

Planning Commission

Agenda

**September 25, 2025
City Hall, Council Chambers
749 Main Street
6:30 PM for Regular Meeting**

Members of the public are welcome to attend and give comments remotely.

- 1) You can call in to + +1 719-359-4580 or 833-928-4610 Webinar ID # 899 0108 8931 Passcode 650368**
- 2) You can log in via your computer. Please visit the City's website here to link to the meeting: www.louisvilleco.gov/planningcommission**

The Commission will accommodate public comments during the regular meeting. Anyone may also email comments to the Commission prior to the meeting at: planning@louisvilleco.gov

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes (none available at this time)
5. Public Comment on Items Not on the Agenda
6. New Business
 - a. **Avista Adventist Hospital GDP, Amendment No. 2** - Resolution 12, Series 2025 recommending to the City Council approval of the Avista Adventist Hospital General Development Plan, Amendment No. 2.
 - b. **ConocoPhillips Campus GDP, Amendment No. 1** - Resolution 13, Series 2025 recommending to the City Council approval of the ConocoPhillips Campus GDP, Amendment No. 1.

Persons planning to attend the meeting who need sign language interpretation, translation services, assisted listening systems, Braille, taped material, or special transportation, should contact the City Clerk's Office at 303 335-4536 or MeredythM@LouisvilleCO.gov. A forty-eight-hour notice is requested.

Si requiere una copia en español de esta publicación o necesita un intérprete durante la reunión, por favor llame a la Ciudad al 303.335.4536 o 303.335.4574.

- c. **811 Walnut Rezoning** Resolution 14, Series 2025 recommending to the City Council approval of a rezoning from Residential Medium (R-M) to Community Commercial (C-C) for 811 Walnut.
- 7. Planning Commission Comments
- 8. Staff Comments
- 9. Select Items Tentatively Scheduled for Future Meetings
 - a. October 9
 - i. Louisville Center for the Arts Planned Unit Development (PUD) amendment to address signage
 - ii. Coal Creek Village PUD for mixed use residential project at 0 South Boulder Road
 - b. November 13
 - i. Nonfunctional turf zoning code amendment to comply with [SB 24-005](#)
 - ii. EV charging zoning code amendment to address [HB 24-1173](#).
 - iii. 1155 Pine Street PUD
 - iv. Redtail Ridge lift station PUD
 - v. Inclusionary Housing Ordinance updates
- 10. Adjourn

ITEM: ZON-000555-2025 – Avista Adventist Hospital GDP,
Amendment No. 2

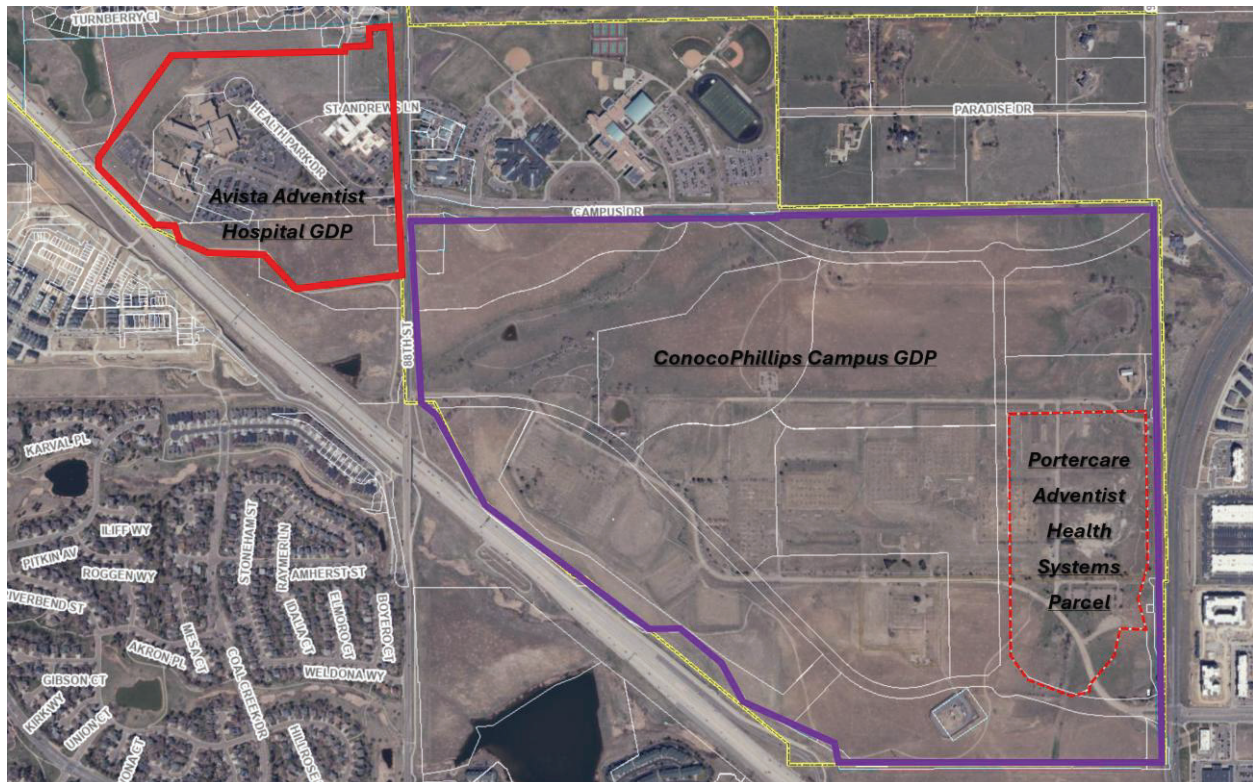
ZON-000556-2025 – ConocoPhillips Campus GDP,
Amendment No. 1

STAFF: Rob Zuccaro, AICP, Community Development Director

REQUEST: Approval of Resolution 12, Series 2025 recommending to the
City Council approval of the Avista Adventists Hospital
General Development Plan, Amendment No. 2

Approval of Resolution 13, Series 2025 recommending to the
City Council approval of the ConocoPhillips Campus GDP,
Amendment No. 1

VICINITY MAP:



SUMMARY:

The applicant, Portercare Adventist Health Systems, requests two simultaneous amendments to the Avista Adventist Hospital General Development Plan (GDP) and the ConocoPhillips Campus GDP (Redtail Ridge) (see Attachment Nos. 4 and 5 for proposed GDPs). The amendments are in support of the applicant's desire to build a

new hospital campus within the Redtail Ridge development on Lot 1, Block 2 of Redtail Ridge Filing No. 1. The following summarizes the proposed amendments:

Avista Adventist Hospital GDP, Amendment No. 2

- Reduce the maximum building area allowed from 750,000 sq. ft. to 398,694 sq. ft., which represents existing development within the GDP boundary.
- Dedicate to the City an approximately 7.5-acre parcel for use as Open Space, noted as Lot B on proposed GDP amendment (proposed Lot B).
- Modify the building setbacks adjacent to Lot B to be 5' for parking and drive aisles and 20' for buildings. This replaces a 50' setback for two-story buildings and 100' setbacks for three-story buildings on north side of the development, and a 75' setback for all buildings on the northwest side development, but will increase overall setbacks from adjoining residential development when taking into consideration the Lot B dedication.

ConcoPhillips Campus GDP, Amendment No. 1

- Add 364,400 sq. ft. of allowed development area to the Lot 1, Block 2 of Redtail Ridge Filing No. 1, which was purchased by Portercare Adventist Health Systems. The building area allowance would be in addition to the maximum 2,542,380 sq. ft. of allowed building area within the Redtail Ridge development, bringing the total development cap to 2,906,780 sq. ft. The Avista Adventist Campus GDP would remove 351,306 sq. ft. of future development potential from that GDP area, resulting in a 13,094 sq. ft. net increase in development areas between the two GDP areas.
- Establish three height zones for:
 - 2-3 story buildings (maximum of 45' tall, 50' to parapet, 65' to mechanical screen),
 - 4 story buildings (maximum of 60' tall, 65' to parapet, 80' to mechanical screen), and
 - 5 story buildings (maximum of 85' tall, 90' to parapet, 105' to mechanical penthouse).
- Establish building massing standards to ensure architectural interest and moderate visual impacts of taller building elements. This includes design standards for building projections and building step-back standards for building elements above 45' in height.

BACKGROUND

Avista Adventist Hospital GDP

The original Avista Adventist Hospital campus was annexed into the City in 1986 and zoned Agriculture. The property was then platted and developed as the Centennial Health Park, starting in 1987. There have been six subdivision plat amendments, with the last amendment taking place in 2002. The subdivision plats have resulted in the establishment of multiple parcels for the development of medical facilities and offices, public utility and access easements, and right of way dedication for Health Park Drive.

- 1987 – Health Park Subdivision Filing No. 1
- 1988 – Health Park Subdivision Filing No. 2

- 1990 – Health Park Subdivision Filing No. 3
- 1990 – Health Park Subdivision Filing No. 4
- 1996 – Health Park Subdivision Filing No. 5
- 2002 – Health Park Subdivision Filing No. 6

In 1998, a portion of the subject property was rezoned to Planned Community Zone District – Commercial (PCZD-C) along with approval of the initial GDP for the property. In 2002, an additional 13 acre parcel on the north side of the property was annexed, zoned to PCZD-C, and incorporated in the Avista Hospital GDP area.

- 1998 Avista Adventist Hospital GDP
- 2002 Avista Adventist Hospital GDP (Amendment No. 1)

As part of the 2002 annexation, a 10-acre open space parcel on the north and northwest side of the GDP area was dedicated for open space (see Attachment No. 8 for Annexation Agreement, Section 15). This dedication was required by the US 36 Corridor Comprehensive Development Plan Intergovernmental Agreement (IGA) and First Amendment to the Agreement, which specifically addressed the open space dedication requirement.

- 2000 - US 36 Corridor Comprehensive Development Plan IGA
- 2002 - First Amendment to the 36 Corridor Comprehensive Development Plan IGA

The proposed public use dedication area (Lot B on proposed GDP amendment) is contiguous to the original 10-acre open space parcel, extending the overall open space parcel to approximately 17.5 acres.

Current development within the Avista Adventist Hospital GDP includes the AdventHealth Avista Hospital and associated medical office buildings, and Centennial Peaks Hospital. The 2002 Avista Adventist Hospital GDP includes a maximum development cap of 750,000 sq. ft. of building area. The existing development within the Avista Adventist Hospital GDP boundaries totals 398,694 sq. ft. of building area, with 351,306 sq. ft. remaining for future development.

ConocoPhillips Campus GDP

The ConocoPhillips Campus GDP is the former location of StorageTek Corporation. StorageTek established its original campus on 310 acres within Unincorporated Boulder County. The City subsequently annexed the 310-acre campus in 1978. The StorageTek campus included approximately 1.6 million sq. ft. of building area at full build out.

ConocoPhillips acquired the property in 2008 and completed demolition of the StorageTek campus in 2009 to facilitate a new research campus. In 2009, ConocoPhillips petitioned the City to annex 80 acres of land adjacent to the 310-acre campus and requested rezoning of the entire property to Planned Community Zone District – Commercial (PCZD-C).

In 2010, the City rezoned the property to PCZD-C and approved the ConocoPhillips Campus GDP, a Zoning Agreement, Preliminary Subdivision Plat, and Preliminary Planned Unit Development (PUD) for the ConocoPhillips development. The GDP included an approximately 2.5 million sq. ft. development cap, set allowed land uses, setbacks, parking standards, and required a minimum public land dedication of 12%, matching the minimum code requirement. ConocoPhillips later abandoned its development plans and sold the property. The Preliminary Subdivision Plat, and Preliminary PUD were never finalized and have since expired.

- [2010 – ConocoPhillips Campus GDP](#)

In 2024, the City approved a final plat for the Redtail Ridge development, with the intent to develop the property consistent with the standards set by the ConocoPhillips Campus GDP. The plat approval included dedication of 139 acres of public use lands, created multiple development parcels, dedication of public road rights of way, including an extension of Campus Drive, an agreement for expansion of the City’s wastewater treatment plant, and public utility and access easements.

- [2024 – Redtail Ridge, Filing No. 1](#)

Ordinance No. 1996, Series 2025

On July 8, 2025, the City Council adopted Ordinance 1896, Series 2025, which amended Section 17.72.190 of the Louisville Municipal Code regarding Yard and Bulk requirements for GDPs. Specifically, this ordinance amendment allows Yard and Bulk requirements (e.g. setbacks, lot coverage, and building heights) to be set through the approval of a GDP or GDP amendment.

Prior to this code amendment, GDPs were prohibited from establishing Yard and Bulk standards that were inconsistent with certain underlying zoning requirements. Deviations to the Yard and Bulk standards could only be approved through the waiver process at the time of PUD approval. This was found to be inconsistent with the intent of GDPs to create custom zoning standards for the district that will define the type and character of the development. The limitation also led to GDPs that did not provide the landowner clear guidance on the desired development standards and uncertainty in the development review process.

Under the new code language, a GDP amendment can set the building height limits as a zoning standard based on the desired character for the district. The proposed amendment to the ConocoPhillips Campus GDP would set specific building height and building massing standards specific to Lot 1, Block 2 of the Redtail Ridge development. The remainder of the development would be subject the Yard and Bulk standards noted on the original GDP

PROPOSAL:

Avista Adventist Hospital GDP

The proposal includes reducing the maximum allowed building area on the Avista Adventist Hospital GDP and is intended to serve as a “density swap” where the unused development area is transferred to the ConocoPhillips Campus GDP. The new net

development area between the two GDPs would be limited to 13,094 sq. ft. For the Avista Adventist Hospital GDP, the “density swap” is accomplished by updating the “Building Area Summary” note to accurately reflect existing campus development at 398,694 sq. ft. and remove the remaining 351,306 sq. ft of development allotment for future phases. Thus, the new development cap reflects the existing development on the campus. This would not prohibit future development within the new development cap if existing buildings were to be demolished.

Figure 1: Existing and Proposed Maximum Development Areas

Existing GDP Note		Proposed GDP Note	
<u>BUILDING AREA SUMMARY</u>		<u>BUILDING AREA SUMMARY</u>	
EXISTING FACILITIES:		EXISTING FACILITIES:	
Avista Hospital	170,000 SF	Avista Hospital	198,847 SF
MOB I	40,000 SF	MOB I	40,000 SF
MOB II/ASC	86,200 SF	MOB II/ASC	86,200 SF
Centennial Peaks facility	53,777 SF	Centennial Peaks facility	64,907 SF
subtotal	349,977 SF	Spicer Residences east -	4,625 SF
		west-	4,115 SF
		subtotal	398,694 SF
FUTURE PHASES:		FUTURE PHASES:	
Planning Areas	400,023 SF	Planning Areas (Buildable SF)	0 SF
Total Maximum Buildout	750,000 SF	Total Maximum Buildout	398,694 SF

Part of the intent of the “density swap” is to limit the gross new development area between the two GDPs, and thus, limit any potential traffic impacts and impacts on City water and sewer utilities. As part of this request, the applicant provided a traffic study and analysis of wastewater infrastructure capacity to demonstrate that adequate infrastructure would be in place as part of the Redtail Ridge development. The City’s Public Works Department determined that there is adequate water infrastructure in place and did not request an analysis.

The applicant is also proposing a public dedication of an approximately 7.5-acre parcel for open space (Lot B). The dedication area covers approximately half of a 15-acre parcel listed on the Open Space Advisory Board’s 2023 Candidate Open Space Ranking map as a *High Priority* (see Attachment No. 9, Parcel DD). The applicant requests that the City manage the new open space parcel as Open Space-Preserved Land as defined under Section 15-4 of the [City Charter](#), and that the City does not develop public trails, trailheads or other amenities on the parcel, unless such agreement is amended in the future.

This public land dedication is not being made to meet a municipal code requirement for public use dedications, as the property is already subdivided and no new development is proposed within the Avista Adventist Hospital GDP area. Public use dedications are required when a property is initially subdivided, totaling 12% of commercial areas and 15% of residential areas, or cash in lieu of land dedication ([LMC Sec. 16.16.060](#)). Additional public use dedications may be required as part of the Planned Unit Development (PUD) approval process when certain criteria are met ([LMC Sec. 17.28.080](#)). This proposal does not include a PUD development proposal.

Figure 2: Proposed Open Space Dedication Area

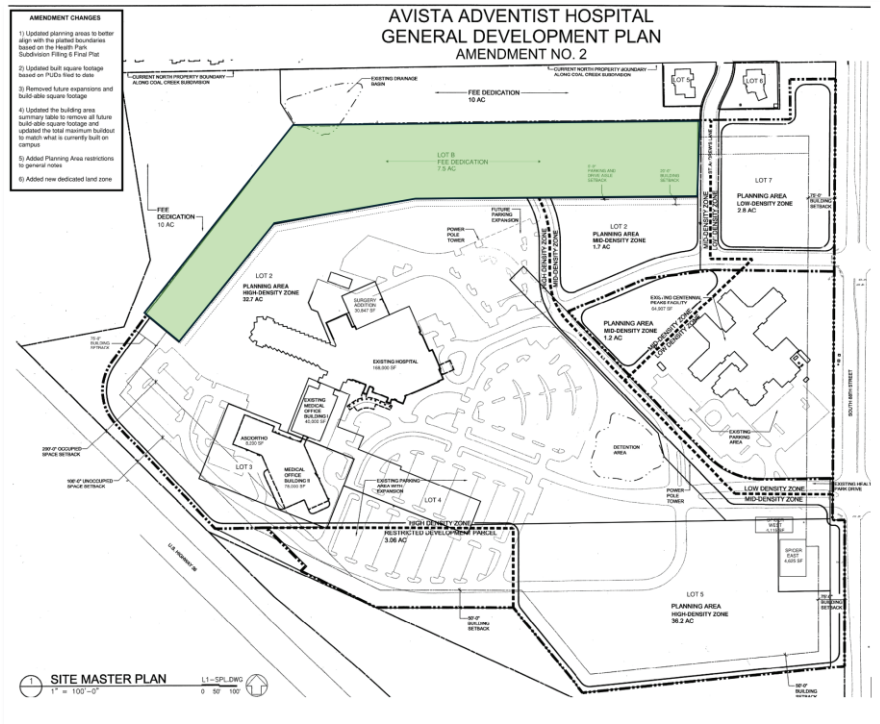
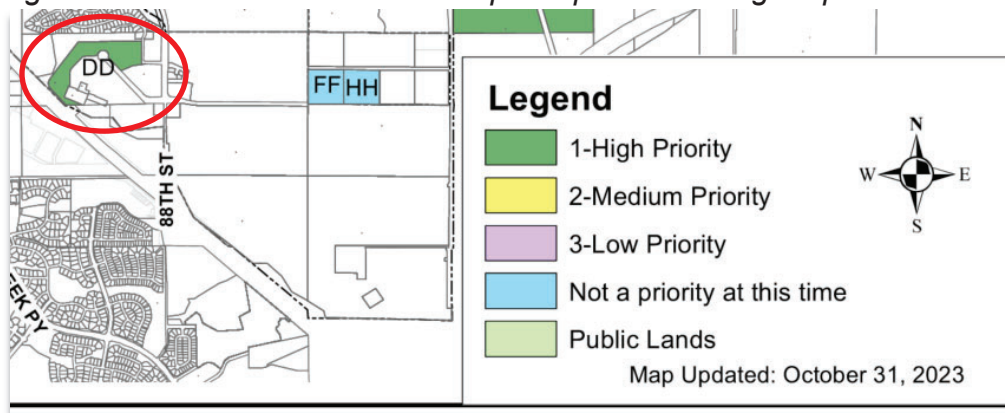


Figure 3: Aerial of Proposed Open Space Dedication Area

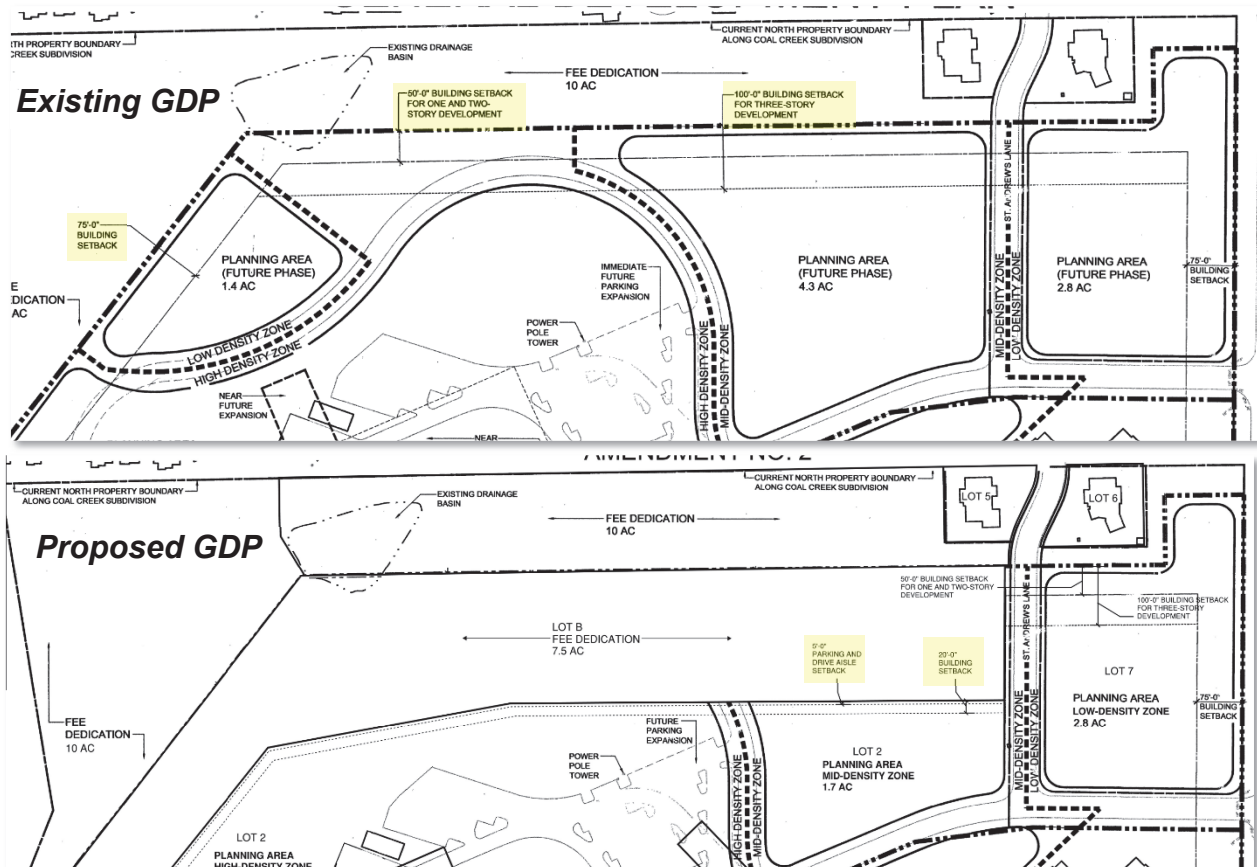


Figure 4: OSAB 2023 Candidate Open Space Ranking Map



The current GDP includes building setback notes requiring a minimum 50' setback for one and two-story buildings and 100' setback for three-story buildings along the north boundary of the development, and a 75' setback along the northwest boundary of the development. As part of the public dedication of Lot B, the applicant requests that these setbacks be modified to be 5' for parking and drive aisles and 20' for buildings. When taken together with the public land dedication area, the minimum setbacks would be increased from the adjoining residential development to the north.

