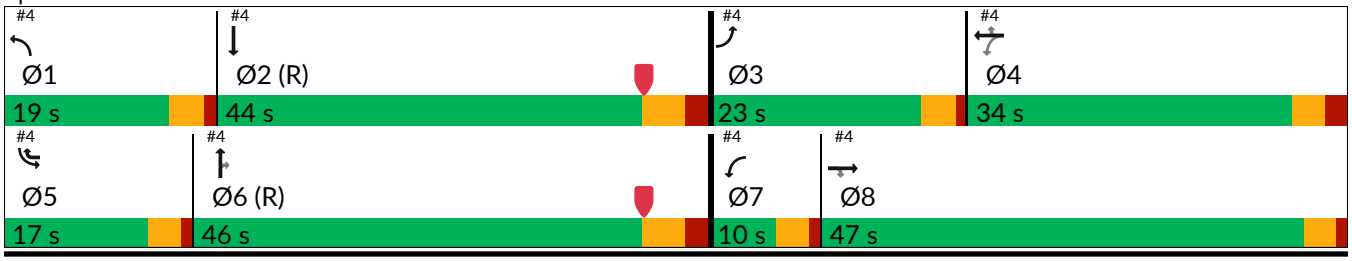
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	30	80	20	25	210	200	920	55	170	475	405
Future Volume (vph)	370	30	80	20	25	210	200	920	55	170	475	405
Lane Group Flow (vph)	402	33	87	22	27	228	217	1000	60	179	500	426
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)	23.0	47.0	47.0	10.0	34.0	17.0	19.0	46.0	46.0	17.0	44.0	
Total Split (%)	19.2%	39.2%	39.2%	8.3%	28.3%	14.2%	15.8%	38.3%	38.3%	14.2%	36.7%	
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	Max	Max	C-Max	C-Max	Max	C-Max	
v/c Ratio	0.69	0.13	0.29	0.15	0.24	0.64	0.51	0.33	0.06	0.48	0.17	0.27
Control Delay (s/veh)	57.3	44.9	8.9	39.3	58.2	32.6	53.6	13.9	0.1	55.1	13.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.3	44.9	8.9	39.3	58.2	32.6	53.6	13.9	0.1	55.1	13.4	0.4
Queue Length 50th (ft)	109	23	0	14	21	89	83	152	0	69	70	0
Queue Length 95th (ft)	141	52	36	35	51	171	124	204	0	107	101	0
Internal Link Dist (ft)		547			324			420			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	790	667	631	158	450	358	429	3011	989	371	2927	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.05	0.14	0.14	0.06	0.64	0.51	0.33	0.06	0.48	0.17	0.27

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: 4: McCaslin Blvd & Marshall Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	30	80	20	25	210	200	920	55	170	475	405
Future Volume (veh/h)	370	30	80	20	25	210	200	920	55	170	475	405
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	402	33	0	22	27	228	217	1000	0	179	500	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	436		288	276	405	432	2483		374	2398	
Arrive On Green	0.10	0.23	0.00	0.01	0.15	0.15	0.13	0.49	0.00	0.11	0.47	0.00
Sat Flow, veh/h	5023	1870	1585	1781	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	402	33	0	22	27	228	217	1000	0	179	500	0
Grp Sat Flow(s),veh/h/ln	1674	1870	1585	1781	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	9.4	1.7	0.0	1.3	1.5	15.0	7.0	15.0	0.0	5.8	6.9	0.0
Cycle Q Clear(g_c), s	9.4	1.7	0.0	1.3	1.5	15.0	7.0	15.0	0.0	5.8	6.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	501	436		288	276	405	432	2483		374	2398	
V/C Ratio(X)	0.80	0.08		0.08	0.10	0.56	0.50	0.40		0.48	0.21	
Avail Cap(c_a), veh/h	795	670		352	452	555	432	2483		374	2398	
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	52.9	35.9	0.0	42.7	44.3	38.8	49.0	19.7	0.0	50.3	18.7	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.2	1.2	4.1	0.5	0.0	4.3	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	4.0	0.8	0.0	0.6	0.7	5.9	3.3	5.9	0.0	2.7	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.2	36.0	0.0	42.8	44.4	40.1	53.1	20.2	0.0	54.6	18.9	0.0
LnGrp LOS	D	D		D	D	D	D	C		D	B	
Approach Vol, veh/h		435			277			1217			679	
Approach Delay, s/veh		52.8			40.7			26.1			28.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	62.4	16.0	22.7	17.0	64.4	5.7	32.9
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	15.0	38.0	19.0	29.0	13.0	40.0	6.0	* 43
Max Q Clear Time (g_c+I1), s	9.0	8.9	11.4	17.0	7.8	17.0	3.3	3.7
Green Ext Time (p_c), s	0.2	3.5	0.6	0.7	0.1	7.3	0.0	0.1

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

Notes

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

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

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	58	30	17	4	15
Future Vol, veh/h	10	58	30	17	4	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	63	33	18	4	16

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	67	42	0	0	51	0
Stage 1	42	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	938	1029	-	-	1555	-
Stage 1	981	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	936	1029	-	-	1555	-
Mov Cap-2 Maneuver	936	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.83	0	1.54
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1014	379	-
HCM Lane V/C Ratio	-	-	0.073	0.003	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	390	25	10	210	40	105
Future Vol, veh/h	390	25	10	210	40	105
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	424	27	11	228	43	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	451	0	688	438
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1109	-	412	619
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1109	-	408	619
Mov Cap-2 Maneuver	-	-	-	-	408	-
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	784	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.38	12.88
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	619	-	-	1109	-
HCM Lane V/C Ratio	0.106	0.184	-	-	0.01	-
HCM Ctrl Dly (s/v)	14.9	12.1	-	-	8.3	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.7	-	-	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	5	50	10	10	40	15	15	5	10	25	20	20
Future Vol, veh/h	5	50	10	10	40	15	15	5	10	25	20	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	54	11	11	43	16	16	5	11	27	22	22
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	7.6	7.8	7.4	7.6
HCM LOS	A	A	A	A

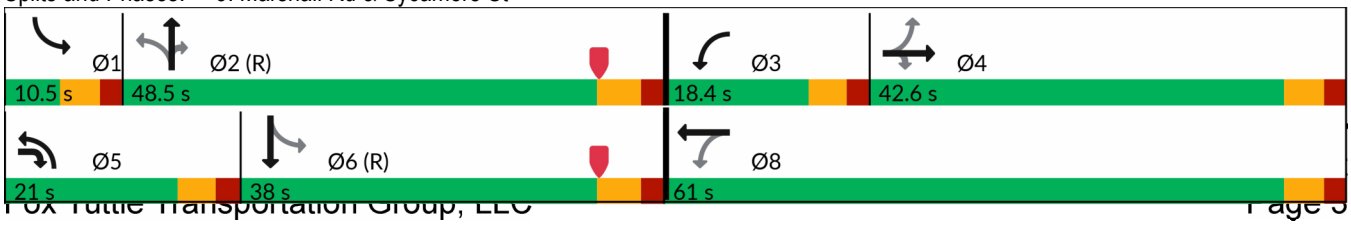
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	50%	8%	100%	0%	38%
Vol Thru, %	17%	77%	0%	73%	31%
Vol Right, %	33%	15%	0%	27%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	65	10	55	65
LT Vol	15	5	10	0	25
Through Vol	5	50	0	40	20
RT Vol	10	10	0	15	20
Lane Flow Rate	33	71	11	60	71
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.038	0.082	0.016	0.076	0.08
Departure Headway (Hd)	4.237	4.191	5.253	4.561	4.092
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	850	845	677	780	860
Service Time	2.237	2.267	3.017	2.324	2.191
HCM Lane V/C Ratio	0.039	0.084	0.016	0.077	0.083
HCM Control Delay, s/veh	7.4	7.6	8.1	7.7	7.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0	0.2	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	20	285	335	20	205	700	330	25	825
Future Volume (vph)	5	20	285	335	20	205	700	330	25	825
Lane Group Flow (vph)	0	26	294	349	47	218	745	351	26	873
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)	42.6	42.6	21.0	18.4	61.0	21.0	48.5	48.5	10.5	38.0
Total Split (%)	35.5%	35.5%	17.5%	15.3%	50.8%	17.5%	40.4%	40.4%	8.8%	31.7%
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		0.29	0.77	1.47	0.15	0.43	0.31	0.30	0.06	0.45
Control Delay (s/veh)		62.0	44.9	266.5	22.2	8.2	10.2	1.9	7.4	18.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		62.0	44.9	266.5	22.2	8.2	10.2	1.9	7.4	18.9
Queue Length 50th (ft)		20	161	~294	13	52	145	0	6	215
Queue Length 95th (ft)		50	235	#460	46	87	197	40	15	324
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		530	396	238	803	521	2383	1180	467	1933
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		0.05	0.74	1.47	0.06	0.42	0.31	0.30	0.06	0.45

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: 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	20	285	335	20	25	205	700	330	25	825	5
Future Volume (veh/h)	5	20	285	335	20	25	205	700	330	25	825	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	21	294	349	21	26	218	745	351	26	868	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	293	430	439	259	320	372	1754	782	288	1572	9
Arrive On Green	0.19	0.19	0.19	0.11	0.34	0.34	0.08	0.49	0.49	0.02	0.43	0.43
Sat Flow, veh/h	221	1566	1585	1781	760	941	1781	3554	1585	1781	3623	21
Grp Volume(v), veh/h	26	0	294	349	0	47	218	745	351	26	426	447
Grp Sat Flow(s),veh/h/ln	1787	0	1585	1781	0	1701	1781	1777	1585	1781	1777	1867
Q Serve(g_s), s	0.0	0.0	19.9	12.9	0.0	2.2	7.8	16.1	17.3	1.0	21.4	21.4
Cycle Q Clear(g_c), s	1.4	0.0	19.9	12.9	0.0	2.2	7.8	16.1	17.3	1.0	21.4	21.4
Prop In Lane	0.19		1.00	1.00		0.55	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	370	0	430	439	0	579	372	1754	782	288	771	810
V/C Ratio(X)	0.07	0.00	0.68	0.80	0.00	0.08	0.59	0.42	0.45	0.09	0.55	0.55
Avail Cap(c_a), veh/h	583	0	623	439	0	787	452	1754	782	319	771	810
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	40.2	0.0	39.1	37.6	0.0	26.8	18.3	19.5	19.8	18.2	25.3	25.3
Incr Delay (d2), s/veh	0.0	0.0	0.7	9.8	0.0	0.1	1.5	0.8	1.9	0.1	2.8	2.7
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	0.6	0.0	7.8	4.5	0.0	0.9	3.2	6.7	6.7	0.4	9.4	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.2	0.0	39.9	47.4	0.0	26.9	19.8	20.2	21.6	18.4	28.1	28.0
LnGrp LOS	D		D	D		C	B	C	C	B	C	C
Approach Vol, veh/h		320			396			1314			899	
Approach Delay, s/veh		39.9			45.0			20.5			27.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	65.2	18.4	28.0	15.6	58.1		46.4				
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	42.5	12.9	37.1	15.5	32.0		55.5				
Max Q Clear Time (g_c+I1), s	3.0	19.3	14.9	21.9	9.8	23.4		4.2				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.5	0.3	2.4		0.3				

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

Notes

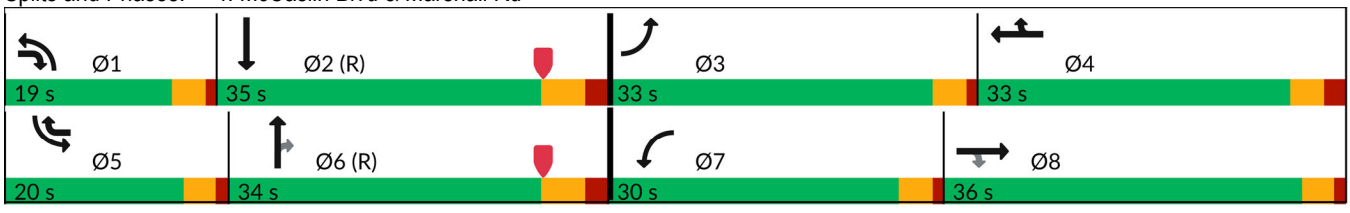
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	980	65	415	30	50	220	215	590	40	240	960	975
Future Volume (vph)	980	65	415	30	50	220	215	590	40	240	960	975
Lane Group Flow (vph)	1000	66	423	33	54	239	234	641	43	255	1021	1037
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)	33.0	36.0	19.0	30.0	33.0		19.0	34.0	34.0	20.0	35.0	
Total Split (%)	27.5%	30.0%	15.8%	25.0%	27.5%		15.8%	28.3%	28.3%	16.7%	29.2%	
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	Max	Max	None		Max	C-Max	C-Max	Max	C-Max	
v/c Ratio	0.89	0.25	0.47	0.08	0.23	0.34	0.27	0.54	0.10	0.29	0.83	0.66
Control Delay (s/veh)	55.3	45.3	3.9	38.3	47.6	19.2	39.3	42.3	0.5	38.7	50.1	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.3	45.3	3.9	38.3	47.6	19.2	39.3	42.3	0.5	38.7	50.1	2.1
Queue Length 50th (ft)	268	46	0	21	39	92	77	163	0	84	280	0
Queue Length 95th (ft)	320	83	60	50	74	160	125	205	1	134	336	0
Internal Link Dist (ft)		547			324			420			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	1205	496	895	415	434	695	855	1186	439	884	1228	1583
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	0.83	0.13	0.47	0.08	0.12	0.34	0.27	0.54	0.10	0.29	0.83	0.66

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: 4: McCaslin Blvd & Marshall Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	980	65	415	30	50	220	215	590	40	240	960	975
Future Volume (veh/h)	980	65	415	30	50	220	215	590	40	240	960	975
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1000	66	0	33	54	239	234	641	0	255	1021	0
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1102	286		386	281	450	432	1728		461	1771	
Arrive On Green	0.22	0.15	0.00	0.22	0.15	0.15	0.13	0.34	0.00	0.13	0.35	0.00
Sat Flow, veh/h	5023	1870	1585	1781	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	1000	66	0	33	54	239	234	641	0	255	1021	0
Grp Sat Flow(s),veh/h/ln	1674	1870	1585	1781	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	23.3	3.7	0.0	1.8	3.0	15.3	7.6	11.4	0.0	8.3	19.6	0.0
Cycle Q Clear(g_c), s	23.3	3.7	0.0	1.8	3.0	15.3	7.6	11.4	0.0	8.3	19.6	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	1102	286		386	281	450	432	1728		461	1771	
V/C Ratio(X)	0.91	0.23		0.09	0.19	0.53	0.54	0.37		0.55	0.58	
Avail Cap(c_a), veh/h	1214	499		386	436	581	432	1728		461	1771	
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	45.6	44.6	0.0	37.5	44.6	36.3	49.3	30.0	0.0	48.7	32.0	0.0
Incr Delay (d2), s/veh	8.9	0.2	0.0	0.4	0.3	1.0	4.8	0.6	0.0	4.7	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	1.7	0.0	0.8	1.4	6.0	3.6	4.7	0.0	3.8	8.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	44.8	0.0	37.9	44.9	37.2	54.1	30.6	0.0	53.4	33.4	0.0
LnGrp LOS	D	D		D	D	D	D	C		D	C	
Approach Vol, veh/h		1066			326			875			1276	
Approach Delay, s/veh		53.9			38.6			36.9			37.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	47.6	30.3	23.0	20.0	46.6	30.0	23.4
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	15.0	29.0	29.0	28.0	16.0	28.0	26.0	* 32
Max Q Clear Time (g_c+I1), s	9.6	21.6	25.3	17.3	10.3	13.4	3.8	5.7
Green Ext Time (p_c), s	0.2	3.9	1.1	0.8	0.2	3.7	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	42.3
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.

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	72	15	5	5	25
Future Vol, veh/h	13	72	15	5	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	78	16	5	7	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	69	19	0	0	22	0
Stage 1	19	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	936	1059	-	-	1594	-
Stage 1	1004	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	931	1059	-	-	1594	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	968	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.81	0	1.21
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1037	300	-
HCM Lane V/C Ratio	-	-	0.089	0.004	-
HCM Ctrl Dly (s/v)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	17	28	300	65	107
Future Vol, veh/h	190	17	28	300	65	107
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	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	18	30	326	71	116

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	213	0	592	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	387	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1357	-	469	836
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	686	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1357	-	459	836
Mov Cap-2 Maneuver	-	-	-	-	459	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.66	11.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	459	836	-	-	1357	-
HCM Lane V/C Ratio	0.154	0.139	-	-	0.022	-
HCM Ctrl Dly (s/v)	14.3	10	-	-	7.7	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	40	10	5	20	26	10	25	10	48	10	10
Future Vol, veh/h	20	40	10	5	20	26	10	25	10	48	10	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	43	11	5	22	28	11	27	11	52	11	11
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	7.8	7.6	7.5	7.8
HCM LOS	A	A	A	A

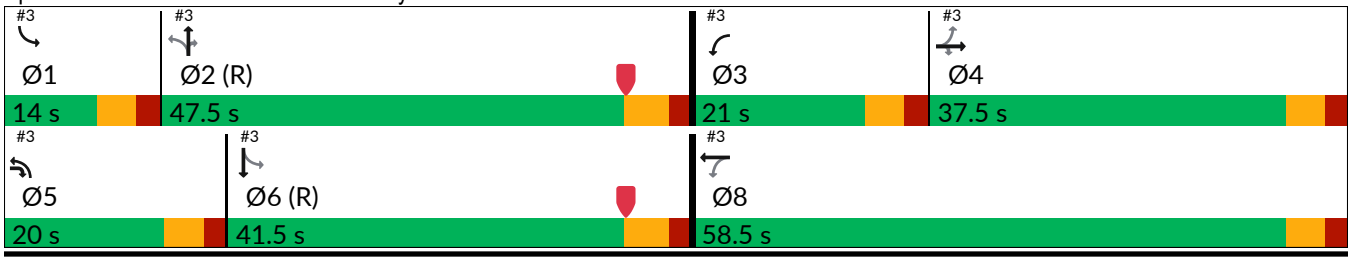
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	22%	29%	100%	0%	71%
Vol Thru, %	56%	57%	0%	43%	15%
Vol Right, %	22%	14%	0%	57%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	70	5	46	68
LT Vol	10	20	5	0	48
Through Vol	25	40	0	20	10
RT Vol	10	10	0	26	10
Lane Flow Rate	49	76	5	50	74
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.056	0.09	0.008	0.061	0.087
Departure Headway (Hd)	4.128	4.261	5.29	4.392	4.249
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	853	829	670	806	830
Service Time	2.227	2.345	3.072	2.173	2.341
HCM Lane V/C Ratio	0.057	0.092	0.007	0.062	0.089
HCM Control Delay, s/veh	7.5	7.8	8.1	7.5	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0	0.2	0.3

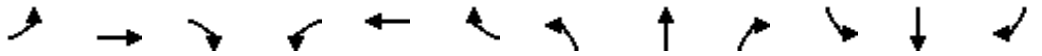
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	13	129	90	11	105	429	140	11	311
Future Volume (vph)	5	13	129	90	11	105	429	140	11	311
Lane Group Flow (vph)	0	19	140	98	17	114	466	152	12	336
Turn Type	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
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	20.0	21.0	58.5	20.0	47.5	47.5	14.0	41.5
Total Split (%)	31.3%	31.3%	16.7%	17.5%	48.8%	16.7%	39.6%	39.6%	11.7%	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		0.23	0.48	0.47	0.07	0.15	0.18	0.13	0.02	0.14
Control Delay (s/veh)		60.6	12.4	52.0	31.1	5.2	7.4	2.0	5.8	9.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		60.6	12.4	52.0	31.1	5.2	7.4	2.0	5.8	9.6
Queue Length 50th (ft)		15	0	75	9	15	34	0	1	41
Queue Length 95th (ft)		40	55	112	27	50	122	29	10	95
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		449	375	262	789	834	2573	1192	721	2318
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	0.37	0.37	0.02	0.14	0.18	0.13	0.02	0.14

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	13	129	90	11	5	105	429	140	11	311	5
Future Volume (veh/h)	5	13	129	90	11	5	105	429	140	11	311	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	14	140	98	12	5	114	466	152	12	331	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	152	226	286	264	110	725	2254	1005	551	2175	33
Arrive On Green	0.10	0.10	0.10	0.06	0.21	0.21	0.04	0.63	0.63	0.01	0.61	0.61
Sat Flow, veh/h	277	1500	1585	1781	1254	522	1781	3554	1585	1781	3583	54
Grp Volume(v), veh/h	19	0	140	98	0	17	114	466	152	12	164	172
Grp Sat Flow(s),veh/h/ln	1776	0	1585	1781	0	1776	1781	1777	1585	1781	1777	1861
Q Serve(g_s), s	0.0	0.0	10.0	5.7	0.0	0.9	2.9	6.6	4.7	0.3	4.8	4.8
Cycle Q Clear(g_c), s	1.1	0.0	10.0	5.7	0.0	0.9	2.9	6.6	4.7	0.3	4.8	4.8
Prop In Lane	0.26		1.00	1.00		0.29	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	218	0	226	286	0	374	725	2254	1005	551	1078	1129
V/C Ratio(X)	0.09	0.00	0.62	0.34	0.00	0.05	0.16	0.21	0.15	0.02	0.15	0.15
Avail Cap(c_a), veh/h	502	0	488	404	0	785	867	2254	1005	652	1078	1129
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	48.9	0.0	48.4	42.6	0.0	37.8	8.0	9.2	8.9	8.7	10.2	10.2
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.7	0.0	0.0	0.1	0.2	0.3	0.0	0.3	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	0.5	0.0	4.0	2.6	0.0	0.4	1.1	2.5	1.6	0.1	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.0	0.0	49.4	43.3	0.0	37.8	8.1	9.4	9.2	8.8	10.5	10.5
LnGrp LOS	D		D	D		D	A	A	A	A	B	B
Approach Vol, veh/h		159			115			732			348	
Approach Delay, s/veh		49.3			42.5			9.2			10.4	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	82.1	13.0	17.7	10.4	78.8		30.7				
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	41.5	15.5	32.0	14.5	35.5		53.0				
Max Q Clear Time (g_c+I1), s	2.3	8.6	7.7	12.0	4.9	6.8		2.9				
Green Ext Time (p_c), s	0.0	2.3	0.1	0.3	0.2	1.2		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B

Notes

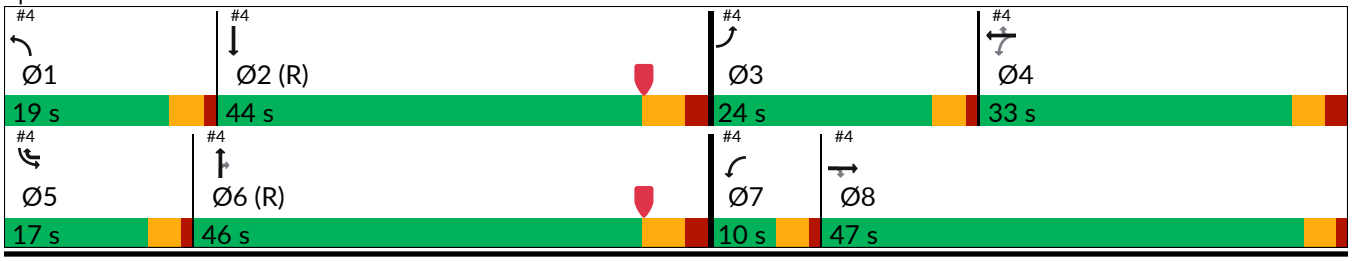
User approved pedestrian interval to be less than phase max green.

