



Town Council
Liquor Licensing Authority
Meeting Agenda
Monday, June 22, 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 or [via 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 Advisory Committee for Environmental Sustainability (ACES) (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. Consent Agenda
 - a. Approval of Council Meeting Minutes
 - b. Acceptance of Committee Meeting Notes
 - c. Consideration of Resolution of the Town Council of the Town of Superior Making Appointment of a Municipal Judge and Associate Municipal Judge
 - d. A Resolution of the Town Council of the Town of Superior Adopting Findings of Fact Related to the Denial of the Application for Approval of a Planned Development Plan Amendment for Superior Marketplace and Ratifying the Denial
 - e. A Resolution of the Town Council of the Town of Superior Removing Michael Gordon from the Planning Commission
4. Public Hearing
 - a. Public Hearing Regarding a New Entertainment Facilities License for LIV NailSpa LLC, 404 Marshall Road

- b. 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)

5. Regular Agenda

- a. A Resolution of the Town Council of the Town of Superior Adopting a Drought Mitigation Plan

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.



Town Council

Meeting Minutes

June 8, 2026

Town Hall Council Chambers

124 E. Coal Creek Drive

6:00 PM

Dinner with Superior Chamber of Commerce (6 P.M.)

Preliminary Matters (7:00 p.m.)

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

a. Pledge of Allegiance

b. Roll Call

Present:

Mayor Mark Lacis

Council Member Heather Cracraft

Council Member Mike Foster

Council Member Jenn Kaaoush

Council Member Stephanie Miller

Council Member Neal Shah

Absent:

Mayor Pro-tem Jason Serbu

Others Present:

Assistant Town Manager Martin Toth

Town Attorney Elizabeth Lebuhn

Town Clerk Shannon Dujardin

c. Approval of Agenda

Motion: Council Member Cracraft moved to approve the agenda as is, seconded by Council Member Shah.

Vote: PASSED. 6 - 0, Absent - 1 (Serbu)

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:
Sasha Stiles
Dalton Vallet

Presentations

- a. Annual Audit Presentation
Presentation given by Jeff Stone, Finance Director, and Paul Niedermuller from CliftonLarsonAllen (CLA)

Consent Agenda

Motion: Council Member Cracraft moved to approve the consent agenda, seconded by Council Member Foster.

Vote: PASSED 6–0, Absent - 1 (Serbu)

- a. Approval of Council Meeting Minutes
- b. Acceptance of Committee Meeting Notes
- c. Proclamation - June Pride Month
June Pride Month Proclamation read by Council Member Kaaoush
- 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

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

The presentation was given by Renae Stavros, Planning and Building Director, as well as representatives from Brixmor and G3 Architecture.

Public comment given by:

Mark Syers

Dianna Leiker

Anne Shanahan

Motion: Council Member Shah moved to deny the approval of a Sixth Amendment to the Planned Development Plan for Superior Marketplace, Case No. PDA-2026-01, seconded by Council Member Cracraft.

Vote: PASSED. 5 - 1 (Lacis), Absent - 1 (Serbu)

- 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

The presentation was given by Renae Stavros, Planning and Building Director.

Public comment:

Mark Syers

Motion: Mayor Lacis moved to approve a resolution making a finding of fact regarding the proposed annexation to the Town of the real property known as 76th Street, seconded by Council Member Shah.

Vote: PASSED. 6 - 0, Absent - 1 (Serbu)

- 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)

Presentation given by Geoffrey Weathers, Planner II, and Representatives from Carmel Partners

Motion: Council Member Foster moved to extend the meeting by one hour, seconded by Council Member Shah.

Vote: 6 -0 , Absent - 1 (Serbu)

Public Comment given by:

Sasha Stiles

Chris Houghton

Williams Simmons

Diana Leiker

Cassie Vaneceke

Jay Slater

Donelle Slater

David Harper

Deb Yeates

Ron Ermann

Elliot Fladen

Ahagata Dominguez

Dereck Orr

Kim Orr

Robert Ludke

Leslie Levinson

Jean Gass

Robert Camacho Barranco

Brixmore Representative

Kevin Cohen via Zoom

Alexander Stickelberger via Zoom

Motion: Mayor Lacis moved to continue the public hearing to June 22, 2026, at 6 p.m., seconded by Council Member Foster.

Vote: . 6-1 , Absent - 1 (Serbu)

Adjournment

Adjourn 11:43 p.m.

Mark Lacis, Mayor

Shannon Dujardin, Town Clerk



Meeting Notes
Cultural Arts & Public Spaces Committee (CAPS)
May 28, 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 6:00 p.m.
2. Preliminary Matters
 - a. Roll Call
Present: Andrew Vaughan, Liza McKenzie (via Zoom), Chris Nunes, Ardyce Lebewitz, Claire Dixon, Xochi Luna
Staff Present: Jennifer “JG” Garner, Arts and History Supervisor
Council Member Present: Neal Shah
Not Present: Stephanie Coffin, Sherry Smith
 - b. Approval of Agenda
Ardyce motioned to approve and Chris seconded. Motion unanimously approved.
 - c. Public Comment (limit 5 minutes/person)
Chris questioned what the CAPS committee is doing in relation to the Sundance Festival.
 - d. New members welcome
Welcome Claire and Xochi; introductions were made by all CAPS members.
3. Staff Updates
 - a. AJ Davis mural repair
The Artist was contacted and is confident that it can be fixed. He will be available in July to make repairs due to working out of state for all of June.
 - b. Coyote-Hawk has been removed from original site on Indiana. The sculpture is currently being stored in the yard at Town Hall, until the new area downtown is ready for it to be reinstalled.
 - c. Mural festival admin. The Artist Call closes on Sunday 5/31. The proposed schedule includes; an Orientation Meeting for jurors is Tuesday June 9th, CAPS jurors are Chris, Stephanie, and Liza. The review and voting will be open on June 23rd. Street Wise is finalizing artists to work with the teachers from SES and Eldorado on the School Mural Project. The schools will be creating art clubs to work on the mural which will begin as soon as school starts. JG is working on bidding for the documentation of the Mural Festival. CAPS is looking for 5 hours of coverage leading up to the event plus an additional 3 hours of event coverage. This will include both photography and video. and will increase the total cost. Discussion will continue after the last bid is received. Cost of photography and videography are not currently included in the Mural Festival Budget.
 - d. Hyatt mural design update
Hyatt is moving forward with its murals. They have received CAPS feedback.

- e. Advisory Group Guidebook presentation at June meeting.
 - f. Continued discussion about possible revision to CAPS Resolution at June meeting. Reminder that the CAPS dinner meeting with Council is Monday, July 13th.
 - g. August through November meetings will be held at Town Hall due to construction at the Community Center.
 - h. QR sign installation and site visit with Public Works
JG shared the location list that Andrew worked on in the past. Location of signage was discussed for Triptych because of the difficulty of where to locate it. Suggestions include one north & one south of the sculpture in the crosswalk islands. These rock beds are ideal because of available space. Another suggestion was for near the Downtown sign. Andrew asked for someone new to work with JG on the project; Claire volunteered. For Silencio, JG shared a mockup of a bench with signage to make it more noticeable and purposeful. Possibly put a bench and sign on each side of the road.
 - i. Event planning for Civic space in 2027 and any CAPS use
JG needs to let Mikaela know what CAPS events may occur in 2027 at the Civic Space so she can add them to her work plan.
 - j. Confirmation of event booths: CAPS will plan to have a booth at one of the later Summer Markets.
 - k. JG is considering a partnership with Events to host a possible arts festival in 2027 to alternate years with mural festival. Consideration was discussed to have an art festival and mural festival separately and biannually. Planning for art festival would be similar to the mural festival. Mikaela included the art festival topic in her plans for 2027 to be discussed at the upcoming Council work session on June 1. Discussion of cross-marketing with Louisville as they are planning for their alternate mural and art festivals the opposite years of Superior. The concepts need to be discussed further with the Town Council.
4. General Updates, Debriefing, Upcoming Events, Other
- a. Updates
 - i. Marshall Fire Remembrance Project
The committee met last Tuesday. The location has been mostly approved by Boulder County. They are generally supportive, but the Town will need to keep them apprised of updates to the design once the construction drawings are completed. The plan is to use a professional fundraiser. The Town attorney has concerns about whether a municipality can hire a fundraiser; and planning has been temporarily put on hold until Council can discuss further. The survey is done, and the Geotech will be completed soon. Louisville is interested in participating, and it is likely the architects will present to their council in July. The Lions Club will likely provide a donation to Superior Rising. The next step is for Council and Town administration to discuss questions from CAPS per fundraising with the Town attorney.
 - b. Debriefing
 - i. May 3 work session for Rainworks demo
Sherry provided a demonstration to CAPS members so that they can deploy on their own to apply the product through stencils throughout different areas of Town.
 - ii. General Rainworks rollout
Liza, Andrew and Ardyce applied stencils at various parks. The surfaces at the North Pool were not ideal due to the advanced age of the concrete. Some stencils were done but Liza decided it is better to wait until next summer when the concrete will be clean and new.
 - c. Upcoming Events
 - i. Friday, May 29, Boulder Film Friends in Superior, The Life of Chuck, 6 p.m.

d. Other

5. Work Plan Check-In

a. Mural festival

Timeline was previously discussed. The discussion on the cost and format of video and photography included having some photos taken by a Town employee(s), CAPS members, or perhaps a crowd-sourced option. Another idea is to have a special spot for selfies which can be downloaded. Once the bids are in, CAPS can potentially look at cutting back so cost can be reduced. If gaining photos through multiple options could work, it is possible to just have a videographer to reduce the costs. The photos & videos can provide advertising for future events.

b. ARTery

Claire and Xochi agreed to form a new subcommittee to revisit the Artery plan. Priorities: 1) label the Artery, 2) determine locations, and 3) recommend purchases of new art budgeted for 2026. Location suggestions include the prior Coyote-Hawk location and on Coal Creek near Community Park. There was additional discussion regarding how best to acquire art and the most efficient ways to incorporate it into the existing Artery.

6. Discussion Items

a. Finalize digital art exhibition details and designate a work group

JG will finalize and post the call out to local artists on Shape Superior. She will organize the call, coordinate downloading images, create splash pages, and begin the jurying process. Ardyce and Andrew will lead the creation of the slideshows and other technical requirements. All art mediums are eligible. The amount of time each exhibit will be displayed will depend on number of artists that apply. Chris had mentioned that they had thought of coordinating with other cities for a bigger scope.

b. Stamped concrete at Rock Creek Parkway and potential cost (vote)

The cost of buying the concrete stamps, separate footprint and panels is roughly \$500 apiece. The Town is removing 5 turn lanes and replacing with concrete section. Stamping five sections of concrete will be a total cost of \$2,700. CAPS chose bear, duck, coyote and fox footprint stamps. Andrew motioned to spend up to \$2,700 to purchase the stamps. Claire seconded. The motion unanimously passed.

c. Sticker design and cost (vote)

CAPS has prepared an image from the Resilience (fox) mural at the Rock Creek underpass for the stickers. The stickers will be used as swag at CAPS events. Cost for 1000 is \$350. Andrew motioned to pay up to \$400 to buy 1000 stickers. Chris seconded. The motion was unanimously passed.

d. Video and photo pricing for Superior Mural Festival (vote).

No vote was taken. The topic is tabled until next month.

e. Additional film date and cost to BFF's lineup (vote)

JG indicated that staff has not been able to secure licensing for "A Real Pain" so suggested that "the AI documentary" (suggested by Chris) be shown instead on August 28th. CAPS members agreed to this plan and will proceed with the swap-out.

f. Agenda items for July 13 Council meeting

Andrew will send out a reminder email to CAPS requesting topics/suggestions for the Council Meeting agenda.

7. Adjourn

At 7:57 p.m. Andrew motioned and Chris seconded to adjourn. The motion passed unanimously.

Next meeting: Thursday, June 25, 2026 at the Superior Community Center



**Meeting Notes
Superior Historical Commission (SHC)
Friday, June 12, 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 at 10:00 a.m.
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: Jennifer “JG” Garner, Arts & History Supervisor
Town Council liaison present: Heather Cracraft
Guests: Paul Gibbs; Jeanne Barrett
 - b. Approval of Agenda – motion made by Karen, approved by Scott; motion passed
 - c. Public Comment (limit 5 minutes/person) - none
3. General Updates, & Debriefing
 - a. Updates
 - i. Correspondence, completed/required
 - Mary sent a copy of the photos of kitchen utensils to Mrs. Donaldson; needs info on donor for the baby scale – Jill will send it to her
 - ii. Marshall Fire Remembrance subcommittee
 - Per Dalton, we had a meeting earlier this week; updates from town staff on timelines; we have a meeting scheduled with Louisville City Council to inform and answer questions; next steps are coordinating with nonprofits for donations; shoutout to the Lions Club and Jean as their representative for assistance
 - Per JG, they will be doing the survey and Geotech at the site; she and Leslie are meeting with Colorado Gives today to see about assistance with donation process
 - iii. RFI log and Mass Media list

- Maureen asked for input; no one had anything new to add
- iv. Volunteer(s)
 - Dalton will reach out to Nancy Thomas about upcoming participation in activities
- v. Donor(s), Lions Club, & recent donations
 - Per Mary, she is meeting with Mary Winter next week to accept a soap box offered for donation
 - Per Jill, the infant scale brought to our last open day was accepted for donation; form processed by collection team and Mary has info for sending a thank you
- vi. Collection management
 - No updates at this time
- vii. History Colorado Affiliates
 - Per Jill, she went to this month's webinar and it was on cataloging systems; their recommendations matched up with what we are doing
 - Per JG, she renewed the Affiliate membership at the cost of \$1.00 per year
- viii. Digital Screens
 - Per Dalton, he has been working on this; has been dealing with screen technology and discovered he could just upload PowerPoint presentations vs. figuring out other technologies on the screens; this will provide more flexibility for their use in the future
- b. Debriefing
 - i. May 18 Boulder Heritage Roundtable Awards Ceremony, Chautauqua Community House
 - Per Dalton and others, all went well and it was gratifying to receive the award; thanks to Heather and JG for participating; there was a good turnout from members of SHC
 - Per Larry, they issued us a certificate; we could hang this in Asti
 - ii. Cemetery and Veteran's Group placing flags at Civil War graves
 - Per Dalton, we had three flags placed for Memorial Day; we learned another person buried there is actually a vet
 - Per Wally, one of the vets there is a Confederate, just FYI; he floated the idea of possibly having permanent holders for the flags vs. having to push them into the ground every time
 - iii. June 6 open museums and cemetery
 - Per Susan, Jill, and Larry, attendance was on the low side for Asti and Grasso; per Jill, we could use some more of the bug traps as they have been working well
 - Per Larry, we could potentially increase attendance by bringing the fire truck to the museums
 - Per Dalton, cemetery was pretty quiet, maybe 3 visitors; it was hot that day so next time we could consider

moving the open time to earlier in the day and bring some temporary shade

- Per Scott, he and Dalton cleaned up trash there when they had downtime; regarding the sheet metal around the fencing to present prairie dogs, some of the fasteners are beginning to come loose
- Per Maureen, we could use a map to help people get from the museums and/or Town Hall up to the cemetery; this could also be incorporated into the Scroll & Stroll Walking Tour

iv. Art Source framing status

- Per Dalton, we have an exact quote and it is all paid for, so now we are waiting for it; may get around the end of August
- Per JG, we paid for delivery and install so they'll handle that; we would also like to create a placard acknowledging the donor and Art Source for their consideration in discounting the work they did

v. Heritage Roundtable and ANFRM

- Per Larry, no updates from Heritage Roundtable
- Per Jill, ANFRM is next Monday

vi. Preservation Plan work group

- Per Dalton, he had Scott have been working on a framework for the plan and have reviewed the initial version with JG; we plan to work with a consultant to help us with the creation
- Scott briefly reviewed the draft outline that has been shared with the group; he and Dalton reviewed preservation plans for other nearby towns, including Erie and Lafayette for inspiration; next step is continued coordination with JG and how this would interconnect with broader Arts and History master plan for the Town
- Per JG, she had to submit first round recommendations for the budget as discussed during our Town Council dinner but since that was a while ago she suggested that Dalton and Scott create a memo/pitch restating the need for the upcoming budget planning season

4. Work Plan Check-in

a. Discussion Items

i. Final planning for booth and fire truck at event; staffing/coverage; Arts & History booth for America 250 exhibit next to SHC

- Per JG – the SHC tent will be roughly where it always is with fire truck near it and the Arts and History America 250 booth next to it; we will have extra volunteers to help with coverage; we'll stanchion off the fire truck as before; we now have a sign showing the fire truck's timeline; per JG, Larry made a suggestion on a sticker highlighting US 250/Colorado 150/Superior 130 and she ordered 5,000 of those to hand out; she'll be working with Matt Rarick to make sure the truck is ready but he will not be in town that day; she asked for

Larry's help in driving it there the day before to have it ready; ideally anything we want to have on display should also get there the day before since the day of will be so hectic with other vendors, etc.; she ordered a new banner for the tent since the other one was lost; we'll need to plan ahead for things that need to be taken over the day before; she is confirming the number of children's fire hats we have to give away and determine whether we need to order

- Per group discussion; booth staffing volunteers are Larry, Susan, Wally, Karen, Scott
 - Per JG, it's best to arrive by 8:30 to get everything set up; Lydia will be there to help as well
 - Per Maureen, she suggested we look into creating paper models of the fire truck as giveaways in the future
- ii. Wall of Fame; Superior milestones project for museum; include Home Rule documentation
- Per Maureen, the Wall of Fame concept is to have display of major milestones
 - Group discussed wall ideas and the challenge of having enough space; maybe we could create a digital version that could go on the screens or elsewhere using QR codes
 - Per JG, the History Colorado "Moments That Made Us" could be a potential model for us to use to create this as one of the rotating screens
- iii. Collection: acceptance and cataloging process
- Per Jill, she has created a draft ten-step process; group agreed that it looked good
- iv. Walking Tour/Scroll & Stroll and QR code signage project
- Per Maureen, the Scroll & Stroll content document is created but we still need a map to be developed and need other graphics; Dalton to follow up and work with JG and Maureen to help move it along
- v. Fall Program planning; honorarium/fee (vote)
- Per Larry, our presenter is Gail Beaton speaking on the topic of Rosie the Riveter and date is October 14; her honorarium is \$150; the talk will be at the Downtown Civic Space; Larry moved that we authorize the expenditure, Dalton seconded the motion; the vote passed unanimously and the motion carried.
- vi. 501(c)(3) pursuit and organization (with overlap with Marshall Fire Remembrance)
- Per JG, she has an idea that Colorado Gives could be a short-term plan for raising money for Marshall Fire Remembrance, but we would need something more permanent for additional donations in the future
 - Per Heather, this has been on my mind and I think we need something more like an actual 501(c) (3) or something like the Superior Rising foundation in the interim

- Per JG, Louisville and Lafayette have foundations, we could learn more about how they do things

b. Upcoming Events

- June 19 work session, 10a.m. – 12 noon – to take place at SHC; topic of discussion will be planning for the hosting of ANFRM here in August (at Town Hall)
- July 4 Town Event; SHC booth and fire truck; arrive by 8am for setup – see notes above
- July 4 museums closed

5. Staff Updates

- Grasso grant status
 - Per JG, we're still working on the grant; we've been focused on getting assessments from the potential vendors so we can have a better idea of what and how much to ask for in the grant application
- Lions signage install at Asti is in the works, no date yet
 - Per JG, hopefully this will happen this coming week
- Update to Asti interpretive sign
 - Per JG, we know sign is outdated and the update is on the list; she will get with Comms and work with Larry to move this forward
- Reminder: August through November meetings will be held at Town Hall due to construction at the Community Center

6. Other

- Per Jill, she will respond to the community inquiry about donating a burned post
- Per Larry, Leslie Clark had inquired about donating a grandfather clock from her family; he indicated it may not be appropriate to display in what would have been a miner's house of the time
- Per Jill, there is a clock in the basement with parts that perhaps we would want to have reassembled to display in the museum
- Per Dalton, there will be a grand opening ribbon cutting ceremony at Central Park tomorrow (June 14th) at 1:00 p.m. and he will open the cemetery for access between 1:00 and 3:00 p.m. as well

7. Adjourn

- Scott moved to adjourn, seconded by Jill. Motion carried, meeting adjourned at 11:58.

Next meeting: Friday, July 17, 2026, at the Superior Community Center



Meeting Notes
Superior Youth Leadership Council
June 3, 2026
6:30 PM
Superior Civic Space
2250 Main Street, Superior, CO

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
2. Preliminary Matters
 - a. Roll Call
 - b. Approval of Agenda
 - c. Public Comment (limit 5 minutes/person)
3. Team Building
 - a. 4 Corners
4. Discussion Items
 - a. Welcome Courtney Craig
 - i. Attending in July
 - b. Parent's Night Out Review
 - i. Went well, not a lot of prep, easy
 - ii. Would be better if there was a better attendance- to send out more information to parents before
 - iii. Liked hosting it at Civic (free, large space, better contained). Okay with hosting at Civic or Eldorado for future events
 - iv. Tricky navigating random kiddos on the field/park. Can have kids decorate lanyards/badges to differentiate between kids
 - c. Work Plan check ins
 - i. 4th of July Check in
 1. Who can attend?
 - a. Yes: Hannah, Rachel, Carter, Ryan,
 - b. Maybe: Elizabeth, Avika, Mili, Megan, Jackson, Dylan, Aadi
 - c. Work plan: Hannah, Rachel, Elizabeth, Avika, Mili, Aadi
 2. Volunteer roles

- a. SYLC will be managing carnival game stations
- 3. SYLC booth
 - a. 2 members at all times, volunteers rotating out
 - b. Freebies/giveaways: work plan to purchase
- ii. Upcoming volunteer opportunities
 - 1. National Trails Day
 - a. Rachel, Aadi, Hannah, Avika, and Mili to attend
- d. Graduating Members
 - i. Senior Send Off Activity/Date
 - 1. Location: Activate in Orchard Westminster
 - 2. Late July/Early August- Poll to go out to select date
 - ii. Recruitment for SYLC members
 - 1. SYLC discusses different ways to recruit and offers option to shadow current chairs
- 5. Staff Updates
 - a. N/A
- 6. Council Updates
 - a. N/A
- 7. Adjourn



Item Number:3.c.

Information for Meeting of the Superior Town Council

Agenda Item Name: Consideration of Resolution of the Town Council of the Town of Superior Making Appointment of a Municipal Judge and Associate Municipal Judge

Meeting Date: June 22, 2026

Presented By: Shannon Dujardin, Town Clerk

Presented For: Approval

Background:

In accordance with Superior Municipal Code Section 2-4-20, the appointment of the Municipal Judge and the Associate Municipal Judge occurs every two years. Scheduled under this agenda item is the Board's consideration of appointments to these two positions.

The Town's current Municipal Judge, David Thrower, was appointed in 2014, following the retirement of Judge Ron Miller. Prior to his appointment, Judge Thrower served thirteen years as the Town's Prosecuting Attorney. Judge Thrower has provided exemplary service since his appointment, and he continues to exhibit his dedication through his thoughtful approach to our Court's operation, his professionalism and thorough knowledge of the law, as well as the consistently high level of respect he demonstrates with regard to all participants in the Town's Municipal Court.

Judge Christopher Randall will serve as Associate Judge. Judge Randall would be called upon to fill-in when the Municipal Judge is unable to attend a scheduled court date, or potentially hear a case for which Judge Thrower would need to recuse himself, for example, due to a past client coming before the Town's Municipal Court.

Staff recommends the appointment of both Judge Thrower and Judge Randall as Municipal Judge and Associate Municipal Judge, respectively.

Staff recommends that the conditions of appointment remain the same as the current agreement, with an increase in compensation for the Municipal Judge from \$3,000 per month to \$3,500 per month as part of the Town's effort to maintain the mid-market range for Town Officers. The Judge's compensation was last adjusted in 2024. Judge Thrower's ongoing duties include three monthly court sessions, with trials as necessary, as well as a significant amount of out-of-court administrative duties that are currently required of Municipal Court operations in Colorado.

The attached Resolution appoints David Thrower as the Town's Municipal Judge and Christopher Randall as Associate Municipal Judge from August 1, 2026, to July 31, 2026.

Recommendation:

Appointment of David Thrower as the Town's Municipal Judge and Christopher Randall as Associate Municipal Judge.

Budget Implications:

Motion:

Move to adopt the Resolution appointing David Thrower as the Town's Municipal Judge and Christopher Randall as Associate Municipal Judge.

Attachments:

1. Judge Appointment 2026 R062226

**Town of Superior
Resolution Number R-55
Series 2026**

**A Resolution of the Town Council of the Town of Superior
Appointing a Municipal and an Associate Municipal Judge**

Whereas, pursuant to C.R.S. § 13-10-105 and Superior Municipal Code § 2-4-20, the Board of Trustees desires to appoint a Municipal Judge and an Associate Municipal Judge to the Superior Municipal Court.;

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

Section 1. David Thrower is hereby appointed as the Municipal Judge for the Town of Superior and Christopher Randall is hereby appointed as the Associate Municipal Judge, each for a two (2) year term commencing on August 1, 2026, and expiring on July 31, 2028.

Section 2. The duties and responsibilities of the Municipal Judge shall include the operation of the Superior Municipal Court and other responsibilities of a municipal judge as set forth by Colorado law. The Associate Municipal Judge shall perform the duties of the Municipal Judge when the Municipal Judge is unavailable.

Section 3. The Town shall pay the Municipal Judge \$3,500 per month. The Town shall pay the Associate Municipal Judge \$200 per hour, with a minimum of two (2) hours, for each court session the Associate Municipal Judge presides over.

Adopted this 22 day of June, 2026.

Mark Lacis, Mayor

Attest:

Shannon Dujardin, Town Clerk



Item Number:3.d.

Information for Meeting of the Superior Town Council

Agenda Item Name: A Resolution of the Town Council of the Town of Superior Adopting Findings of Fact Related to the Denial of the Application for Approval of a Planned Development Plan Amendment for Superior Marketplace and Ratifying the Denial

Meeting Date: June 22, 2026

Presented By: Nicholas Hartman, Town Attorney

Presented For: Approval

Background:

The attached Resolution ratifies the denial of a Planned Development Plan Amendment for the Superior Marketplace made at the June 8, 2026 Council meeting.

Recommendation:

Approve the Resolution.

Budget Implications:

None

Motion:

Move to approve a Resolution of the Town Council of the Town of Superior adopting findings of fact related to the denial of the application for approval of a Planned Development Plan Amendment for Superior Marketplace and ratifying the denial.

Attachments:

1. Marketplace PDA #6 Decision and Findings-R061726-1

**Town of Superior
Resolution Number R-57**

**A Resolution of the Town Council of the Town of Superior
Adopting Findings of Fact Related to the Denial of the
Application for Approval of a Planned Development Plan Amendment
for Superior Marketplace and Ratifying the Denial**

Whereas, on February 24, 2026, G3 Architecture, Inc. (the "Applicant") filed an application for approval of a Sixth Planned Development Plan Amendment (the "Application") for the real property generally described as Superior Marketplace and more particularly described in the Application (the "Property");

Whereas, on May 19, 2026, the Planning Commission conducted a properly noticed public hearing on the Application and recommended the Town Council approve the Application;

Whereas, on June 8, 2026, the Town Council conducted a properly noticed public hearing on the Application and voted to deny the Application for failing to meet the applicable approval criteria in Title 16 of the Superior Municipal Code; and

Whereas, the Town Council now desires to make findings of fact for the decision based on the Town Council's deliberations on the record.

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

Section 1. Findings of Fact. Having reviewed the Application and considered the recommendations of the Planning Commission and Town staff, and having heard comments from Applicant and the public, the Town Council hereby finds and determines as follows:

a. Section 16-10-30(f)(2) of the Superior Municipal Code (the "Code") states that an amendment to a Planned Development Plan (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;

b. Section 16-10-10 of the Code states that the purpose of PD zoning is as follows:

1. The Planned Development (PD), by allowing greater flexibility, is intended to be able to accommodate imaginative ideas in development and site design and to

promote a greater facility for open space, more functional use of land and placement of structures in appropriate relationships to each other, to open space and to common facilities.

2. A PD is permitted when it is in the best interests of the Town and will promote good design, enhancement of environmental amenities and increased efficiency of public services.

c. Section 16-10-20 of the Code requires that the Town Council find all of the following criteria satisfied to approve a PD Plan:

1. Design and construction of the PD shall include adequate, safe and convenient arrangements for pedestrian circulation, roadways, driveways, off-street parking and loading space. All developments shall provide for pedestrian access from adjacent developments, open space areas and trails through the developments to border streets or open spaces and trails.

2. The applicant shall clearly demonstrate the positive benefits to the Town of the PD district classification versus a traditional single district zone classification.

3. The plans for the proposed PD shall indicate the particular portions of the project that the applicant intends to develop under various use categories. Densities, acreage and permitted uses shall be detailed for all development areas within the PD. A summary chart indicating development standards applicable to the entire PD or separate areas within the PD shall be required.

4. The total parking requirements of the PD may exceed the sum of the parking that would be required for each separate use pursuant to Article XXIV. However, the total parking requirements may be reduced if the applicant demonstrates to the Town by using standard parking reduction ratios that the total number of spaces is not needed within the PD.

5. Planned open spaces within the PD, including those spaces being used as public or private recreation sites, shall be protected by adequate covenants running with the land, or by conveyances or dedications.

6. Open space percentages within separate land use areas of a PD may vary from the percentages provided in this Chapter, but the total amount of open area shall equal the total overall amount required for residential and nonresidential PDs.

7. Traffic circulation shall be determined by review of each PD. The PD shall have an adequate internal street circulation system. Public streets shall serve all PD planning areas. Streets in a PD district may be designed to a standard that is different than the Town's adopted street standards, particularly in regard to width and traffic calming. Private roads may be permitted if they meet minimum construction standards and can be used by police and fire department vehicles for emergency purposes and each structure or use in the PD provides off-street loading spaces, loading berths, service courts or accesses.

8. Placement of parking in attached, under-structure, underground or in structures is encouraged and shall be considered in allowing height and density increases over the limits of the basic zone districts.

9. The minimum area for a PD shall be two (2) acres.

d. Section 16-10-30(b) of the Code states that in approving any rezoning to PD, the Town Council shall find that:

1. The application is complete;
2. The project is in the best interest of the Town;
3. The project does not place an extraordinary financial burden on the Town; and
4. The intent of applicable Town ordinances, comprehensive plan and all other policies is met.

e. The Application fails to satisfy the following approval criteria:

1. The Application is not in the best interest of the Town pursuant to Sections 16-10-10(b) and 16-10-30(b) (2) of the Code for the following reasons:

- A. The proposed uses are not appropriate, given the approved uses of the adjacent areas. Specifically,

the automobile-centric proposed uses in the Application are inconsistent with the public transit- and pedestrian-oriented focus of the area, including the siting of a bus rapid transit station and the transit-oriented development compatible with non-vehicular mobility.

B. The proposed uses are already being adequately provided by other businesses in the area.

C. The proposed uses of car wash and electric vehicle charging station would create a potentially dangerous situation for the residents of the Town and visitors to the Superior Marketplace.

2. The Application did not comply with Section 16-10-20(1) of the Code, because it did not include adequate, safe and convenient arrangements for pedestrian circulation.

3. The Application did not comply with the intent of the Town's Comprehensive Plan, as required by Section 16-10-30(b)(4) of the Code, because the proposed uses were inconsistent with the community's vision for the area as an accessible and pedestrian-friendly development, including without limitation the stated opportunity of providing "[s]trong and established pedestrian infrastructure" to "support non-vehicular mobility" and a desire for dense development and more pedestrian connections.

Section 2. Decision. Based on the foregoing Findings of Fact, the Town Council hereby ratifies its decision to deny the Application.

Adopted this 22nd day of June, 2026.

Mark Lacis, Mayor

Attest:

Shannon Dujardin, Town Clerk



Item Number:3.e.

Information for Meeting of the Superior Town Council

Agenda Item Name: A Resolution of the Town Council of the Town of Superior Removing Michael Gordon from the Planning Commission

Meeting Date: June 22, 2026

Presented By: Matt Magley, Town Manager, Nicholas Hartman, Town Attorney

Presented For: Approval

Background:

The attached Resolution removes Michael Gordon from the Planning Commission per Section 2-6-20 (c) of the Superior Municipal Code. Notice of potential removal was sent to Mr. Gordon on June 15, 2026. No response to the notice has been received from Mr. Gordon.

Recommendation:

Approve the Resolution.

Budget Implications:

Motion:

Move to approve a Resolution of the Town Council of the Town of Superior removing Michael Gordon from the Planning Commission.

Attachments:

1. PC Commissioner Removal-R061726
2. Gordon Notice of Removal-L061526

**Town of Superior
Resolution Number R-58
Series 2026**

**A Resolution of the Town Council of the Town of Superior
Removing Michael Gordon from the Planning Commission**

Whereas, pursuant to Section 2-6-20(c) of the Superior Municipal Code, the Town Council may remove a Planning Commissioner from the Planning Commission for inefficiency, neglect of duty or malfeasance in office after notice and an opportunity for a hearing by the Town Council;

Whereas, on June 15, 2026, Planning Commissioner Michael Gordon was sent a Notice of Potential Removal from Planning Commission (the "Notice"), due to his unprofessional treatment of Town Staff, applicants and fellow Planning Commissioners, as well as neglect of duty based on his long string of absences;

Whereas, Commissioner Gordon did not reply to the Notice;
and

Whereas, the Town Council desires to remove Michael Gordon from the Planning Commission.

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

Section 1. Michael Gordon is hereby removed from the Planning Commission, effective immediately.

Adopted this 22nd day of June, 2026.

Mark Lacis, Mayor

Attest:

Shannon Dujardin, Town Clerk



Item Number:4.a.

Information for Meeting of the Superior Town Council

Agenda Item Name: Public Hearing Regarding a New Entertainment Facilities License for LIV NailSpa LLC, 404 Marshall Road

Meeting Date: June 22, 2026

Presented By: Shannon Dujardin, Town Clerk

Presented For: Action

Background:

LIV NailSpa LLC, dba LIV NailSpa an Entertainment Facility License for the location 404 Center Drive. The Town Council sits as the Liquor Licensing Authority for consideration of new licenses. In such a capacity, the Council sits as a quasi-judicial body and can only consider what is presented during the public hearing in deciding whether or not to grant the license.

Pursuant to 44-3-103(15.5) C.R.S., an Entertainment Facility means an establishment in which the primary business is to provide the public with sports or entertainment activities within its licensed premises; and that, incidental to its primary business, sells and serves alcoholic beverages at retail for consumption on the licensed premises; and has sandwiches and light snacks available for consumption on the licensed premises. Pursuant to Colorado Liquor Code Regulation 47-315, certain spas qualify for an entertainment license, including facilities that offer at least three of the following treatments and experiences: (a) facials; (b) massage therapy; (c) skin treatment; (d) body wraps; or (e) body waxing. The applicant has indicated that they provide three or more of the above services.

Notice of this hearing was required to be posted and published, and these requirements were met.

The applicant will be in attendance to present testimony to show this request meets the prerequisites of State law. (a) certain features of the premises to be licensed, and (b) the reputation and character of the Applicant. Fingerprint background check is required for Long Nguyen and the results have been received. There was no derogatory information discovered as a result of the background check.

The attached Preliminary Findings were issued administratively and include the minimum findings required for the license to be issued. If these minimum findings had not been met, the license would not be eligible for approval. Additional findings may be added. Tonight you will consider additional information that may be presented by the applicant. In addition, you will

consider comments made during a public hearing.

A decision does not have to be made the same night as the hearing, but it will need to be made within 30 days of closing the hearing.

Recommendation:

After the public hearing, make a determination on each of the findings and conditions listed below and supplement these findings with any other findings the Authority may want to add.

- a. Whether the applicant is qualified to obtain the license and why;
- b. Whether there is evidence that the reasonable requirements of the neighborhood establish a need for the issuance of the license and why; and
- c. Whether there is evidence that the adult inhabitants of the neighborhood desire that the application be approved and why.

Budget Implications:

Motion:

Attachments:

- 1. NEW License LivNailSpa
- 2. LIV NailSpa Application Redacted
- 3. PRELIMINARY FINDINGS AND REPORT
- 4. PRELIMINARY FINDINGS AND REPORT_Redacted

Colorado Liquor Retail License Application

* Note that the Division will not accept cash ☒ Paid by Check Date Uploaded to MoveIt

☐ Paid Online

LN ☒ New License ☐ New-Concurrent ☒ Transfer of Ownership ☐ State Property Only ☐ Master file

- All answers must be printed in black ink or typewritten
- Applicant must check the appropriate box(es)
- Applicant should obtain a copy of the Colorado Liquor and Beer Code: SBG.Colorado.gov/Liquor

Applicant is applying as a/an ☐ Individual ☒ Limited Liability Company ☐ Association or Other
☐ Corporation ☐ Partnership (includes Limited Liability and Spouse or Partner in a Civil Union)

Applicant Name If an LLC, name of LLC; if partnership, at least 2 partner's names; if corporation, name of corporation

LIV NailSpa, LLC

FEIN Number

State Sales Tax Number

Trade Name of Establishment (DBA)

Business Telephone

LIV Nailspa

Address of Premises (specify exact location of premises, include suite/unit numbers)

404 Marshall Rd

City

County

State

ZIP Code

Superior

Boulder

CO

80027

Mailing Address (Number and Street)

City or Town

State

ZIP Code

Longmont

CO

80504

Email Address

If the premises currently has a liquor or beer license, you must answer the following questions.

Present Trade Name of Establishment (DBA)

Present State License Number

Present Class of License

Present Expiration Date

Section A Nonrefundable application fees*

LN	☒	Application Fee for New License.....	\$1,100.00
	☐	Application Fee for New License with Concurrent Review.....	\$1,200.00
	☒	Application Fee for Transfer.....	\$1,100.00

Section B Liquor License Fees*

☐	Add Optional Premises to H & R.....	\$100.00 X		Total	
☐	Add Sidewalk Service Area.....				\$75.00
☐	Arts License (City).....				\$308.75
☐	Arts License (County).....				\$308.75
☐	Beer and Wine License (City).....				\$351.25
☐	Beer and Wine License (County).....				\$436.25
☐	Brew Pub License (City).....				\$750.00
☐	Brew Pub License (County).....				\$750.00
☐	Campus Liquor Complex (City).....				\$500.00
☐	Campus Liquor Complex (County).....				\$500.00
☐	Campus Liquor Complex (State).....				\$500.00
☐	Club License (City).....				\$308.75
☐	Club License (County).....				\$308.75
☐	Distillery Pub License (City).....				\$750.00
☐	Distillery Pub License (County).....				\$750.00
☒	Entertainment Facility License (City).....				\$500.00
☐	Entertainment Facility License (County).....				\$500.00
☐	Hotel and Restaurant License (City).....				\$500.00
☐	Hotel and Restaurant License (County).....				\$500.00
☐	Hotel and Restaurant License with one optional premises (City).....				\$600.00
☐	Hotel and Restaurant License with one optional premises (County).....				\$600.00
☐	Liquor-Licensed Drugstore (City).....				\$227.50
☐	Liquor-Licensed Drugstore (County).....				\$312.50
☐	Lodging Facility License (City).....				\$500.00
☐	Lodging Facility License (County).....				\$500.00

Section B Liquor License Fees* (Continued)

☐ Manager Registration - H & R.....	\$30.00
☐ Manager Registration - Tavern.....	\$30.00
☐ Manager Registration - Lodging & Entertainment.....	\$30.00
☐ Manager Registration - Campus Liquor Complex.....	\$30.00
☐ Optional Premises License (City).....	\$500.00
☐ Optional Premises License (County).....	\$500.00
☐ Racetrack License (City).....	\$500.00
☐ Racetrack License (County).....	\$500.00
☐ Resort Complex License (City).....	\$500.00
☐ Resort Complex License (County).....	\$500.00
☐ Related Facility - Campus Liquor Complex (City).....	\$160.00
☐ Related Facility - Campus Liquor Complex (County).....	\$160.00
☐ Related Facility - Campus Liquor Complex (State).....	\$160.00
☐ Retail Gaming Tavern License (City).....	\$500.00
☐ Retail Gaming Tavern License (County).....	\$500.00
☐ Retail Liquor Store License - Additional (City).....	\$227.50
☐ Retail Liquor Store License - Additional (County).....	\$312.50
☐ Retail Liquor Store (City).....	\$227.50
☐ Retail Liquor Store (County).....	\$312.50
☐ Tavern License (City).....	\$500.00
☐ Tavern License (County).....	\$500.00
☐ Vintners Restaurant License (City).....	\$750.00
☐ Vintners Restaurant License (County).....	\$750.00

Questions? Visit: SBG.Colorado.gov/Liquor for more information

Do not write in this space - For Department of Revenue use only

Liability Information

License Account Number

Liability Date

License Issued Through (Expiration Date)

Total

\$

Application Documents Checklist and Worksheet

Instructions: This checklist should be utilized to assist applicants with filing all required documents for licensure. **All** documents must be properly signed and correspond with the name of the applicant exactly. **All** documents must be typed or legibly printed. Upon final State approval the license will be mailed to the local licensing authority. Application fees are nonrefundable.

Questions? Visit: SBG.Colorado.gov/Liquor for more information

Items submitted, please check all appropriate boxes completed or documents submitted

I. Applicant information

- ☒ Applicant/Licensee identified
- ☒ State sales tax license number listed or applied for at time of application
- ☒ License type or other transaction identified
- ☒ Return originals to local authority (additional items may be required by the local licensing authority)
- ☒ All sections of the application need to be completed
- ☐ Master file applicants must include the Application for Master File form DR 8415 and applicable fees to this Retail License Application

II. Diagram of the premises

- ☒ No larger than 8½" X 11"
- ☒ Dimensions included (does not have to be to scale). Exterior areas should show type of control (fences, walls, entry/exit points, etc.)
- ☒ Separate diagram for each floor (if multiple levels)
- ☒ Return originals to local authority (additional items may be required by the local licensing authority)
- ☐ Kitchen - identified if Hotel and Restaurant
- ☒ Bold/Outlined Licensed Premises

III. Proof of property possession (One Year Needed)

- ☐ Deed in name of the applicant (or) (matching Applicant Name provided on page 1) date stamped / filed with County Clerk
- ☒ Lease in the name of the applicant (or) (matching Applicant Name provided on page 1)
- ☐ Lease assignment in the name of the applicant with proper consent from the landlord and acceptance by the applicant
- ☐ Other agreement if not deed or lease. (matching Applicant Name provided on page 1)

IV. Background information (DR 8404-I) and financial documents

- ☒ Complete DR 8404-I for each principal (individuals with more than 10% ownership, officers, directors, partners, members)
- ☒ Fingerprints taken and submitted to the appropriate Local Licensing Authority through an approved State Vendor. Master File applicants submit results to the State
Do not complete fingerprint cards prior to submitting your application.
The Vendors are as follows:
IdentoGO
Appointment Scheduling Website: <https://uenroll.identogo.com/workflows/25YQHT>
Phone: 844-539-5539 (toll-free)
IdentoGO FAQs: <https://cbi.colorado.gov/sections/biometric-identification-and-records-unit/biometric-identification-and-records-unit-faqs>
State Liquor Code for IdentoGO: 25YQHT
Colorado Fingerprinting
Appointment Scheduling Website: <http://www.coloradofingerprinting.com/cabs/>
Phone: 720-292-2722 833-224-2227 (toll free)
State Liquor Code for Colorado Fingerprinting: C030LIQI

- ☐ Purchase agreement, stock transfer agreement, and/or authorization to transfer license
- ☐ List of all notes and loans (Copies to also be attached)

V. Sole proprietor/Spouse or partners in a civil union (if applicable)

- ☒ Form DR 4679 Lawful Presence Affidavit
- ☒ Copy of State issued Driver's License or Colorado Identification Card for each applicant

VI. Corporate applicant information (if applicable)

- ☐ Certificate of Incorporation
- ☐ Certificate of Good Standing
- ☐ Certificate of Authorization if foreign corporation (out of state applicants only)

VII. Partnership applicant information (if applicable)

- ☐ Partnership Agreement (general or limited).
- ☐ Certificate of Good Standing

VIII. Limited Liability Company applicant information (if applicable)

- ☒ Copy of articles of organization
- ☒ Certificate of Good Standing
- ☐ Copy of Operating Agreement (if applicable)
- ☐ Certificate of Authority if foreign LLC (out of state applicants only)

IX. Manager registration for Hotel and Restaurant, Tavern, Lodging & Entertainment, and Campus Liquor Complex licenses when included with this application

- ☐ \$30.00 fee
- ☐ If owner is managing, no fee required

1. Is the applicant (including any of the partners if a partnership; members or managers if a limited liability company; or officers, stockholders or directors if a corporation) or managers under the age of twenty-one years?..... ☐ Yes ☒ No

2. Has the applicant (including any of the partners if a partnership; members or managers if a limited liability company; or officers, stockholders or directors if a corporation) or managers ever (in Colorado or any other state):

a. Been denied an alcohol beverage license?..... ☐ Yes ☒ No

b. Had an alcohol beverage license suspended or revoked?..... ☐ Yes ☒ No

c. Had interest in another entity that had an alcohol beverage license suspended or revoked?..... ☐ Yes ☒ No

If you answered yes to a, b or c above, explain in detail on a separate sheet.

3. Has a liquor license application (same license class), that was located within 500 feet of the proposed premises, been denied within the preceding two years?..... ☐ Yes ☒ No

If "yes", explain in detail.

4. Are the premises to be licensed within 500 feet, of any public or private school that meets compulsory education requirements of Colorado law, or the principal campus of any college, university or seminary?..... ☐ Yes ☒ No

or

Waiver by local ordinance? ☐ Yes ☐ No

Other

5. Is your Liquor Licensed Drugstore (LLDS) or Retail Liquor Store (RLS) within 1500 feet of another retail liquor license for off-premises sales in a jurisdiction with a population of greater than (>) 10,000? **NOTE:** The distance shall be determined by a radius measurement that begins at the principal doorway of the LLDS/RLS premises for which the application is being made and ends at the principal doorway of the Licensed LLDS/RLS..... ☐ Yes ☒ No

6. Is your Liquor Licensed Drugstore (LLDS) or Retail Liquor Store (RLS) within 3000 feet of another retail liquor license for off-premises sales in a jurisdiction with a population of less than (<) 10,000? **NOTE:** The distance shall be determined by a radius measurement that begins at the principal doorway of the LLDS/RLS premises for which the application is being made and ends at the principal doorway of the Licensed LLDS/RLS..... ☐ Yes ☒ No

For additional Retail Liquor Store only.

- a. Was your Retail Liquor Store License issued on or before January 1, 2016?.... ☐ Yes ☐ No
- b. Are you a Colorado resident?..... ☐ Yes ☐ No
7. Has a liquor or beer license ever been issued to the applicant (including any of the partners, if a partnership; members or manager if a Limited Liability Company; or officers, stockholders or directors if a corporation)? If yes, identify the name of the business and list any current financial interest in said business including any loans to or from a licensee..... ☐ Yes ☒ No
8. Does the applicant, as listed on line 2 of this application, **have legal possession of the premises by ownership, lease or other arrangement?**..... ☒ Yes ☐ No

☐ Ownership ☒ Lease ☐ Other (Explain in detail)

- a. If leased, list name of landlord and tenant, and date of expiration, **exactly** as they appear on the lease:

Landlord	Tenant	Expires
404MR, LLC	LIV Nailspa, LLC	03/04/2036

- b. Is a percentage of alcohol sales included as compensation to the landlord?
If yes, complete question on page 9..... ☐ Yes ☒ No
- c. Attach a diagram that designates the area to be licensed in black bold outline (including dimensions) which shows the bars, brewery, walls, partitions, entrances, exits and what each room shall be utilized for in this business. This diagram should be no larger than 8½" X 11".

9. Who, besides the owners listed in this application (including persons, firms, partnerships, corporations, limited liability companies) will loan or give money, inventory, furniture or equipment to or for use in this business; or who will receive money from this business? Attach a separate sheet if necessary.

Last Name		First Name	
n/a			
Date of Birth (MM/DD/YY)	FEIN or SSN Number	Interest/Percentage	

Last Name		First Name	
Date of Birth (MM/DD/YY)	FEIN or SSN Number	Interest/Percentage	

Last Name		First Name	
Date of Birth (MM/DD/YY)	FEIN or SSN Number	Interest/Percentage	

Attach copies of all notes and security instruments and any written agreement or details of any oral agreement, by which any person (including partnerships, corporations, limited liability companies, etc.) will share in the profit or gross proceeds of this establishment, and any agreement relating to the business which is contingent or conditional in any way by volume, profit, sales, giving of advice or consultation.

10. Optional Premises or Hotel and Restaurant Licenses with Optional Premises: Has a local ordinance or resolution authorizing optional premises been adopted?..... ☐ Yes ☒ No

Number of additional Optional Premise areas requested. (See license fee chart)

For the addition of a Sidewalk Service Area per Regulation 47-302(A)(4), include a diagram of the service area and documentation received from the local governing body authorizing use of the sidewalk. Documentation may include but is not limited to a statement of use, permit, easement, or other legal permissions.

11. Liquor Licensed Drugstore (LLDS) applicants, answer the following:

a. Is there a pharmacy, licensed by the Colorado Board of Pharmacy, located within the applicant's L L D S premise?..... ☐ Yes ☐ No

If "yes" a copy of license must be attached.

12. Club Liquor License applicants answer the following: Attach a copy of applicable documentation

- a. Is the applicant organization operated solely for a national, social, fraternal, patriotic, political or athletic purpose and not for pecuniary gain?..... ☐ Yes ☐ No
- b. Is the applicant organization a regularly chartered branch, lodge or chapter of a national organization which is operated solely for the object of a patriotic or fraternal organization or society, but not for pecuniary gain?..... ☐ Yes ☐ No

c. How long has the club been incorporated?.....

- d. Has applicant occupied an establishment for three years (three years required) that was operated solely for the reasons stated above?..... ☐ Yes ☐ No

13. Brew-Pub, Distillery Pub or Vintner's Restaurant applicants answer the following:

- a. Has the applicant received or applied for a Federal Permit? (Copy of permit or application must be attached)..... ☐ Yes ☐ No

14. Campus Liquor Complex applicants answer the following:

- a. Is the applicant an institution of higher education?..... ☐ Yes ☐ No
- b. Is the applicant a person who contracts with the institution of higher education to provide food services?..... ☐ Yes ☐ No

If "yes" please provide a copy of the contract with the institution of higher education to provide food services.

15. For all on-premises applicants.

- a. For all Liquor Licensed Drugstores (LLDS) the Permitted Manager must also submit an Manager Permit Application - DR 8000 and fingerprints.