Figure 5: Existing and Proposed Setback Notes



ConocoPhillips Campus GDP

As part of the “density swap,” the applicant proposes adding 364,400 sq. ft. of additional allowed building area specific to Lot 1, Block 2 of Redtail Ridge Filing No. 1, which is owned by PorterCare Adventist Health Systems and the anticipated site of a new hospital campus development. The proposed GDP labels this lot as the “Hospital Parcel.” When added to the existing development cap within Redtail Ridge of 2,542,380 sq. ft., the total allowed development equals 2,906,780 sq. ft. As previously noted, the “density swap” would limit the overall development allowance between the two GDPs and result in a net increase of 13,094 sq. ft. of building area.

Figure 6: Proposed GDP Note Addressing Additional Development Allowance

SITE INFORMATION

GROSS DEVELOPABLE AREA (PUD BOUNDARY):	391.719 ACRES (MINIMUM 0.15 F.A.R.) * FOR LEGAL DESCRIPTION SEE EXHIBIT A OF ORDINANCE NO. 1569 SERIES 2010
ZONING:	PLANNED COMMUNITY ZONED DISTRICT (PCZD) - COMMERCIAL WITH PUD-C OVERLAY
PLANNED ACCESS:	NORTHWEST PARKWAY, CAMPUS DRIVE, SOUTH 88TH STREET

* THE F.A.R APPLIES TO THE GROSS AREA OF THE ENTIRE DEVELOPMENT AND IS NOT PARCEL-SPECIFIC. THIS GDP ACKNOWLEDGES AN ADDITIONAL 364,400 SF ALLOCATED TO THE HOSPITAL PARCEL, ON TOP OF THE ALLOCATED DEVELOPMENT SQUARE FOOTAGE. THE 364,400 SF IS IN CONSIDERATION WITH A DENSITY SWAP FROM HEALTH PARK 1.

The applicant also proposes adding additional notes to the Permitted Use table to clarify that Hospital and Medical Office Buildings are allowed commercial uses within Redtail Ridge. Staff finds that the commercial zoning designation allows Hospital and Medical Office Buildings, but the note provides additional clarity to this allowance.

Figure 7: Proposed Use Note Amendment

PERMITTED USES

PERMITTED USE	COMMENTS / REMARKS	PARKING REQUIREMENTS
PROFESSIONAL, BUSINESS, AND ADMINISTRATIVE OFFICES	-	4 / 1,000 S.F.
EDUCATIONAL AND TRAINING FACILITIES	MEETING ROOMS AND SOCIAL SPACE FOR EMPLOYEES AND VISITORS	0.5 / 1,000 S.F.
PRIVATE SHORT TERM LODGING FOR CONOCOPHILLIPS EMPLOYEES AND GUESTS	OVERNIGHT ACCOMMODATIONS FOR EMPLOYEES/VISITORS	0.5 / ROOM
PEDESTRIAN PLAZAS AND PEDESTRIAN WAYS	-	-
PRIVATE, NONCOMMERCIAL, RECREATIONAL AND SOCIAL FACILITIES	-	1 / 1,000 S.F.
PARKING LOTS AND PARKING BUILDINGS	SURFACE AND STRUCTURED PARKING	-
CAMPUS ORIENTED CHILDCARE CENTER	PRIVATE CHILDCARE FOR EMPLOYEES	1.5 SPACES PER TEACHER PLUS ONE SPACE PER ADMINISTRATIVE EMPLOYEE
RESEARCH/OFFICE AND CORPORATE USES AND FACILITIES FOR THE RESEARCH, DEVELOPMENT, MANUFACTURING, FABRICATION, PROCESSING, OR ASSEMBLY OF SCIENTIFIC OR TECHNICAL PRODUCTS, OR OTHER PRODUCTS	-	1.25 / 1,000 S.F.
BUILDING MOUNTED CMRS FACILITIES	-	-
CAMPUS ORIENTED FOOD SERVICE	RESTAURANTS, CAFETERIAS, OR CAFES FOR USE BY EMPLOYEES/VISITORS INTEGRATED THROUGHOUT THE CAMPUS	-
COMMERCIAL USES, INCLUDING BUT NOT LIMITED TO BUILDING CONTRACTORS EQUIPMENT YARDS, TRANSPORTATION CENTERS AND SERVICES, WAREHOUSES AND STORAGE FACILITIES	STORAGE OF MATERIALS IN SUPPORT OF THE CAMPUS RESEARCH AND DEVELOPMENT FACILITY: HELIPAD (SPECIAL REVIEW USE), HOSPITAL, MEDICAL OFFICE BUILDINGS	1 / 1,000 S.F.
PRIVATE UTILITY USES	TO ALLOW THE EXISTING SANITARY LIFT STATION, POTENTIAL SUBSURFACE GEO EXCHANGE FIELD, SOLAR PANELS, BUILDING MOUNTED WIND POWERED ELECTRICAL GENERATION FACILITIES, AND CENTRAL MECHANICAL, ELECTRICAL, AND PLUMBING FACILITY	-
OTHER USES AS ESTABLISHED BY THE CITY COUNCIL AS FOUND TO BE SPECIFICALLY COMPATIBLE FOR COMMERCIAL AND OFFICE PLANNING AREAS	-	-

Within the Hospital Parcel, the applicant proposes the establishment of three building height zones with minimum setbacks and building massing design standards. The three height zones are for three-story, four-story, and five-story buildings. The standards include different maximum heights for the buildings, the parapets, and mechanical screen structures as noted in Figure 9 below. Due to some of the unique requirements for hospital and medical office developments, the proposed maximum heights are taller than what would be expected in non-medical office buildings.

The proposed building massing design standards would require building step-backs of 15 feet for building elements above 45' and limit the footprint of building elements above 45' to 50% of the lower building footprint. This is intended to moderate the visual impacts of the building massing for taller buildings. The proposed standards also include allowances for architectural projections and "defining architectural elements," including requirements for depth variations for these elements. Rooftop enclosures would need to be set back an additional 10' from the edge of the buildings.

Figure 8: Hospital Parcel Height Zones

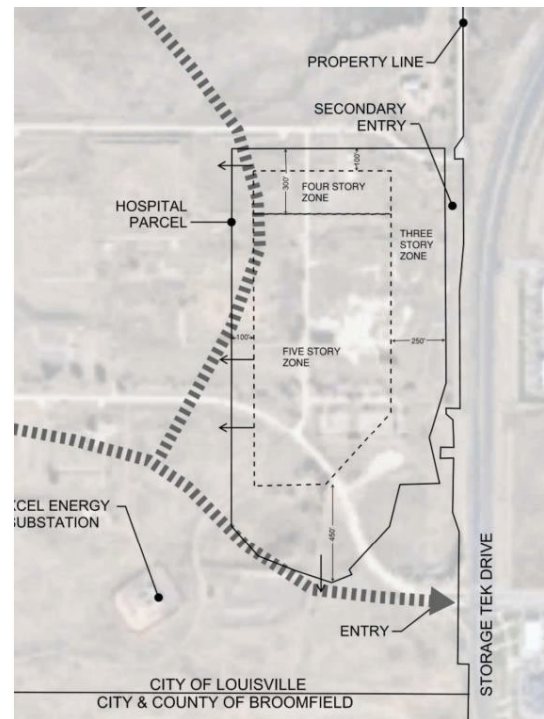
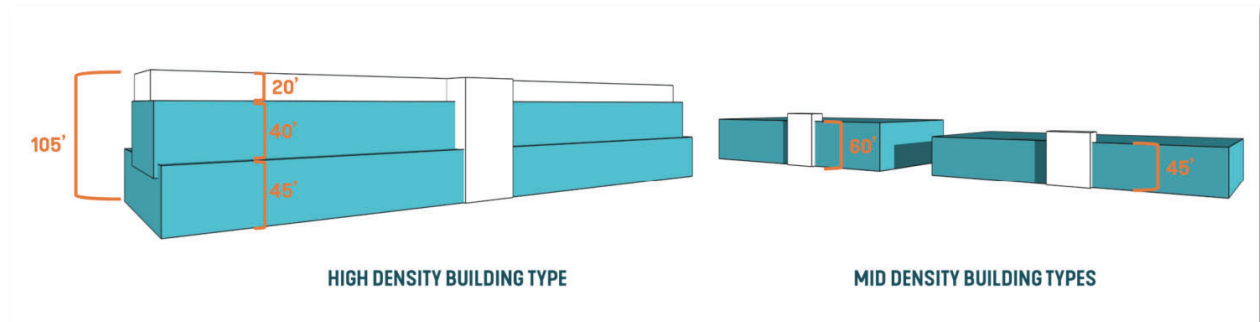


Figure 9: Proposed Height and Massing Standards

HOSPITAL PARCEL FOR THE HOSPITAL PARCEL (LOT 1, BLOCK 1) BUILDING HEIGHTS ARE EXPECTED TO RANGE FROM THREE TO FIVE OCCUPIABLE STORIES, RANGING IN HEIGHT FROM 50' TO 90'. UNOCCUPIED MECHANICAL SCREENING OF UP TO 20' WOULD BE ABOVE THE 5 STORIES. THE HOSPITAL PARCEL WILL BE ZONED TO SUPPORT LOWER THREE-STORY BUILDING HEIGHTS TOWARDS THE NORTH, EAST, AND WEST PROPERTY BOUNDARIES CONCENTRATING THE 5-STORY STRUCTURES CENTRALLY WITHIN THE SITE. REFER TO THE GRAPHIC FOR PARCEL HEIGHT ZONES. BUILDING HEIGHT ZONING: THREE STORY ZONE: 45'-0" MAXIMUM BUILDING HEIGHT 50'-0" PARAPET HEIGHT 65'-0" MECHANICAL PENTHOUSE HEIGHT* FOUR STORY ZONE: 60'-0" MAXIMUM BUILDING HEIGHT 65'-0" PARAPET HEIGHT 80'-0" MECHANICAL PENTHOUSE HEIGHT* FIVE STORY ZONE: 85'-0" MAXIMUM BUILDING HEIGHT 90'-0" PARAPET HEIGHT 105'-0" MECHANICAL PENTHOUSE HEIGHT* *ROOF ACCESS AND ELEVATOR OVERUN IS EXCLUDED FROM THE BUILDING HEIGHT BUILDING MASSING DESIGN PARAMETERS: FOR BUILDING FACADES EXCEEDING 100 FEET IN LENGTH AND MORE THAN 45 FT IN HEIGHT, A RELIEF IN THE BUILDING MASSING IS REQUIRED TO REDUCE VISUAL MONOTONY AND ENHANCE ARCHITECTURAL INTEREST: -A MAXIMUM HEIGHT OF 45 FEET IS PERMITTED BEFORE A MINIMUM HORIZONTAL SETBACK OF 15 FEET IS REQUIRED FROM THE PRIMARY BUILDING FACE. -A PROJECTED RELIEF ELEMENT MAY EXTEND OUTWARD FROM THE MAIN BUILDING MASS BY A MINIMUM OF 2 FEET, PROVIDED IT CONTRIBUTES TO THE OVERALL ARTICULATION AND DESIGN OF THE FACADE. -THE FOOTPRINT OF EACH FLOOR ABOVE 45 FEET SHALL NOT EXCEED 50% OF THE FOOTPRINT OF THE BUILDING AT OR BELOW 45 FEET. -ANY ROOFTOP ENCLOSURE (E.G., MECHANICAL PENTHOUSES) MUST BE SET BACK A MINIMUM OF 10 FEET FROM THE EDGE OF THE BUILDING MASS, UNLESS IT IS ARCHITECTURALLY INTEGRATED INTO THE OVERALL DESIGN OF THE BUILDING. -EXCEPTION: A DEFINING ARCHITECTURAL ELEMENT OR DISTINCT BUILDING FORM WITH A TOTAL WIDTH OF LESS THAN 100 FEET IS EXEMPT FROM THE ABOVE SETBACK AND RELIEF REQUIREMENTS. A MINIMUM 2-FOOT DEPTH VARIATION FROM THE ADJACENT PRIMARY FACADE PLANE MUST STILL BE PROVIDED TO ENSURE VISUAL ARTICULATION. DEFINING ARCHITECTURAL ELEMENTS MAY INCLUDE, BUT ARE NOT LIMITED TO: -VERTICAL CIRCULATION TOWERS (E.G., STAIR OR ELEVATOR CORES) -ENTRY PAVILIONS OR LOBBIES -ARCHITECTURAL EYEBROWS OR ROOF OVERHANGS -BRANDED OR SCULPTURAL FACADE FEATURES -CORNER ELEMENTS OR TURRETS -ATRIUM VOLUMES OR LIGHT WELLS -DISTINCTIVE ROOF FORMS
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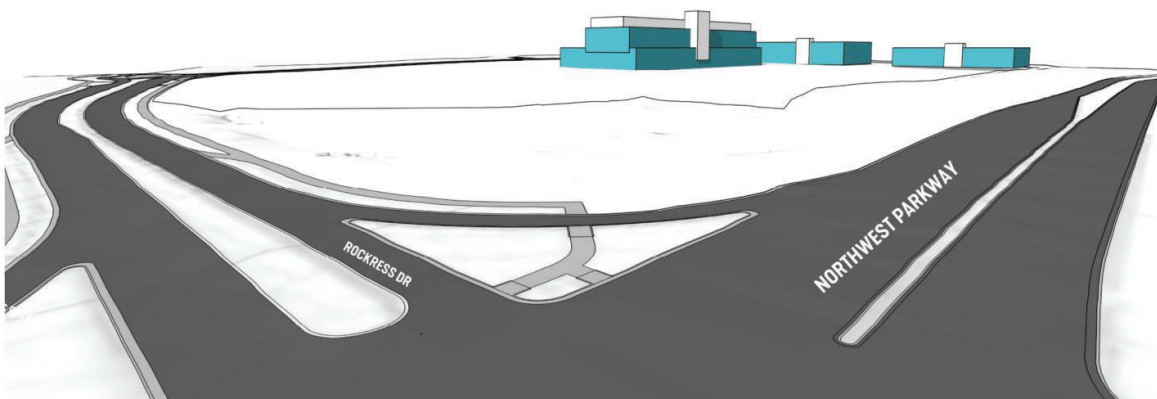
The applicant has provided a massing study and examples of intended architecture in support of the request (see Attachment No. 7).

Figure 10: Massing Diagrams



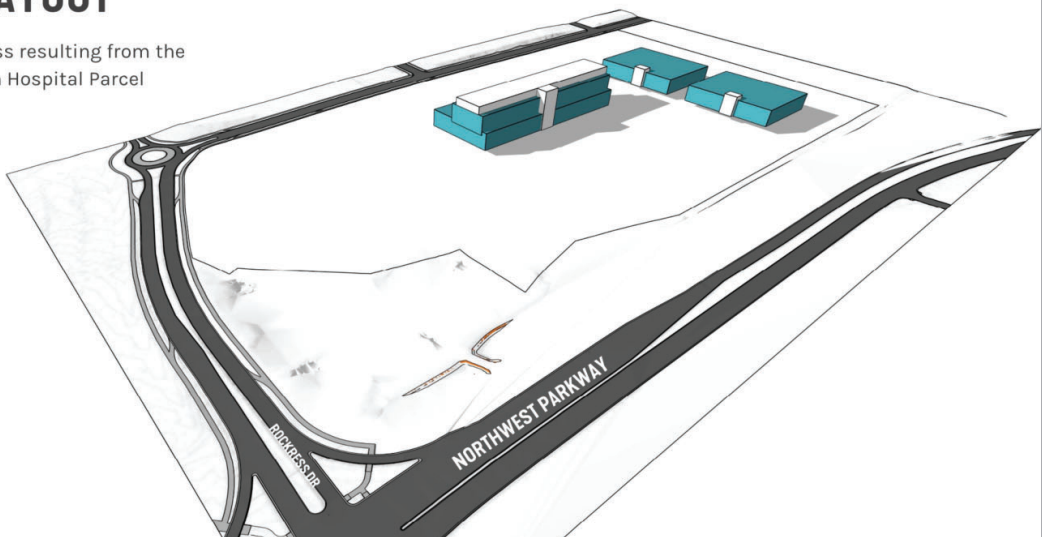
EXAMPLE LAYOUT

Possible building mass resulting from the design parameters on Hospital Parcel



EXAMPLE LAYOUT

Possible building mass resulting from the design parameters on Hospital Parcel



ANALYSIS:

LMC Chapter 17.72 outlines the requirements for PCZD zoned properties and the standards for GDPs. Sec.17.72.060 of this chapter notes that existing GDPs may be amended, subject to the same procedure as the original approval.

Any adopted planned community general development plan and supplementary development standards may be amended, revised or territory added thereto, pursuant to the same procedure and subject to the same limitations and requirements by which such plan was originally approved.

LMC Sec. 17.72.010 outlines the purpose of the PCZD as follows:

The purpose of the planned community zone district is to encourage, preserve and improve the health, safety and general welfare of the people of the city by encouraging the use of contemporary land planning principles and coordinated community design. The planned community zone district is created in recognition of the economic and cultural advantages that will accrue to the residents of an integrated, planned community development of sufficient size to provide related areas for various housing types, retail and service activities, recreation, schools and public facilities, and other uses of land. This district is designed for use where the area comprising such development project is under single ownership or control at the time of its classification as this district.

Staff finds that the proposed GDP amendments are consistent with the purpose of the PCZD. The proposed amendments to the ConocoPhillips Campus GDP for the Hospital Parcel establish minimum standards to address building massing, ensuring quality architectural design of the taller building elements. The Hospital Parcel is also located at the lowest elevation point of the Redtail Ridge development, which helps mitigate overall height in relation to surrounding development. The building heights will also be consistent with taller building heights allowed in Broomfield immediately to the east across NW Parkway. The Broomfield development includes existing buildings up to five stories, with the zoning providing height allowances in three districts of up to 70', 80', and 13 stories (specific height not defined).

For the Avista Adventist Hospital GDP, the public land dedications on the north side of the development and revised setbacks will continue to provide an appropriate buffer to the Coal Creek neighborhood to the north.

Staff finds that the proposed standards for each GDP amendment reflects the purpose of the PCZD to use contemporary land planning principles and coordinate community design.