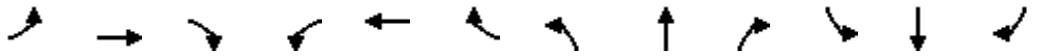
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	433	32	106	20	26	210	208	920	55	170	475	425
Future Volume (vph)	433	32	106	20	26	210	208	920	55	170	475	425
Lane Group Flow (vph)	471	35	115	22	28	228	226	1000	60	179	500	447
Turn Type	Prot	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	47.0	47.0	10.0	33.0	17.0	19.0	46.0	46.0	17.0	44.0	
Total Split (%)	20.0%	39.2%	39.2%	8.3%	27.5%	14.2%	15.8%	38.3%	38.3%	14.2%	36.7%	
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	Max	Max	C-Max	C-Max	Max	C-Max	
v/c Ratio	0.73	0.13	0.35	0.15	0.25	0.64	0.53	0.34	0.06	0.48	0.18	0.28
Control Delay (s/veh)	56.8	43.3	10.4	38.1	58.3	32.5	54.1	14.9	0.1	55.1	14.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.8	43.3	10.4	38.1	58.3	32.5	54.1	14.9	0.1	55.1	14.3	0.4
Queue Length 50th (ft)	128	24	0	14	21	89	87	157	0	69	72	0
Queue Length 95th (ft)	161	52	51	34	52	170	129	212	0	107	105	0
Internal Link Dist (ft)		547			324			420			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	831	667	641	158	434	359	429	2939	968	371	2855	1583
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	0.57	0.05	0.18	0.14	0.06	0.64	0.53	0.34	0.06	0.48	0.18	0.28

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: 4: McCaslin Blvd & Marshall Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	433	32	106	20	26	210	208	920	55	170	475	425
Future Volume (veh/h)	433	32	106	20	26	210	208	920	55	170	475	425
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	471	35	0	22	28	228	226	1000	0	179	500	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	571	462		287	275	405	432	2412		374	2327	
Arrive On Green	0.11	0.25	0.00	0.01	0.15	0.15	0.13	0.47	0.00	0.11	0.46	0.00
Sat Flow, veh/h	5023	1870	1585	1781	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	471	35	0	22	28	228	226	1000	0	179	500	0
Grp Sat Flow(s),veh/h/ln	1674	1870	1585	1781	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	11.0	1.7	0.0	1.3	1.6	15.0	7.3	15.4	0.0	5.8	7.1	0.0
Cycle Q Clear(g_c), s	11.0	1.7	0.0	1.3	1.6	15.0	7.3	15.4	0.0	5.8	7.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	571	462		287	275	405	432	2412		374	2327	
V/C Ratio(X)	0.82	0.08		0.08	0.10	0.56	0.52	0.41		0.48	0.21	
Avail Cap(c_a), veh/h	837	670		351	436	542	432	2412		374	2327	
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	52.0	34.7	0.0	42.7	44.3	38.8	49.2	20.8	0.0	50.3	19.7	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.0	0.2	1.2	4.5	0.5	0.0	4.3	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	4.7	0.8	0.0	0.6	0.7	5.9	3.4	6.1	0.0	2.7	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.8	34.7	0.0	42.8	44.5	40.1	53.6	21.3	0.0	54.6	19.9	0.0
LnGrp LOS	D	C		D	D	D	D	C		D	B	
Approach Vol, veh/h		506			278			1226			679	
Approach Delay, s/veh		53.4			40.7			27.3			29.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	60.7	17.7	22.7	17.0	62.7	5.7	34.6
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	15.0	38.0	20.0	28.0	13.0	40.0	6.0	* 43
Max Q Clear Time (g_c+I1), s	9.3	9.1	13.0	17.0	7.8	17.4	3.3	3.7
Green Ext Time (p_c), s	0.2	3.5	0.6	0.6	0.1	7.3	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	34.0
HCM 7th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	67	5	33	10	2	58	11	30	17	4	15	20
Future Vol, veh/h	67	5	33	10	2	58	11	30	17	4	15	20
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	5	36	11	2	63	12	33	18	4	16	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	93	111	27	93	113	42	38	0	0	51	0	0
Stage 1	36	36	-	66	66	-	-	-	-	-	-	-
Stage 2	58	75	-	28	47	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	890	779	1048	890	778	1029	1572	-	-	1555	-	-
Stage 1	980	865	-	945	840	-	-	-	-	-	-	-
Stage 2	954	833	-	989	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	824	771	1048	844	769	1029	1572	-	-	1555	-	-
Mov Cap-2 Maneuver	824	771	-	844	769	-	-	-	-	-	-	-
Stage 1	977	863	-	937	834	-	-	-	-	-	-	-
Stage 2	886	826	-	947	853	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.7	8.95	1.39	0.75
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	318	-	-	880	989	166	-	-
HCM Lane V/C Ratio	0.008	-	-	0.13	0.077	0.003	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.7	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	390	30	74	210	43	144
Future Vol, veh/h	390	30	74	210	43	144
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	424	33	80	228	47	157

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	457	0	829	440
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1104	-	340	617
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1104	-	316	617
Mov Cap-2 Maneuver	-	-	-	-	316	-
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.22	14.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	316	617	-	-	1104	-
HCM Lane V/C Ratio	0.148	0.254	-	-	0.073	-
HCM Ctrl Dly (s/v)	18.4	12.8	-	-	8.5	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	1	-	-	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	5	50	10	10	40	49	15	5	10	44	20	20
Future Vol, veh/h	5	50	10	10	40	49	15	5	10	44	20	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	54	11	11	43	53	16	5	11	48	22	22
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	7.8	7.8	7.5	7.9
HCM LOS	A	A	A	A

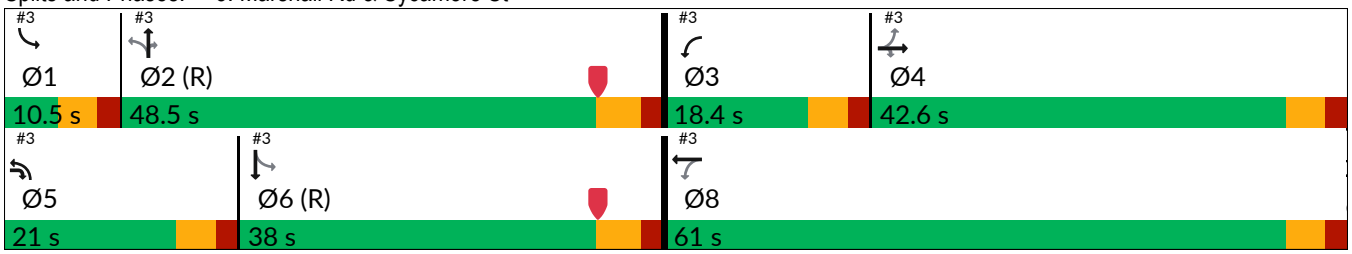
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	50%	8%	100%	0%	52%
Vol Thru, %	17%	77%	0%	45%	24%
Vol Right, %	33%	15%	0%	55%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	65	10	89	84
LT Vol	15	5	10	0	44
Through Vol	5	50	0	40	20
RT Vol	10	10	0	49	20
Lane Flow Rate	33	71	11	97	91
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.039	0.086	0.016	0.118	0.11
Departure Headway (Hd)	4.346	4.358	5.289	4.402	4.343
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	828	826	669	803	830
Service Time	2.352	2.366	3.082	2.194	2.347
HCM Lane V/C Ratio	0.04	0.086	0.016	0.121	0.11
HCM Control Delay, s/veh	7.5	7.8	8.2	7.8	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0	0.4	0.4

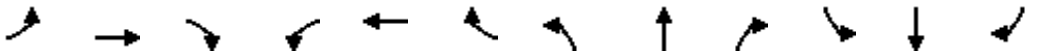
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	21	304	335	23	237	763	330	26	863
Future Volume (vph)	5	21	304	335	23	237	763	330	26	863
Lane Group Flow (vph)	0	27	313	349	51	252	812	351	27	913
Turn Type	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm	pm+pt	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)	42.6	42.6	21.0	18.4	61.0	21.0	48.5	48.5	10.5	38.0
Total Split (%)	35.5%	35.5%	17.5%	15.3%	50.8%	17.5%	40.4%	40.4%	8.8%	31.7%
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		0.29	0.78	1.47	0.16	0.50	0.34	0.30	0.06	0.48
Control Delay (s/veh)		62.2	45.6	266.5	22.9	9.2	10.5	1.9	7.6	20.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		62.2	45.6	266.5	22.9	9.2	10.5	1.9	7.6	20.2
Queue Length 50th (ft)		21	175	~294	15	61	162	0	6	235
Queue Length 95th (ft)		52	251	#459	50	101	220	40	16	350
Internal Link Dist (ft)		224			102		165			96
Turn Bay Length (ft)			165	100		395		280	120	
Base Capacity (vph)		531	407	238	808	509	2381	1180	436	1892
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		0.05	0.77	1.47	0.06	0.50	0.34	0.30	0.06	0.48

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: 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	21	304	335	23	26	237	763	330	26	863	5
Future Volume (veh/h)	5	21	304	335	23	26	237	763	330	26	863	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	22	313	349	24	27	252	812	351	27	908	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	308	464	444	280	315	365	1723	768	264	1494	8
Arrive On Green	0.20	0.20	0.20	0.11	0.35	0.35	0.10	0.48	0.48	0.02	0.41	0.41
Sat Flow, veh/h	213	1576	1585	1781	804	904	1781	3554	1585	1781	3624	20
Grp Volume(v), veh/h	27	0	313	349	0	51	252	812	351	27	445	468
Grp Sat Flow(s),veh/h/ln	1789	0	1585	1781	0	1708	1781	1777	1585	1781	1777	1867
Q Serve(g_s), s	0.0	0.0	20.9	12.9	0.0	2.4	9.4	18.3	17.6	1.0	23.6	23.6
Cycle Q Clear(g_c), s	1.4	0.0	20.9	12.9	0.0	2.4	9.4	18.3	17.6	1.0	23.6	23.6
Prop In Lane	0.19		1.00	1.00		0.53	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	385	0	464	444	0	596	365	1723	768	264	733	770
V/C Ratio(X)	0.07	0.00	0.67	0.79	0.00	0.09	0.69	0.47	0.46	0.10	0.61	0.61
Avail Cap(c_a), veh/h	584	0	644	444	0	790	422	1723	768	295	733	770
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	39.4	0.0	37.4	36.7	0.0	26.2	20.3	20.6	20.5	19.7	27.6	27.6
Incr Delay (d2), s/veh	0.0	0.0	0.6	9.1	0.0	0.1	3.9	0.9	2.0	0.2	3.7	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	8.2	4.3	0.0	1.0	4.1	7.6	6.9	0.4	10.6	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.4	0.0	38.1	45.8	0.0	26.3	24.3	21.6	22.4	19.9	31.4	31.2
LnGrp LOS	D		D	D		C	C	C	C	B	C	C
Approach Vol, veh/h		340			400			1415			940	
Approach Delay, s/veh		38.2			43.3			22.3			30.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	64.2	18.4	29.0	17.1	55.5		47.4				
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	42.5	12.9	37.1	15.5	32.0		55.5				
Max Q Clear Time (g_c+I1), s	3.0	20.3	14.9	22.9	11.4	25.6		4.4				
Green Ext Time (p_c), s	0.0	4.4	0.0	0.6	0.3	2.1		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C

Notes

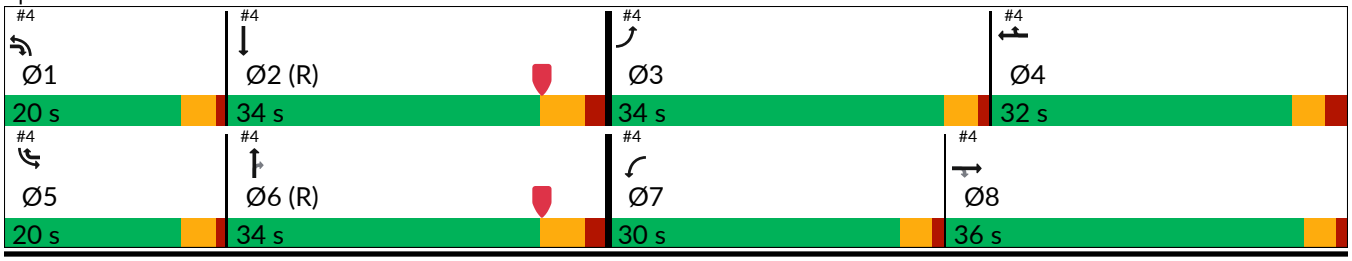
User approved pedestrian interval to be less than phase max green.

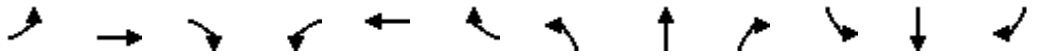
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1020	66	432	30	52	220	242	590	40	240	960	1040
Future Volume (vph)	1020	66	432	30	52	220	242	590	40	240	960	1040
Lane Group Flow (vph)	1041	67	441	33	57	239	263	641	43	255	1021	1106
Turn Type	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)	34.0	36.0	20.0	30.0	32.0		20.0	34.0	34.0	20.0	34.0	
Total Split (%)	28.3%	30.0%	16.7%	25.0%	26.7%		16.7%	28.3%	28.3%	16.7%	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	Max	Max	None		Max	C-Max	C-Max	Max	C-Max	
v/c Ratio	0.89	0.24	0.49	0.08	0.24	0.35	0.31	0.54	0.10	0.30	0.86	0.70
Control Delay (s/veh)	54.2	43.9	4.1	38.3	47.7	19.9	40.0	42.3	0.5	39.9	52.7	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.2	43.9	4.1	38.3	47.7	19.9	40.0	42.3	0.5	39.9	52.7	2.6
Queue Length 50th (ft)	276	46	3	21	41	94	89	163	0	86	284	0
Queue Length 95th (ft)	331	84	64	50	78	163	139	205	1	136	341	0
Internal Link Dist (ft)		547			324			420			363	
Turn Bay Length (ft)	385		260	120		120	180		150	220		260
Base Capacity (vph)	1247	496	909	417	419	680	848	1186	439	848	1186	1583
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	0.83	0.14	0.49	0.08	0.14	0.35	0.31	0.54	0.10	0.30	0.86	0.70

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: 4: McCaslin Blvd & Marshall Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1020	66	432	30	52	220	242	590	40	240	960	1040
Future Volume (veh/h)	1020	66	432	30	52	220	242	590	40	240	960	1040
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1041	67	0	33	57	239	263	641	0	255	1021	0
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1144	302		386	281	449	461	1687		461	1687	
Arrive On Green	0.23	0.16	0.00	0.22	0.15	0.15	0.13	0.33	0.00	0.13	0.33	0.00
Sat Flow, veh/h	5023	1870	1585	1781	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	1041	67	0	33	57	239	263	641	0	255	1021	0
Grp Sat Flow(s),veh/h/ln	1674	1870	1585	1781	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	24.2	3.7	0.0	1.8	3.2	15.3	8.6	11.5	0.0	8.3	20.1	0.0
Cycle Q Clear(g_c), s	24.2	3.7	0.0	1.8	3.2	15.3	8.6	11.5	0.0	8.3	20.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1144	302		386	281	449	461	1687		461	1687	
V/C Ratio(X)	0.91	0.22		0.09	0.20	0.53	0.57	0.38		0.55	0.61	
Avail Cap(c_a), veh/h	1256	499		386	421	568	461	1687		461	1687	
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	45.1	43.8	0.0	37.5	44.7	36.3	48.8	30.8	0.0	48.7	33.6	0.0
Incr Delay (d2), s/veh	8.9	0.1	0.0	0.4	0.4	1.0	5.1	0.7	0.0	4.7	1.6	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	10.9	1.7	0.0	0.8	1.5	6.0	4.0	4.8	0.0	3.8	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.0	43.9	0.0	37.9	45.0	37.2	53.8	31.4	0.0	53.4	35.3	0.0
LnGrp LOS	D	D		D	D	D	D	C		D	D	
Approach Vol, veh/h		1108			329			904			1276	
Approach Delay, s/veh		53.4			38.7			37.9			38.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	45.6	31.3	23.0	20.0	45.6	30.0	24.4
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	16.0	28.0	30.0	27.0	16.0	28.0	26.0	* 32
Max Q Clear Time (g_c+I1), s	10.6	22.1	26.2	17.3	10.3	13.5	3.8	5.7
Green Ext Time (p_c), s	0.2	3.2	1.1	0.8	0.2	3.7	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	43.1
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.

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	43	3	19	13	5	72	34	15	5	5	25	70
Future Vol, veh/h	43	3	19	13	5	72	34	15	5	5	25	70
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	70	70	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	3	21	14	5	78	37	16	5	7	36	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	181	184	74	145	219	19	112	0	0	22	0	0
Stage 1	88	88	-	93	93	-	-	-	-	-	-	-
Stage 2	93	96	-	52	126	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	781	711	988	824	679	1059	1478	-	-	1594	-	-
Stage 1	920	822	-	914	818	-	-	-	-	-	-	-
Stage 2	914	816	-	961	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	696	689	988	779	659	1059	1478	-	-	1594	-	-
Mov Cap-2 Maneuver	696	689	-	779	659	-	-	-	-	-	-	-
Stage 1	915	818	-	891	797	-	-	-	-	-	-	-
Stage 2	819	795	-	933	788	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.21	9.1	4.72	0.44
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1079	-	-	761	976	95	-	-
HCM Lane V/C Ratio	0.025	-	-	0.093	0.1	0.004	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.2	9.1	7.3	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0	-	-

Traffic Count Data Sheets

Vehicle Classification Report Summary

Location: Marshall Rd E/O 76th St
Count Direction: Eastbound / Westbound
Date Range: 1/29/2026 to 1/29/2026
Site Code: 01

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	15	2,512	399	8	52	10	0	0	12	0	0	0	0	3,008
	0.5%	83.5%	13.3%	0.3%	1.7%	0.3%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
Westbound	4	1,660	262	12	40	7	0	0	13	1	0	0	0	1,999
	0.2%	83.0%	13.1%	0.6%	2.0%	0.4%	0.0%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	
Total	19	4,172	661	20	92	17	0	0	25	1	0	0	0	5,007
	0.4%	83.3%	13.2%	0.4%	1.8%	0.3%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

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Location: Marshall Rd E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 01

Thursday, January 29, 2026
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	**3**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	**2**
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	5	6	1	2	0	0	0	1	0	0	0	0	**15**
6:00 AM	0	28	6	0	1	0	0	0	0	0	0	0	0	**35**
7:00 AM	0	105	15	0	3	1	0	0	1	0	0	0	0	**125**
8:00 AM	0	179	22	0	3	0	0	0	1	0	0	0	0	**205**
9:00 AM	0	148	24	1	3	0	0	0	3	0	0	0	0	**179**
10:00 AM	1	164	24	1	6	0	0	0	0	0	0	0	0	**196**
11:00 AM	1	164	27	0	5	0	0	0	1	0	0	0	0	**198**
12:00 PM	2	155	33	2	4	1	0	0	0	0	0	0	0	**197**
1:00 PM	1	158	33	0	4	2	0	0	0	0	0	0	0	**198**
2:00 PM	1	203	21	0	1	1	0	0	1	0	0	0	0	**228**
3:00 PM	2	240	40	1	4	0	0	0	0	0	0	0	0	**287**
4:00 PM	5	315	56	0	9	0	0	0	1	0	0	0	0	**386**
5:00 PM	1	314	50	0	4	1	0	0	0	0	0	0	0	**370**
6:00 PM	0	131	22	2	1	0	0	0	1	0	0	0	0	**157**
7:00 PM	0	96	8	0	0	0	0	0	0	0	0	0	0	**104**
8:00 PM	0	73	9	0	0	1	0	0	2	0	0	0	0	**85**
9:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
10:00 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
11:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
Total	**15**	**2,512**	**399**	**8**	**52**	**10**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**3,008**
	0.5%	**83.5%**	**13.3%**	**0.3%**	**1.7%**	**0.3%**	**0.0%**	**0.0%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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Location: Marshall Rd E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 01

Thursday, January 29, 2026
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	10	2	1	0	0	0	0	1	0	0	0	0	**14**
6:00 AM	0	26	11	1	1	0	0	0	1	0	0	0	0	**40**
7:00 AM	0	111	18	1	5	0	0	0	0	0	0	0	0	**135**
8:00 AM	0	158	32	0	6	0	0	0	2	0	0	0	0	**198**
9:00 AM	0	91	22	0	4	0	0	0	1	0	0	0	0	**118**
10:00 AM	0	88	29	0	3	1	0	0	1	1	0	0	0	**123**
11:00 AM	0	119	19	5	6	0	0	0	0	0	0	0	0	**149**
12:00 PM	1	104	16	1	4	2	0	0	1	0	0	0	0	**129**
1:00 PM	0	139	18	0	0	0	0	0	0	0	0	0	0	**157**
2:00 PM	0	140	19	0	0	1	0	0	1	0	0	0	0	**161**
3:00 PM	1	160	17	3	2	1	0	0	0	0	0	0	0	**184**
4:00 PM	2	141	21	0	0	0	0	0	0	0	0	0	0	**164**
5:00 PM	0	135	15	0	2	0	0	0	1	0	0	0	0	**153**
6:00 PM	0	88	8	0	3	0	0	0	0	0	0	0	0	**99**
7:00 PM	0	69	3	0	4	0	0	0	2	0	0	0	0	**78**
8:00 PM	0	36	5	0	0	0	0	0	0	0	0	0	0	**41**
9:00 PM	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**
10:00 PM	0	7	1	0	0	2	0	0	0	0	0	0	0	**10**
11:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
Total	**4**	**1,660**	**262**	**12**	**40**	**7**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**1,999**
	0.2%	**83.0%**	**13.1%**	**0.6%**	**2.0%**	**0.4%**	**0.0%**	**0.0%**	**0.7%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

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Location: Marshall Rd E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 01

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	**3**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	**2**
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	5	6	1	2	0	0	0	1	0	0	0	0	**15**
6:00 AM	0	28	6	0	1	0	0	0	0	0	0	0	0	**35**
7:00 AM	0	105	15	0	3	1	0	0	1	0	0	0	0	**125**
8:00 AM	0	179	22	0	3	0	0	0	1	0	0	0	0	**205**
9:00 AM	0	148	24	1	3	0	0	0	3	0	0	0	0	**179**
10:00 AM	1	164	24	1	6	0	0	0	0	0	0	0	0	**196**
11:00 AM	1	164	27	0	5	0	0	0	1	0	0	0	0	**198**
12:00 PM	2	155	33	2	4	1	0	0	0	0	0	0	0	**197**
1:00 PM	1	158	33	0	4	2	0	0	0	0	0	0	0	**198**
2:00 PM	1	203	21	0	1	1	0	0	1	0	0	0	0	**228**
3:00 PM	2	240	40	1	4	0	0	0	0	0	0	0	0	**287**
4:00 PM	5	315	56	0	9	0	0	0	1	0	0	0	0	**386**
5:00 PM	1	314	50	0	4	1	0	0	0	0	0	0	0	**370**
6:00 PM	0	131	22	2	1	0	0	0	1	0	0	0	0	**157**
7:00 PM	0	96	8	0	0	0	0	0	0	0	0	0	0	**104**
8:00 PM	0	73	9	0	0	1	0	0	2	0	0	0	0	**85**
9:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
10:00 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
11:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
Total	**15**	**2,512**	**399**	**8**	**52**	**10**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**3,008**
	0.5%	**83.5%**	**13.3%**	**0.3%**	**1.7%**	**0.3%**	**0.0%**	**0.0%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

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Location: Marshall Rd E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 01

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	10	2	1	0	0	0	0	1	0	0	0	0	**14**
6:00 AM	0	26	11	1	1	0	0	0	1	0	0	0	0	**40**
7:00 AM	0	111	18	1	5	0	0	0	0	0	0	0	0	**135**
8:00 AM	0	158	32	0	6	0	0	0	2	0	0	0	0	**198**
9:00 AM	0	91	22	0	4	0	0	0	1	0	0	0	0	**118**
10:00 AM	0	88	29	0	3	1	0	0	1	1	0	0	0	**123**
11:00 AM	0	119	19	5	6	0	0	0	0	0	0	0	0	**149**
12:00 PM	1	104	16	1	4	2	0	0	1	0	0	0	0	**129**
1:00 PM	0	139	18	0	0	0	0	0	0	0	0	0	0	**157**
2:00 PM	0	140	19	0	0	1	0	0	1	0	0	0	0	**161**
3:00 PM	1	160	17	3	2	1	0	0	0	0	0	0	0	**184**
4:00 PM	2	141	21	0	0	0	0	0	0	0	0	0	0	**164**
5:00 PM	0	135	15	0	2	0	0	0	1	0	0	0	0	**153**
6:00 PM	0	88	8	0	3	0	0	0	0	0	0	0	0	**99**
7:00 PM	0	69	3	0	4	0	0	0	2	0	0	0	0	**78**
8:00 PM	0	36	5	0	0	0	0	0	0	0	0	0	0	**41**
9:00 PM	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**
10:00 PM	0	7	1	0	0	2	0	0	0	0	0	0	0	**10**
11:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
Total	**4**	**1,660**	**262**	**12**	**40**	**7**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**1,999**
	0.2%	**83.0%**	**13.1%**	**0.6%**	**2.0%**	**0.4%**	**0.0%**	**0.0%**	**0.7%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

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Vehicle Speed Report Summary

Location: Marshall Rd E/O 76th St
Direction: Eastbound / Westbound
Date Range: 1/29/2026 to 1/29/2026
Site Code: 01

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	0	0	2	67	514	840	728	544	238	62	10	3	0	0	0	0	0	**3,008**
	0.0%	0.0%	0.1%	2.2%	17.1%	27.9%	24.2%	18.1%	7.9%	2.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	0	0	2	22	170	301	408	637	366	78	12	3	0	0	0	0	0	**1,999**
	0.0%	0.0%	0.1%	1.1%	8.5%	15.1%	20.4%	31.9%	18.3%	3.9%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	0	0	4	89	684	1,141	1,136	1,181	604	140	22	6	0	0	0	0	0	**5,007**
	0.0%	0.0%	0.1%	1.8%	13.7%	22.8%	22.7%	23.6%	12.1%	2.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			**Eastbound**		
50th Percentile (Median)	35.6	mph	Mean (Average) Speed	36.1	mph
85th Percentile	43.6	mph	10 mph Pace	28.3 - 38.3	mph
95th Percentile	47.8	mph	Percent in Pace	53.2	%
Westbound			**Westbound**		
50th Percentile (Median)	40.7	mph	Mean (Average) Speed	39.9	mph
85th Percentile	46.6	mph	10 mph Pace	37.6 - 47.6	mph
95th Percentile	49.8	mph	Percent in Pace	57.0	%

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Location: Marshall Rd E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 01

Thursday, January 29, 2026
Eastbound

Time	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
1:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	**6**
5:00 AM	0	0	0	0	1	2	4	2	4	1	1	0	0	0	0	0	0	**15**
6:00 AM	0	0	0	0	5	8	4	6	6	4	1	1	0	0	0	0	0	**35**
7:00 AM	0	0	0	2	12	20	25	36	20	9	0	1	0	0	0	0	0	**125**
8:00 AM	0	0	0	2	34	39	31	54	34	10	1	0	0	0	0	0	0	**205**
9:00 AM	0	0	0	2	22	51	52	36	12	3	1	0	0	0	0	0	0	**179**
10:00 AM	0	0	0	4	30	67	52	24	13	6	0	0	0	0	0	0	0	**196**
11:00 AM	0	0	1	5	30	72	46	29	12	3	0	0	0	0	0	0	0	**198**
12:00 PM	0	0	0	7	38	62	54	28	6	2	0	0	0	0	0	0	0	**197**
1:00 PM	0	0	0	8	41	53	46	34	14	2	0	0	0	0	0	0	0	**198**
2:00 PM	0	0	0	4	37	54	84	37	11	0	1	0	0	0	0	0	0	**228**
3:00 PM	0	0	0	3	38	80	66	70	27	3	0	0	0	0	0	0	0	**287**
4:00 PM	0	0	1	6	50	113	99	80	28	7	2	0	0	0	0	0	0	**386**
5:00 PM	0	0	0	9	80	124	89	44	17	6	1	0	0	0	0	0	0	**370**
6:00 PM	0	0	0	5	28	44	27	40	12	1	0	0	0	0	0	0	0	**157**
7:00 PM	0	0	0	5	26	33	22	8	9	1	0	0	0	0	0	0	0	**104**
8:00 PM	0	0	0	4	36	11	15	10	6	2	0	1	0	0	0	0	0	**85**
9:00 PM	0	0	0	1	5	1	2	2	4	1	0	0	0	0	0	0	0	**16**
10:00 PM	0	0	0	0	0	2	4	1	0	0	2	0	0	0	0	0	0	**9**
11:00 PM	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	**6**
Total	**0**	**0**	**2**	**67**	**514**	**840**	**728**	**544**	**238**	**62**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**3,008**
	0.0%	**0.0%**	**0.1%**	**2.2%**	**17.1%**	**27.9%**	**24.2%**	**18.1%**	**7.9%**	**2.1%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.6	mph	Mean (Average) Speed	36.1	mph
85th Percentile	43.6	mph	10 mph Pace	28.3 - 38.3	mph
95th Percentile	47.8	mph	Percent in Pace	53.2	%

TJ Wethington: 720-646-1008
tj.wethington@idaxdata.com

Location: Marshall Rd E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 01

Thursday, January 29, 2026
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	0	1	0	1	0	1	5	3	1	2	0	0	0	0	0	0	**14**
6:00 AM	0	0	0	0	1	1	11	16	8	1	1	1	0	0	0	0	0	**40**
7:00 AM	0	0	0	0	1	2	34	47	41	9	1	0	0	0	0	0	0	**135**
8:00 AM	0	0	0	0	3	4	39	74	59	17	1	1	0	0	0	0	0	**198**
9:00 AM	0	0	0	2	9	13	27	42	19	6	0	0	0	0	0	0	0	**118**
10:00 AM	0	0	0	1	7	22	30	42	20	1	0	0	0	0	0	0	0	**123**
11:00 AM	0	0	0	0	16	34	41	41	11	5	1	0	0	0	0	0	0	**149**
12:00 PM	0	0	0	2	18	23	35	35	15	0	1	0	0	0	0	0	0	**129**
1:00 PM	0	0	0	0	14	32	28	56	24	3	0	0	0	0	0	0	0	**157**
2:00 PM	0	0	1	4	18	24	26	55	29	4	0	0	0	0	0	0	0	**161**
3:00 PM	0	0	0	3	26	33	27	54	32	8	1	0	0	0	0	0	0	**184**
4:00 PM	0	0	0	1	16	34	26	43	38	6	0	0	0	0	0	0	0	**164**
5:00 PM	0	0	0	1	7	38	32	47	22	6	0	0	0	0	0	0	0	**153**
6:00 PM	0	0	0	2	12	17	19	35	14	0	0	0	0	0	0	0	0	**99**
7:00 PM	0	0	0	3	10	17	15	16	11	5	1	0	0	0	0	0	0	**78**
8:00 PM	0	0	0	1	5	4	8	12	7	3	1	0	0	0	0	0	0	**41**
9:00 PM	0	0	0	1	4	0	4	9	3	2	1	0	0	0	0	0	0	**24**
10:00 PM	0	0	0	0	0	0	1	2	5	1	1	0	0	0	0	0	0	**10**
11:00 PM	0	0	0	0	1	1	1	2	1	0	0	1	0	0	0	0	0	**7**
Total	**0**	**0**	**2**	**22**	**170**	**301**	**408**	**637**	**366**	**78**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**1,999**
	0.0%	**0.0%**	**0.1%**	**1.1%**	**8.5%**	**15.1%**	**20.4%**	**31.9%**	**18.3%**	**3.9%**	**0.6%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.7	mph	Mean (Average) Speed	39.9	mph
85th Percentile	46.6	mph	10 mph Pace	37.6 - 47.6	mph
95th Percentile	49.8	mph	Percent in Pace	57.03	%