Last Name of Manager

First Name of Manager

- 16. Does this manager act as the manager of, or have a financial interest in, any other liquor licensed establishment in the State of Colorado? If yes, provide name, type of license and account number.....**

☐ Yes ☐ No

Name

Type of License

Account Number

17. Related Facility - Campus Liquor Complex applicants answer the following:

- a. Is the related facility located within the boundaries of the Campus Liquor Complex?..... ☐ Yes ☐ No

If yes, please provide a map of the geographical location within the Campus Liquor Complex.

If no, this license type is not available for issues outside the geographical location of the Campus Liquor Complex.

b. Designated Manager for Related Facility - Campus Liquor Complex

Last Name of Manager

First Name of Manager

18. Entertainment Facility License

If Applicant is applying for an Entertainment Facility License, you affirm that your business model and aligns with the statutory privileges and requirements:..... ☒ Yes ☐ No

Pursuant to 44-3-103(15.5) C.R.S., an Entertainment Facility means an establishment in which the primary business is to provide the public with sports or entertainment activities within its licensed premises; and that, incidental to its primary business, sells and serves alcohol beverages at retail for consumption on the licensed premises; and has sandwiches and light snacks available for consumption on the licensed premises.

If Applicant is applying for a Lodging Facility License, you affirm that your business model and aligns with the statutory privileges and requirements:..... ☐ Yes ☐ No

Pursuant to 44-3-103(29) C.R.S., a Lodging Facility means an establishment in which the primary business is to provide the public with sleeping rooms and meeting facilities; and that sells and serves alcohol beverages at retail for consumption on the licensed premises; and has sandwiches and light snacks available for consumption on the licensed premises.

19. Tax Information.

- a. Has the applicant, including its manager, partners, officer, directors, stockholders, members (LLC), managing members (LLC), or any other person with a 10% or greater financial interest in the applicant, been found in final order of a tax agency to be delinquent in the payment of any state or local taxes, penalties, or interest related to a business?..... ☐ Yes ☒ No

- b. Has the applicant, including its manager, partners, officer, directors, stockholders, members (LLC), managing members (LLC), or any other person with a 10% or greater financial interest in the applicant failed to pay any fees or surcharges imposed pursuant to section 44-3-503, C.R.S.?..... ☐ Yes ☒ No

If applicant is a corporation, partnership, association or limited liability company, applicant must list all **Officers, Directors, General Partners, and Managing Members**. In addition, applicant must list any stockholders, partners, or members with **ownership of 10% or more in the applicant**. **All persons listed below** must also attach form DR 8404-I (Individual History Record), and make an appointment with an approved State Vendor through their website. See application checklist, Section IV, for details.

Name			Date of Birth (MM/DD/YY)	
Long Nguyen				
Street Address				
City	State	ZIP Code	Position	% Owned
Longmont	CO	80504	Owner	100

Name			Date of Birth (MM/DD/YY)	
Street Address				
City	State	ZIP Code	Position	% Owned
Name			Date of Birth (MM/DD/YY)	
Street Address				
City	State	ZIP Code	Position	% Owned
Name			Date of Birth (MM/DD/YY)	
Street Address				
City	State	ZIP Code	Position	% Owned
Name			Date of Birth (MM/DD/YY)	
Street Address				
City	State	ZIP Code	Position	% Owned
Name			Date of Birth (MM/DD/YY)	
Street Address				
City	State	ZIP Code	Position	% Owned

- ** If applicant is owned 100% by a parent company, please list the designated principal officer on above.
- ** Corporations - the President, Vice-President, Secretary and Treasurer must be accounted for above (Include ownership percentage if applicable)
- ** If total ownership percentage disclosed here does not total 100%, applicant must check this box:

☒ Applicant affirms that no individual other than these disclosed herein owns 10% or more of the applicant and does not have financial interest in a prohibited liquor license pursuant to Article 3 or 5, C.R.S.

I would like to apply for a Two-Year Renewal..... ☒ Yes ☐ No

Oath Of Applicant

I declare under penalty of perjury in the second degree that this application and all attachments are true, correct, and complete to the best of my knowledge. I also acknowledge that it is my responsibility and the responsibility of my agents and employees to comply with the provisions of the Colorado Liquor or Beer and Wine Code which affect my license.

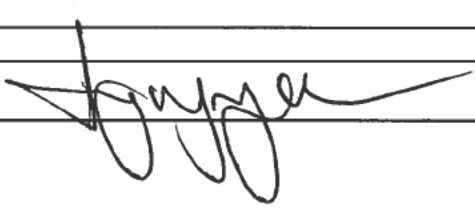
Printed Name

Long Nguyen

Title

Owner

Authorized Signature

Long Nguyen 

Date (MM/DD/YY)

03/04/2026

Report and Approval of Local Licensing Authority (City/County)

Date application filed with local authority

Date of local authority hearing (for new license applicants; cannot be less than 30 days from date of application)

For Transfer Applications Only - Is the license being transferred valid?..... ☐ Yes ☐ No

The Local Licensing Authority Hereby Affirms that each person required to file DR 8404-I (Individual History Record) or a DR 8000 (Manager Permit) has been:

☐ Fingerprinted

☐ Subject to background investigation, including NCIC/CCIC check for outstanding warrants

That the local authority has conducted, or intends to conduct, an inspection of the proposed premises to ensure that the applicant is in compliance with and aware of, liquor code provisions affecting their class of license

(Check One)

☐ Date of inspection or anticipated date

☐ Will conduct inspection upon approval of state licensing authority

☐ Is the Liquor Licensed Drugstore (LLDS) or Retail Liquor Store (RLS) within 1,500 feet of another retail liquor license for off-premises sales in a jurisdiction with a population of > 10,000?.....

☐ Yes ☐ No

☐ Is the Liquor Licensed Drugstore (LLDS) or Retail Liquor Store (RLS) within 3,000 feet of another retail liquor license for off-premises sales in a jurisdiction with a population of < 10,000?.....

☐ Yes ☐ No

NOTE: The distance shall be determined by a radius measurement that begins at the principal doorway of the LLDS/RLS premises for which the application is being made and ends at the principal doorway of the Licensed LLDS/RLS.

☐ Does the Liquor-Licensed Drugstore (LLDS) have at least twenty percent (20%) of the applicant's gross annual income derived from the sale of food, during the prior twelve (12) month period?.....

☐ Yes ☐ No

The foregoing application has been examined; and the premises, business to be conducted, and character of the applicant are satisfactory. We do report that such license, if granted, will meet the reasonable requirements of the neighborhood and the desires of the adult inhabitants, and will comply with the provisions of Title 44, Article 4 or 3, C.R.S., and Liquor Rules. **Therefore, this application is approved.**

Report and Approval of Local Licensing Authority (Continued)

Local Licensing Authority approves the Temporary Permit..... ☐ Yes ☐ No

Approval Date of the Temporary Permit

Expiration Date of the Temporary Permit

*If the temporary permit expires or an extension is required, the state liquor licensing authority should be notified of the status of the temporary permit.

**If the temporary permit information is not filled out for the transfer of ownership, the Transfer Application will not be accepted and processed.

Local Licensing Authority Approves this license for a two-year renewal..... ☐ Yes ☐ No

If "No", please cite the law, regulation, local ordinance or resolution that gives the local licensing authority the ability to deny the applicant and grounds for denial. Also, please provide any and all investigative reports, and administrative or criminal action that relate or justify this denial.

Proof of Violation

Local Licensing Authority for

Telephone Number

☐ Town, City

☐ County

Printed Name

Title

Signature

Date (MM/DD/YY)

Printed Name

Title

Signature

Date (MM/DD/YY)

Tax Check Authorization, Waiver, and Request to Release Information

I, Long Nguyen

am signing this Tax Check Authorization, Waiver and Request to Release Information (hereinafter
"Waiver") on behalf of

(the "Applicant/Licensee")

Long Nguyen

to permit the Colorado Department of Revenue and any other state or local taxing authority to release information and documentation that may otherwise be confidential, as provided below. If I am signing this Waiver for someone other than myself, including on behalf of a business entity, I certify that I have the authority to execute this Waiver on behalf of the Applicant/Licensee.

The Executive Director of the Colorado Department of Revenue is the State Licensing Authority, and oversees the Colorado Liquor Enforcement Division as his or her agents, clerks, and employees. The information and documentation obtained pursuant to this Waiver may be used in connection with the Applicant/Licensee's liquor license application and ongoing licensure by the state and local licensing authorities. The Colorado Liquor Code, section 44-3-101. et seq. ("Liquor Code"), and the Colorado Liquor Rules, 1 CCR 203-2 ("Liquor Rules"), require compliance with certain tax obligations, and set forth the investigative, disciplinary and licensure actions the state and local licensing authorities may take for violations of the Liquor Code and Liquor Rules, including failure to meet tax reporting and payment obligations.

The Waiver is made pursuant to section 39-21-113(4), C.R.S., and any other law, regulation, resolution or ordinance concerning the confidentiality of tax information, or any document, report or return filed in connection with state or local taxes. This Waiver shall be valid until the expiration or revocation of a license, or until both the state and local licensing authorities take final action to approve or deny any application(s) for the renewal of the license, whichever is later. Applicant/Licensee agrees to execute a new waiver for each subsequent licensing period in connection with the renewal of any license, if requested.

By signing below, Applicant/Licensee requests that the Colorado Department of Revenue and any other state or local taxing authority or agency in the possession of tax documents or information, release information and documentation to the Colorado Liquor Enforcement Division, and is duly authorized employees, to act as the Applicant's/Licensee's duly authorized representative under section 39-21-113(4), C.R.S., solely to allow the state and local licensing authorities, and their duly authorized employees, to investigate compliance with the Liquor Code and Liquor Rules. Applicant/Licensee authorizes the state and local licensing authorities, their duly authorized employees, and their legal representatives, to use the information and documentation obtained using this Waiver in any administrative or judicial action regarding the application or license.

Name (Individual/Business)

Long Nguyen

Social Security Number/Tax Identification Number

[REDACTED]

Home Phone Number

Business/Work Phone Number

[REDACTED]

Street Address

[REDACTED]

City

Longmont

State

CO

ZIP Code

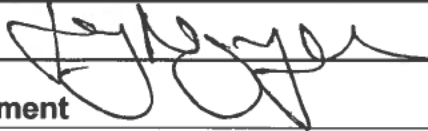
80504

Printed name of person signing on behalf of the Applicant/Licensee

Applicant/Licensee's Signature (Signature authorizing the disclosure of confidential tax information)

Date Signed

Long Nguyen



03/04/2026

Privacy Act Statement

Providing your Social Security Number is voluntary and no right, benefit or privilege provided by law will be denied as a result of refusal to disclose it. § 7 of Privacy Act, 5 USCS § 552a (note).

PRELIMINARY FINDINGS AND REPORT
IN THE MATTER OF:

LIV NailSpa LLC
d/b/a LIV NailSpa

Application for a new Entertainment Facility License has been made by LIV NailSpa LLC d/b/a LIV NailSpa for the sale of malt, vinous and spiritous liquors for consumption on the premises of the licensee only at 404 Marshall Road, CO 80027.

TO THE APPLICANT HEREIN ABOVE NAMED AND OTHER INTERESTED PARTIES:

You are hereby advised that with regard to your application as above noted the following has been determined.

1. Application was accepted by the Town on May 6, 2026.
2. Notice of public hearing on this matter was posted on the premises on June 12, 2026, and publication was made in the Boulder Daily Camera, a legal newspaper, on Saturday, June 13, 2026.
3. There has not been an application denied for these premises within the past two years for the reason that the reasonable requirements of the neighborhood and the desires of the adult inhabitants were satisfied by the existing outlets.
4. A background investigation has been conducted for Long Nguyen, Owner. No derogatory information was discovered as a result of the background check
5. Notification of the application was provided to the Building Department, Planning Department, and Town Clerk's Office. Zoning was found to be proper for this business operation. A business license application has been received.
6. The premises requesting the Entertainment Facility License is not located within 500 feet of a school.

A PUBLIC HEARING ON THIS LICENSE APPLICATION WILL BE HELD BY THE SUPERIOR TOWN BOARD ACTING AS THE LOCAL LIQUOR LICENSING AUTHORITY AT A MEETING ON JUNE 22, 2026, BEGINNING AT 6:00 P.M. AT SUPERIOR TOWN HALL, 124 E. COAL CREEK DRIVE, SUPERIOR, COLORADO 80027.

Issued on behalf of the Town of Superior
Liquor Licensing Authority

Shannon Dujardin, Town Clerk
Dated this 15th day of June, 2026.

CERTIFICATE OF MAILING

I hereby certify that a true and correct copy of the foregoing PRELIMINARY FINDINGS AND REPORT for LIV NailSpa, LLC, [REDACTED] was placed in the U.S. mail, first class postage prepaid, 15th day of June, 2026, addressed to:

Long Nguyen
[REDACTED]



Item Number:4.b.

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 22, 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 **procedure 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 **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. 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*).

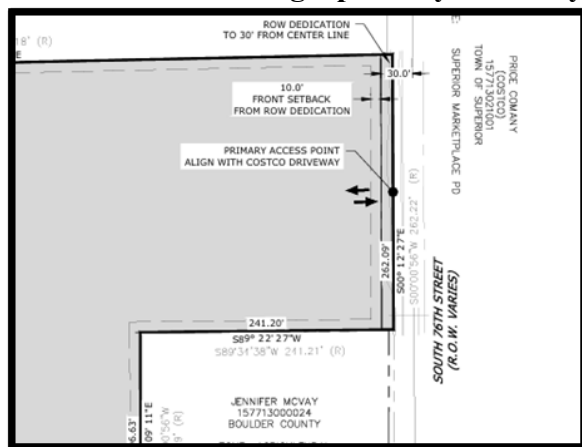


Figure 4: Primary Driveway Access Point

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

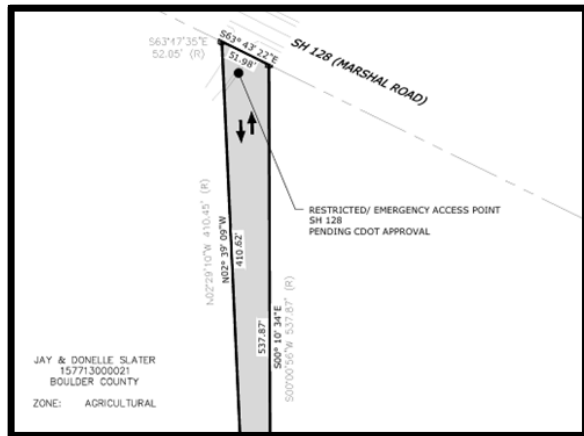


Figure 5: Emergency Driveway Access to Marshall Rd

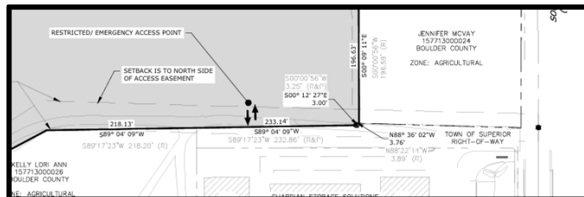


Figure 6: Emergency Driveway Access to 76th St

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.

<u>Constraint</u>	<u>Response</u>
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

Economic Impact Assessment

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 Xcel** 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 **12 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. PC Resolution 05-2026_Annexation_Signed
2. PC Resolution 06-2026_PD Zoning_Signed
3. Project Narrative_7494 Marshall Annex & Rezone
4. 7494 Marshall_Annexation Petition_Executed
5. Annexation Map_7494 Marshall Annex & Rezone
6. 76th Annexation Agreement_Final
7. PD_7494 Marshall Annex & Rezone
8. 13269.10_RCLCO Report_Carmel Partners_Apartments Econ & Fiscal Impact_Superior CO_06-01-2026
9. Traffic Study_7494 Marshall Annex & Rezone
10. TOS TC Presentation - 7494 Marshall Dr - Annex & PD
11. 76th Annex Zone-O060326
12. 20260608 Council Response for WICC for Development Review
13. 2026.06.08_TC Hearing Presentation
14. 2026.06.22_TC Hearing Presentation

**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 Dujardin
Shannon Dujardin, Town Clerk



8 "yes" votes
1 "no" votes

Exhibit A

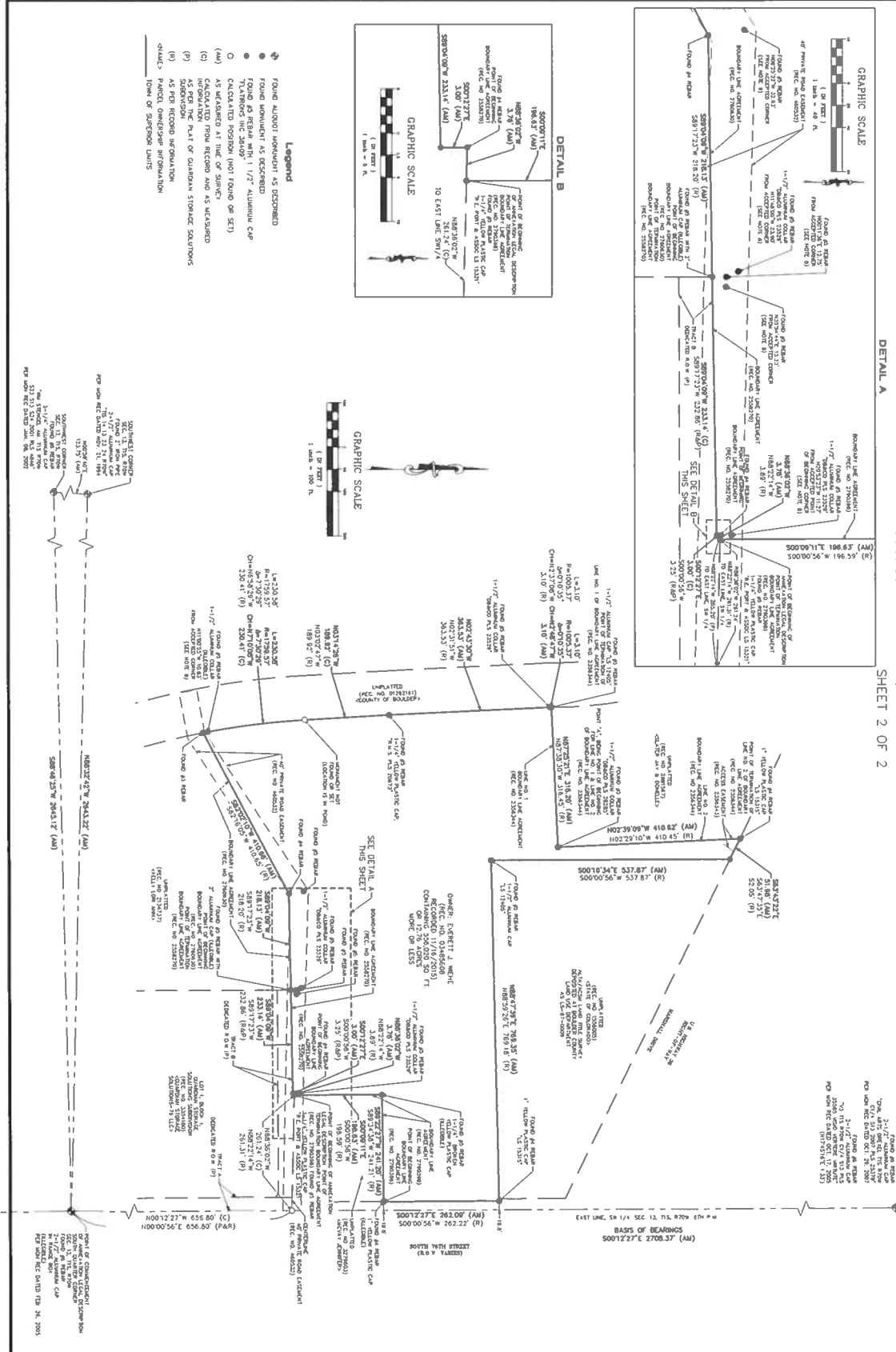
The "Property"

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

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



FLATIRONS, INC.
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 (303) 733-1001

ANNEXATION MAP

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DRAFT

DATE: 02-25-2016
 BY: R. PLAZA
 CHECKED BY: M. ADAMS

PROJECT: ANNEXATION MAP
 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
Shannon Dujardin, Town Clerk



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, 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 30 th , 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.
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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.
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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.

Opportunities

- Continue to build on the approved Guardian Storage expansion and annexation

- Site has proximity to the Superior Marketplace and strong vehicular and pedestrian connections to support potential housing
 - Carmel Proposed Project: multi-family housing development.
- Potential for trail connection to open space
 - Carmel Proposed Project: Carmel is supportive of adding a trail connection to the open space to the west, subject to further review and approval from Boulder County.
- Missing middle housing
 - Carmel Proposed Project: 3 story multi-family housing aligns with the Town of Superior's 2025 Housing Strategies **Missing Middle Housing** definition "Refers to a range of housing styles between a single family home and high density development. See image below."



Constraints

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

Construction

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

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

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

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
Superior 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.

WMM
Name

3.17.24
Date

2255 SCHOONER ST, LAFAYETTE, CO
Mailing Address

Name

Date

Mailing Address

STATE OF COLORADO

COUNTY OF Pitkin

)
) ss.
)

Subscribed, sworn to and acknowledged before me this 17 day of March,
2026, by Everett Wiehe.

My Commission expires: 8/2/29.

(SEAL)

[Signature]
Notary Public

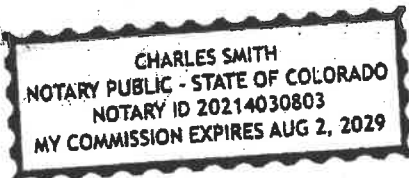


EXHIBIT A
Legal Description

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.

[Handwritten Signature]

Circulator

STATE OF COLORADO)
) ss.
COUNTY OF Denver)

Subscribed, sworn to and acknowledged before me this 23rd day of March, 2025, by Harris Griswold.

KL My Commission expires: Feb. 1, 2030.

(SEAL)

[Handwritten Signature: Kristie Lima]

Notary Public



BY:SLAGLE FILE:83066 ANNEXATION.DWG DATE:02/20/2026 3:28 PM

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.

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

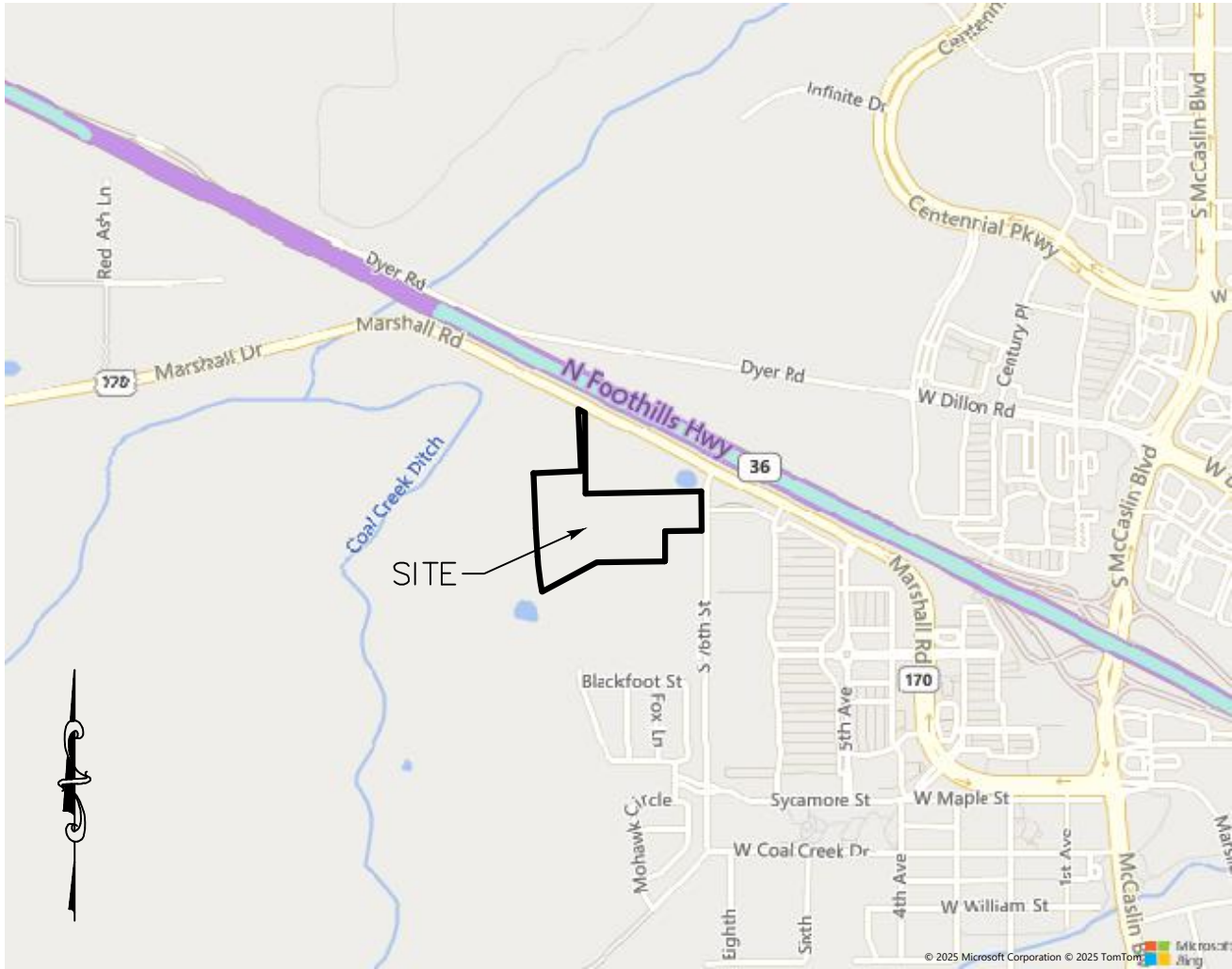
TOWN CLERK'S CERTIFICATE

STATE OF COLORADO)
TOWN OF SUPERIOR) SS.

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

TOWN CLERK

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



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

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 STATUTES 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, FLATIRON, INC.

DATE	
1	2
1	1
2	2
3	3
4	4
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6	6
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9	9

REVISION	
1	2
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9

ANNEXATION MAP

COPYRIGHT 2026 FLATIRON, INC.

Flatirons, Inc.
Land Surveying Services
www.FlatironsInc.com
7000 N. BROADWAY,
SUITE 209
DENVER, CO 80221
(303) 936–6997

3825 IRIS AVE.,
SUITE 395
BOULDER, CO 80301
(303) 443–7001

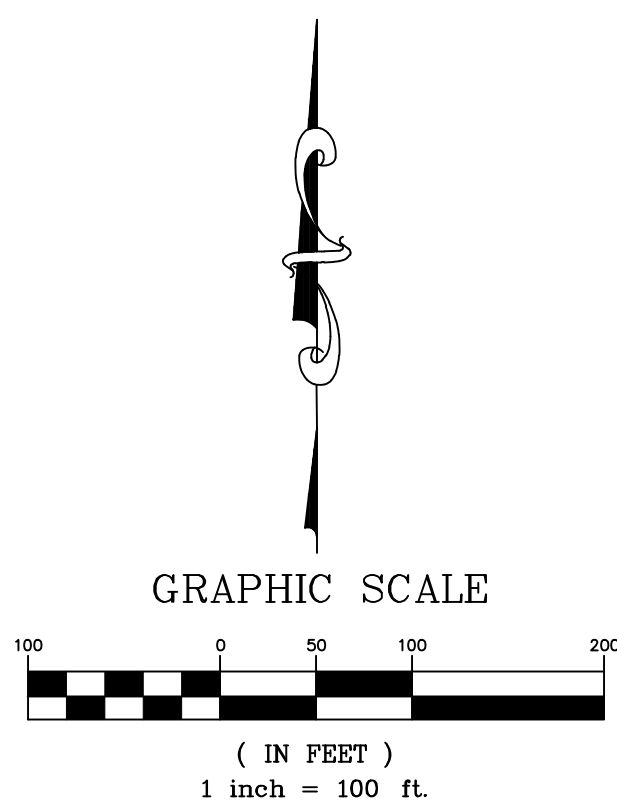
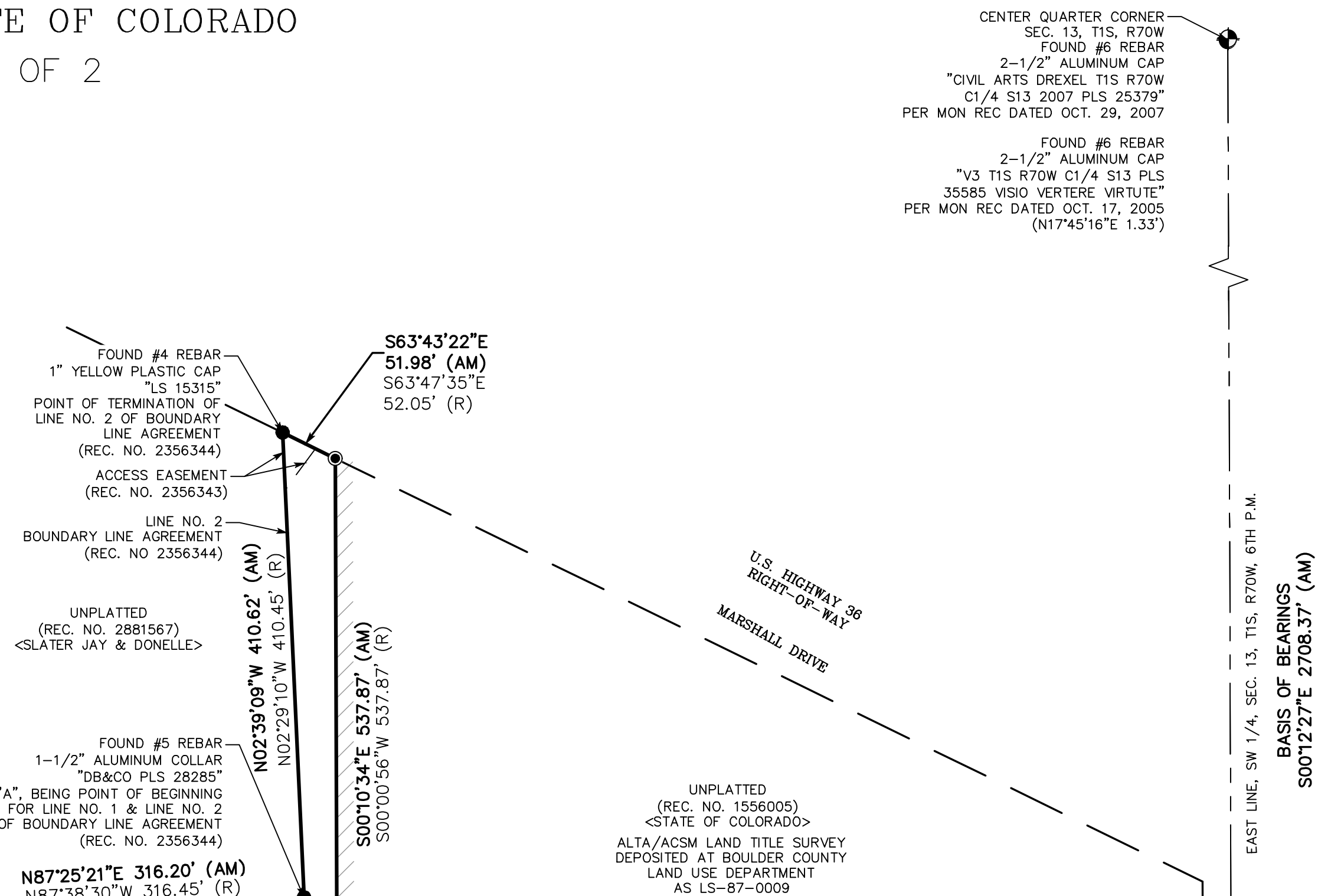
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WORKING COPY ONLY
ONLY FINAL VERSION
WILL HAVE STAMP
AND SIGNATURE

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

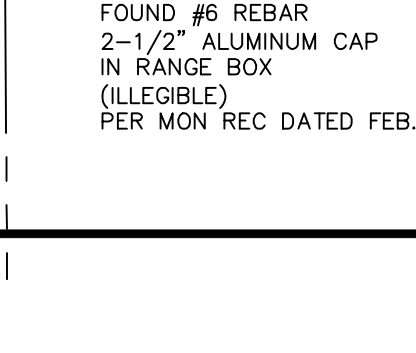
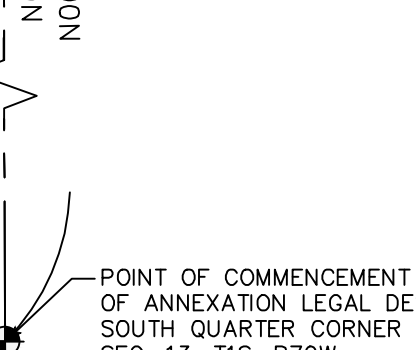
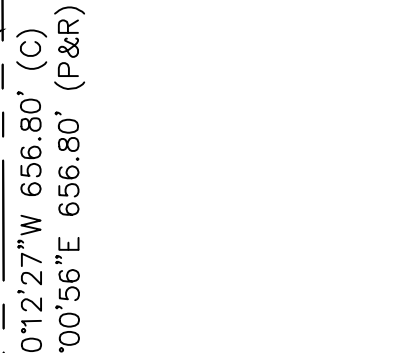
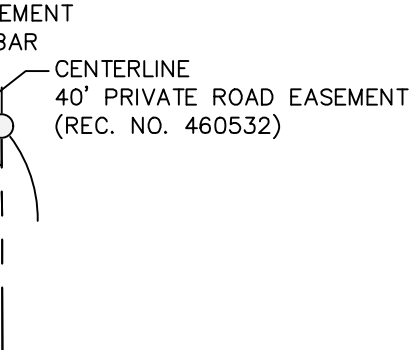
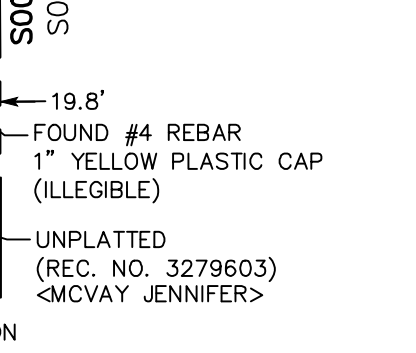
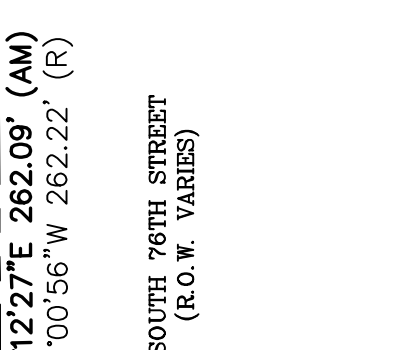
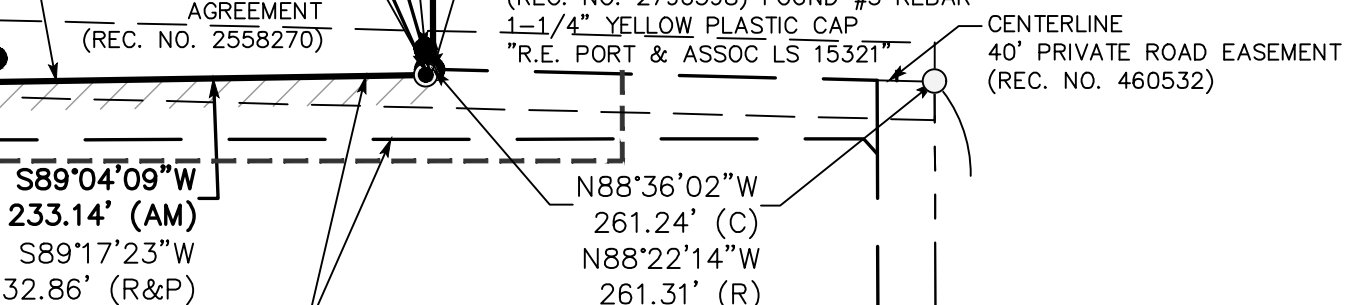
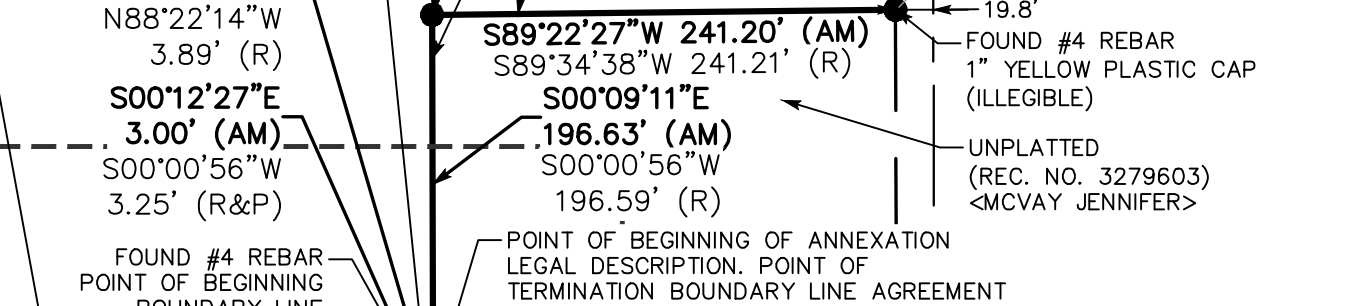
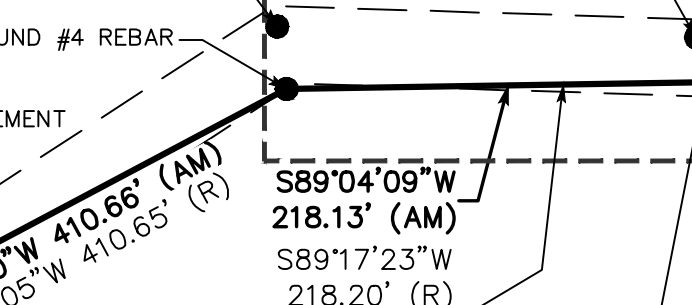
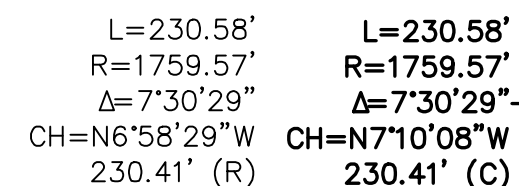
SHEET 1 OF 2

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

DETAIL A



- SOUTHWEST CORNER
SEC. 13, T1S, R70W
FOUND 2" IRON PIPE
2-1/2" ALUMINUM CAP
"T1S 14 13 23 24 R70W"
PER MON REC DATED JAN. 21, 1994
- N00°59'40"E
123.75' (AM)
- SOUTHWEST CORNER
SEC. 13, T1S, R70W
FOUND #6 REBAR
3-1/4" ALUMINUM CAP
"WM STENGEL AM. T1S R70W"
S23 S13 S24 2001 RLS 4846"
PER MON REC DATED JAN. 08, 2002



ANNEXATION MAP

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DRAFT
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ONLY FINAL VERSION
WILL HAVE STAMP
AND SIGNATURE

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

SHEET 2 OF 2

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.



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

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:

- 500°00'56"W, 3.25 FEET;
- 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:

- S89°17'23"W 218.20 FEET;
- 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:

- 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;
- N03°02'47"W, 189.92 FEET;
- N02°31'51"W, 363.53 FEET;
- 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:

- N87°38'30"E, 316.45 FEET;
- 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 L5-87-0009 IN RECORDS OF BOULDER COUNTY SURVEYOR/LAND USE DEPARTMENT);

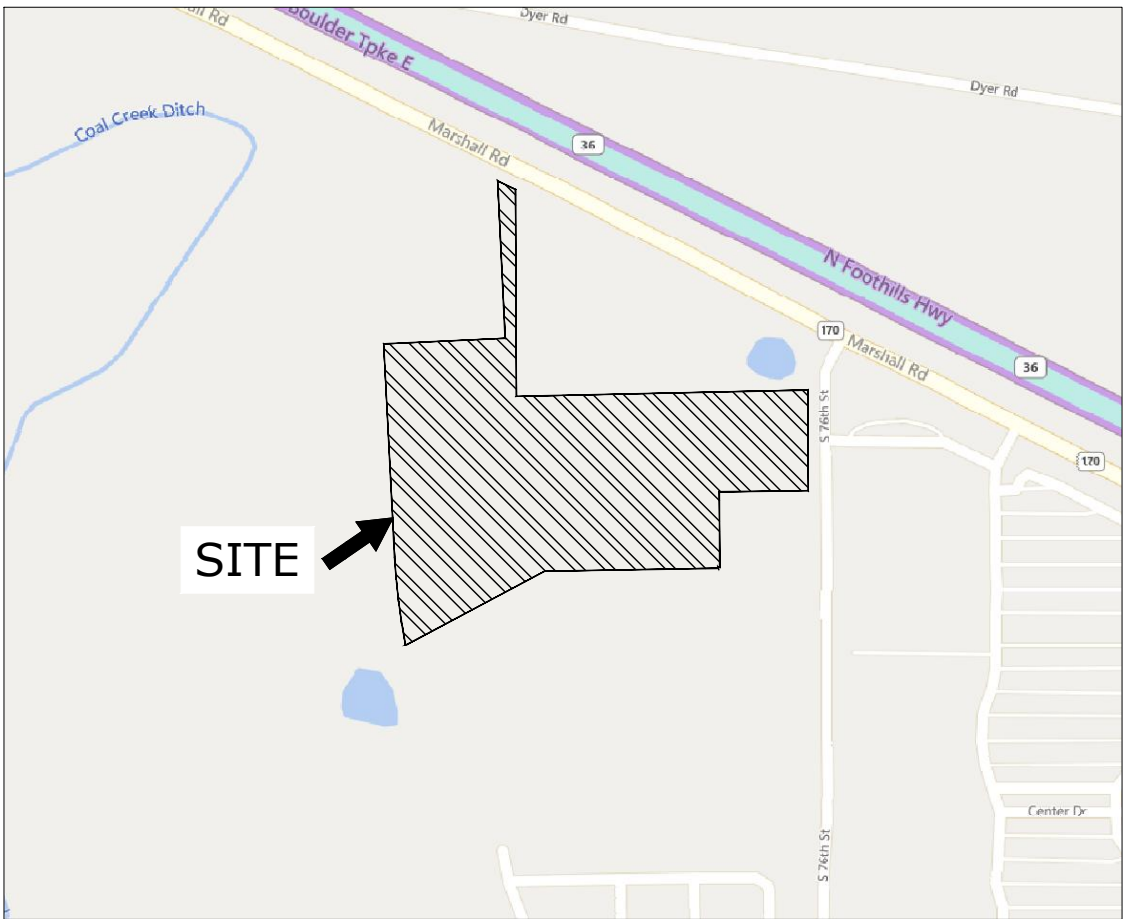
THENCE ALONG THE WESTERLY AND SOUTHERLY BOUNDARY OF SAID TRACT AS MEASURED THE FOLLOWING TWO COURSES:

- S00°00'56"W, 537.87 FEET;
- 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:

- S89°34'38"W, 241.21 FEET;
- S00°00'56"W, 196.59 FEET TO THE POINT OF BEGINNING.



PROJECT LOCATION MAP

SCALE: 1" = 500 FEET

PROPERTY OWNER

EVERETT WIEHE
2255 SCHOONER STREET
LAFAYETTE, CO 80026

DEVELOPER

CARMEL PARTNERS
HARRIS GRISWOLD
707 17TH STREET #3050
DENVER, CO 80202
303-868-5636

ARCHITECT

KTYG
NATHAN SCIARRA, AIA
3660 BLAKE STREET, SUITE 500
DENVER, CO 80205
303-389-6005

CIVIL ENGINEER

CIVIL RESOURCES, LLC
JIM BRZOSTOWICZ, P.E.
8308 COLORADO BLVD, SUITE 200
FIRESTONE, CO 80504
303-833-1416 X 203

LANDSCAPE ARCHITECT

NORRIS DESIGN
BRAD HAIGH
1101 BANNOCK STREET
DENVER, CO 80204
303-892-1166

SURVEYOR

FLATIRON SURVEYING
JESS KUNTS, PLS
655 FOURTH AVENUE
LONGMONT, CO 80501
720-208-0294

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)

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

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 (REC)	(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 LANDSCAPE BUFFER PROVIDED BETWEEN PARKING AND ADJACENT LAND USE. PLANTED AT 75% LIVING MATERIAL	10' MIN LANDSCAPE 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)	MINIMUM	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%

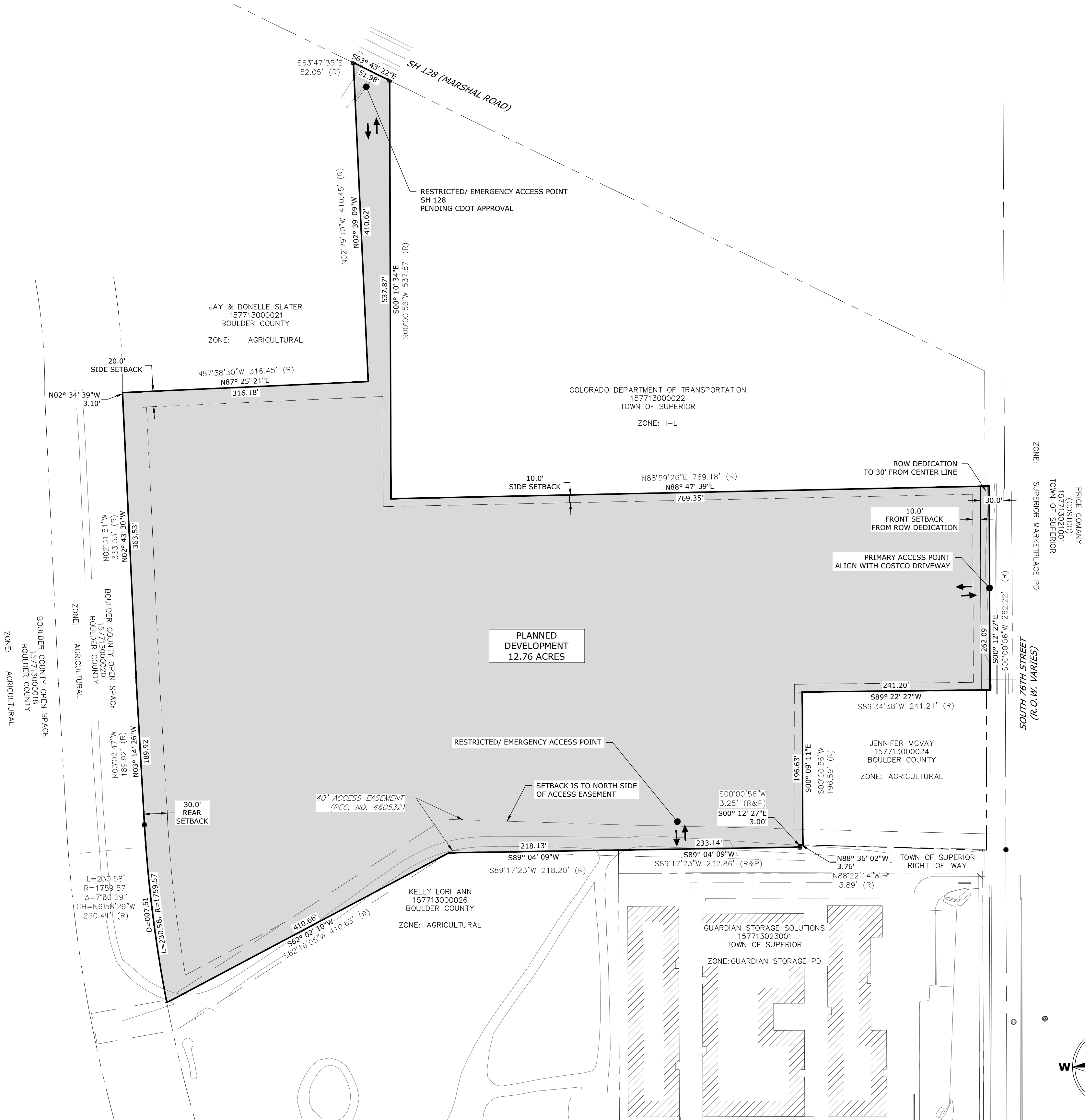
ARCHITECTURAL GUIDELINES

SEC. 16-20-20 GENERAL MULTI-UNIT DESIGN CRITERIA

- 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.
- WALL ARTICULATION: NO WALL RUN MAY EXCEED 48 FEET WITHOUT A 4 FOOT MINIMUM INDENTATION, PROTRUSION, OR BALCONY.
- ROOF LINES/PARAPETS: MUST INCLUDE A MINIMUM 2 FEET VARIATION IN HEIGHT AT LEAST EVERY 64 FEET OF WALL LENGTH.
- 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



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

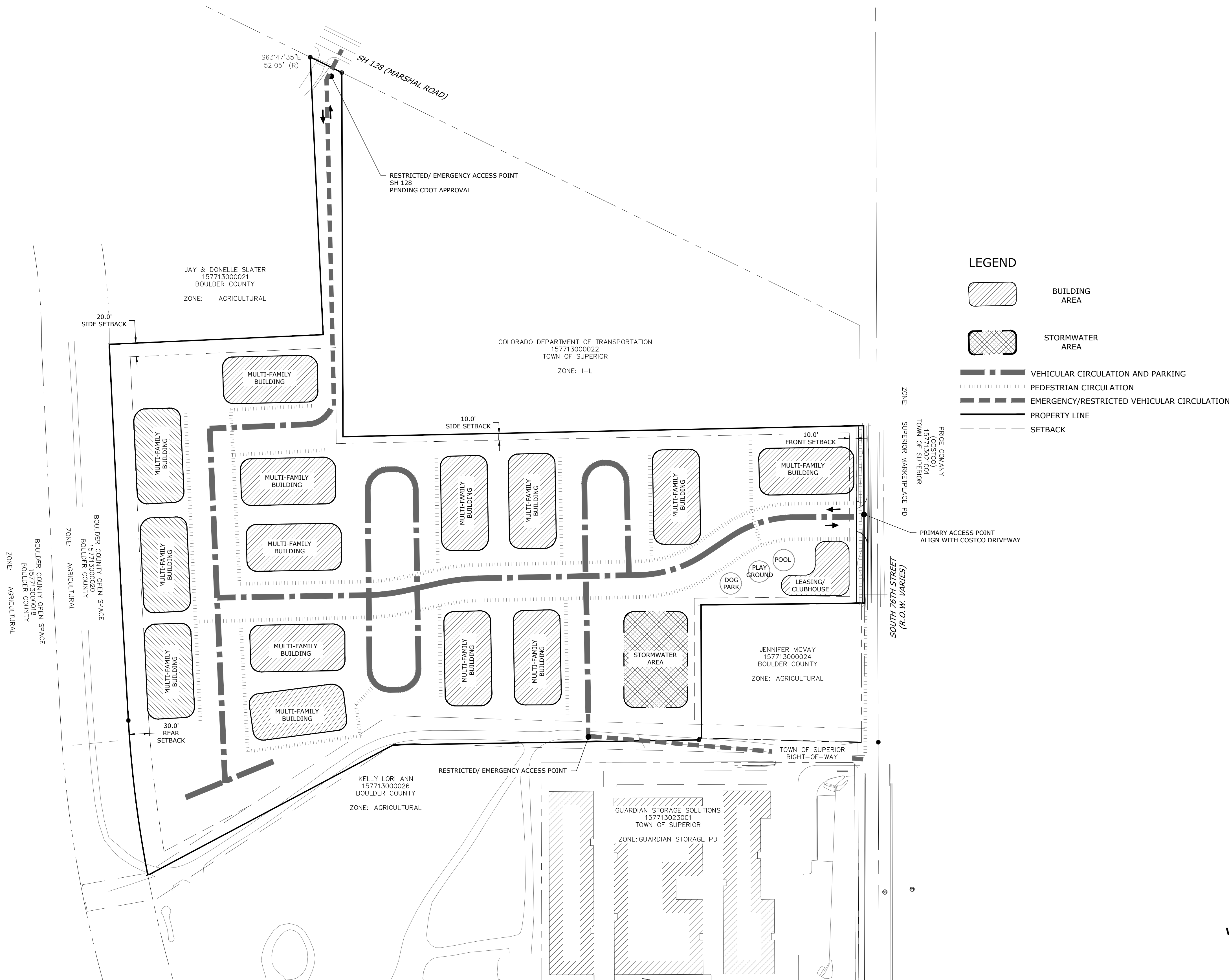
DEVELOPMENT
STANDARDS

SHEET:

2 OF 3

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



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

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2420 17TH STREET, SUITE 250
DENVER, CO 80202

PLANNED DEVELOPMENT
76TH STREET APARTMENTS
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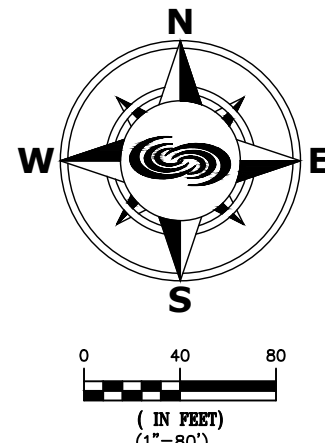
REVISIONS		
NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	05/04/26

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

PRELIMINARY
PLAN

SHEET:

3 OF 3





Economic and Fiscal Impact Analysis for Planned Apartment Development

Superior, Colorado

Prepared for Carmel Partners

June 1, 2026



~60
Years in
Business

400+
Engagements
Annually

>100
Employees
Globally

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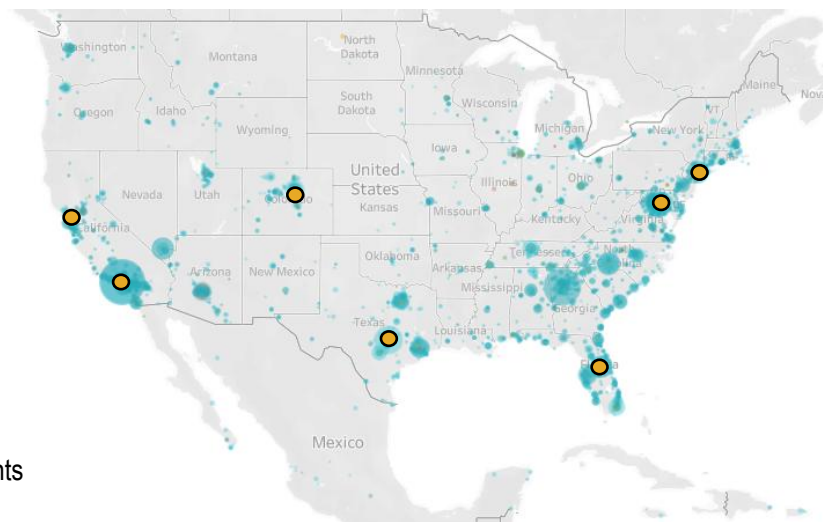
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Carmel Partners (“Carmel”) is under contract to purchase a 12.76-acre site in the Town of Superior at 7494 Marshall Road adjacent to Boulder County open space. Current plans envision a garden-style apartment development with 336 units, including 51 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.*

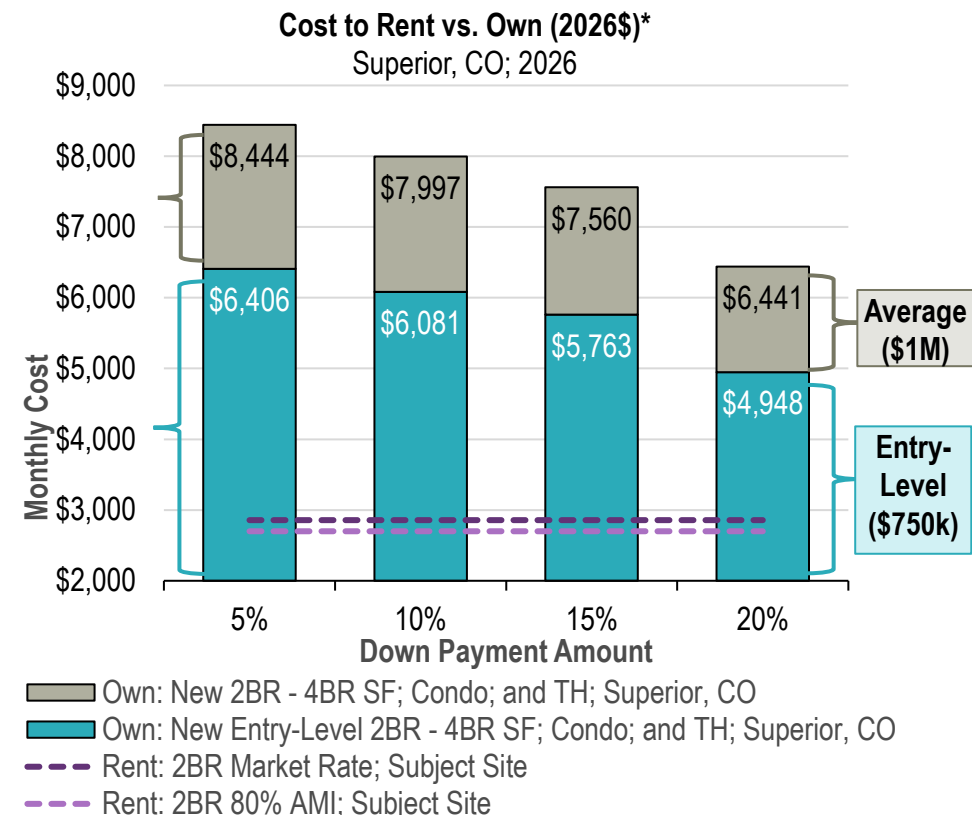
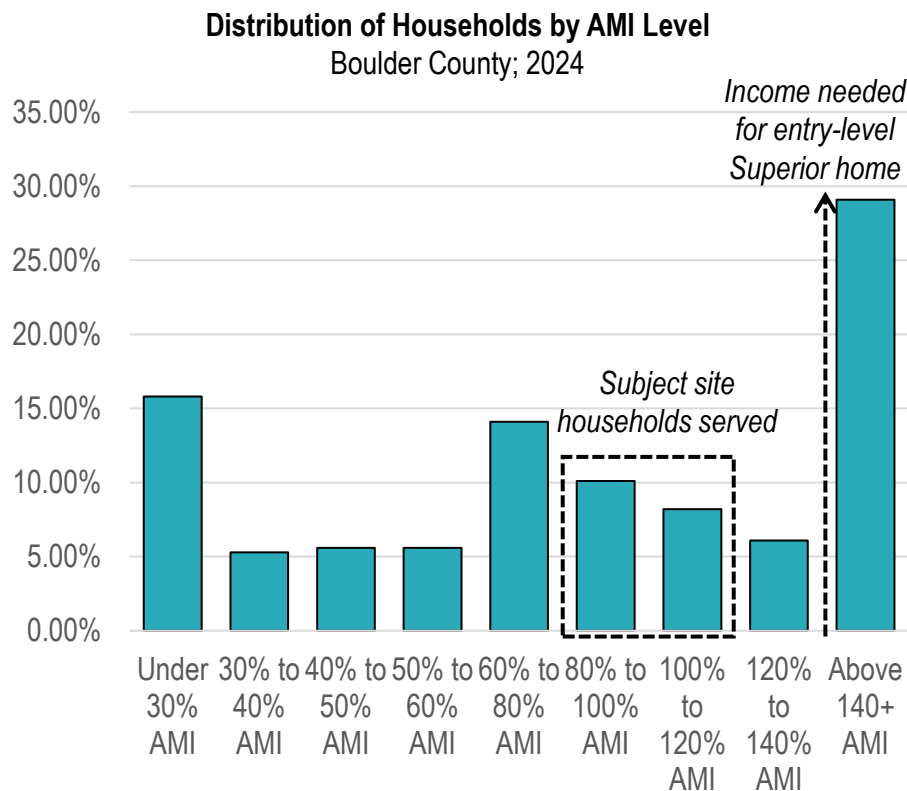
**Monthly costs are in 2026 dollars. Market rent does not include applicable concessions.*

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.



*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.

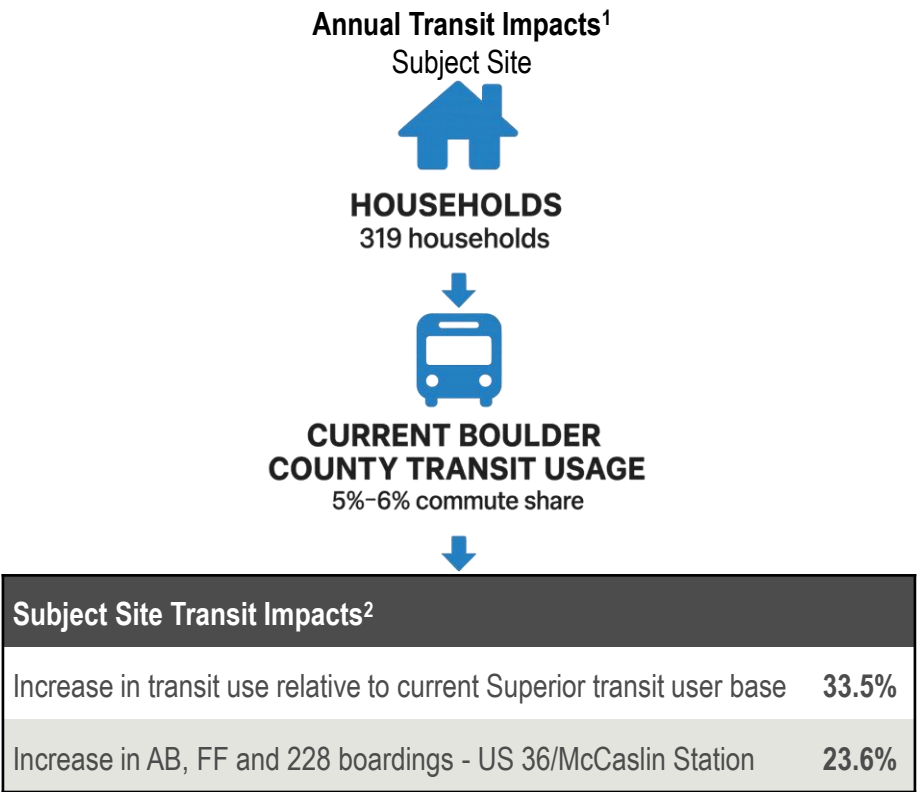
*Monthly costs are in 2026 dollars. Market rent does not include applicable concessions.

Source: HUD; 2024 ACS; PUMS; CHFA; Redfin; NerdWallet; Client; RCLCO

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%.



¹RCLCO estimates 319 on-site households using a stabilized 95% occupancy rate.

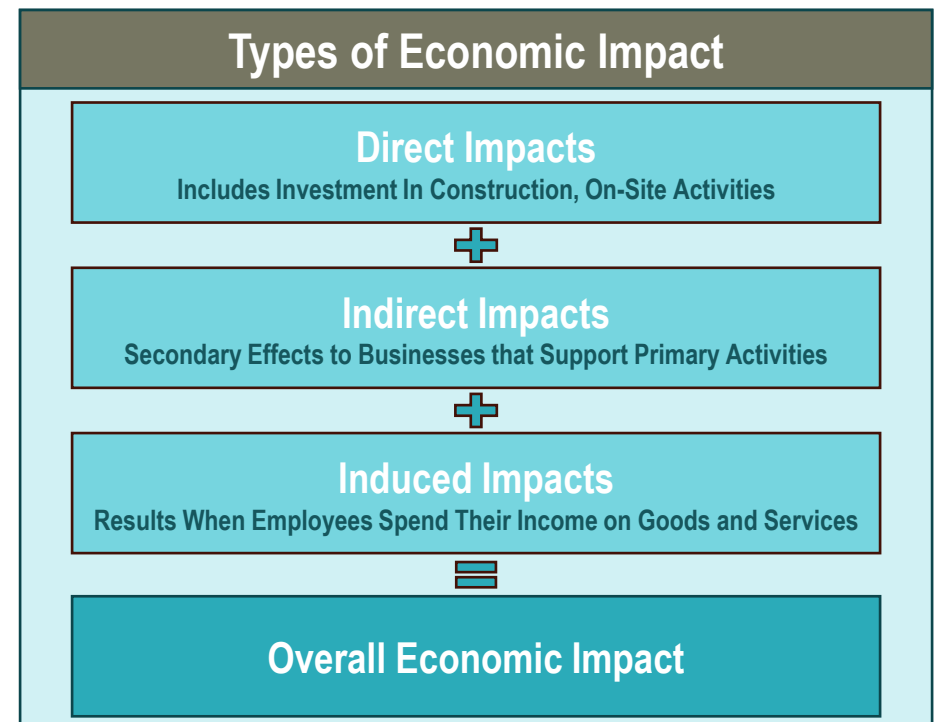
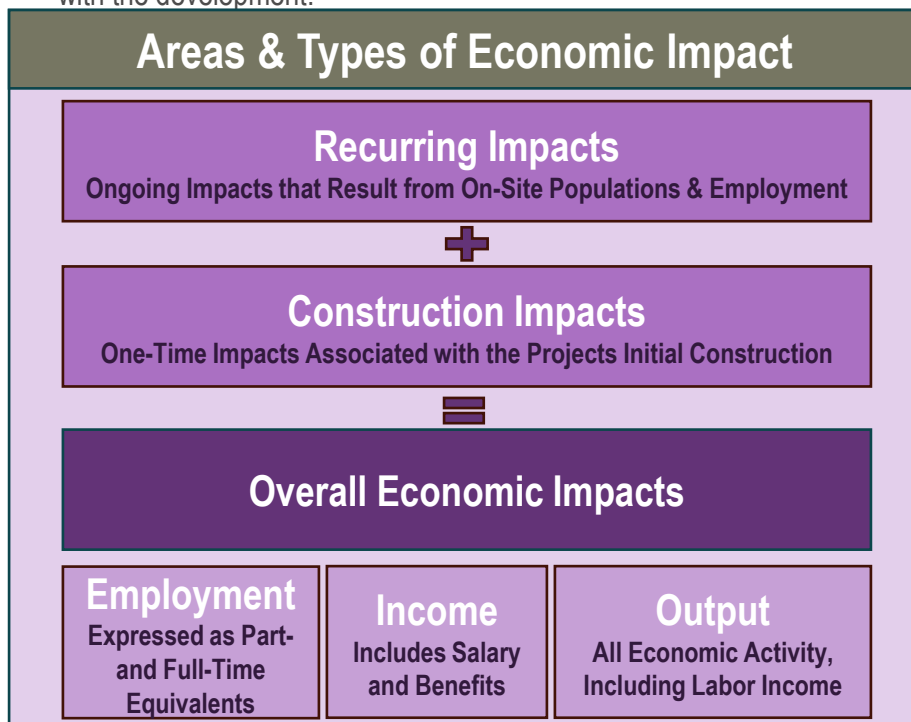
²Ridership data from RTD in 2025

³Retail tax rate of 3.78%

Source: Client; RTD; ESRI; Placer.AI; Town of Superior; US Census; RCLCO

OVERVIEW OF ECONOMIC IMPACTS

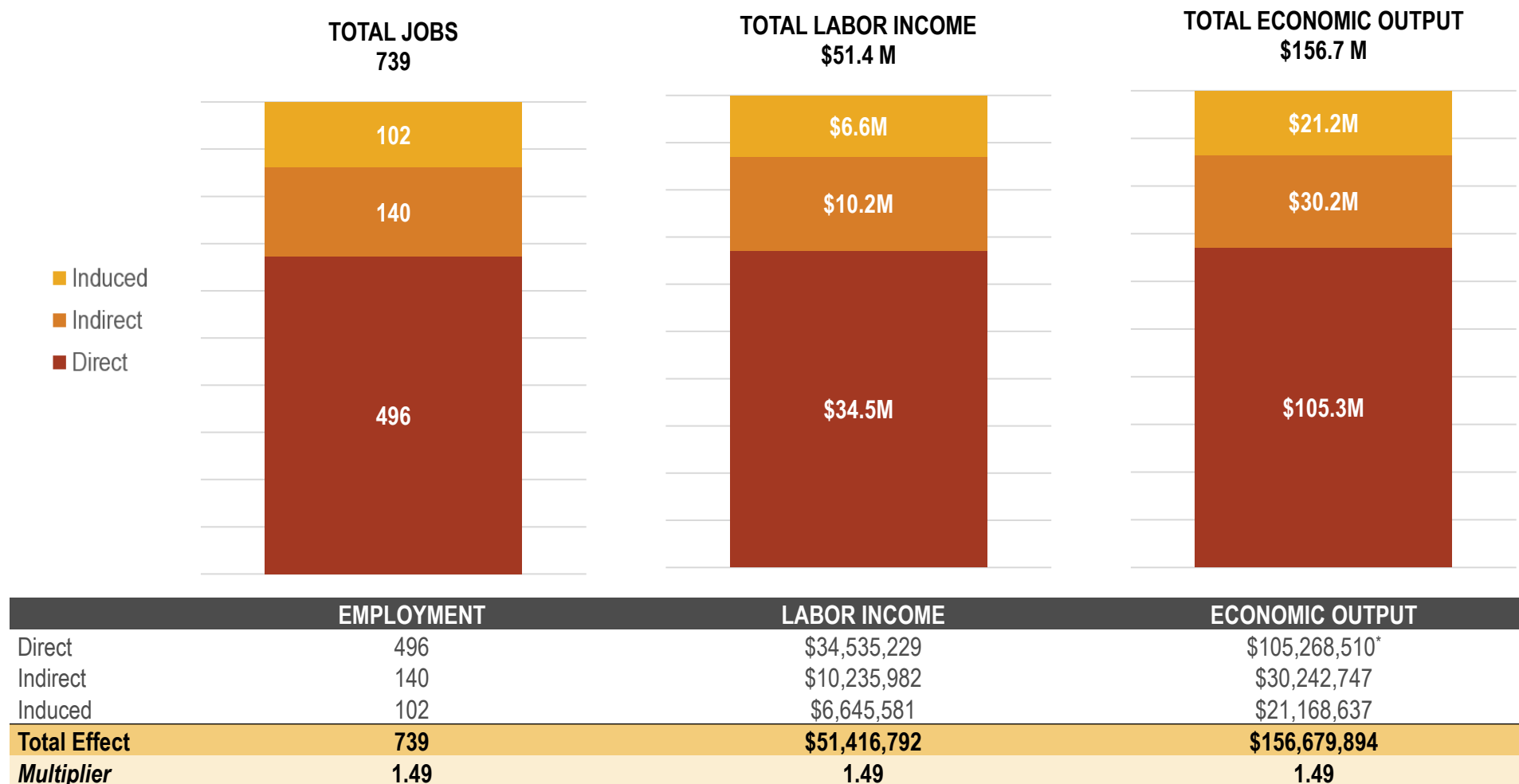
- ▶ **Economic Impact** refers to the effects that a particular development has on the surrounding area. Economic impact analyses often consider a range of factors to assess how variables like **employment, income, and economic output** are influenced. The impacts are divided into several categories:
 - » **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\$)



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.

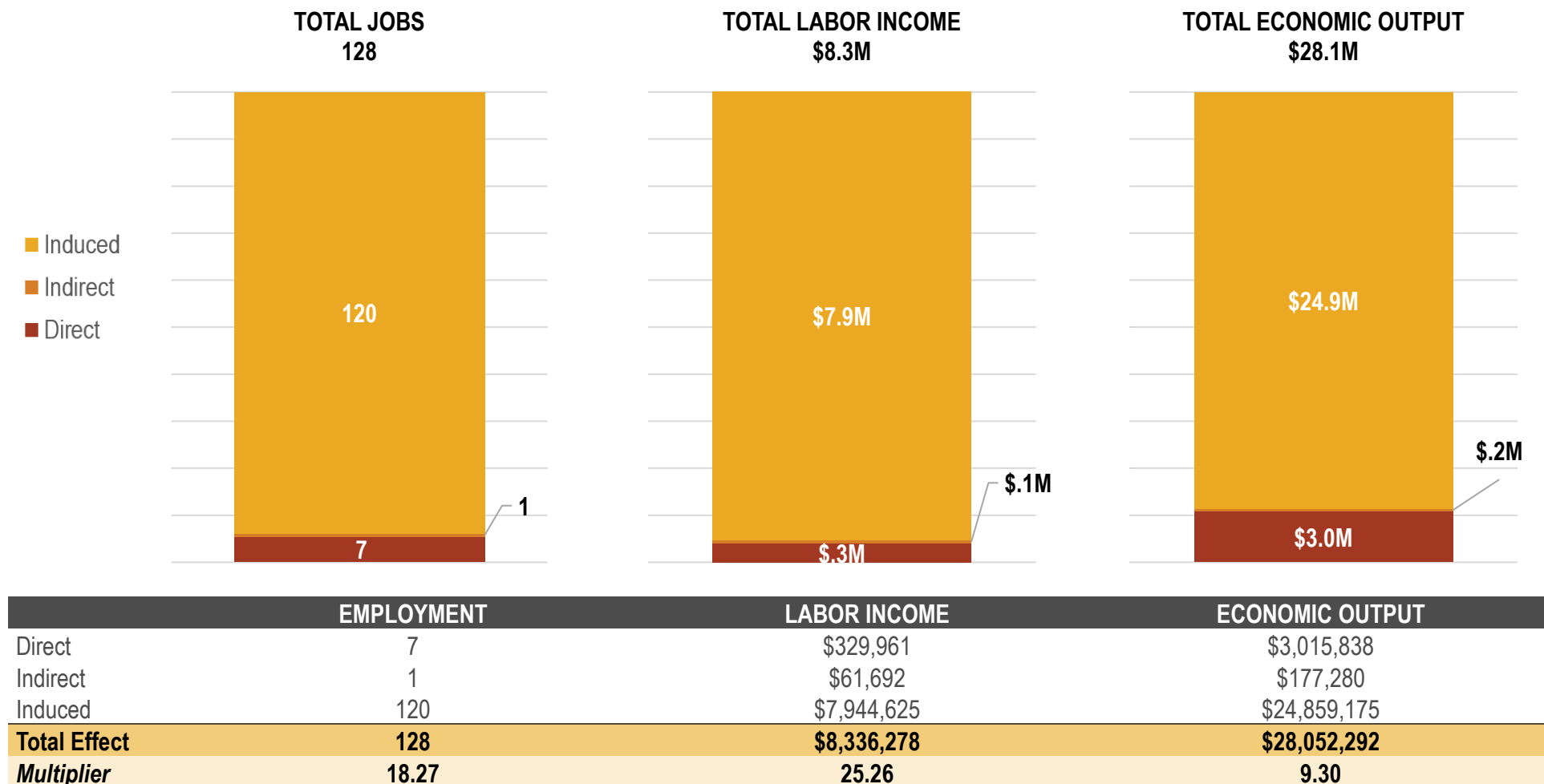
*Represents total development costs, excluding land.

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\$)



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

KEY PROJECT ASSUMPTIONS

SITE ASSUMPTIONS

	336 Units
	25 Market-Rate 1BR
	26 Market-Rate 2BR
	143 80% AMI 1BR
	142 80% AMI 2BR
Total Units	
	\$2,185 Market-Rate 1BR
	\$2,857 Market-Rate 2BR
	\$2,250 80% AMI 1BR
	\$2,700 80% AMI 2BR
Site Rents ¹	
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 Rate² 13.627 mills

Residential Assessment Rate³ 6.8%

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)

Licenses & Permits⁴

¹Rents were provided by client; market-rate rents based on May 2026 Origin rents

²2026 Superior Budget

³Residential includes multifamily

⁴Excludes 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

CATEGORY	EMPLOYEE SPENDING		OFFSITE RETAIL EXPENDITURES ONE-TIME EMPLOYEES
	DISTRIBUTION OF SPENDING	% SPENT IN SUPERIOR	
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

Disclaimers

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 access 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:

Short-Term Background (non-project related) Improvements:

- 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:

Project-Related Improvement Recommendations (Responsibility of the Developer):

- 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 access 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



Proposed Emergency Access

**Proposed Access
Full-Movement
Side-Street Stop Controlled**

Proposed Emergency Access

4.0 EXISTING AND FUTURE BACKGROUND TRAFFIC CONDITIONS

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 35 miles 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.

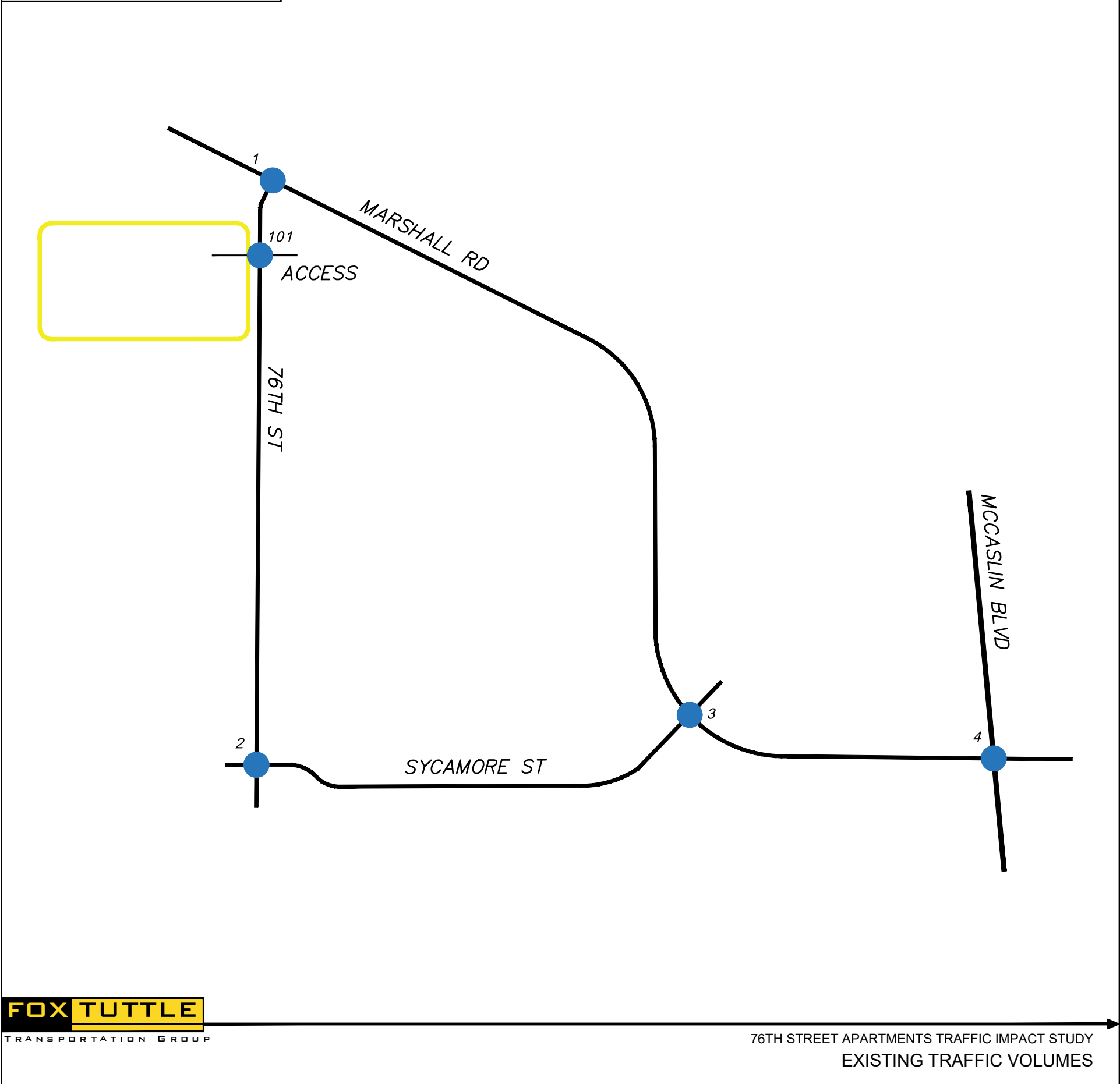
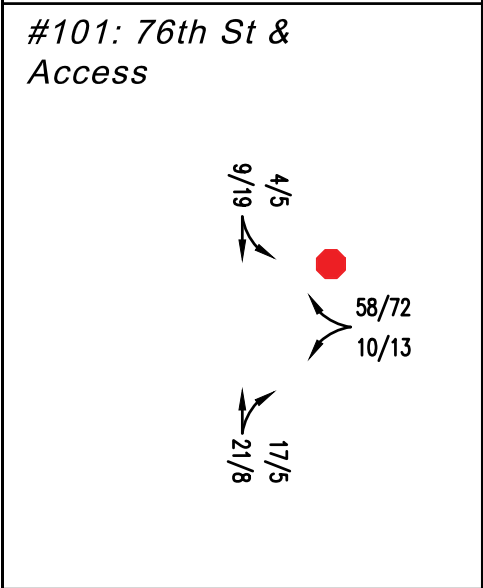
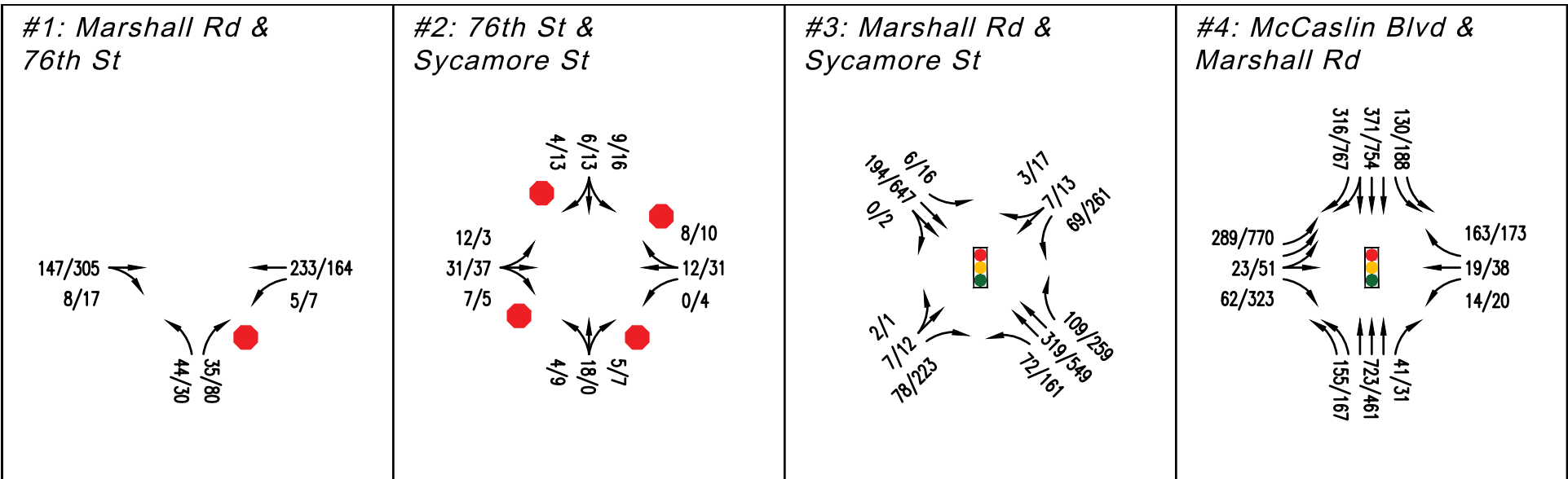
Sycamore Street is a two-lane collector roadway that connects between 76th Street and Marshall Road to the east. The posted speed limit is 30 mph and there are detached sidewalks

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 $\frac{3}{4}$ -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.



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

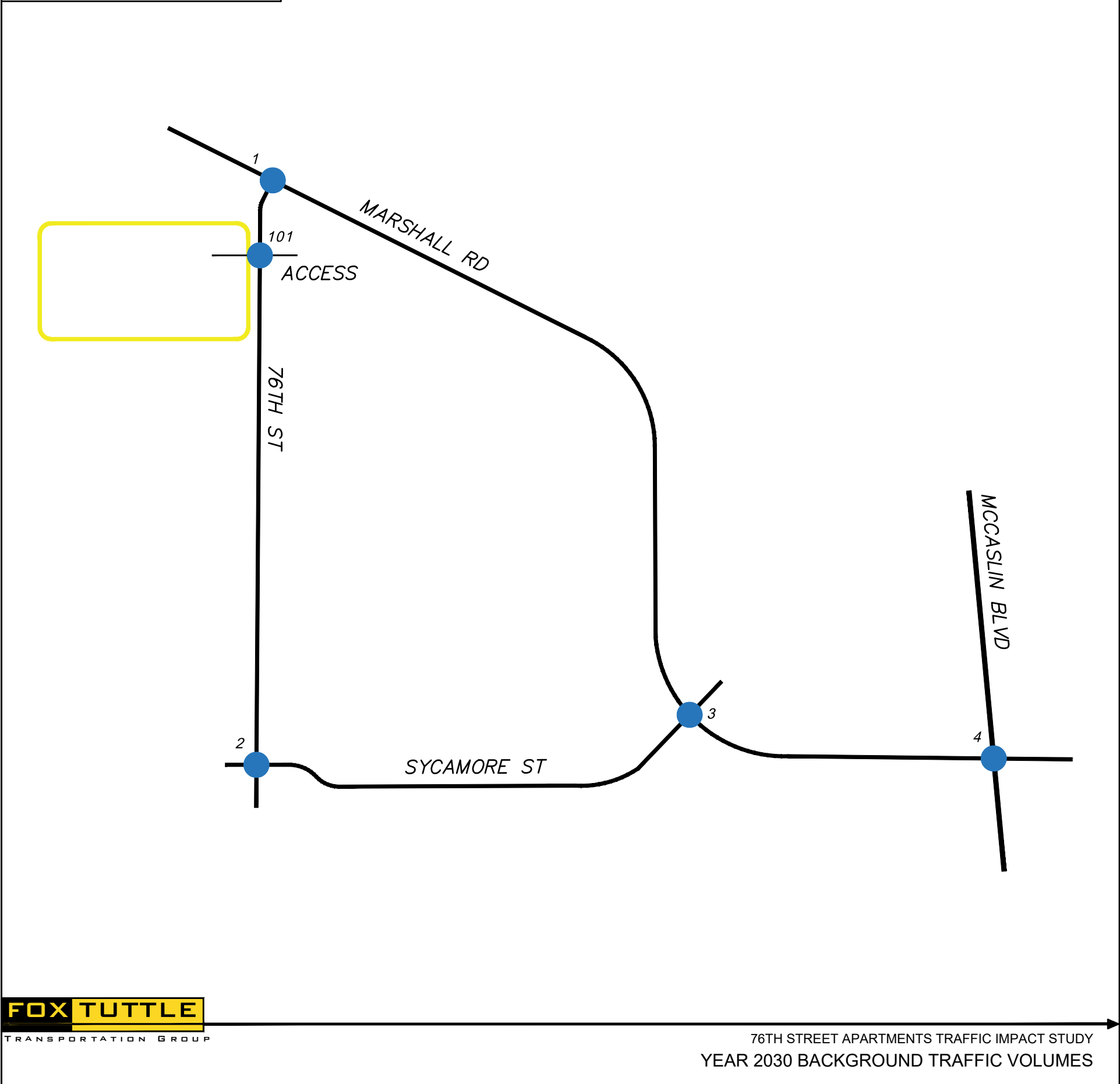
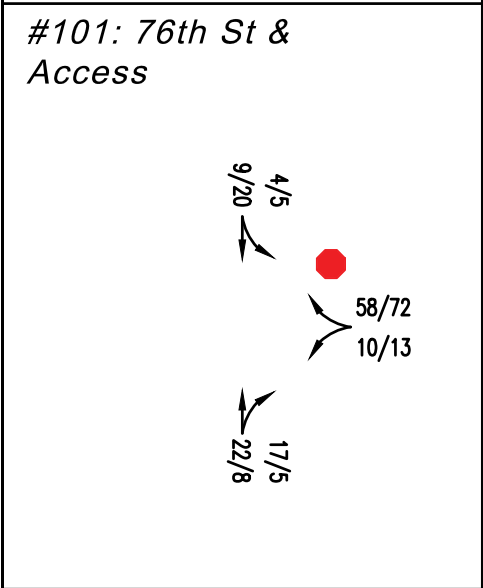
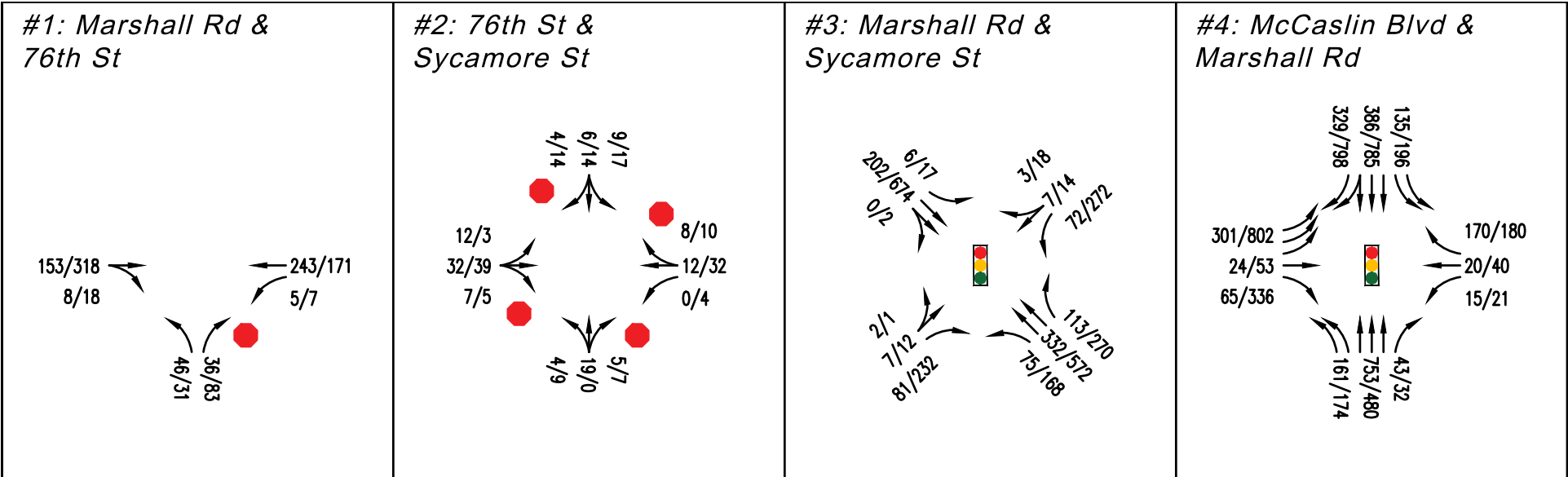
Existing, Year 2030 and Year 2050 traffic scenarios *without* development of the project were analyzed to provide a baseline for future year comparison.

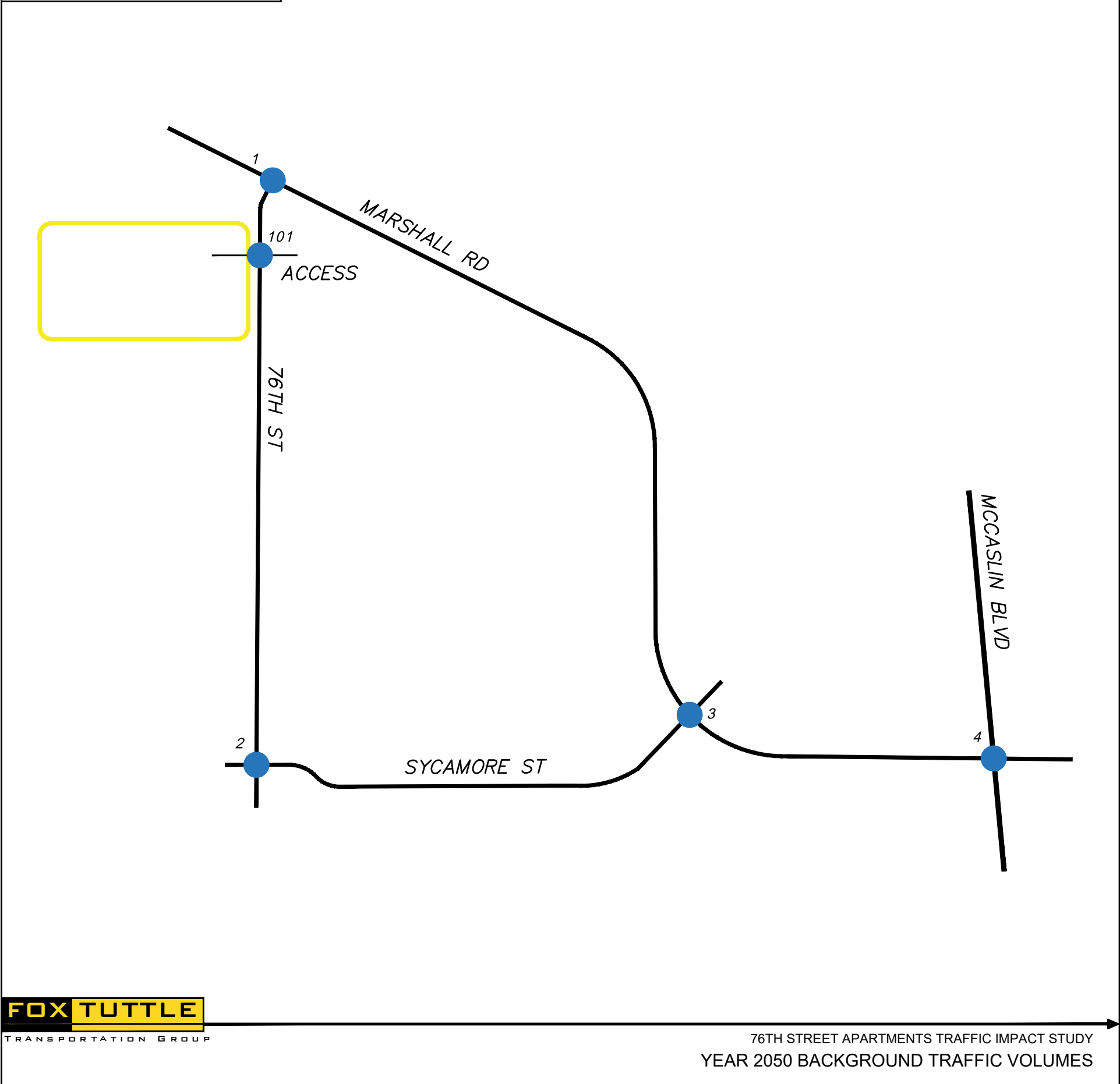
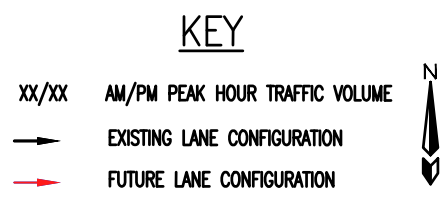
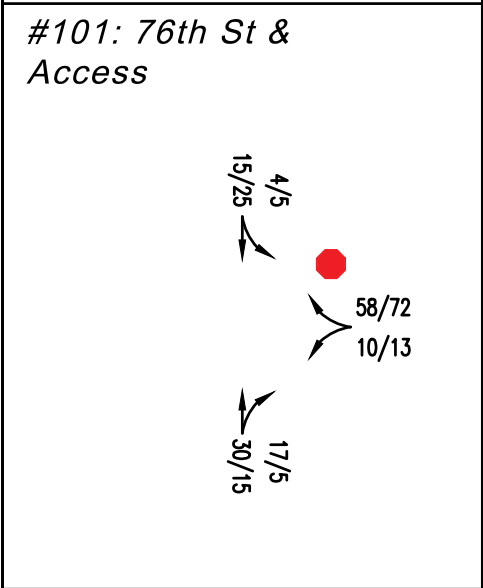
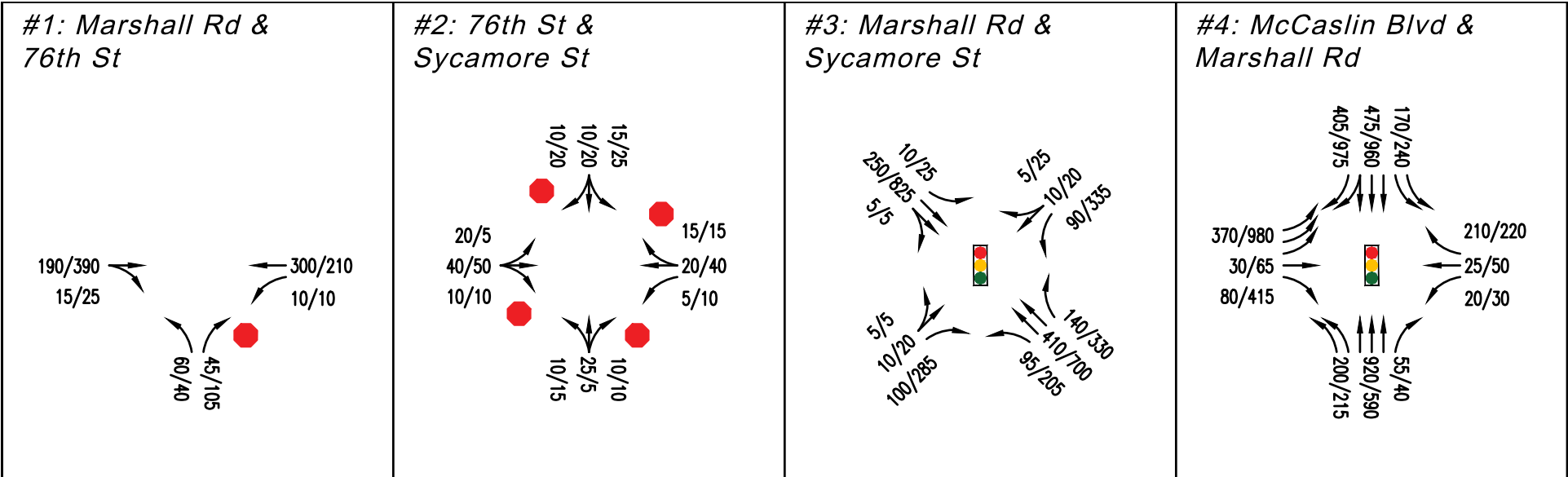
In determining the operational characteristics of an intersection, “Levels of Service” (LOS) A through F are applied, with LOS A indicating very good operations and LOS F indicating congested operations. The intersection LOS is represented as a delay in seconds per vehicle for the intersection as a whole 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.