LMC Sec. 17.72.030 requires that a GDP address the following items:

A. The proposed use of all lands within the subject property;

- B. The type or character of development and the number of dwelling units per gross acre proposed;*
- C. The proposed location of school sites, parks, open spaces, recreation facilities and other public and quasi-public facilities; and*
- D. The proposed location of all streets shall be coordinated with the adopted general street plan for the city*

Staff finds that the proposed GDP amendments are consistent with these standards. There are no changes to the allowed land uses. The design standards, including the minimum setbacks and height and massing standards will reflect the an appropriate type of character of development within each GDP area that compliments surrounding development. The proposal also includes dedication of additional open space in a location designed as a high priority by the City. No changes are proposed to the street network for either development.

Comprehensive Plan

The [2013 Comprehensive Plan](#) includes both the Avista Adventist Hospital GDP and ConocoPhillips Campus GDP as part of the Phillips 66 Special District, which is designated as a Rural special district.

- see pp. 35-36 for Special Districts

At the time of the drafting of the 2013 Comprehensive Plan, the City anticipated that ConocoPhillips would develop a research campus at what is now Redtail Ridge. The policies within the Comprehensive Plan reflect this anticipated development. The Comprehensive Plan notes that within Rural special districts building heights may exceed three stories if structures are clustered, located outside of the public view shed, and buffered by surrounding topography and open space. The Preliminary PUD approved for the ConocoPhillips Campus included building heights up to 95' in one subarea, and 65' in several other subareas of that plan.

Staff finds that the proposed building heights that exceed three stories for the Hospital Parcel would be consistent with these policies. The Redtail Ridge final plat created a significant open space buffer along the north and west sides of the development, resulting in a clustering of the development on the south and east sides of the development. There is a large open space parcel located in Broomfield between US 36 and the Hospital Parcel that will buffer the development from the south. The building massing standards established on the GDP amendment will also help to ensure the additional heights are appropriately designed to ensure the taller building masses are further buffered from public view.

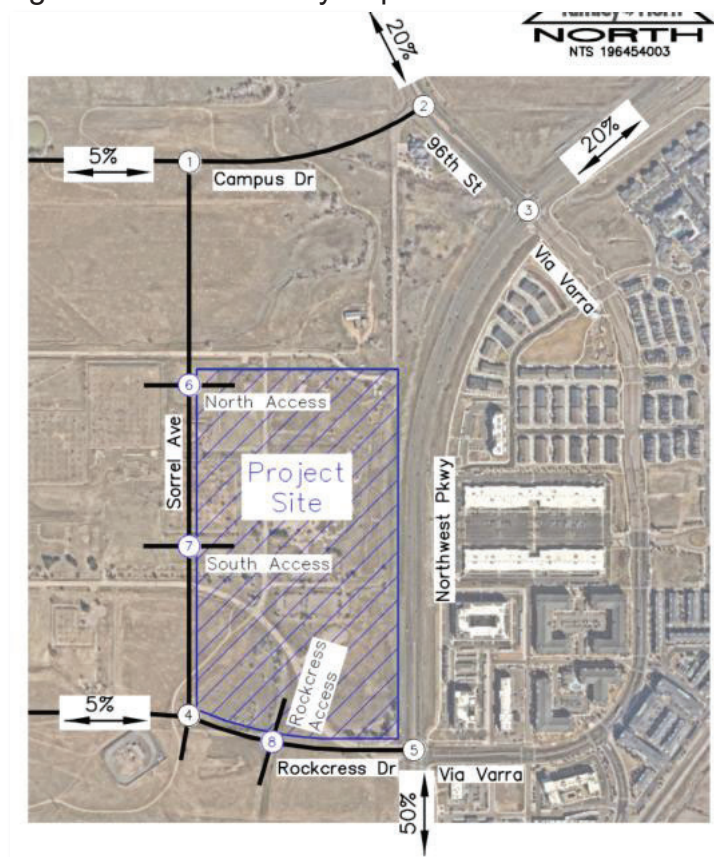
Traffic Study

The applicant submitted a traffic study that addresses the change in development allocations between the two GDP areas and analyzes the overall impact of the

increased development area within the Hospital Parcel at Redtail Ridge (see Attachment No. 6). The trip distribution for the Hospital Parcel is expected to include 50% of trips to/from US 36/NW Parkway south, 20% of trips to/from NW Parkway north, 20% of trips to/from 96th Street, 5% of trips to/from Campus Drive, and 5% of trips to/from Rockcress Drive. The study also shows three access points to the Hospital Parcel, one from Rockcress Drive and one from Sorrel Avenue.

With the relocation of the hospital campus from its 88th Street location, and with a larger planned hospital campus at Redtail Ridge, the traffic study estimates an additional 658 weekday trips, with 47 more trips during the morning peak hour and 61 more trips during the afternoon peak hour.

Figure 11: Traffic Study Trip Distributions



The traffic study also includes recommended transportation improvements that would supplement the transportation infrastructure currently being constructed as part of the Redtail Ridge development (pp 3-5 of study). The study concludes that, with the recommended improvements, that traffic will operate acceptable through the long-term study horizon. Staff recommends a condition that the applicant provide an updated traffic study with future PUD applications and that the necessary transportation infrastructure and development agreements to complete the improvements be addressed at the time of PUD approvals.

Wastewater Facilities Analysis

Part of the Redtail Ridge development is the construction of a sewer lift station within the development and the necessary infrastructure to distribute the effluent to the City's wastewater treatment plant. As part of this application, staff requested an analysis to demonstrate that the current infrastructure plans will accommodate the additional development that the GDP amendments would allow within the Redtail Ridge development (see Attachment 8). The City's Public Works department has reviewed the analysis and finds that current plans for the lift station and wastewater infrastructure to be adequate to accommodate the planned development.

PUBLIC COMMENTS:

See Attachment No. 11 for public comments received prior to publication of this report.

OSAB RECOMMENDATION:

The City's Open Space Advisory Board (OSAB) will review the public land dedication proposal at a meeting on September 24, 2025, which will occur after the publication of this report. Staff will present OSAB's recommendation to the Planning Commission as part its presentation for this application.

STAFF RECOMMENDATION:

Staff recommends approval of Resolution 12, Series 2025 recommending to the City Council approval of the Avista Adventists Hospital General Development Plan, Amendment No. 2.

Staff recommends approval of Resolution 13, Series 2025 recommending to the City Council approval of the ConocoPhillips Campus GDP, Amendment No. 1 with the following condition:

1. Future Planned Unit Development applications for Lot 1, Block 2 of Redtail Ridge Filing No. 1 shall include a traffic study and a development agreement requiring the construction by the applicant of any transportation infrastructure needed to accommodate the development.

ATTACHMENTS:

1. Resolution 12, Series 2025, Recommending Approval of the Avista Adventists Hospital General Development Plan, Amendment No. 2
2. Resolution 13, Series 2025, Recommending Approval of ConocoPhillips Campus GDP, Amendment No. 1
3. Application Forms
4. Proposed Avista Adventist Hospital GDP, Amendment No. 2
5. Proposed ConocoPhillips Campus GDP, Amendment No. 1
6. July 2025 AdventHealth Louisville Traffic Study
7. ConocoPhillips Campus GDP Amendment Massing Study
8. Wastewater Analysis
9. 2002 PorterCare Adventist Health System Annexation Agreement
10. 2023 Candidate Open Space Ranking map
11. Public Comments

**RESOLUTION NO. 12
SERIES 2025**

**A RESOLUTION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF THE
AVISTA ADVENTISTS HOSPITAL GENERAL DEVELOPMENT PLAN,
AMENDMENT NO. 2**

WHEREAS, Portercare Adventist Health Systems has applied for an amendment to the Avista Adventist Hospital General Development Plan, which includes revising the maximum allowed development area, revising setback standards and other associated development notes, and the dedication of an approximately 7.5-acre parcel for open space; and

WHEREAS, the Planning Commission finds that the proposed amendment is consistent with the purpose of the Planned Community Zone District and meets all standards for General Development Plans outlined in Chapter 17.72 of the Louisville Municipal Code; and

WHEREAS, the Planning Commission has considered the application at a duly noticed public hearing on September 25, 2025, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated September 25, 2025.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend to the City Council approval of the Avista Adventists Hospital General Development Plan, Amendment No. 2.

PASSED AND ADOPTED this 25th day of September, 2025.

By: _____
Steve Brauneis, Chair
Planning Commission

Attest: _____
Cullen Choi, Secretary
Planning Commission

**RESOLUTION NO. 13
SERIES 2025**

**A RESOLUTION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF THE
CONOCOPHILLIPS CAMPUS GENERAL DEVELOPMENT PLAN,
AMENDMENT NO. 1**

WHEREAS, Portercare Adventist Health Systems has applied for an amendment to the ConocoPhillips General Development Plan, which includes revising the allowed building area and establishing allowed building heights and massing standards within Lot 1, Block 2 of Redtail Ridge Filing No. 1; and

WHEREAS, the Planning Commission finds that the proposed amendment is consistent with the purpose of the Planned Community Zone District and meets all standards for General Development Plans outlined in Chapter 17.72 of the Louisville Municipal Code; and

WHEREAS, the Planning Commission has considered the application at a duly noticed public hearing on September 25, 2025, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated September 25, 2025.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend to the City Council approval of the ConocoPhillips Campus General Development Plan, Amendment No. 1 with the following condition:

1. Future Planned Unit Development applications for Lot 1, Block 2 of Redtail Ridge Filing No. 1 shall include a traffic study and a development agreement requiring the construction by the applicant of any transportation infrastructure needed to accommodate the development.

PASSED AND ADOPTED this 25th day of September, 2025.

By: _____
Steve Brauneis, Chair
Planning Commission

Attest: _____
Cullen Choi, Secretary
Planning Commission



Community Development Department

749 Main Street • Louisville CO 80027 • 303.335.4592 • www.louisvilleco.gov

Development Review Application Form

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

Property Information

Common Address(es): 100 Health Park Dr, Louisville, CO 80027

Legal Description:

Lot Tract A, Lot 1 - 7 Block Subdivision Health Park Subdivision Filing No. 6

Lot Area: Sq. Ft. or ~66 Total Acres

LAND USE PROCESS (check all that apply)

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

PROJECT DESCRIPTION:

Amendment to the Avista Adventist Hospital 2002 GDP to reduce the allowable square footage and transfer said square footage to the ConocoPhillips Campus GDP. This density transfer is necessary to support the new AdventHealth Louisville Hospital Campus located on the east side of the Redtail Ridge Subdivision.

In addition to the reduction in build-able square footage, graphical updates to the plan to better align the planning areas to the platted and PUD boundaries is included with this amendment.

Property Owner Information

Name: David Nelson Entity (if applicable) Portercare Adventist Health System

Address: 6061 S. Willow Drive, Suite 210, Greenwood Village, CO 80112

Phone: Email: david.nelson@adventhealth.com

Application Representative Information

Name: Valerie Wilkins Entity (if applicable) Adams Management Services

Address: 336 Broad Street, Suite 300, Rome, GA 30161

Phone: 720.799.3041 Email: vwilkins@adamspmc.com

Certification/Signature

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

Signed by:

David Nelson
F0EE21EEBCEC490...

David Nelson

Print Name

5/2/2025

Date

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



Community Development Department

749 Main Street • Louisville CO 80027 • 303.335.4592 • www.louisvilleco.gov

Development Review Application Form

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

Property Information

Common Address(es): TBD

Legal Description:

Lot ¹ _____ Block ² _____ Subdivision Retail Ridge Filing No. 1

Lot Area: _____ Sq. Ft. or ⁴⁰ _____ Acres

LAND USE PROCESS (check all that apply)

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

PROJECT DESCRIPTION:

Amendment to the ConocoPhillips Campus GDP is being requested to support the new AdventHealth Louisville Hospital Campus located on the east side of the Retail Ridge Subdivision. Amendments to the GDP consist of the following:

- Identify and include the allowable square footage transfer from the Avista Adventist Hospital 2002 GDP.
- Adjust Floor Area Ratio for hospital parcel to reflect density transfer from Avista Adventist Hospital 2002 GDP.
- Addition of hospital and medical office building uses to the "Permitted Uses" for better clarity on specific uses.
- Increase in the allowable height for the hospital parcel only.

Property Owner Information

Name: David Nelson Entity (if applicable) Portercare Adventist Health System

Address: 6061 S. Willow Drive, Suite 210, Greenwood Village, CO 80112

Phone: _____ Email: david.nelson@adventhealth.com

Application Representative Information

Name: Valerie Wilkins Entity (if applicable) Adams Management Services

Address: 336 Broad Street, Suite 300, Rome, GA 30161

Phone: 720.799.3041 Email: vwilkins@adamspmc.com

Certification/Signature

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

Signed by:

David Nelson

David Nelson

5/2/2025

Signature

Print Name

Date

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

- 1) Updated planning areas to better align with the platted boundaries based on the Health Park Subdivision Filling 6 Final Plat
- 2) Updated build square footage based on PUDs filed to date
- 3) Removed future expansions and build-able square footage
- 4) Updated the building area summary table to remove all future build-able square footage and updated the total maximum buildout to match what is currently built on campus
- 5) Added Planning Area restrictions to general note
- 6) Added new dedicated land zone

[illegible]

THE FOLLOWING GUIDELINES PROVIDE A STANDARD OF CHARACTER FOR DEVELOPMENT:

- CAMPUS-TYPE DEVELOPMENT OF UNIFIED AND CONSISTENT SITE AND ARCHITECTURAL ELEMENTS.
- CLUSTERED AND INDEPENDENT BUILDINGS OF 1-4 STORIES, POSSIBLY WITH BASEMENTS.
- COMMON/COMMEDIAL USES.
- OPEN SPACE NETWORK OF LAWN AND PLANTING AREAS ENHANCING VIEWS AND CONNECTED WITH PEDESTRIAN PATHS.
- LOGICAL AND SEQUENTIAL VEHICULAR AND PEDESTRIAN CIRCULATION SYSTEMS.
- EVENLY DISTRIBUTED PAVED PARKING AREAS TO CONVENIENTLY SERVE EACH FACILITY, VISUALLY BUFFERED BY LANDSCAPING.

1. DEVELOPMENT WILL BE SUBJECT TO THE CITY OF LOUISVILLE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES AS AMENDED (FROM TIME TO TIME).
2. APPLICANT WILL NEED TO DEMONSTRATE HEIGHT NEEDED FOR MEDIAN OFFICES (IN HIGH DENSITY ZONE GREATER THAN 67' (INCLUDING ROOFTOP MECHANICAL)).
3. FREESTANDING CHURCHES SHALL REQUIRE SPECIAL REVIEW USE APPROVAL.
4. DESIGNED PLANNING AREAS CAN BE USED FOR FUTURE BUILDS IF AN EXISTING BUILDING IS DEMOLISHED AND THE TOTAL CAMPUS IS NOT EXCEED THE TOTAL SF OF THE EXISTING BUILDINGS IN THE BUILDING SQUARE FOOT SUMMARY TABLE.

USES INTENDED TO SERVE OR SUPPORT THE PRIMARY FUNCTION OF HEALTH CARE OF THE CAMPUS.

USE	COMMENTS/REMARKS
- professional, business, and administrative offices - hospitals & medical clinics - diagnosis, treatment, & care of human ailments - dentist's offices - pharmacies - mental health centers - nursing and skilled nursing - small & large child care centers - convalescent & retirement homes - guest residences	- overnight accommodations for semiretired persons or frequent visitors of terminally ill patients - restaurants, cafeterias, or cafes for patients, visitors, staff, & employees - for rehabilitative needs of patients - general fitness of staff - housing establishments to serve staff and employees of campus - medical equipment stores, libraries, shops, or other medically related goods for campus, not general public - placements of uses of health care industry - places of worship typically found in religious affiliated health care facilities - campus campus open space and trails - atmospheric use and associated - surface and structured parking
- dining facilities - physical fitness facilities - financial facilities - specialty sales or distribution offices	
- other medically related facilities - churches - pedestrian paths & ways - parking lots & parking buildings	

20' FROM NORTH PROPERTY BOUNDARY FOR THREE-STORY DEVELOPMENT
75' FROM SOUTH 88TH STREET R.O.W.
50' FROM SOUTH PROPERTY BOUNDARY
200' FROM U.S. 36
75' ALONG GOLF COURSE

BUILDING HEIGHT SUMMARY

14'-0" FLOOR TO FLOOR HEIGHT
14'-0" BASEMENT HEIGHT
4'-0" PARAPET HEIGHT
14'-0" MECHANICAL PENTHOUSE HEIGHT

BUILDING HEIGHT PARAMETERS

- **LOW DENSITY ZONE - 1-2 STORIES**
 - 35'-0" MAXIMUM BUILDING HEIGHT FOR RESIDENTIAL STYLE STRUCTURES WITH PITCHED ROOFS
 - 28'-0" MAXIMUM BUILDING HEIGHT FOR ALL OTHER STRUCTURES
- **32'-0" PARAPET HEIGHT**
- **42'-0" MECHANICAL PENTHOUSE HEIGHT**
- **MID-DENSITY ZONE - 2-3 STORIES**
 - 42'-0" MAXIMUM BUILDING HEIGHT
 - 42'-0" PARAPET HEIGHT
- **HIGH DENSITY ZONE - 4 STORIES MAXIMUM PLUS BASEMENT**
 - 63'-0" MAXIMUM BUILDING HEIGHT
 - 67'-0" PARAPET HEIGHT
- **77'-0" MECHANICAL PENTHOUSE HEIGHT**

• **RESTRICTED DEVELOPMENT OF PARCEL**
THE DEVELOPMENT ON THIS PARCEL IS RESTRICTED TO SURFACE PARKING. NO STRUCTURES OF ANY KIND ARE ALLOWED ON THIS PARCEL.

	Gross Area (SF)	Parking Ratio (Spaces/SF)	Parking Provided
--	--------------------	------------------------------	---------------------

* EXISTING FACILITIES			
Hospital	170,000		
MOB I	40,000		
MOB II/ASC	86,200		
Total	296,200	3.5/1,000	1,059
PROPOSED FACILITIES			
High Density Zone		3.5/1,000	
Mid-Density Zone		5/1,000	
Low Density Zone		6/1,000	

SITE INFORMATION	REZONING AREA SUMMARY
TOTAL ACREAGE 63.14 acres (2,750,378 SF)	EXISTING FACILITIES: Societas Municipal
	108 BAY CE

ZONING:	MOB I	40,000 SF
EXISTING FACILITIES:	MOB II/ASC	86,200 SF
	Centennial Peaks facility	64,907 SF
	Spicer Residences east-	4,625 SF
PROPOSED FACILITIES:	west-	4,115 SF
	subtotal	398,694 SF
FUTURE PHASES:		
	Planning Areas (Buildable SF)	0 SF
Total Maximum Buildout		398,694 SF

1675 LOGAN ST.
SUITE 500
DENVER, COLORADO 80202
303.832.3272
smithgroup.com

1125 17TH ST
SUITE 1400
DENVER, CO 80202
303.220.2300
kimley-horn.com

ISSUE/REVISION	DATE	NO.
GDP CITY RESPONSE #1 R1	8/21/2025	
GDP CITY RESPONSE #1	7/18/2025	
GDP AMENDMENT	6/9/2026	

100 HEALTH PARK DR.
LOUISVILLE, CO

CENTURA HEALTH

GENERAL
DEVELOPMENT PLAN
AMENDMENT NO. 2

DRAWN BY	TEAM
CHK'D BY	TEAM
SHEET FILE	

SHEET NUMBER:
1 OF 1

CONOCOPHILLIPS CAMPUS

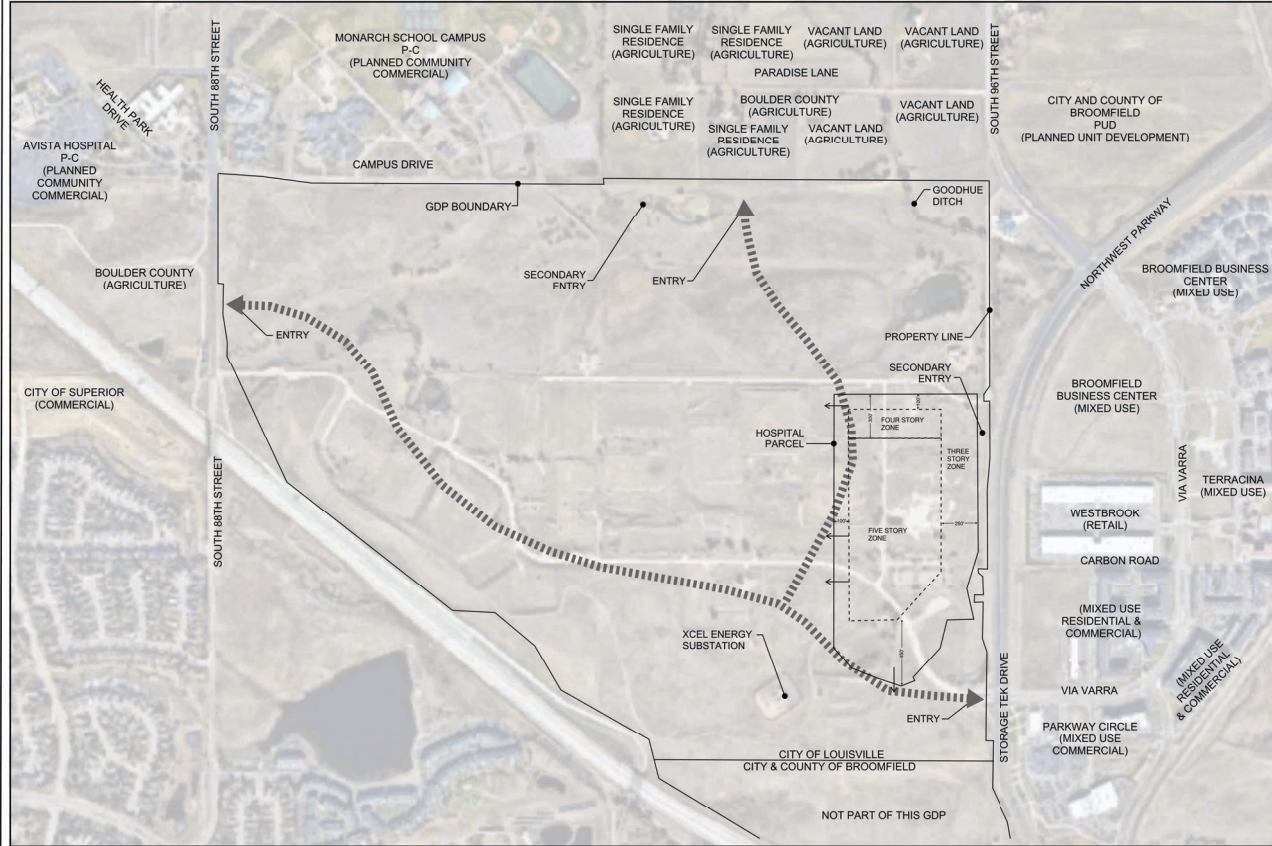
GENERAL DEVELOPMENT PLAN AMENDMENT 1

A PART OF THE SOUTH HALF OF SECTION 20, THE NORTH HALF SECTION 29,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M.
SHEET 1 OF 1

AMENDMENT CHANGES

THE PURPOSE OF THIS AMENDMENT IS SPECIFICALLY FOR THE HOSPITAL PARCEL AND THE REST OF THE REDTAL DEVELOPMENT REMAINS UNCHANGED.