TJ Wethington: 720-646-1008
tj.wethington@idaxdata.com

Location: Marshall Rd E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 01

Total Study Average
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
1:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	**6**
5:00 AM	0	0	0	0	1	2	4	2	4	1	1	0	0	0	0	0	0	**15**
6:00 AM	0	0	0	0	5	8	4	6	6	4	1	1	0	0	0	0	0	**35**
7:00 AM	0	0	0	2	12	20	25	36	20	9	0	1	0	0	0	0	0	**125**
8:00 AM	0	0	0	2	34	39	31	54	34	10	1	0	0	0	0	0	0	**205**
9:00 AM	0	0	0	2	22	51	52	36	12	3	1	0	0	0	0	0	0	**179**
10:00 AM	0	0	0	4	30	67	52	24	13	6	0	0	0	0	0	0	0	**196**
11:00 AM	0	0	1	5	30	72	46	29	12	3	0	0	0	0	0	0	0	**198**
12:00 PM	0	0	0	7	38	62	54	28	6	2	0	0	0	0	0	0	0	**197**
1:00 PM	0	0	0	8	41	53	46	34	14	2	0	0	0	0	0	0	0	**198**
2:00 PM	0	0	0	4	37	54	84	37	11	0	1	0	0	0	0	0	0	**228**
3:00 PM	0	0	0	3	38	80	66	70	27	3	0	0	0	0	0	0	0	**287**
4:00 PM	0	0	1	6	50	113	99	80	28	7	2	0	0	0	0	0	0	**386**
5:00 PM	0	0	0	9	80	124	89	44	17	6	1	0	0	0	0	0	0	**370**
6:00 PM	0	0	0	5	28	44	27	40	12	1	0	0	0	0	0	0	0	**157**
7:00 PM	0	0	0	5	26	33	22	8	9	1	0	0	0	0	0	0	0	**104**
8:00 PM	0	0	0	4	36	11	15	10	6	2	0	1	0	0	0	0	0	**85**
9:00 PM	0	0	0	1	5	1	2	2	4	1	0	0	0	0	0	0	0	**16**
10:00 PM	0	0	0	0	0	2	4	1	0	0	2	0	0	0	0	0	0	**9**
11:00 PM	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	**6**
Total	**0**	**0**	**2**	**67**	**514**	**840**	**728**	**544**	**238**	**62**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**3,008**
	0.0%	**0.0%**	**0.1%**	**2.2%**	**17.1%**	**27.9%**	**24.2%**	**18.1%**	**7.9%**	**2.1%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	35.6	mph	Mean (Average) Speed	36.1	mph
85th Percentile	43.6	mph	10 mph Pace	28.3 - 38.3	mph
95th Percentile	47.8	mph	Percent in Pace	53.2	%

TJ Wethington: 720-646-1008
tj.wethington@idaxdata.com

Location: Marshall Rd E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 01

Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	0	1	0	1	0	1	5	3	1	2	0	0	0	0	0	0	**14**
6:00 AM	0	0	0	0	1	1	11	16	8	1	1	1	0	0	0	0	0	**40**
7:00 AM	0	0	0	0	1	2	34	47	41	9	1	0	0	0	0	0	0	**135**
8:00 AM	0	0	0	0	3	4	39	74	59	17	1	1	0	0	0	0	0	**198**
9:00 AM	0	0	0	2	9	13	27	42	19	6	0	0	0	0	0	0	0	**118**
10:00 AM	0	0	0	1	7	22	30	42	20	1	0	0	0	0	0	0	0	**123**
11:00 AM	0	0	0	0	16	34	41	41	11	5	1	0	0	0	0	0	0	**149**
12:00 PM	0	0	0	2	18	23	35	35	15	0	1	0	0	0	0	0	0	**129**
1:00 PM	0	0	0	0	14	32	28	56	24	3	0	0	0	0	0	0	0	**157**
2:00 PM	0	0	1	4	18	24	26	55	29	4	0	0	0	0	0	0	0	**161**
3:00 PM	0	0	0	3	26	33	27	54	32	8	1	0	0	0	0	0	0	**184**
4:00 PM	0	0	0	1	16	34	26	43	38	6	0	0	0	0	0	0	0	**164**
5:00 PM	0	0	0	1	7	38	32	47	22	6	0	0	0	0	0	0	0	**153**
6:00 PM	0	0	0	2	12	17	19	35	14	0	0	0	0	0	0	0	0	**99**
7:00 PM	0	0	0	3	10	17	15	16	11	5	1	0	0	0	0	0	0	**78**
8:00 PM	0	0	0	1	5	4	8	12	7	3	1	0	0	0	0	0	0	**41**
9:00 PM	0	0	0	1	4	0	4	9	3	2	1	0	0	0	0	0	0	**24**
10:00 PM	0	0	0	0	0	0	1	2	5	1	1	0	0	0	0	0	0	**10**
11:00 PM	0	0	0	0	1	1	1	2	1	0	0	1	0	0	0	0	0	**7**
Total	**0**	**0**	**2**	**22**	**170**	**301**	**408**	**637**	**366**	**78**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**1,999**
	0.0%	**0.0%**	**0.1%**	**1.1%**	**8.5%**	**15.1%**	**20.4%**	**31.9%**	**18.3%**	**3.9%**	**0.6%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	40.7	mph	Mean (Average) Speed	39.9	mph
85th Percentile	46.6	mph	10 mph Pace	37.6 - 47.6	mph
95th Percentile	49.8	mph	Percent in Pace	57.0	%

TJ Wethington: 720-646-1008
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Location: Marshall Rd E/O 76th St
Date Range: 1/29/2026 - 2/4/2026
Site Code: 01

Time	Thursday 1/29/2026			Friday 1/30/2026			Saturday 1/31/2026			Sunday 2/1/2026			Monday 2/2/2026			Tuesday 2/3/2026			Wednesday 2/4/2026			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
1:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
2:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
3:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
4:00 AM	6	6	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	6	12
5:00 AM	15	14	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	14	29
6:00 AM	35	40	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	40	75
7:00 AM	125	135	260	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	135	260
8:00 AM	**205**	**198**	**403**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**205**	**198**	**403**
9:00 AM	179	118	297	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	179	118	297
10:00 AM	196	123	319	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	196	123	319
11:00 AM	198	149	347	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	198	149	347
12:00 PM	197	129	326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	197	129	326
1:00 PM	198	157	355	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	198	157	355
2:00 PM	228	161	389	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	228	161	389
3:00 PM	287	**184**	471	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	287	**184**	471
4:00 PM	**386**	164	**550**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**386**	164	**550**
5:00 PM	370	153	523	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	370	153	523
6:00 PM	157	99	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	157	99	256
7:00 PM	104	78	182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	104	78	182
8:00 PM	85	41	126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	41	126
9:00 PM	16	24	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	24	40
10:00 PM	9	10	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	10	19
11:00 PM	6	7	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	7	13
Total	**3,008**	**1,999**	**5,007**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,008**	**1,999**	**5,007**
Percent	**60%**	**40%**		-	-		-	-		-	-		-	-		-	-		-	-		**60%**	**40%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	205	198	403																			205	198	403
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	386	184	550																			386	184	550

1. Mid-week average includes data between Tuesday and Thursday.

TJ Wethington: 720-646-1008
tj.wethington@idaxdata.com

Vehicle Classification Report Summary

Location: Sycamore St E/O 76th St
Count Direction: Eastbound / Westbound
Date Range: 1/29/2026 to 1/29/2026
Site Code: 02

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	0	537	54	6	15	12	0	0	1	0	0	0	0	625
	0.0%	85.9%	8.6%	1.0%	2.4%	1.9%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
Westbound	1	418	59	10	18	2	0	0	0	0	0	0	0	508
	0.2%	82.3%	11.6%	2.0%	3.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	1	955	113	16	33	14	0	0	1	0	0	0	0	1,133
	0.1%	84.3%	10.0%	1.4%	2.9%	1.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

TJ Wethington: 720-646-1008
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Location: Sycamore St E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 02

DATA SOLUTIONS

Thursday, January 29, 2026
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
6:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
7:00 AM	0	37	3	0	0	1	0	0	0	0	0	0	0	**41**
8:00 AM	0	38	6	1	2	2	0	0	0	0	0	0	0	**49**
9:00 AM	0	30	9	0	0	1	0	0	0	0	0	0	0	**40**
10:00 AM	0	39	1	0	1	0	0	0	0	0	0	0	0	**41**
11:00 AM	0	38	4	1	2	2	0	0	0	0	0	0	0	**47**
12:00 PM	0	33	2	1	2	0	0	0	0	0	0	0	0	**38**
1:00 PM	0	34	4	0	3	1	0	0	0	0	0	0	0	**42**
2:00 PM	0	31	7	0	1	0	0	0	0	0	0	0	0	**39**
3:00 PM	0	35	4	2	1	0	0	0	0	0	0	0	0	**42**
4:00 PM	0	57	2	1	2	0	0	0	0	0	0	0	0	**62**
5:00 PM	0	43	3	0	1	3	0	0	1	0	0	0	0	**51**
6:00 PM	0	37	2	0	0	1	0	0	0	0	0	0	0	**40**
7:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
8:00 PM	0	23	2	0	0	1	0	0	0	0	0	0	0	**26**
9:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
10:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**0**	**537**	**54**	**6**	**15**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**625**
	0.0%	**85.9%**	**8.6%**	**1.0%**	**2.4%**	**1.9%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

TJ Wethington: 720-646-1008
tj.wethington@idaxdata.com

Location: Sycamore St E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 02

DATA SOLUTIONS

Thursday, January 29, 2026
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
7:00 AM	0	9	4	2	1	0	0	0	0	0	0	0	0	**16**
8:00 AM	0	13	5	2	0	0	0	0	0	0	0	0	0	**20**
9:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
10:00 AM	0	23	1	2	3	0	0	0	0	0	0	0	0	**29**
11:00 AM	0	21	5	2	3	1	0	0	0	0	0	0	0	**32**
12:00 PM	0	28	7	0	2	0	0	0	0	0	0	0	0	**37**
1:00 PM	0	26	6	0	2	0	0	0	0	0	0	0	0	**34**
2:00 PM	0	35	7	0	1	0	0	0	0	0	0	0	0	**43**
3:00 PM	0	35	2	1	1	0	0	0	0	0	0	0	0	**39**
4:00 PM	0	37	5	1	1	0	0	0	0	0	0	0	0	**44**
5:00 PM	0	42	5	0	1	0	0	0	0	0	0	0	0	**48**
6:00 PM	0	51	2	0	0	0	0	0	0	0	0	0	0	**53**
7:00 PM	0	24	2	0	1	0	0	0	0	0	0	0	0	**27**
8:00 PM	1	21	2	0	0	1	0	0	0	0	0	0	0	**25**
9:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
10:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**1**	**418**	**59**	**10**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**508**
	0.2%	**82.3%**	**11.6%**	**2.0%**	**3.5%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

TJ Wethington: 720-646-1008
tj.wethington@idaxdata.com

Location: Sycamore St E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 02

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
6:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
7:00 AM	0	37	3	0	0	1	0	0	0	0	0	0	0	**41**
8:00 AM	0	38	6	1	2	2	0	0	0	0	0	0	0	**49**
9:00 AM	0	30	9	0	0	1	0	0	0	0	0	0	0	**40**
10:00 AM	0	39	1	0	1	0	0	0	0	0	0	0	0	**41**
11:00 AM	0	38	4	1	2	2	0	0	0	0	0	0	0	**47**
12:00 PM	0	33	2	1	2	0	0	0	0	0	0	0	0	**38**
1:00 PM	0	34	4	0	3	1	0	0	0	0	0	0	0	**42**
2:00 PM	0	31	7	0	1	0	0	0	0	0	0	0	0	**39**
3:00 PM	0	35	4	2	1	0	0	0	0	0	0	0	0	**42**
4:00 PM	0	57	2	1	2	0	0	0	0	0	0	0	0	**62**
5:00 PM	0	43	3	0	1	3	0	0	1	0	0	0	0	**51**
6:00 PM	0	37	2	0	0	1	0	0	0	0	0	0	0	**40**
7:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
8:00 PM	0	23	2	0	0	1	0	0	0	0	0	0	0	**26**
9:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
10:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**0**	**537**	**54**	**6**	**15**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**625**
	0.0%	**85.9%**	**8.6%**	**1.0%**	**2.4%**	**1.9%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

TJ Wethington: 720-646-1008
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Location: Sycamore St E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 02

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
7:00 AM	0	9	4	2	1	0	0	0	0	0	0	0	0	**16**
8:00 AM	0	13	5	2	0	0	0	0	0	0	0	0	0	**20**
9:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
10:00 AM	0	23	1	2	3	0	0	0	0	0	0	0	0	**29**
11:00 AM	0	21	5	2	3	1	0	0	0	0	0	0	0	**32**
12:00 PM	0	28	7	0	2	0	0	0	0	0	0	0	0	**37**
1:00 PM	0	26	6	0	2	0	0	0	0	0	0	0	0	**34**
2:00 PM	0	35	7	0	1	0	0	0	0	0	0	0	0	**43**
3:00 PM	0	35	2	1	1	0	0	0	0	0	0	0	0	**39**
4:00 PM	0	37	5	1	1	0	0	0	0	0	0	0	0	**44**
5:00 PM	0	42	5	0	1	0	0	0	0	0	0	0	0	**48**
6:00 PM	0	51	2	0	0	0	0	0	0	0	0	0	0	**53**
7:00 PM	0	24	2	0	1	0	0	0	0	0	0	0	0	**27**
8:00 PM	1	21	2	0	0	1	0	0	0	0	0	0	0	**25**
9:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
10:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**1**	**418**	**59**	**10**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**508**
	0.2%	**82.3%**	**11.6%**	**2.0%**	**3.5%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

TJ Wethington: 720-646-1008
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Vehicle Speed Report Summary

Location: Sycamore St E/O 76th St
Direction: Eastbound / Westbound
Date Range: 1/29/2026 to 1/29/2026
Site Code: 02

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	0	12	180	348	83	2	0	0	0	0	0	0	0	0	0	0	0	**625**
	0.0%	1.9%	28.8%	55.7%	13.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	1	16	129	286	68	7	1	0	0	0	0	0	0	0	0	0	0	**508**
	0.2%	3.1%	25.4%	56.3%	13.4%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	1	28	309	634	151	9	1	0	0	0	0	0	0	0	0	0	0	**1,133**
	0.1%	2.5%	27.3%	56.0%	13.3%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			**Eastbound**		
50th Percentile (Median)	21.5	mph	Mean (Average) Speed	21.5	mph
85th Percentile	24.9	mph	10 mph Pace	16.8 - 26.8	mph
95th Percentile	26.6	mph	Percent in Pace	89.4	%
Westbound			**Westbound**		
50th Percentile (Median)	21.8	mph	Mean (Average) Speed	21.7	mph
85th Percentile	25.0	mph	10 mph Pace	16.6 - 26.6	mph
95th Percentile	27.6	mph	Percent in Pace	86.6	%

TJ Wethington: 720-646-1008
tj.wethington@idaxdata.com

Location: Sycamore St E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 02

Thursday, January 29, 2026
Eastbound

Time	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	**9**
6:00 AM	0	0	3	12	2	0	0	0	0	0	0	0	0	0	0	0	0	**17**
7:00 AM	0	1	9	24	7	0	0	0	0	0	0	0	0	0	0	0	0	**41**
8:00 AM	0	1	15	32	1	0	0	0	0	0	0	0	0	0	0	0	0	**49**
9:00 AM	0	0	6	22	11	1	0	0	0	0	0	0	0	0	0	0	0	**40**
10:00 AM	0	0	13	19	9	0	0	0	0	0	0	0	0	0	0	0	0	**41**
11:00 AM	0	1	16	25	5	0	0	0	0	0	0	0	0	0	0	0	0	**47**
12:00 PM	0	1	11	23	3	0	0	0	0	0	0	0	0	0	0	0	0	**38**
1:00 PM	0	1	11	26	4	0	0	0	0	0	0	0	0	0	0	0	0	**42**
2:00 PM	0	0	10	21	7	1	0	0	0	0	0	0	0	0	0	0	0	**39**
3:00 PM	0	1	18	19	4	0	0	0	0	0	0	0	0	0	0	0	0	**42**
4:00 PM	0	2	19	33	8	0	0	0	0	0	0	0	0	0	0	0	0	**62**
5:00 PM	0	4	20	24	3	0	0	0	0	0	0	0	0	0	0	0	0	**51**
6:00 PM	0	0	11	23	6	0	0	0	0	0	0	0	0	0	0	0	0	**40**
7:00 PM	0	0	4	10	3	0	0	0	0	0	0	0	0	0	0	0	0	**17**
8:00 PM	0	0	8	16	2	0	0	0	0	0	0	0	0	0	0	0	0	**26**
9:00 PM	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	**10**
10:00 PM	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**0**	**12**	**180**	**348**	**83**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**625**
	0.0%	**1.9%**	**28.8%**	**55.7%**	**13.3%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.5	mph	Mean (Average) Speed	21.5	mph
85th Percentile	24.9	mph	10 mph Pace	16.8 - 26.8	mph
95th Percentile	26.6	mph	Percent in Pace	89.4	%

TJ Wethington: 720-646-1008
tj.wethington@idaxdata.com

Location: Sycamore St E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 02

Thursday, January 29, 2026
Westbound

Time	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	**10**
7:00 AM	0	0	5	9	1	0	1	0	0	0	0	0	0	0	0	0	0	**16**
8:00 AM	1	2	2	12	2	1	0	0	0	0	0	0	0	0	0	0	0	**20**
9:00 AM	0	0	2	10	6	1	0	0	0	0	0	0	0	0	0	0	0	**19**
10:00 AM	0	0	9	16	4	0	0	0	0	0	0	0	0	0	0	0	0	**29**
11:00 AM	0	1	6	24	1	0	0	0	0	0	0	0	0	0	0	0	0	**32**
12:00 PM	0	2	8	22	5	0	0	0	0	0	0	0	0	0	0	0	0	**37**
1:00 PM	0	2	11	16	5	0	0	0	0	0	0	0	0	0	0	0	0	**34**
2:00 PM	0	3	11	19	8	2	0	0	0	0	0	0	0	0	0	0	0	**43**
3:00 PM	0	0	8	26	5	0	0	0	0	0	0	0	0	0	0	0	0	**39**
4:00 PM	0	2	14	19	9	0	0	0	0	0	0	0	0	0	0	0	0	**44**
5:00 PM	0	0	17	27	3	1	0	0	0	0	0	0	0	0	0	0	0	**48**
6:00 PM	0	1	10	35	6	1	0	0	0	0	0	0	0	0	0	0	0	**53**
7:00 PM	0	0	8	13	5	1	0	0	0	0	0	0	0	0	0	0	0	**27**
8:00 PM	0	1	6	16	2	0	0	0	0	0	0	0	0	0	0	0	0	**25**
9:00 PM	0	0	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	**14**
10:00 PM	0	1	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	**14**
11:00 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**1**	**16**	**129**	**286**	**68**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**508**
	0.2%	**3.1%**	**25.4%**	**56.3%**	**13.4%**	**1.4%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.8	mph	Mean (Average) Speed	21.7	mph
85th Percentile	25.0	mph	10 mph Pace	16.6 - 26.6	mph
95th Percentile	27.6	mph	Percent in Pace	86.61	%

TJ Wethington: 720-646-1008
tj.wethington@idaxdata.com

Location: Sycamore St E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 02

Total Study Average
Eastbound

Time	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	**9**
6:00 AM	0	0	3	12	2	0	0	0	0	0	0	0	0	0	0	0	0	**17**
7:00 AM	0	1	9	24	7	0	0	0	0	0	0	0	0	0	0	0	0	**41**
8:00 AM	0	1	15	32	1	0	0	0	0	0	0	0	0	0	0	0	0	**49**
9:00 AM	0	0	6	22	11	1	0	0	0	0	0	0	0	0	0	0	0	**40**
10:00 AM	0	0	13	19	9	0	0	0	0	0	0	0	0	0	0	0	0	**41**
11:00 AM	0	1	16	25	5	0	0	0	0	0	0	0	0	0	0	0	0	**47**
12:00 PM	0	1	11	23	3	0	0	0	0	0	0	0	0	0	0	0	0	**38**
1:00 PM	0	1	11	26	4	0	0	0	0	0	0	0	0	0	0	0	0	**42**
2:00 PM	0	0	10	21	7	1	0	0	0	0	0	0	0	0	0	0	0	**39**
3:00 PM	0	1	18	19	4	0	0	0	0	0	0	0	0	0	0	0	0	**42**
4:00 PM	0	2	19	33	8	0	0	0	0	0	0	0	0	0	0	0	0	**62**
5:00 PM	0	4	20	24	3	0	0	0	0	0	0	0	0	0	0	0	0	**51**
6:00 PM	0	0	11	23	6	0	0	0	0	0	0	0	0	0	0	0	0	**40**
7:00 PM	0	0	4	10	3	0	0	0	0	0	0	0	0	0	0	0	0	**17**
8:00 PM	0	0	8	16	2	0	0	0	0	0	0	0	0	0	0	0	0	**26**
9:00 PM	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	**10**
10:00 PM	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**0**	**12**	**180**	**348**	**83**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**625**
	0.0%	**1.9%**	**28.8%**	**55.7%**	**13.3%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	21.5	mph	Mean (Average) Speed	21.5	mph
85th Percentile	24.9	mph	10 mph Pace	16.8 - 26.8	mph
95th Percentile	26.6	mph	Percent in Pace	89.4	%

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Location: Sycamore St E/O 76th St
Date Range: 1/29/2026 to 1/29/2026
Site Code: 02

Total Study Average
Westbound

Time	Speed Range (mph)																Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	**10**
7:00 AM	0	0	5	9	1	0	1	0	0	0	0	0	0	0	0	0	0	**16**
8:00 AM	1	2	2	12	2	1	0	0	0	0	0	0	0	0	0	0	0	**20**
9:00 AM	0	0	2	10	6	1	0	0	0	0	0	0	0	0	0	0	0	**19**
10:00 AM	0	0	9	16	4	0	0	0	0	0	0	0	0	0	0	0	0	**29**
11:00 AM	0	1	6	24	1	0	0	0	0	0	0	0	0	0	0	0	0	**32**
12:00 PM	0	2	8	22	5	0	0	0	0	0	0	0	0	0	0	0	0	**37**
1:00 PM	0	2	11	16	5	0	0	0	0	0	0	0	0	0	0	0	0	**34**
2:00 PM	0	3	11	19	8	2	0	0	0	0	0	0	0	0	0	0	0	**43**
3:00 PM	0	0	8	26	5	0	0	0	0	0	0	0	0	0	0	0	0	**39**
4:00 PM	0	2	14	19	9	0	0	0	0	0	0	0	0	0	0	0	0	**44**
5:00 PM	0	0	17	27	3	1	0	0	0	0	0	0	0	0	0	0	0	**48**
6:00 PM	0	1	10	35	6	1	0	0	0	0	0	0	0	0	0	0	0	**53**
7:00 PM	0	0	8	13	5	1	0	0	0	0	0	0	0	0	0	0	0	**27**
8:00 PM	0	1	6	16	2	0	0	0	0	0	0	0	0	0	0	0	0	**25**
9:00 PM	0	0	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	**14**
10:00 PM	0	1	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	**14**
11:00 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**1**	**16**	**129**	**286**	**68**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**508**
	0.2%	**3.1%**	**25.4%**	**56.3%**	**13.4%**	**1.4%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	21.8	mph	Mean (Average) Speed	21.7	mph
85th Percentile	25.0	mph	10 mph Pace	16.6 - 26.6	mph
95th Percentile	27.6	mph	Percent in Pace	86.6	%

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Location: Sycamore St E/O 76th St
Date Range: 1/29/2026 - 2/4/2026
Site Code: 02

Time	Thursday 1/29/2026			Friday 1/30/2026			Saturday 1/31/2026			Sunday 2/1/2026			Monday 2/2/2026			Tuesday 2/3/2026			Wednesday 2/4/2026			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	4	0	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	0	4
5:00 AM	9	1	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	1	10
6:00 AM	17	10	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	10	27
7:00 AM	41	16	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	16	57
8:00 AM	**49**	20	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**49**	20	69
9:00 AM	40	19	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	19	59
10:00 AM	41	29	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	29	70
11:00 AM	47	**32**	**79**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	**32**	**79**
12:00 PM	38	37	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	37	75
1:00 PM	42	34	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	34	76
2:00 PM	39	43	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	43	82
3:00 PM	42	39	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	39	81
4:00 PM	**62**	44	**106**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**62**	44	**106**
5:00 PM	51	48	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	48	99
6:00 PM	40	**53**	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	**53**	93
7:00 PM	17	27	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	27	44
8:00 PM	26	25	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	25	51
9:00 PM	10	14	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	14	24
10:00 PM	6	14	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	14	20
11:00 PM	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
Total	**625**	**508**	**1,133**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**625**	**508**	**1,133**
Percent	**55%**	**45%**		-	-		-	-		-	-		-	-		-	-		-	-		**55%**	**45%**	
AM Peak	08:00	11:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	11:00	11:00
Vol.	49	32	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	32	79
PM Peak	16:00	18:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	18:00	16:00
Vol.	62	53	106	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	53	106

1. Mid-week average includes data between Tuesday and Thursday.

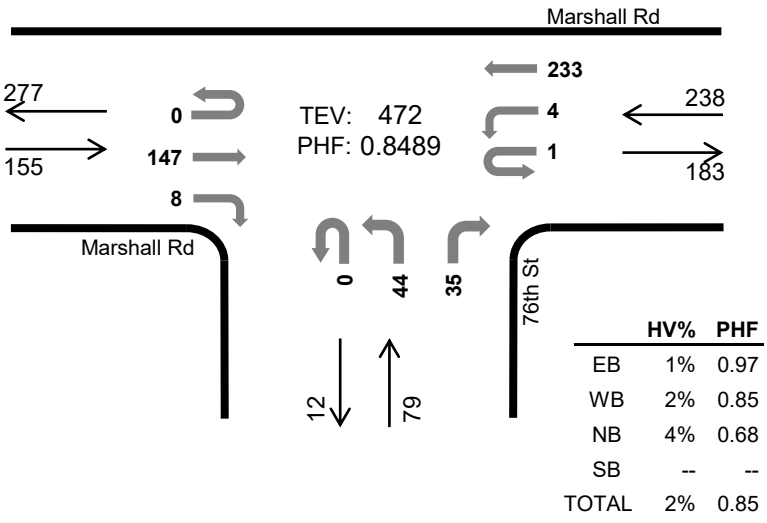
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76th St
Marshall Rd