76TH STREET APARTMENTS TRAFFIC IMPACT STUDY
YEAR 2050 BACKGROUND TRAFFIC VOLUMES

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	<i>Stop Controlled</i>				<i>Stop Controlled</i>			
	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	<i>Stop Controlled</i>				<i>Stop Controlled</i>			
	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	<i>Signalized</i>				<i>Signalized</i>			
	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	<i>Signalized</i>				<i>Signalized</i>			
	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	<i>Stop Controlled</i>				<i>Stop Controlled</i>			
	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 manual¹ 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

Land Use	Size	Unit	Weekday											
			Average Daily				AM Peak Hour				PM Peak Hour			
			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

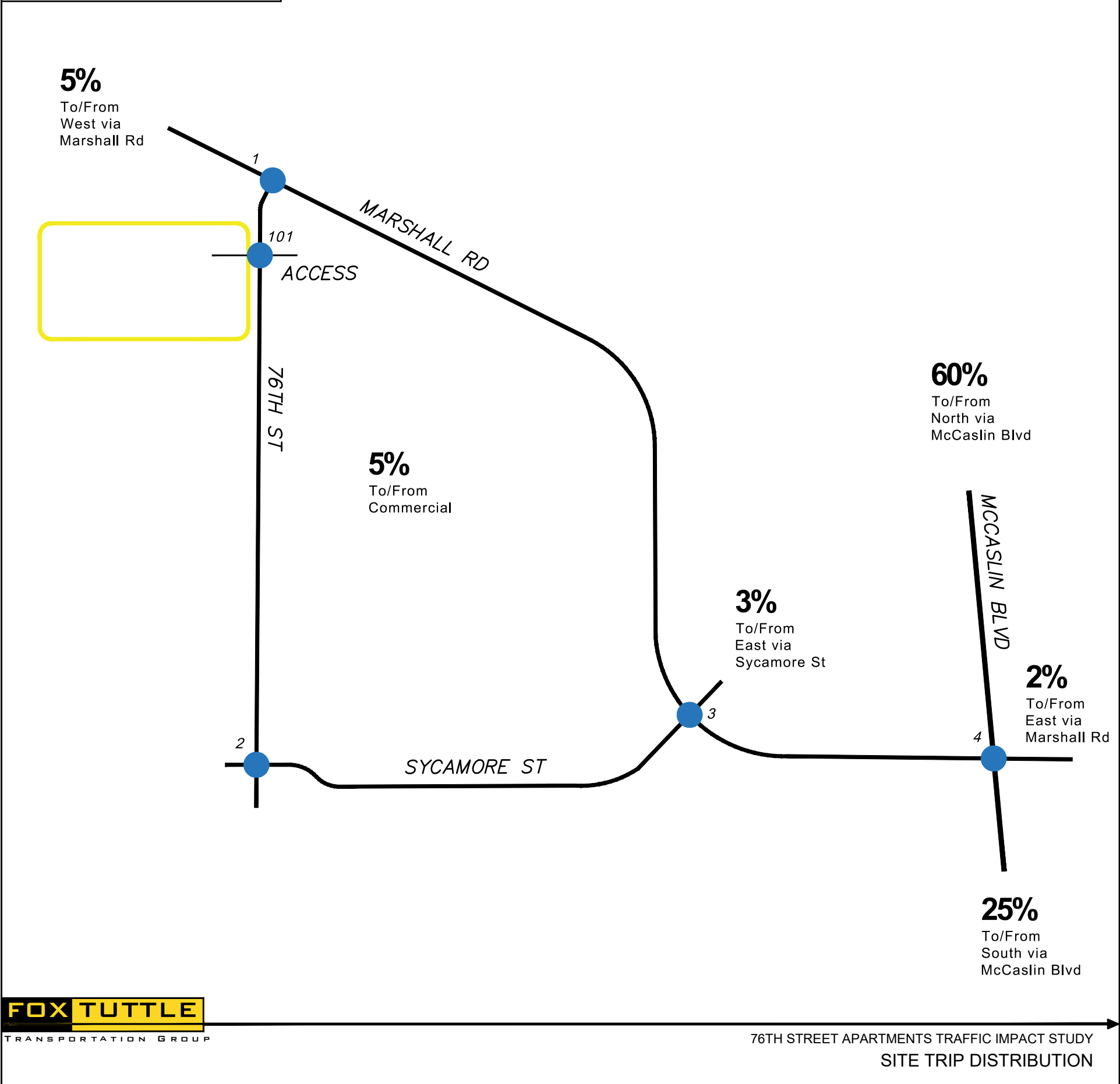
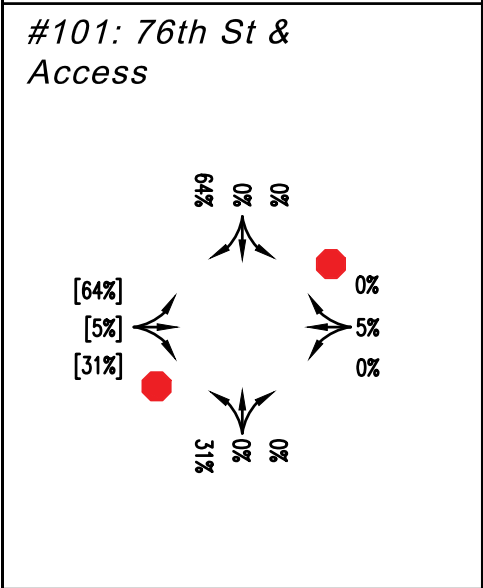
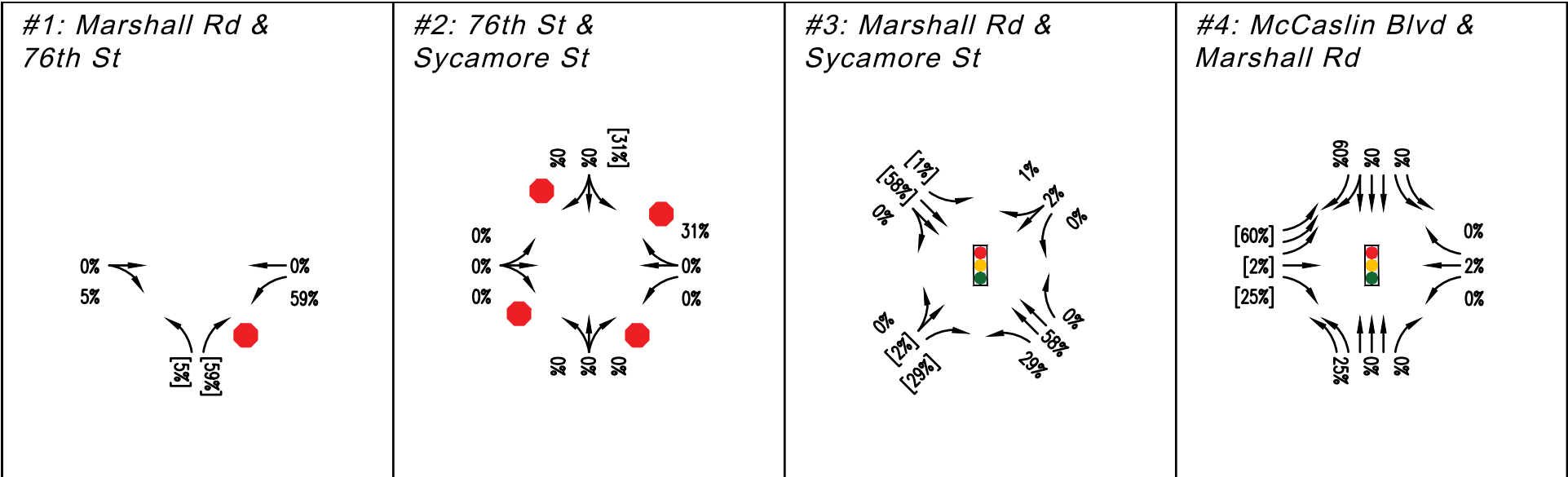
As shown above, using ITE rates the 336 units would be anticipated to generate approximately 2,087 daily, 138 AM peak hour and 175 PM peak hour trips at full buildout and occupancy.

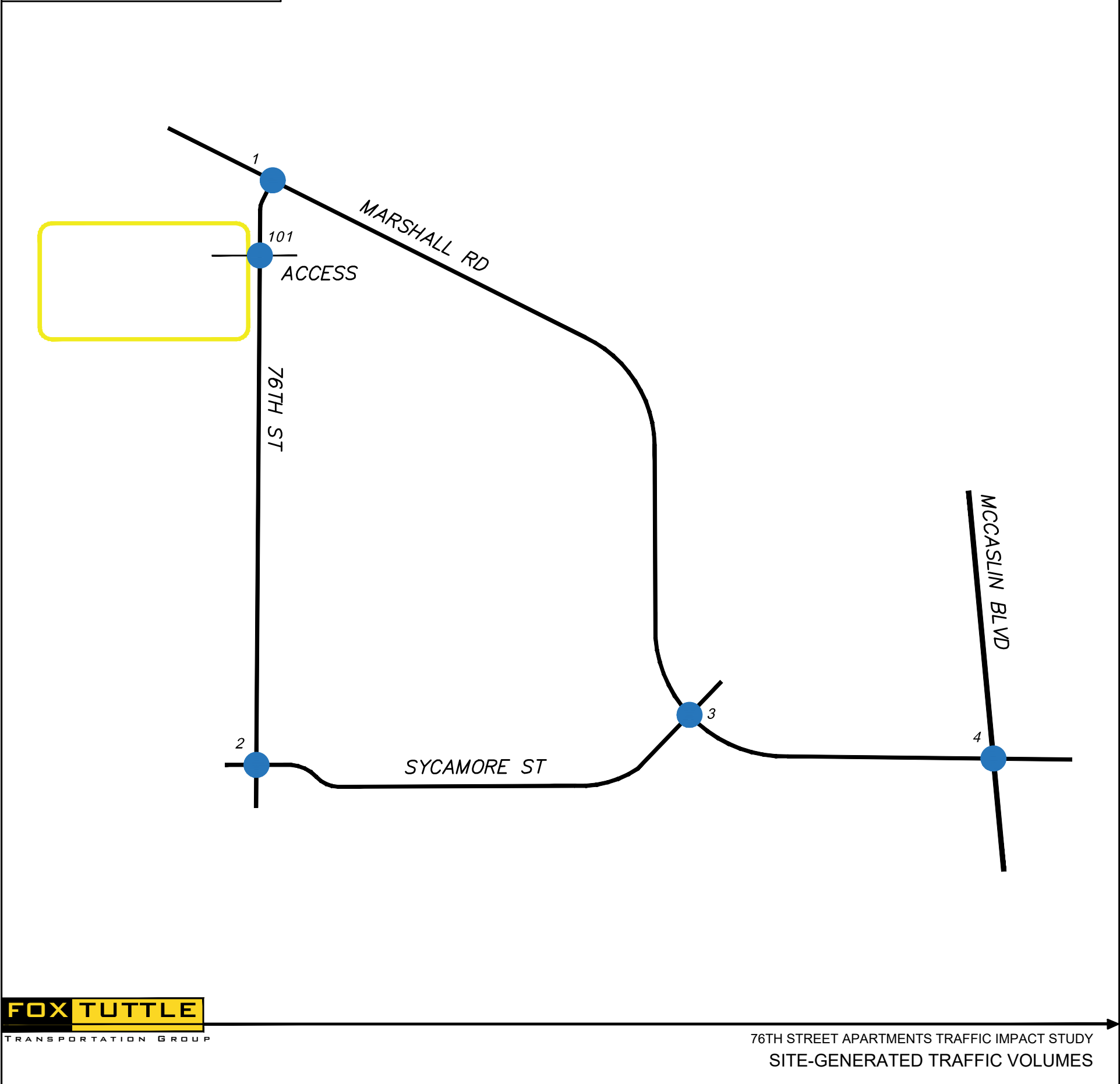
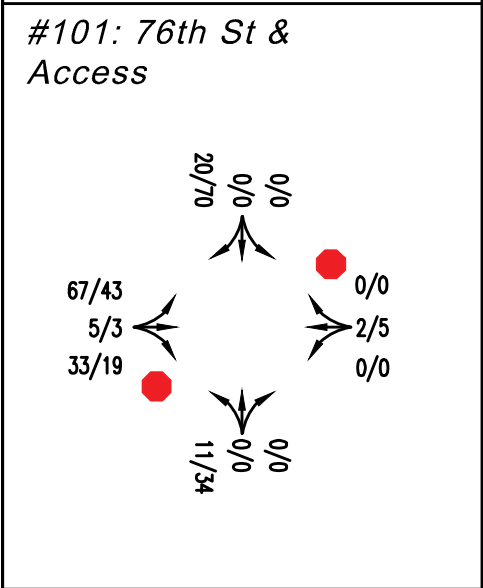
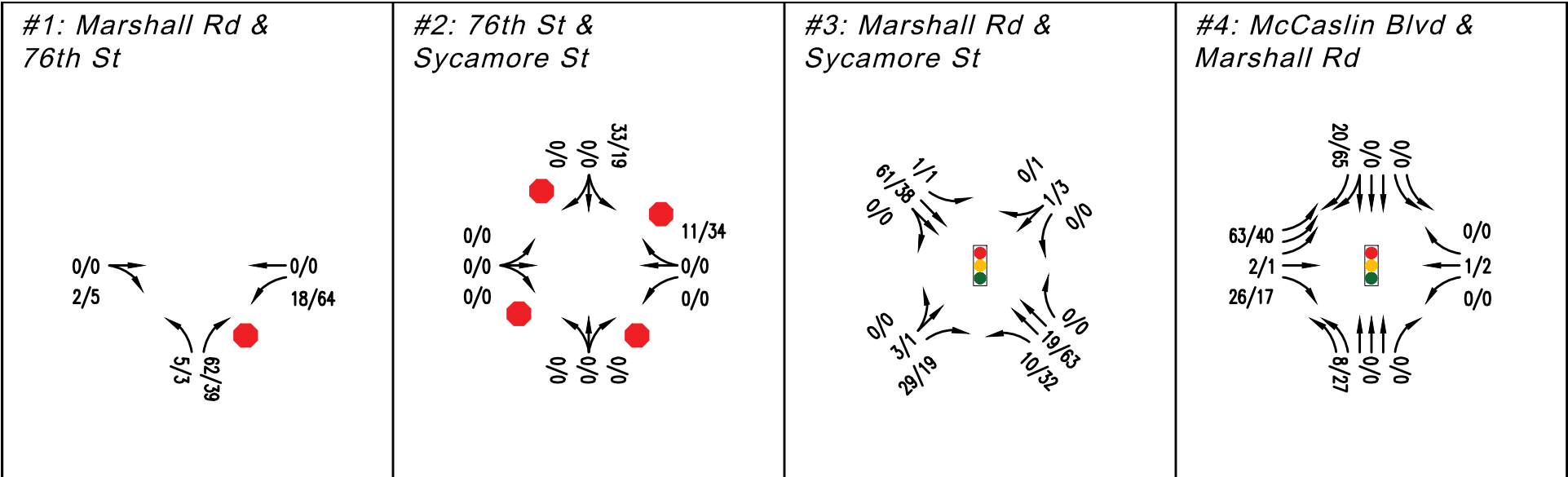
5.2 Trip Distribution and Assignment

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.





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.

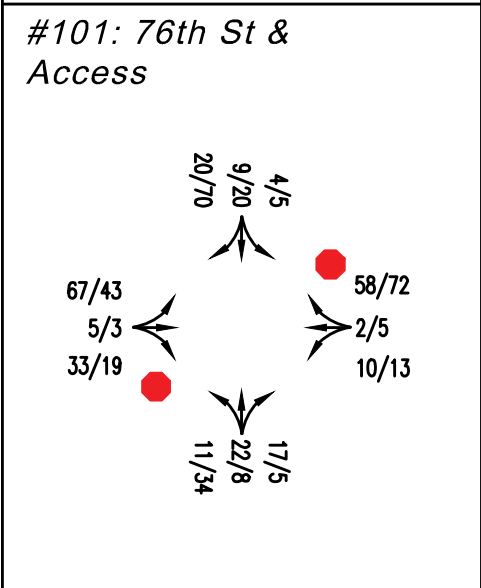
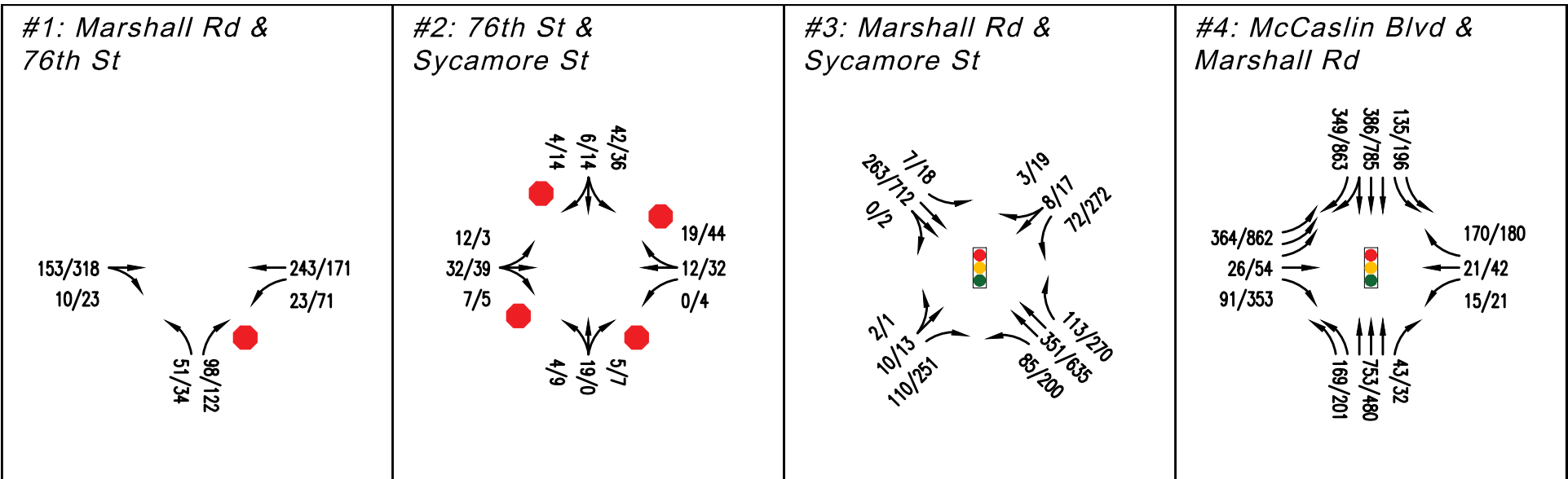
As shown on **Table 3**, the study area intersections and proposed accesses are projected to continue to operate acceptably (LOS D or better overall) with the addition of site traffic at full project buildout in the short-term.

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.



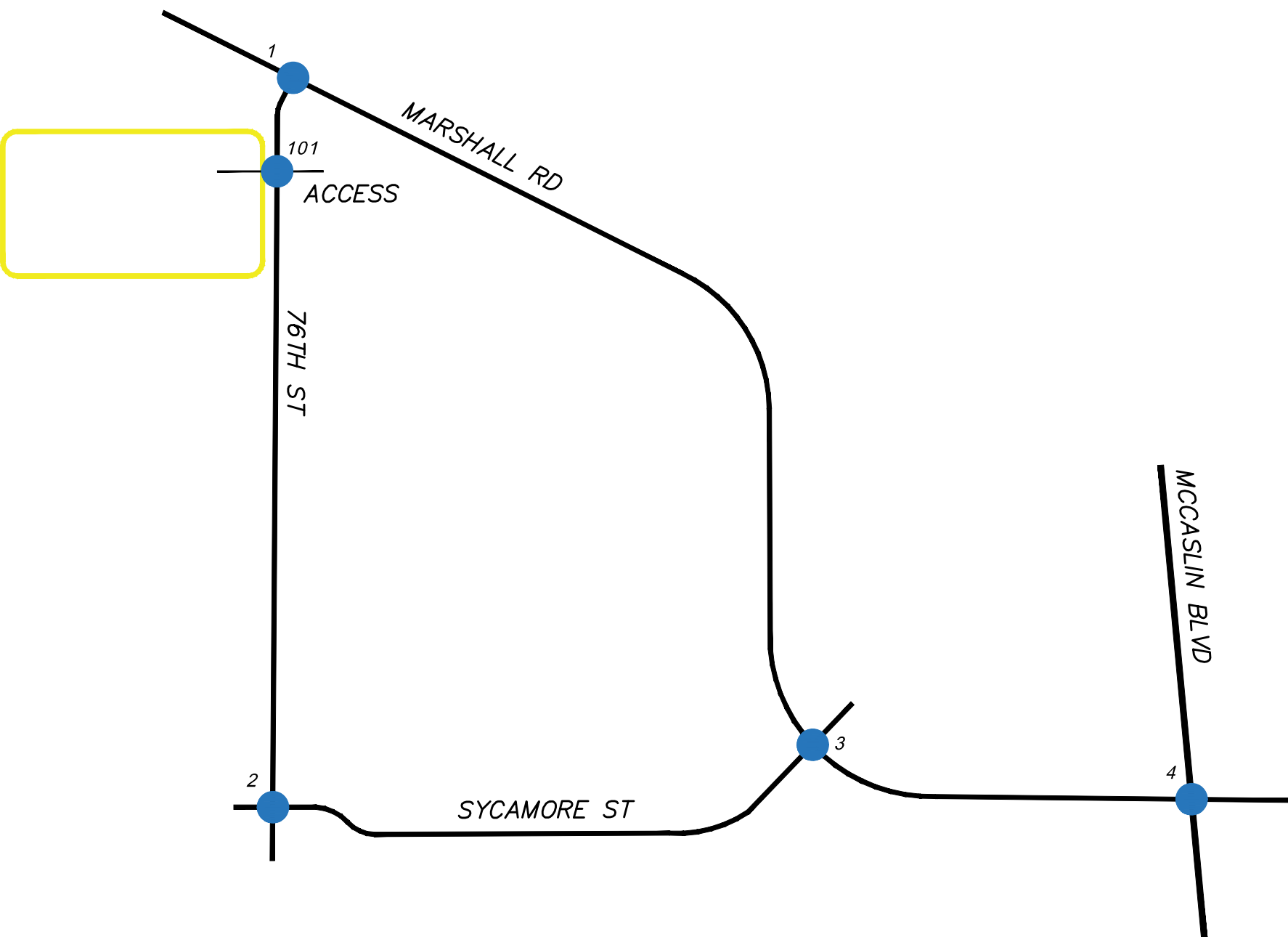
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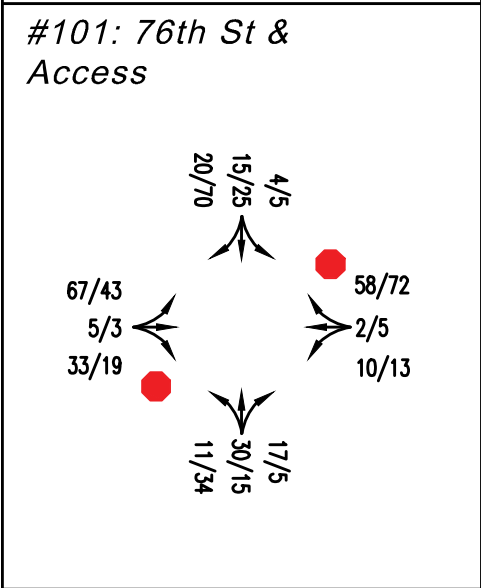
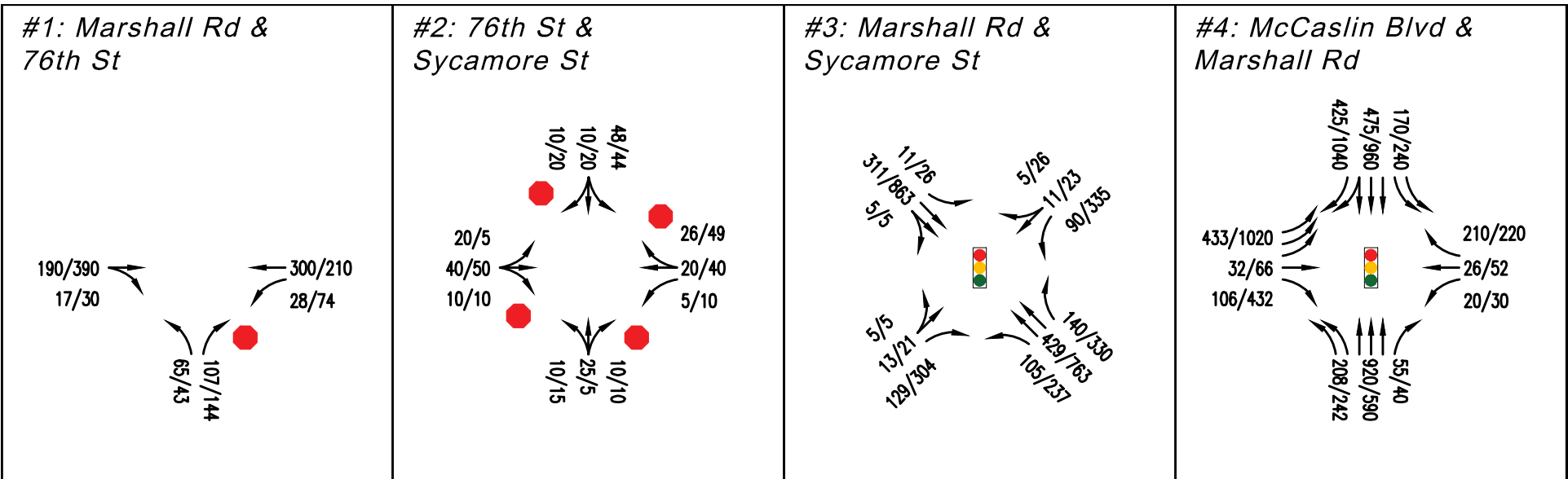
XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME

EXISTING LANE CONFIGURATION

FUTURE LANE CONFIGURATION

N





KEY

XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME

EXISTING LANE CONFIGURATION

FUTURE LANE CONFIGURATION

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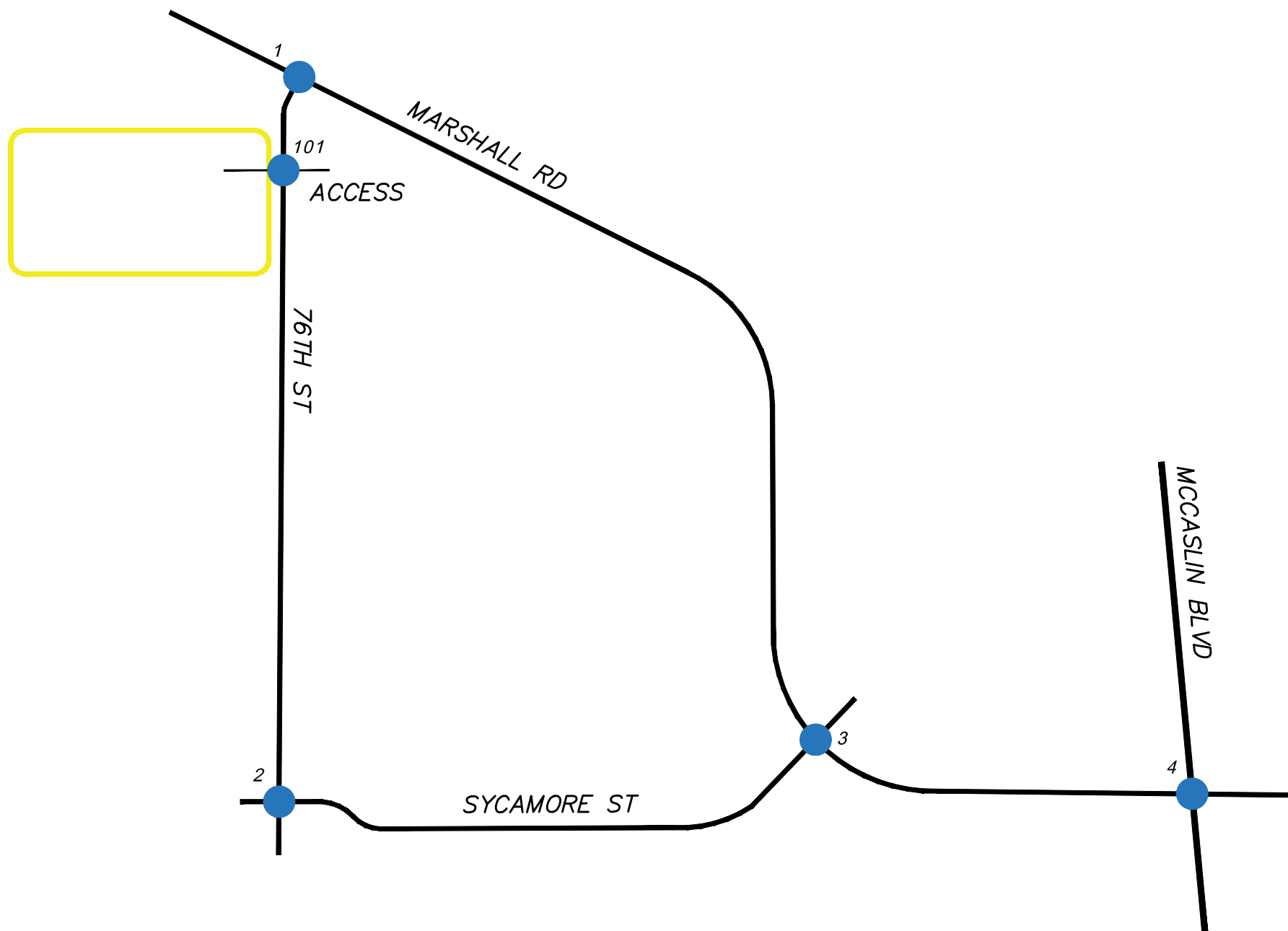


Table 3 – Future Intersection LOS Summary w/Project

Intersections and Lane Groups	Year 2030 with Project				Year 2050 with Project			
	AM Peak Delay LOS		PM Peak Delay LOS		AM Peak Delay LOS		PM Peak 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 access 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 access 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:

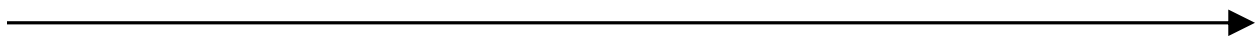
- Complete the planned (summer 2026) improvements to the eastbound approach at the McCaslin Blvd. & Marshall Road intersection

Project-Related Improvement Recommendations (Responsibility of the Developer):

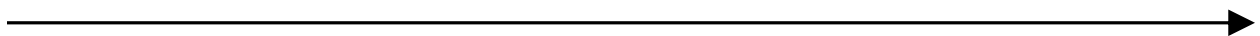
- Improve 76th Street along the project frontage to include a 30' flowline-to-flowing width with an attached sidewalk along the west side of the roadway.

APPENDIX

Level of Service Definitions
Intersection Capacity Worksheets
Traffic Count Data Sheets



Level of Service Definitions



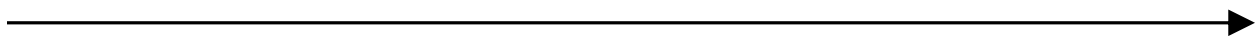
LEVEL OF SERVICE DEFINITIONS

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

Timings
02/12/2026

3: Marshall Rd & Sycamore St
Year 2026 Existing - AM Peak Hour

											
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



HCM 7th Signalized Intersection Summary
02/12/2026

3: Marshall Rd & Sycamore St
Year 2026 Existing - AM Peak Hour

												
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.												

Timings
02/19/2026

4: McCaslin Blvd & Marshall Rd
Year 2026 Existing - AM Peak Hour

												
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

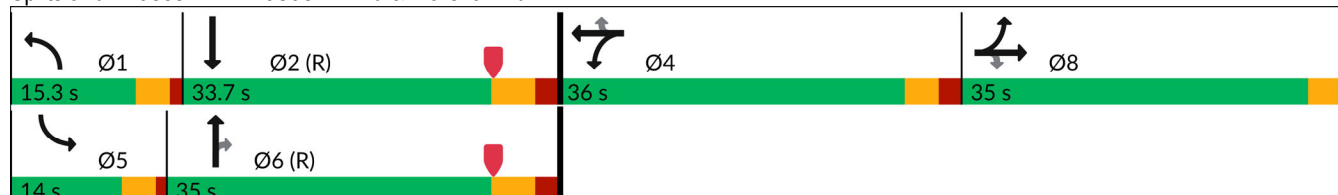
Actuated Cycle Length: 120

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



HCM 7th Signalized Intersection Summary
02/19/2026

4: McCaslin Blvd & Marshall Rd
Year 2026 Existing - AM Peak Hour

												
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	NBRWBLn1		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

Timings
02/12/2026

3: Marshall Rd & Sycamore St
Year 2026 Existing - PM Peak Hour

											
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

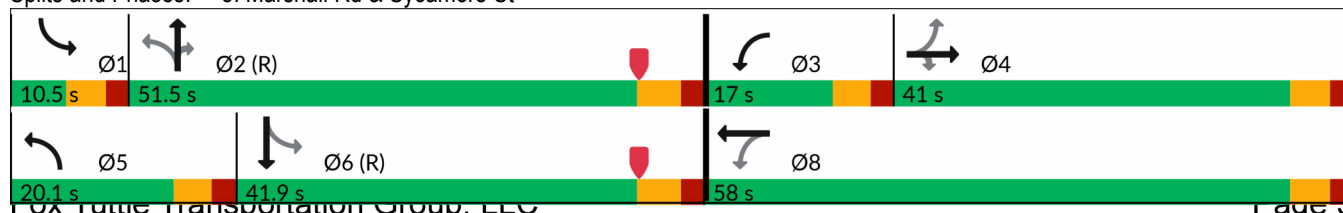
~ Volume exceeds capacity, queue is theoretically infinite.

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



FOX Traffic Transportation Group, LLC

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HCM 7th Signalized Intersection Summary
02/12/2026

3: Marshall Rd & Sycamore St
Year 2026 Existing - PM Peak Hour

												
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.												

Timings
02/19/2026

4: McCaslin Blvd & Marshall Rd
Year 2026 Existing - PM Peak Hour

												
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

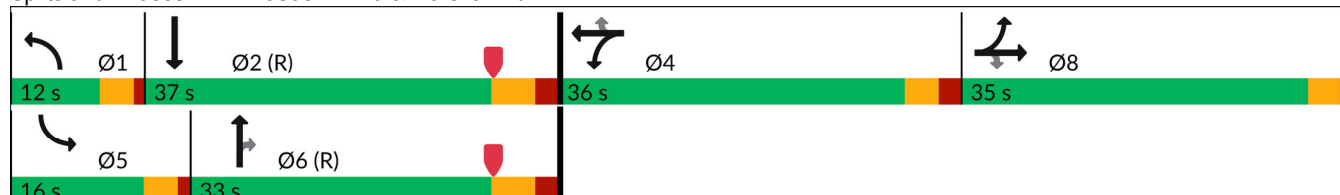
Actuated Cycle Length: 120

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



HCM 7th Signalized Intersection Summary
02/19/2026

4: McCaslin Blvd & Marshall Rd
Year 2026 Existing - PM Peak Hour

												
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
Stage 1	11	-	-
Stage 2	41	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	956	1069	-
Stage 1	1011	-	-
Stage 2	981	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	951	1069	-
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	NBRWBLn1	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
HCM Lane LOS	-	-	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

Timings
02/12/2026

3: Marshall Rd & Sycamore St
Year 2030 Background - AM Peak Hour

											
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



HCM 7th Signalized Intersection Summary
02/12/2026

3: Marshall Rd & Sycamore St
Year 2030 Background - AM Peak Hour

												
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+l1), 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.												

Timings
02/19/2026

4: McCaslin Blvd & Marshall Rd
Year 2030 Background - AM Peak Hour

												
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

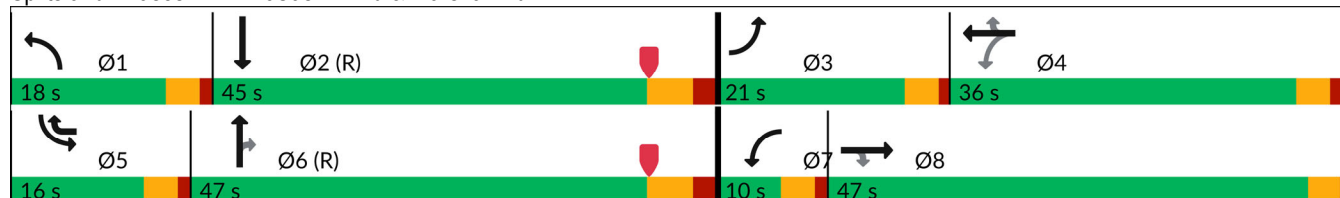
Actuated Cycle Length: 120

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



HCM 7th Signalized Intersection Summary
02/19/2026

4: McCaslin Blvd & Marshall Rd
Year 2030 Background - AM Peak Hour

												
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+l1), 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	NBRWBLn1		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

Timings
02/12/2026

3: Marshall Rd & Sycamore St
Year 2030 Background - PM Peak Hour

										
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

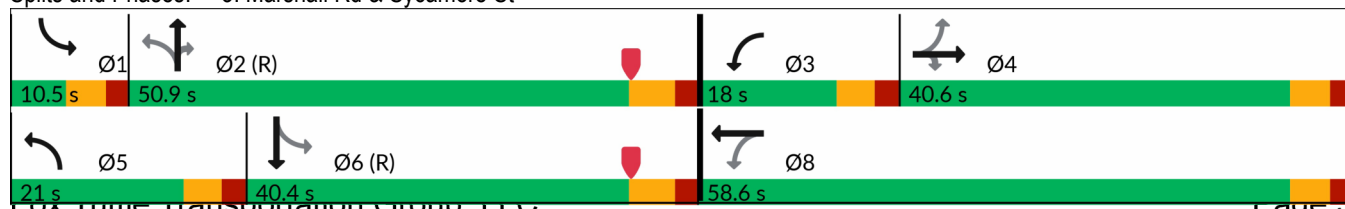
~ Volume exceeds capacity, queue is theoretically infinite.

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



FOX Traffic Transportation Group, LLC

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HCM 7th Signalized Intersection Summary
02/12/2026

3: Marshall Rd & Sycamore St
Year 2030 Background - PM Peak Hour

												
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.												

Timings
02/19/2026

4: McCaslin Blvd & Marshall Rd
Year 2030 Background - PM Peak Hour

												
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

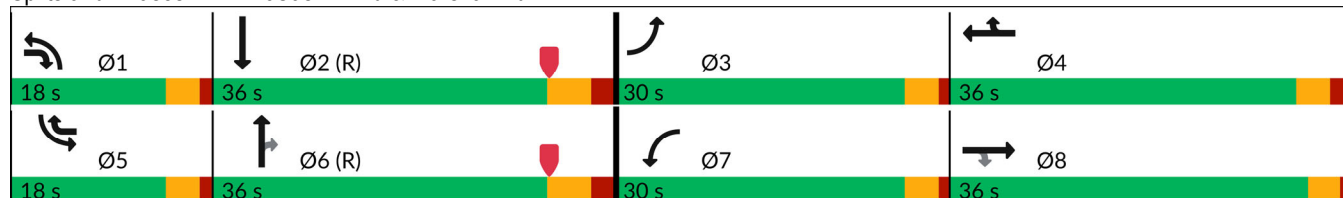
Actuated Cycle Length: 120

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



HCM 7th Signalized Intersection Summary
02/19/2026

4: McCaslin Blvd & Marshall Rd
Year 2030 Background - PM Peak Hour

												
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
Stage 1	11	-	-
Stage 2	43	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	954	1069	-
Stage 1	1011	-	-
Stage 2	980	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	949	1069	-
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	NBRWBLn1	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
HCM Lane LOS	-	-	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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1410
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1410
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Timings
05/01/2026

3: Marshall Rd & Sycamore St
Year 2030 Background + Project - AM Peak Hour

											
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

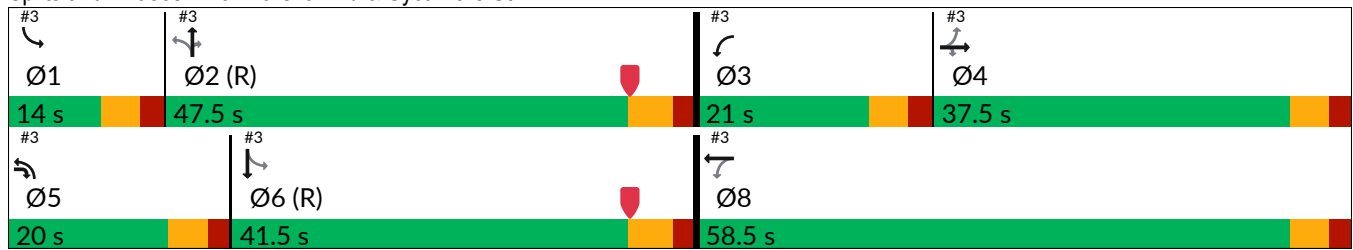
Actuated Cycle Length: 120

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



76th St Apartments TIS
Fox Tuttle Transportation Group, LLC

Synchro 12 Report
Page 3

HCM 7th Signalized Intersection Summary

05/01/2026

3: Marshall Rd & Sycamore St

Year 2030 Background + Project - AM Peak Hour

												
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.

Timings
05/01/2026

4: McCaslin Blvd & Marshall Rd
Year 2030 Background + Project - AM Peak Hour

												
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

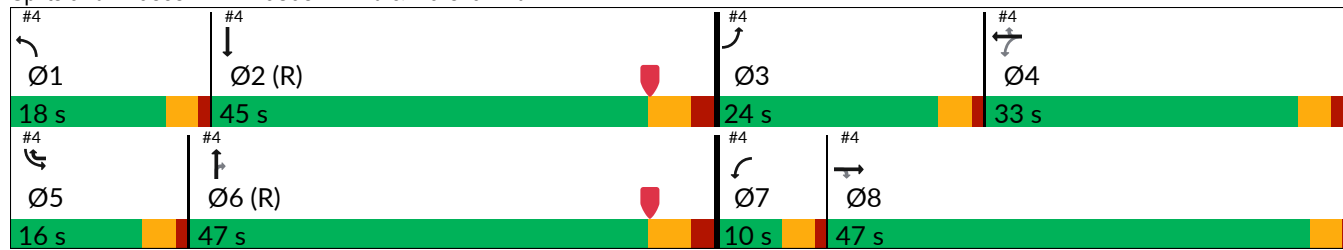
Actuated Cycle Length: 120

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



76th St Apartments TIS
Fox Tuttle Transportation Group, LLC

Synchro 12 Report
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HCM 7th Signalized Intersection Summary

05/01/2026

4: McCaslin Blvd & Marshall Rd

Year 2030 Background + Project - AM Peak Hour

												
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	EBLn1WBLn1	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	-
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

Timings
02/12/2026

3: Marshall Rd & Sycamore St
Year 2030 Background + Project - PM Peak Hour

										
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

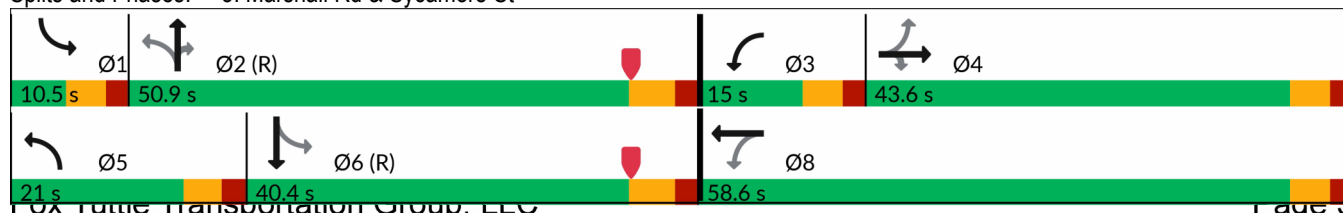
~ Volume exceeds capacity, queue is theoretically infinite.

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



FOX Traffic Transportation Group, LLC

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HCM 7th Signalized Intersection Summary

02/12/2026

3: Marshall Rd & Sycamore St

Year 2030 Background + Project - PM Peak Hour

												
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.												

Timings
02/19/2026

4: McCaslin Blvd & Marshall Rd
Year 2030 Background + Project - PM Peak Hour

												
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



HCM 7th Signalized Intersection Summary

02/19/2026

4: McCaslin Blvd & Marshall Rd

Year 2030 Background + Project - PM Peak Hour

												
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	EBLn1WBLn1	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

Timings
05/01/2026

3: Marshall Rd & Sycamore St
Year 2050 Background - AM Peak Hour

											
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

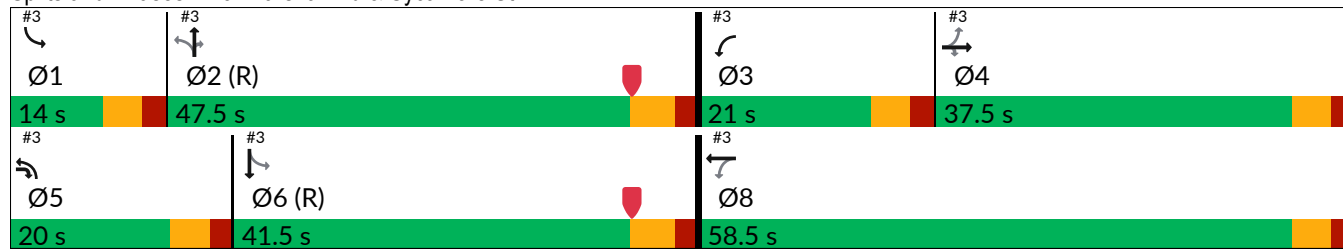
Actuated Cycle Length: 120

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



76th St Apartments TIS
Fox Tuttle Transportation Group, LLC

Synchro 12 Report
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HCM 7th Signalized Intersection Summary
05/01/2026

3: Marshall Rd & Sycamore St
Year 2050 Background - AM Peak Hour

												
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.												

Timings
05/01/2026

4: McCaslin Blvd & Marshall Rd
Year 2050 Background - AM Peak Hour

												
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

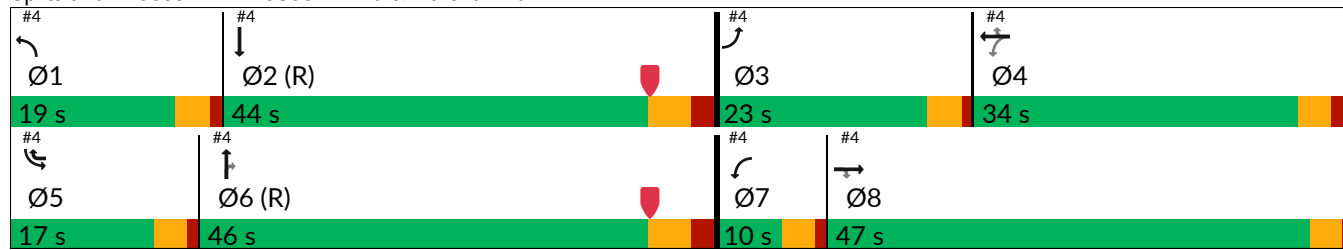
Actuated Cycle Length: 120

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



76th St Apartments TIS
Fox Tuttle Transportation Group, LLC

Synchro 12 Report
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HCM 7th Signalized Intersection Summary
05/01/2026

4: McCaslin Blvd & Marshall Rd
Year 2050 Background - AM Peak Hour

												
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	NBRWBLn1	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

Timings
02/12/2026

3: Marshall Rd & Sycamore St
Year 2050 Background - PM Peak Hour

											
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

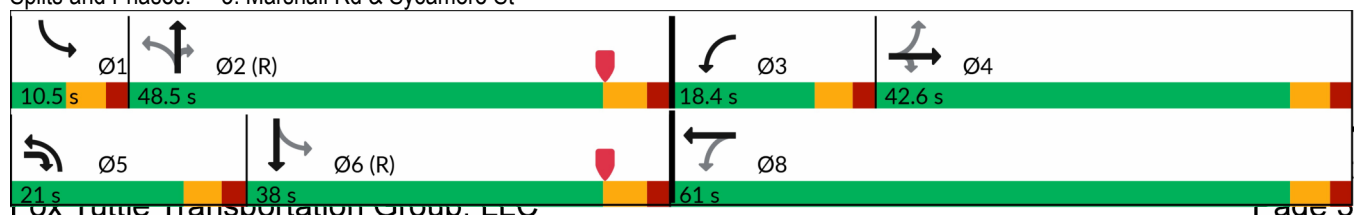
~ Volume exceeds capacity, queue is theoretically infinite.

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



FOX Traffic Transportation Group, LLC

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HCM 7th Signalized Intersection Summary
02/12/2026

3: Marshall Rd & Sycamore St
Year 2050 Background - PM Peak Hour

												
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.												

Timings
02/19/2026

4: McCaslin Blvd & Marshall Rd
Year 2050 Background - PM Peak Hour

												
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

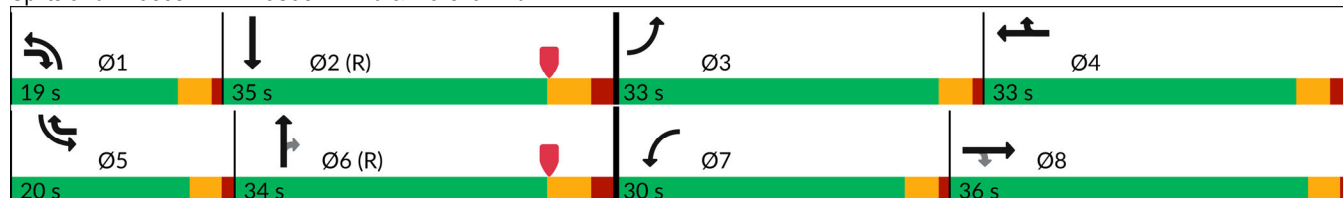
Actuated Cycle Length: 120

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



76th St Apartments TIS
Fox Tuttle Transportation Group, LLC

Synchro 12 Report
Page 1

HCM 7th Signalized Intersection Summary
02/19/2026

4: McCaslin Blvd & Marshall Rd
Year 2050 Background - PM Peak Hour

												
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
Stage 1	19	-	-
Stage 2	50	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	936	1059	-
Stage 1	1004	-	-
Stage 2	972	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	931	1059	-
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	NBRWBLn1	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
HCM Lane LOS	-	-	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
Stage 1	-	-	-	-	205
Stage 2	-	-	-	-	387
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1357	-	469
Stage 1	-	-	-	-	830
Stage 2	-	-	-	-	686
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1357	-	459
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

Timings
05/01/2026

3: Marshall Rd & Sycamore St
Year 2050 Background + Project - AM Peak Hour

											
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

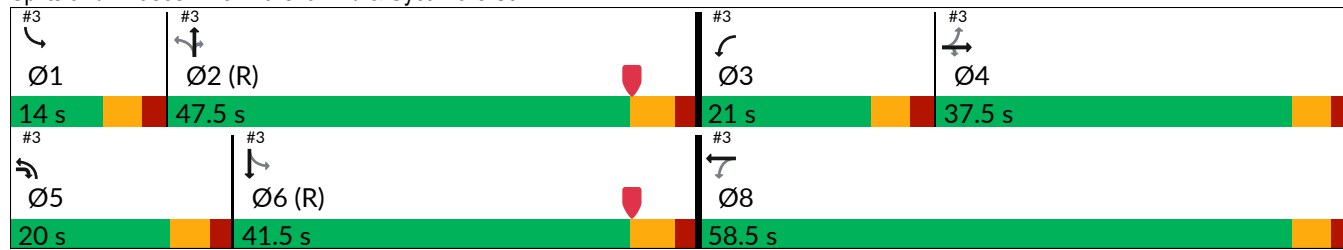
Actuated Cycle Length: 120

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



76th St Apartments TIS
Fox Tuttle Transportation Group, LLC

Synchro 12 Report
Page 3

HCM 7th Signalized Intersection Summary

05/01/2026

3: Marshall Rd & Sycamore St

Year 2050 Background + Project - AM Peak Hour

												
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.

Timings
05/01/2026

4: McCaslin Blvd & Marshall Rd
Year 2050 Background + Project - AM Peak Hour

												
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

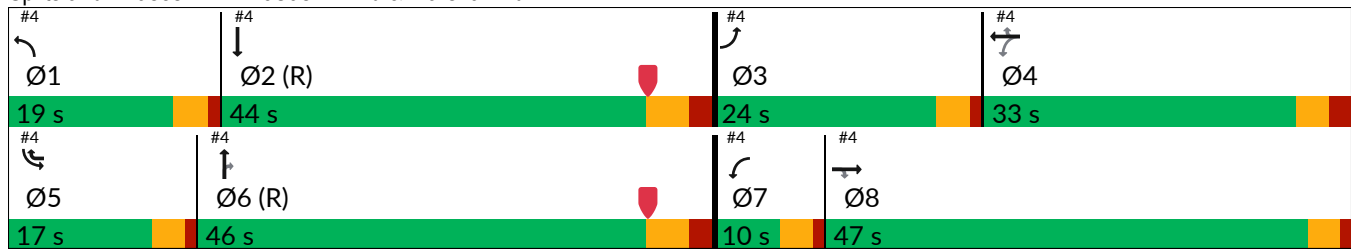
Actuated Cycle Length: 120

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



76th St Apartments TIS
Fox Tuttle Transportation Group, LLC

Synchro 12 Report
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HCM 7th Signalized Intersection Summary

05/01/2026

4: McCaslin Blvd & Marshall Rd

Year 2050 Background + Project - AM Peak Hour

													
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	EBLn1WBLn1	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	-
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

Timings
05/01/2026

3: Marshall Rd & Sycamore St
Year 2050 Background + Project - PM Peak Hour

											
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

#3 	#3 	#3 	#3 
Ø1	Ø2 (R)	Ø3	Ø4
10.5 s	48.5 s	18.4 s	42.6 s
#3 	#3 	#3 	#3 
Ø5	Ø6 (R)	Ø8	
21 s	38 s	61 s	

HCM 7th Signalized Intersection Summary

3: Marshall Rd & Sycamore St

05/01/2026

Year 2050 Background + Project - PM Peak Hour

												
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.