- 1) Additional note for the allowable square footage transfer from the Avista Adventist Hospital 2002 GDP.
- 2) Addition of hospital and medical office building uses to the "Permitted Uses" for better clarity on specific uses.
- 3) Updated yard and bulk requirements to include the allowable height for the hospital parcel only.
- 4) Updated aerial graphic
- 5) Added Hospital Parcel and density zoning to graphic
- 6) Added Hospital Parcel building massing design parameters



GENERAL DEVELOPMENT PLAN

RECEPTION NUMBER

CERTIFICATIONS/SIGNATURE BLOCKS

CITY COUNCIL CERTIFICATION:

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

MAYOR SIGNATURE

PLANNING COMMISSION CERTIFICATION:

APPROVED THIS _____ DAY OF _____, 20____ BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.
RESOLUTION NO. _____ SERIES _____

OWNERSHIP SIGNATURE BLOCK:

BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH IN THIS GDP. WITNESS OUR HANDS AND SEALS

THIS _____ DAY OF _____, 20____

OWNER
PORTERKANE ADVENTIST HEALTH SYSTEM
A CITY OWNED MEMORIAL CORPORATION

BY: SIGNATURE

TITLE

NOTARY NAME AND SIGNATURE

MY COMMISSION EXPIRES _____

GENERAL NOTES:

1. DEVELOPMENT SHALL CONFORM AND BE CONSISTENT WITH THE LOUISVILLE MUNICIPAL CODE AND THE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES UNLESS OTHERWISE WAIVED OR MODIFIED BY THE CITY COUNCIL THROUGH THE PUD DEVELOPMENT PLAN PROCESS.
2. THE CAMPUS SECURITY BOUNDARY WILL NOT EXTEND OUTSIDE THE SITE BOUNDARY.
3. TRAFFIC CIRCULATION PATTERNS PERFECTED WITHIN AND ACROSS LOT 4. NON-RESIDENTIAL PRIVATE DRIVES AND ARE CONCEPTUAL ONLY AND SUBJECT TO MODIFICATION.
4. EXISTING FREE STANDING CARP FACILITIES WITHIN LOT 4 SHALL CONSTITUTE A PERMISSIBLE NON-CONFORMING USE.
5. PUBLIC LAND DEDICATION OF AT LEAST 12% WILL COMPLY WITH SECTION 16.16.060.B OF THE LOUISVILLE MUNICIPAL CODE.

SITE INFORMATION

GROSS DEVELOPABLE AREA (PUD BOUNDARY)	391.715 ACRES (MINIMUM 0.15 P.A.R. 1*)
ZONING:	PLANNED COMMUNITY ZONED DISTRICT (PCDZ) - COMMERCIAL WITH PUD-C OVERLAY
PLANNED ACCESS:	NORTHWEST PARKWAY, CAMPUS DRIVE, SOUTH 86TH STREET

*THE P.A.R. APPLIES TO THE GROSS AREA OF THE ENTIRE DEVELOPMENT AND IS NOT PARCEL SPECIFIC. THIS GDP ACKNOWLEDGES AN ADDITIONAL 364,400 SF ALLOCATED TO THE HOSPITAL PARCEL, ON TOP OF THE ALLOCATED DEVELOPMENT SQUARE FOOTAGE THE 364,400 SF IS IN CONSIDERATION WITH A DENSITY GROUP FROM HEALTHY PLANNING.

PERMITTED USES

PERMITTED USE	COMMENTS / REMARKS	PARKING REQUIREMENTS
PROFESSIONAL, BUSINESS, AND ADMINISTRATIVE OFFICES	-	4 / 1,000 S.F.
EDUCATIONAL AND TRAINING FACILITIES	MEETING ROOMS AND SOCIAL SPACE FOR EMPLOYEES AND VISITORS	0.5 / 1,000 S.F.
PRIVATE SHORT TERM LODGING FOR CONOCOPHILLIPS EMPLOYEES AND GUESTS	OVERNIGHT ACCOMMODATIONS FOR EMPLOYEES/VISITORS	0.5 / ROOM
PEDESTRIAN PLAZAS AND PEDESTRIAN WAYS	-	-
PRIVATE, NONCOMMERCIAL RECREATIONAL AND SOCIAL FACILITIES	-	1 / 1,000 S.F.
PARKING LOTS AND PARKING BUILDINGS	SURFACE AND STRUCTURED PARKING	-
CAMPUS ORIENTED CHILDCARE CENTER	PRIVATE CHILDCARE FOR EMPLOYEES	1.5 SPACES PER TEACHER PLUS ONE SPACE PER ADMINISTRATIVE EMPLOYEE
RESEARCH OFFICE AND CORPORATE USES AND FACILITIES FOR THE RESEARCH OR DEVELOPMENT, MANUFACTURING, FABRICATION, PROCESSING, OR ASSEMBLY OF SCIENTIFIC OR TECHNICAL PRODUCTS, OR OTHER PRODUCTS	-	1.25 / 1,000 S.F.
BUILDING MOUNTED CARP FACILITIES	-	-
CAMPUS ORIENTED FOOD SERVICE	RESTAURANTS, CAFETERIAS, OR CAFES FOR USE BY EMPLOYEES/VISITORS INTEGRATED THROUGHOUT THE CAMPUS	-
COMMERCIAL USES, INCLUDING BUT NOT LIMITED TO BUILDING CONTRACTORS EQUIPMENT TRUCKS, TRANSPORTATION CENTERS AND SERVICES, WAREHOUSES AND STORAGE FACILITIES	STORAGE OF MATERIALS IN SUPPORT OF THE CAMPUS RESEARCH AND DEVELOPMENT FACILITY, HELIPAD (SPECIAL USE ONLY), HOSPITAL MEDICAL OFFICE BUILDINGS	1 / 1,000 S.F.
PRIVATE UTILITY USES	TO ALLOW THE EXISTING SANITARY LIFT STATION, POTENTIAL SUBSURFACE GEO EXCHANGE FIELD, SOLAR PANELS, BUILDING MOUNTED WIND POWERED ELECTRICAL GENERATOR FACILITIES, AND CENTRAL MECHANICAL, ELECTRICAL, AND PLUMBING FACILITY	-
OTHER USES AS ESTABLISHED BY THE CITY COUNCIL, AS FOUND TO BE SPECIFICALLY COMPATIBLE FOR COMMERCIAL AND OFFICE PLANNING AREAS	-	-

YARD AND BULK REQUIREMENTS

1. OTHER THAN FOR THE HOSPITAL PARCEL, MINIMUM BUILDING HEIGHTS SHALL BE BASED ON THE CONOCOPHILLIPS CAMPUS GDP (RECEPTION NO. 030879). STANDARDS FOR THE HOSPITAL PARCEL ARE NOTED BELOW.

MINIMUM BUILDING SETBACKS (FOR BUILDING FOOTPRINTS LESS THAN OR EQUAL TO 30,000 GROSS SQUARE FEET)

STREET K.O.W. LINE:	
ARTERIAL STREET	30 FT.
COLLECTOR STREET	20 FT.
INTERNAL/PRIVATE DRIVE	10 FT.

(FOR BUILDING FOOTPRINTS GREATER THAN OR EQUAL TO 30,000 GROSS SQUARE FEET)

STREET R.O.W. LINE:	
ARTERIAL STREET	50 FT.
COLLECTOR STREET	40 FT.
INTERNAL/PRIVATE DRIVE	10 FT.

MINIMUM PARKING SETBACKS (FROM ALL PERIMETER PROPERTY LINE OR RIGHTS-OF-WAYS)

PROPERTY LINE ADJACENT TO U.S. 36	40 FT.
ARTERIAL STREET R.O.W.	25 FT.
COLLECTOR STREET R.O.W.	15 FT.
INTERNAL/COMMON PROPERTY BOUNDARY	10 FT.

HOSPITAL PARCEL
FOR THE HOSPITAL PARCEL, LOT 1, BUILDING HEIGHTS ARE EXPECTED TO RANGE FROM THREE TO FIVE OCCUPABLE STORIES, RANGING IN HEIGHT FROM 50 TO 80 FEET. UNOCCUPIED MECHANICAL SCREENINGS OF UP TO 20 FEET WOULD BE ABOVE THE 5 STORIES. THE HOSPITAL PARCEL WILL BE ZONED TO SUPPORT LOWER THREE STORY BUILDING HEIGHTS TOWARDS THE NORTH, EAST, AND WEST PROPERTY BOUNDARIES CONCENTRATING THE 4-5 STORY STRUCTURES CENTRALLY WITHIN THE SITE. REFER TO THE GRAPHING FOR PARCEL HEIGHT ZONES.

BUILDING HEIGHT ZONING:

THREE STORY ZONE:

40' 0" MAXIMUM BUILDING HEIGHT

50' 0" MAXIMUM HEIGHT

80' 0" MECHANICAL PENTHOUSE HEIGHT*

FOUR STORY ZONE:

60' 0" MAXIMUM BUILDING HEIGHT

80' 0" MAXIMUM HEIGHT

80' 0" MECHANICAL PENTHOUSE HEIGHT*

FIVE STORY ZONE:

80' 0" MAXIMUM BUILDING HEIGHT

90' 0" MAXIMUM HEIGHT

100' 0" MECHANICAL PENTHOUSE HEIGHT*

*ROOF ACCESS AND ELEVATOR OVERLAP IS EXCLUDED FROM THE BUILDING HEIGHT

BUILDING MASSING DESIGN PARAMETERS
FOR BUILDING FACIES EXCEEDING 150 FEET IN LENGTH AND MORE THAN 45 FT IN HEIGHT, A RELIEF IN THE BUILDING MASSING IS REQUIRED TO REDUCE VISUAL MONOTONY AND ENHANCE ARCHITECTURAL INTEREST.
A MAXIMUM ELEVATOR OF 45 FEET IS PERMITTED BEFORE A MINIMUM HORIZONTAL SETBACK OF 15 FEET IS REQUIRED FROM THE PRIMARY BUILDING FACE.
A PROJECTED RELIEF ELEMENT MAY EXTEND OUTWARD FROM THE MAIN BUILDING MASS BY A MINIMUM OF 2 FEET. PROVIDED IT CONTRIBUTES TO THE VISUAL ATTILATION AND DESIGN OF THE FACIES.
THE FOOTPRINT OF EACH FLOOR ABOVE 45 FEET SHALL NOT EXCEED 50% OF THE FOOTPRINT OF THE BUILDING AT OR BELOW 45 FEET.
ANY ROOFTOP ENCLOSURE (E.G., MECHANICAL, PENTHOUSES) MUST BE SET BACK A MINIMUM OF 15 FEET FROM THE EDGE OF THE BUILDING MASS, UNLESS IT IS ARCHITECTURALLY INTEGRATED INTO THE BUILDING MASS.
EXCEPTION: A DEFENDING ARCHITECTURAL ELEMENT OR DISTINCT BUILDING FORM WITH A TOTAL WIDTH OF LESS THAN 100 FEET IS EXEMPT FROM THE ABOVE SETBACK AND RELIEF REQUIREMENTS. A MINIMUM FOOTPRINT OVERLAP FROM THE ADJACENT PRIMARY FACIES PLANE MUST STILL BE PROVIDED TO ENSURE VISUAL ATTILATION.
DEFENDING ARCHITECTURAL ELEMENTS MAY INCLUDE, BUT ARE NOT LIMITED TO:
VERTICAL CIRCULATION TOWERS (E.G., STAIR OR ELEVATOR CORES)
ENTRY PAVILIONS OR LOBBIES
ARCHITECTURAL ELEVATORS OR ROOF OVERHANGS
ADJACENT TO SOLID PLURAL, FACIES FEATURES
CORNER ELEMENTS OR TURRETS
ATTACH VOLUMES OR LOFT HELLS
DISTINCTIVE ROOF FORMS

SMITHGROUP

1675 LOGAN ST.
SUITE 500
DENVER, COLORADO 80202
303.832.3272
smithgroup.com

Kimley»Horn

1125 17TH ST
SUITE 1400
DENVER, CO 80202
303.228.2300
kimley-horn.com

CONOCOPHILLIPS CAMPUS

2270 SO 88TH STREET
LOUISVILLE, CO

GENERAL DEVELOPMENT PLAN

DRAWN	TEAM
CHECK	TEAM
FILED	TEAM

SHEET NUMBER:

1 OF 1

TRAFFIC IMPACT STUDY

AdventHealth Louisville

City of Louisville, Colorado

Prepared for:
SmithGroup

Kimley»Horn

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

AdventHealth Louisville

City of Louisville, Colorado

**Prepared for
SmithGroup**

1675 Larimer Street
Suite 500
Denver, Colorado 80202

**Prepared by
Curtis D. Rowe, PE, PTOE
Kimley-Horn and Associates, Inc**
6200 South Syracuse Way
Suite 300
Greenwood Village, Colorado 80111
(303) 228-2300



July 2025

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

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1.0 EXECUTIVE SUMMARY

AdventHealth Louisville is proposed to be located on the northwest corner of the Via Varra & Northwest Parkway intersection in Louisville, Colorado. At full buildout, the project is proposed to include a hospital and additional medical office buildings totaling approximately 800,000 square feet. By approximately the 2030 horizon, Phase 1 of the hospital and medical office buildings is expected to be complete, with approximately 435,600 square feet of hospital use (with 200 beds) and 80,000 square feet of related medical office building uses. For purposes of this study, Phase 2 of development is anticipated to be complete by 2040, which would include an additional 204,000 square feet of hospital use (100 additional beds) and 80,000 additional square feet of medical office space. Based on coordination with the City of Louisville staff, the initial 2030 short-term Phase 1 horizon was analyzed, while the 2040 buildout horizon was also analyzed. At the request of City staff, the major intersections in the study area were also analyzed for the twenty-year 2045 long-term traffic conditions.

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

- Campus Drive & Sorrel Avenue (#1) – Future Intersection
- Campus Drive & 96th Street (#2)
- 96th Street/Via Varra & Northwest Parkway (#3)
- Rockcress Drive & Sorrel Avenue (#4) – Future Intersection
- Rockcress Drive/Via Varra & Northwest Parkway (#5)

In addition, the proposed full movement access on the north side of Rockcress Drive and the proposed two full movement accesses on the east side of Sorrel Avenue were also evaluated. The access along Rockcress Drive is anticipated to be located approximately 775 feet to the west of the Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection, measured center to center; a future south leg at this location is also proposed when development to the south of Rockcress Drive occurs. The two proposed accesses along Sorrel Avenue are anticipated to align with two future accesses on the west side of Sorrel Avenue, creating two four-leg intersections.

Regional access to the site will be provided by US-36, US-287, and Northwest Parkway, while primary access to the site will be provided by US-36, 96th Street, and Northwest Parkway. Direct access to the site will be provided by one full movement access on the north side of Rockcress Parkway to the west of Northwest Parkway, and two full movement accesses along the east side of Sorrel Avenue. There is also an additional emergency only access proposed along Sorrel Avenue, south of these two full movement accesses.

In the 2030 Phase 1 buildout, AdventHealth Louisville is expected to generate approximately 6,268 weekday daily trips, with 474 of these trips occurring during the morning peak hour and 557 of these trips occurring during the afternoon peak hour. With full buildout of the site by 2040, the project is anticipated to generate 10,632 weekday daily trips, with 772 of these trips occurring during the morning peak hour and 970 of these trips occurring during the afternoon peak hour.

Based on the analysis presented in this report, Kimley-Horn believes AdventHealth Louisville will be successfully incorporated into the existing and future roadway network. There is an existing AdventHealth hospital located at the intersection of Campus Drive and 88th Street approximately 1.25 miles to the west of this proposed site. This existing site includes approximately 400,000 square feet of hospital/medical office building uses and is approved with an expansion of an addition 350,000 square feet to include up to 750,000 square feet at full buildout. The currently proposed AdventHealth site within the Redtail Ridge development area is expected to include up to 799,600 square feet of hospital/medical office building uses. As such, this increase of 49,600 square feet of additional uses with relocation of the existing hospital with approved expansion to the new site is expected to result in approximately 658 additional weekday daily trips, with 47 more trips during the morning peak hour and 61 more trips during the afternoon peak hour compared to the traffic the existing site could generate. This results in approximately one additional vehicle every 75 seconds during the morning peak hour and one additional vehicle every minute (60 seconds) during the afternoon peak hour on the surrounding street network compared to the existing project site. This study assessed the additional improvements that could be needed due to the additional square footage of this proposed site, and any vehicle rerouting that could occur with the site being located further to the east. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following recommendations:

2030 Recommendations

- The Campus Drive & Sorrel Avenue (#1) intersection is anticipated to be constructed prior to AdventHealth Louisville construction. Based on currently proposed construction plans, it will be a 'T'-roundabout controlled intersection, with eastbound Campus Drive operating with a shared through/right turn lane, westbound Campus Drive providing separate left and through lanes, and the northbound Sorrel Avenue approach providing one lane for shared left/right turning movements. R1-2 "YIELD" signs should be posted on all three approaches to the roundabout.
- The Campus Drive & 96th Street (#2) intersection is anticipated to become a signalized 'T'-intersection with full movements allowed by the 2030 horizon prior to AdventHealth construction. For purposes of this study, the eastbound Campus Drive approach was based on the proposed construction plans, which would have dual continuous eastbound left turn lanes and a separate right turn lane approximately 500 feet in length. The northbound 96th Street approach was conservatively assumed to provide a single 200-foot left turn lane and two through lanes in this horizon. However, at full buildout based on construction plans, it is anticipated to provide dual left turn lanes and three through lanes northbound. The southbound 96th Street approach should provide two through lanes and a 200-foot right turn lane.
- The 96th Street/Via Varra & Northwest Parkway (#3) intersection may require extension of the eastbound right turn lane from 375 feet to approximately 475 feet by this horizon to meet expected vehicle queues. However, if not improved, it is believed any additional vehicles can safely queue in the southernmost eastbound through lane if these queues are experienced.
- The future Rockcress Drive & Sorrel Avenue (#4) is proposed to be constructed as a four-leg single-lane roundabout prior to AdventHealth construction. The eastbound, northbound, and southbound approaches are all expected to provide one approach lane for shared left/through/right turning movements, while the westbound approach would provide a shared left/through lane and a separate right turn lane. Each approach should provide R1-2 "YIELD" signs on approach to the intersection.
- The Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection is expected to be improved on the eastbound approach to the intersection with dual left turn lanes, one of which would provide 400 feet in length while the other would be a continuous turn lane. These improvements are based on the currently proposed improvement plans. Although it is understood that three southbound through lanes are eventually proposed at this intersection,

it was conservatively analyzed with the existing two southbound through lanes during this horizon.