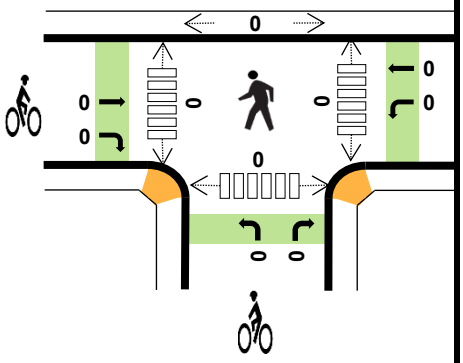
N

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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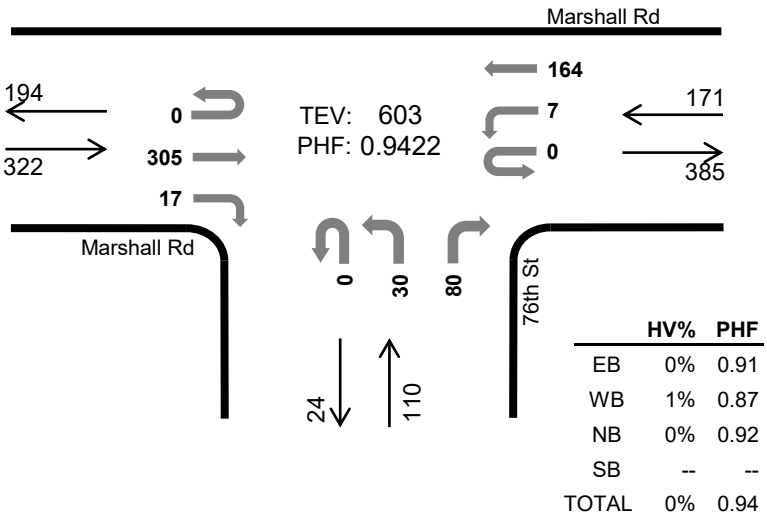
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76th St
Marshall Rd

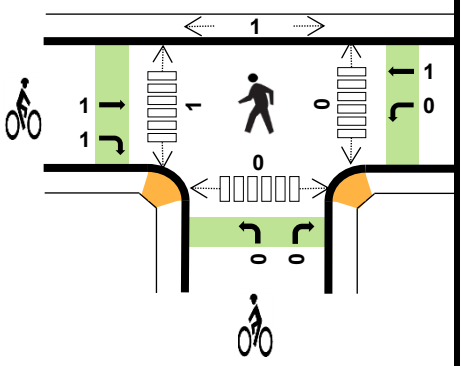
N

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

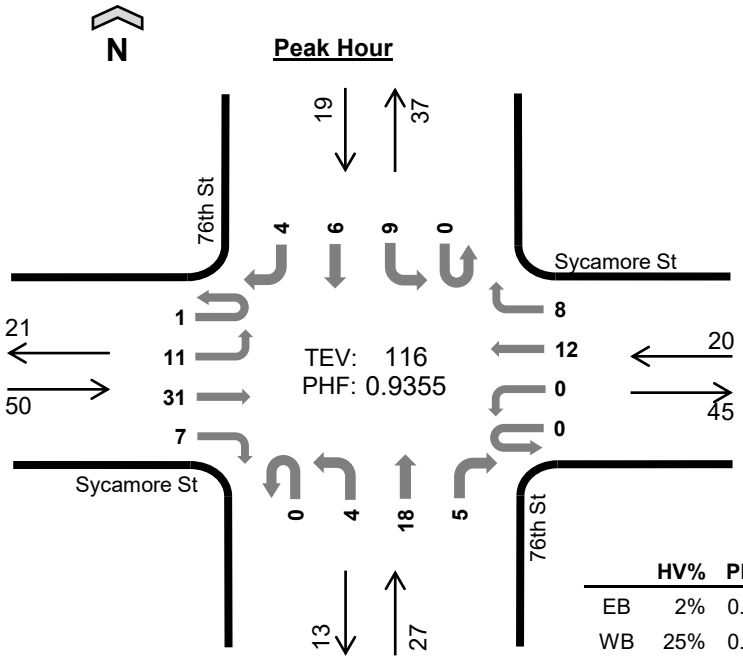
Interval Start	Marshall Rd				Marshall Rd				76th St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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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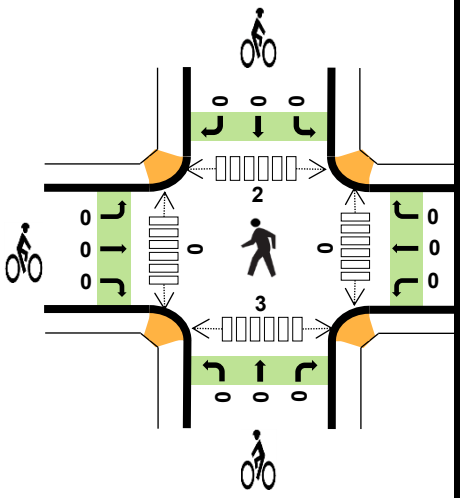
tj.wethington@idaxdata.com

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

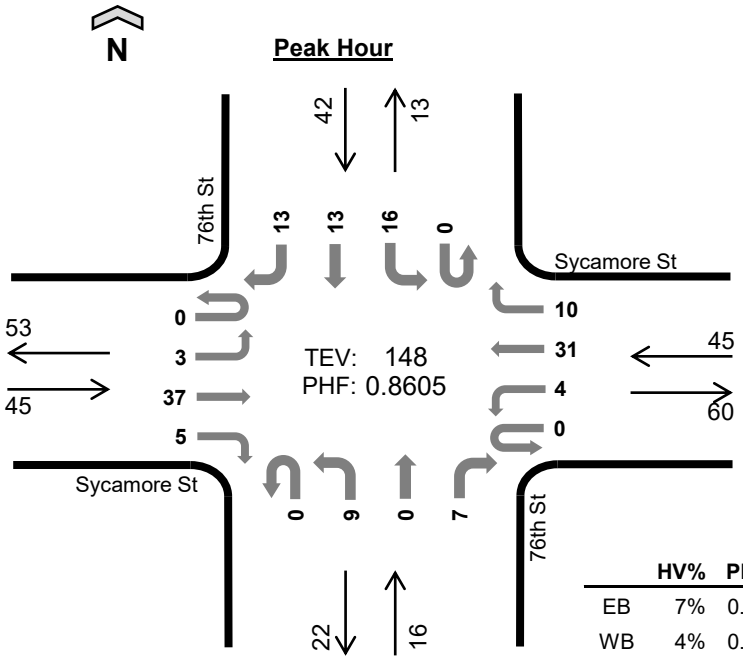
Interval Start	Sycamore St				Sycamore St				76th St				76th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	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**	

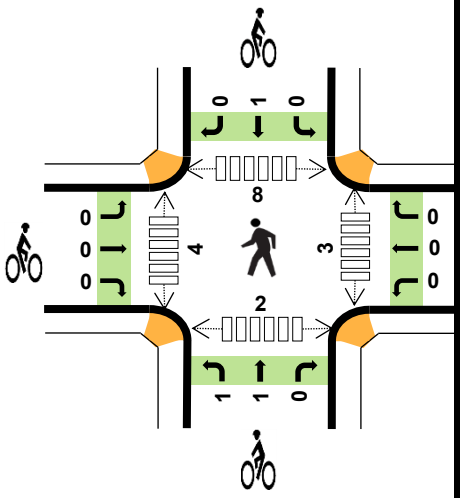
TJ Wethington
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76th St
Sycamore St

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				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**	**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

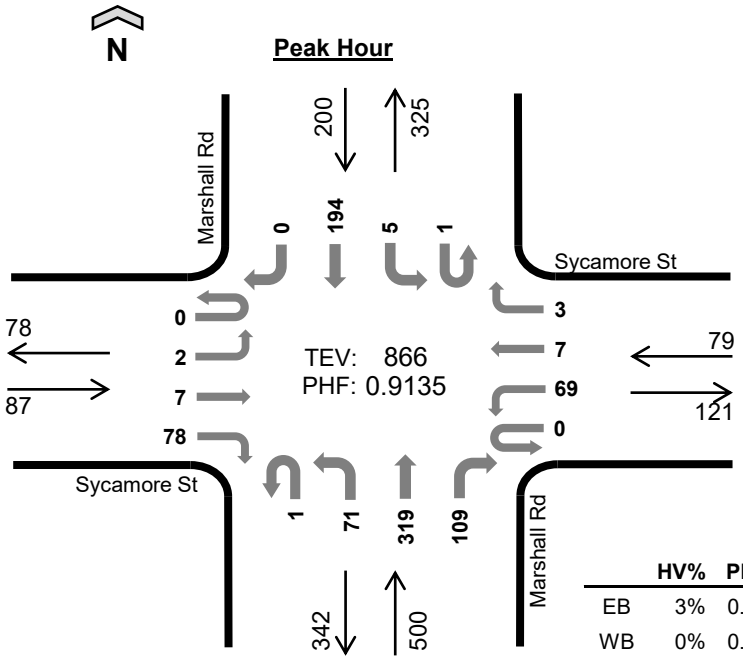
Interval Start	Sycamore St				Sycamore St				76th St				76th St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**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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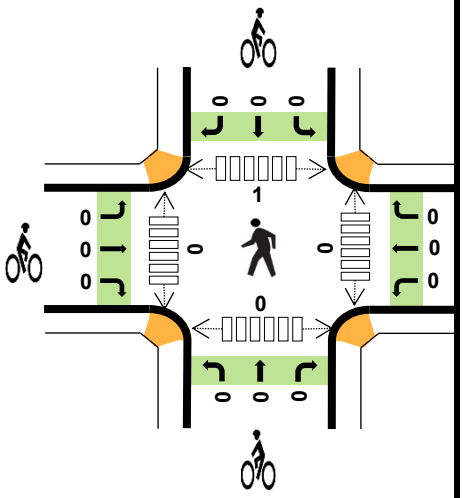
tj.wethington@idaxdata.com

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**	

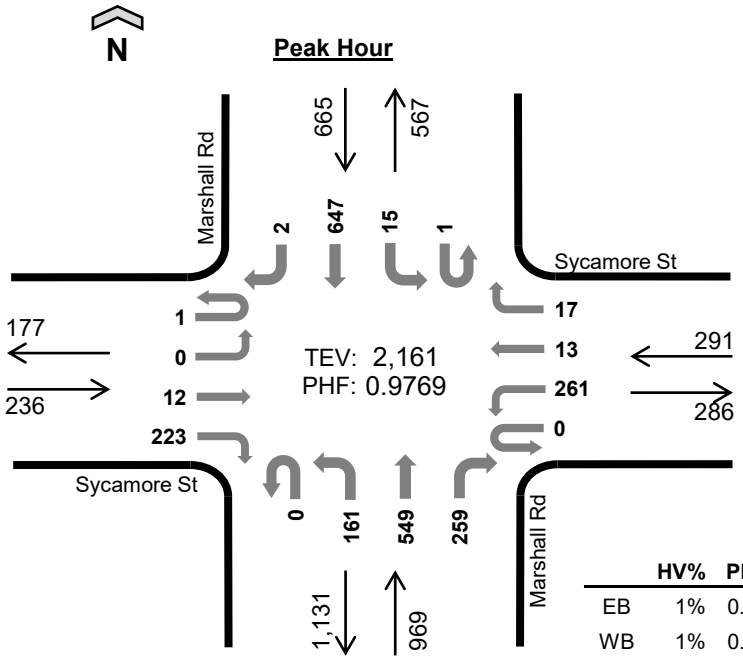
Count Summaries - Bikes

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**	

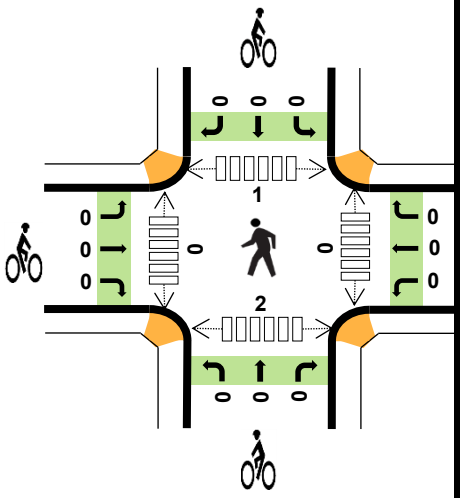
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Marshall Rd
Sycamore St

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

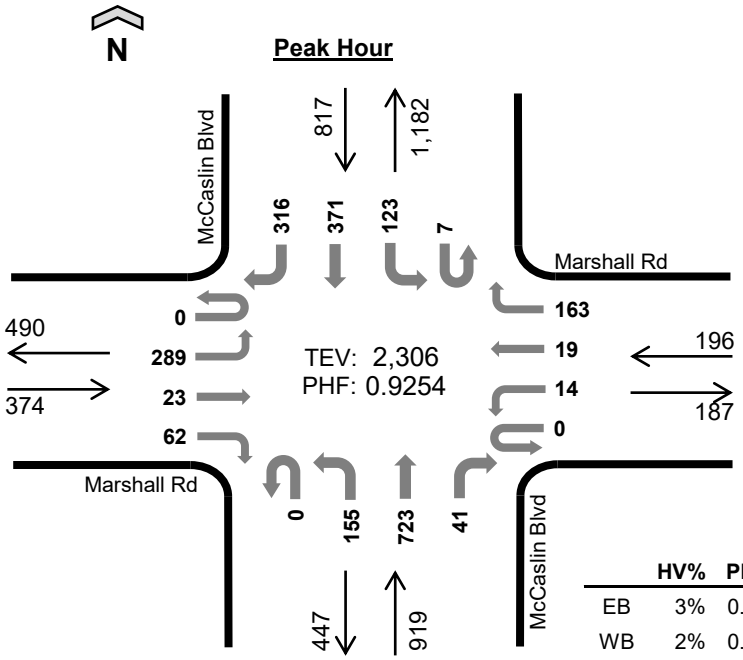
Interval Start	Sycamore St				Sycamore St				Marshall Rd				Marshall Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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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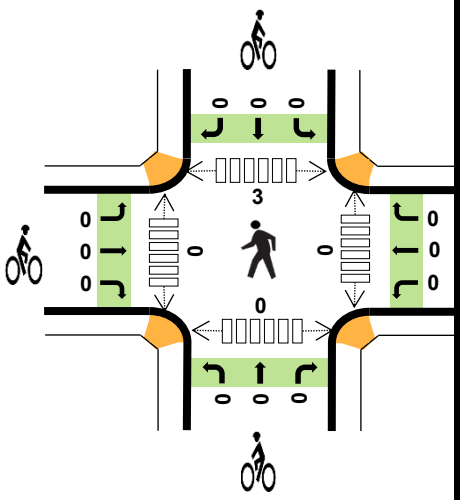
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McCaslin Blvd
Marshall Rd

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

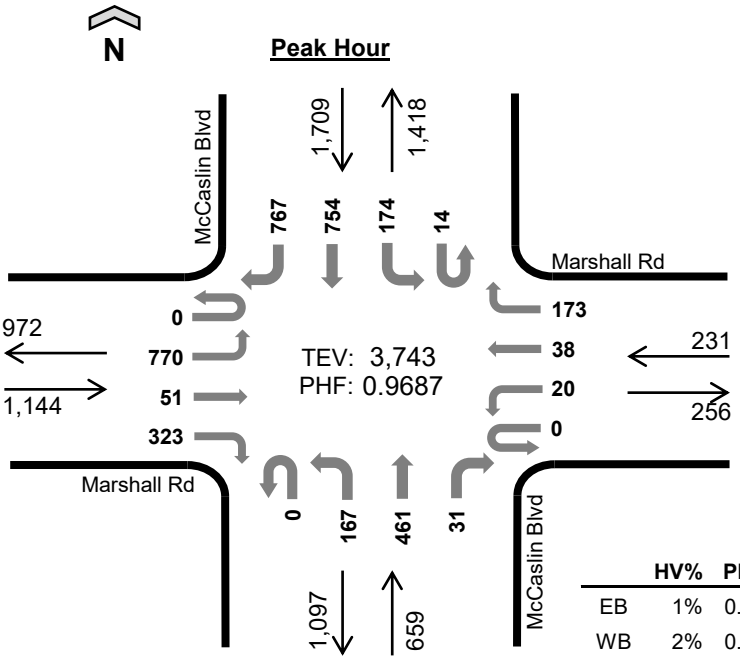
Interval Start	Marshall Rd				Marshall Rd				McCaslin Blvd				McCaslin Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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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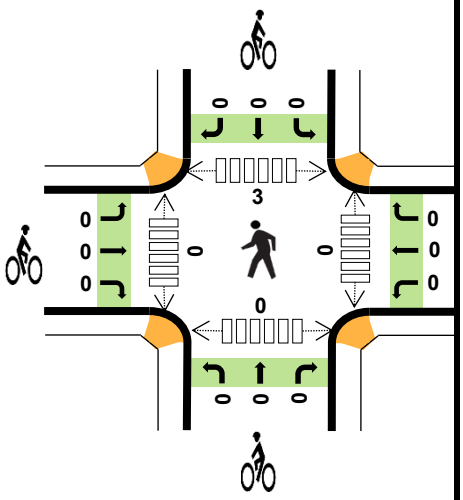
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McCaslin Blvd
Marshall Rd

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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Annexation and PD for 7494 Marshall Rd



Presented by Geoffrey Weathers, Planner II

6.8.26

Town of Superior – Town Council

Vicinity Map



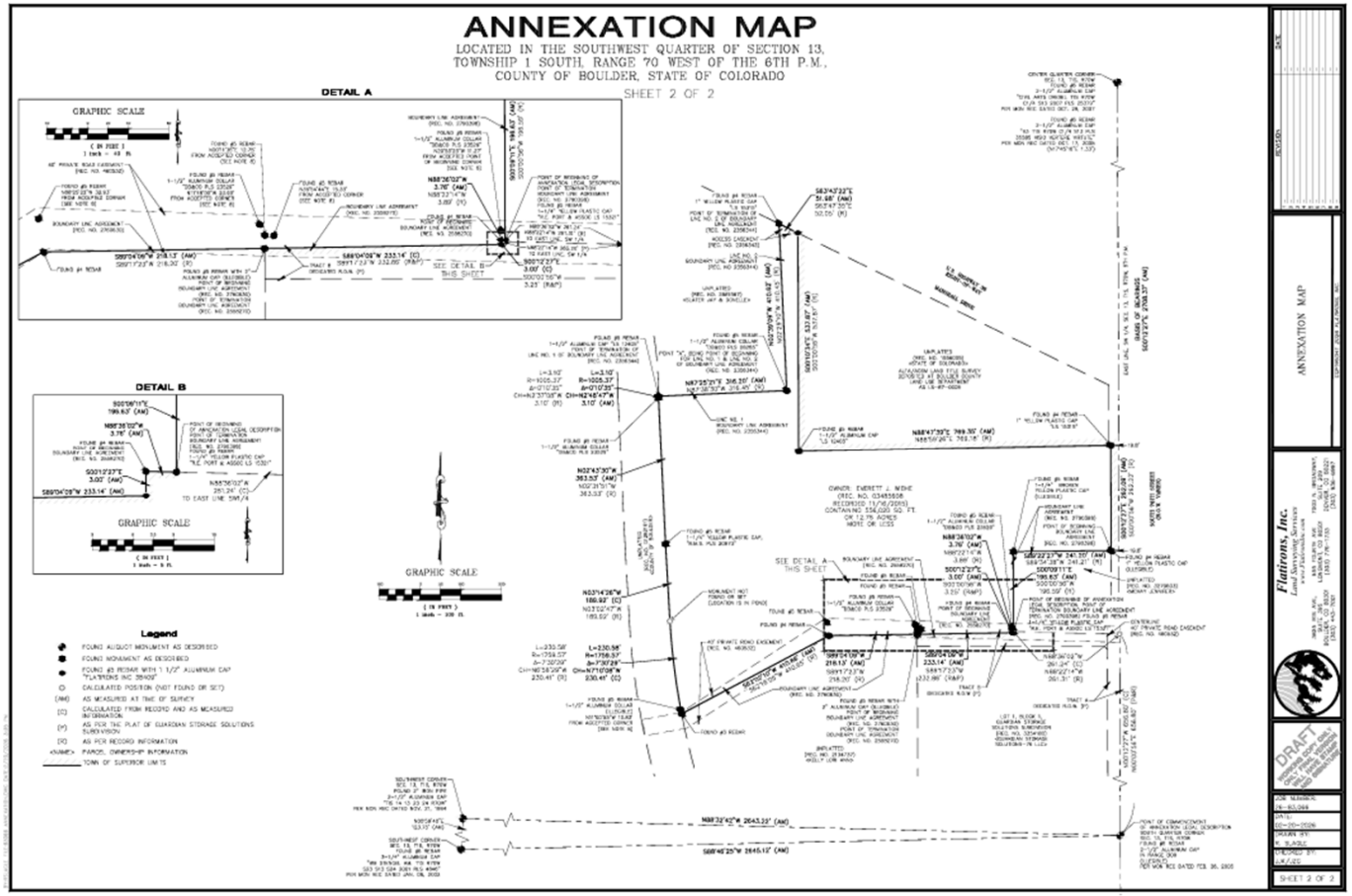
Background Site Development History



Background – Adjacent Land Use & Zoning



Background – Annexation Process



6.8.26

Town of Superior – Town Council

DEVELOPMENT PLAN – OVERVIEW

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

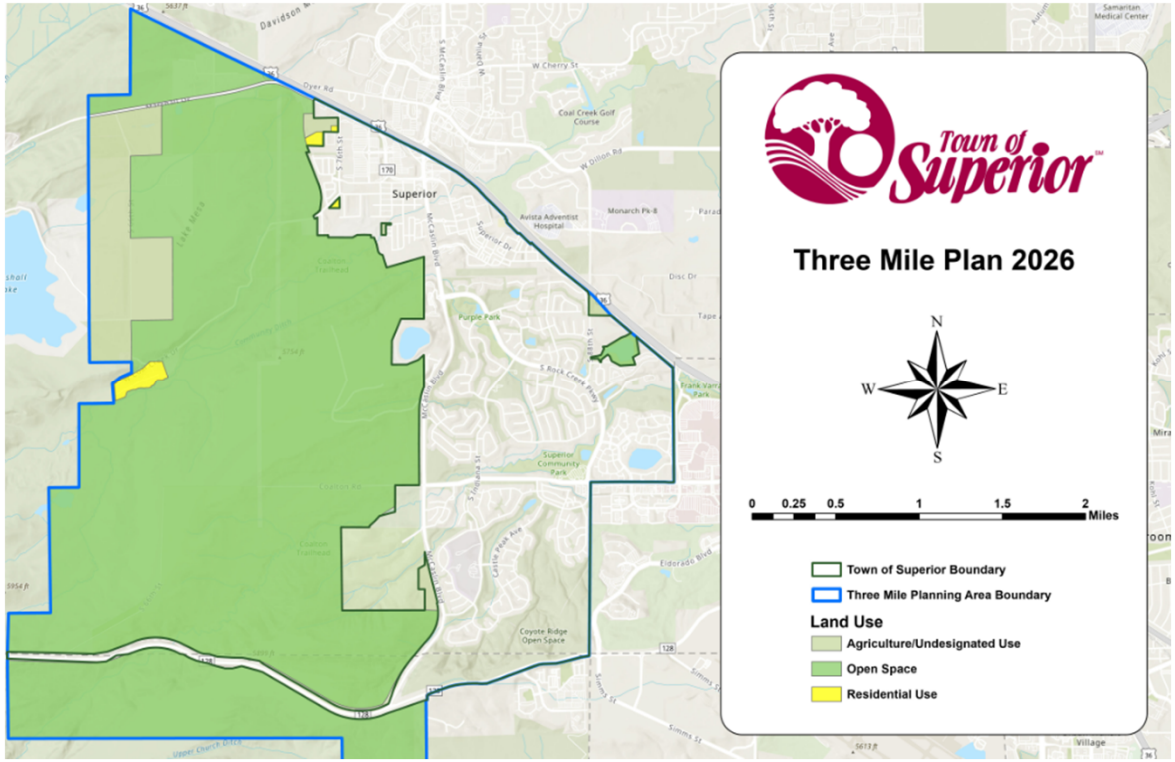
MINIMUM PARKING REQUIREMENTS		
MULTI-FAMILY RESIDENTIAL PARKING RATIO	TOWN CODE	THIS PD [1]
ONE BEDROOM UNIT	1.5	1
TWO BEDROOM UNIT	2.0	1.5
GUEST PARKING	0.25	0.1

[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

Analysis – Annexation



6.8.26

Town of Superior – Town Council

Analysis – Municipal Code

Sec. 16-10-20
The creation of a PD involves a particular land area and standards for development may be negotiated that are different from those set forth in the schedule of requirements for the basic zone districts.

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

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)

Analysis – Plan Alignment



- LU 3.2 Ensure multimodal connection to adjacent areas
- 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 transportation improvements
- T 1.1 Establish multimodal connections to destinations and regional networks.

Analysis – Site Constraints

Constraint	Response
Existing pond and drainage swale	Wetland features are artificially irrigated and do not require mitigation
Buffer to adjacent residential	Buffer of more than 170 feet to residence to North and ≈600 feet to Sagamore
No existing pedestrian or bicycle connection	Completion of curb, gutter, bike lanes, and sidewalks along 76th St
Wildfire risk	WUI mitigation and enhanced evacuation strategies

SUSTAINABILITY

- Fully electric residences, gas for the pool equipment and clubhouse only
- Pursue LEED Gold certification
- Water conservation: WUI landscaping, waterwise plantings, high efficiency fixtures
- Recycling and possibly compost
- Green Building Program Compliance, including construction waste

Fiscal & Economic Impacts

Fiscal Impacts

- Projected annual revenue $357,210
- Projected one-time revenue of $6,299,944

Economic Impacts

- Provide opportunities for small families to add to local consumer base.
- Affordable housing supports workforce retention, reducing congestion and increasing local multiplier effect.
- Allows local businesses to capture a local workforce.
- Residential local multiplier effect.
- Potential add of $93,302 per year to Superior in sales tax revenue

RECOMMENDATION

Resolution R-54 finding that the property located 7494 Marshall Rd is eligible for annexation to the Town of Superior

Ordinance O-15 series 2026 approving the Annexation of that property and the Planned Development Zone District for the 76th St development

Condition: The Applicants shall make minor technical and redline corrections to plans as identified by Town staff and directed by the Town Council.