Timings
05/01/2026

4: McCaslin Blvd & Marshall Rd
Year 2050 Background + Project - PM Peak Hour

												
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

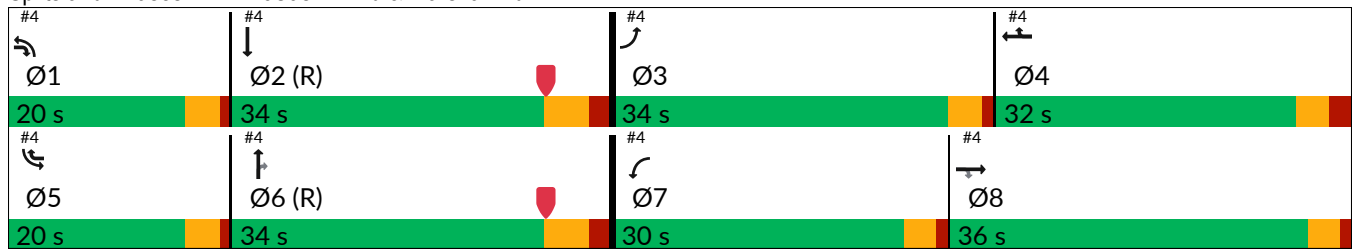
Actuated Cycle Length: 120

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



76th St Apartments TIS
Fox Tuttle Transportation Group, LLC

Synchro 12 Report
Page 5

HCM 7th Signalized Intersection Summary

4: McCaslin Blvd & Marshall Rd

05/01/2026

Year 2050 Background + Project - PM Peak Hour

												
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+l1), 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.

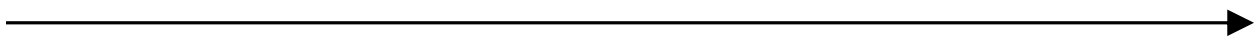
Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	3	19	13	5	72	34	15	5	5	25	70
Future Vol, veh/h	43	3	19	13	5	72	34	15	5	5	25	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign 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	EBLn1WBLn1	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	

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%	

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%	

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 considered on days with 24-hours of data.

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 considered on days with 24-hours of data.

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	%

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	%

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	%

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 considered 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	%

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 considered 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	%

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.

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	

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	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%	

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	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%	

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 considered on days with 24-hours of data.

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 considered on days with 24-hours of data.

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	%	

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	%

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	%

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 considered 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	%

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 considered 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	%

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

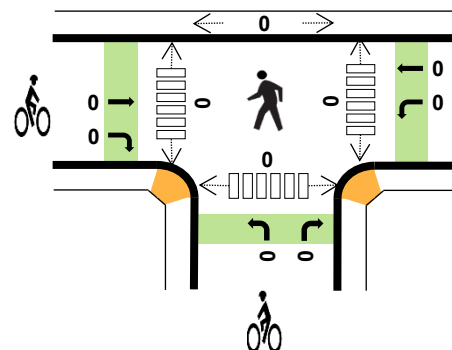
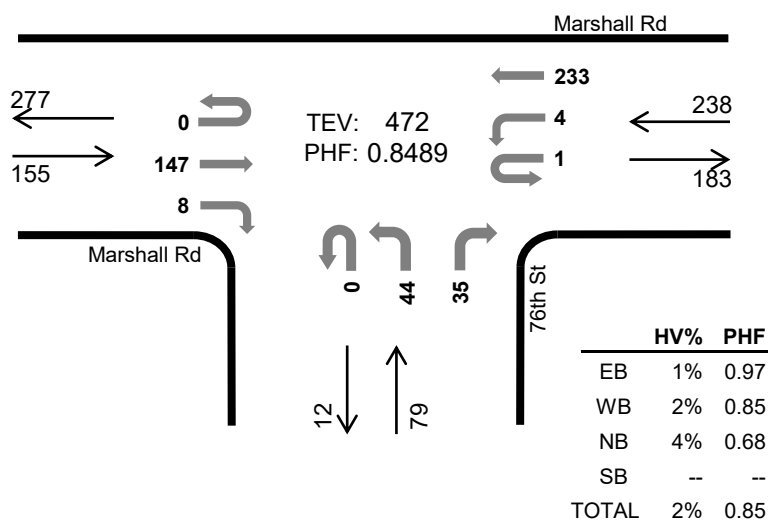
1. Mid-week average includes data between Tuesday and Thursday.

76th St Marshall Rd



Peak Hour

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



Peak Hour Count Summaries

Peak Hour Interval Start		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		
7:45 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

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	
	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%	

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

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

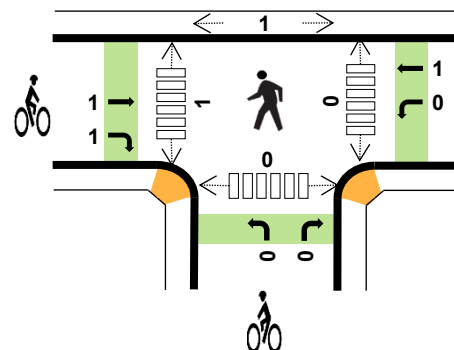
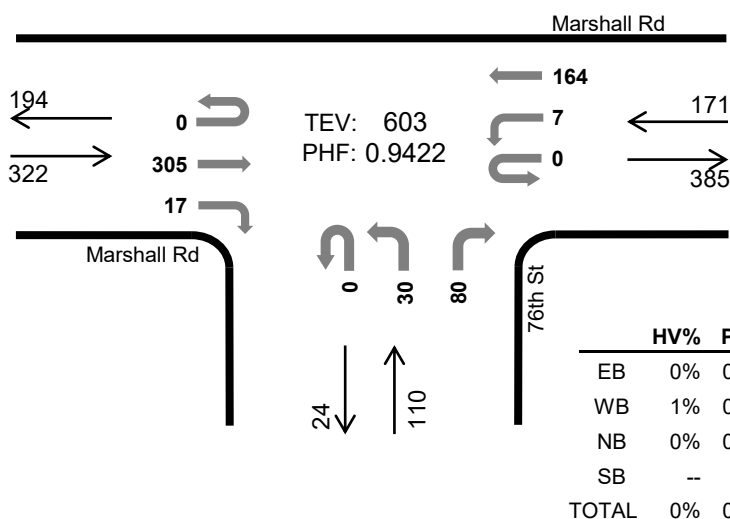
Interval Start	Marshall Rd				Marshall Rd				76th St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	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	

76th St Marshall Rd



Peak Hour

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



Peak Hour Count Summaries

Peak Hour Interval Start		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
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

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	
	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%	

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

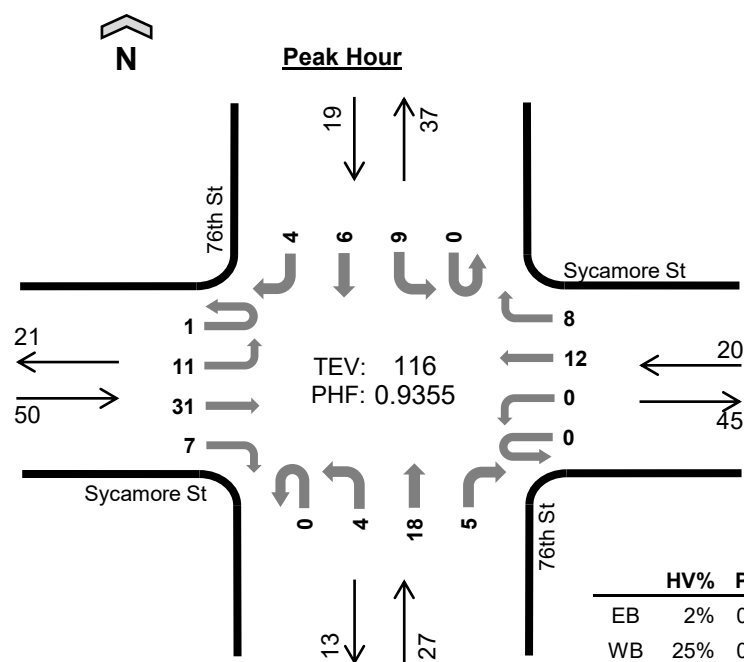
Count Summaries - Heavy Vehicles

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	

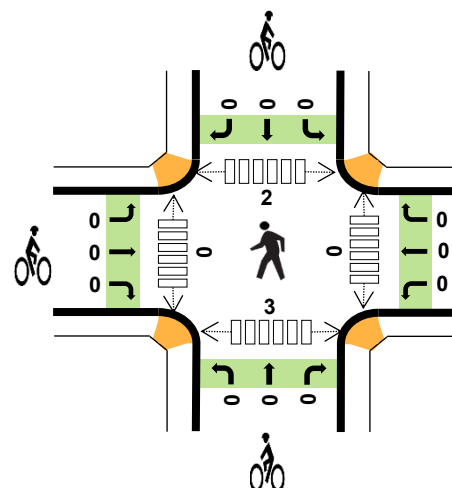
Count Summaries - Bikes

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	

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				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		
7:45 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

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		
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	
	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%	

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

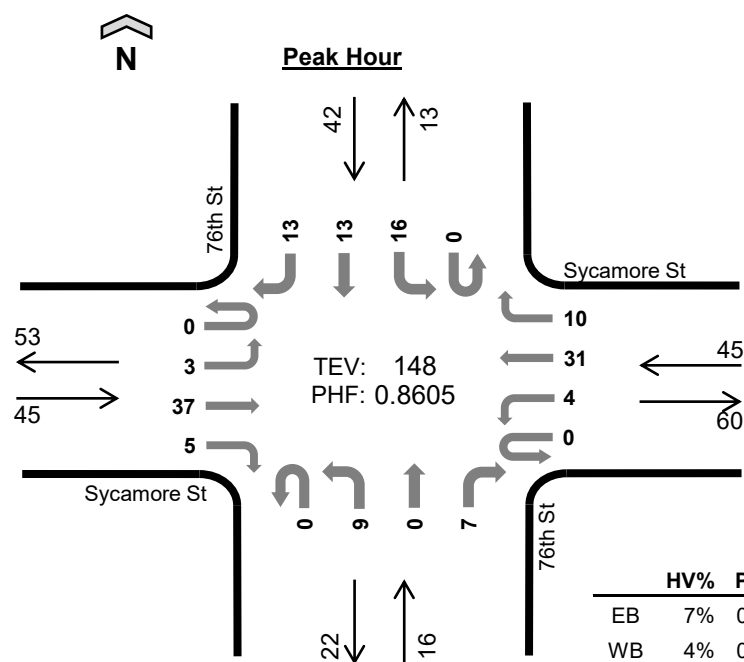
Count Summaries - Heavy Vehicles

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	

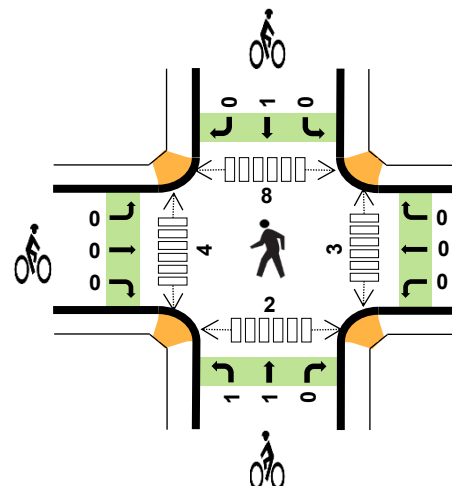
Count Summaries - Bikes

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	

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				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
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

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	
	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%	

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

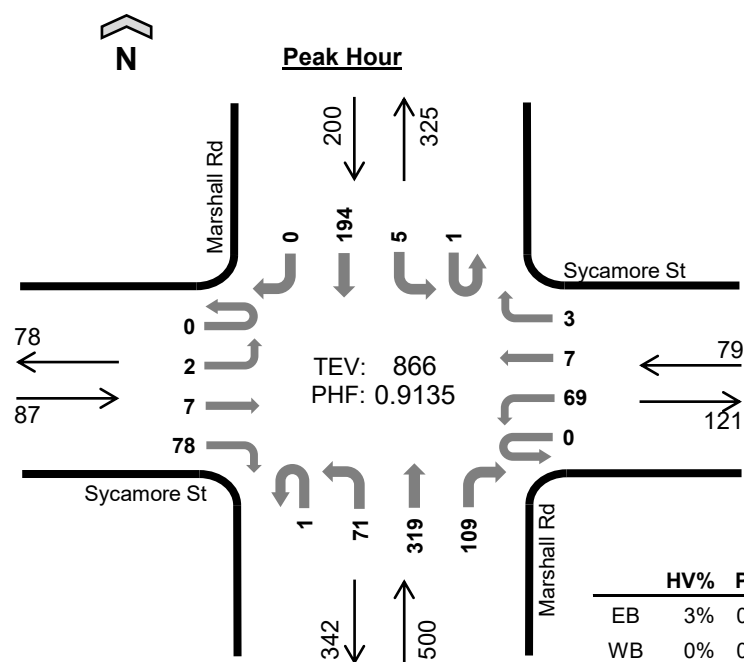
Count Summaries - Heavy Vehicles

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	

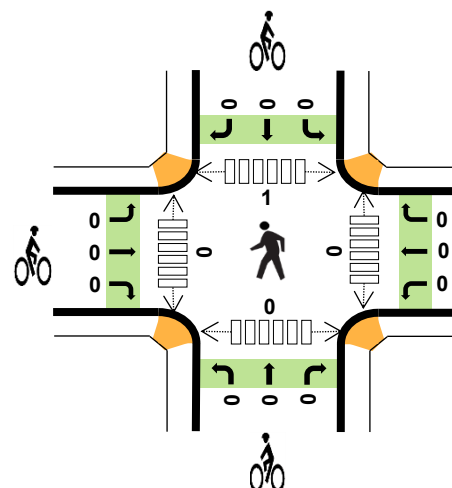
Count Summaries - Bikes

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	0	1	2	0	0	0	2	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	

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				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		
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

Count Summaries - All 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	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	
	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%	

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

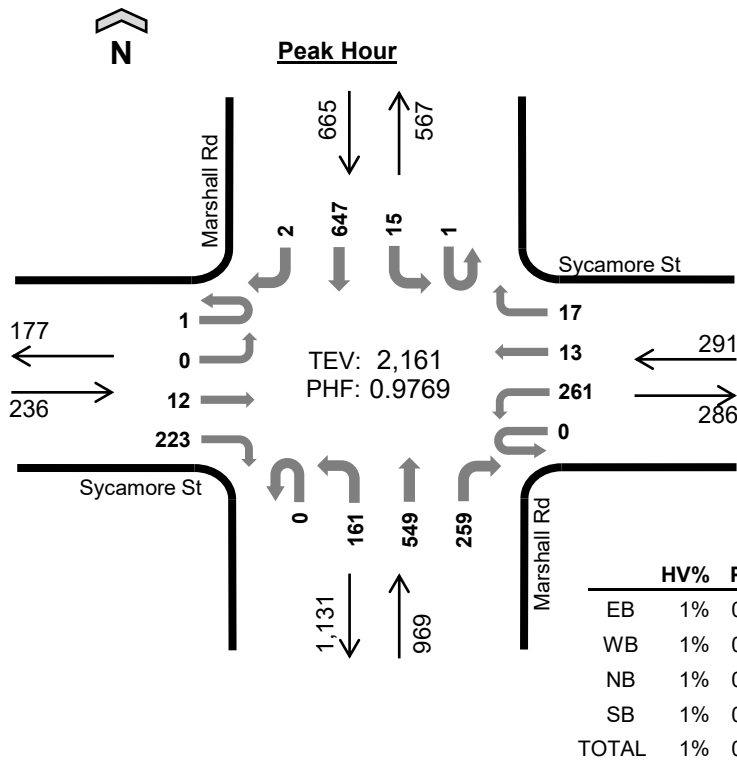
Count Summaries - Heavy Vehicles

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	

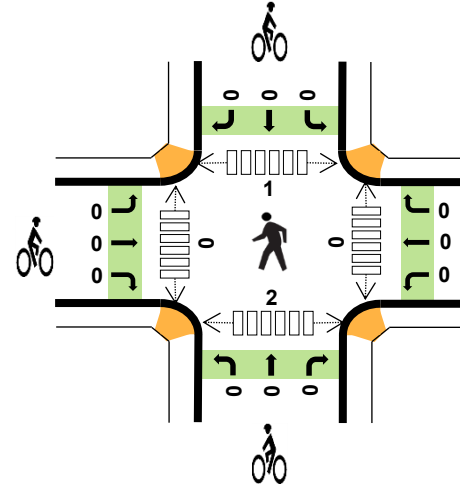
Count Summaries - Bikes

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	

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



Peak Hour Count Summaries

Peak Hour 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		
4:30 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

Count Summaries - All 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		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	
	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%	

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

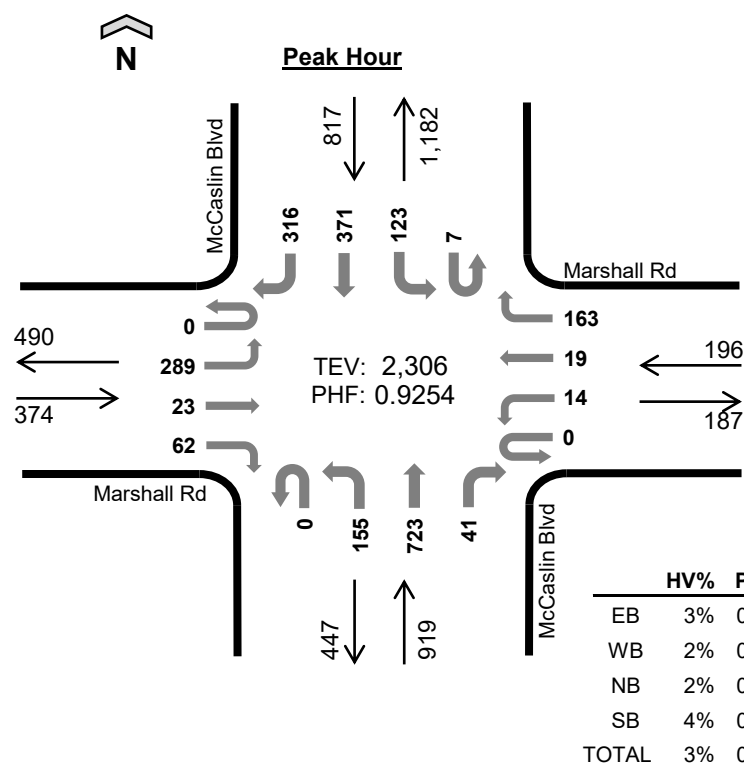
Count Summaries - Heavy Vehicles

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	0	1	0	2	0
4:15 PM	0	0	0	1	0	1	0	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	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	0	2	17
5:00 PM	0	0	0	1	0	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	0	4	16
5:30 PM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	0	6	15
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	14
Count Total	0	0	0	3	0	4	1	0	0	1	4	8	0	0	10	0	0	31	
Pk Hr Heavy	0	0	0	2	0	2	1	0	0	0	3	3	0	0	5	0	0	16	

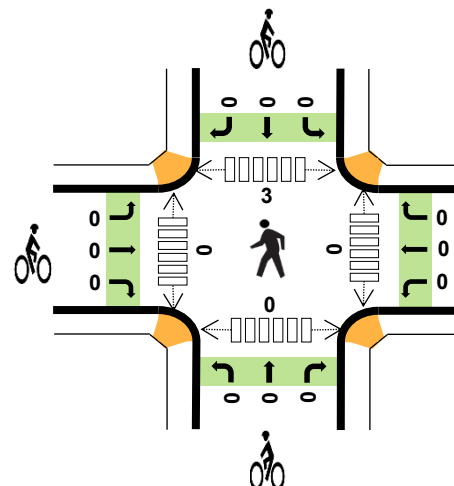
Count Summaries - Bikes

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		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

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



Peak Hour Count Summaries

Peak Hour 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		
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

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	
	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%	

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

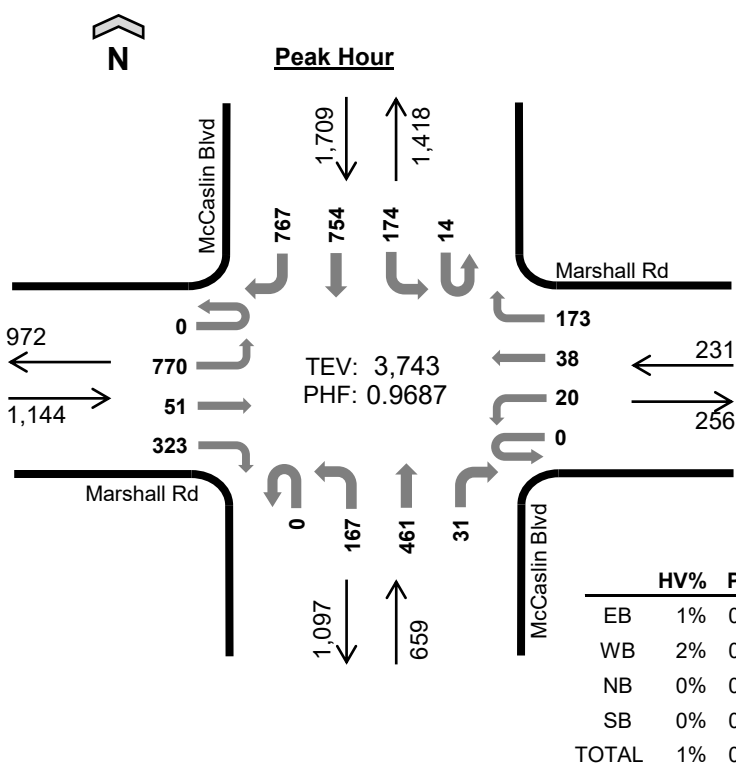
Count Summaries - Heavy Vehicles

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	

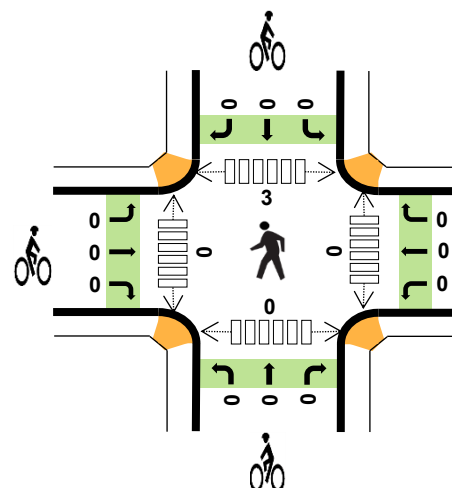
Count Summaries - Bikes

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		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

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



Peak Hour Count Summaries

Peak Hour 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		
4:30 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

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	
	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%	

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

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	

ANNEXATION AND PD FOR 7494 MARSHALL DR



Presented by Geoffrey Weathers, Planner II



VICINITY MAP





BACKGROUND SITE DEVELOPMENT HISTORY





BACKGROUND – ADJACENT LAND USE & ZONING







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

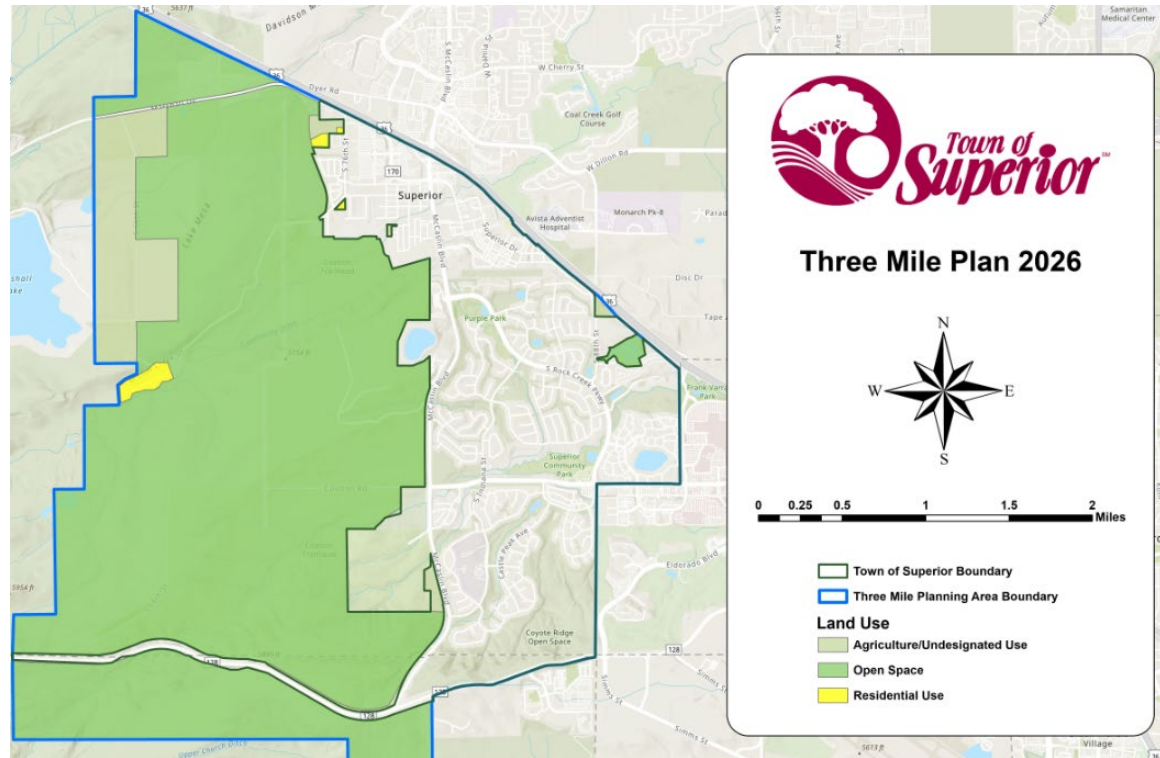
⁽¹⁾ UP TO 50% OF STALLS MAY BE COMPACT (8.5' WIDE)

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



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 LANDSCAPE BUFFER PROVIDED BETWEEN PARKING AND ADJACENT LAND USE. PLANTED AT 75% LIVING MATERIAL	10' MIN LANDSCAPE 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

<u>Constraint</u>	<u>Response</u>
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 Dr 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



**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
Drive, 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 Drive 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 22nd 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

During review of the Carmel development application, evacuation planning and emergency response considerations have emerged as topics of interest in the public discussion surrounding the proposal. The developer has met with Town, County and District emergency managers and first responder staff a few times. While evacuation planning is not a required component of the Town's development application review criteria at this time, staff has encouraged the applicant to think about and be prepared to discuss potential disaster and evacuation related impacts and provide supporting information for Council and the public.

As discussion progressed together, attention shifted toward broader community emergency planning efforts, including the Wildland-Urban Interface Community Conflagration Operations Response Plan (WICC) Plan and other related emergency management documents. The WICC Plan is in its draft stages and should be completed in a few months. These planning efforts however, may not be used as a basis for evaluating the application and determining whether the associated risks are acceptable.

The Town's approach has been that the WICC Plan is a community wide emergency operations tool rather than a type of project specific development review standard. Similar to how development proposals may be evaluated through established lenses such as floodplain management and items like building materials, wildfire considerations can inform broader policy discussions about risk, resilience, infrastructure investment, and emergency preparedness. However, emergency operations planning documents are not designed to provide definitive conclusions regarding the approval or denial of a specific development application.

The WICC Plan is intended to help identify and prioritize operational and capital improvements, coordinate among responding agencies, and inform future response efforts and budget decisions for disaster operations. It recognizes that emergency response outcomes depend on so many situational variables including weather conditions, incident location, traffic patterns, date/time, responder availability, and public behavior. That cannot be fully captured in a single planning document. Because it contains scenario based planning assumptions, response considerations, and evolving operational information that may change during an actual emergency, the document is not intended for public distribution. Public release could lead residents to rely on planning assumptions or anticipated response actions that may not be appropriate under real world conditions, where emergency decisions must be adapted to the specific circumstances of an event.

To support the applicant's analysis, Town, County, and District emergency management and response staff have met with the applicant's team and traffic engineering consultant and provided available methodology assumptions and background information. Those inputs have been incorporated into the applicant's analysis to varying degrees. However, neither Town,

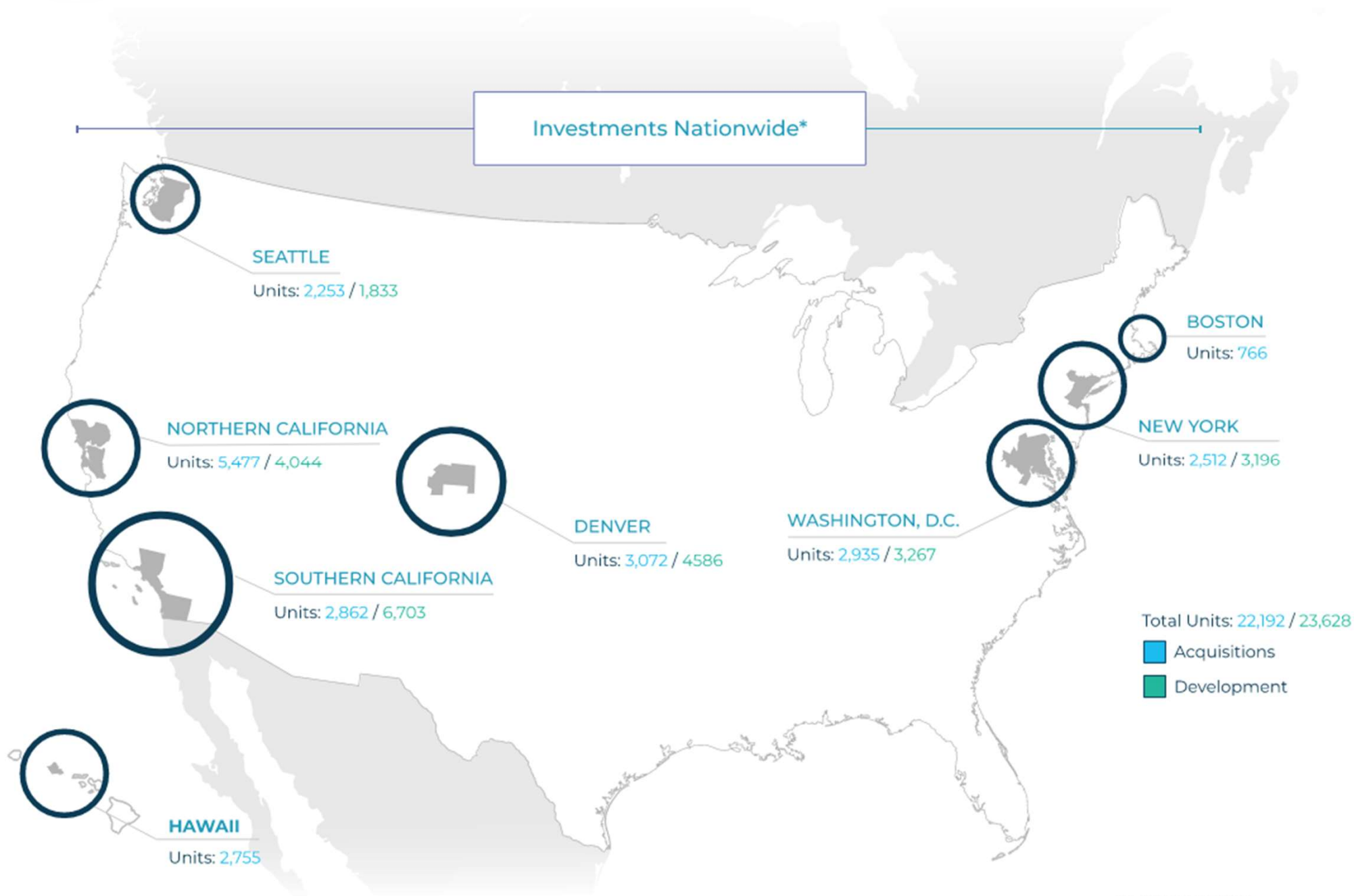
District nor County agencies can provide definitive conclusions regarding the precise impact of a single development on a community wide emergency evacuation event or determine what level of risk is ultimately acceptable to our community. The Council's policy judgment regarding risk tolerance and development decisions remains separate from the technical role of the emergency planning agencies.



76th Street – Superior
Town Council
June 8th, 2026



- 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



*As of November 20, 2024

A map of the Denver metropolitan area with various apartment complexes highlighted by colored callouts. Each callout includes a photo of the building and its name and unit count. The locations are connected to their respective photos by lines of the same color. The map shows major highways like I-70, I-25, and US-6, as well as city names such as Superior, Broomfield, Westminster, Aurora, Lakewood, Englewood, Littleton, and Centennial.

RockVue Apartments
220 Units

Origin
405 Units

Water Tower Flats
324 Units

Westend Apartments
390 Units

Forge
408 Units

Braxton
363 Units

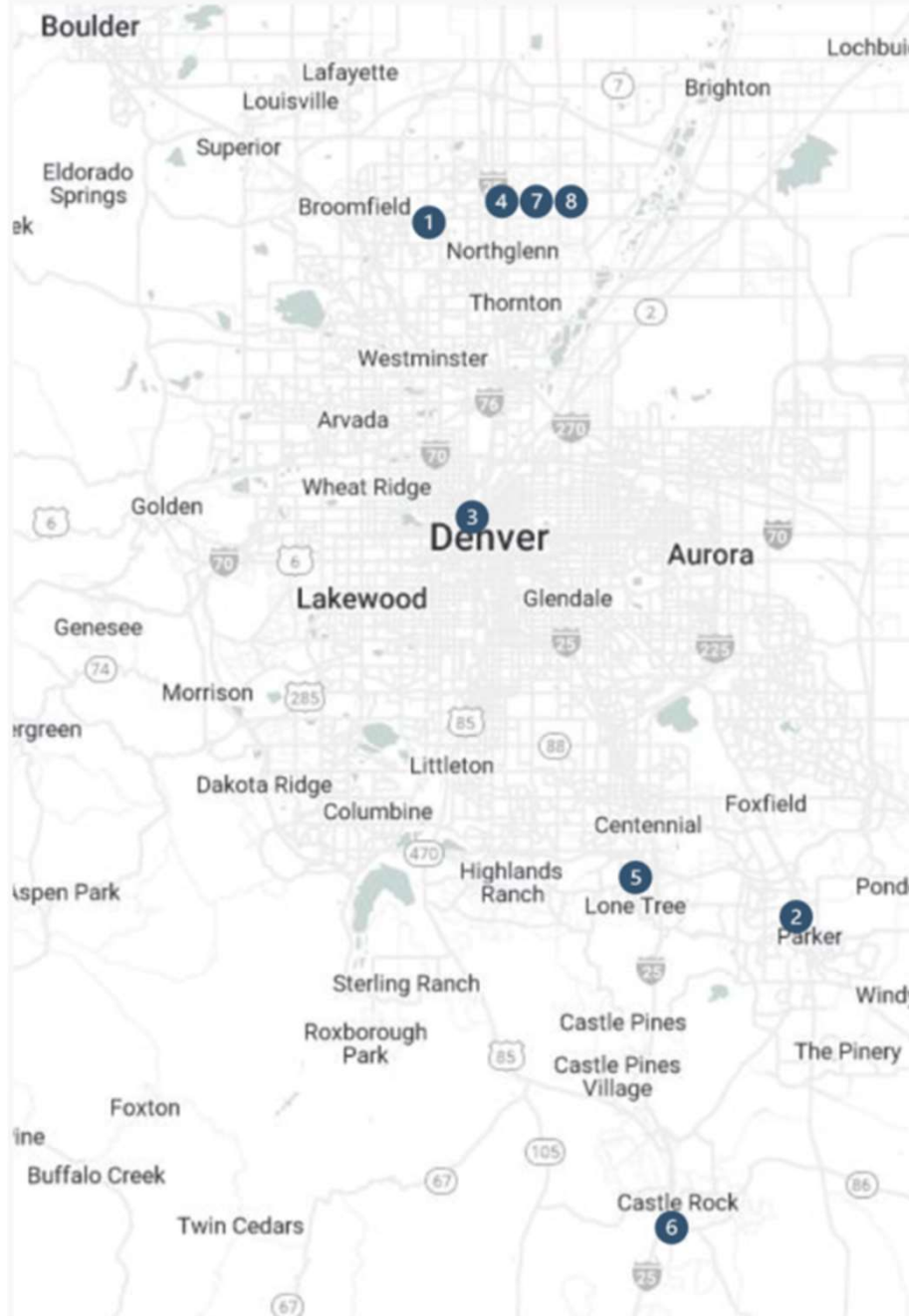
DriveTrain
417 Units

Pearl DTC
408 Units

The Henry
403 Units

The Palmer
252 Units

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



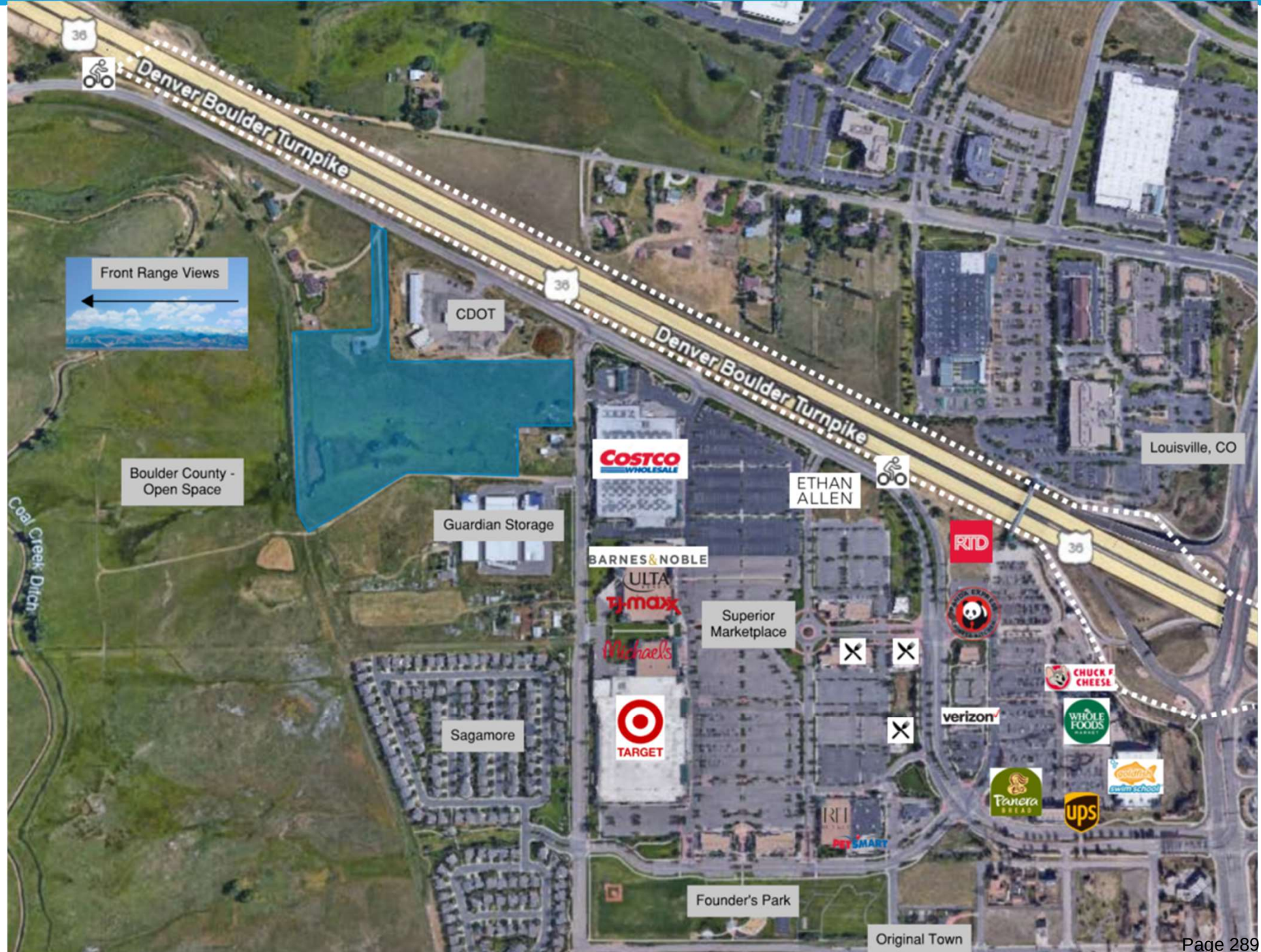
7. Red Hawk Ranch
384 Units



8. Waterford
336 Units

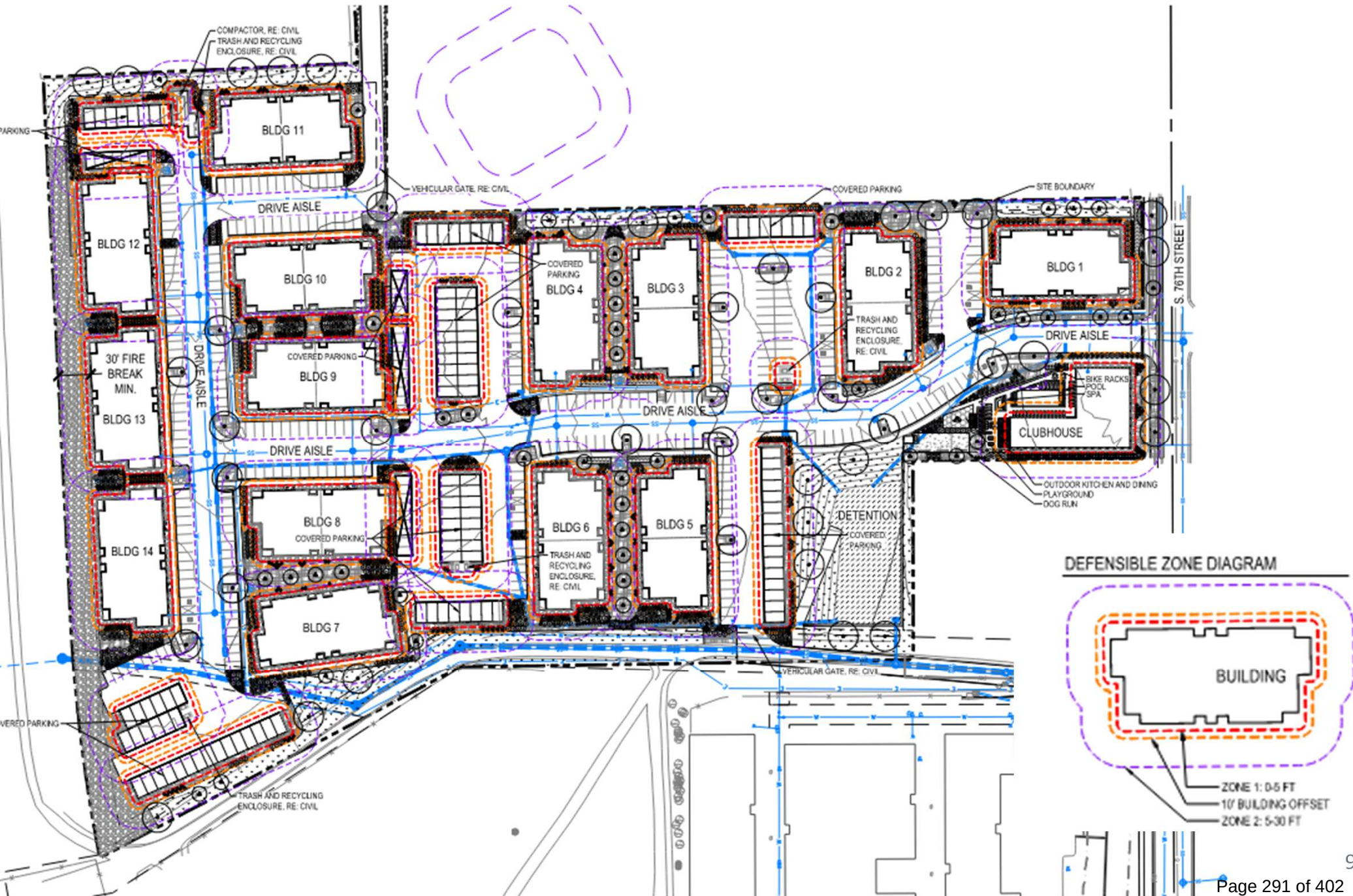


Site Context





Site Plan, Landscape

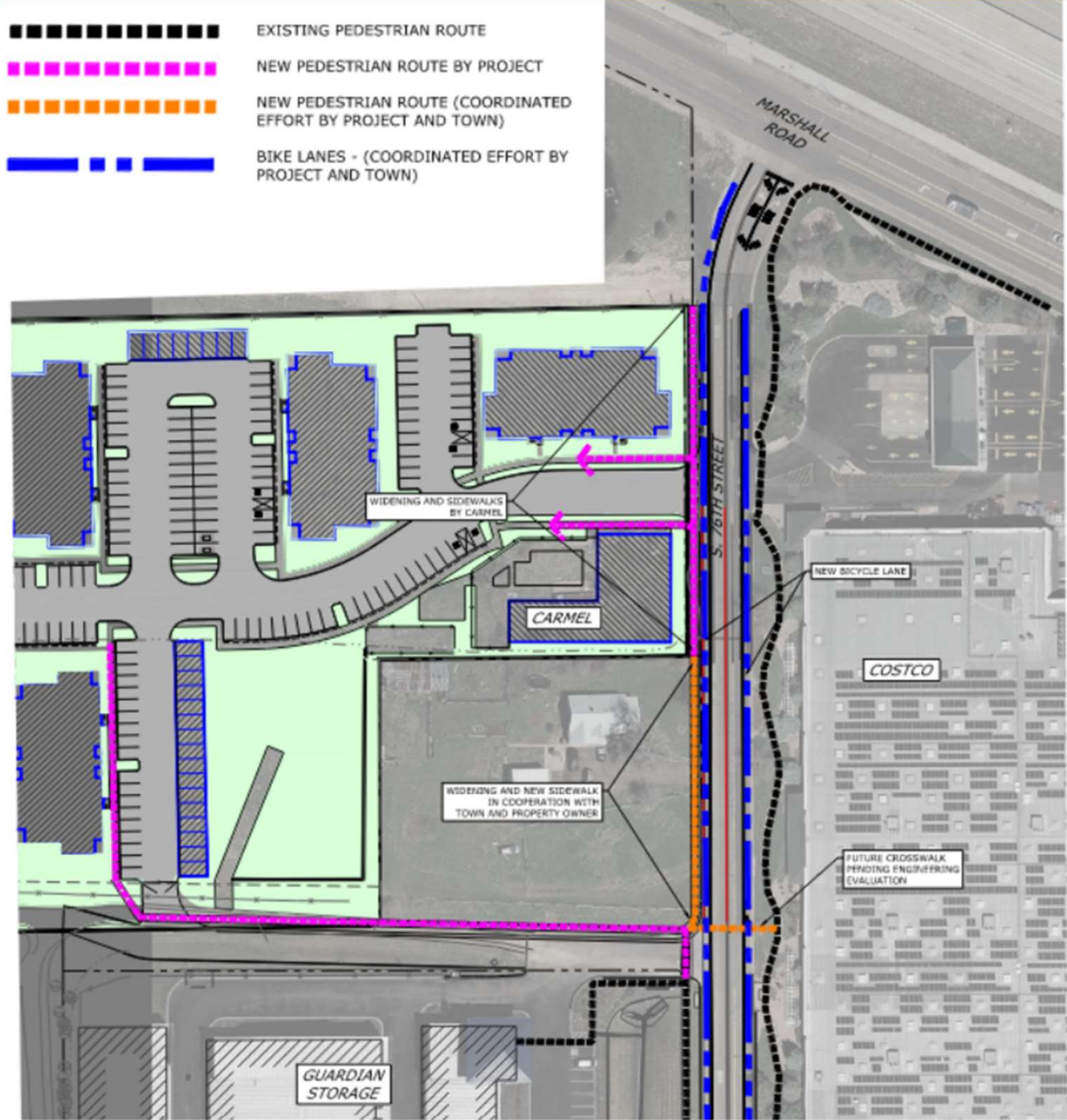


Site Plan, Open Space





76th Street Improvements

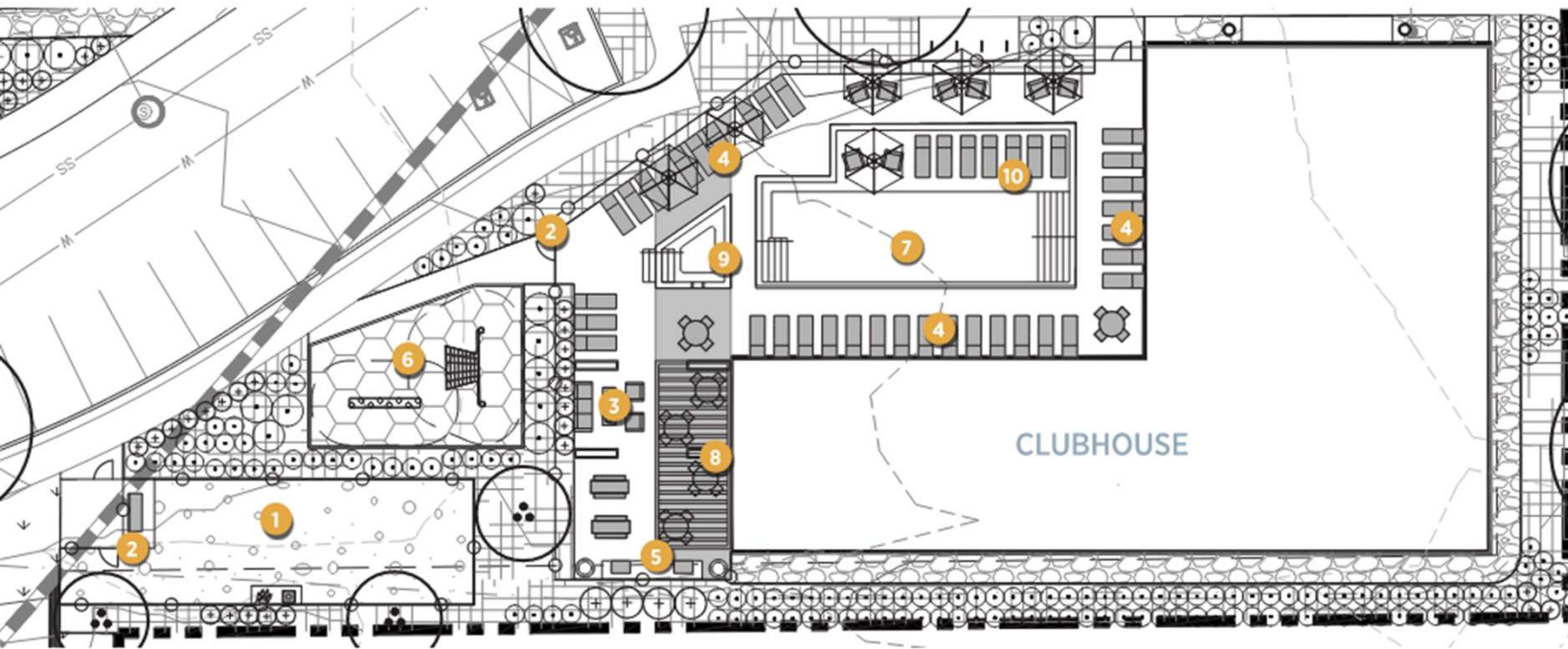








Precedent Imagery, Amenities



7 POOL



8 SHADE STRUCTURE



1 DOG PARK



3 FIRE PIT/LOUNGE AREA



5 OUTDOOR KITCHEN



9 SPA



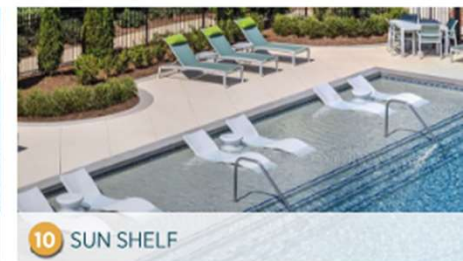
2 FENCE



4 LOUNGE SEATING



6 PLAYGROUND



10 SUN SHELF



SOLANA LUCENT APARTMENTS
Highlands Ranch, CO



FIELDHOUSE APARTMENTS
Thornton, CO



FIELDHOUSE APARTMENTS
Thornton, CO



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 middle 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.