- Two full movement accesses are proposed along the east side of Sorrel Avenue, to align with two proposed accesses on the west side of Sorrel Avenue. R1-1 “STOP” signs are proposed on the eastbound and westbound approaches to Sorrel Avenue at both accesses. These accesses should operate well with one approach lane for shared left/through/right turning movements. The northbound and southbound approaches of Sorrel Avenue to both accesses are recommended to provide 150-foot left turn lanes and shared through/right turn lanes.
- The primary access into the proposed site is anticipated to be along Rockcress Drive, approximately 775 feet to the west of Northwest Parkway, measured center to center. This intersection is anticipated to operate well under minor street stop control through the 2030 horizon with Phase 1 construction of AdventHealth Louisville. The Rockcress Access (#8) is recommended to provide a 150-foot left turn lane, one through lane, and one shared through/right turn lane along both eastbound and westbound Rockcress Drive. The northbound approach to the intersection is anticipated to operate well with one lane for shared left/through/right turning movements while the southbound approach exiting the hospital should provide a 200-foot left turn lane and a separate through/right lane. Of note, dual southbound left turn lanes are recommended at this access at full buildout and as such, it is recommended that pavement width be provided for the future second left turn lane, but that it be striped out with chevron striping to allow only one southbound left turn lane until full buildout of the hospital site. During this horizon, R1-1 “STOP” signs should be posted on the northbound and southbound approaches.

2040 & 2045 Recommendations

- By the 2040 horizon, it was assumed that the Campus Drive & 96th Street (#2) intersection would provide dual northbound left turn lanes 200 feet in length while a third northbound through lane would also be provided. This third northbound through lane would provide the third required receiving lane for the proposed triple northbound left turn lanes at Northwest Parkway just to the southeast.
- The 96th Street/Via Varra & Northwest Parkway (#3) intersection is anticipated to provide triple northbound left turn lanes on Northwest Parkway and triple eastbound left turn lanes on 96th Street based on proposed improvement plans. For purposes of this study, the third northbound left turn lane was assumed to provide 600 feet in length while the third



eastbound left turn was assumed to provide 250 feet in length. It should be noted the third eastbound left turn lane will require three receiving lanes on Northwest Parkway to the north of this intersection.

- The Rockcress Parkway/Via Varra & Northwest Parkway (#5) intersection should provide three southbound through lanes by this horizon. To meet expected vehicle queues, the inner northbound left turn lane may need to be extended from 250 feet to 375 feet to meet expected vehicle queues. It is believed this northbound left turn lane extension can be accomplished with minor median reconstruction.
- With full buildout of the AdventHealth site, the Rockcress Access (#8) is recommended to be signalized and is expected to meet warrants for signalization. When signalized, the southbound approach exiting the hospital is recommended to be improved to provide dual left turn lanes 200 feet in length.
- Each of these improvements is anticipated to operate acceptably through the 2045 horizon.

General Recommendations

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

2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for AdventHealth Louisville proposed to be located on the northwest corner of the Via Varra and Northwest Parkway intersection in the City of Louisville, Colorado. A vicinity map illustrating the project development location is shown in **Figure 1**. At full buildout, the project is proposed to include a hospital and additional medical office buildings totaling approximately 800,000 square feet. By approximately the 2030 horizon, Phase 1 of the hospital and medical office buildings is expected to be complete, with approximately 435,600 square feet of hospital use (with 200 beds) and 80,000 square feet of related medical office building uses. For purposes of this study, Phase 2 of development is anticipated to be complete by 2040, which would include an additional 204,000 square feet of hospital use (100 additional beds) and 80,000 additional square feet of medical office space. A conceptual plan for the site is attached in **Appendix A**. Based on coordination with the City of Louisville staff, the initial 2030 short-term Phase 1 horizon was analyzed, while the 2040 buildout horizon was also analyzed. At the request of City staff, the major intersections in the study area were also analyzed for the twenty-year 2045 long-term traffic conditions.

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

- Campus Drive & Sorrel Avenue (#1) – Future Intersection
- Campus Drive & 96th Street (#2)
- 96th Street/Via Varra & Northwest Parkway (#3)
- Rockcress Drive & Sorrel Avenue (#4) – Future Intersection
- Rockcress Drive/Via Varra & Northwest Parkway (#5)

In addition, the proposed full movement access on the north side of Rockcress Drive and the proposed two full movement accesses on the east side of Sorrel Avenue were also evaluated. The access along Rockcress Drive is anticipated to be located approximately 775 feet to the west of the Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection, measured center to



center; a future south leg at this location is also proposed when development to the south of Rockcress Drive occurs. The two proposed accesses along Sorrel Avenue are anticipated to align with two future accesses on the west side of Sorrel Avenue, creating two four-leg intersections.

Regional access to the site will be provided by US-36, US-287, and Northwest Parkway, while primary access to the site will be provided by US-36, 96th Street, and Northwest Parkway. Direct access to the site will be provided by one full movement access on the north side of Rockcress Parkway to the west of Northwest Parkway, and two full movement accesses along the east side of Sorrel Avenue. There is also an additional emergency only access proposed along Sorrel Avenue, south of these two full movement accesses.



FIGURE 1
AdventHealth Louisville
Louisville, Colorado
Vicinity Map

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is comprised of vacant land. The site is part of a larger future development known as Redtail Ridge, which is expected to include several other uses, including industrial/manufacturing, general office space, research/development buildings, and some local retail uses as well. The North Metro Fire Rescue Station 67 is located just to the north of the project site. The broader vicinity is generally comprised of additional vacant land, with Monarch High School to the northwest, and some additional retail/residential uses to the east and south of the site.

3.2 Existing and Proposed Roadway Network

Northwest Parkway is a divided highway that extends in the north/south direction adjacent to the study area and provides two continuous through lanes in each direction with acceleration and deceleration lanes provided at the intersections with 96th Street/Via Varra to the north and Via Varra to the south. The posted speed limit in this area is 45 miles per hour.

96th Street generally exists in the north/south direction, but it connects to Northwest Parkway with vehicles traveling eastbound/westbound. Two through lanes are provided in each direction nearest to the study area, which soon reduces to one through lane in each direction further to the north. The posted speed limit is 40 miles per hour within the study area. Via Varra loops from the intersection of Northwest Parkway and 96th Street/Via Varra and again connects to Northwest Parkway approximately 0.60 miles further to the south. Two through lanes are provided in each direction and the posted speed limit is 35 miles per hour.

Sorrel Avenue is proposed to be a north/south roadway with one through lane in each direction, approximately 1,150 feet to the west of Northwest Parkway. Rockcress Drive is proposed to be the west leg of the Northwest Parkway & south Via Varra (#5) intersection. Two through lanes in each direction along Rockcress Drive are anticipated to be provided between Sorrel Avenue and Northwest Parkway, and one through lane in each direction to the west of Sorrel Avenue.

Campus Drive is proposed to exist along the northern side of the project, traveling in the east/west direction. It is anticipated that two through lanes will exist to the east of Sorrel Avenue within the

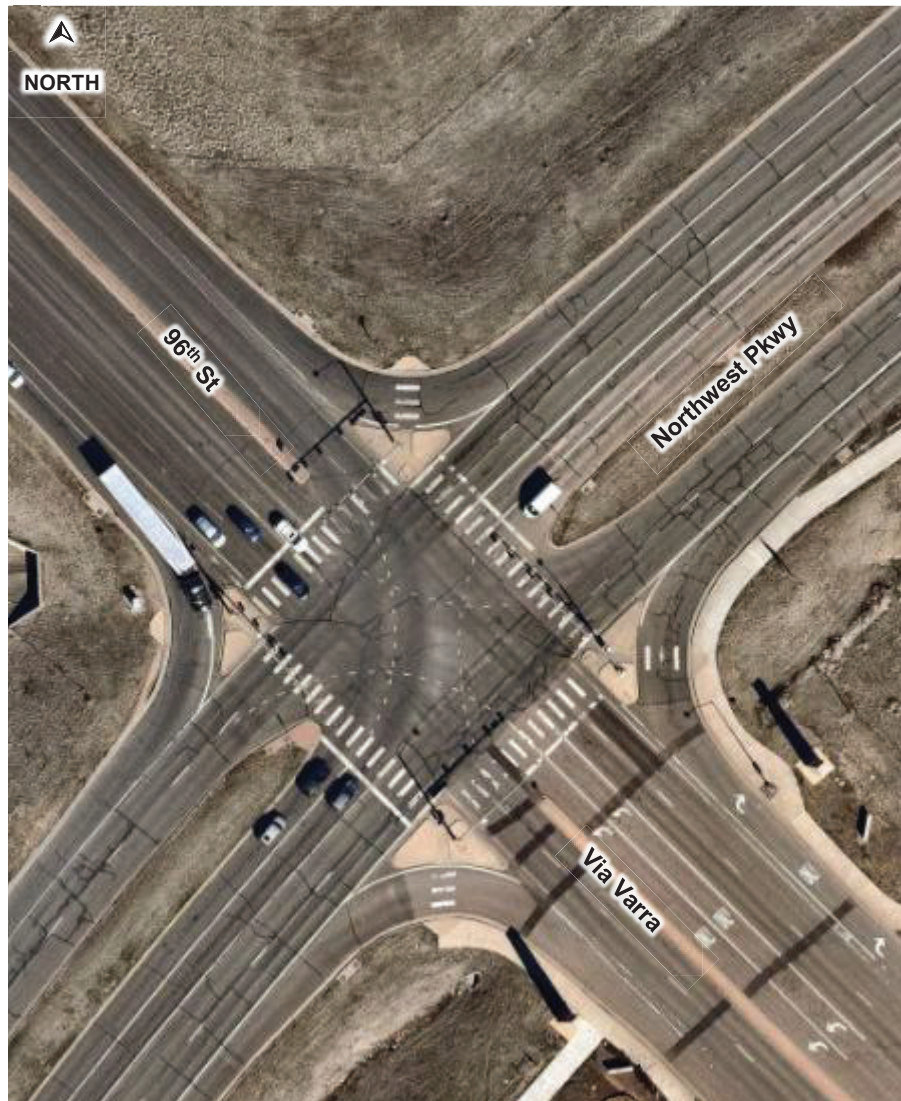
study area, while just to the west of Sorrel Avenue one lane in each direction will be provided. A roundabout is proposed to be constructed at the future intersections of Campus Drive & Sorrel Avenue (#1) as well as at Rockcress Drive & Sorrel Avenue (#4). Based on current project understanding, the initial phases of other Redtail Ridge development will be constructed prior to Phase 1 of AdventHealth Louisville development. As such, for purposes of this study it is assumed that Campus Drive, Rockcress Drive, and Sorrel Avenue will be constructed prior to the 2030 short-term horizon.

The existing 'T'-intersection just to the north of the North Metro Fire Rescue Station 67 is a $\frac{3}{4}$ -movement intersection. This location is proposed to become the connection point for the Campus Drive extension, which is anticipated to be completed prior to Phase 1 of AdventHealth development. When this extension is complete, it is understood this 'T'-intersection will become a full movement signalized intersection. The existing northbound 96th Street approach provides a left turn lane and one through lane while the southbound 96th Street approach provides a shared through/right turn lane. The existing minor street approach is restricted to right-out only movements. An aerial photo of the existing intersection configuration is provided below.



Future Campus Drive & 96th Street (#1)

The existing signalized intersection of 96th Street/Via Varra & Northwest Parkway (#2) operates with protected-only left turn phasing on all four approaches to the intersection. Each of the four approaches provide dual left turn lanes, two through lanes, and a right turn lane, with the right turning movements operating with free turning movement in channelized right turn lanes. For purposes of this study, Northwest Parkway was identified to be the northbound/southbound approach to the intersection while 96th Street is the eastbound approach and Via Varra is the westbound approach. An aerial photo of the existing intersection configuration is provided below.



96th Street/Via Varra & Northwest Parkway (#2)

The Via Varra & Northwest Parkway (#5) intersection is signalized and operates with protected-only left turn phasing on all four approaches to the intersection. The northbound and southbound approaches to the intersection provide dual left turn lanes, two through lanes, and a right turn lane. The southbound right turning movement is channelized and operates with yield control. The eastbound approach operates with dual left turn lanes, one through lane, and a channelized right turn lane—that opens from the eastbound through lane just prior to the intersection—operates with free movement. The westbound approach provides dual left turn lanes, one through lane, and a shared through/right turn lane. An aerial photo of the existing intersection configuration is below.



Via Varra & Northwest Parkway (#3)

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

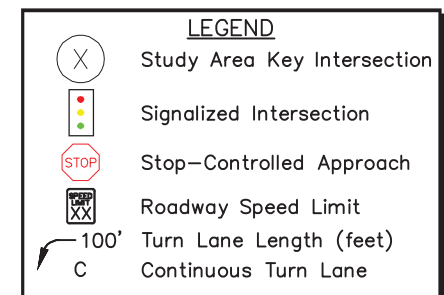
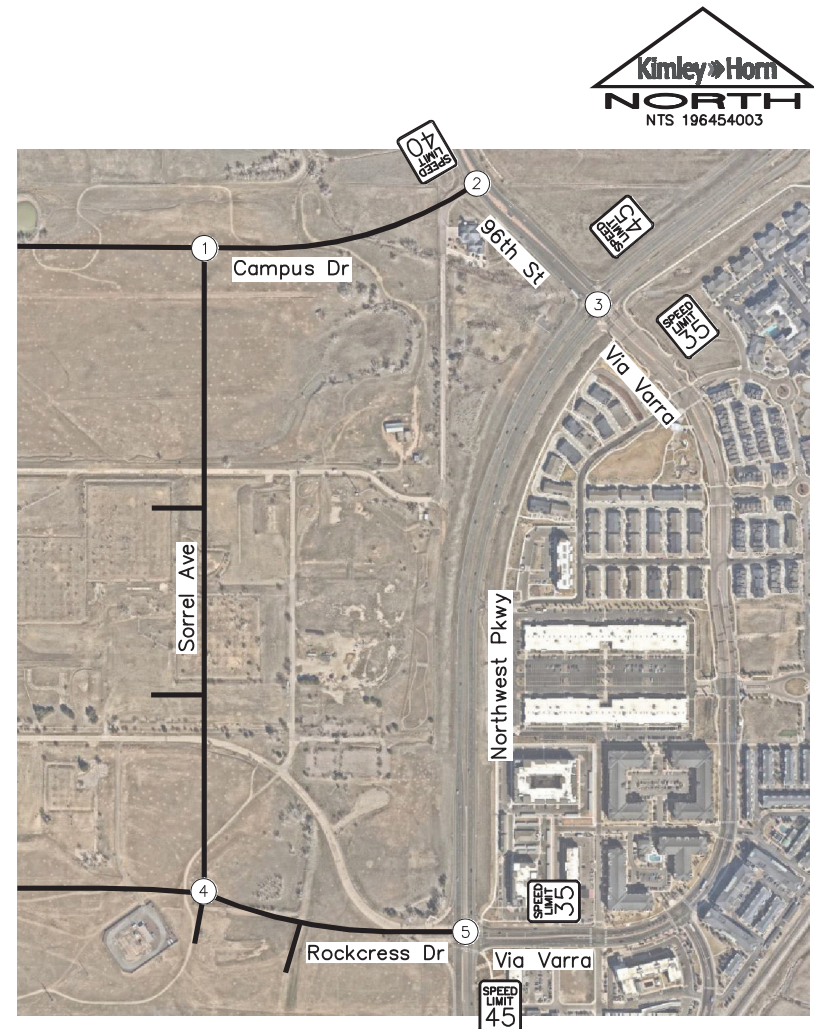
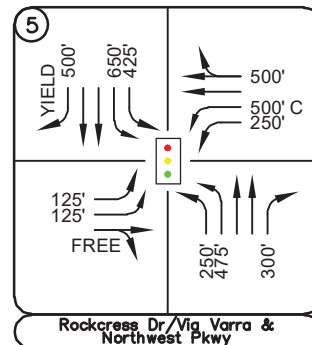
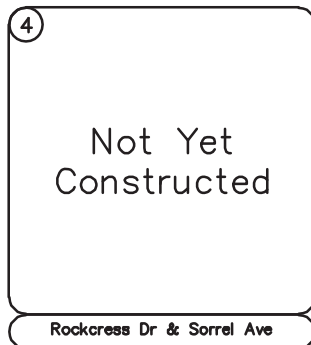
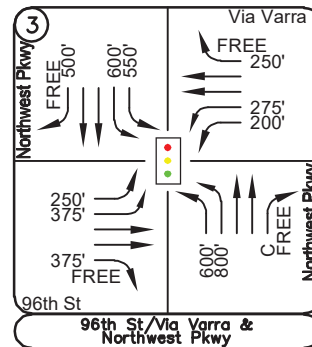
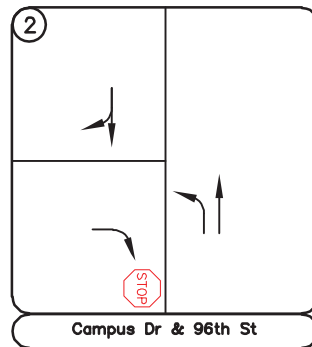
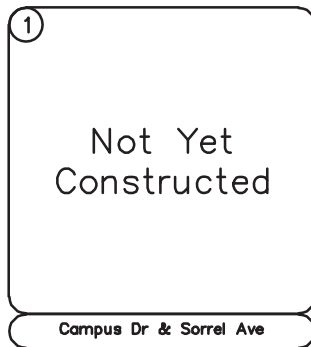


FIGURE 2
AdventHealth Louisville
Louisville, Colorado
Existing Geometry and Control

3.3 Future Traffic Volumes and Unspecified Development Traffic Growth

Future projected traffic volumes used in this study were based on the Redtail Ridge Traffic and Mobility Study completed by Fox Tuttle Transportation Group in July 2024. The Redtail Ridge study serves as a master study that analyzed full buildout of the entire Redtail Ridge development area, which includes additional development nearby the hospital, such as additional office uses, industrial/manufacturing buildings, research/development buildings, and some general retail uses. The master study included the entire AdventHealth parcel, which also assumed a hospital land use with adjoining medical office buildings; the hospital was assumed to house 160 beds while the medical office buildings were assumed to comprise approximately 150,000 square feet.

The Redtail Ridge master traffic study analyzed a 2025 short-term buildout year for some developments, with additional land uses constructed by a 2030 mid-year horizon—including full buildout of the hospital and medical office buildings—and a 2040 full buildout horizon. The 2030 and 2040 total traffic volumes from the Redtail Ridge study were used as a basis to generate traffic volumes in this study. However, because the currently proposed land use on the AdventHealth parcel is anticipated to generate more traffic than the originally studied intensities, this AdventHealth traffic study removed the traffic originally projected to be generated by this site to generate 2030 and 2040 background traffic volumes to represent the expected traffic volumes in the area if the hospital/medical office building construction did not occur. Applicable documents from the Fox Tuttle study are included in **Appendix B**.

Based on communication with City staff, a twenty-year 2045 long-term horizon was also analyzed for the major external intersections, including Campus Drive & 96th Street (#1), 96th Street/Via Varra & Northwest Parkway (#2), and Rockcress Drive/Via Varra & Northwest Parkway (#3). To develop traffic projections for these intersections, the 2040 existing traffic volumes were grown by an annual growth rate of 0.50 percent per year to account for any additional future development traffic in the area. Of note, traffic volumes entering/exiting the east Via Varra legs of the Northwest Parkway intersections (#2 and #3) were not grown further, as this area is expected to be fully built out by the 2040 horizon. The calculated background traffic volumes for 2030, 2040, and 2045 are shown in **Figure 3**, **Figure 4**, and **Figure 5**, respectively.