Discussion and Questions





CARMEL PARTNERS

76th Street – Superior

Town Council

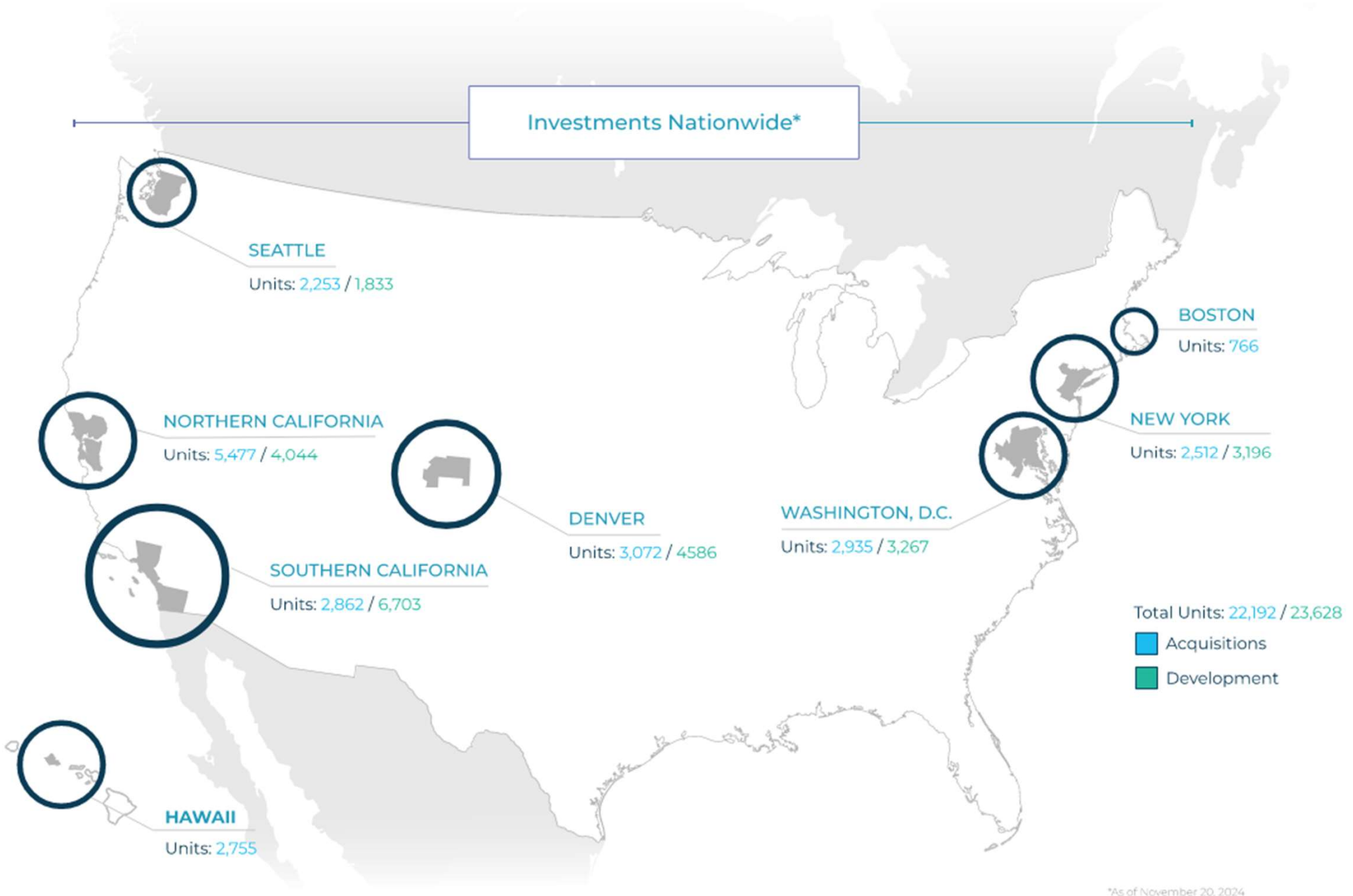
June 8th, 2026

Agenda

Appendix

1) Introduction
2) Site Context
3) Proposed PD
4) Land Use & Policy Alignment
5) Affordable Housing
6) Boulder Valley School District, Family & Senior Housing
7) Community Engagement
8) Traffic Impact Study
9) Environmental
10) Wildfire Resiliency: Evacuation Impact Study & WUI Code Compliance
11) Schedule, Next Steps

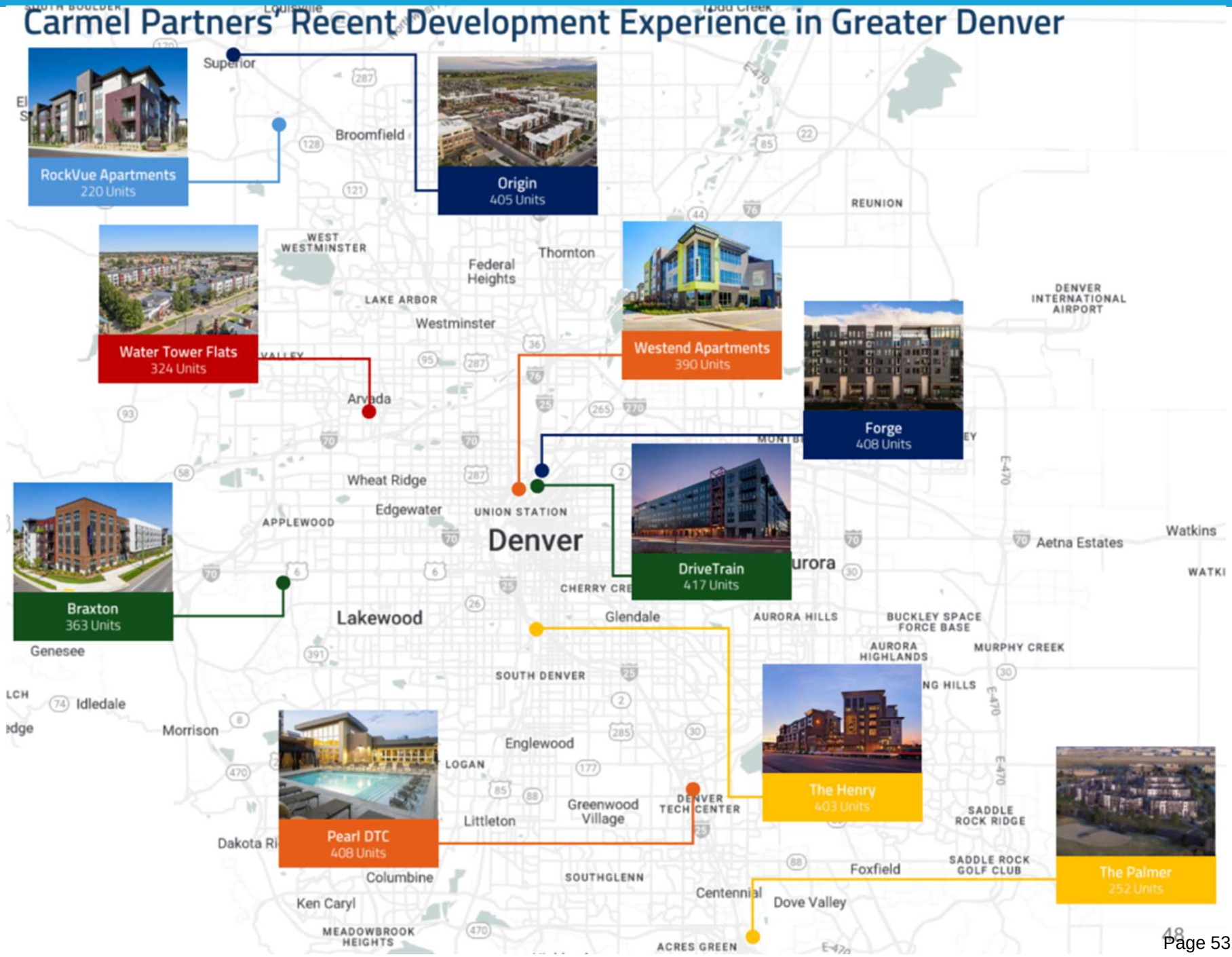
Introduction



*As of November 20, 2024

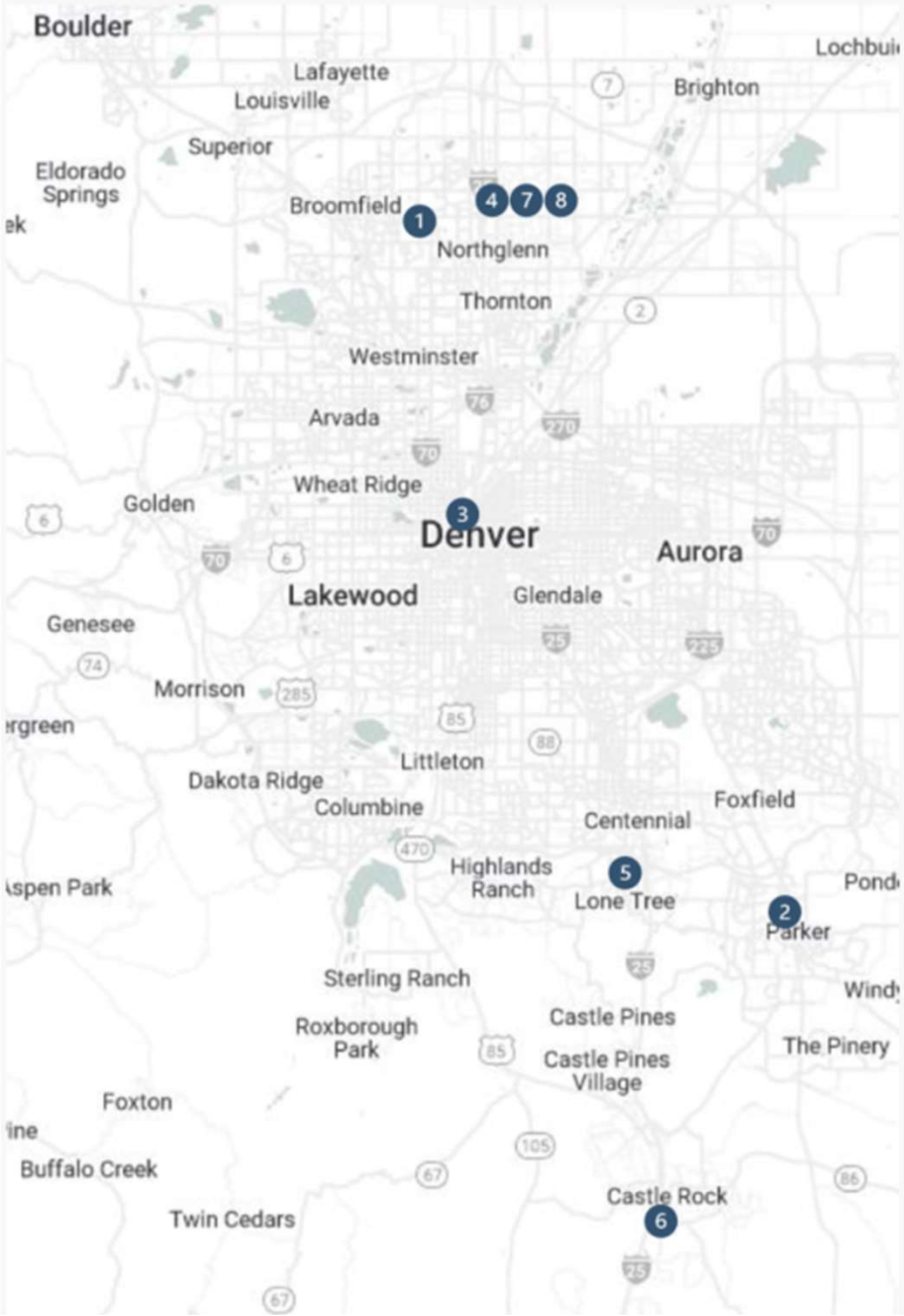
Firm History

Carmel Partners' Recent Development Experience in Greater Denver



Firm History

Additional Development Experience in Greater Denver





1. Bradburn
310 Units



2. Briargate
325 Units



3. COLAB
253 Units



4. Fieldhouse
312 Units



5. Park Meadows
400 Units



6. Plum Creek
264 Units



7. Red Hawk Ranch
384 Units



8. Waterford
336 Units

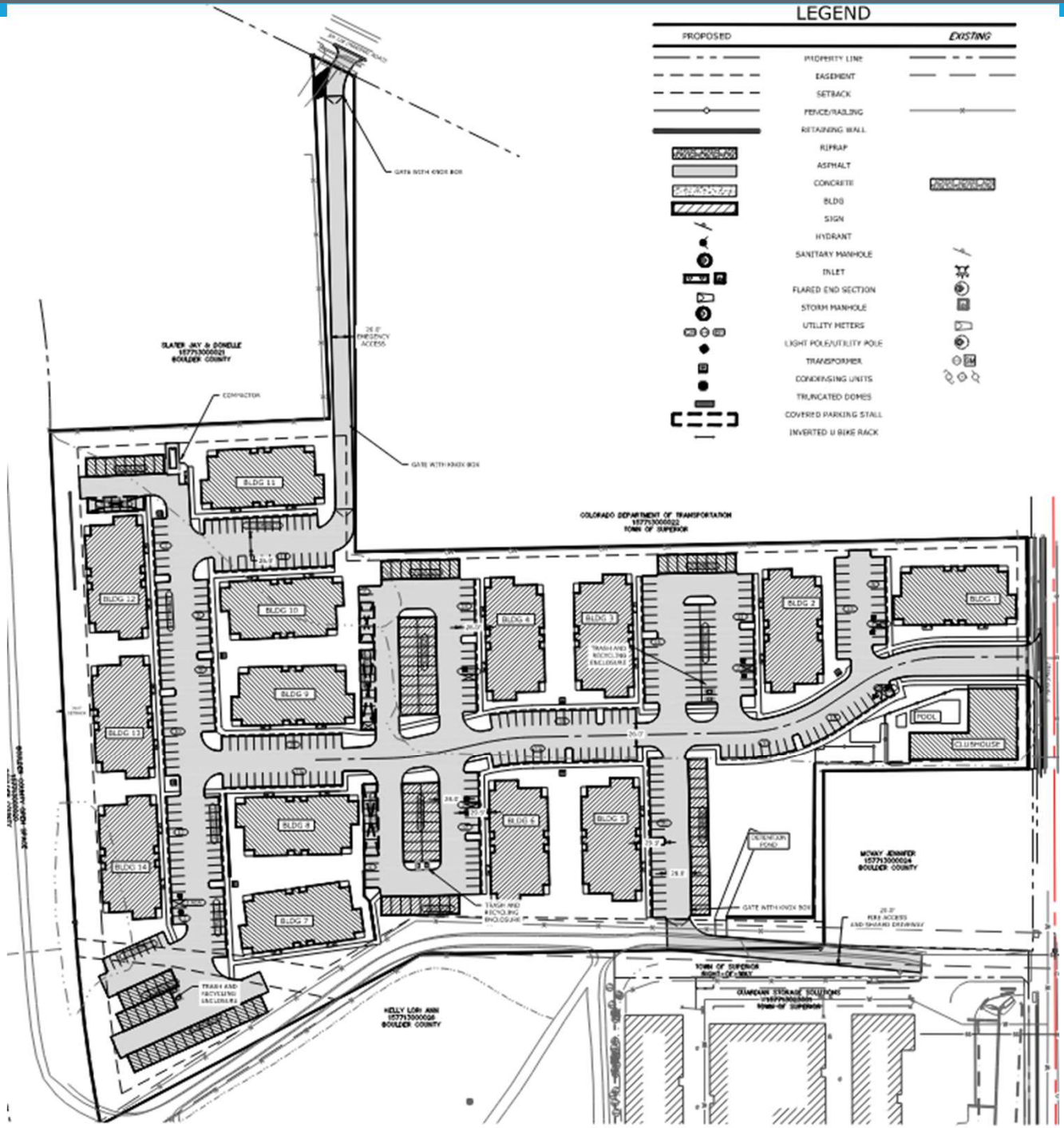
Downtown Superior



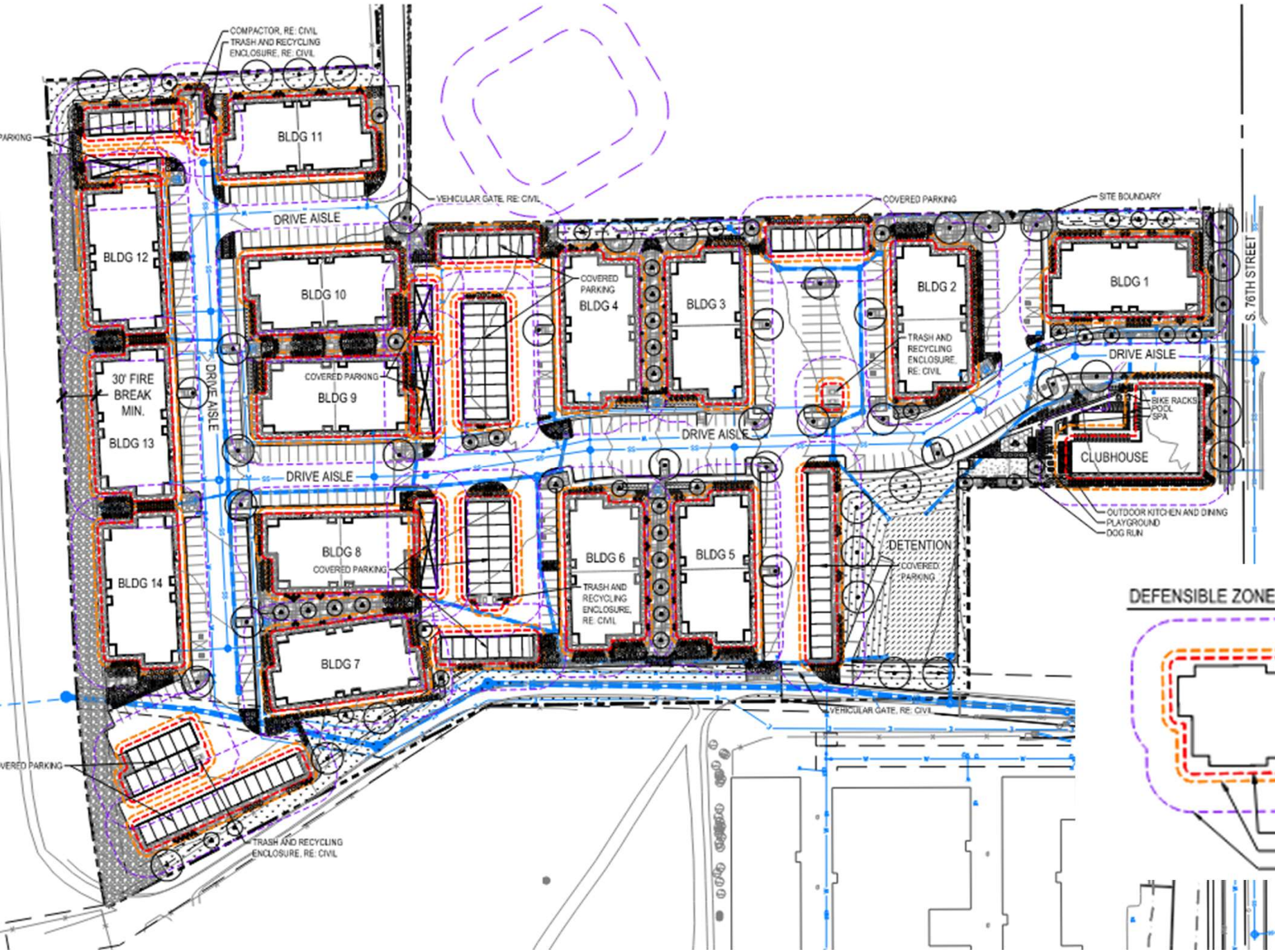
Site Context



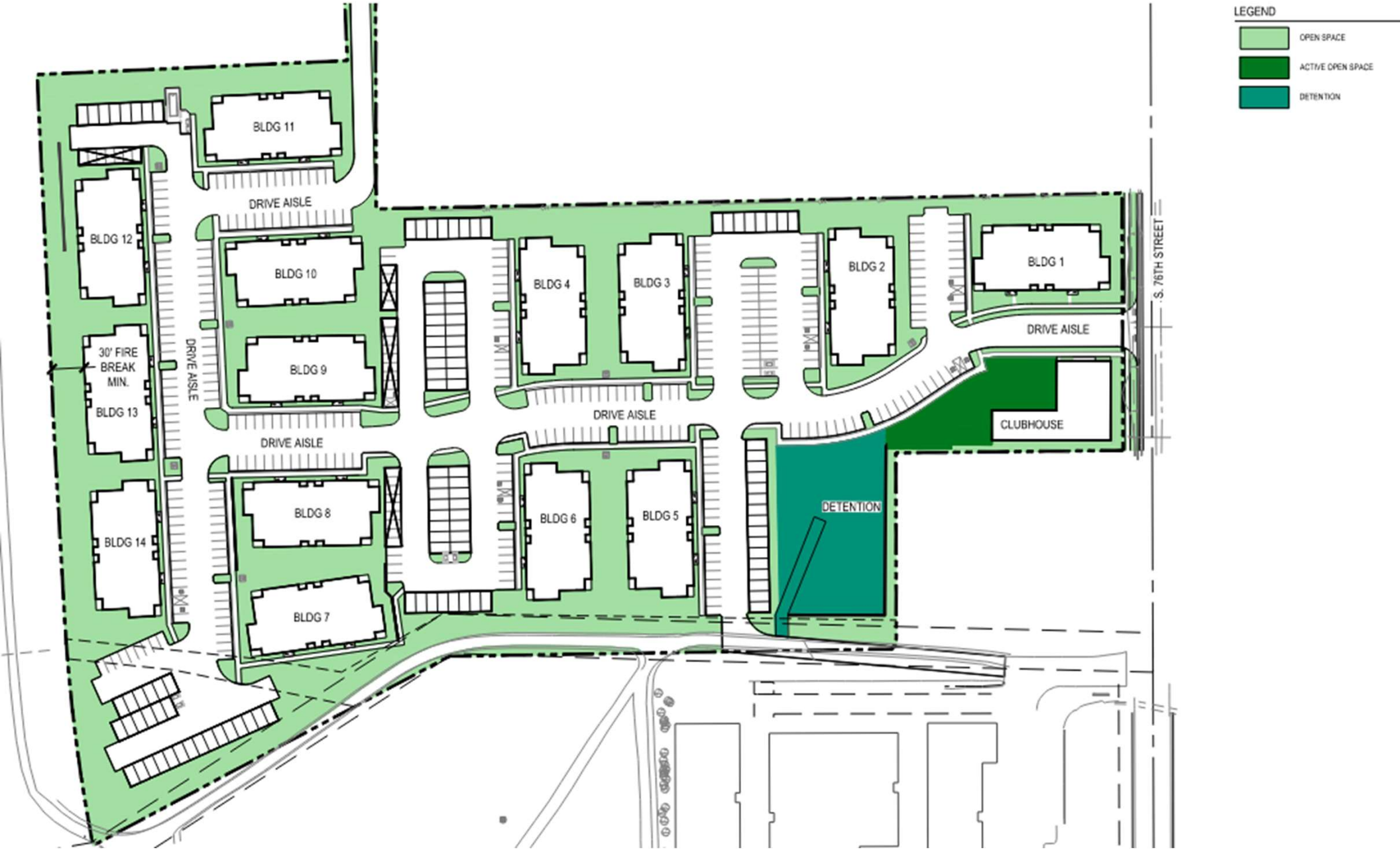
Site Plan


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
BLDG 11
BLDG 12
BLDG 10
BLDG 9
BLDG 13
BLDG 14
BLDG 8
BLDG 7
BLDG 6
BLDG 5
BLDG 4
BLDG 3
BLDG 2
BLDG 1
POOL
CLUBHOUSE
COLORADO DEPARTMENT OF TRANSPORTATION
TOWN OF SUPERIOR
GATE WITH KNOX BOX
TRASH AND RECYCLING ENCLOSURE
DETENTION POND