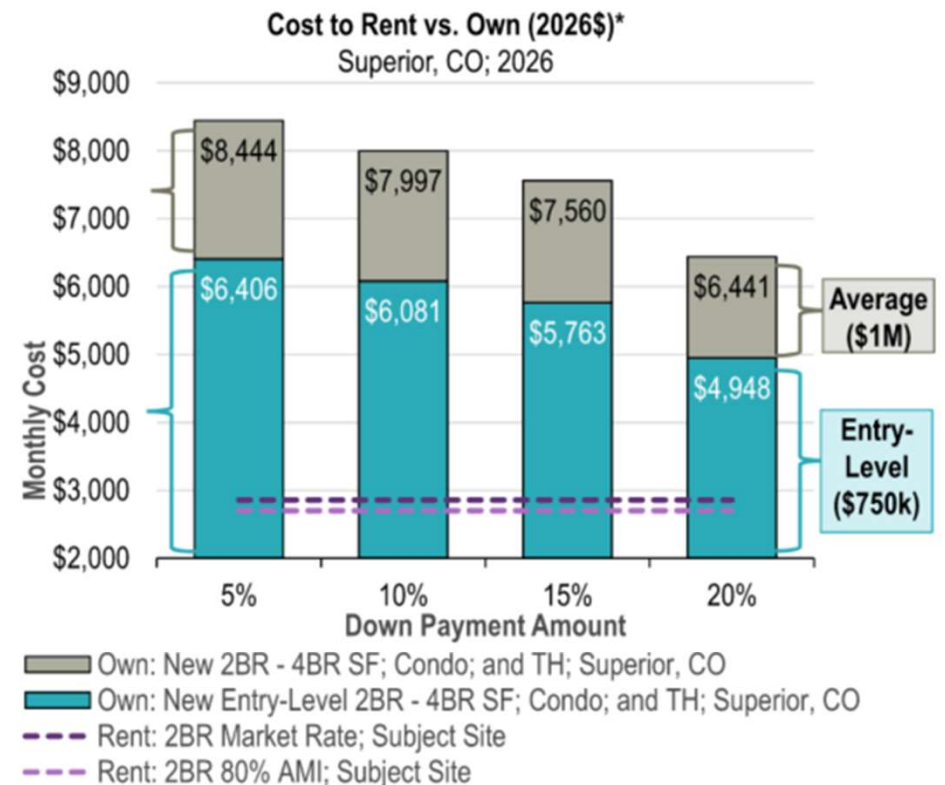
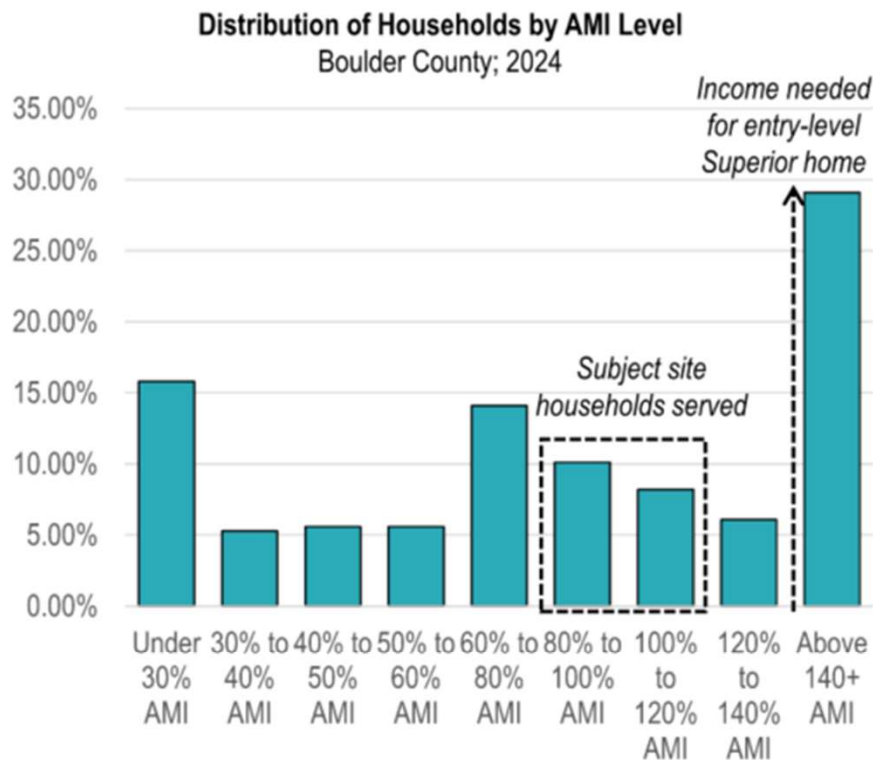
Objective 3: Remove Housing Barriers for Those Who Often Encounter Them

- Promote housing for people with intellectual and developmental disabilities (IDD).
- Improve access to housing resources.
- Support English Language Learners and BIPOC residents.



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.



*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
Superior 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 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

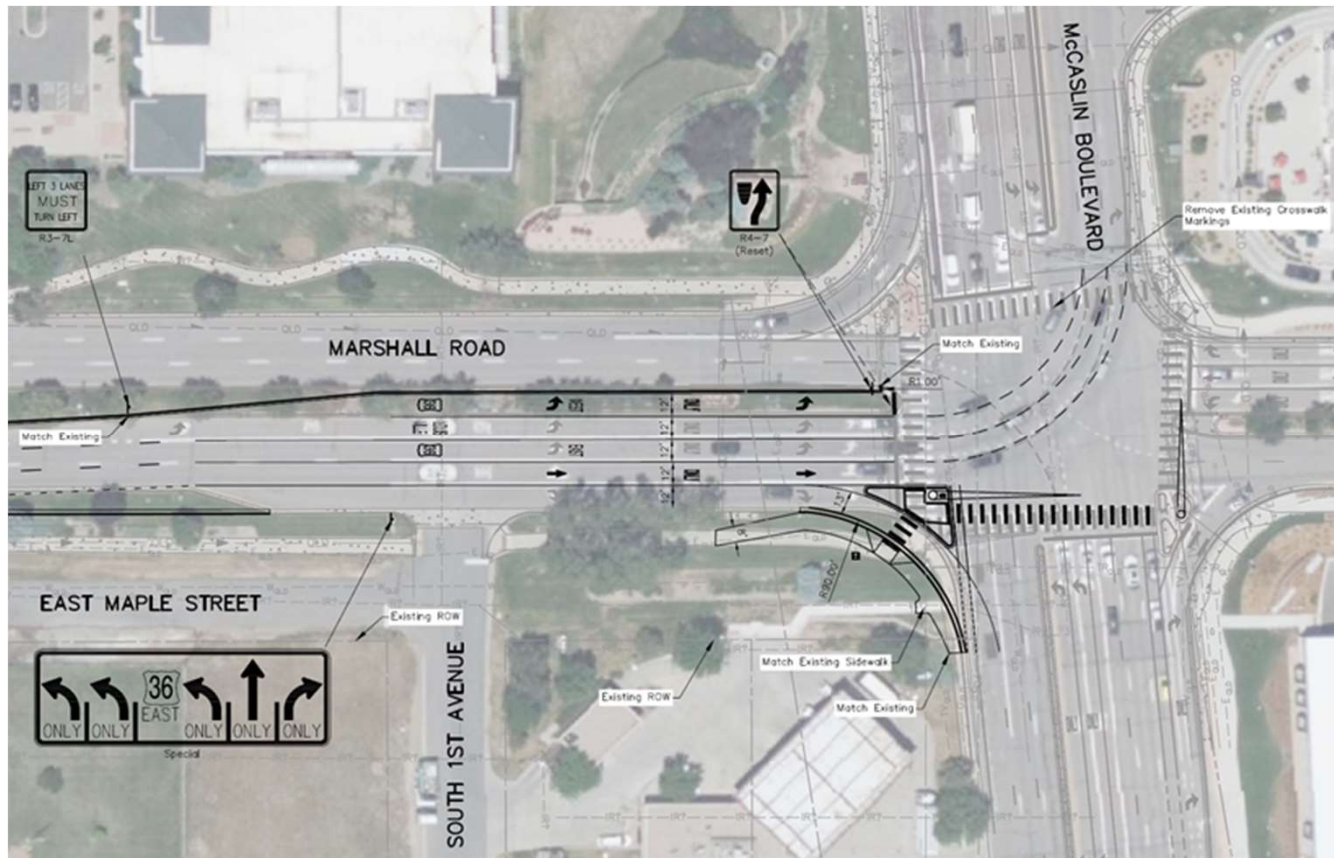


Stakeholder	Contact Date	Notes
Guardian Storage	9/31/2024	We have met and held several calls with Guardian Storage in the past 20+ months. We believe multi-family is complementary to the existing storage use. We have worked with Guardian Storage to ensure their existing exterior sign visibility is preserved from US-36.
Brixxmor (Superior Marketplace)	10/22/2024	We have met and held several calls with Brixxmor 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 30 th , 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.





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



- **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



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):



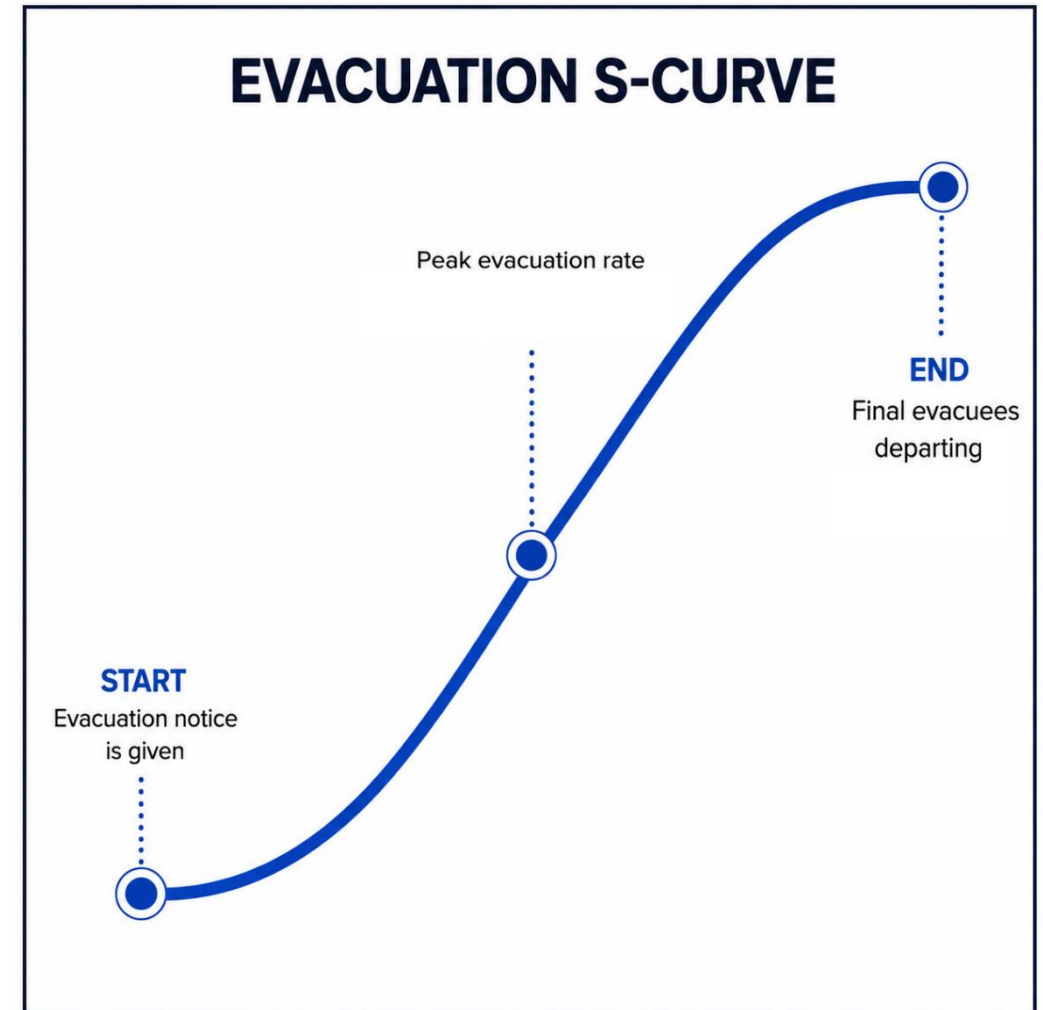
Evacuee departures occur over a **1-hour period**, beginning slowly, peaking midway, then tapering off



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



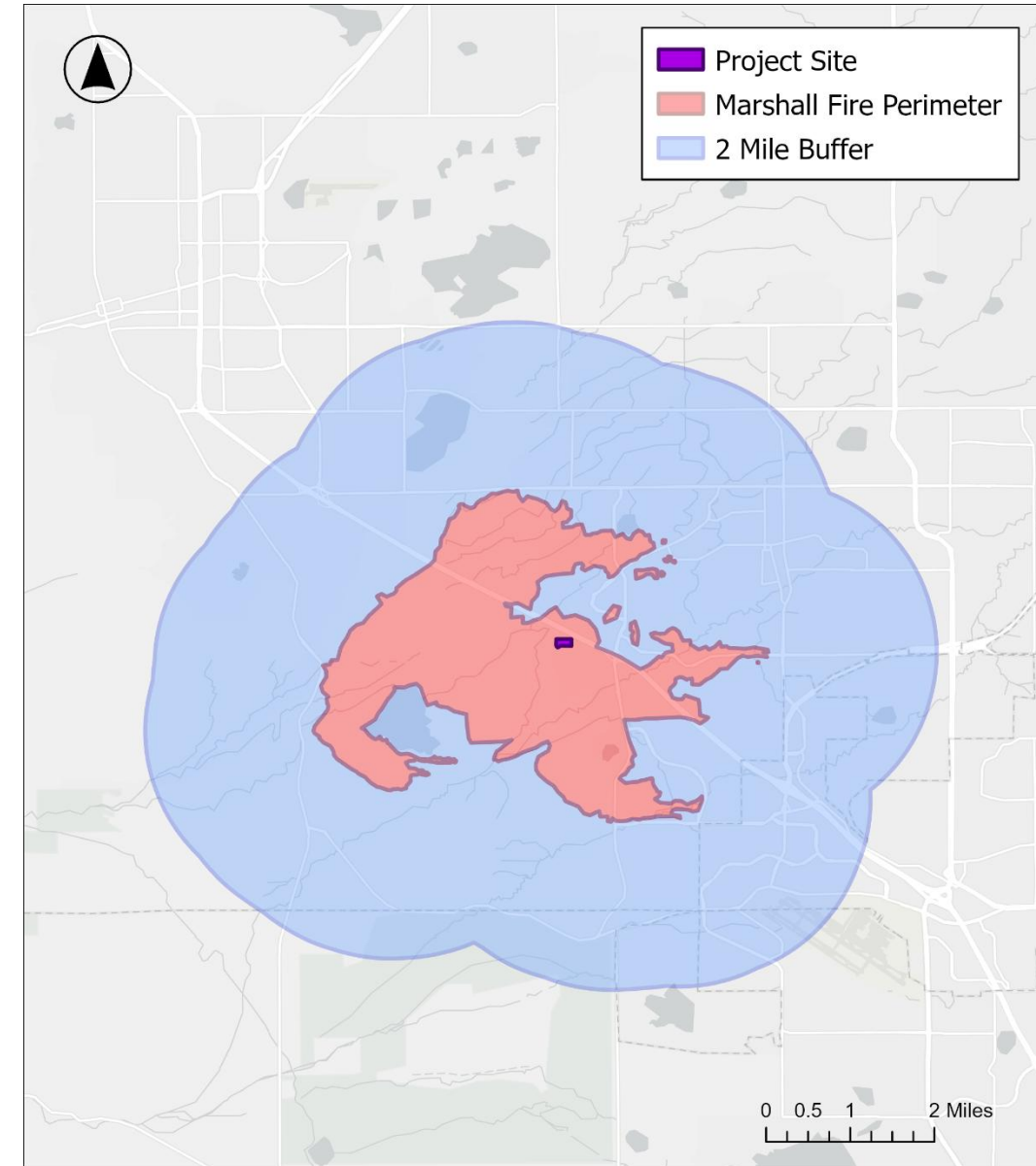
Analysis includes Boulder County All-Hazard Polygon zones within the **Marshall Fire burn perimeter**



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

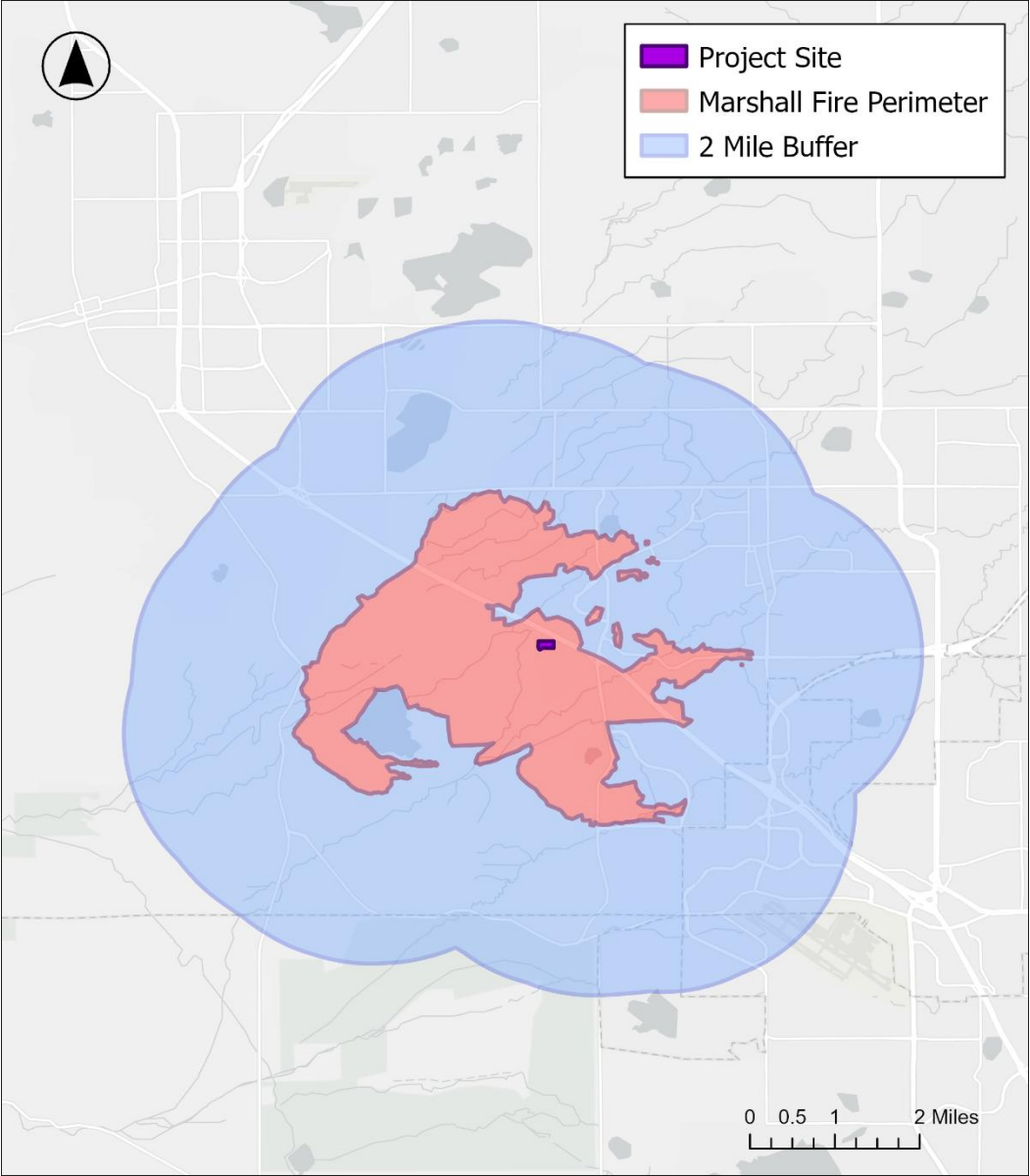
Scenarios				Evacuation Vehicle Count			
Assumptions	Scenario 1 – Full Network Stress Test	Scenario 2 – SR-36 Closure	Scenario 3 – Nighttime Evacuation	Source	Scenario 1	Scenario 2	Scenario 3
Time of Day	11:30 AM (Morning)	11:30 AM (Morning)	10:30 PM (Nighttime)	Households	19,052		15,242
Impacted Area	Boulder County All-Hazard Polygons within Marshall Fire Perimeter			76 th St Retail Plaza	1,650		83
Departure Period	1 Hour			Project	477		382
Vehicle Count	100% Household and Retail Occupancy	100% Household and Retail Occupancy	80% Household and 5% Retail Occupancy	Total Existing	20,702		15,325
Road Conditions	No Closures	WB Closure on US-36	No Closures	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

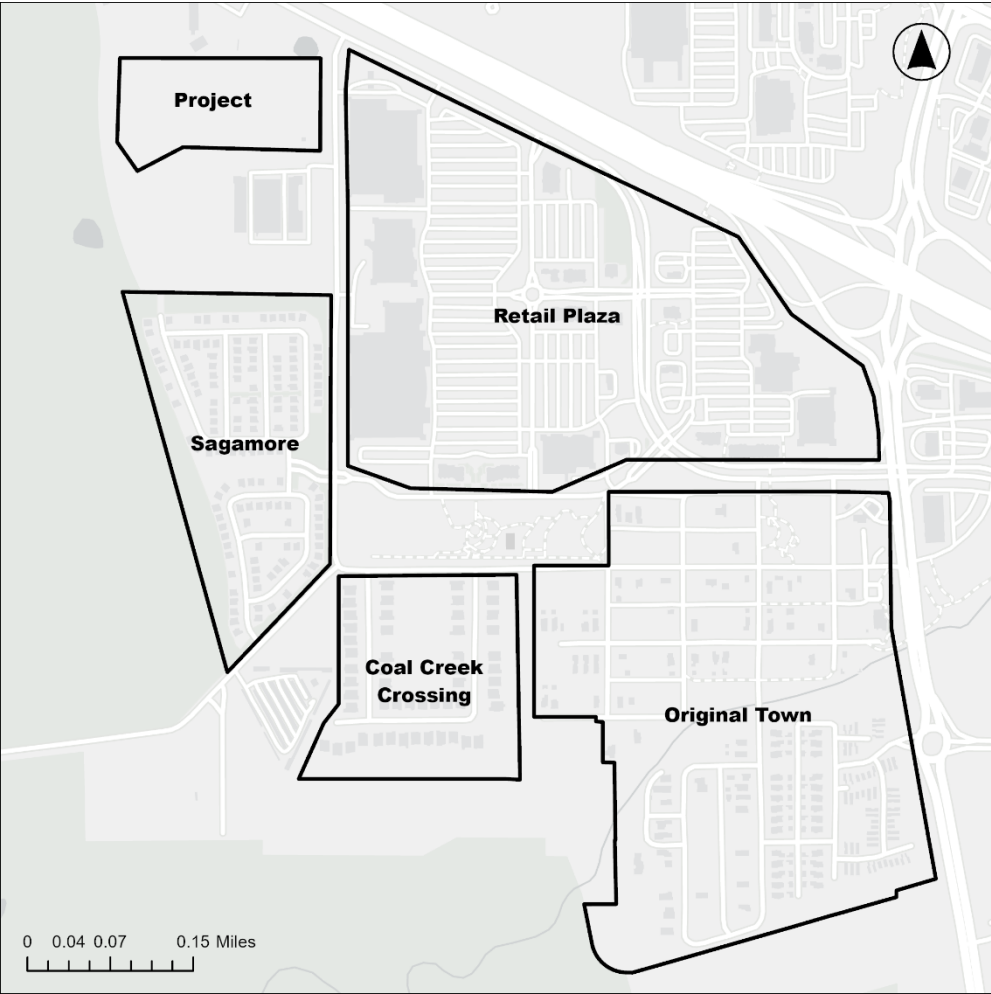
Note: Clearance is defined as exiting the Marshall Fire 2-mile buffer perimeter. The buffer perimeter does not directly correlate to a safe distance, and evacuees may escape immediate safety impacts prior to “clearing” the 2-mile buffer perimeter.

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. 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. 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

- FDP Approval Hearings – 1H 2027
- Construction Start – 2H 2027
- First Unit Delivery – 2H 2028
- Last Unit Delivery – 2H 2029



- **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](#)

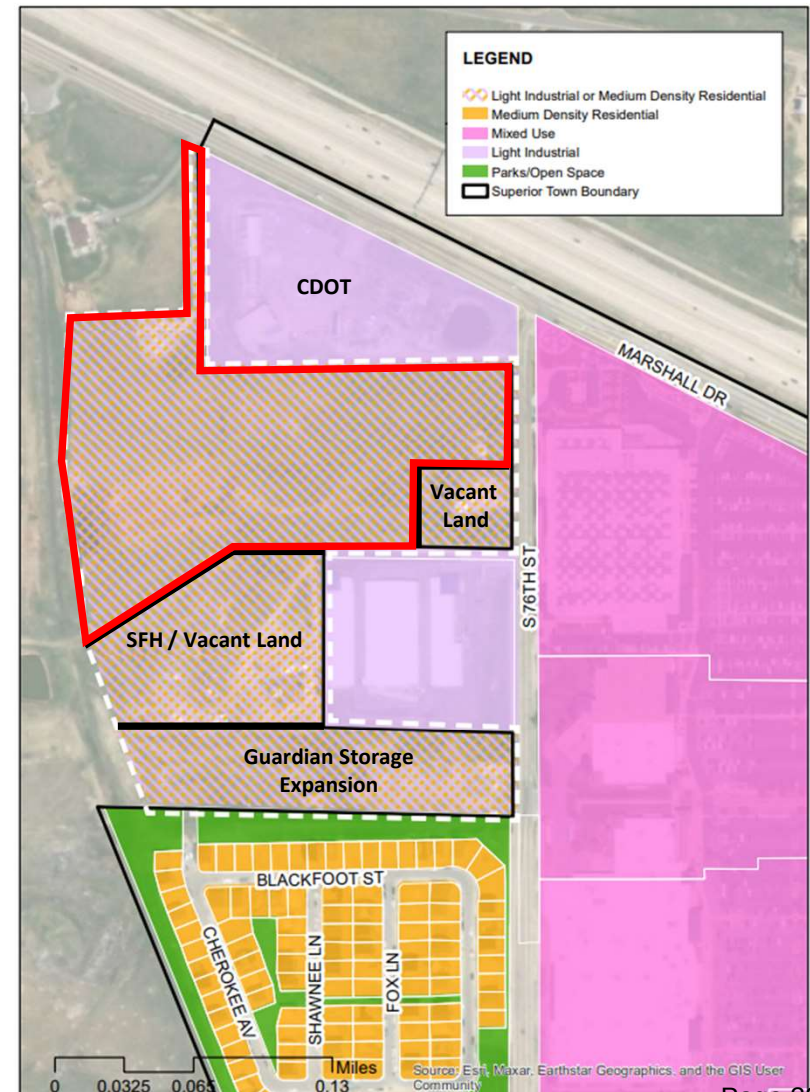


- 1) Draft Future Land Use proposed in the Town's Comprehensive Plan update (February 10, 2025) – “Medium/High Density (3-4 stories) Residential”
 - Carmel Concept: 3-story residential project

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



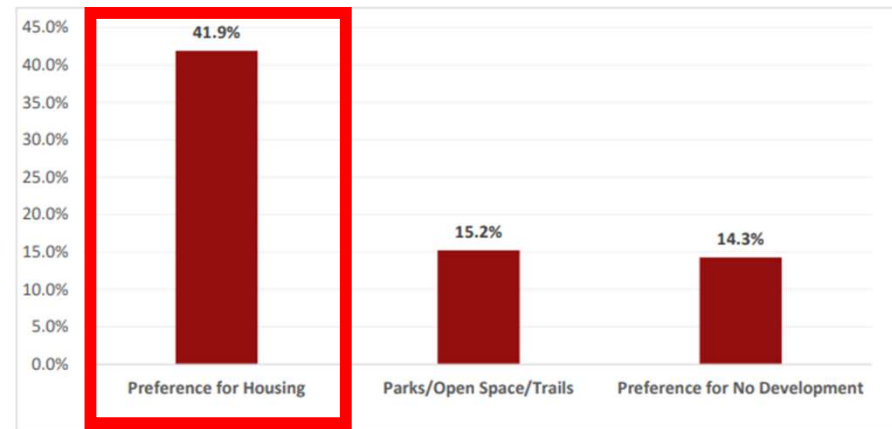


2) Initial Open House Feedback noting largest preference for housing for this opportunity area (August 11, 2025) – “41.9% Preference for Housing”

- 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.”



3) Recent Open House Feedback noting preference for housing for this opportunity area (October 23, 2025)

- Carmel Concept: Medium density multi-family housing development

OPPORTUNITY AREAS

76TH ST & GUARDIAN PROPERTY



4 PARCELS 23 ACRES

EXISTING LAND USE VACANT

2012 COMPREHENSIVE PLAN

Preferred Land Uses:
Light industrial or flex space. Potential community oriented uses or medium density residential.

OPEN HOUSE #1 FEEDBACK



Light Industrial



Residential Multi-unit



Residential Apartments

OPPORTUNITIES

- Continue to build upon the approved Guardian Storage expansion and annexation
- Proximity to the Superior marketplace and strong vehicular and pedestrian connections support potential affordable housing
- Preferred land uses offer a variety of options

CONSTRAINTS

- Existing pond and drainage swale will require mitigation for development
- Adjacent uses will require a buffer and transitions between residential zones

HYPOTHETICAL SCENARIO A: LOW DENSITY MULTI-FAMILY UNITS



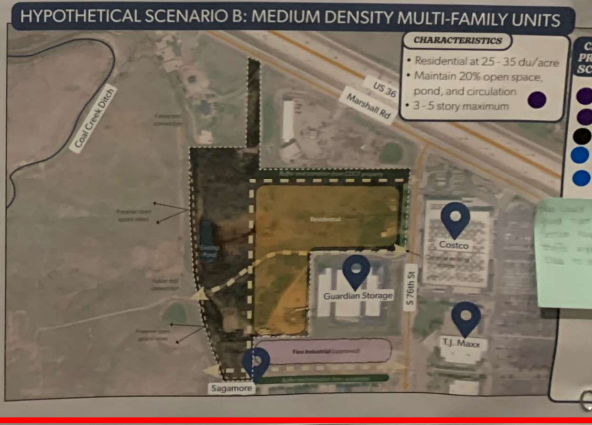
CHARACTERISTICS

- Residential at 10 - 20 du/acre
- Maintain 20% open space, pond, and circulation
- 2 - 3 story

CHOOSE A PREFERRED SCENARIO!



HYPOTHETICAL SCENARIO B: MEDIUM DENSITY MULTI-FAMILY UNITS



CHARACTERISTICS

- Residential at 25 - 35 du/acre
- Maintain 20% open space, pond, and circulation
- 3 - 5 story maximum

CHOOSE A PREFERRED SCENARIO!





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

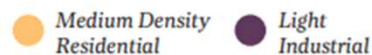
- Light Industrial
- Single unit attached to multi unit residential

Supporting

- Retail

Applicable Zone Districts

- I-L
- R-M



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



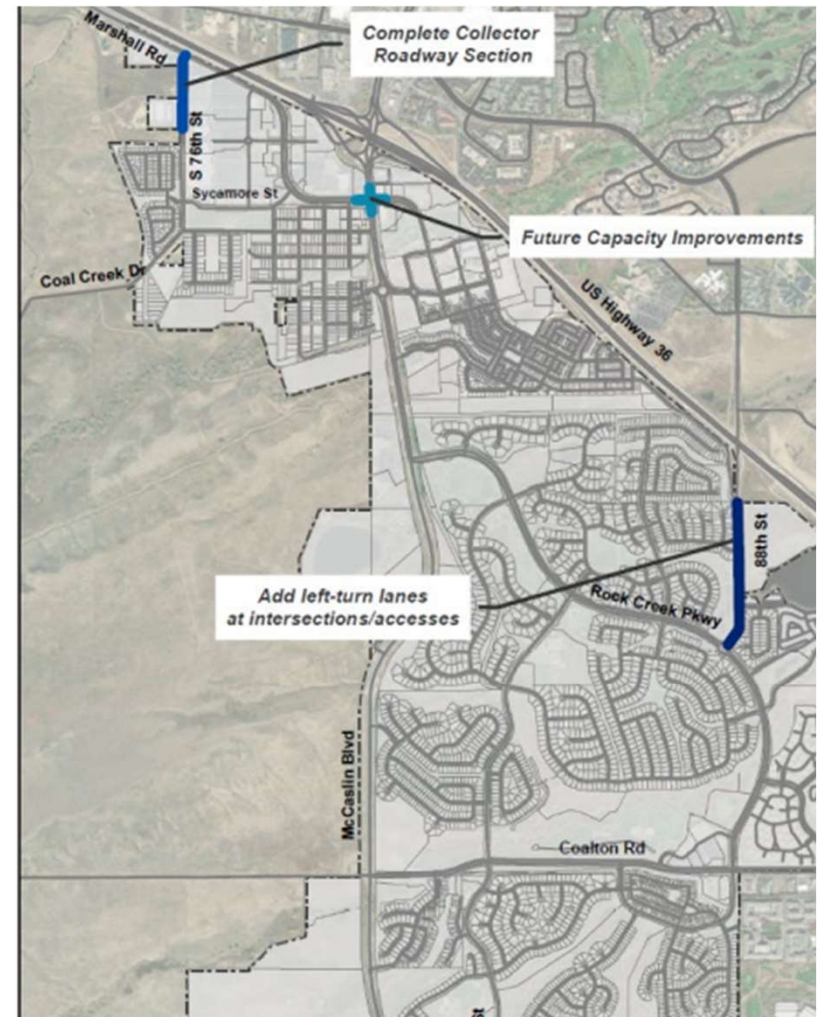


5) Updated Transportation Plan (August 11, 2025) – Complete Collector Roadway Section along 76th Street frontage recommended

- 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)





- 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

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 middle 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.



- 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.*

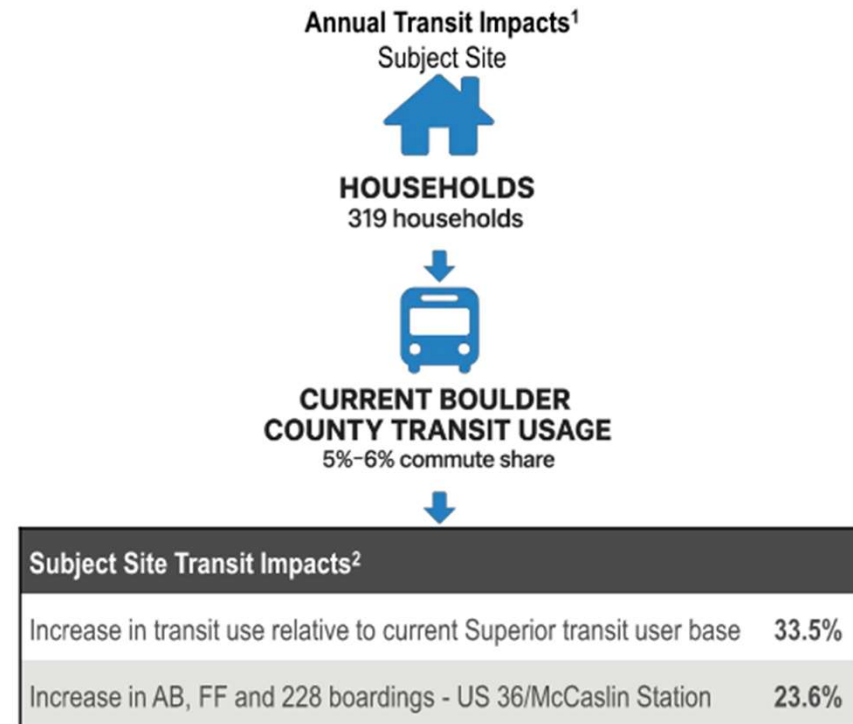
Source: HUD; PUMS; CHFA; Redfin; Client; RCLCO

Economic Impact Study

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% increase 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%.



¹RCLCO estimates 319 on-site households using a stabilized 95% occupancy rate.

²Ridership data from RTD in 2025

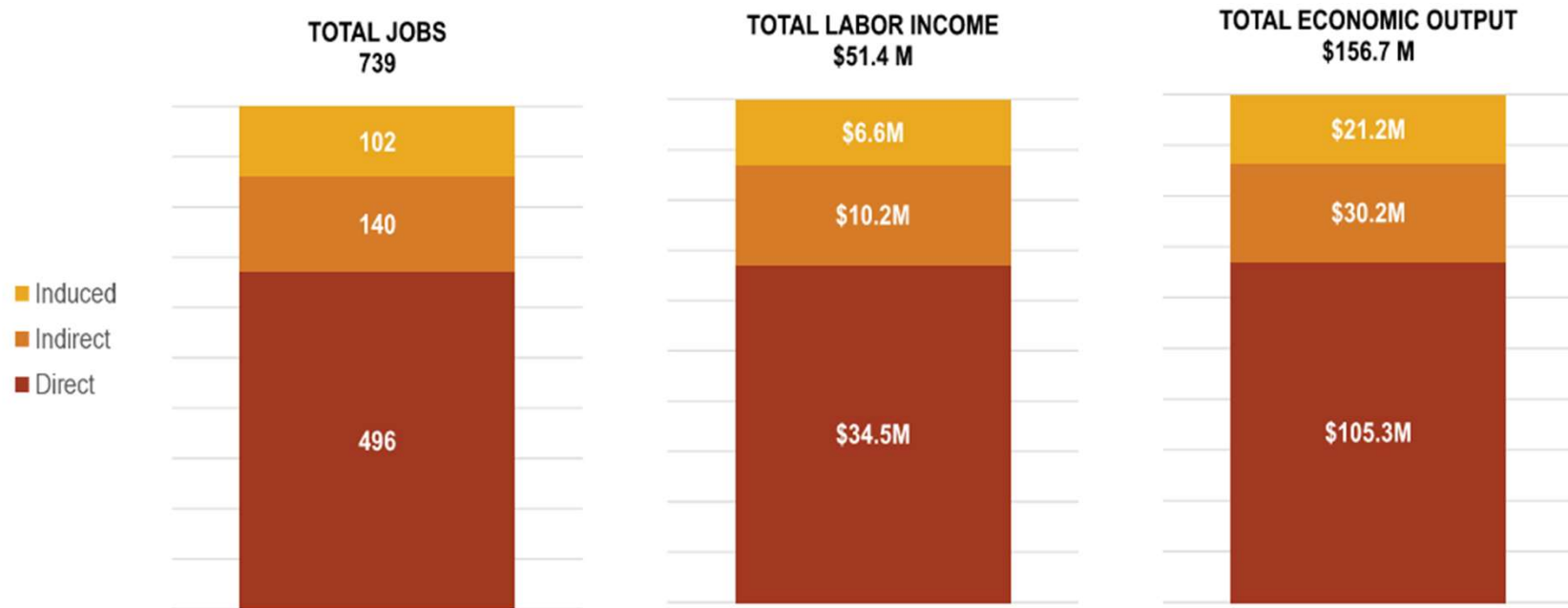
³Retail tax rate of 3.78%

Source: Client; RTD; ESRI; Placer.AI; Town of Superior; US Census; RCLCO



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.

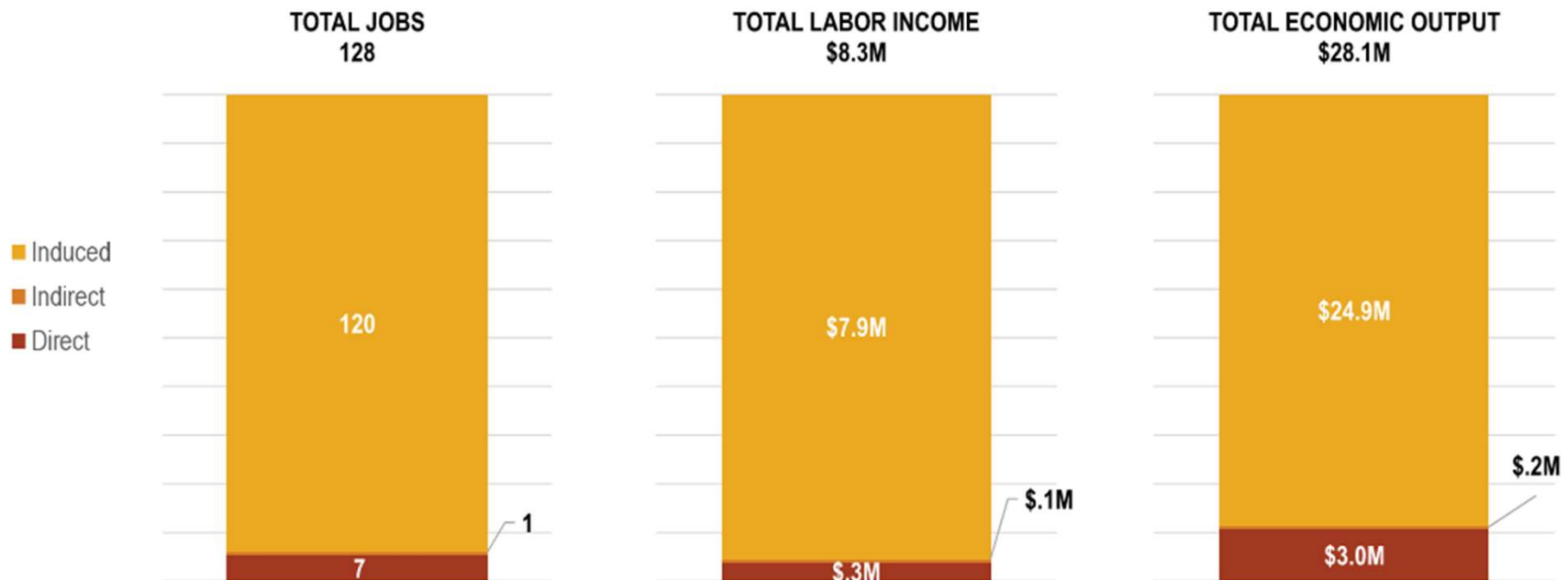
*Represents total development costs, excluding land.
Source: Client; IMPLAN; RCLCO



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

EMERGENCY FIRE ACCESS

US 36
US 36 BIKEWAY
MARSHALL ROAD

Club House
±8,000sf

Water Quality
Basin
±20,000sf

Neighborhood
Entry

S 76th St

Legend:

- GROSS
- 93
- ERS
- UNIT
- ACES

- ☐ 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



- 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





76th Street – Superior
Town Council
June 22nd, 2026



1. Evacuation Impact Analysis
 - Approach
 - Key Assumptions
 - Report Data
 - Corrective Actions Identified in Operational AAR
 - Scenarios & Results
2. Traffic Study
3. Public Comment Response



Approach

- **Goal:** determine the incremental impact of the proposed Project on evacuation times in the event of a wildfire
- Engaged evacuation study expert – Kimley Horn
- Consulted and collaborated with:
 - Town of Superior Disaster Preparedness and Recovery (Allison James)
 - Boulder County – Office of Emergency Management (Mike Chard)
 - Boulder County Sheriff (David Salaman)
 - Mountain View Fire (Michelle Kelly)
- Discussed Marshall Fire – sequence of events, timing, emergency response
 - Discussed After Action Report findings and WICC Plan
 - Confirmed evacuation study assumptions
 - Selected Initial scenarios based on collaboration with agencies.
 - Selected additional scenarios and made adjustments based on feedback from Planning Commission and Town Council
- Engaged this group, and several other agencies, regarding site plan design. Increased setbacks, added 30' fire break, and added a 2nd emergency vehicle access road



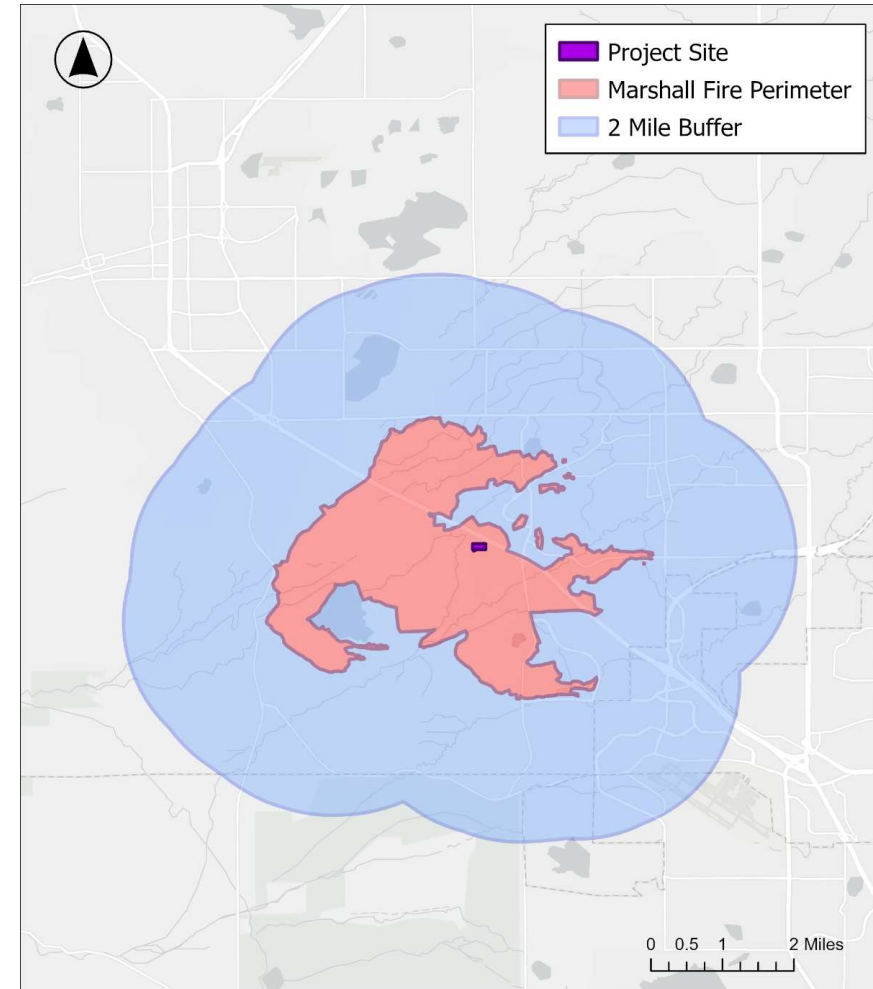
Key Assumptions

- Evacuation departures occur over a 1 hour period
 - Assumption used by Boulder County – Office of Emergency Management
- The 1 hour evacuation period applies to the entire Marshall Fire perimeter area
- Evacuations begin slowly, peak midway, then taper off
- The 1 hour starts once the evacuation notice is given
- The AEGIS model software dynamically adjusts evacuation vehicle speed based on traffic flow, physical roadway network characteristics, and vehicle counts.
 - Earlier evacuees will encounter less traffic, later evacuees will encounter more traffic
- All future scenarios include projects under construction in the Town of Superior
- Vehicle count is estimated based on census data
- All scenarios assume that the proposed Project's main egress will be at main entrance along 76th Street (80% of traffic), with secondary egress at the emergency vehicle access at the north to Marshall Road (20% of traffic)



Report Data

- Evacuation of all occupants within the Marshall Fire Perimeter (red) area
- Calculated average time for vehicles within the perimeter to **clear** outside of the 2-mile buffer (blue)
- Calculates:
 1. Impact on total time for system-wide clearance (full Marshall Fire perimeter)
 2. Impact on average time to evacuate for immediate project area – Sagamore, Coal Creek Crossing, Original Town, and Superior Marketplace
- The time to clear the 2-mile buffer does not correlate to clearing a safe distance – evacuees may escape the concerning areas prior to clearing the 2-mile buffer