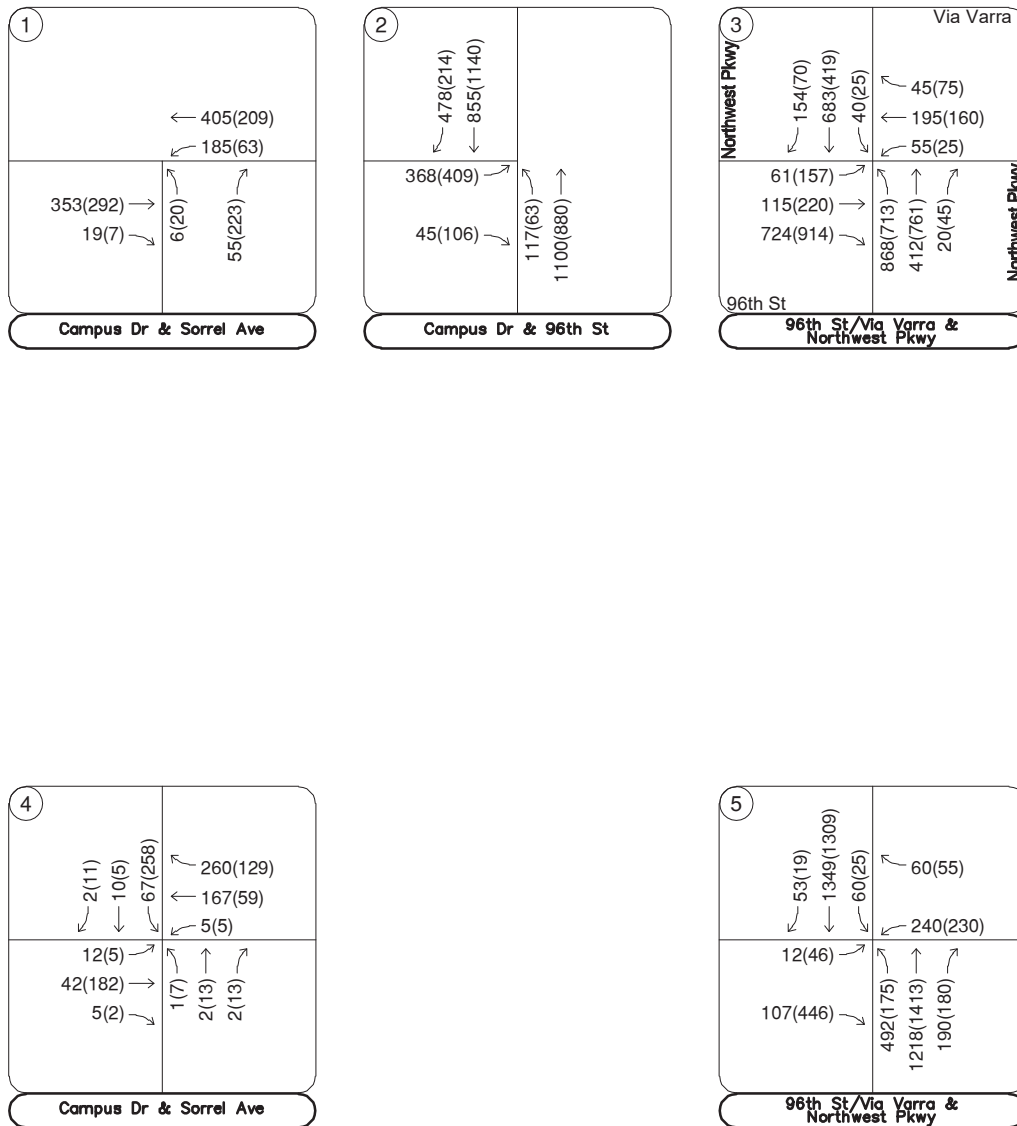
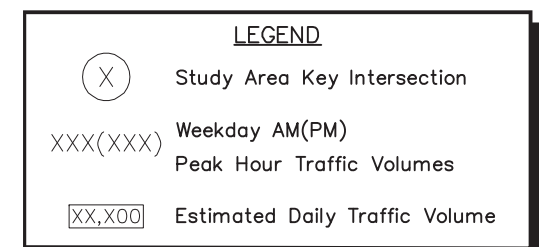
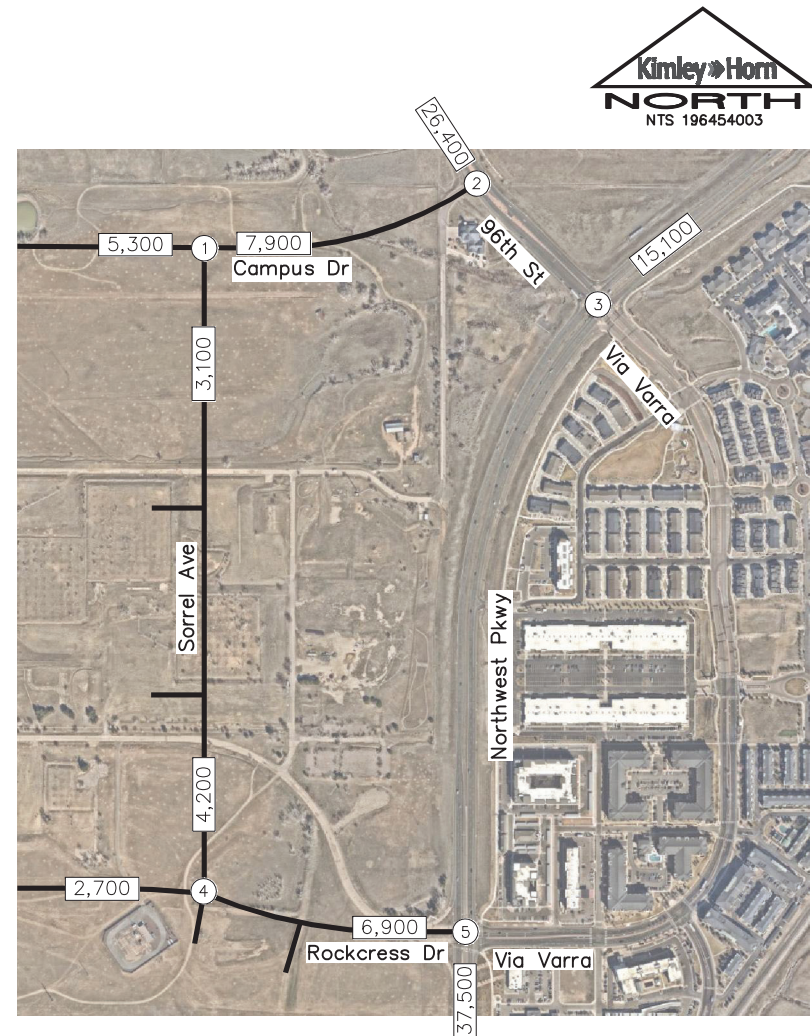


FIGURE 3
AdventHealth Louisville
Louisville, Colorado
2030 Background Traffic Volumes



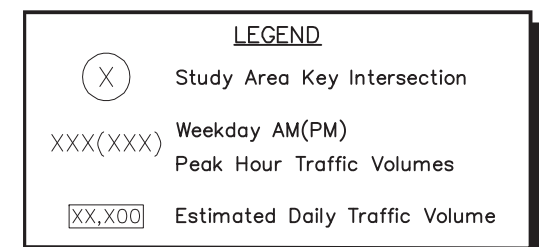
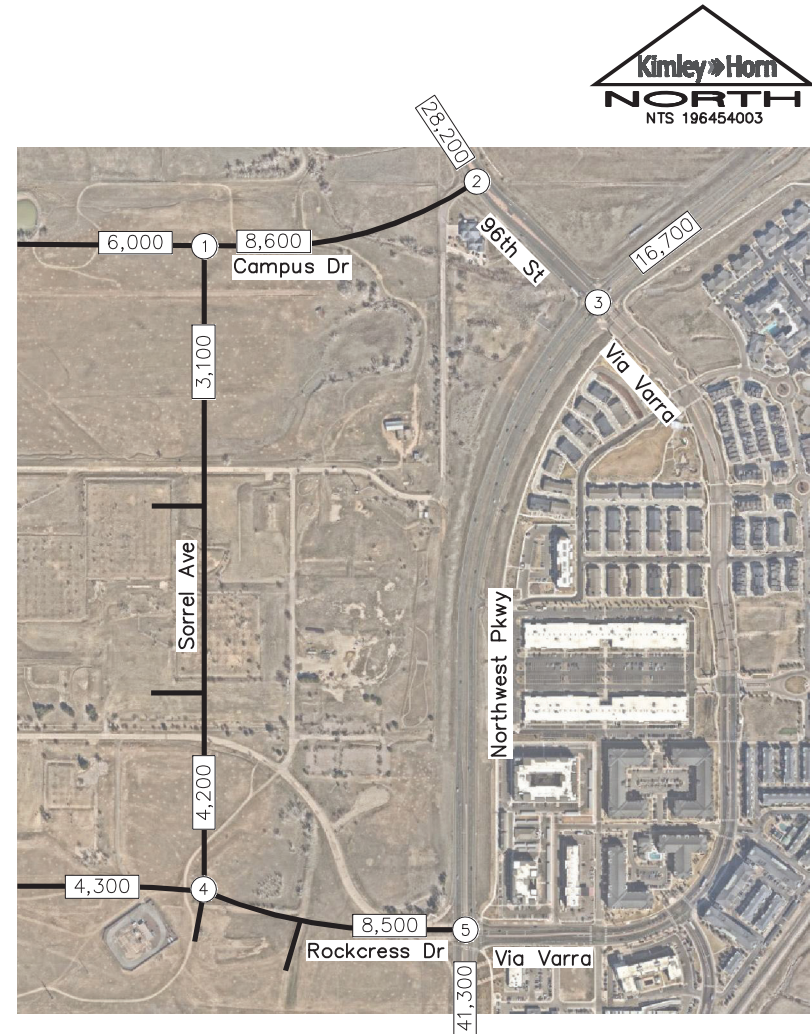
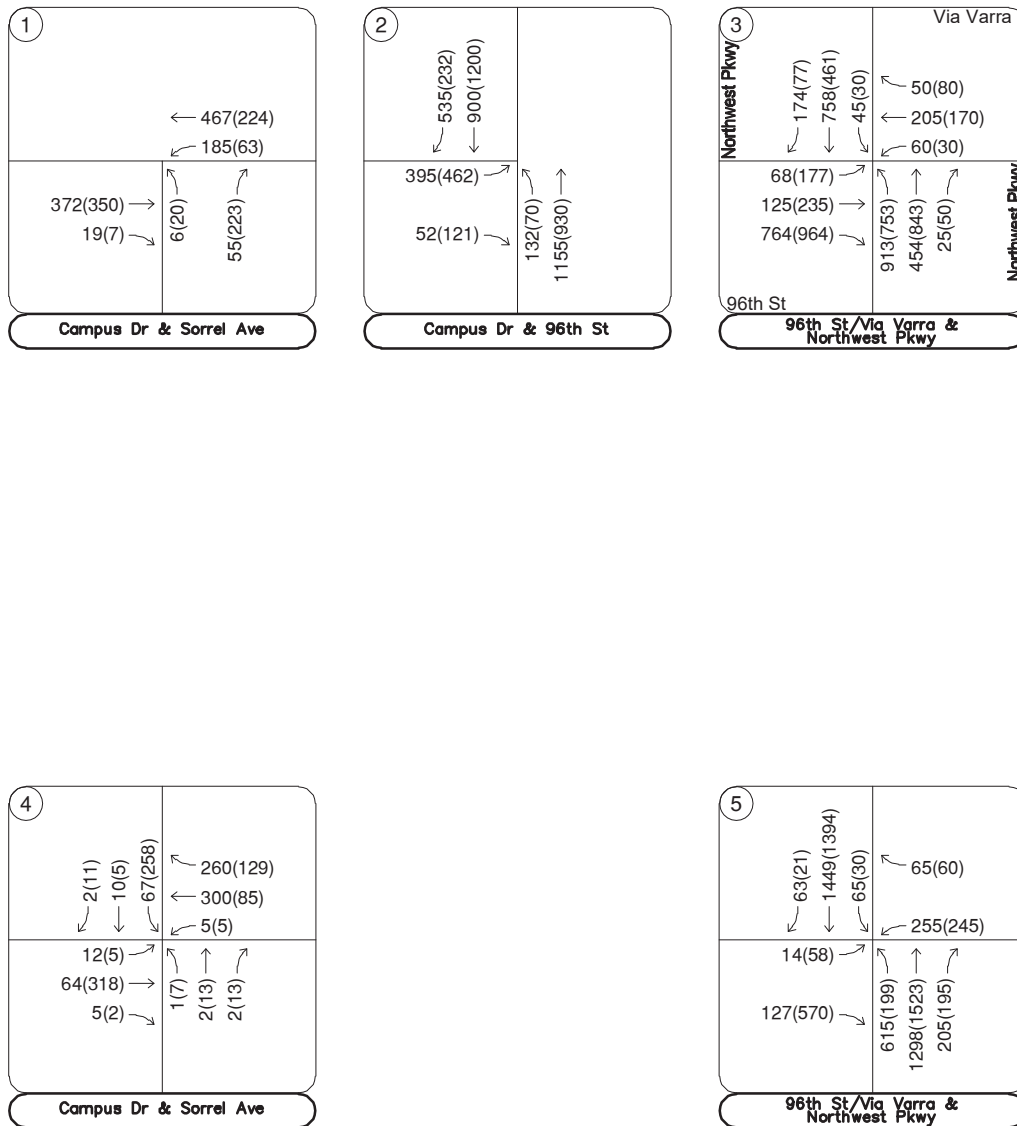


FIGURE 4
AdventHealth Louisville
Louisville, Colorado
2040 Background Traffic Volumes

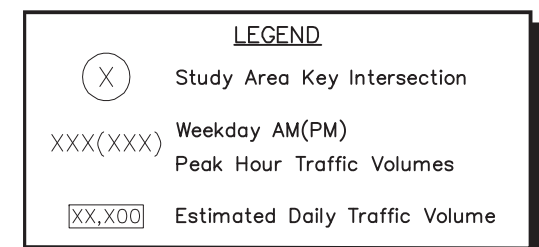
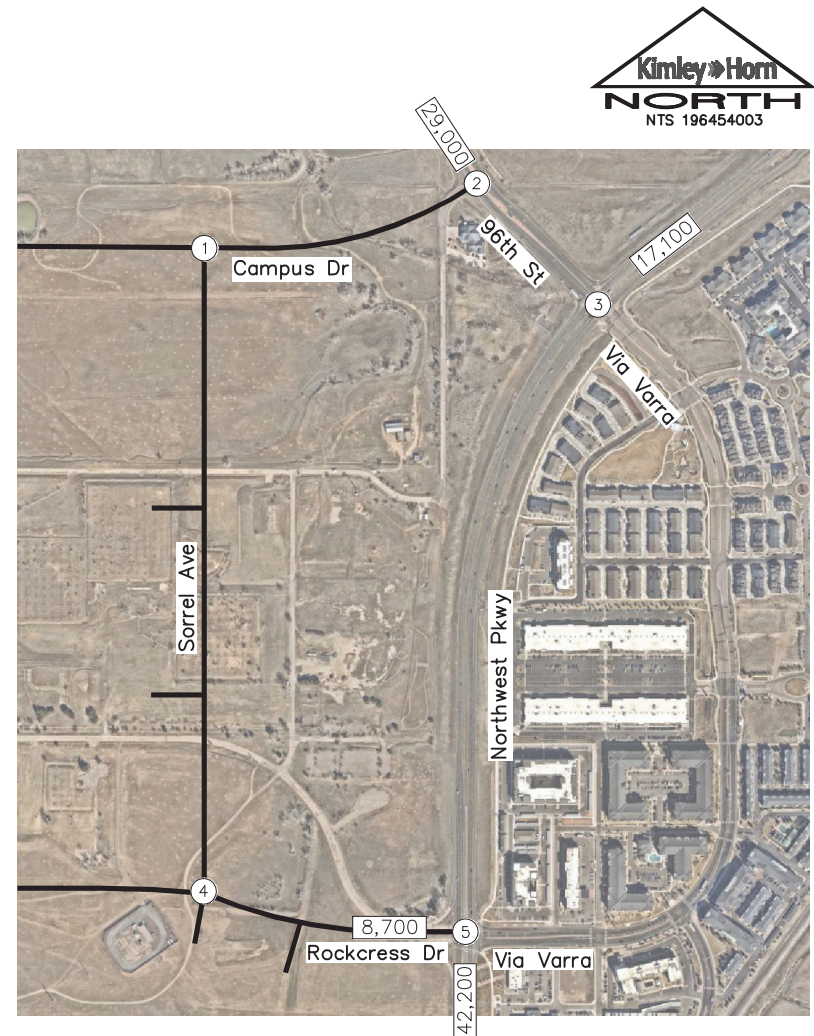
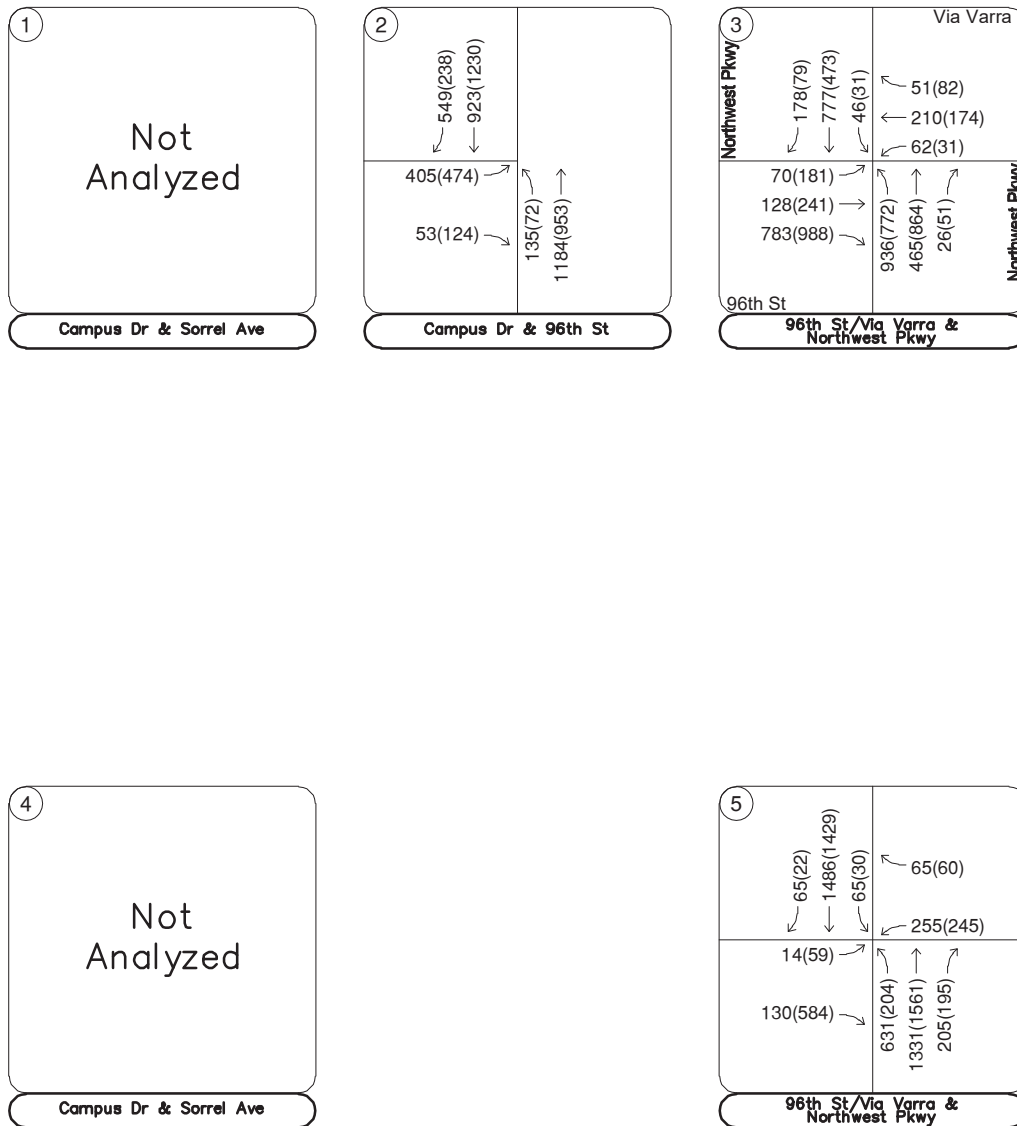


FIGURE 5
 AdventHealth Louisville
 Louisville, Colorado
 2045 Background Traffic Volumes

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn chose to use the ITE Trip Generation Manual average rates and fitted curve equations that apply to Hospital (ITE Land Use Code 610) and Medical-Dental Office Building (ITE Land Use Code 720) and that match what was previously used in the Fox Tuttle study as best as possible for traffic associated with this development.

In the 2030 Phase 1 buildout, AdventHealth Louisville is expected to generate approximately 6,268 weekday daily trips, with 474 of these trips occurring during the morning peak hour and 557 of these trips occurring during the afternoon peak hour. With full buildout of the site by 2040, the project is anticipated to generate 10,632 weekday daily trips, with 772 of these trips occurring during the morning peak hour and 970 of these trips occurring during the afternoon peak hour.