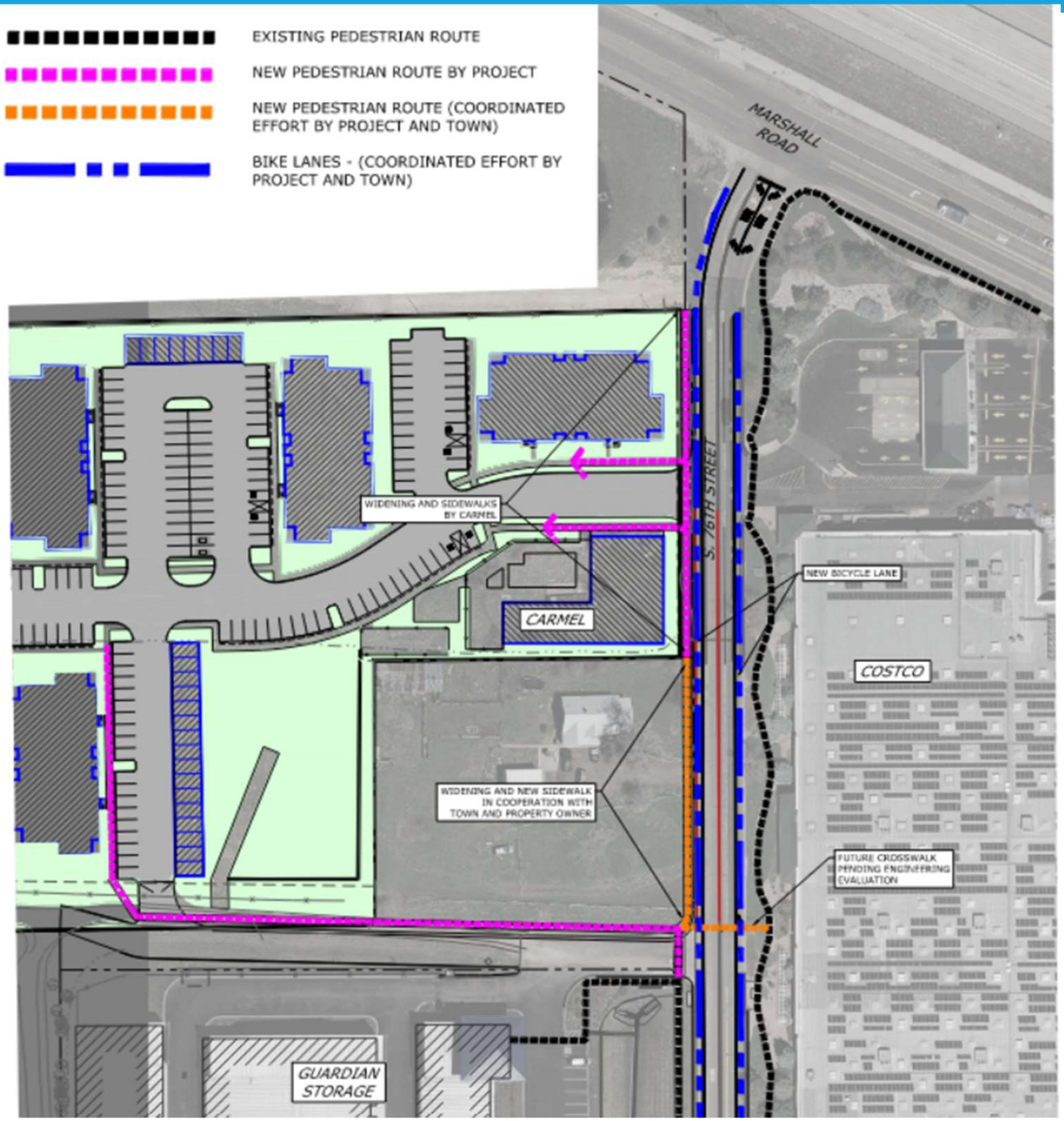
Site Plan, Landscape



Site Plan, Open Space



76th Street Improvements



Aerial Imagery



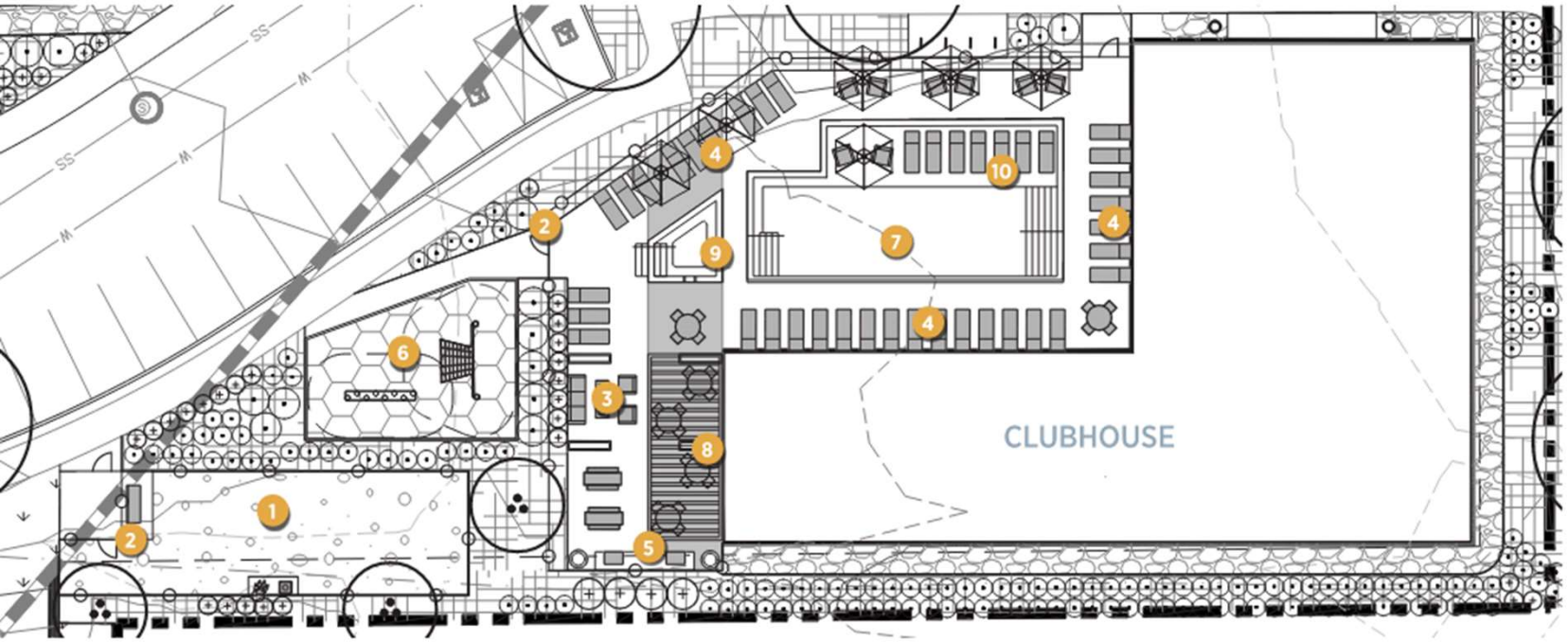
Aerial Imagery



Aerial Imagery



Precedent Imagery, Amenities




7 POOL


8 SHADE STRUCTURE


1 DOG PARK


3 FIRE PIT/LOUNGE AREA


5 OUTDOOR KITCHEN

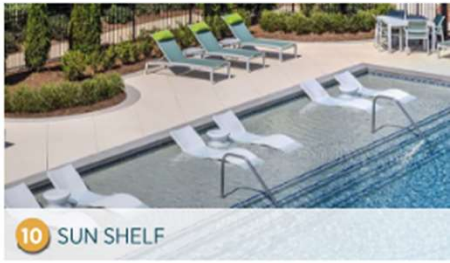

9 SPA


2 FENCE


4 LOUNGE SEATING


6 PLAYGROUND




10 SUN SHELF

Precedent Imagery, Architecture



SOLANA LUCENT APARTMENTS
Highlands Ranch, CO



FIELDHOUSE APARTMENTS
Thornton, CO



FIELDHOUSE APARTMENTS
Thornton, CO

Land Use & Policy Alignment

Land Use / Policy Document	Land Use / Policy Details	Carmel Proposed Project Alignment
2025 Comprehensive Plan – Adopted Plan (Feb. 23, 2026)	Adopted Comprehensive Plan includes multi-unit residential as a potential land use at a recommended density of 6-25 DU/acre.	Multi-unit residential project proposed at 26.5 DU/acre.
Updated Transportation Plan (Aug. 11, 2025)	Recommends Complete Roadway Section improvements along the 76th Street frontage.	Project would construct frontage improvements including curb, gutter, and sidewalks along 76th Street.
2025 Housing Strategies (Jan. 27, 2025)	Objectives include increasing housing choices (Missing Middle), supporting affordable housing efforts, and removing housing barriers.	Project would increase Missing Middle and Attainable housing supply, housing choice variability, and provide 15% affordable units.
2023 Housing Needs Assessment (Dec. 2023)	Recognizes need for a broad housing continuum, including attainable and accessible housing options serving a diversity of incomes, ages, and social needs.	Project would provide additional housing supply that is attainable and accessible to a wide range of potential residents.
Ordinance O-18 (Series 2020) – Inclusionary Housing Requirements	Requires residential developments of 10 units or more to provide 15% of units restricted at 80% AMI.	Project proposes 15% of units (51 units) reserved at 80% AMI.
Resolution No. R-10 (Series 2018) – Boulder County Regional Housing Partnership	Supports BCRHP regional housing strategy goal of achieving 12% affordable housing stock by 2035.	15% of units (51 units) proposed to be reserved for residents at 80% AMI.

Housing Strategies & Missing Middle

Housing Strategies Overview

The findings of the Housing Needs Assessment and Public Outreach and Engagement, Sections 2 and 3 below, provide insights into Superior's housing issues and needs. The most pressing housing issues include the following:

Affordability: Reduce the cost of housing for households, especially for low-income and cost-burdened households.

Housing Supply: Increase the inventory and variety of housing to meet the diverse needs of Superior households.

Senior Housing: Increase the stock of housing options for aging adults.

Improve Access to Housing: Increase awareness of housing programs and services to residents and form partnerships to close the gap in housing resources.

Missing Middle Housing - Refers to a range of housing styles between a single family home and high density development. See image below.

Housing Strategies at a Glance

Objective 1: Increase Housing Choices for People

- Remove regulatory barriers to support the production of various housing types, such as missing mid housing, senior housing, multifamily housing, and mixed-use housing.
- Increase opportunities for Accessory Dwelling Unit (ADU) development.
- Promote the development of Missing Middle Housing.
- Promote housing choices for seniors

Objective 2: Support & Promote Local and Regional Affordable Housing Efforts

- Support existing and create new partnerships to address affordable housing needs.
- Create incentive programs to promote the creation of affordable housing.
- Explore opportunities to generate revenue for affordable housing development.

Objective 3: Remove Housing Barriers for Those Who Often Encounter Them

- Promote housing for people with intellectual and developmental disabilities (IDD).
- Improve access to housing resources.
- Support English Language Learners and BIPOC residents.

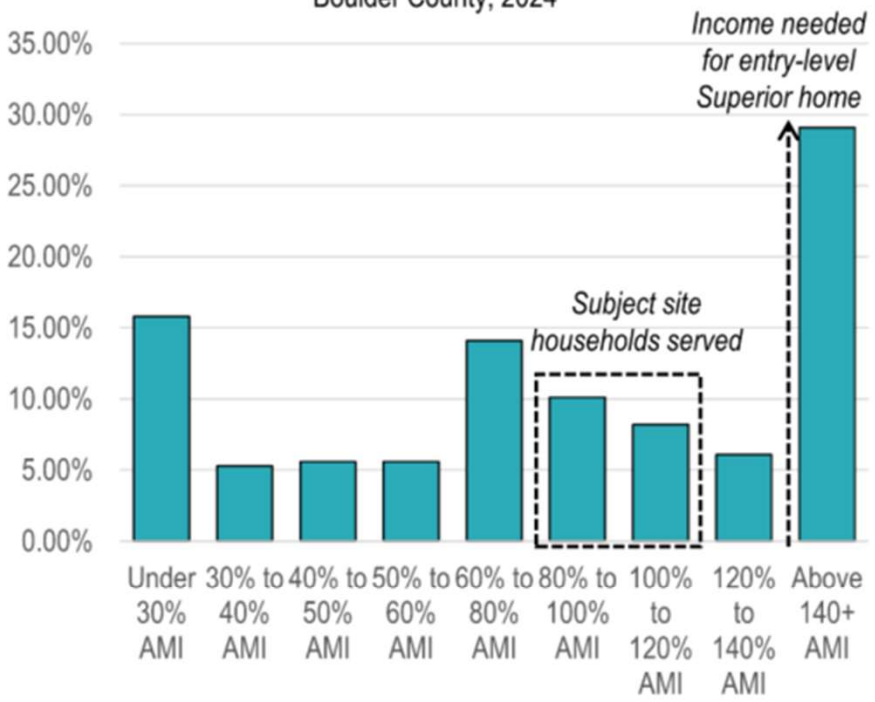


Affordable Housing

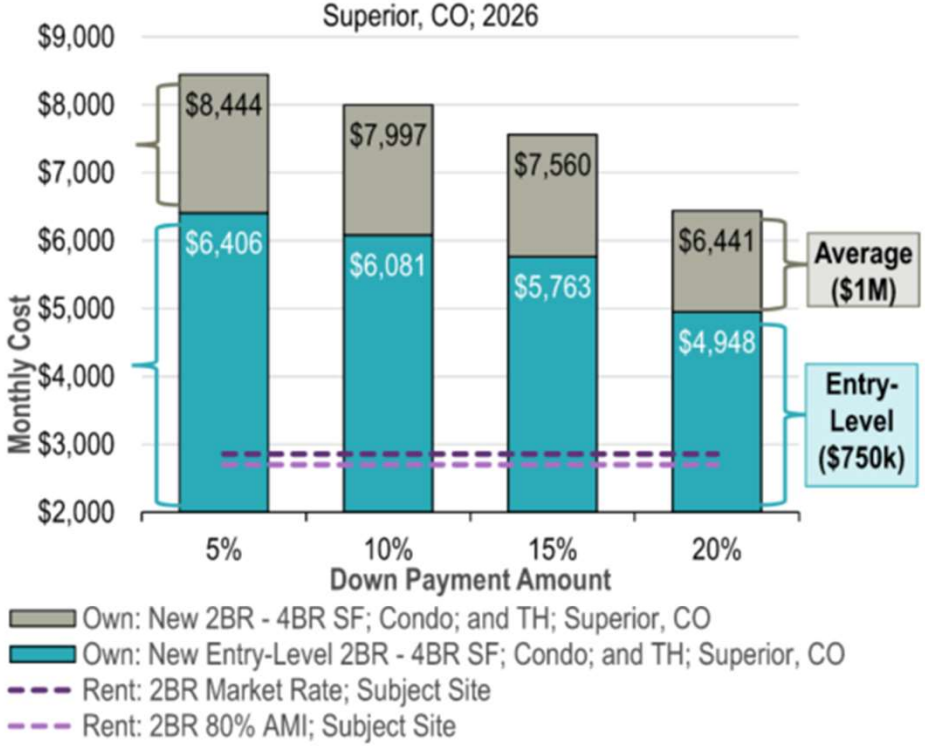
Households earning under 140% AMI are largely priced out of the for-sale market, and 18% of renter households in the county earn between 80-120% AMI; the subject site will provide critical workforce housing at attainable levels

- In Boulder County, there is a critical need for more workforce, attainable, and affordable housing. With the lower quartile of homes having a $750,000* price tag in Superior, even this entry-level housing stock serves 140%+ AMI levels, assuming households are able to save for a 20% downpayment. Further, the average home price of $1,035,000* requires an income of almost 200% AMI for a two-person household, meaning that more attainable rentals are critical to sustaining the local workforce.

Distribution of Households by AMI Level
Boulder County; 2024



Cost to Rent vs. Own (2026$)*
Superior, CO; 2026



*Historical sales data In Superior, CO from April 2025 to April 2026 per Redfin. Monthly ownership cost assumes: 30-year fixed-rate mortgage at 6.125% to 6.500% APR; $149/mo HOA; $701/mo home insurance; a property tax rate of 0.54%; home maintenance of $100/mo; and PMI of 1.0% below 20% down.
*Monthly costs are in 2026 dollars. Market rent does not include applicable concessions.
Source: HUD; 2024 ACS; PUMS; CHFA; Redfin; NerdWallet; Client; RCLCO

Elementary Student Yields from Major New Subdivisions 2025

Development	Community	Hsg. Type	Hsg. Units	Elem. Students	2025 Yield	2016-2022 Ave. Yield
Via Varra	Broomfield	Apartment	1,681	57	0.03	0.05
		Condominium	255	3	0.01	0.04
		Townhome	358	12	0.03	0.09
Superor Town Center	Superior	SFD	105	14	0.13	0.23
		Townhome	476	25	0.05	0.09
		Apt.	408	5	0.01(1)	0.05
Parkdale	Erie	SFD	561	74	0.14	0.23
		Duplex	114	7	0.06	0.07
Silo	Lafayette	SFD	60	2	0.03	0.23
		Townhome	50	4	0.08	0.09
76th Street	Superior	Apt.	336	10	0.03	n/a

(1) Survey completed 9/2025, when Origin was 78% occupied

(2) Study only includes elementary student count

(3) Study does not include younger kids that live in these communities prior to elementary school

76th Street - Projected Yields

	Site Size	Density	Units	Yield	Elem. Students
SFD	12.76	5.5	70.2	0.14	9.8
Townhome	12.76	16	204.2	0.05	10.2
Apartment	12.76	26.3	336.0	0.03	10.1

Family & Senior Housing

Family Housing

- 50% 1BRs / 50% 2BRs
- Playground, pool, and clubhouse amenities
- Affordable/Attainable housing for young families
- Walkability – proximity to Superior Marketplace

Senior Housing

- 2% of units (7/336 total units) will be Type A and include adaptable features:
  - Accessible route to ground floor units and within all rooms/spaces
  - 34” high countertops
  - Floor clearance at all plumbing fixtures and appliances
  - Roll in showers
  - Knee and toe clearance underneath sinks
  - Operable parts within reach range
  - Larger doors and clearances
  - Grab bar blocking (installing grab bars is a possibility)
- Remaining ground floor units (105/336 total units) are Type B
  - Handrails installed in breezeways

Community Engagement, Neighborhood (General)

- A neighborhood meeting was held February 2nd, 2026 and attended by approximately 26 community members.
- In an effort to discuss our plans with a larger audience, Carmel distributed invite flyers to 304 total addresses which included all of Sagamore and Original Town Superior neighborhoods, above and beyond the standard development notice area of 1,000 feet as required for hearings per Town code.
- Neighborhood feedback focused primarily on density, evacuation impacts, fire resiliency, traffic impacts, and community amenities.
- The project team evaluated this feedback and subsequently revised the project in several meaningful ways to respond to community concerns.

Community Concern	Project Response
Concerns over project density	-Reduced proposed unit count from 376 units to 336 units -Removed previous ¾ split buildings – all buildings are now 3 stories -Increased setbacks from 10’ to 30’ along western property line, 15’ to 20’ along NW corner -Increased open space from 37.6% to 47.2 %
Evacuation impacts	Conducted evacuation impact analysis with area expert Kimley-Horn
Fire resiliency	-Enhanced focus on fire-resistant design and defensible space planning -Added another emergency vehicle access road at SE corner -Further detailed in future slides
Traffic Impacts	Completed traffic study with Fox & Tuttle, which notes the existing Town infrastructure can support the proposed development
Lack of Community Amenities	Optimized open space on site. Added dog park and playground in site design

Community Engagement, Neighborhood (Detailed)

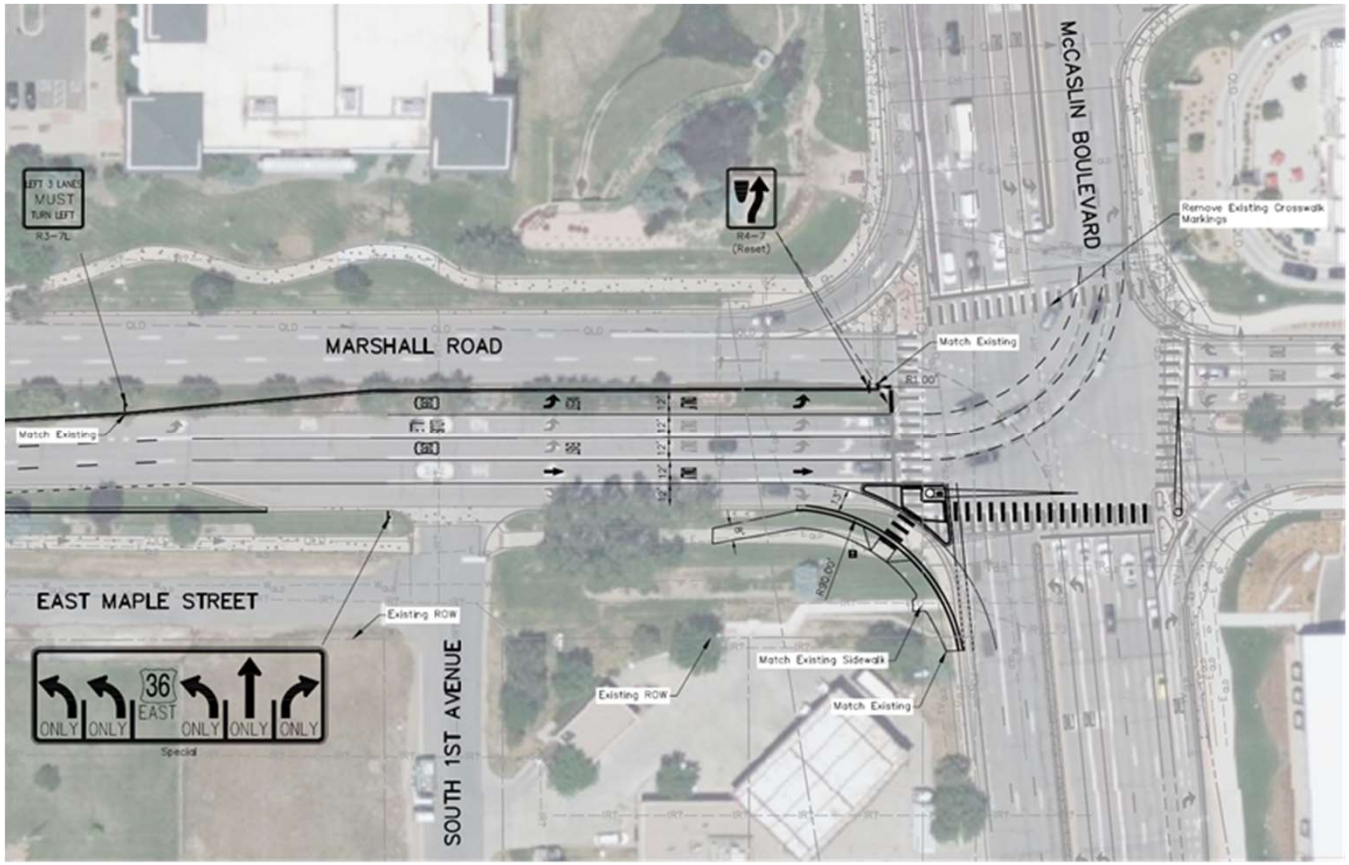
Community Member	Original Contact Date	Attended Neighborhood Meeting	Provided Public Comment at 2/9/2026 Comp Plan Hearing	Follow-Up Method	Follow-Up Date	Notes
Resident 1 & 2	7/16/2025	Yes	Yes	Email	n/a	Met in person with Resident 1 & 2 prior to Concept Plan Presentation. Have been in continued contact since. The Concept Plan Presentation site plan featured a 15' setback and a ¾ story split building along the shared property line. In the revised plan, one building was entirely removed along this property line, and the remaining building was changed from a ¾ split building to a 3-story building. Additionally, the setback was increased to 20'. We offered to meet again in March/April 2026 to discuss design changes, and they noted they were not interested in discussing further
Resident 3	3/13/2026	Yes	Yes	Email	5/8/2026	No response to original or follow up email
Resident 4	3/13/2026	Yes	Yes	Email	5/8/2026	No response to original or follow up email
Resident 5 & 6	3/13/2026	Yes	Yes	Email	5/8/2026	No response to original or follow up email
Resident 7	3/24/2026	No	Yes	Email	5/5/2026	Responded via email; expressed continued opposition and no interest in meeting or further discussion
Resident 8	3/24/2026	No	Yes	Email	n/a	We asked Resident 7 if she could provide her neighbor's (Resident 8) contact information. Resident 7 noted in her response that she forwarded our email to Resident 8 and they noted they were not interested in meeting or further discussion
Resident 9	4/2/2026	No	No	Email	4/24/2026	Resident 9 provided public comment at the BVSD Town Council meeting 2/23/2026. We discussed his concerns re: declining enrollment at BVSD and support for new housing
Resident 10	4/27/2026	No	No	Email	5/5/2026	Resident 10 provided public comment at the WUI code adoption Town Council meeting 3/23/2026. Resident 10 is the Sagamore liaison to Wildfire Partners (Boulder County). Reached out via email to discuss Resident's lessons learned on WUI compliance. Resident provided additional feedback on our proposed site plan, including that a playground should be considered. We confirmed our commitment to be compliance with WUI code and adding a playground

Community Engagement, Stakeholders

Stakeholder	Contact Date	Notes
Guardian Storage	9/31/2024	We have met and held several calls with Guardian Storage in the past 20+ months. We believe multi-family is complementary to the existing storage use. We have worked with Guardian Storage to ensure their existing exterior sign visibility is preserved from US-36.
Brixmor (Superior Marketplace)	10/22/2024	We have met and held several calls with Brixmor in the past 20+ months. We believe multi-family is complementary to the existing retail use.
RTD	1/31/2025	RTD provided a letter of support for the proposed land use. We anticipate the proposed multi-family will increase RTD ridership at the nearby Park-n-Ride location.
Dog Tag	6/10/2025	We spoke by phone to Dog Tag in June 2025. We believe multi-family is complementary to the existing use. We anticipate future residents to utilize dog daycare and boarding services provided by Dog Tag.
CDOT	6/10/2025	We have spoken to CDOT several times over the past year in an effort to better understand their operations at this property and project awareness.
Chamber of Commerce	3/11/2026	We presented to the Superior Chamber of Commerce on the March 30th, 2026 Board meeting.
Sports Stable	3/30/2026	We met with Sports Stable representatives in March 2026.
Target	4/2/2026	We met with the Target Store Manager in April 2026.
Casa Agave	4/2/2026	We met with Casa Agave Owner in April 2026.
Costco	4/2/2026	We met with Costco's store management in April 2026.

Traffic Impact Study

- The proposed 336-unit apartment community is projected to generate approximately **2,087 daily trips, including 138 AM peak-hour trips and 175 PM peak-hour trips.**
- **Trip generation was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition),** the nationally recognized industry standard used by transportation professionals and agencies throughout the country to provide objective, data-driven traffic forecasts.
- **Background traffic growth assumptions were derived from the Town of Superior Transportation Plan and associated buildout projections**, utilizing DRCOG regional travel model forecasts and Town-specific development assumptions.
- Traffic analysis found that **all study intersections are expected to operate at acceptable levels of service through both the 2030 and 2050 planning horizons**, even with full buildout of the project. This assumes completion of the planned improvements at the Marshall/McCaslin intersection.
- The study concluded **that no additional off-site intersection improvements are required due to project traffic**, beyond planned background roadway improvements already identified by the Town and frontage improvements along 76th Street to be completed by the developer.



Environmental

Habitat

- **No federally listed Threatened and Endangered Species found onsite**
- The man-made pond and wetlands are listed as “potential” habitat for the Northern Leopard Frog and Common Garter Snake
    - Species are not threatened or endangered
    - The report says a survey would be needed to determine if they could be present by conducting further field investigations in April or May; however there is no requirement to complete these follow up studies, and these species do not have a protected status. Studies should not be scheduled until construction schedule is determined
- One Red-Tailed Hawk Nest located ±700 feet west of the property boundary
    - Team will consult with Colorado Parks and Wildlife to determine what, if any, measures would be needed to protect the nest if it is active at the time of construction
- Milkweeds found onsite could provide habitat for Monarch Butterflies. Milkweeds are common in Boulder County and can be incorporated into future site landscaping

Wetlands

- The U.S. Army Corps of Engineers visited the site and determined the wetlands would dry up if the lands to the west were not irrigated
- **Not regulated by the State of Colorado or the U.S. Army Corps of Engineers**
- Proposed project would locate new detention pond in more appropriate location at low point on site

Kimley»Horn

Kimley-Horn and AEGIS Introduction



Ayberk Kocatepe, Ph.D., PTP

- City of Marina, General Plan
- City of Pacific Grove, Housing Element
- City of Monterey, Housing Element
- City of Moreno Valley, General Plan
- City of Hollister, SS4A Program



Asher Cipinko

- San Benito County, Housing Element
- City of Calimesa, Safety Element
- City of Cypress, Safety Element
- SeaCove, Residential Development
- City of Savannah (GA), Multimodal Transportation Study

AEGIS

ADAPTIVE EVACUATION & GEOGRAPHIC INTELLIGENCE SYSTEM

- **Gold-standard, objective methodology** for rigorous evacuation-safety review
- Simulates **every vehicle** as an independent decision maker
- **Highly granular** local roads, real-world travel data, second-by-second simulation
- **Integrates** background traffic, dynamic closures, congested travel times, and adaptive rerouting
- Built to meet legislative requirements and analysis expectations **nationwide**

Evacuation Modeling Process

EVERY HOUSEHOLD. EVERY VEHICLE. EVERY SECOND.

Hundreds of simulations. Second-by-second traffic dynamics.

1 INPUTS

- **Socio-Economic Data**
  Existing households + employment + approved projects
- **Roadway Network**
  Local roads and existing bottlenecks
- **Background Traffic**
  Existing traffic that conflicts with an evacuation
- **Historical Information**
  Past fire conditions and roadway closures
- **Evacuee Behavior**
  Response time and notification time

2 SIMULATE

AEGIS
ADAPTIVE EVACUATION & GEOGRAPHIC INTELLIGENCE SYSTEM

Every vehicle modeled independently
Dynamic closures, congested travel times, and adaptive rerouting

3 OUTPUTS

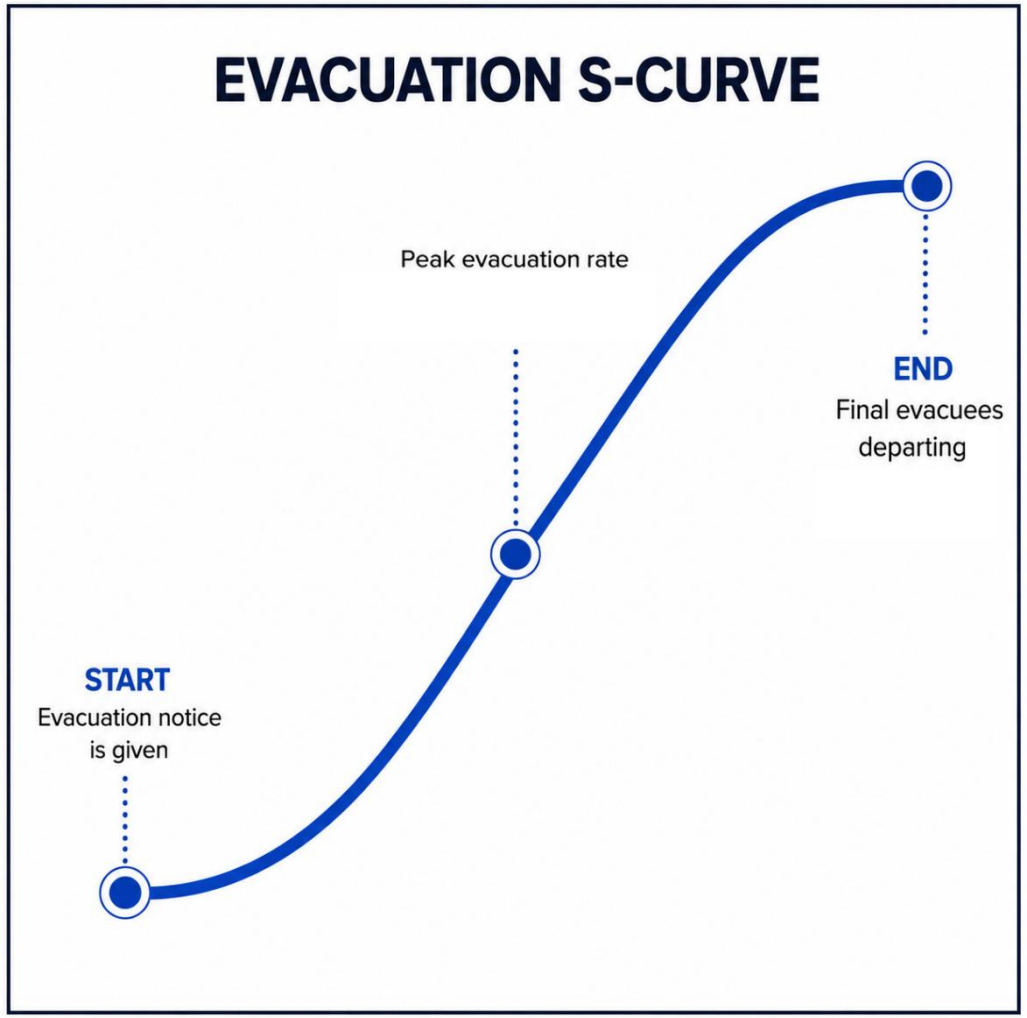
- **City-Wide Time to Evacuate**
  Measured to the second
- **Average Time to Evacuate**
  Reported by neighborhood
- **Vehicle Delay, Queues, and Bottlenecks**

Organized inputs feed AEGIS to produce neighborhood-level and citywide evacuation measures.