Post-Marshall Fire, Corrective Actions Identified in Operational AAR

Issue / Gap Identified in AAR	Corrective Action Identified in AAR	AAR Status / Timing Shown	AAR Reference
Agency administrators were unfamiliar with the delegation process; IMT Incident Commanders did not fully understand multiple authorities and how to negotiate relationships.	Conduct agency administration meeting and training.	Start: May 2022; Completion: August 2022	Fire Response AAR Improvement Plan, p. 11
Communications between Incident Command and dispatch needed to be optimized.	Facilitate operational discussion between Incident Command and Dispatch.	TBD	Fire Response AAR Improvement Plan, p. 11
Dispatch resource listings and contact information needed verification.	Verify all resources are properly listed in dispatch centers with appropriate contact information.	Start: May 2022; Status: In Progress	Fire Response AAR Improvement Plan, p. 11
Local 800 MHz communications planning needed improvement, including VHF and 800 MHz communications planning.	Develop a VHF and 800 MHz communications plan.	Start: April 2022	Fire Response AAR Improvement Plan, p. 12
Law response identified need for an 800 MHz communications plan.	Develop 800 MHz Communications Plan.	Start: April 12, 2022; Completion: April 2022	Law Response AAR Improvement Plan, p. 12
Evacuation response needed a dedicated, multi-discipline group that could be assigned to rescue / evacuation tasks.	Build Rescue Task Force model including law enforcement, fire, and EMS resources.	Start: April 12, 2022; Status: In Progress	Law Response AAR Improvement Plan, p. 12
Incident Command / Operations Directors should have been consolidated earlier.	Evaluate SOPs and adjust to support unified command or enhance command coordination earlier.	Start: April 12, 2022; Status: In Progress	Law Response AAR Improvement Plan, p. 12
Evacuation response needed stronger control and maintenance of intersections / traffic flow.	Ensure evacuation policies and SOPs consider evacuation traffic patterns and cover traffic-control objectives.	Start: April 12, 2022; Status: In Progress	Law Response AAR Improvement Plan, p. 13
Evacuation orders or incidents involving imminent life-safety risk needed to be managed by 911 centers.	Integrate Wireless Emergency Alerts / IPAWS into 911 centers for immediate life-safety situations.	Start: 2021; Completion: April 2022	Alert & Warning Improvement Plan, p. 14
Fast-moving incidents created alert and warning challenges where multi-jurisdictional decisions were needed.	Hold meetings to develop agreements, SOP integration, or processes for multi-jurisdictional decision-making.	Start: May 18, 2022; Status: Ongoing	Alert & Warning Improvement Plan, p. 14
Emergency notification database management needed a defined policy or process within BRETSA.	Develop database management policy or process with BRETSA 911 centers sharing the Emergency Notification System.	Start: June 2022; Completion: TBD	Alert & Warning Improvement Plan, p. 14
Evacuation polygons existed west of Highway 36 but needed expansion to communities east of Highway 36 / 93.	Develop evacuation polygons for each Boulder County community using existing systems or new software.	Start: April 2022; Completion: TBD	Alert & Warning Improvement Plan, p. 14

Post-Marshall Fire, Corrective Actions Identified in Operational AAR

Issue / Gap Identified in AAR	Corrective Action Identified in AAR	AAR Status / Timing Shown	AAR Reference
Rapidly escalating incidents require stronger unified command, staging, resource management, and escalation processes.	Continue expanding unified command process, escalation management, staging, and resource management.	Start: May 2022; Completion: October 2022	Alert & Warning Improvement Plan, p. 15
Municipal emergency managers needed to be leveraged for evacuation polygons and evacuation processes.	Hold evacuation planning meetings and tabletop exercises with municipal emergency managers and public-safety leaders.	Start: May 2022; Completion: September 2022	Alert & Warning Improvement Plan, p. 15
Sirens were not activated by first responders, and area sirens did not have a wildfire program installed.	Review siren use and activation process with first responders and review whether siren programming needs to change.	Start: 2022; Completion: May 2022	Alert & Warning Improvement Plan, p. 16
Alert and warning messaging needed a multilingual messaging plan.	Create a plan for multilingual alert and warning messaging and explore technical / translation-service solutions.	Start: 2021; Status: Ongoing	Alert & Warning Improvement Plan, p. 16
Dispatch needed authority / process clarity to launch warnings when field units were too busy or could not be reached.	Develop alert and warning agreements or procedures to streamline the approval process.	Start: January 2022; Completion: April 2022	Sheriff 911 Communications Center Improvement Plan, pp. 17–18
Dispatch needed dedicated capacity for Everbridge / IPAWS launches.	Increase staffing and training so one dispatcher is available for Everbridge / IPAWS launches.	Start: 2021; Completion: April 2022 and July 2022 near-term goal	Sheriff 911 Communications Center Improvement Plan, p. 17
Law and Fire Incident Command were not always unified or co-located, creating inconsistent communication flow to dispatch.	Conduct escalating-incident exercises focused on process development, operational coordination, and unified command.	Start: May 2022; Status: Ongoing	Sheriff 911 Communications Center Improvement Plan, p. 17
Information flow between law-enforcement command personnel and dispatch alert/warning personnel needed improvement.	Dedicate a liaison with Incident Command structure within dispatch.	Start: June 2022; Completion: July 2022	Sheriff 911 Communications Center Improvement Plan, p. 18
EOC staffing depth was limited, institutional knowledge had been lost, and ESFs needed a deeper bench.	Perform recruiting program and onboarding training / exercises.	Status: In Progress; recruitment completed in 2022; training late summer / early fall 2022	EOC Improvement Plan, p. 45
Public communication, including alert/warning messaging and local media communication, needed improvement.	Develop automated or enhanced website and social media messaging to support alerts while EOC is activating.	Status: In Progress; Completion: May 2022	EOC Improvement Plan, p. 45
Coordination across impacted jurisdictions, including Superior and Louisville, required pre-disaster agreements.	Hold MACS agency administrator meeting to develop pre-disaster agreements on community coordination from response into recovery.	Start: July 2022; Completion: August 2022	EOC Improvement Plan, p. 46



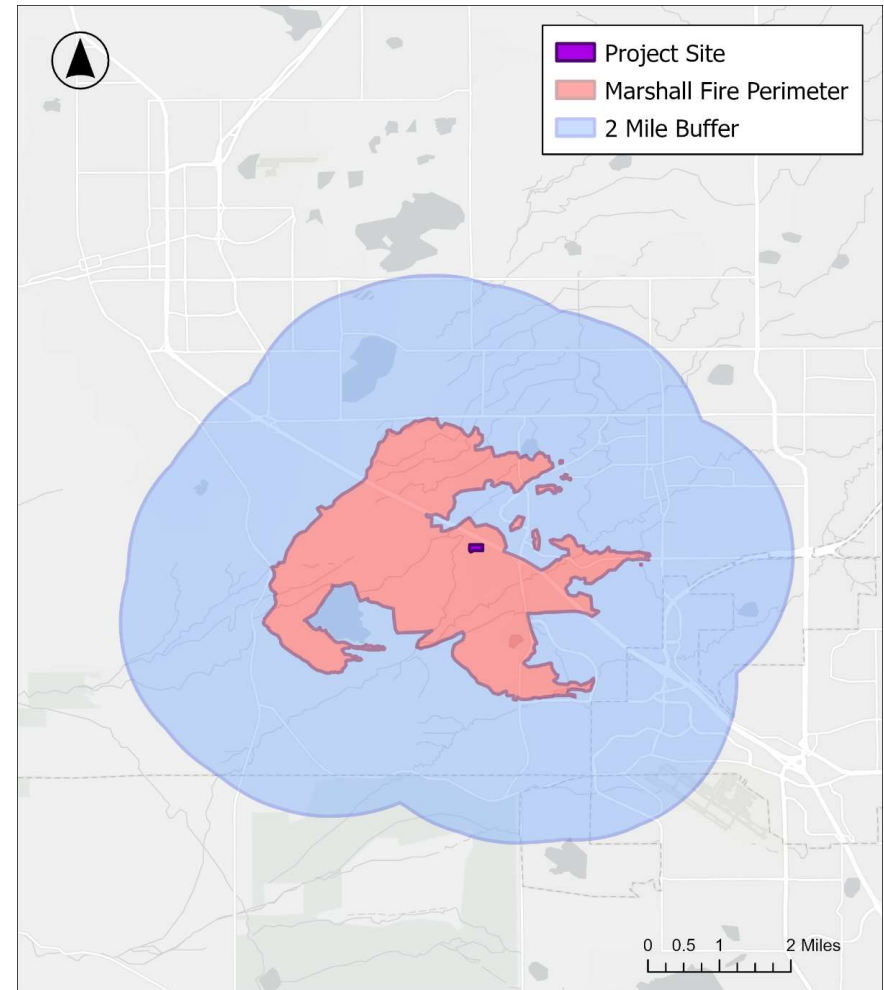
Evacuation Impact Analysis – Scenarios & Results (Marshall Fire)

Scenarios

Assumptions	Marshall Fire (Baseline)	Marshall Fire (Adjusted)
Departure Period	1 Hour	
Vehicle Count	100% Household and Retail Occupancy (2021 Data)	100% Household and Retail Occupancy (2021 Data)
Road Conditions	Incurred Closures: US 36 EB & WB, Marshall Rd WB, and bottle-neck at Rock Creek / Coalton	WB Closure on US-36 & Marshall

Total Time for System-Wide Clearance

Marshall Fire (Baseline)	Marshall Fire (Adjusted)
2 Hr, 29 Min	1 Hr, 58 Mins



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.

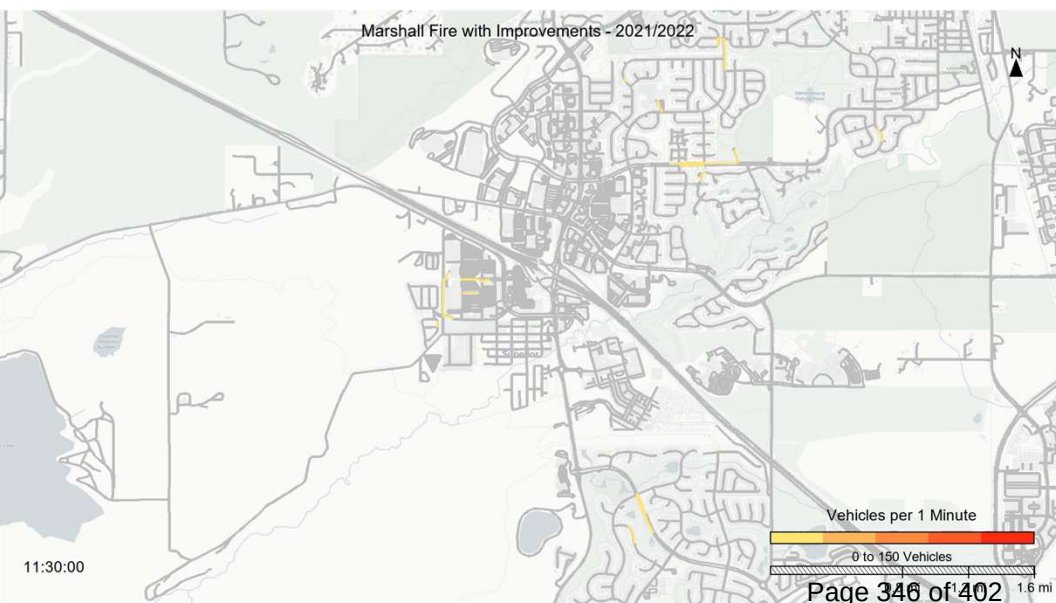
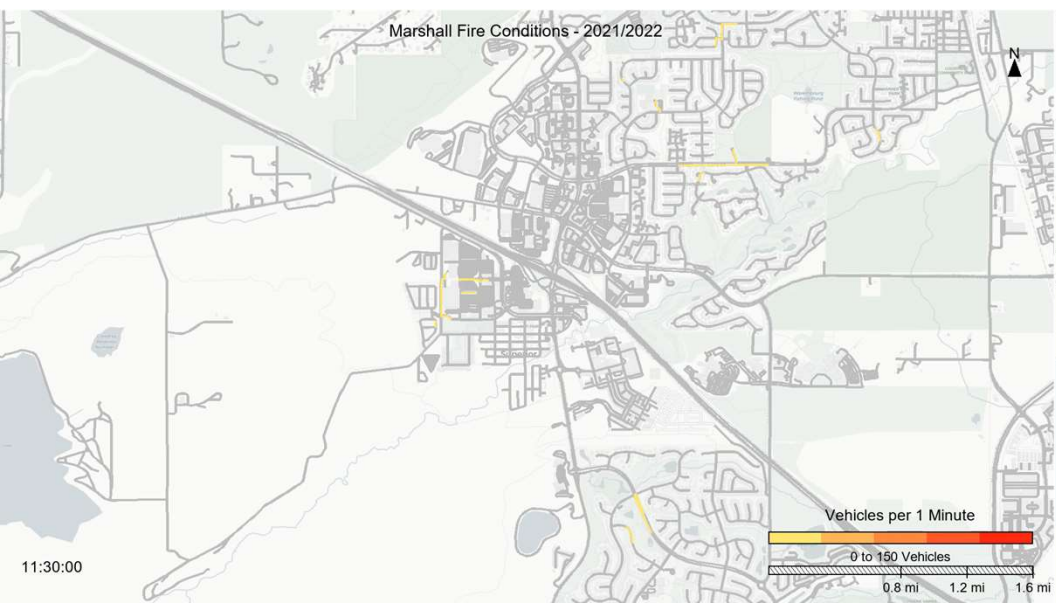
Evacuation Impact Analysis – Scenarios & Results (Marshall Fire)



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)

Marshall Fire (Baseline)	Marshall Fire (Adjusted)
1 Hr, 26 Min	1 Hr, 4 Min





Evacuation Impact Analysis – Scenarios & Results (Plus Project)

Scenarios			
Assumptions	Scenario 1 – Baseline	Scenario 2 – SR-36 WB Closure	Scenario 3 – Realistic Occupancy
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 (Baseline)	WB Closure on US-36 & Marshall	WB Closure US-36 & Marshall

Evacuation Vehicle Count			
Source	Scenario 1 – Baseline	Scenario 2 – SR-36 WB Closure	Scenario 3 – Realistic Occupancy
Households	19,052		15,242
76 th 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.

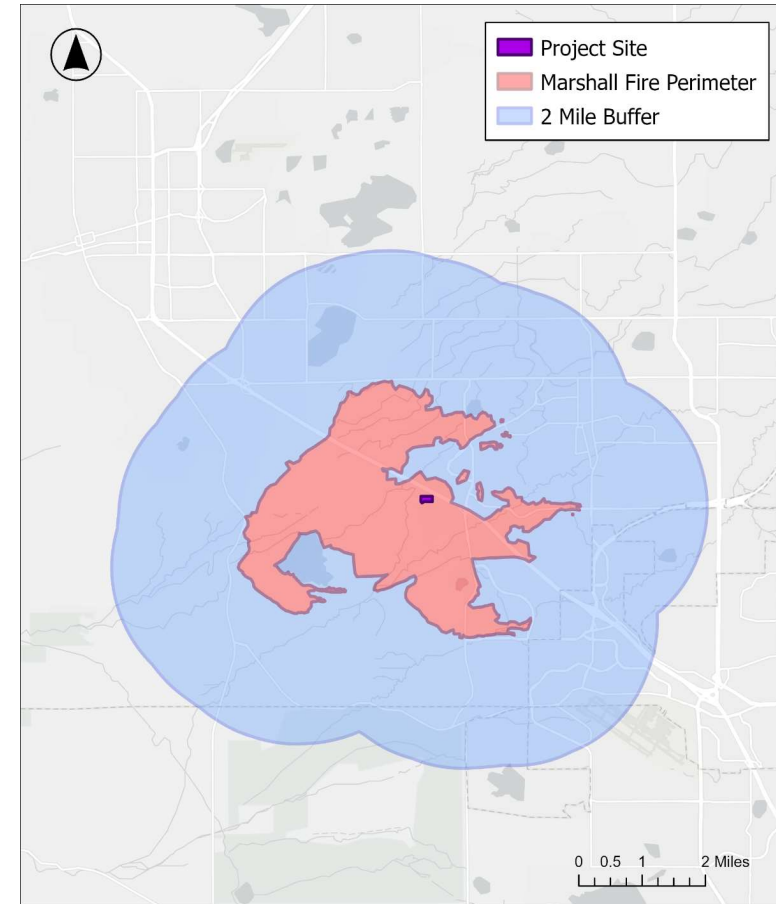


Evacuation Impact Analysis – Scenarios & Results (Plus Project)

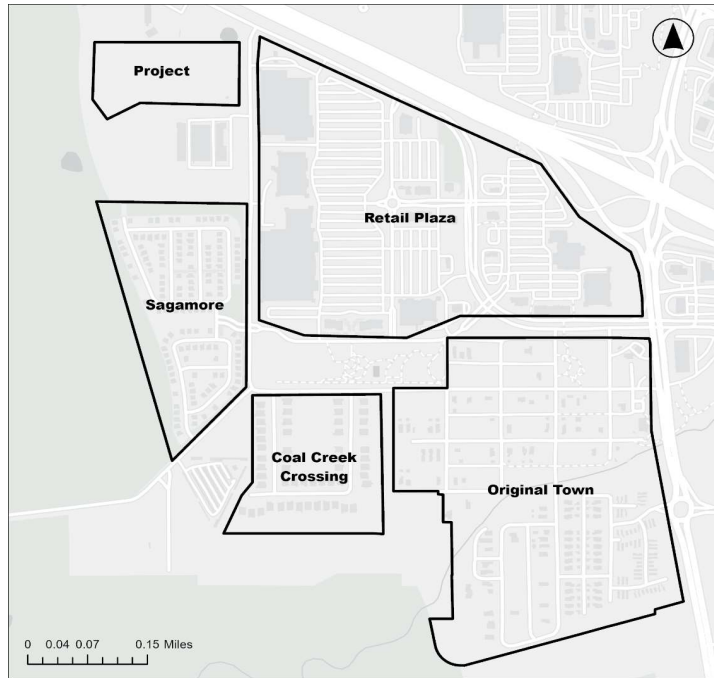
Note: Clearance is defined as exiting the Marshall Fire 2-mile buffer perimeter. The buffer perimeter does not directly correlate to a safe distance, and evacuees may escape immediate safety impacts prior to “clearing” the 2-mile buffer perimeter.

Total Time for System-Wide Clearance

Evacuation Time	Scenario 1 – Baseline	Scenario 2 – SR-36 WB Closure	Scenario 3 – Realistic Occupancy
Existing + UC	1 Hr, 43 Min	2 Hrs, 18 Min	1 Hr, 32 Min
Plus Project	+1 Min 21 Sec	+3 Min 15 Sec	+1 Min 2 Sec



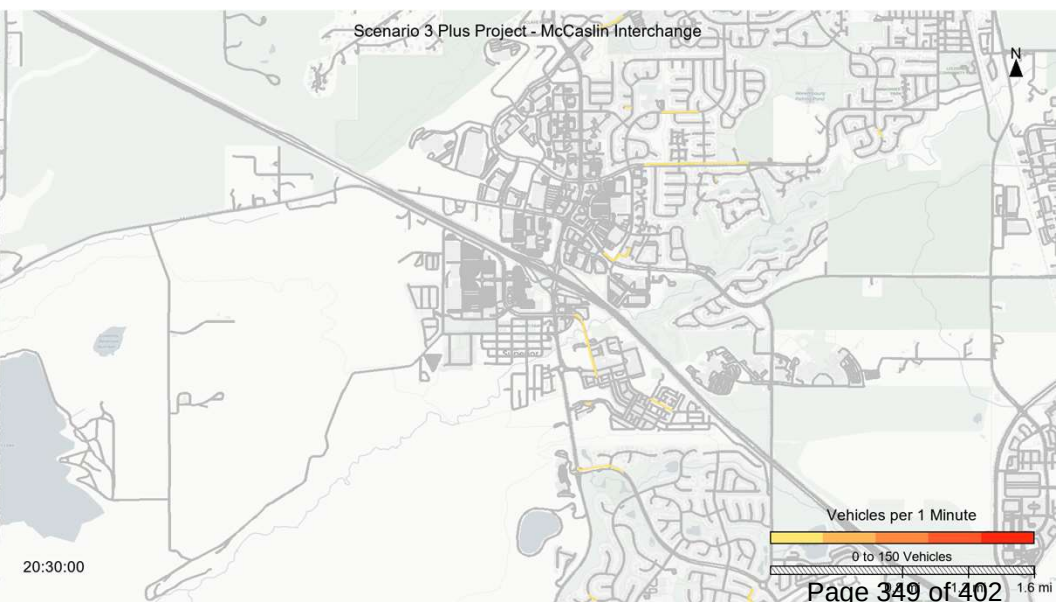
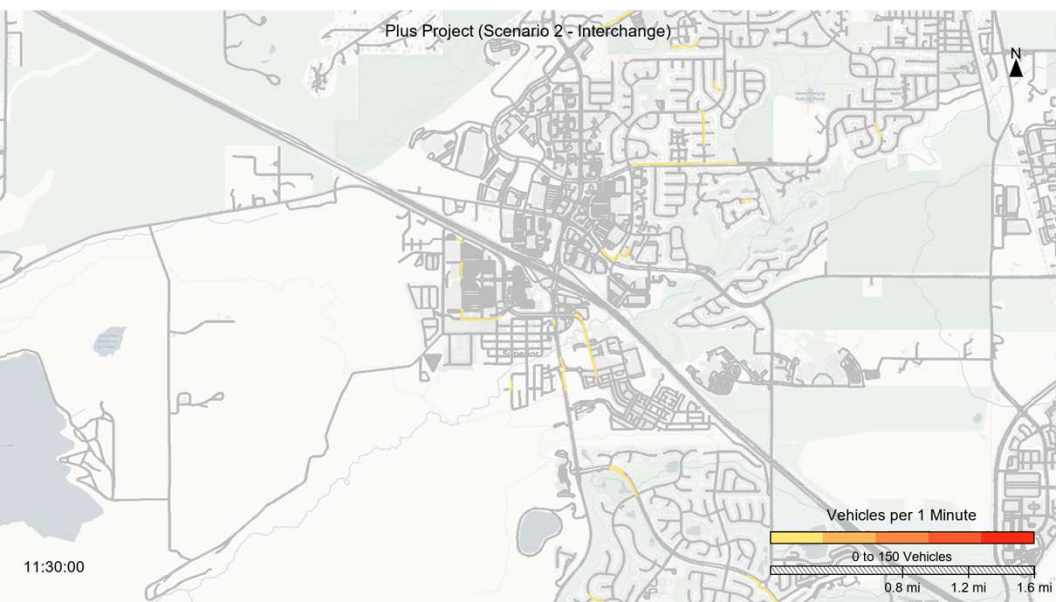
Evacuation Impact Analysis – Scenarios & Results (Plus Project)



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 – Baseline	Scenario 2 – SR-36 WB Closure	Scenario 3 – Realistic Occupancy
Existing + UC	56 Min	1 Hr, 5 Min	48 Min
Plus Project	+3 Min 1 Sec	+4 Min 12 Sec	+45 Sec





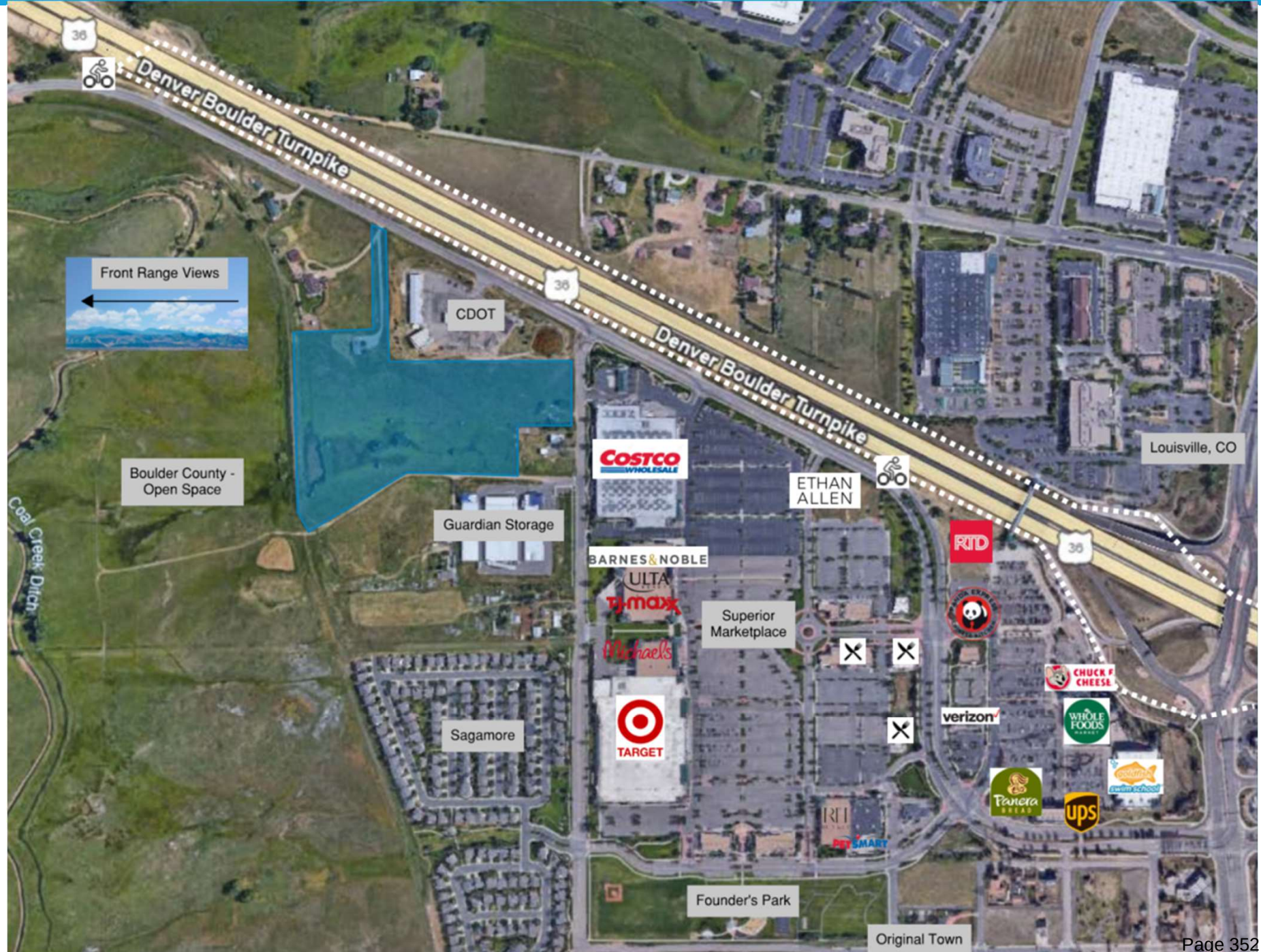
Total Time for System-Wide Clearance					
Evacuation Time	Marshall Fire (Baseline)	Marshall Fire (Adjusted)	Scenario 1 – Baseline	Scenario 2 – SR-36 WB Closure	Scenario 3 – Realistic Occupancy
Existing + UC	2 Hrs, 29 Min	1 Hr, 58 Min	1 Hr, 43 Min	2 Hrs, 18 Mins	1 Hr, 32 Min
Plus Project	-	-	+1 Min 21 Sec	+3 Min 15 Sec	+1 Min 2 Sec

Average Time to Exit per Vehicle (Immediate Project Vicinity)					
Site	Marshall Fire (Baseline)	Marshall Fire (Adjusted)	Scenario 1 – Baseline	Scenario 2 – SR-36 WB Closure	Scenario 3 – Realistic Occupancy
Existing + UC	1 Hr, 26 Min	1 Hr, 4 Min	56 Min	1 Hr, 5 Min	48 Min
Plus Project	-	-	+3 Min 1 Sec	+4 Min 12 Sec	+45 Sec



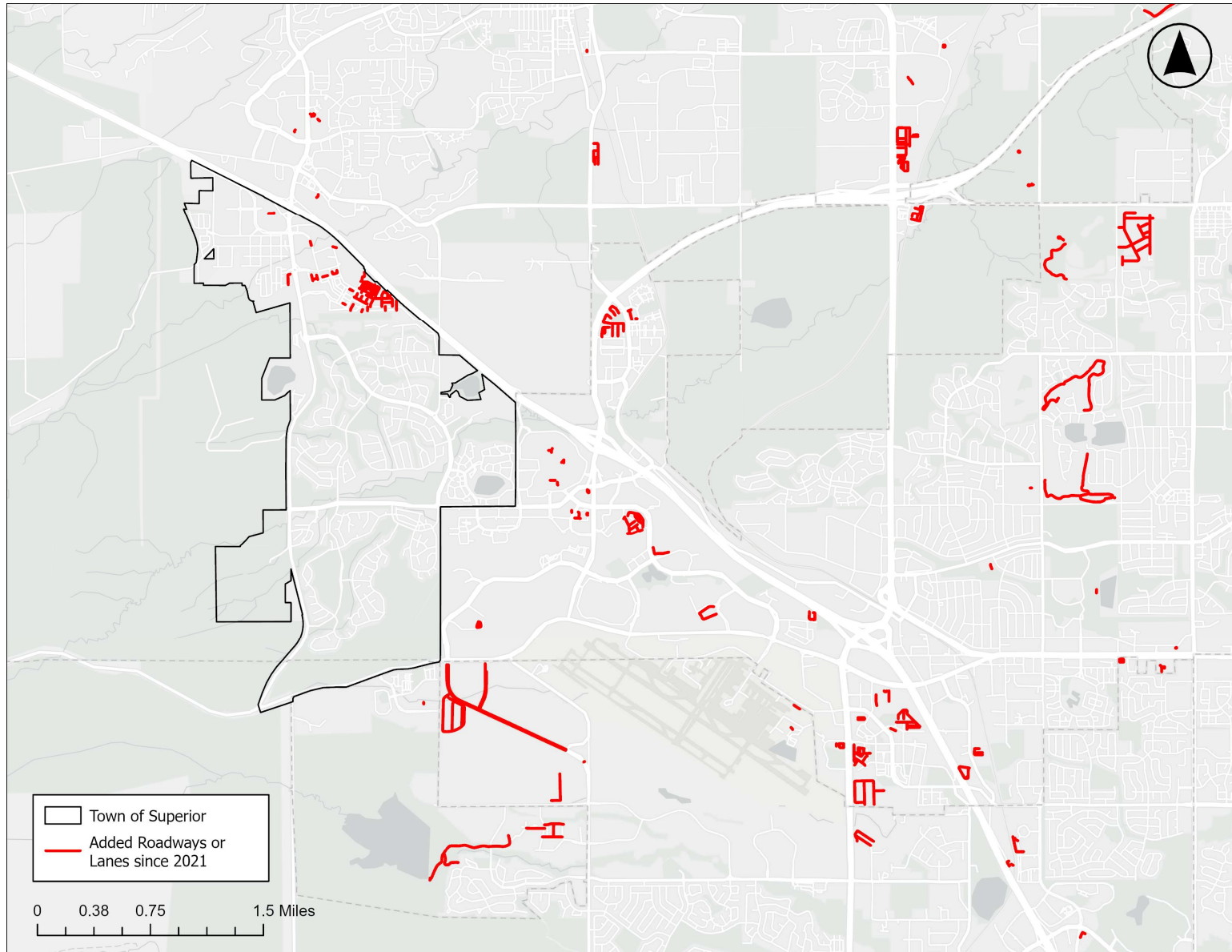
- 1) How were the traffic queues determined at 76th & Marshall Road?
 - 1) The traffic study used nationally accepted Highway Capacity Manual methods and Synchro traffic modeling software to evaluate existing traffic and future conditions with the project. The analysis found that vehicles exiting 76th Street onto Marshall Road experience very short average queues and low delays, both today and with the project in place. The projected queues are generally one vehicle or less during the peak hours, indicating that the intersection continues to operate efficiently.
- 2) How would bikes/pedestrians impact queues at Marshall & 76th? Were bikes/pedestrian counts captured in the study?
 - Pedestrian and bicycle activity was counted as part of the traffic study. Existing crossing volumes at 76th Street and Marshall Road are relatively low, and the analysis indicates they do not have a meaningful effect on vehicle delays or queue lengths during the peak traffic periods.
- 3) What peak hours were used and why? Was Costco gas station included?
 - Yes. Traffic counts were collected at study intersections during the weekday AM and PM peak periods and included traffic entering and exiting the Costco gas station. These peak periods were selected because they represent the busiest times on the surrounding roadway network and coincide with the project's highest traffic generation periods.
- 4) What will the pedestrian traffic pattern be once this project is built?
 - The project improves pedestrian connectivity along 76th Street by adding a sidewalk along the project frontage. A marked mid-block crossing is proposed near the Center Drive connection to provide a direct pedestrian route between the project and the Superior Marketplace area.
- 5) Coal Creek Crossing – have traffic mitigation measures been installed recently?
 - There were curb extensions (narrowing) at 1st, 2nd, 3rd, 4th, and all way stops installed at 2nd and 4th.
- 6) Coal Creek Crossing – if all of the Coal Creek Crossing thru-traffic went back to Marshall, how does that impact the report findings?
 - The cut-thru traffic utilizing Coal Creek Crossing is relatively low relative to the overall traffic volumes along McCaslin and Marshall, and any impact would be minimal.

Public Comment Response





Roadway/Lanes Expansion





Item Number:5.a.

Information for Meeting of the Superior Town Council

Agenda Item Name:	A Resolution of the Town Council of the Town of Superior Adopting a Drought Mitigation Plan
Meeting Date:	June 22, 2026
Presented By:	Brannon Richards, Public Works and Utilities Director, Jim Widner, Utilities Superintendent
Presented For:	Approve Action

Background:

Droughts are a natural phenomenon of Colorado's climate. They can vary in duration and severity; a function of both the length of time that normal water supplies (e.g., snowpack) do not materialize and the duration of the precipitation shortage. This Drought Mitigation Plan is a guide for the Town of Superior. This document identifies conditions that define a drought, the Town's response, and a framework for communicating that response.

Staff used the draft Drought Mitigation Plan to frame our response and actions related to the current drought affecting Colorado.

Recommendation:

Staff recommends Town Council adopt the Drought Mitigation Plan to guide Town-wide efforts in responding to future droughts.

Budget Implications:

No budget impacts associated with this plan adoption.

Motion:

Move to adopt a Resolution adopting the Drought Mitigation Plan.

Attachments:

1. Attachment 1_Resolution -Drought Mitigation Plan (1)
2. Attachment 2_Superior Drought Plan_June_2026
3. Attachment 3_Drought Plan presentation to Board

**Town of Superior
Resolution Number R-56
Series 2026**

**A Resolution of the Town Council of the Town of Superior
Adopting a Drought Mitigation Plan**

Whereas, droughts are a natural phenomenon of Colorado's climate;

Whereas, the Town of Superior Drought Mitigation Plan, attached hereto and incorporated herein by this reference (the "Drought Mitigation Plan"), sets forth a data-driven, equity-centered framework to respond to droughts and communicate that response to the public; and

Whereas, the Town Council find it in the best interest of the public health, safety and welfare of the Town to adopt the Drought Mitigation Plan.

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

Section 1. The Drought Mitigation Plan is hereby adopted in the form attached hereto.

Adopted this 22nd day of June, 2026.

Mark Lacis, Mayor

Attest:

Shannon Dujardin, Town Clerk

DROUGHT MITIGATION PLAN

Town of Superior, CO

JUNE 2026



SUBMITTED BY

Dewberry Engineers Inc.
990 S. Broadway, Suite 400
Denver, CO 80209

SUBMITTED TO

Town of Superior
124 E. Coal Creek Drive
Superior, CO 80027

Town of Superior Drought Mitigation Plan

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Town of Superior Drought Mitigation Plan

Introduction, Stakeholders, Objectives, and Principles

This Drought Mitigation Plan (Plan) is a guide for the Town of Superior (Town). This document identifies conditions that define a drought, the Town's response, and a framework for communicating that response.

Drought Definition

Droughts are a natural phenomenon of Colorado's climate. They can vary in duration and severity; a function of both the length of time that normal water supplies (e.g., snowpack) do not materialize and the duration of the precipitation shortage. Winter 2025-2026 brought one of the lowest snowpack's on record in Colorado, and the 2026 drought is among the most severe on record statewide for streamflow. River administration is tight, with senior calls much earlier in the season than normal. The 2002 statewide drought was considered one of the worst in the past 40 years, but 2026 has already brought record-low snowpack to the state. Most water scientists, including the Colorado Climate Center, classify the 2002 drought as rarer than a once-in-350-year event.

The Town desires its water system to withstand a 2-year drought with a 50-year frequency. The aforementioned 2002 drought was more severe than this one and was accommodated by the Town's water system, with no impacts on health and safety needs and some cutbacks to landscaping.

Water Supply System and Summary of Water Rights

The Town has water rights on South Boulder Creek (through two separate diversions) and Colorado River Water [via the Colorado-Big Thompson Project or Windy Gap Project]. Colorado River Water is provided to the Town via the Northern Colorado Water Conservancy District (NCWCD) Pump Station. This is shown schematically in **Figure 1**.

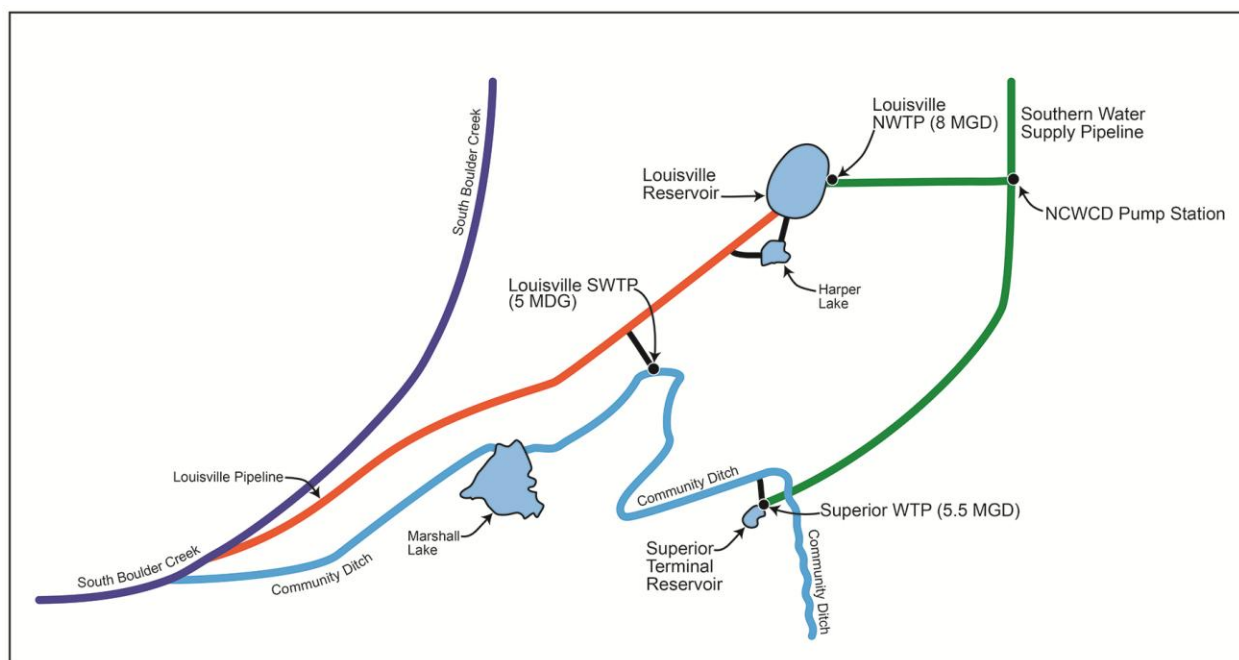


Figure 1 - Town of Superior Schematic of Raw Water Delivery System

The Town has a water rights portfolio comprising surface and groundwater. However, in recent years, the Town has utilized only surface water. **Table 1** provides a brief description of surface water rights and the projected average and firm yields. The Town is also currently participating in the Windy Gap Firming project, which will increase the Town's projected yield given in **Table 1**. The completion of the Windy Gap firming project is expected to increase water yield.

Table 1 – Surface Water Rights Summary

Water Right	Average Annual Yield, Acre-feet	Dry (Firm) Yr. Annual Yield, Acre-feet
Transbasin Source - Colorado Big Thompson (2,080 Units)	1,456	1,040
Transbasin Source - Windy Gap Project, current Windy Gap Firming Project (15 Units - current) (4,726 Units Windy Gap Firming project)	750 1,380 - 1,500 ² (total after firming)	0
Irrigation Company Source - FRICO/Marshall Diversion (54.47 Shares)	245.1	41
Irrigation Company Source - South Boulder Creek and Coal Creek Ditch Company	37.5	37.5
Irrigation Company Source - Goodhue Ditch Company	4.5	4.5
Total Surface Water Supply ¹	2,493.1 (current) 3,243.1 (with WG Firming)	1,123

Notes:

¹ Total surface water supply includes water rights from the Windy Gap Firming project. It does not include reusing water.

² Windy Gap Firming production is currently estimated based upon discussions with the Water Attorney.

Plan Objectives

The objectives of the Plan are as follows:

- Provide a comprehensive yet flexible framework to guide Town staff on the drought mitigation and monitoring efforts, as well as on procedures to follow for declaring a drought and implementing the drought response.
- Preserve essential public services during any level of drought severity from mild to critical emergency conditions.
- Minimize the adverse drought-related impacts on public health and safety, economic activity, environmental resources, and individual lifestyles during a drought event.
- Effective communication of drought awareness and response information to the water customers.
- Provide an efficient means to monitor and improve the effectiveness of the Plan over time.
- Closely coordinate the drought mitigation and response with the Town's water supply reliability planning efforts, as well as with other Town and regional-level policies and planning efforts. This includes Town, County, and State policy as well as Boulder County's multi-hazard and emergency operations plans.

- Provide sufficient contextual information in the Plan to convey the importance of drought preparedness and management to the public and how the actions set forth in this Plan are relevant to reducing future drought-related impacts.

Historic Drought and Impact Assessment

Historical Drought Impact, Mitigation, and Response Assessment

Utilities experienced a variety of drought-related impacts during the 2002 drought and are currently experiencing many of the same impacts due to the 2026 drought. These impacts and their severity are outlined in **Table 2**. These impacts were generally moderate to minor. In 2002, the impacts did not extend beyond the drought.

Table 2 - Historical Impacts on the Utility Department

Historical Impact	Severity
Loss of revenue from a reduction in water sales	Moderate
Reduction in storage reserves	Moderate
Degraded water quality	Minor
Higher per-gallon water treatment costs	Moderate
Increased costs and staff time to implement the drought response	Minor
Increased data/information is needed to monitor and implement drought response	Minor
Public's favorable/unfavorable perception of the provider regarding drought response	Minor

The Town community also experienced a variety of impacts in 2002. The lack of rainfall stressed the surrounding environment, resulting in increased wildfire risk, lower stream flows and reservoir levels, stress on wildlife, and an overall reduction in the area's aesthetics. At the time, the Town Board voted to implement watering restrictions.

Drought Vulnerability Assessment

Water Supply Reliability and Drought Mitigation Planning

The Town's reliability planning efforts focus on the Town's water supply system's ability to meet customer needs during times of stress. This reliability depends on a multitude of factors, including the Town's water source(s), seniority of water rights, storage capacities, and rate of customer demand growth. Water supply reliability planning is an important component of ensuring sufficient supplies during droughts and, to some extent, overlaps with this drought mitigation planning process. However, this Plan focuses on drought within the context of monitoring, mitigation actions, and response measures to lessen its impacts. Consequently, this Plan does not take the place of water supply reliability planning but rather is closely coordinated with the Town's water supply reliability planning efforts. The Town's water rights are reviewed annually.

Drought Impact Assessment

Utilities could experience a variety of future drought-related impacts. These potential impacts are outlined in **Table 3**. The potential severity of many of these impacts could be significant, depending on the magnitude and duration of the drought, as well as on how effectively drought mitigation and response efforts reduce their impact.

Table 3 - Potential Future Impacts on the Utility Department

Potential Future Drought Impacts	Potential Severity
Loss of revenue from a reduction in water sales	Moderate
Reduction in storage reserves	Moderate
Disruption of water supplies	Moderate
Degraded water quality	Moderate
Higher per-gallon water treatment costs	Moderate
Sediment and fire debris loading to reservoirs following a wildfire	Significant
Increased costs and staff time to implement the drought plan	Minor
Increased data/information is needed to monitor and implement the drought mitigation plan	Minor
Increased costs of acquiring additional supplies during times of drought	Moderate
Inability to acquire water during a drought	Significant
Favorable/unfavorable public perception of the provider regarding drought response	Moderate

The Town could also experience a variety of future drought-related impacts. Some of the more significant impacts include:

- Damage to public and private landscaping.
- Degraded drinking water quality.
- Unequal impacts of water restrictions and other drought response measures upon certain businesses/individuals/facilities. For example, landscaping companies and park facilities that depend on irrigation may be more vulnerable. Furthermore, demand reductions achieved by reliance upon surcharges would be disproportionately borne by lower-income customers.
- Increased risk of wildfire that not only threatens the water supply but also the safety and overall environment of the surrounding area.
- Increased public awareness on drought response efforts, the importance of water conservation and positive reduction in water usage.
- Loss of use of public and private swimming pools.

While some of these impacts are beyond the Town's immediate control, drought mitigation activities and daily operational adjustments during future droughts may help alleviate them.

Drought Monitoring, Stages, and Trigger Points

Drought monitoring is a science. It should be kept in mind that a drought will likely begin with a small event and become more severe. Droughts may last a month or several years. With this plan, the Town should be able to escalate the drought severity ratings as a drought continues. When projecting water supply for the Town, one typically looks at the critical period of March, April, and May. Historically, this is the time when the reservoirs approach their lowest levels, while snowpack measurements provide reasonable projections of runoff for the coming season. The amount of water in storage and the projected runoff determine the Town's ability to meet water demands.

At best, drought indicators are only a guideline. It takes detailed analysis and extensive experience to understand, within a given set of circumstances, the amount of water likely to be available to the community. In many cases, the same amount of snowpack can yield significantly different runoff patterns, leading to large variations in usable water.

Numerical indicators alone, such as the amount of water currently in storage, are not always accurate indicators of a drought event. When used in conjunction with more predictive indicators, such as projections of the amount of water stored as snowpack, numeric indicators are more realistic. Confidence in the projections of the water supply will vary throughout the year, with the projections most reliable during late Spring, when quotas are set, and runoff is more predictable and least reliable in November, when only the amount of water in storage is known. A quota is the amount of water the Town can obtain from a share of a storage water right. These amounts are set based on shareholders' needs and water availability. Therefore, the Town established a predictive tool incorporating both numerical and predictive indicators to determine when the Town's water supply may not meet the demand.

Droughts can vary significantly in spatial extent, severity, and duration. The drought stages in **Table 4** were developed to capture this variability and to identify an appropriate level of response based on drought severity. The four stages increase in intensity from watch to warning to severe to emergency. The response target (targeted water savings) also increases with each stage, with a 10% water savings target under the watch drought stage and a 50% water savings target under the emergency drought stage.

Table 4 - Drought Stages, Trigger Point Guidelines, and Response Targets

Drought Stage	WSI Index	Annual Reduction Target
Stage I – Watch	0.85 to 0.95	10% water savings
Stage II – Warning	0.75 to 0.85	20% water savings
Stage III – Severe	0.65 to 0.75	30% water savings
Stage IV – Emergency	< 0.65	50% water savings

Severe droughts don't always start out that way; they may begin light due to a lack of precipitation and then expand to severe over time. Typically, water supply and drought impacts are evaluated during spring and early summer (March through May). At that time, reservoirs are typically at their lowest levels, and runoff estimates based on snowpack measurements are known. The sum of water in storage plus the projected runoff needs to exceed the projected Town's water demands. One relatively easy way to calculate this is to use a Water Supply Index.

A Water Supply Index (WSI) is utilized to compare water storage amounts, projected supplies, and demands for the Town. The basic form of the WSI is as follows:

$$WSI = \frac{Supply}{Demand} = \frac{Carryover_{(last)} + SBCdirects + NCWCD + Marshall}{Demand - Carryover_{(next)}}$$

Where the Supply and Demand components are defined as follows:

Supply

Carryover_(last) = the volume of water in local storage carried over from the last year.

SBCdirects = projected total direct diversions from South Boulder Creek in the current year. Prior to the runoff, projected flows are based on historical relationships between snowpack and streamflow.

NCWCD = projected or actual water available from the Northern Colorado Water Conservancy District for the current year, including Colorado-Big Thompson (C-BT) and Windy Gap allocations.

Marshall = projected or actual storage water in Marshall Lake for the current year from the yields of the Town's shares in Farmers Irrigation and Reservoir Company (FRICO) and South Boulder & Coal Creek Irrigating Ditch Company (SB&CCD).

Demand

Demand = projected Town water usage for the current year.

Carryover_(next) = targeted amount of carryover water in local storage determined necessary to reasonably buffer the Town for the next year.

The WSI equation yields an index indicating the expected amount of water available to meet current demands. A WSI of one (1.0) on April 1st would mean that the supply would meet the demand, including designated reserves. A value greater than or less than 1 indicates an excess or a shortage of water, respectively. The Town calculates its WSI after receiving its projected water quotas from NCWCD.

The WSI can be used to indicate the potential severity of a water shortage and to guide the Town's response. A WSI in the range of 0.95 to 0.85 would trigger a Stage I response. The trigger for a Stage II response would be a WSI between 0.85 and 0.75. A WSI between 0.75 and 0.65 would indicate a Stage III drought, and a WSI less than 0.65 would trigger a Stage IV response. Other factors may influence the level of response and vary from the response dictated by the WSI. The WSI will tend to fluctuate throughout the year, with the highest values just after spring runoff and the lowest in November, before snowpack is known. The WSI can also fluctuate rapidly over the course of a month in response to precipitation events.

Drought Declaration and Predictability

Drought can appear quickly or slowly, last for a season or many years, and can occur locally, regionally, or statewide. Furthermore, a drought typically lacks a clear beginning or end and is difficult to predict.

In addition to the WSI, the Town monitors other drought indicators throughout the year to better understand watershed hydrology and how to manage the Town's water supply system. These drought indicators include the following:

- Snowpack
- Precipitation records
- Stream flows
- River calls
- Reservoir levels
- US Drought Monitor

The Town may also rely on other data in addition to the drought monitoring data listed above to predict and declare a drought. This may include regional weather/hydrologic data, drought indices, information from other nearby water users, long-term weather forecasts, etc.

It is important to ensure that the official drought declaration and corresponding drought stage designation occur in a timely manner. If a drought is declared too late or actions are not taken early enough to reduce water use, supplies can be severely depleted, and strict water restrictions and economic impacts may be required that could have been avoided. Conversely, premature drought declarations can result in unnecessary mandatory water restrictions and associated impacts, while customers can lose confidence in the declaration.

Drought declarations are further complicated by the unpredictability of drought and storm events. Droughts may extend over multiple years, which could result in response targets exceeding those provided in **Table 4**. The declaration of a drought and the corresponding drought stage will be made in real time using the drought trigger guidelines in **Table 4**, historical experience, and other drought indicators.

The drought stage may also be de-escalated (i.e., changed from the critical to the warning stage) and/or the drought declaration may be terminated if storm events or other hydrologic conditions sufficiently reduce stress to the Town's water supplies. This decision will be based on drought monitoring data and the Town staff's historical experience and professional judgment in managing the water supplies.

Drought Mitigation and Response Strategies

Drought mitigation refers to actions taken in advance of a drought that reduce potential drought-related impacts when the event occurs. Whereas drought response planning concerns the conditions under which a drought-induced water supply shortage occurs and specifies the actions to be taken in response.

Mitigation and response strategies that focus on managing the water supply system are generally referred to as supply-side actions; demand-side mitigation and response strategies focus on actions the Town can take to promote or enforce reductions in customer water demand. This section presents the mitigation and response strategies selected following a screening process.