There is an existing AdventHealth hospital in Louisville at the Campus Drive and 88th Street intersection approximately 1.25 miles to the west of the proposed site. This existing site includes approximately 400,000 square feet of hospital/medical office building uses and is approved with an expansion of an additional 350,000 square feet to include up to 750,000 total square feet at full buildout. Thus, a traffic generation comparison is provided to assess the net difference in trips between the proposed site with approximately 799,600 total square feet at full buildout within the Redtail Ridge development area versus the 750,000 total square feet that could be constructed at the existing hospital site. To provide a uniform comparison between these two sites, the traffic generation of the proposed site with the 799,600 square feet of hospital/medical office building uses was prorated to the up to 750,000 total square feet of the existing site, assuming that approximately 93.8 percent ($750,000 / 799,600$ square feet = 93.8 percent) of the traffic generation of the proposed site within Redtail Ridge would have been generated if the existing

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

hospital site were to be developed to the full 750,000 square feet that is already approved to be constructed there. As such, the currently proposed hospital site located within the Redtail Ridge development area could generate approximately 658 additional weekday daily trips, with 47 additional trips during the morning peak hour and 61 additional trips during afternoon peak hour. This results in approximately one additional vehicle every 75 seconds during the morning peak hour and one additional vehicle every minute (60 seconds) during the afternoon peak hour on the surrounding street network compared to the existing project site.

Calculations were based on the procedure and information provided in the *ITE Trip Generation Manual, 11th Edition – Volume 1: User's Guide and Handbook*, 2021. **Table 1** summarizes the estimated trip generation and traffic comparison for the site. The trip generation worksheets are included in **Appendix D**.

Table 1 – AdventHealth Louisville Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
2030 – Phase 1 Development							
Hospital (ITE 610) – 200 Beds	3,810	220	86	306	95	193	289
Medical/Dental Office Building (ITE 720) – 80,000 Square Feet	2,458	133	35	168	81	188	268
Total Phase 1 Trips	6,268	353	121	474	176	381	557
2040 – Full Buildout Development							
Hospital (ITE 610) – 300 Beds	5,716	330	128	458	143	290	433
Medical/Dental Office Building (ITE 720) – 160,000 Square Feet	4,916	248	66	314	161	376	537
Full Buildout Total Project Trips	10,632	578	194	772	304	666	970
Existing AdventHealth Hospital Site – Estimated Traffic Generation at 750,000 SF Buildout							
Hospital (ITE 610) – 281 Beds	5,362	310	120	430	134	272	406
Medical/Dental Office Building (ITE 720) – 150,100 Square Feet	4,612	233	62	295	151	352	503
Total Trips	9,974	543	182	725	285	624	909
Net Difference in Trips	+658	+35	+12	+47	+19	+42	+61

4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the

proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution for the proposed development is illustrated in **Figure 6**.

4.3 Traffic Assignment

The project's traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic assignment for the 2030 short-term Phase 1 horizon is shown in **Figure 7**, while 2040 full buildout traffic assignment is provided in **Figure 8**.

4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2030 Phase 1, 2040 buildout, and long-term 2045 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2030, 2040, and 2045 horizon years in **Figure 9**, **Figure 10**, and **Figure 11** respectively.

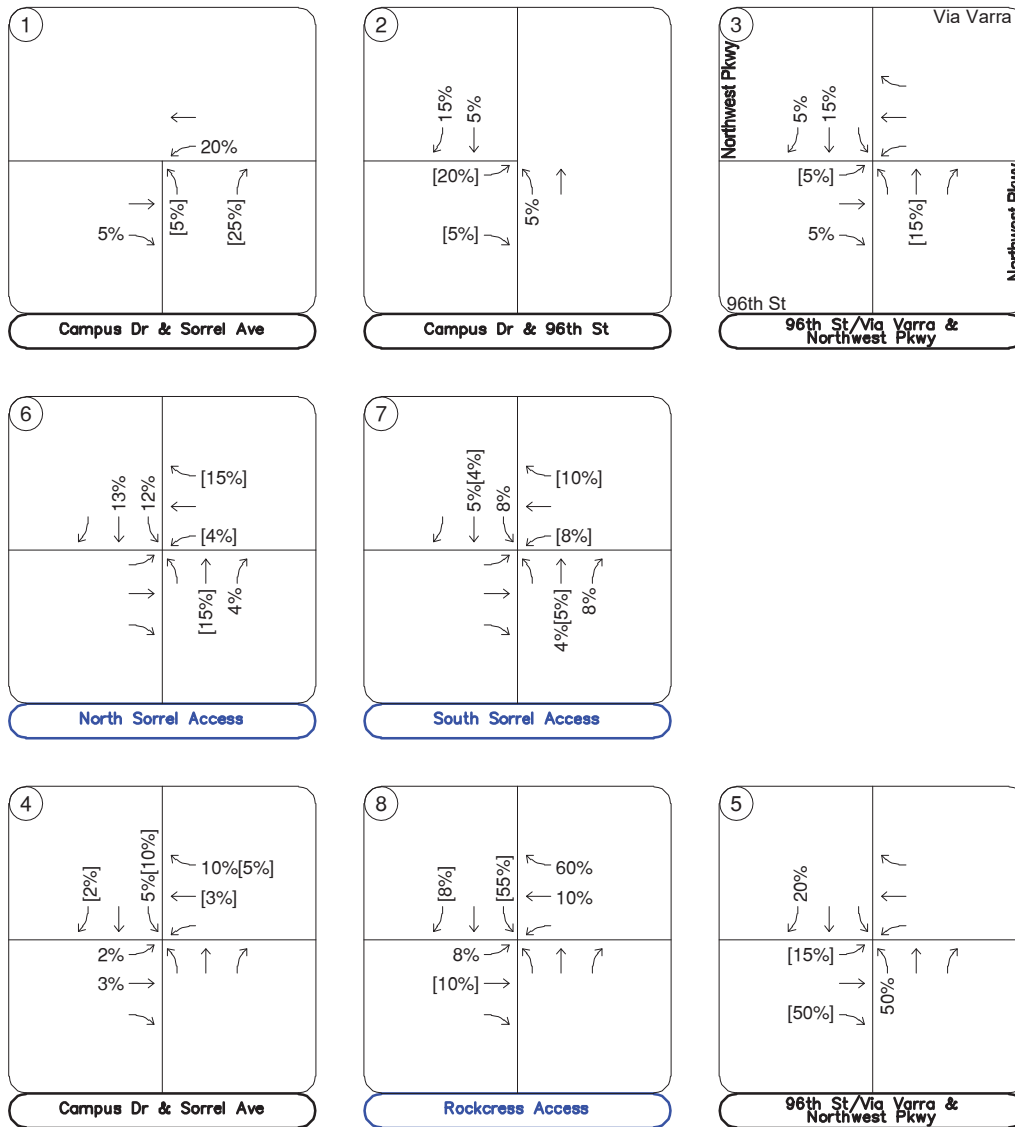
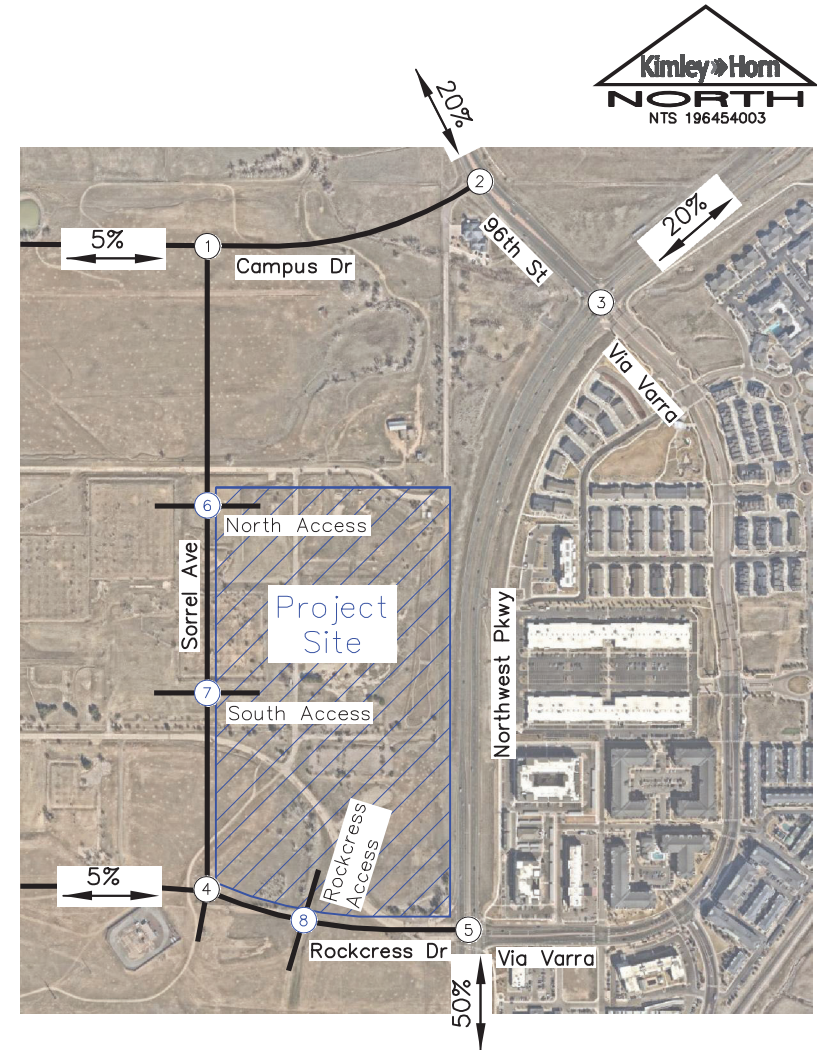
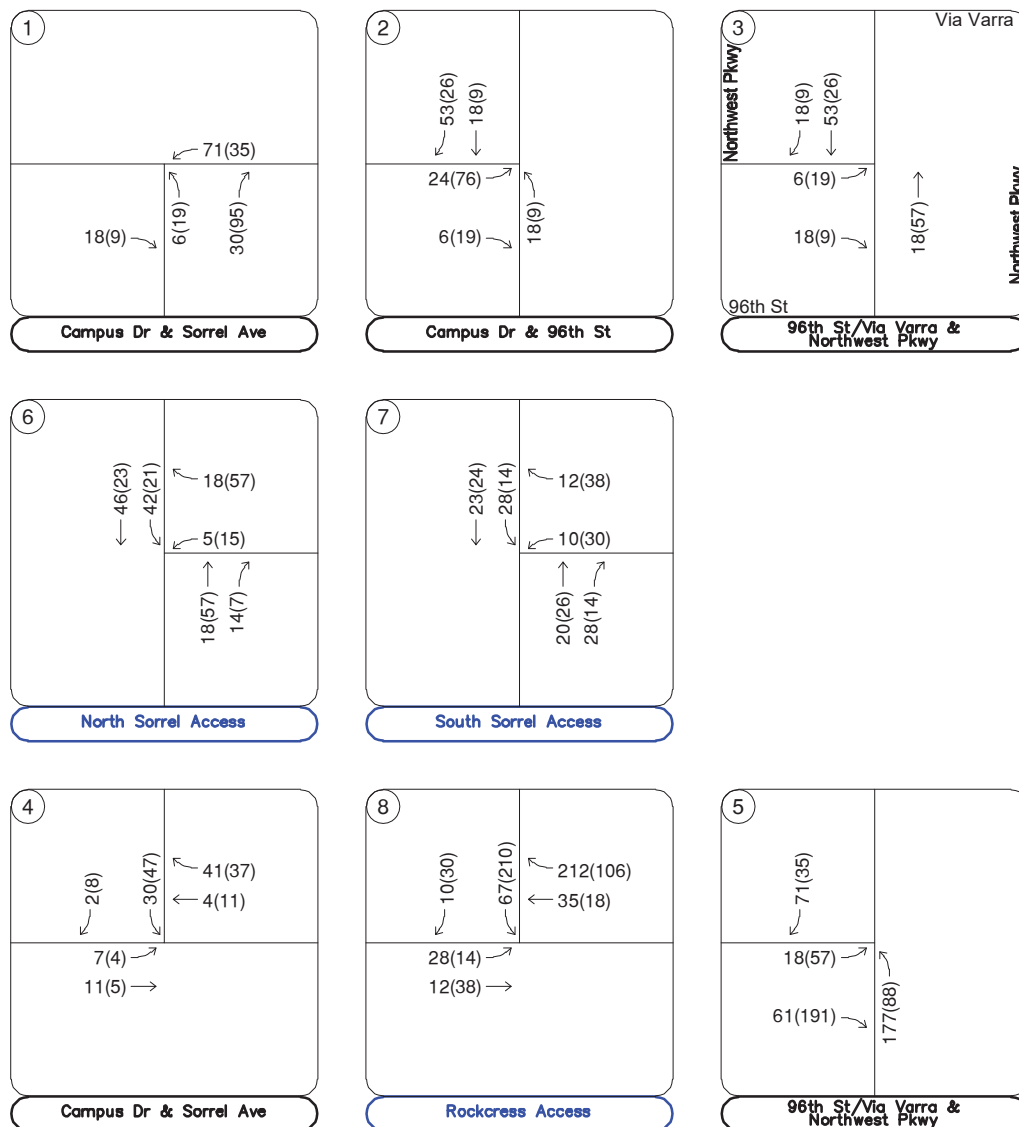


FIGURE 6
AdventHealth Louisville
Louisville, Colorado
Project Trip Distribution





LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- xxx(XXX) Weekday AM(PM)
- Peak Hour Traffic Volumes
- xx,x00 Estimated Daily Traffic Volume

FIGURE 7
 AdventHealth Louisville
 Louisville, Colorado
 2030 Project Traffic Assignment

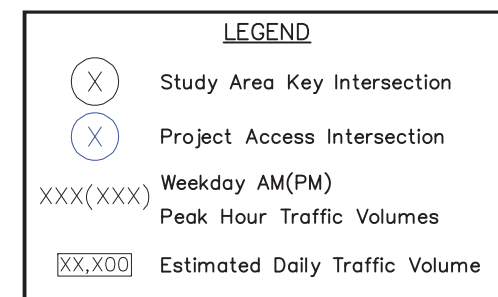
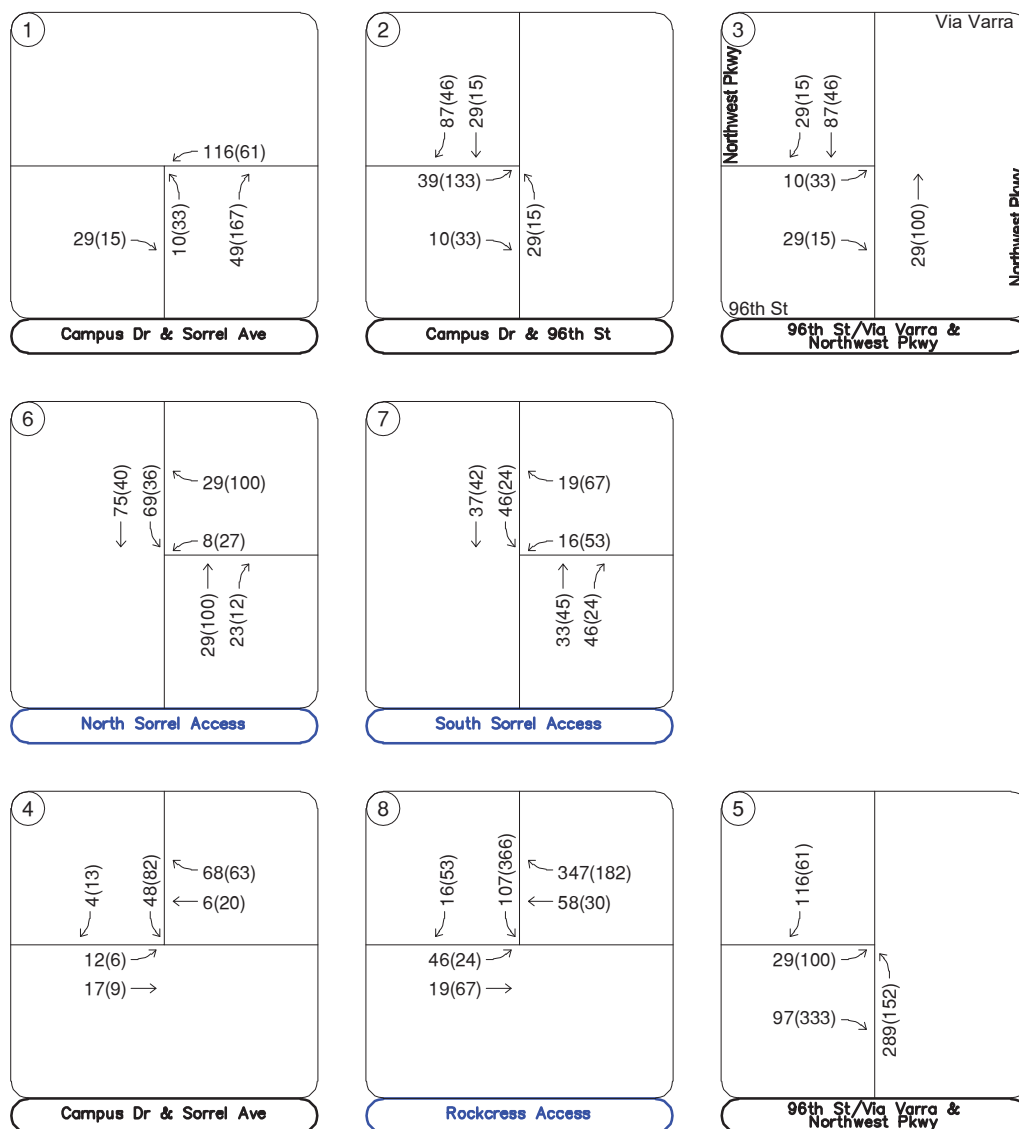


FIGURE 8
 AdventHealth Louisville
 Louisville, Colorado
 2040 Project Traffic Assignment

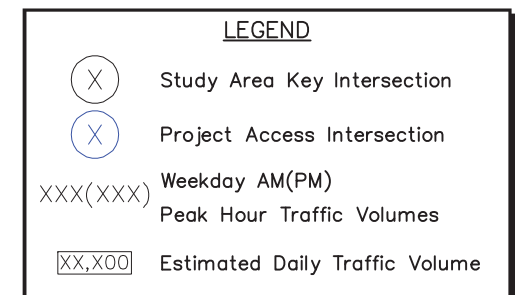
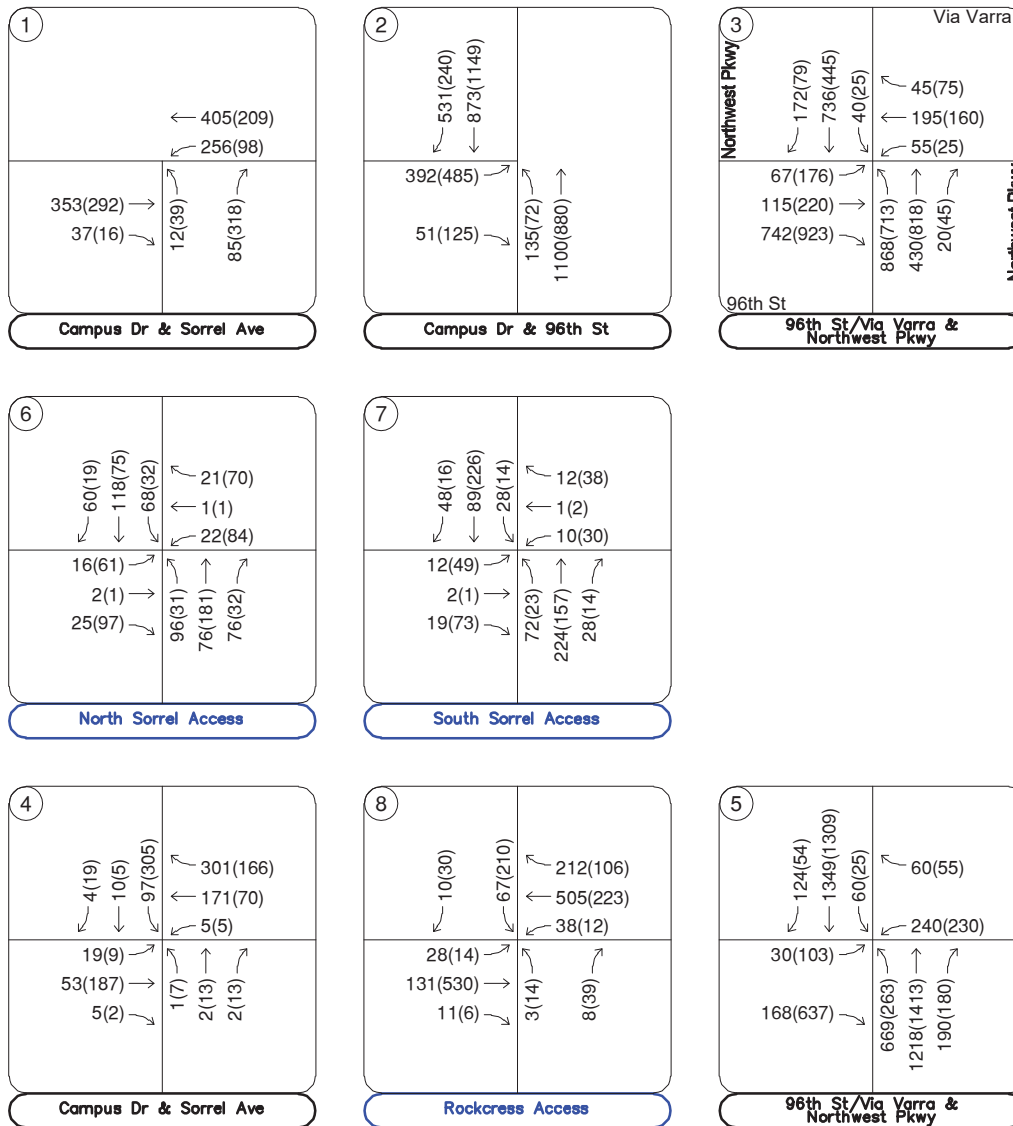