Assumptions and Scenario Development

Based on the Marshall Fire Operational After-Action Report (Boulder Office of Disaster Management):

- Evacuee departures occur over a **1-hour period**, beginning slowly, peaking midway, then tapering off
- Simulated for 3 scenarios with varying roadway and time of day conditions
- Includes **approved/under construction projects** in the Town of Superior

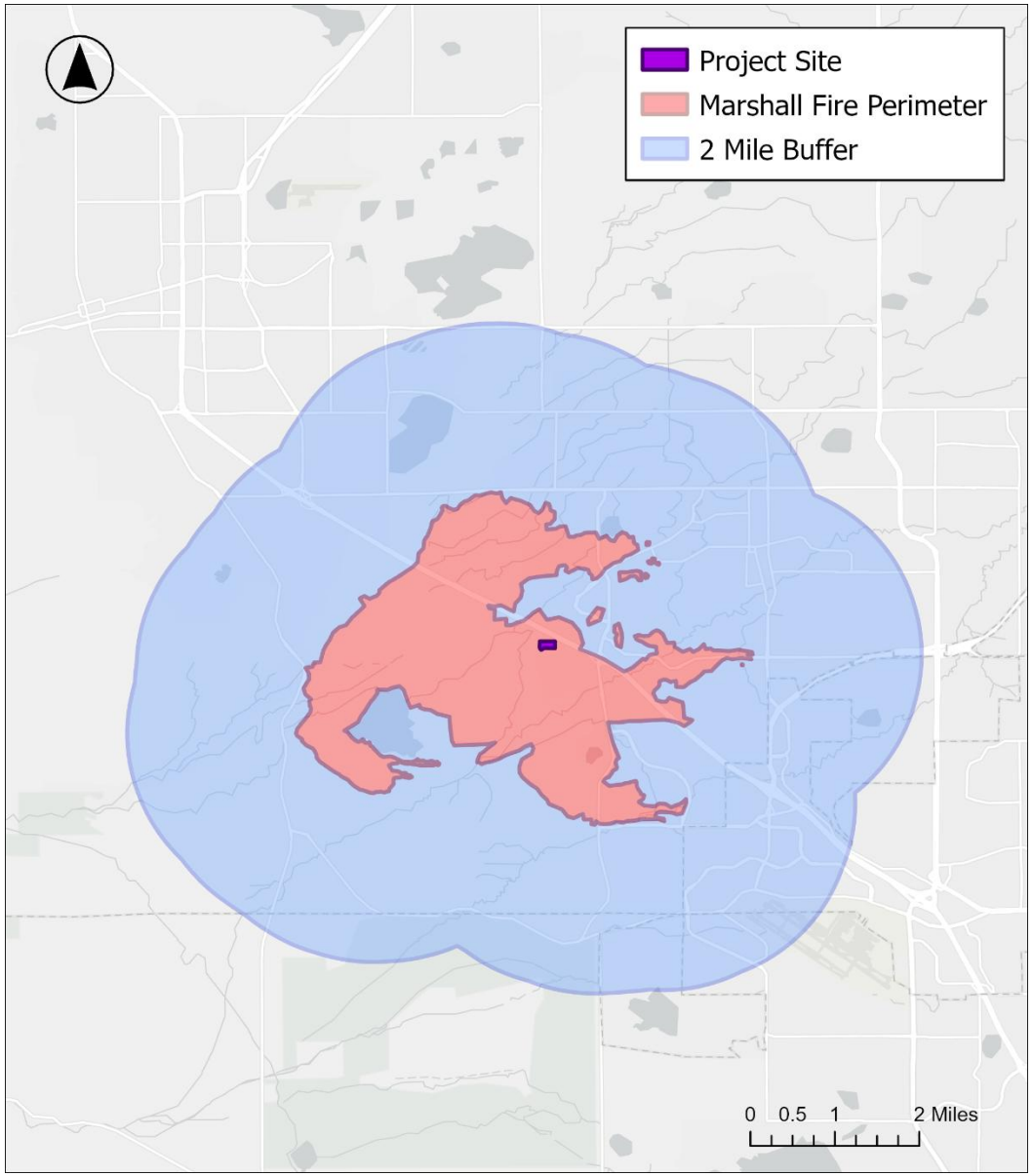


Assumptions and Scenario Development

Analysis includes Boulder County All-Hazard Polygon zones within the **Marshall Fire burn perimeter**

Evacuation clearance means leaving a **2-mile buffer of the Marshall Fire burn perimeter**

Scenarios intentionally represents a **conservative stress test** and does not replicate exact Marshall Fire operations



Assumptions and Scenario Development

Scenarios			
Assumptions	**Scenario 1 – Full Network Stress Test**	**Scenario 2 – SR-36 Closure**	**Scenario 3 – Nighttime Evacuation**
Time of Day	11:30 AM (Morning)	11:30 AM (Morning)	10:30 PM (Nighttime)
Impacted Area	Boulder County All-Hazard Polygons within Marshall Fire Perimeter		
Departure Period	1 Hour		
Vehicle Count	100% Household and Retail Occupancy	100% Household and Retail Occupancy	80% Household and 5% Retail Occupancy
Road Conditions	No Closures	WB Closure on US-36	No Closures

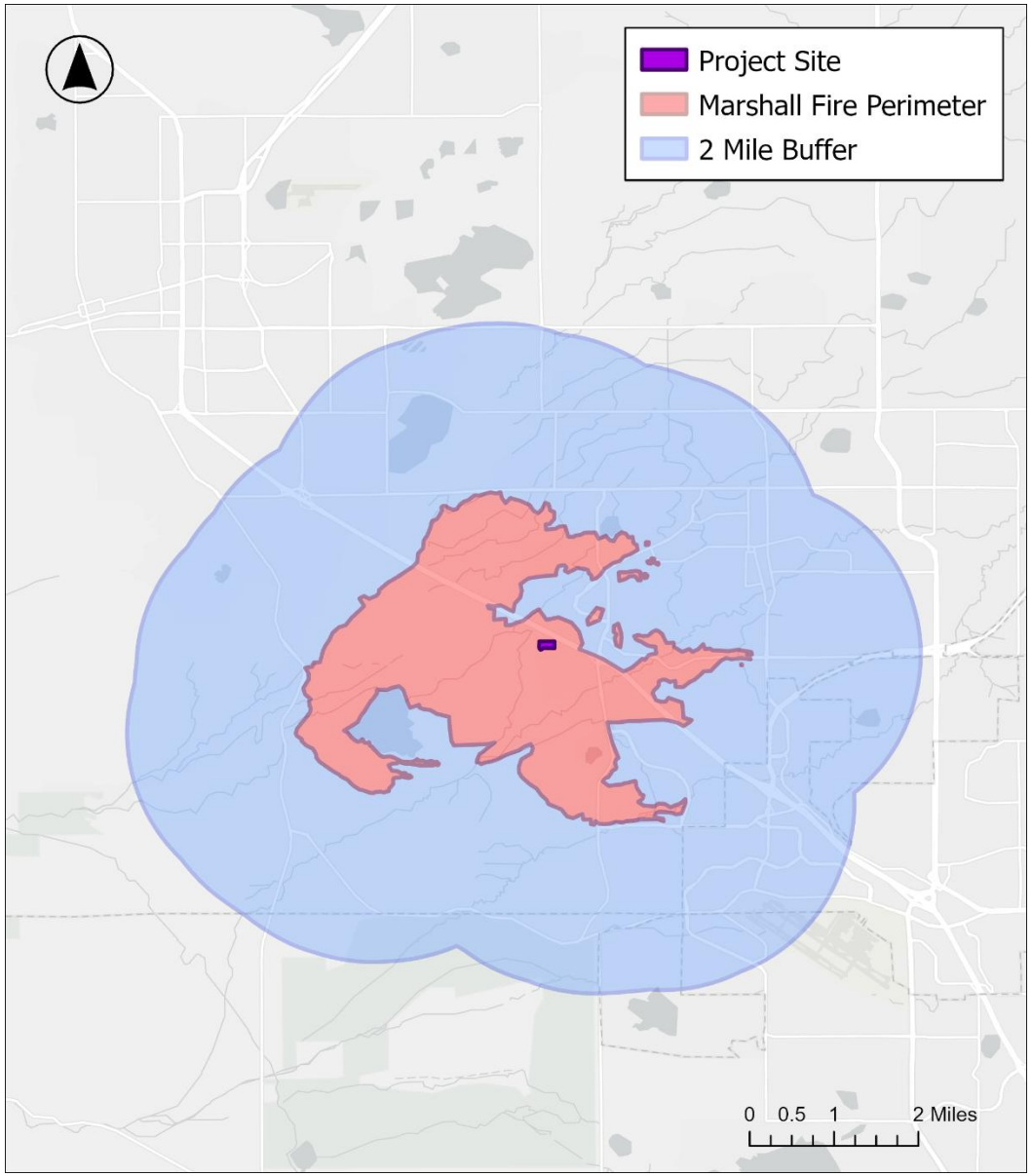
Evacuation Vehicle Count			
Source	**Scenario 1**	**Scenario 2**	**Scenario 3**
Households	19,052		15,242
76th St Retail Plaza	1,650		83
Project	477		382
Total Existing	**20,702**		**15,325**
Total Plus Project	**21,179**		**15,707**

Note: Scenarios 1 and 2 assume 100% household and retail occupancy, a **beyond-worst-case demand stress test**. All Scenarios include approved/under construction projects in the Town of Superior.

City-Wide Evacuation Time

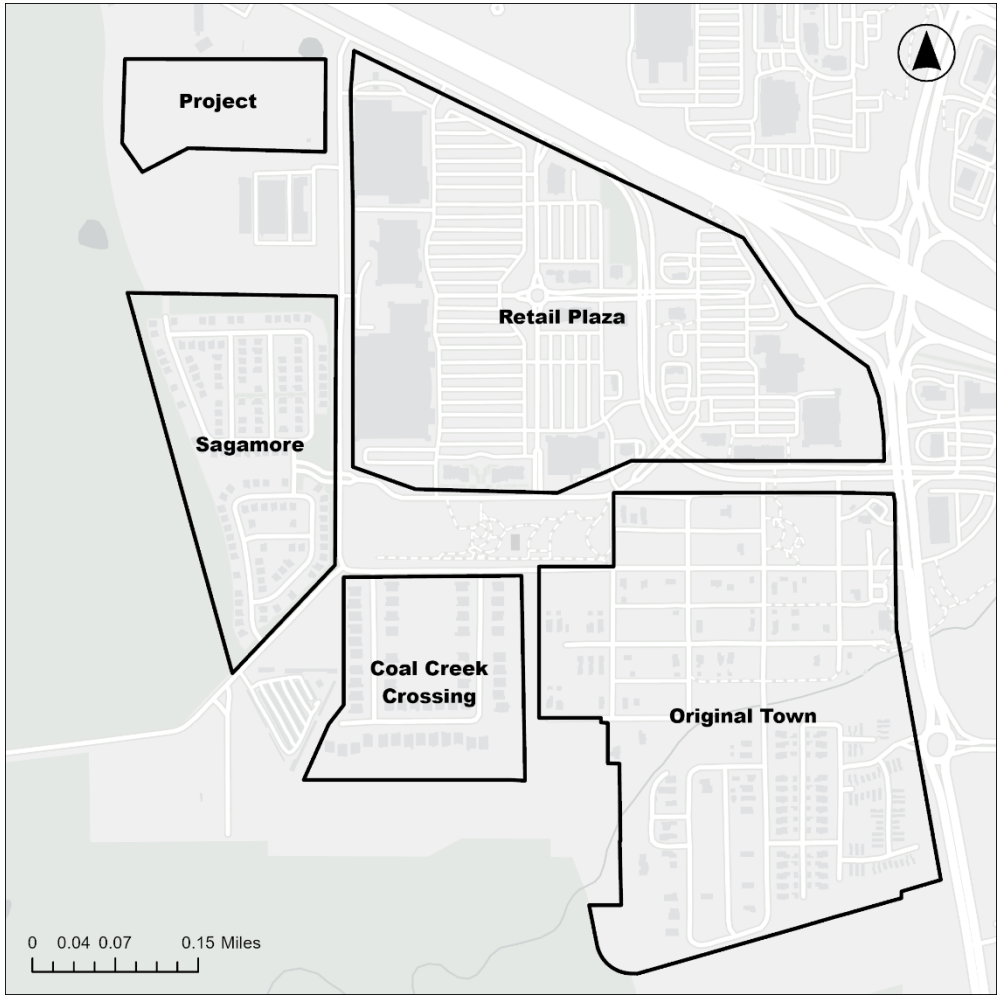
Note: Clearance is defined as exiting the Marshall Fire 2-mile buffer perimeter. The buffer perimeter does not directly correlate to a safe distance, and evacuees may escape immediate safety impacts prior to “clearing” the 2-mile buffer perimeter.

System-wide Clearance Time			
Evacuation Time	***Scenario 1***	***Scenario 2***	***Scenario 3***
Existing/Approved	1 Hr, 43 Min, 12 Sec	2 Hrs, 17 Mins, 58 Sec	1 Hr, 24 Min, 50 Sec
Plus Project	+1 Min 21 Sec	+3 Min 15 Sec	+29 Seconds



Average time to Exit per vehicle

Neighborhoods in Immediate Project Vicinity



Note: Clearance is defined as exiting the Marshall Fire 2-mile buffer perimeter. The 2-mile buffer perimeter does not directly correlate to a safe distance, and evacuees may escape immediate safety impacts prior to "clearing" the 2-mile buffer perimeter.

Average Time to Exit per Vehicle (Immediate Project Vicinity)			
Site	***Scenario 1***	***Scenario 2***	***Scenario 3***
Existing/Approved	55 Min 44 Sec	1 Hr 5 Min 28 Sec	42 Min 48 Sec
Plus Project	+3 Min 1 Sec	+4 Min 12 Sec	+34 Sec

Dashboard and Detailed Results

Please scan the QR code below to access the full dashboard and analysis, examining roadway volume, delay, and time to evacuate for each scenario.

Wildfire Resiliency, WUI Code Compliance

Category	Requirement	CWRC Code Reference	Notes
Roofing	Class A roof covering or assembly required	CWRC §403.2, §404.2	Building design will comply.
Roof Ember Protection	Roof assembly gaps/profile spaces must resist ember intrusion	CWRC §403.2.1	Building design will comply.
Gutters & Downspouts	Noncombustible materials required	CWRC §403.3	Building design will comply.
Ventilation Openings	Ember-resistant attic, soffit, crawlspace, and underfloor vents required	CWRC §403.4, §404.4	Building design will comply.
Exterior Walls	Must use ignition-resistant, noncombustible, heavy timber, or 1-hour-rated assemblies	CWRC §404.3	Building design will comply.
Exterior Wall Coverings	Exterior cladding must comply with approved ignition-resistant/noncombustible standards	CWRC §402.3, §404.3.1	Building design will comply.
Eaves & Soffits	Eaves/soffits must be enclosed or protected	CWRC §404.5	Building design will comply.
Underfloor Areas	Underfloor spaces must be enclosed/protected	CWRC §404.6	Building design will comply.
Decks & Balconies	Decks, balconies, and projections must use ignition-resistant/noncombustible/heavy timber materials	CWRC §404.7	Building design will comply.
Windows / Glazing	Exterior glazing must be tempered, multilayered, glass block, or fire-rated	CWRC §404.8	Building design will comply.
Exterior Doors	Exterior doors must be noncombustible, fire-rated, or solid-core wood	CWRC §404.9	Building design will comply.
Garage Doors	Maximum 1/8" perimeter gap allowed	CWRC §404.10	Building design will comply.
Accessory Structures	Detached structures must comply with hardening requirements	CWRC §404.11	Building design will comply.
Structure Ignition Zone 1 (0–5 ft)	Noncombustible immediate zone required	CWRC §502.1 / §503.1	Landscape design complies.
Zone 1 Trees	No new trees within immediate zone	CWRC §503.1.3	Landscape design complies.
Structure Ignition Zone 2 (5–30 ft)	Fuel reduction and vegetation spacing required	CWRC §503.2	Landscape design complies.
Structure Ignition Zone 3 (30–100 ft)	Vegetation thinning and canopy separation required	CWRC §503.3	Landscape design complies.
Fencing	Fencing within 8 ft of structures must be noncombustible or ignition-resistant	CWRC §502.6	Landscape design complies.
Retaining Walls	Retaining walls near structures must be noncombustible or ignition-resistant	CWRC §502.5	Landscape design complies.
Address Markers	Buildings require visible permanent addressing	CWRC §502.4	Building design will comply.
Road Signage	Fire access roads and driveways must be marked	CWRC §502.2	Site design will comply.
Ongoing Maintenance	Buildings, vegetation, and defensible space must be maintained continuously	CWRC §101.8	Property operations to comply.

Wildfire Resiliency, Fire Resiliency

Agency / Department	Representatives	Topics Discussed	Project Response / Adjustment
-Town of Superior – Disaster Preparedness and Recovery **-Boulder County – Office of Emergency Management** **-Boulder County – Sheriff** **-Mountain View Fire Rescue**	-Allison James, Manager -Mike Chard, Office Director -David Salaman, Sergeant -Michelle Kelly, Fire Marshal	Emergency access, fire apparatus compliance, Marshall Fire After Action Report, Evacuation Impact Study	We have met with this group of agencies together a few times over the past 6 months. In initial discussions, the focus was discussing site specifics such as emergency access and fire apparatus compliance. The recent discussions have focused on the Marshall Fire After Action Report and confirming assumptions for utilization in the Evacuation Impact Study.
Colorado State Forest Service	-Janae Malpas, Wildfire Mitigation Program Specialist & CO State FireWise Liaison	FireWise & home hardening resources	We met with Janae in April 2026. We found her information listed on the FireWise website as the CO State Liaison. Janae noted that FireWise requirements apply to existing and single family home communities in lieu of new proposed multi-family development. We plan to continue conversations with FireWise to see if a criteria for multi-family becomes available in the future. Janae connected us with Meg with Wildfire Partners.
Wildfire Partners	-Meg Halford, Forest & Grasslands Management	Mitigation, home hardening, landscaping standards	We met with Meg in April 2026. Wildifre Partners is a non-profit that educates, motivates, and supports Boulder County residents in preparing for future wildfires. Meg provided feedback on our site plan and landscaping standards, including species and adjacency to building. Meg introduced us to Stefan and Joe.
Boulder County – Parks and Open Space	Stefan Reinold, Direction – Land Stewardship Joe Swanson – Sr. Weed Specialist	Open Space grazing, vegetation management	We met with Stefan and Joe in April 2026. The focus of this discussion was on wildfire mitigation in the adjacent Boulder County Open Space and ways to partner/collaborate with them to improve wildfire resiliency. We discussed the mowing and grazing mitigation activities and the related agricultural leases. There was discussion that grazing mitigation is most impactful. The County is working on implementing geofencing technology to focus grazing activities in sensitive WUI areas. There was discussion regarding the County's informal mowing activities of the area between the western Sagamore homes and Open Space. Lastly, there was an informal commitment to partner/collaborate on similar mowing activities for the area adjacent to the proposed multi-family development.

Schedule, Next Steps

Schedule, Next Steps

- FDP Approval Hearings – 1H 2027
- Construction Start – 2H 2027
- First Unit Delivery – 2H 2028
- Last Unit Delivery – 2H 2029

Appendix

- **Land Use & Policy Alignment**
  1. Comp Plan 1
  2. Comp Plan 2
  3. Comp Plan 3
  4. Comp Plan 4
  5. Transportation Plan – 2025
  6. Housing Needs Assessment
  7. Housing Strategies – 2025
  8. Resolution No. R-10 – Boulder County
  9. Ordinance 0-18 – Town of Superior
- **Economic Impact Study**
  1. Affordability
  2. Retail & Transit Impacts
  3. Economic Impacts, One-Time
  4. Economic Impacts, Recurring
  5. Fiscal Impact Summary
- Concept Plan Presentation, Site Plan
- Sustainability
- Acoustical Report

Land Use & Policy Alignment

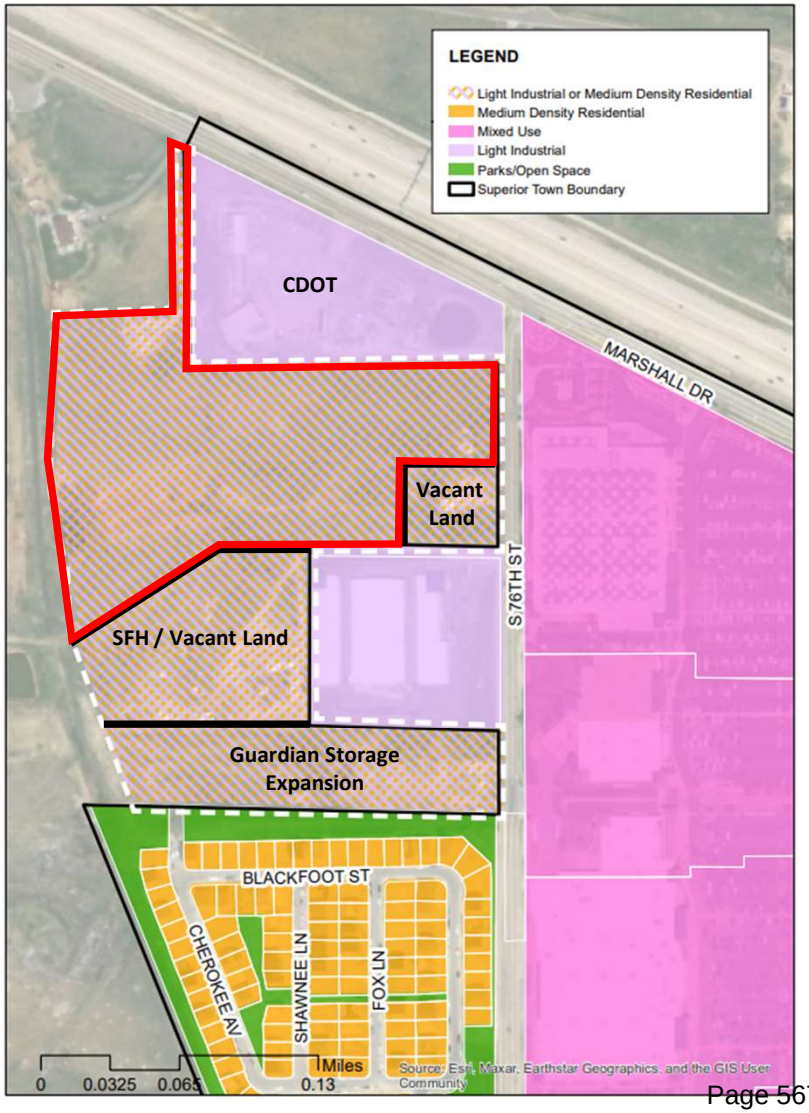
1) Draft Future Land Use proposed in the Town's Comprehensive Plan update (February 10, 2025) – "Medium/High Density (3-4 stories) Residential"

- Carmel Concept: 3-story residential project

OPPORTUNITY AREA

76th St. Annexation and Guardian Property

Area, # of parcels:	77.5 acres, 4 parcels
Existing Land Use	Vacant Lot, outside Town boundaries
2012 Future Land Use	Light Industrial
2024 Draft Future Land Use:	Light Industrial **or** Medium/High Density (3-4 stories) Residential
Site Factors:	• Access to transit • Perception of limited vehicular access • Rear of the Marketplace is lacking a sense of place • Outstanding view potential and access to open space • Potential for conflicts with existing uses



Land Use & Policy Alignment

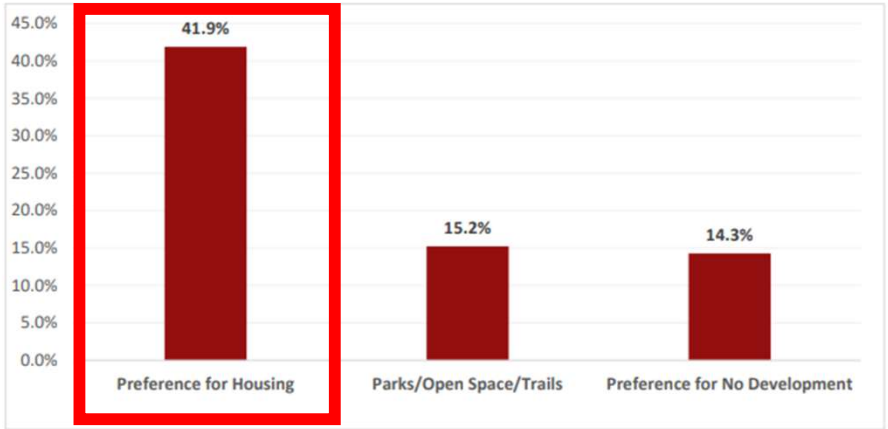
2) Initial Open House Feedback noting largest preference for housing for this opportunity area (August 11, 2025) – "41.9% Preference for Housing"

- Carmel Concept: Multi-family housing development with no commercial or mixed-use

OPEN HOUSE FEEDBACK *OPPORTUNITY AREAS*

Q11 76TH ST & GUARDIAN PROPERTY





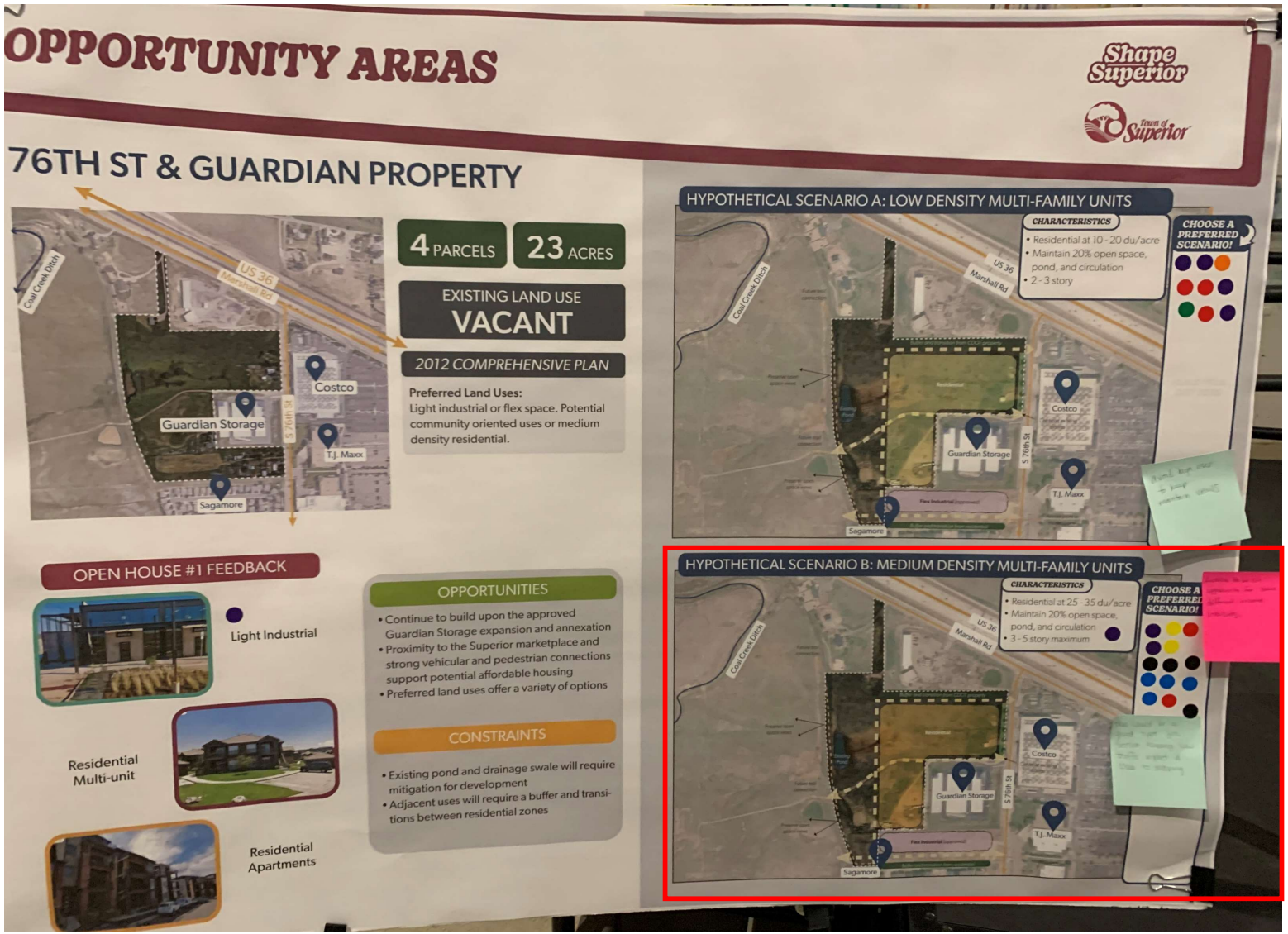
COMMENTS *(RESPONSES RECEIVED: 85)*

- "Could be a good site for housing as it is close to major roads and close to public transportation. "
- "Would there be a way to tell us how each option impacts us economically? I'd probably prefer homes but if the town economically needs industrial, I'd be fine with that too..."
- "Don't develop it. That is some of the most beautiful space and views."