Water Use Prioritization

The operating principles provide guidance criteria used to develop the Plan. These criteria are also intended to provide guidance on implementing the drought response during drought. These operating principles are as follows:

- The screening and final implementation of mitigation and response measures should effectively address stressed water supplies during periods of drought by either improving the water supply system efficiency/reliability or promoting/enforcing water savings. They should also reflect the community's general values and water-use priorities in Table 5 below.
- The development and implementation of the Plan should not be conducted in a vacuum. Feedback from Town staff, surrounding jurisdictions, and the public is crucial to developing and implementing a well-rounded and effective Plan.
- Response measures that limit and/or restrict water use of certain end-users should be implemented in a manner to reflect the priorities listed above, with the highest priority being the preservation of water for health and safety purposes during periods of drought.
- When possible, efforts should be taken to preserve the environmental and recreational value of the surrounding lands, which are important to the values and livelihood of Town residents.
- Where possible, efforts should be made to allocate the costs associated with water use restrictions among all customers in an equitable manner.
- Effective coordination/collaboration with Town staff is crucial to the success of the Plan. This Plan provides a comprehensive framework for implementing the drought response based on the information available to date. Exceptions/adjustments to this framework may be necessary during a drought if proven to be of greater benefit.
- The Plan objectives and operating principles are reflective of the Town's water use priorities and play an important role in guiding the development of the Plan. This plan was developed with input from the Town and its Water Attorney. **Table 5** shows the Town's water usage prioritization across five categories.

Table 5 - Water Use Priorities

Priority	End Use	Description
1	Health and safety	Single-family residential, multi-housing, water treatment plant, hydrants (for emergency use), and wastewater treatment plant.

Priority	End Use	Description
2	Business	Indoor use by the commercial and public sector, including schools, stores, offices, hotels, restaurants, etc., and outdoor use on golf courses.
3	Public outdoor irrigation	Parks, sports fields, and open spaces.
4	Construction water	Water used for construction purposes.
5	Outdoor irrigation	Outdoor irrigation in the single- and multi-family residences, and public and commercial sectors.

Drought Mitigation Measures

The drought mitigation measures were selected by developing a preliminary list of potential measures and conducting a screening process to identify those most conducive to the Town. The preliminary list was developed using regional drought management best practices and incorporating the Town's water supply reliability and conservation planning efforts. Potential impacts were also used to generate new ideas for mitigation options. The preliminary mitigation list was screened and further refined using the following criteria:

- Technical feasibility – Is the selected mitigation or response strategy technically feasible, and will it work as intended? Can implementation occur in a timely manner? Is there staff to implement the action?
- Perceived benefits – Will the selected mitigation or response strategy provide an adequate amount of water supplies and/or water savings?
- Cost effectiveness – How does the implementation cost compare with the benefits? This may simply be a qualitative assessment or a quantitative comparison of the ratios of implementation costs to the water-savings cost-benefit.
- Public acceptance – How favorably will the public react to the selected mitigation/response strategy? A review of alternative means to engage the public would be beneficial for assessing general public acceptance.
- Environmental sensitivity and other impacts – What are the environmental benefits/costs to implementing the mitigation and/or response strategy? Is there an environmental issue or other impacts that should be further considered?

The final step of the screening process assessed the selected group of mitigation actions to ensure that the final combination collectively met the following criteria:

- Compatible with the Town's water supply system and is feasible from an implementation standpoint;
- Consistent with the operating principles and objectives of the Drought Mitigation Plan;
- Fairly represents the needs of affected individuals and groups; and
- Sufficiently addresses potential water shortages and future impacts.

The final mitigation measures are provided below.

Mitigation Measures:

- Drought mitigation planning – The Town developed this plan to publicly document its plan of action and communications in the case of a drought.
- Ongoing monitoring of drought indicators.

- Development of new water supplies. The Town is constantly seeking to improve its water rights position.
- Develop cooperative sharing agreement opportunities with neighboring communities during periods of drought.
- Continuing existing operation and maintenance activities that improve water distribution efficiency. The Town currently conducts annual audits on its water distribution system, routinely repairs leaks on an as-needed basis, calibrates and replaces inaccurate meters, and strategically operates its water supply system.
- New operation and maintenance activities that improve water distribution efficiency.
- Conservation measures specified in the Conservation Plan.
- Standard practices of the Town – Many of the Town’s standard operations focus on water conservation, providing multi-year water savings, and drought mitigation during dry periods. These include annual irrigation audits on Town-owned parks and open spaces, removal of turf grass where appropriate, routine education of Town staff on how to save water, and use of low-volume irrigation (i.e., drip irrigation) instead of sprinklers and misters where appropriate.

Response Strategies

The same process and screening criteria used to develop the mitigation measures were used to identify and select the final supply-side and demand-side response strategies.

The final supply-side response strategies in **Table 6** include technical and financial assistance opportunities, water rights management and cooperative agreements, and improvements in water distribution efficiency.

Table 6 - Supply-Side Response Strategies

Category	Response Strategy
Seek technical and financial assistance opportunities	• Research and identify state, federal, county, and private entity assistance. This could include grants or loans for emergency drought-related planning, drought relief, water use efficiency improvements, etc.
Execution of existing water rights management and cooperative agreements, and development of new opportunities	• Purchase or lease water from other entities (i.e., neighboring cities, federal projects). • Arrangement and/or execution of exchanges. • Utilize emergency interconnections with other providers’ systems. • Lease irrigation rights from farmers. • Negotiate purchases or “options”. • Jointly develop water transfers with other entities. • Trade water supplies with other entities to increase yield. • Pay upstream water user to allow diversion of more water.
Improvements to water use efficiency	• Change pattern of water storage and release operations to reduce net evaporation, optimize efficiencies in the Town’s water supply system, and reduce drought-related impacts.

The final demand-side response strategies shown in **Table 7** consist of actions available to Town staff to conserve water and to place water-use limitations on residential and commercial customers.

Table 7 - Demand-Side Response Strategies

Category	Response Strategy*
Town operations and maintenance activities (actions taken by Town staff to conserve water)	• Implement drought surcharges. • Eliminate/reduce irrigation on Town-owned parks and landscaping. • Educate Town staff on how to save water. • Prohibit watering during fall, winter, and early spring. • Limit/prevent washing of Town fleet vehicles. • Limit hydrant washing and flushing. • Limit use of water for fire training. • Eliminate all fire hydrant uses except those required for public safety. • Turn off ornamental fountains in Town-owned buildings and parks. • Conduct indoor water audits.
Residential	• Enforce landscape watering restrictions. • Limit the number of watering days per week and the duration of watering time. • Prohibit lawn watering during fall, winter, and early spring. • Limit watering to a hand-held hose or a low-volume non-spray device. • Limit/prohibit installation of new sod, seeding, and/or other landscaping. • Enforce restrictions on the spraying of impervious surfaces. • Prohibit/limit vehicle washing. • Prohibit/limit non-recirculating fountains. • Prohibit/limit filling and use of swimming pools. • Enforce indoor water restrictions. • Promote/enforce reduction of water-cooled air conditioning.
Commercial	• Prohibit/limit use of construction water. • Enforce policy guidelines/limitations for installation of new sod and/or other landscaping. • Enforce outdoor landscape watering restrictions. • Promote/require indoor and outdoor water audits where applicable. • Turn off indoor and outdoor ornamental fountains. • Prohibit/limit filling and use of swimming pools. • Turn off public drinking fountains. • Prohibit/limit dealership washing of vehicles. • Enforce water use restrictions on commercial car washes. • Promote/enforce service of water in restaurants only upon request. • Promote/enforce reduction in frequency of linen and towel washing in hotels.

Notes:

*The response strategies are activities Town staff can perform during drought periods to save water in addition to the standard practices and conservation measures specified in the Conservation Plan.

Drought Public Information Campaign

The public drought education campaign (public drought campaign) will be one of the Town's largest drought management efforts.

The public drought campaign will be a partnership between Public Works and Utilities, which provides subject matter expertise and messaging direction, and the Communications and Community Engagement (CCE) Department, which manages channels, production and distribution, in coordination with Town Council. This campaign will promote the importance of conserving water and achieving water savings in drought years. During non-drought years, the drought campaign component will simply provide a general overview of drought and the importance of drought preparedness. During a drought, the drought messages will increase in frequency and intensity and will be expanded to include information on the staged drought response program and the necessity to conserve supplies.

The objectives of the public drought campaign are:

- Provide concise, effective drought information to the Town's customers and the media.
- Adjust the intensity of the public outreach effort in accordance with the severity of the drought (drought stage).
- Coordinate campaign efforts with nearby municipal and conservation-oriented entities to keep drought messaging consistent across the region.

The public drought campaign will provide the basic foundational drought information during non-drought periods, outlined in **Table 8**. The Town will monitor the drought messages and information conveyed by other local providers to ensure that differences in drought-related messages may be explained, if necessary. Information from other providers may also help generate new ideas for improving the Town's public drought campaign and overall drought response.

Table 8 - Public Drought Campaign Messages (Pre-Drought and Continuing during Drought Periods)

Drought Information	Coordination with Other Entities
Status of current drought conditions and corresponding drought stage	Be aware of messages conveyed by neighboring providers to explain, if necessary, why there are differences in their messages and in the overall drought response.
Long-term sustainability of the water supply system	NCWCD and water rights engineer/attorney
Location of where customers may access the Drought Mitigation Plan	Town's website
Factors that could influence water supply services and the cost of services	NCWCD and neighboring communities.
Water provider's actions to save water and/or acquire new water	Be aware of other local providers' drought mitigation efforts. This may help generate new ideas to improve the Town's public drought campaign and overall mitigation efforts.
Drought policies, requirements, and penalties	Be aware of messages conveyed by neighboring providers to explain, if necessary, why there are differences in their messages and in the overall drought response.

During drought periods, the intensity of both the conservation public education program and public drought campaign will increase. Particular messages, as well as the means of conveying information to the public, will be tailored to the severity of the drought and public informational needs at that time. Information the Town intends to convey to the public during drought periods includes educating customers about drought policies (i.e., water restrictions), enforcement, and landscaping tips.

Coordination with other entities will be an important component of the public drought campaign during drought periods. The Town will coordinate with neighboring providers to keep drought messaging consistent and contribute to a regional outreach effort. The Town will also monitor neighboring providers' drought response activities, water-use restrictions, and enforcement measures. This will enable the Town to explain any differences among their drought response efforts and maintain integrity with the public. Additionally, other entities may be able to help promote drought-related information.

Table 9 - Public Drought Campaign Response Information to Convey During a Drought

Drought Information	Coordination with other Entities
Measures and/or impacts that customers can expect if drought continues or intensifies	Be aware of the drought response measures implemented by other local providers. This will help address public concerns and questions.
Increase advertisement of water conservation promotion and incentives specified in the conservation and drought plans	Identify synergies/benefits of working with other entities on this advertisement campaign.
Landscaping tips during a drought (i.e., which plants to convert to drip, which to save, which to let die)	Research the information currently available and identify whether other entities can assist with this effort.
Post-drought landscape revival information	Research the information currently available and identify whether other entities can assist with this effort.
Encourage intense public discussion and media involvement concerning ways to reduce water use while minimizing impacts (i.e., landscaping impacts)	Research opportunities to collaborate with neighboring communities on shared outreach.
Explanation of rate increases/drought surcharge (this can apply to both drought and post-drought years)	Be aware of other providers' rates and drought surcharges, and be prepared to explain why Superior's rates/drought surcharges are different.
Publicize the efforts of individuals and businesses as examples of how to reduce water use	Research and publicize positive efforts from neighboring communities that are also experiencing drought conditions

The Town will coordinate efforts among departments to ensure that accurate information is conveyed to the media and customers. The CCE Department, with subject matter input from PW&U, will develop stage-based messaging packages (declaration, restriction schedules, enforcement, surcharge explainer) so messaging can deploy quickly when a drought is declared. This will be an evolving process that may change seasonally, depending on the weather and public concerns. The target audiences and communication tools intended for use by the Town are shown in **Table 10**. Outreach during non-drought periods will mainly consist of website communications, social media, and GovDelivery email bulletins. During a drought, outreach expands to the Town's full channel mix: GovDelivery email bulletins (including the Public Works and Utilities topic), the Superior Sentinel, Weekly Happenings, Channel 8, ShapeSuperior.com, screens in municipal buildings, the Town Hall message board, utility bill inserts, press releases, and physical signage.

Table 10 - Public Drought Campaign Audiences and Communication Tools

Targeted Audience	Communication Tools for Long-term Mitigation	Communication Tools for Short-term Response Strategy
Decision/policy makers, Town departments (i.e., parks, finance, etc.)	Email	- Email - Meetings
Media	- Website - Social media (Facebook, Instagram, X) - Interviews	- Website - Press releases/media relations - Social media (Facebook, Instagram, X) - Interviews

Targeted Audience	Communication Tools for Long-term Mitigation	Communication Tools for Short-term Response Strategy
Water customers (single and multi-family, HOAs, commercial)	- Website - GovDelivery email bulletins - Social media (Facebook, Instagram, X)	- Website - GovDelivery email bulletins - Social media (Facebook, Instagram, X) - Public meetings - Bill inserts - Press releases/media relations - Booths at special events
Targeted business owner customers (recreation facilities, nurseries, health facilities, schools)	- Website - Social media (Facebook, Instagram, X)	- Website - Emails targeted for business owners - Social media (Facebook, Instagram, X)
Large water users (golf courses, water-intensive industrial customers)	- Website - Social media (Facebook, Instagram, X)	- Website - Emails targeted for large water users - Social media (Facebook, Instagram, X) - Meetings
Commercial business employees	- Website - GovDelivery email bulletins - Social media (Facebook, Instagram, X)	- Website - GovDelivery email bulletins - Social media (Facebook, Instagram, X)
School children	- Water educational curricula for teachers - Water educational programs for students - Water festivals	- School programs - Booths at special events for children

Staged Drought Response Program

The Town's drought response program by severity is provided in **Table 11**. The specifics on how each measure would be implemented, timing, and details of the public drought campaign would be identified at the onset of the drought.

Table 11 - Staged Drought Response Program

Response Program	Demand	Stage I - Watch	Stage II - Warning	Stage III - Severe	Stage IV - Extreme
Drought Trigger Points, WSI	-	0.85 to 0.95	0.75 to 0.85	0.65 to 0.75	< 0.65
Irrigation Season Water Use Reduction Target, %	-	10	20	30	50 with additional reduction for the non-irrigation season
Measure Type	-	Voluntary	Mandatory	Mandatory	Mandatory
Enforcement Procedures	-	Voluntary practices will not be enforced at this stage. Town staff will communicate internally to ensure that best practices for municipal operations outlined in this plan are followed.	Refer to Table 13	Refer to Table 13	Refer to Table 13
Supply-Side Response Measures	-	Refer to Table 6	Refer to Table 6	Refer to Table 6	Refer to Table 6
<i>Irrigation of Town-owned property (parks and open spaces)</i>	Town of Superior Demand – Side Response Measures	Enforce standard practices, including water audits at the start of the irrigation season and efficient water use.	Enforce standard practices, including water audits at the start of the irrigation season and efficient water use.	Restrict turf irrigation on Town parks and open spaces. Sports fields, trees, and shrubs may be irrigated on a pre-determined, limited basis. Preferred 'green spaces' specified through a public outreach survey on ShapeSuperior.com may also be irrigated on a pre-determined, limited basis, if there is sufficient time and budget.	Eliminate all turf irrigation on Town parks and open spaces until the drought has ended. Limited irrigation of handheld hose or no-spray device is allowed to ensure plant survival.
<i>Washing of Town-owned vehicles</i>	Town of Superior Demand – Side Response Measures	Field vehicles (i.e., park vehicles) are limited to once every two weeks, and all other vehicles are limited to once per month.	Field vehicles are limited to once every two weeks, and all other vehicles are limited to once per month.	Washing of Town-owned vehicles is prohibited.	Washing of Town-owned vehicles is prohibited.
<i>Fountains</i>	Town of Superior Demand – Side Response Measures	Ornamental fountains and drinking fountains in Town-owned parks are turned off from 10:00 am to 4:00 pm.	All ornamental and drinking fountains in Town-owned parks are turned off.	All ornamental fountains and drinking fountains on Town-owned property and Town-owned buildings are to be turned off.	All ornamental fountains and drinking fountains on Town-owned property and Town-owned buildings are to be turned off.

Response Program	Demand	Stage I - Watch	Stage II - Warning	Stage III - Severe	Stage IV - Extreme
Fall, winter, and spring turf irrigation	Town of Superior Demand – Side Response Measures	-	All turf irrigation on Town-owned property from September 30 to May 1 is prohibited.	All turf irrigation on Town-owned property from September 30 to May 1 is prohibited.	Eliminate all turf irrigation on Town parks and open spaces until the drought has ended.
Hydrants	Town of Superior Demand – Side Response Measures	-	Reduce frequency of hydrant washing and flushing.	Reduce frequency of hydrant washing and flushing.	Hydrant washing and flushing is prohibited unless necessary for public safety reasons.
Water for fire training and use of fire hydrant	Town of Superior Demand – Side Response Measures	-	-	Use of all water for fire training and of water from the hydrant is prohibited unless essential for public safety.	Use of all water for fire training and of water from the hydrant is prohibited unless essential for public safety.
Drought surcharge	Town of Superior Demand – Side Response Measures	-	-	Assess and design a drought surcharge to support water-use restrictions and targeted water savings. Surcharges will be applied to all customers.	Assess and design a drought surcharge to support water-use restrictions and targeted water savings. Surcharges will be applied to all customers.
Outdoor water restrictions	Residential Demand – Side Response Measures	Residents are encouraged to follow the voluntary outdoor water restrictions according to the following schedule (2 days/week): • Single-family residential with an even-numbered address: Saturday & Wednesday • Single-family residential with an odd-numbered address: Sunday & Thursday • All other residential properties (multi-family, HOAs, etc.): Monday and Friday	Residents must follow the mandatory outdoor water restrictions according to the following schedule (2 days/week): • Single-family residential with an even-numbered address: Saturday & Wednesday • Single-family residential with an odd-numbered address: Sunday & Thursday • All other residential properties (multi-family, HOAs, etc.): Monday and Friday	Irrigation is limited to the use of a hand-held hose or non-spray device (drip system) and must adhere to the following schedule (1 day/week): • Single-family residential with an even-numbered address: Saturday • Single-family residential with an odd-numbered address: Thursday • All other residential properties (multi-family, HOAs, etc.): Monday	All outdoor irrigation is prohibited except for watering lawns and gardens with a hand-held hose on the first, third, and fifth Wednesdays through December 31st.
Impervious surfaces (driveways, sidewalks, patios, etc.)	Residential Demand – Side Response Measures	Recommend minimizing power washing and spraying on impervious surfaces. A broom or mop may be used as a replacement.	Power washing and spraying on impervious surfaces is prohibited. A broom or mop may be used as a replacement.	Power washing and spraying on impervious surfaces is prohibited. A broom or mop may be used as a replacement.	Power washing and spraying on impervious surfaces is prohibited. A broom or mop may be used as a replacement.

Response Program	Demand	Stage I - Watch	Stage II - Warning	Stage III - Severe	Stage IV - Extreme
Personal vehicles	Residential Demand – Side Response Measures	Should only be washed at commercial car washes.	They should only be washed using a bucket and a hand-held hose with an automatic shut-off nozzle.	Washing personal vehicles is prohibited except at commercial car washes.	Washing personal vehicles is prohibited except at commercial car washes.
Private swimming pools and hot tubs	Residential Demand – Side Response Measures	All swimming pools and hot tubs should be covered when not being used to reduce evaporation. Regular maintenance should minimize leaks and reuse the water for irrigation when emptying the pool/hot tub.	All swimming pools and hot tubs should be covered when not being used to reduce evaporation. Regular maintenance should minimize leaks and reuse the water for irrigation when emptying the pool/hot tub.	The filling of private swimming pools and hot tubs is prohibited.	The filling of private swimming pools and hot tubs is prohibited.
Water-cooled air conditioning, swamp coolers, and humidifiers	Residential Demand – Side Response Measures	Adjust room temperatures to reduce water-cooled air conditioning use. Use room-size humidifiers and swamp coolers in the most-used rooms rather than whole-house units.	Adjust room temperatures to reduce water-cooled air conditioning use. Use room-size humidifiers and swamp coolers in the most-used rooms rather than whole-house units.	Adjust room temperatures to reduce water-cooled air conditioning use. Use room-size humidifiers and swamp coolers in the most-used rooms rather than whole-house units.	Adjust room temperatures to reduce water-cooled air conditioning use. Use room-size humidifiers and swamp coolers in the most-used rooms rather than whole-house units.
Fall, winter, and spring turf irrigation	Residential Demand – Side Response Measures	-	Residents are encouraged to reduce turf irrigation from September 30 to May 1.	Residents are restricted from irrigating turf from September 30 to May 1.	Residents are prohibited from irrigating turf.
Installation of new sod, seeding, and other landscaping	Residential Demand – Side Response Measures	-	Residents are encouraged to defer installing new sod, seeding, and landscaping until the drought has ended.	Residents are to forego the installation of new sod, seeding, and landscaping until the drought has ceased.	Residents are to forego the installation of new sod, seeding, and landscaping until the drought has ceased.
Fountains	Residential Demand – Side Response Measures	-	All non-recirculating outdoor fountains must be turned off.	All outdoor and indoor fountains must be turned off.	All outdoor and indoor fountains must be turned off.
Indoor water restrictions	Residential Demand – Side Response Measures	-	-	-	Residents are limited to 5 gallons per person per day.
Indoor water audits	Residential Demand – Side Response Measures	-When requested by Residents and Commercial Properties	-When requested by Residents and Commercial Properties	-Recommended for all residential and commercial properties	Required for the top 10% of water users.

Response Program	Demand	Stage I - Watch	Stage II - Warning	Stage III - Severe	Stage IV - Extreme
Construction water	Commercial and Institutional Demand – Side Response Measures	Appropriate best management practices should be employed to conserve and prevent the wasting of construction water.	Appropriate best management practices should be employed to conserve and prevent the wasting of construction water.	Appropriate best management practices should be employed to conserve and prevent the wasting of construction water.	Use of all construction water is prohibited unless necessary for air quality and construction reasons. This must be approved beforehand with the town.
Outdoor water restrictions	Commercial and Institutional Demand – Side Response Measures	Commercial businesses are encouraged to follow the voluntary outdoor water restrictions according to the following schedule (2 days/week): - Businesses with an even-numbered address: Saturday & Wednesday - Businesses with odd-number address: Sunday & Thursday - Large irrigators (golf courses, schools, athletic fields, etc.): Monday and Friday	Commercial businesses must follow the mandatory outdoor water restrictions according to the following schedule (2 days/week): - Businesses with an even-numbered address: Saturday & Wednesday - Businesses with odd-number address: Sunday & Thursday - Large irrigators (golf courses, schools, athletic fields, etc.): Monday and Friday	Irrigation is limited to the use of a hand-held hose or non-spray device (drip system) and must adhere to the following schedule: (1 day/week): - Businesses with an even-numbered address: Saturday - Businesses with odd-number address: Thursday - Large irrigators (golf courses, schools, athletic fields, etc.): Monday	All outdoor irrigation is prohibited except for watering lawns on the third Wednesdays of each month through September.
Outdoor water audits	Commercial and Institutional Demand – Side Response Measures	For properties that volunteer, conduct visual inspections, work with property owners to optimize irrigation controls, and review water use records.	Randomly conduct audits on 5 percent of properties, including visual inspections, work with property owners to optimize irrigation controls, and review water use records.	Randomly conduct audits on 10 percent of properties, including visual inspections, work with property owners to optimize irrigation controls, and review water use records.	
Commercial swimming pools and hot tubs	Commercial and Institutional Demand – Side Response Measures	All swimming pools and hot tubs should be covered when not being used to reduce evaporation. Regular maintenance should minimize leaks and reuse the water for irrigation when emptying the pool/hot tub.	All swimming pools and hot tubs should be covered when not being used to reduce evaporation. Regular maintenance should minimize leaks and reuse the water for irrigation when emptying the pool/hot tub.	The filling of swimming pools and hot tubs is discouraged.	The filling of commercial swimming pools and hot tubs is prohibited.
Commercial car washes	Commercial and Institutional Demand – Side Response Measures	All commercial car washes are encouraged to implement best management practices to reduce water use by 10% where technically feasible.	All commercial car washes are encouraged to implement best management practices to reduce water use by 20% where technically feasible.	All commercial car washes are required to implement best management practices and limit water use to 40 gallons per vehicle.	All commercial car washes are required to implement best management practices and limit water use to 20 gallons per vehicle.

Response Program	Demand	Stage I - Watch	Stage II - Warning	Stage III - Severe	Stage IV - Extreme
<i>Car dealership vehicles</i>	Commercial and Institutional Demand – Side Response Measures	They should only be washed using a bucket and a hand-held hose with an automatic shut-off nozzle.	They should only be washed using a bucket and a hand-held hose with an automatic shut-off nozzle.	All washing of vehicles on the car dealership property is prohibited.	All car dealerships are prohibited from using water for washing.
<i>Restaurants</i>	Commercial and Institutional Demand – Side Response Measures	All restaurants are encouraged not to serve water unless customers specifically ask for it.	All restaurants are encouraged not to serve water unless customers specifically ask for it, and to reduce the number of service dishes (to conserve water used for washing).	All restaurants are not to serve water unless customers specifically ask for it, and to reduce the number of service dishes (to conserve water used for washing).	All restaurants are not to serve water unless customers specifically ask for it, and to reduce the number of service dishes (to conserve water used for washing).
<i>Lodging</i>	Commercial and Institutional Demand – Side Response Measures	All lodging establishments are encouraged to place water conservation cards in every room, promoting water conservation (e.g., short showers) and encouraging not changing linens or towels unless a customer specifically requests the service.	All lodging establishments are encouraged to place water conservation cards in every room, promoting water conservation (e.g., short showers) and encouraging not changing linens or towels unless a customer specifically requests the service.	All lodging establishments must place water conservation cards in every room, promoting water conservation (e.g., short showers) and encouraging not changing linens or towels unless a customer specifically requests the service.	All lodging establishments must place water conservation cards in every room, promoting water conservation (e.g., short showers) and encouraging not changing linens or towels unless a customer specifically requests the service.
<i>Installation of new sod, seeding, and other landscaping</i>	Commercial and Institutional Demand – Side Response Measures	-	Businesses are encouraged to defer installing new sod, seeding, and landscaping until the drought has ceased.	Businesses are to defer installing new sod, seeding, and landscaping until the drought has ceased.	Businesses are to defer installing new sod, seeding, and landscaping until the drought has ceased.
<i>Fountains</i>	Commercial and Institutional Demand – Side Response Measures	-	All non-recirculating outdoor fountains must be turned off.	All indoor and outdoor fountains must be turned off.	All indoor and outdoor fountains must be turned off.

Monitoring and Implementation

Monitoring of Drought Indicators

Utilities is responsible for recording and evaluating drought indicator data. Monitoring data are collected throughout the year. These data are critical in characterizing the Town's water supplies under various hydrologic conditions and predicting drought in a timely manner. **Table 12** summarizes the main drought indicators used to monitor drought. Typically, these data are recorded and assessed at the beginning of each week; however, the frequency may increase during dry periods and in the spring when runoff and water rights conditions are crucial to the overall availability of the Town's supplies. This data is processed weekly and stored electronically on the Town's server in accordance with the Town's standard electronic filing protocol. Downloaded raw data is saved independently of other processed files to maintain the integrity of the original monitoring data.

Table 12 - Monitoring of Drought Indicators

Drought Indicator	Type of Data
Reservoirs	Elevation of the water surface level and corresponding storage volume
Snowpack content	Percent accumulation relative to normal conditions/moisture content
Precipitation records	Inches of rainfall from five weather gages in the central Front Range near Superior
River calls and stream flows	CDSS data
NCWCD	Yield on CBT and Windy Gap shares
Additional tools in CWCB toolkit	See website

Drought Declarations

Utilities does not have a pre-defined method or approach for forecasting drought. The drought triggers shown in **Table 12** serve as a general guideline for action. However, the additional drought monitoring data, in addition to the experience and skill of Utilities staff, also plays a large role in determining the severity and corresponding action or declaration of a drought.

As previously mentioned, it is important for the Town to officially declare a drought and adjust corresponding drought stage in a timely manner. If a drought is declared too late or actions are not taken early enough to reduce water use, supplies can be severely depleted and strict water restrictions may be required, leading to economic impacts that could have been avoided. Conversely, premature drought declarations can result in unnecessary mandatory water restrictions and associated impacts while customers can lose confidence in the declaration. The Public Works and Utilities Director (PW Director) is ultimately responsible for providing final recommendations on the timing of drought declaration and corresponding stage of a drought to the decision-makers.

The following protocol will be followed to officially declare a drought:

1. Utilities staff discusses the drought monitoring data with the PW Director providing recommendations on the timing of the drought declaration and the appropriate drought stage (severity).
2. The PW Director provides recommendations to the Town Manager and Town Council.
3. Town Council members have an opportunity to ask questions and comment on recommendations in an official public Town Council meeting that is either regularly scheduled or scheduled as an emergency specifically to discuss drought conditions.

4. The Town Council may decide to declare a drought (and corresponding drought stage) based on the water attorney's and the PW Director recommendations.
5. If a drought is declared, direction is given to the CCE Department to convey the drought declaration to Town and County Emergency Management, CWCB, Colorado Department of Emergency Management, and to the public.

The same protocol is followed to change a drought stage (i.e. water shortages are increased from a warning to a critical drought stage or reduced from a critical to a warning level) and to call an end to the drought, returning to normal operating conditions. If, for emergency reasons, the declaration or adjustment of a drought stage is necessary within a shorter timeframe than allowed for above, the Mayor has the authority to officially declare a drought and corresponding stage. This is limited to circumstances when the safety and health of the community are at risk due to stressed drought-related water supply conditions. A thorough review of supply conditions and implementation of the drought response program shall be conducted by following such declaration.

Implementation of Staged Drought Response Program

The staged drought response program requires actions to be taken by the Utilities, Parks, Communications and Finance Departments. In addition, Town staff are expected to follow water use restrictions imposed by the staged drought response program. The roles and responsibilities are provided below.

- **Public Works & Utilities Department** – administer, implement, and enforce the staged drought response program. The Director is ultimately responsible for facilitating necessary communication and coordination with other departments.
- **Parks Department** – coordinate outdoor irrigation efforts on Town-owned property closely with the PW&U Department.
- **Communications and Community Engagement Department** – communicate with appropriate state and federal agencies regarding drought conditions and response, convey the drought declaration and key messages to the public, and implement the public drought campaign.
- **Finance Department** – closely monitor revenue and coordinate with the PW&U Department to develop a drought surcharge if necessary.
- **All Town Departments** – follow water use restrictions imposed by staged drought response program.

Weekly staff meetings will be initiated by the PW Director at the onset of a drought among key departments and Town staff to ensure that the program is properly carried out. The initial staff meetings will focus on implementation of the staged drought response program and public drought campaign and will include:

- Review of Town budget and funds available for implementation of the Plan.
- Actions necessary to initiate the designated staged drought response measures to achieve the appropriate response target.
- Specific drought messages to convey to the public and methods used for education using the framework provided in this Plan.
- Actions necessary for enforcement.
- Review of roles and responsibilities of each staff member.

Enforcement of Staged Drought Response Program

The staged drought response program requires a means of enforcement beyond simply educating the public. The Town's enforcement level will be tailored to the severity of the drought (drought stage) and to the public's responsiveness to mandatory drought response measures. During the Watch drought stage, no enforcement will be necessary, given that the majority of drought response is voluntary. However, for the remaining drought stages, enforcement may consist of a call-in service where customers have an opportunity to report infractions, patrol of neighborhood and business districts to identify owners/residents that are in violation of mandatory restrictions/requirements, and issuing citations and appropriate penalties based on the drought stage and number of violations. It is anticipated that at least one Utility staff member will be needed part-time for patrol; however, this could increase depending on the severity of the drought stage and public response. Each staff member responsible for patrol will be trained to ensure that a consistent drought message is conveyed and that conflicts are handled in a responsible, orderly fashion.

Table 13 provides the pre-defined penalties associated with each drought stage and the number of infractions per resident/business owner per calendar year. This will be posted on the Town's website and conveyed to the public through the public drought campaign. All citations and monetary fines will be issued through the mail and/or email. If inclined, residents/occupants will have an opportunity to appeal citations. Written appeals may be mailed/mailed to Utilities, providing justification for why the citation should be appealed. Reasons for appeal may include:

- The citation mistakenly included the wrong address.
- Irrigation is necessary for extraordinary circumstances.
- A new resident has moved into a house that had received multiple previous citations through no fault of the new resident.

Utilities will review each citation and determine whether sufficient justification has been provided to forfeit the citation and penalty. Isolated exemptions to water restrictions may also be made in certain cases upon review and approval of Town staff.

Table 13 - Enforcement of the Staged Drought Response Program

Violation	Watch	Warning	Severe	Emergency
First Violation	N/A	Warning	Warning	Warning
Second Violation	N/A	Warning followed by a required education session with Town staff	Warning followed by a required education session with Town staff	\$200 fine
Third Violation	N/A	\$100 fine	\$200 fine	\$300 fine
Fourth Violation	N/A	\$200 fine	\$300 fine	Service Shut Off ¹

Note: ¹Implementation and duration subject to Board discussion and approval.

The Town Manager and staff will ensure that appropriate enforcement messages are conveyed to the public through the Communications and Community Engagement Department in coordination with Finance and other departments, as needed. Roles and responsibilities of each department are as follows:

- **Public Works and Utilities Department** – facilitation of call-in service for reports on infractions and follow-up, patrol of service area, issuing written citations, facilitating the appeals process, and installing flow restrictors to cut off service until the violation is corrected.
- **Finance Department** – issuing fines on water bills and recording and tracking the number of citations and associated fines.

- **Communications and Community Engagement Department** – conveying accurate, consistent information on enforcement to the public through the public drought campaign.

Revenue Implications and a Financial Budgeting Plan

A reduction in customer water use during drought periods reduces water sales and, consequently, could result in a revenue shortfall for the Town of Superior. Increased costs associated with implementing the staged drought response program, the public drought campaign, and enforcement could further intensify the shortfall. During the 2002 drought, several neighboring water providers had to increase customer water rates to compensate for the shortfall. These increases were unexpected, and the general public perceived that they were penalized for conserving water during the drought. Some providers have begun raising rates in response to the 2026 drought.

Funds for the implementation of Superior's staged drought response program may be set aside in a reserve drought account at the beginning of the fiscal year in January. These funds may be used to implement the public drought campaign and staged drought response program at a level necessary for the declaration of a drought watch stage. Additional emergency funds may be set aside for drought if Utilities can justify the potential need for additional funds in the near future.

In addition to this drought reserve account, Superior plans to seek financial assistance for drought-related purposes (e.g., public drought-related loans, grants, etc.) if available. The staged drought response program for the critical and emergency drought stages also calls for a temporary drought surcharge. The main objective of this surcharge is to provide an additional financial incentive to conserve water; however, as a secondary benefit, the drought surcharge could also help compensate for reduced water sales and increased drought response costs. If drought conditions and corresponding water sales reductions are severe enough to warrant an increase in water rates, an intensive public outreach campaign would be implemented to explain the rationale for the rate increase and the Town's financial condition.

Monitoring of Plan Effectiveness

Monitoring provides the information and data necessary to improve the effectiveness of updates to the Town's Drought Mitigation Plan. This process is key to improving the Town's ability to prepare and respond to drought. Monitoring is both an ongoing and post-drought evaluation process. Ongoing monitoring includes testing components of the Drought Mitigation Plan when a drought is not occurring, as well as tracking and following through with the drought mitigation measures.

Each April, upon receipt of the CBT and Windy Gap yields, it is recommended that an annual drought monitoring meeting be held, attended by staff responsible for carrying out the drought mitigation and response actions specified in this Plan. The meeting will entail the latest status of potential drought conditions in the upcoming irrigation year based on current drought monitoring data, the status of the drought mitigation measures specified in this Plan, an overview of the public drought campaign efforts, and a review of individual staff members' roles and responsibilities if a drought does occur. The meeting will also provide a forum for educating new staff members on their drought-related responsibilities, as well as "testing" the Plan's implementation by enabling staff members to question and discuss potential challenges and solutions that could arise during its implementation.

Utilities staff will also present the results from monitoring data collected to assess the effectiveness of the drought mitigation, response measures and enforcement (if applicable), and the public drought campaign. The following monitoring data will be collected and presented by Utilities staff on an annual basis (some of these data may not be applicable if a drought has not occurred):

- **Demands** – Comparison of the demands during historical droughts relative to the current year's annual demands. These demand data include monthly water usage by high water users, customer types, total per capita water usage, residential per capita water usage, and the Parks Department's monthly irrigation per acre on Town parks and open space. Also, records of new developments that affect water demand (e.g., new housing developments, parks, commercial

buildings) will be maintained annually. If a drought occurred, information would also be provided on how effectively the water-savings target response was achieved.

- Lessons Learned – Key issues, challenges, and concerns that arose during implementation of the staged drought response program (if applicable), drought monitoring, mitigation activities, and public drought campaign. Utilities staff will also interview Town staff members from other departments involved in the plan implementation to capture a full interdepartmental spectrum of lessons learned.
- Conditions of the Water Supply System – This will include the drought indicator data, such as precipitation, reservoir levels, water treatment plant production, call data, water obtained from direct flow rights, storage rights, etc.
- Drought Mitigation Measures – Status of the mitigation-related activities to date and other relevant factors (i.e., budget).
- Public Perceptions and Response to the Drought – This will include documenting comments provided at public meetings and electronic emails/letters sent to Public Works regarding the drought response. Formal public surveys may also be used to gather public input, depending on the magnitude of the drought and the town budget available for the survey. These surveys will be developed in advance of a drought to ensure sufficient time for a well-thought-out survey.
- Administrative Staged Drought Response Program Data – This will include the number of citations delivered to customers, the number of incentives distributed, the number of hotline calls received, etc. Records will also be maintained of the level of effort staff put into facilitating the staged drought response measures and the public education campaign.

These monitoring data provide a means to assess the effectiveness of the Plan, adjust mitigation and response measures if necessary, and develop recommendations for updating and improving the Plan.

Formal Plan Approval and Updates

Periodic Review and Update

Drought mitigation planning is most effective when viewed as an ongoing process rather than a discrete one that results in a shelved document reviewed only at the onset of a drought. The Town's Plan will be updated every five years. **The next update is scheduled for June 2031.** The PW Director, in conjunction with the Utilities Superintendent, will be responsible for initiating the update.



2026 Drought Mitigation Plan

June 22, 2026

superiorcolorado.gov

Purpose Goal Components



Purpose

- Provides a framework for preparing for, monitoring, and responding to drought.
- Recognizes drought as a recurring feature of Colorado's climate.
- Addresses conditions similar to the severe 2002 and 2026 droughts, including low snowpack and reduced stream flows.

Goal

- Maintain a water system capable of withstanding a two-year drought with a 50-year recurrence interval.
- Protect public health and safety while minimizing impacts to the community.

Plan Components

- Drought definitions and monitoring
- Response stages and actions
- Communication strategies
- Water conservation and mitigation measures



Water Supply & Reliability

Diversified Water Portfolio

- South Boulder Creek diversions
- Colorado-Big Thompson (CBT) Project water
- Windy Gap Project water
- Marshall Diversion water (FRICO)
- South Boulder & Coal Creek Ditch shares
- Goodhue Ditch Company shares

Water Supply Capacity

- Average annual yield: ~2,493 acre-feet
- Firm dry-year yield: ~1,123 acre-feet
- Expected future yield with Windy Gap Firming Project: ~3,243 acre-feet

Factors Affecting Reliability

- Water rights seniority
- Storage capacity
- Watershed conditions
- Population growth and demand
- Climate variability



Objectives & Guiding Principles

Key Objectives

- . Monitor and respond to drought effectively.
- . Preserve essential public services.
- . Protect public health, safety, economy, and environment.
- . Communicate drought conditions clearly.
- . Improve drought management practices continuously.
- . Coordinate with regional and state partners.
- . Promote public education and conservation.

Guiding Principles

- . Public health and safety are the highest priority.
- . Water-use decisions should reflect community values.
- . Preserve environmental and recreational resources when possible.
- . Apply restrictions fairly and equitably.
- . Collaborate with residents and neighboring agencies.
- . Maintain flexibility as conditions change.

Drought Vulnerability

Lessons Learned

Future Risks

- Water supply disruptions
- Reduced reservoir storage
- Higher treatment and supplemental water costs
- Water quality degradation
- Wildfire-related sediment and debris impacts

Community Impacts

- Landscape and tree damage
- Recreational restrictions
- Economic impacts on irrigation-dependent businesses
- Greater burden on lower-income households
- Increased wildfire threats

Lessons from the 2002 Drought

- Reduced water sales revenue
- Lower storage reserves
- Increased treatment costs
- Outdoor watering restrictions
- Increased wildfire risk
- Reduced stream flows and reservoir levels



Drought Monitoring

Response Framework

Monitoring Indicators

- Snowpack
- Precipitation
- Stream flows
- Reservoir storage
- River administration calls
- U.S. Drought Monitor
- Weather and hydrologic forecasts

Water Supply Index (WSI)

- Compares available supply to projected demand.
- WSI = 1.0: Demand can be met while maintaining reserves.
- WSI < 1.0: Increasing levels of shortage.

Drought Stages

Stage	WSI Range	Water Savings Goal
I – Watch	0.85–0.95	10%
II – Warning	0.75–0.85	20%
III – Severe	0.65–0.75	30%
IV – Emergency	<0.65	50%



Water Use Priorities

Mitigation

Water Use Priorities

- Health and safety uses
- Business and commercial indoor uses
- Public outdoor irrigation
- Construction uses
- Residential/commercial outdoor irrigation

Key Mitigation Measures

- Maintain and update the Drought Mitigation Plan
- Monitor drought indicators continuously
- Review water rights annually
- Pursue additional water supplies
- Improve system efficiency and repair leaks
- Conduct irrigation audits
- Promote water-efficient technologies
- Educate residents on conservation



Public Drought Information Campaign Overview

Purpose

- Educate residents, businesses, and stakeholders about drought conditions and water conservation.
- Support the Town's drought management and response efforts.

Department Roles

Public Works & Utilities (PW&U):

- Provides technical expertise and drought messaging guidance.

Communications & Community Engagement (CCE):

- Manages outreach, communication channels, content creation, and public engagement.

Primary Objectives

- Deliver clear, accurate drought information.
- Adjust outreach based on drought severity and response stage.
- Coordinate messaging with neighboring communities and water providers.



Public Outreach

Communication Strategy

During Non-Drought Conditions

Raise awareness of:

- Water supply sustainability.
- Drought Mitigation Plan availability.
- Conservation policies, requirements, and penalties.

Primary communication channels:

- Town website
- Social media
- GovDelivery email bulletins

During Active Drought Conditions

Increase frequency and urgency of communications.

Promote:

- Water conservation programs and incentives.
- Irrigation and landscaping best practices.
- Drought-related rates, surcharges, and restrictions.
- Public engagement opportunities and success stories.



Audience Outreach,

Coordination & Program Support



Target Audiences

- Town leadership and departments
- Media organizations
- Residential and commercial water customers
- Schools, HOAs, nurseries, healthcare facilities
- Large water users (golf courses, industries)
- School children and community groups

Expanded Drought Communication Channels

- GovDelivery bulletins
- Superior Sentinel
- Weekly Happenings
- Radio and Television
- ShapeSuperior.com
- Utility bill inserts
- Press releases and public signage

Regional Coordination & Continuous Improvement

- Collaborate with neighboring water providers and conservation organizations.
- Monitor regional drought responses and messaging.
- Share best practices and maintain public trust.

Supports the Staged Drought Response Program

Provides timely information on:

- Drought conditions
- Water restrictions
- Enforcement measures
- Conservation expectations and resources

Outcome: Informs the community, promotes water conservation, and maintains public confidence before, during, and after drought events.

Drought Monitoring

Early Detection

Purpose:

Track water supply conditions and identify drought risks early.

- PW & Utilities Department collects and evaluates drought indicators year-round.
- Key indicators monitored weekly (more often during critical periods):
 - Reservoir water levels and storage volumes
 - Town water usage
 - Snowpack accumulation and moisture content
 - Precipitation from regional weather stations
 - River calls and streamflow data
 - CBT and Windy Gap water yields
 - Additional tools from the CWCB drought toolkit
- Data is processed weekly, electronically stored, and archived to preserve original records.
- Monitoring supports timely drought response and water supply planning.



Drought Declaration Process



Goal: Ensure timely and appropriate drought declarations.

- Drought triggers serve as guidelines; staff expertise and monitoring data inform decisions.
- Delayed declarations can deplete supplies and require severe restrictions.
- Premature declarations can create unnecessary impacts and reduce public confidence.

Decision-making process:

- Utilities staff review data and recommend actions.
- Public Works & Utilities Director (PW Director) advises Town Manager and Council.
- Town Council reviews recommendations in a public meeting.
- Council declares drought stage and response level.
- Communications staff notify agencies and the public.

Mayor may issue emergency drought declarations when public health and safety are at risk.

Implementation of the Staged Drought Response



Department Roles & Responsibilities

- **Public Works & Utilities:** Lead implementation, administration, enforcement, and coordination.
- **Parks Department:** Adjust irrigation practices on Town-owned properties.
- **Communications & Community Engagement:** Public outreach, agency coordination, and drought messaging.
- **Finance Department:** Monitor revenues and develop drought surcharges if needed.
- **All Town Departments:** Comply with water-use restrictions.

Weekly Drought Coordination Meetings

- Review budget and available resources.
- Implement drought response measures.
- Coordinate public messaging and education.
- Plan enforcement activities.
- Clarify staff responsibilities.

Enforcement

Financial Management

Enforcement Measures

- Watch Stage: Primarily voluntary conservation; no enforcement.
- Higher drought stages may include:
 - Public reporting hotline
 - Neighborhood/business patrols
 - Citations, fines, and potential service shutoff
 - Appeals process for residents and businesses

Escalating Penalties

- Warnings for initial violations.
- Education sessions for repeat offenders.
- Monetary fines increase with drought severity.
- Emergency stage may result in service shutoff after repeated violations.

Financial Planning

- Droughts reduce water sales and revenue.
- Town may:
 - Maintain a drought reserve fund.
 - Seek grants and financial assistance.
 - Implement temporary drought surcharges.
 - Conduct public outreach if rate increases become necessary.



Monitoring Effectiveness

Plan Updates

Continuous Improvement Process

- Annual drought monitoring meeting each April.
- Review:
 - Water supply outlook and drought indicators
 - Status of mitigation measures
 - Public outreach efforts
 - Staff preparedness and responsibilities

Performance Metrics

- Water demand and conservation achievements
- Water supply conditions and system performance
- Enforcement and compliance data
- Public feedback and perceptions
- Lessons learned from drought response efforts

Plan Maintenance

- Findings are used to improve drought mitigation and response strategies.
- Formal review and update of the Drought Mitigation Plan occurs every **five years**.
- Next scheduled update: **June 2031**.



Conclusion

Drought Planning

- Combines diversified water supplies, monitoring, conservation, and adaptive response.
- Use a WSI-based trigger system and staged drought responses.
- Focuses on protecting public health, minimizing economic and environmental impacts, and strengthening long-term drought resilience.



2026 Water Supply

- Superior Available Water Supply as of 6/1/2026 = 1,850 Acre-Feet (AF)
 - 1,830 AF CBT
 - 20 AF Windy Gap
- Subtract 458 AF for full Carryover
- Total Supply Available = 1,392 AF



2026 Water Supply vs Demand

- Assumed Demand (6/1 – 10/31) = 1,220AF
 - Based on 4-year average usage
 - Demand including carryover = 1,678

$$WSI = \frac{\text{Supply}}{\text{Demand}} = \frac{\text{Carryover} + CBT + \text{Windy Gap}}{\text{Demand} + \text{Carryover}}$$

- Supply vs Demand Ratio (aka Water Supply Index) = 1850 AF / 1678 AF
- WSI = 1.10
- No current water restrictions. Messaging focused on watering wisely and educating residents to reduce water usage.





Drought Stage / WSI

Table 11 - Staged Drought Response Program

Response Program	Drought Stage / Severity			
	Stage I - Watch	Stage II - Warning	Stage III - Severe	Stage IV - Emergency
Drought Trigger Points, WSI	0.85 to 0.95	0.75 to 0.85	0.65 to 0.75	< 0.65
Irrigation Season Water Use Reduction Target, %	10	20	30	50 with additional savings during non-irrigation season
Measure Type	Voluntary	Mandatory	Mandatory	Mandatory
Enforcement Procedures	Voluntary practices will not be enforced at this stage. Town staff will communicate internally to ensure that best practices are being followed for municipal operations as outlined in this plan.	Refer to Table 13	Refer to Table 13	Refer to Table 13
Supply-Side Response Measures	Refer to Table 6	Refer to Table 6	Refer to Table 6	Refer to Table 6
Town of Superior Demand-Side Response Measures				
Irrigation of Town-owned property (parks and open spaces)	Enforce standard practices which includes water audits at the beginning of the irrigation season and efficient water use.	Enforce standard practices which includes water audits at the beginning of the irrigation season and efficient water use.	Restrict turf irrigation on Town parks and open spaces. Sports fields, trees, and shrubs may be irrigated on a pre-determined limited basis. Preferred "green spaces" specified through a public outreach survey may also be irrigated on a pre-determined limited basis. This public outreach survey will be conducted by the Town if there is sufficient time and budget for such a survey.	Eliminate all turf irrigation on Town parks and open spaces until drought has ceased. Limited irrigation of trees with a handheld hose or non-spray device is allowed to help ensure survival.
Washing of Town-owned vehicles	Field vehicles (i.e. parks vehicles) are limited to once every two weeks and all other vehicles are limited to once per a month.	Field vehicles are limited to once every two weeks and all other vehicles are limited to once per a month.	Washing of Town-owned vehicles is prohibited.	Washing of Town-owned vehicles is prohibited.

Neighboring Communities' Current Watering Restrictions



- Town of Erie
 - Currently in Stage 2 drought with voluntary watering limited to two days per week. Parks irrigation use has been reduced by approximately 20%.
- City of Louisville
 - Voluntary water restrictions and asking residents to limit watering to two days per week.
- City of Lafayette
 - Currently in Stage 1 drought with voluntary watering limited to two days per week (3 days per week mandatory max also applies).
- City / County of Broomfield
 - Currently in “Watch” status with voluntary irrigation reductions of two watering days per week .
- City of Boulder
 - Voluntary “drought watch,” encouraging residents to limit outdoor watering to twice a week and to avoid early season sprinkler use.



Thank you!

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