Land Use & Policy Alignment

3) Recent Open House Feedback noting preference for housing for this opportunity area (October 23, 2025)

- Carmel Concept: Medium density multi-family housing development



Land Use & Policy Alignment

4) Adopted Comprehensive Plan (February 9th, 2026)

Built Form

Block Pattern



Grid/
Modified Grid

Recommended Density

- 6-25 du/acre
- Up to two-story light industrial

Recommended Parcel Size



Transit

- Pedestrian & bike connection to RTD Park-n-ride (1/2 mi)

Parking

- Surface
- Garage

Land Use

Primary
- Light Industrial
- Single unit attached to multi unit residential

Supporting
- Retail

Applicable Zone Districts
- I-L
- R-M

Medium Density Residential

Light Industrial



Community Space

Open Space
- Look to Open Space & Trails Master Plan

Trails
- Look to Open Space & Trails Master Plan
- Connection to US 36 Bikeway (across Marshall Rd)
- Connect to existing sidewalks south of Founders Park

Examples





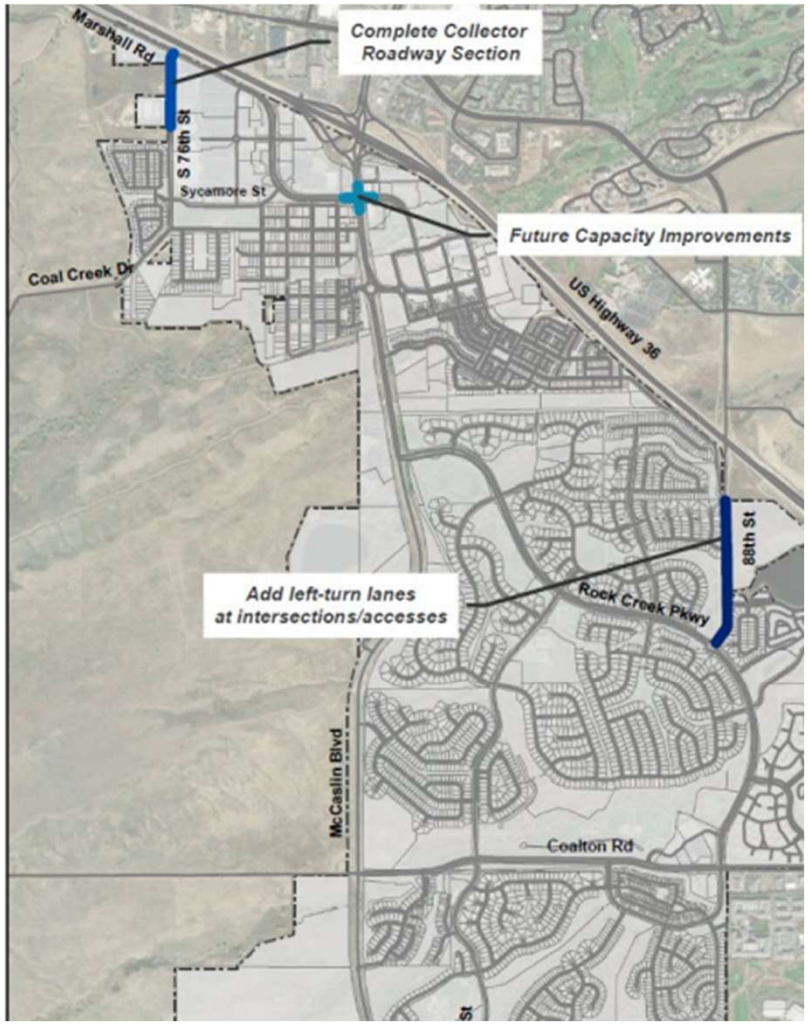
February 2026 57

Land Use & Policy Alignment

5) **Updated Transportation Plan (August 11, 2025) – Complete Collector Roadway Section along 76th Street frontage recommended**
   - Carmel Concept: Would complete this scope along the property's 76th Street frontage (curb, gutter, sidewalks)

FUTURE Intersection Performance

- Determined that existing and planned intersection traffic controls can service future demand, though the highest-density scenario for Marketplace/76th Street land use would put McCaslin Blvd./Marshall Rd. at capacity
- Recommend adding left-turn lane(s) on 88th Street north of Rock Creek Parkway based on long-range volumes (improvements included the space for this)



Land Use & Policy Alignment

6) **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 Concept: Would provide additional housing that is attainable and accessible to a wide range of potential residents

Land Use & Policy Alignment

7) **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 Concept: Would provide additional housing choice supply, variability, and affordability

Housing Strategies Overview

The findings of the Housing Needs Assessment and Public Outreach and Engagement, Sections 2 and 3 below, provide insights into Superior's housing issues and needs. The most pressing housing issues include the following:

Affordability: Reduce the cost of housing for households, especially for low-income and cost-burdened households.

Housing Supply: Increase the inventory and variety of housing to meet the diverse needs of Superior households.

Senior Housing: Increase the stock of housing options for aging adults.

Improve Access to Housing: Increase awareness of housing programs and services to residents and form partnerships to close the gap in housing resources.



Housing Strategies at a Glance

Objective 1: Increase Housing Choices for People

- Remove regulatory barriers to support the production of various housing types, such as missing mid housing, senior housing, multifamily housing, and mixed-use housing.
- Increase opportunities for Accessory Dwelling Unit (ADU) development.
- Promote the development of Missing Middle Housing.
- Promote housing choices for seniors

Objective 2: Support & Promote Local and Regional Affordable Housing Efforts

- Support existing and create new partnerships to address affordable housing needs.
- Create incentive programs to promote the creation of affordable housing.
- Explore opportunities to generate revenue for affordable housing development.

Objective 3: Remove Housing Barriers for Those Who Often Encounter Them

- Promote housing for people with intellectual and developmental disabilities (IDD).
- Improve access to housing resources.
- Support English Language Learners and BIPOC residents.

Missing Middle Housing - Refers to a range of housing styles between a single family home and high density development. See image below.

Land Use & Policy Alignment

8) **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**
9) **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 Concept: 15% (57 units) of the units would be reserved for residents at 80% AMI

KEY CONCLUSIONS

In addition to providing affordable housing for Superior, the development will also drive economic and fiscal benefits to the Town

Affordability

- The subject site will provide critical workforce, attainable, and affordable housing; around 18% of renter households in Superior earn between 80-120% AMI.
- The average home price from April 2025 to April 2026 was $1,035,000*. The entry-level price point—defined as the 25th percentile by RCLCO—was $750,000*, which is only affordable to households earning more than 140% AMI. Rental product at the site will be significantly more affordable per month when compared to these for-sale price points, providing critical attainable housing needed to sustain the local workforce.

Retail & Transit Impacts

- The subject site is expected to generate a 3.5% increase in Superior's sales tax base, and an estimated 33% increase in the number of transit commuters in Superior.

Economic Impacts

- The development will result in 7 jobs on-site at stabilization.
- The development will support an additional 121 jobs off-site at other businesses within Superior at stabilization.
- Additionally, the development will lead nearly $28,100,000 annually in economic spending off-site.
- The development will produce over $156,700,000 in spending due to construction alone.
- The development will create 496 jobs from construction over a two-year period.

Fiscal Impacts

- The development is projected to generate $3.5M in total tax revenue to the Town of Superior General Fund during construction, including licenses & fees, property taxes, and sales generated from construction employees.

**Historical sales data In Superior, CO from April 2025 to April 2026 per Redfin. Monthly ownership cost assumes: 30-year fixed-rate mortgage at 6.125% to 6.500% APR; $149/mo HOA; $701/mo home insurance; a property tax rate of 0.54%; home maintenance of $100/mo; and PMI of 1.0% below 20% down.*

**Monthly costs are in 2026 dollars. Market rent does not include applicable concessions.*

Source: HUD; PUMS; CHFA; Redfin; Client; RCLCO

RETAIL & TRANSIT IMPACTS

At stabilization, the subject site is expected to generate a 3.5% increase in Superior's sales tax base and an estimated 33% increase in the number of transit commuters in Superior

- The site is planned to deliver 336 units, totaling an estimated 319 households at 95% stabilization, with a resident earning roughly $86,000 on average and a share of attainable units at 80% AMI. Based on typical household spending of 30% on retail and about half that in the local Superior market, these on-site households are expected to generate an additional $234k in retail taxes annually, amounting to an estimated 3.5% increased in the local retail sales tax base of $6,443,000.
- Given that the site is located in close proximity to the US 36/McCaslin RTD bus stop, RCLCO expects about a 5-6% transit commuter rate, similar to Boulder County's rate for renter households overall. This translates to about 25 additional daily commuters, a large increase from the estimated 65 commuters in Superior today. Further, this is expected to increase ridership on the bus lines that serve the US 36/McCaslin Station about 24%.

Annual Retail Impacts
Subject Site



HOUSEHOLDS
319 households



RETAIL SPENDING



RETAIL TAX REVENUE
+3.5% sales tax base

Annual Transit Impacts[1]
Subject Site



HOUSEHOLDS
319 households



CURRENT BOULDER COUNTY TRANSIT USAGE
5%–6% commute share

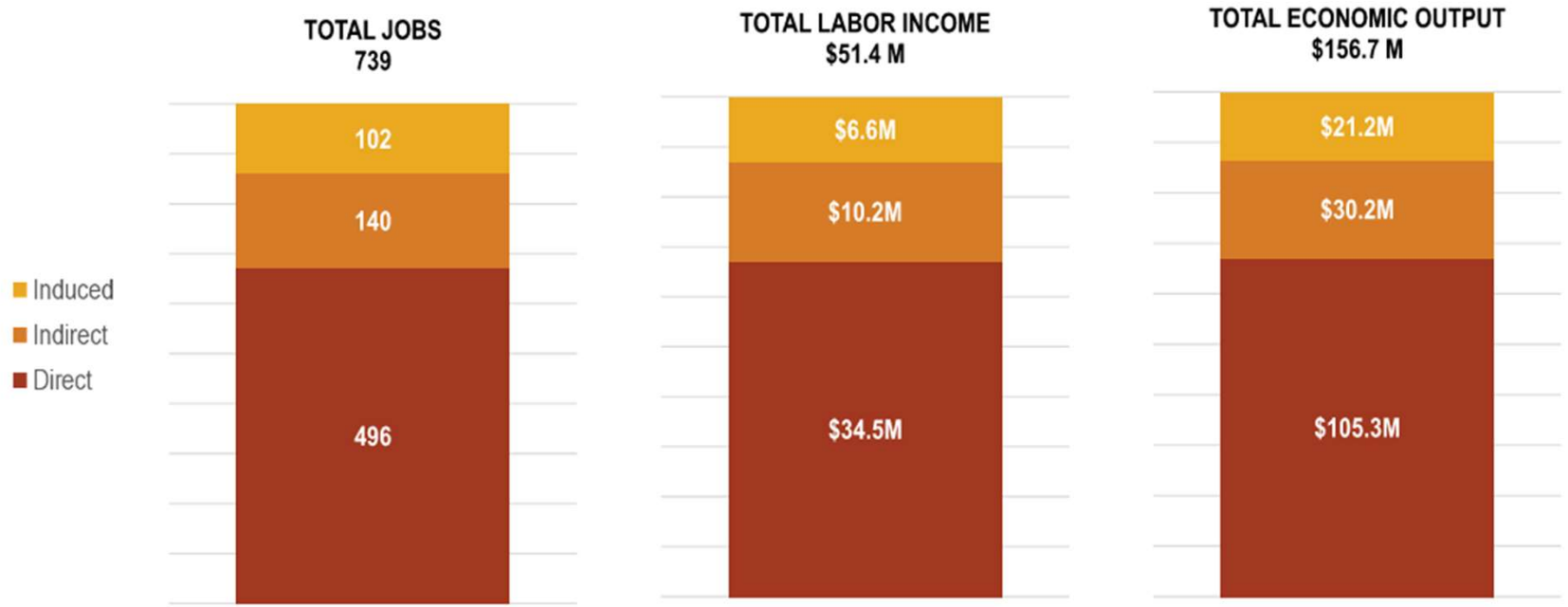
Subject Site Transit Impacts[2]	
Increase in transit use relative to current Superior transit user base	33.5%
Increase in AB, FF and 228 boardings - US 36/McCaslin Station	23.6%

[1]RCLCO estimates 319 on-site households using a stabilized 95% occupancy rate.
[2]Ridership data from RTD in 2025
[3]Retail tax rate of 3.78%
Source: Client; RTD; ESRI; Placer.AI; Town of Superior; US Census; RCLCO

Economic Impact Study

ONE-TIME IMPACTS FROM CONSTRUCTION
BOULDER COUNTY

One-time impacts from construction yield significant multiplier effects throughout Boulder County. Construction supports an additional 242 indirect and induced job-years and a total economic output of $156.7 million (in 2026$)



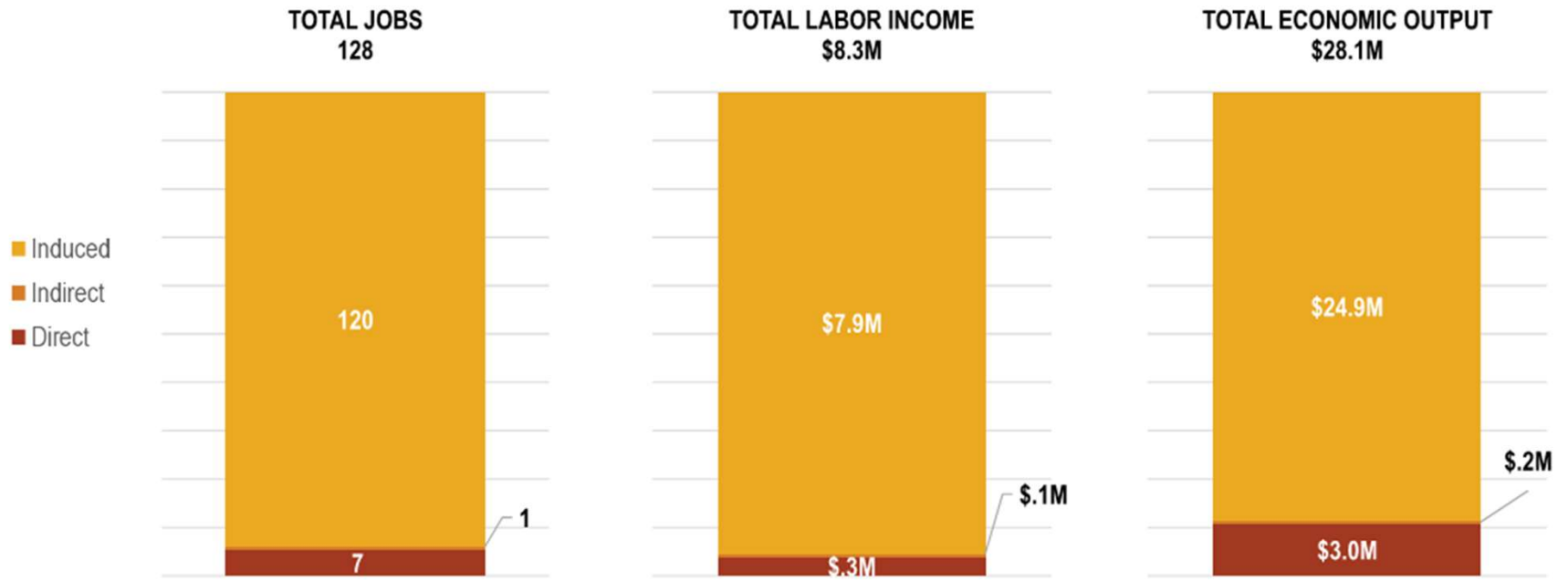
	EMPLOYMENT	LABOR INCOME	ECONOMIC OUTPUT
Direct	496	$34,535,229	$105,268,510*
Indirect	140	$10,235,982	$30,242,747
Induced	102	$6,645,581	$21,168,637
Total Effect	**739**	**$51,416,792**	**$156,679,894**
Multiplier	**1.49**	**1.49**	**1.49**

Note: Economic impact values expressed in constant 2026 dollars (no inflation). Employment expressed as total full-time and part-time jobs. Construction employment is expressed in job-years, i.e., one employee who works for three years would be three job-years.
**Represents total development costs, excluding land.*
Source: Client; IMPLAN; RCLCO

RECURRING IMPACTS FROM OPERATIONS

BOULDER COUNTY

At completion, the new apartment development is projected to support 7 direct employees and an additional 121 indirect and induced employees throughout Boulder County per year; the stabilized development is expected to support $8.3 million of labor income per year and total economic output of $28.1 million per year (in 2026$)



	EMPLOYMENT	LABOR INCOME	ECONOMIC OUTPUT
Direct	7	$329,961	$3,015,838
Indirect	1	$61,692	$177,280
Induced	120	$7,944,625	$24,859,175
Total Effect	**128**	**$8,336,278**	**$28,052,292**
Multiplier	**18.27**	**25.26**	**9.30**

Note: Economic impact values expressed in constant 2026 dollars (no inflation). Employment expressed as total full-time and part-time jobs.
Source: Client; IMPLAN; RCLCO

FISCAL IMPACT SUMMARY

During construction, the subject site is projected to generate a net fiscal impact of $3.5M over two years

Construction Fiscal Impact (2026$)
Town of Superior, CO

TOTAL REVENUES	CONSTRUCTION / ONE-TIME IMPACTS (TWO YEARS)
Property Tax	$165,867
Sales & Use Tax	$80,696
Licenses & Permits	$2,861,058
Misc. Revenue	$0
TOTAL REVENUES	**$3,107,620**
TOTAL EXPENDITURES	
Expenses	$0
TOTAL EXPENDITURES	**$0**
NET FISCAL IMPACT	
NET FISCAL IMPACT	**$3,107,620**

Values in 2026 dollars.
Source: Client; RCLCO

Concept Plan Presentation, Site Plan

CARMEL - APARTMENTS - SURFACE PARKED

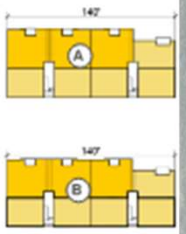
SITE AREA	12.76 AC		PARKING SP PROVIDED		564 SP
DWELLING UNITS	376 DU		PARKING RATIO		1.50 SP / DU
DENSITY	29 DU/AC		OPEN SPACE (GROSS)*	37.6%	209,180 SF
AFFORDABLE UNITS	15% (57 UNITS)				
CONSTRUCTION TYPE	V-A				
AMENITY - SINGLE STORY				8,000	

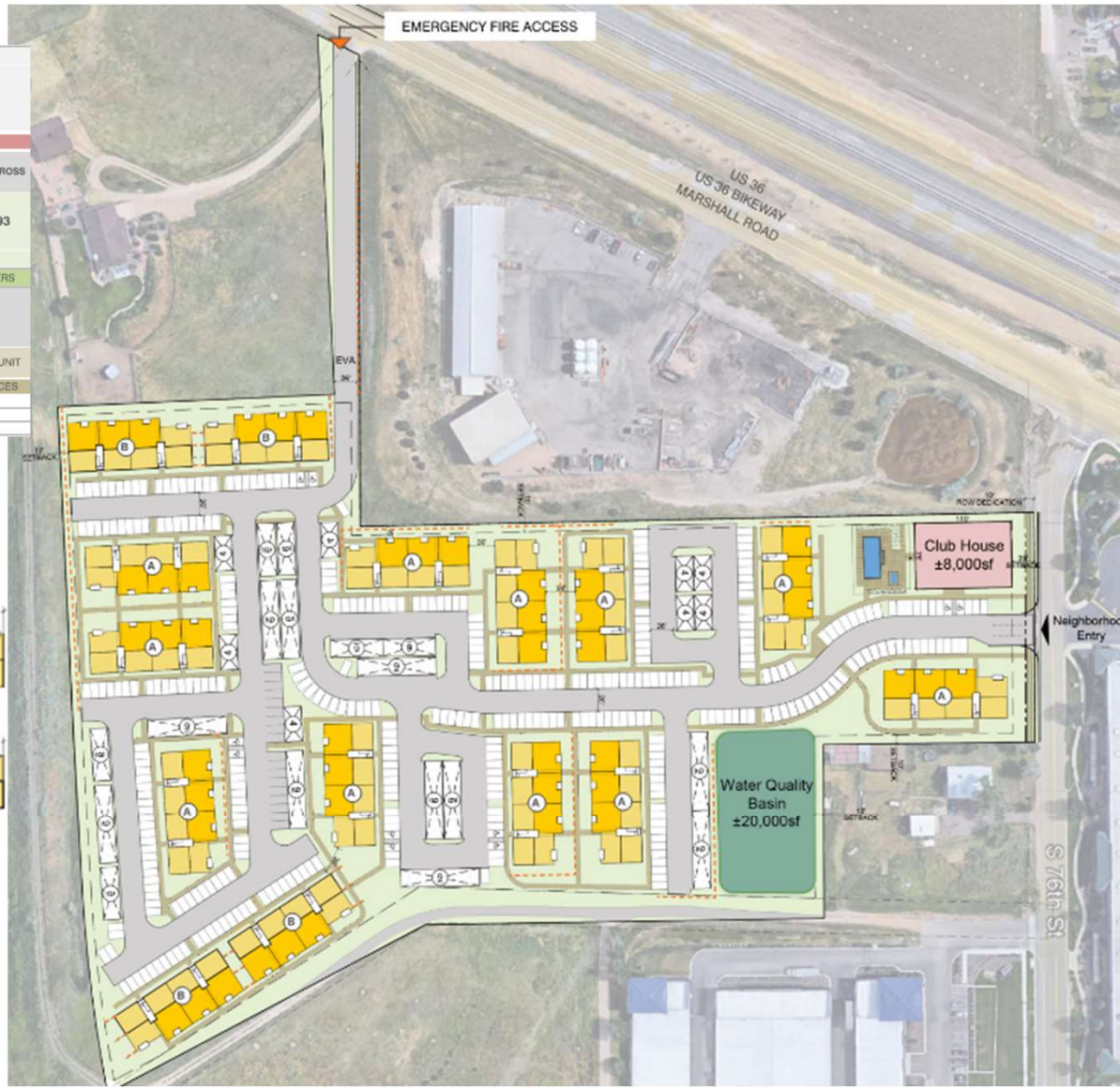
UNIT TYPE	BED #	UNIT SF	BALCONY SF	# UNITS	MIX	BALCONY %	AREA (SF)	AVG UNIT SF	NET/GROSS
UNIT A.1	1	742	VARIES	241	64.1%	TBD	178,822	858	0.93
UNIT B.1	2	1,065	50	135	35.9%		143,775		
TOTAL NET				376	100%		322,597		
TOTAL GROSS (NOT INCLUDING BALCONIES OR GARAGES)							346,540		
TOTAL OPEN SPACE							209,180	4.80	ACERS

APARTMENT PARKING SUMMARY	REQ SP/BED				TOTAL REQ	TOTAL PROVIDED NOT INCLUDING TANDEM			TOTAL PROVIDED INCLUDING TANDEM	
1-3 BED	1.5				564.0	1.47		PER UNIT	1.50	PER UNIT
TOTAL			GARAGE SF		564.0	551		SPACES	564	SPACES
GARAGE - STANDARD			33400			167				
SURFACE - TANDEM						13				
SURFACE - STANDARD						384				

SITE PLAN LEGEND

- (A) BUILDING A - LAYOUT A - 3 STORY (H: 40'-8")
- (B) BUILDING B - LAYOUT A + SPLIT 3/4 STORY (H: 51'-4")
- (4) 8 DETACHED GARAGES
- (6) 6 DETACHED GARAGES
- (9) 11 DETACHED GARAGES
- PROPOSED RETAINING WALLS





Sustainability

- Fully electric building design
- Only natural gas that would be utilized would be for pool equipment and clubhouse grills/fire pits
- Meet Superior Energy Code and Green Building program requirements
- Commitments to be further detailed in future FDP review/approval


1. STC 30 recommended baseline for all windows
2. STC 34 recommended for these faces