FIGURE 9
AdventHealth Louisville
Louisville, Colorado
2030 Total Traffic Volumes

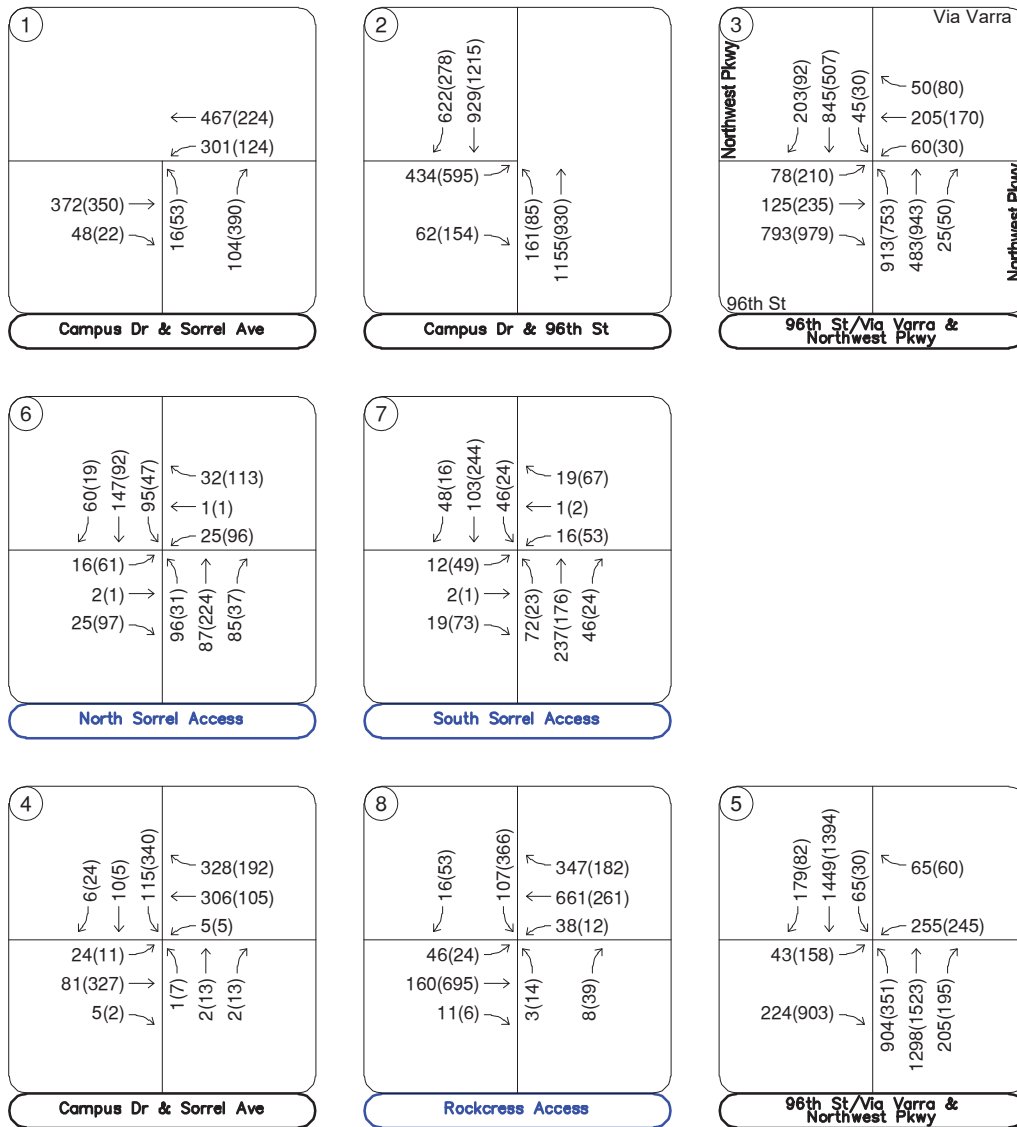
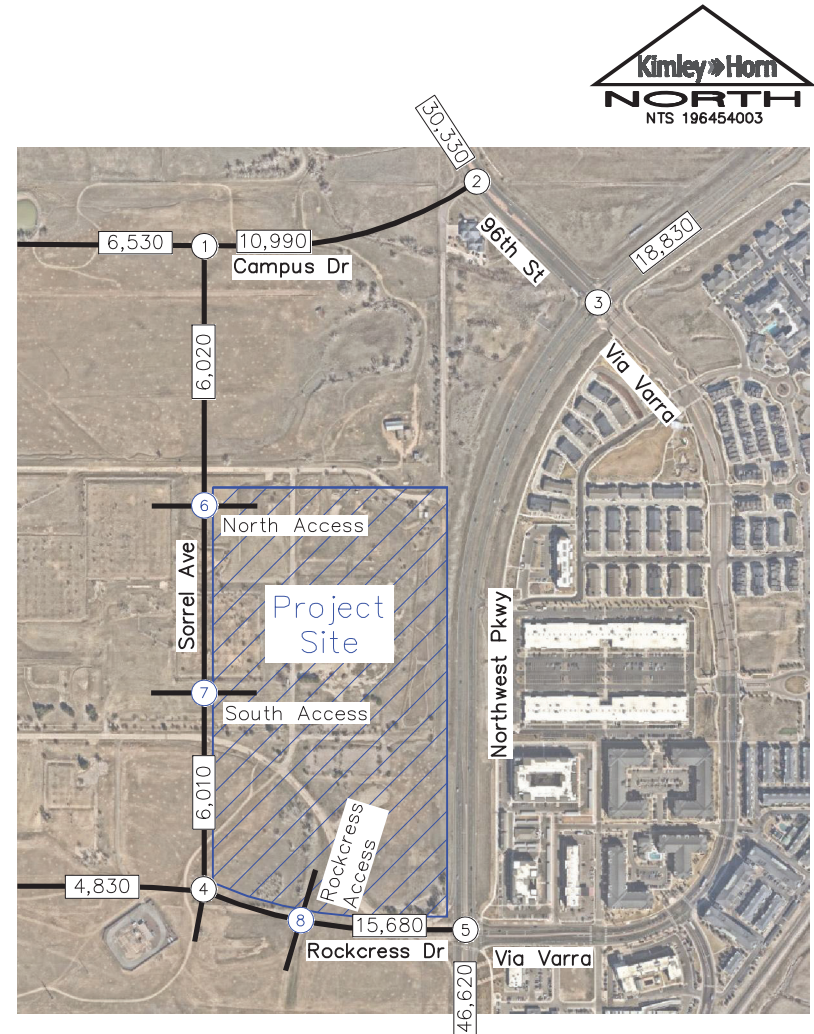


FIGURE 10
AdventHealth Louisville
Louisville, Colorado
2040 Total Traffic Volumes



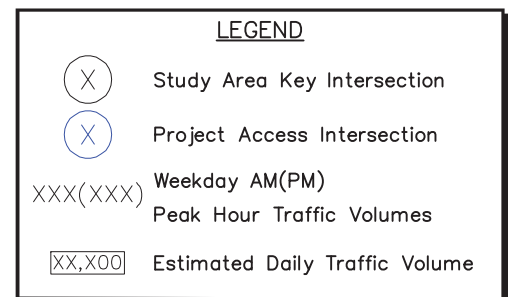
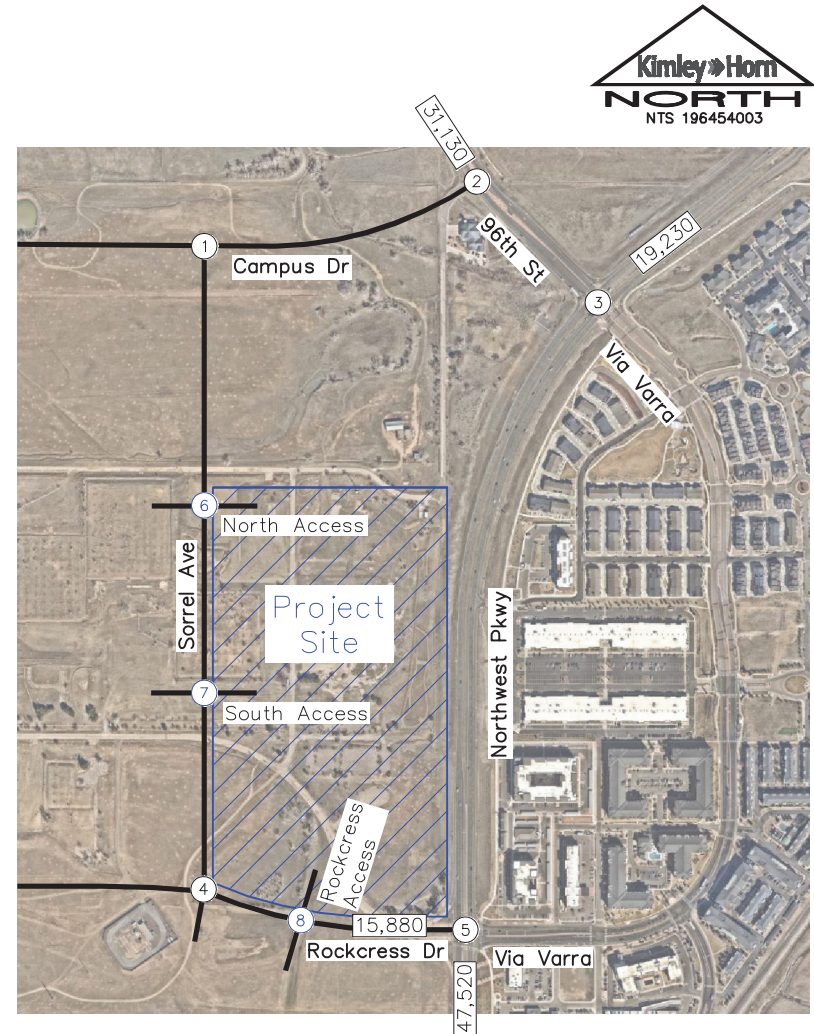
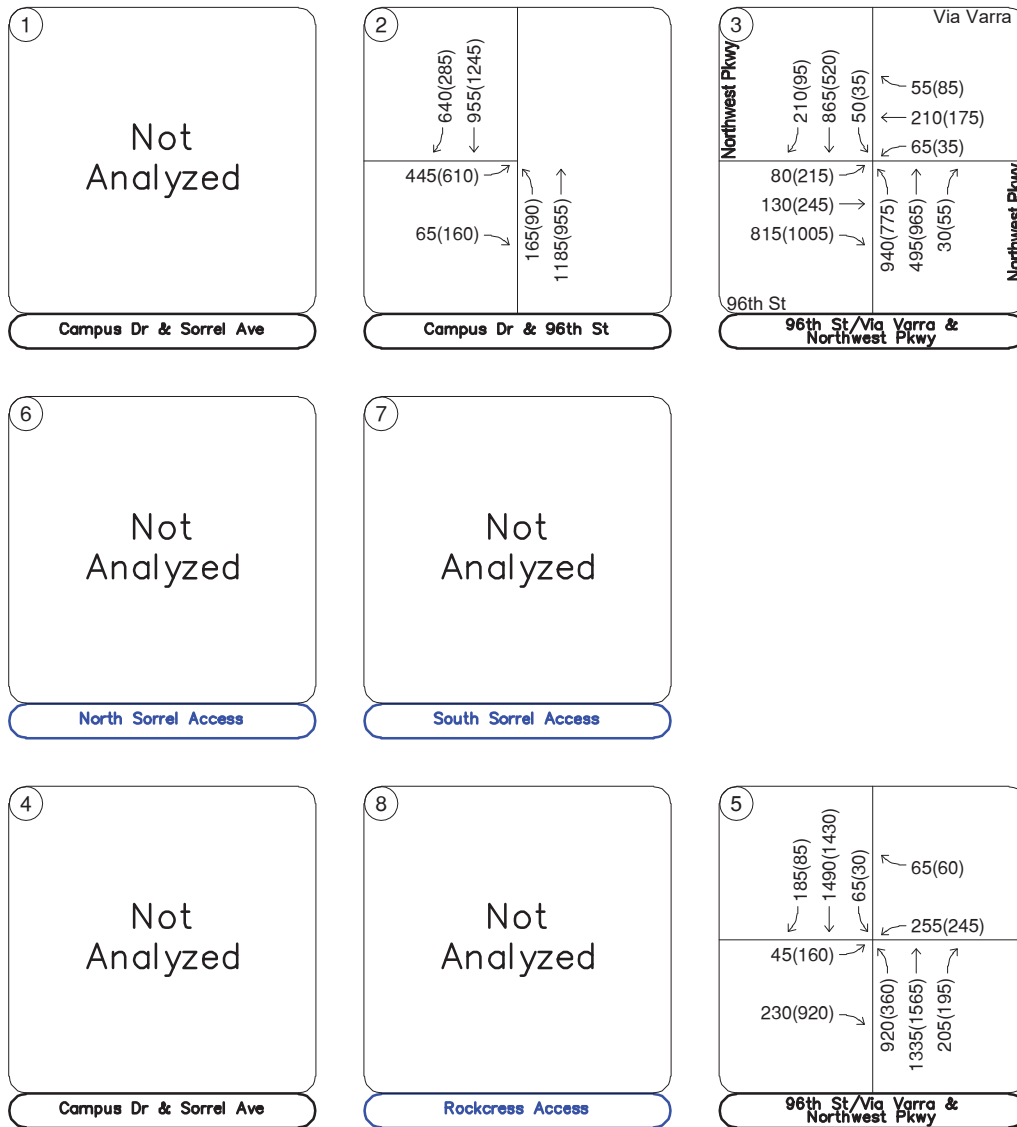


FIGURE 11
AdventHealth Louisville
Louisville, Colorado
2045 Total Traffic Volumes

5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2030, 2040, and 2045 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*².

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, standard traffic engineering practice recommends overall intersection LOS D and movement/approach LOS E as the minimum desirable thresholds for acceptable operations. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

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

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

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

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

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix E**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2**. Synchro traffic analysis software was used to analyze the signalized and unsignalized key intersections for HCM level of service.

Campus Drive & Sorrel Avenue (#1)

The Campus Drive & Sorrel Avenue (#1) intersection is proposed to be a 'T'-intersection operating with roundabout control. Based on current improvement plans, it is understood that eastbound Campus Drive will provide one shared through/right turn lane, northbound Sorrel Avenue will provide a shared left/right turn lane, while westbound Sorrel Avenue will provide one left turn lane and a separate through lane. The intersection is anticipated to operate acceptably at LOS A in this configuration through the 2040 horizon with the addition of project traffic. **Table 3** provides the results of the LOS analysis conducted at this intersection.

Table 3 – Campus Drive & Sorrel Avenue (#1) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2030 Background – Overall	5.7	A	5.1	A
Eastbound Approach	7.0	A	5.1	A
Westbound Approach	4.9	A	3.8	A
Northbound Approach	4.6	A	6.4	A
2030 Total – Overall	6.1	A	5.9	A
Eastbound Approach	8.2	A	5.5	A
Westbound Approach	5.0	A	3.8	A
Northbound Approach	5.1	A	8.1	A
2040 Background – Overall	6.0	A	5.4	A
Eastbound Approach	7.3	A	5.7	A
Westbound Approach	5.3	A	3.9	A
Northbound Approach	4.7	A	7.0	A
2040 Total – Overall	6.7	A	7.4	A
Eastbound Approach	9.4	A	6.4	A
Westbound Approach	5.5	A	4.0	A
Northbound Approach	5.1	A	10.9	B

Campus Drive & 96th Street (#2)

The future Campus Drive & 96th Street 'T'-intersection is understood to be signalized by the 2030 horizon with development of other land uses in the overall Redtail Ridge area. Based on proposed construction from the improvement plans, it is understood that dual northbound left turn lanes and three through lanes will be provided at full buildout along 96th Street. However, to be conservative in this study, it was assumed that by 2030, the northbound approach would provide one left turn lane and two through lanes. The eastbound Campus Drive approach is proposed to provide dual left turn lanes and a right turn lane, while southbound 96th Street is proposed to provide two through lanes and a right turn lane. By the 2040 horizon, it was assumed that the improvement plans for dual northbound left turn lanes and three northbound through lanes would be provided. **Table 4** provides the results of the LOS analysis conducted at this intersection with these improvements. As shown, the intersection is anticipated to operate acceptably at LOS C or better during the studied peak hours throughout 2045 with the anticipated improvements.

Table 4 – Campus Drive & 96th Street (#2) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2030 Background	14.3	B	21.2	C
2030 Total	15.2	B	22.9	C
2040 Background ¹	21.5	C	22.1	C
2040 Total ¹	24.3	C	25.8	C
2045 Total ¹	29.0	C	29.3	C

¹Dual NBL Turn Lanes and Three NBT Lanes

96th Street/Via Varra & Northwest Parkway (#3)

The 96th Street/Via Varra & Northwest Parkway (#3) intersection is signalized and operates with protected-only left turn phasing on all four approaches to the intersection. According to currently proposed improvement plans for this intersection, it is understood that the northbound dual left turn lanes on Northwest Parkway and dual eastbound left turn lanes on 96th Street will both be improved to provide triple left turn lanes. As such, this would require three receiving lanes on both westbound 96th Street to the west of Northwest Parkway as well as northbound Northwest Parkway to the north of 96th Street. However, to be conservative, it was assumed that this improvement would not be completed until the 2040 full buildout horizon to assess the intersection operation under 2030 Phase 1 conditions if no improvements are completed by 2030. As such, the intersection operates well at LOS C with the existing configuration in 2030 and continues to operate acceptably at LOS C in 2040 and 2045 with the proposed improvements. **Table 5** provides the results of the LOS analysis conducted at this intersection.

Table 5 – 96th Street/Via Varra & Northwest Parkway (#3) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2030 Background	29.0	C	29.3	C
2030 Total	29.9	C	29.6	C
2040 Background ¹	28.5	C	22.3	C
2040 Total ¹	29.3	C	22.4	C
2045 Total ¹	29.7	C	22.7	C

¹Dual NBL Turn Lanes and Three NBT Lanes

Rockcress Drive & Sorrel Avenue (#4)

The Rockcress Drive & Sorrel Avenue (#4) intersection is proposed to be constructed a four-leg single-lane roundabout. The northbound, southbound, and eastbound approaches would all provide one lane for shared turning movements while the westbound approach would provide one left/through lane and a right turn only lane. The south leg of the roundabout is anticipated to serve as an access into a future development to the south of Rockcress Drive. In this proposed configuration, the intersection is anticipated to operate at an acceptable level of service A through the 2040 horizon with the addition of project traffic. **Table 6** provides the results of the LOS analysis at this intersection.

Table 6 – Rockcress & Sorrel Avenue (#4) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2030 Background – Overall	4.0	A	4.7	A
Eastbound Approach	3.3	A	5.5	A
Westbound Approach	4.1	A	3.3	A
Northbound Approach	3.0	A	4.8	A
Southbound Approach	3.9	A	5.0	A
2030 Total – Overall	4.2	A	5.1	A
Eastbound Approach	3.6	A	6.0	A
Westbound Approach	4.3	A	3.6	A
Northbound Approach	3.2	A	5.1	A
Southbound Approach	4.2	A	5.6	A
2040 Background – Overall	4.4	A	5.5	A
Eastbound Approach	3.5	A	7.3	A
Westbound Approach	4.5	A	3.4	A
Northbound Approach	3.1	A	5.6	A
Southbound Approach	4.5	A	5.2	A
2040 Total – Overall	4.8	A	6.3	A
Eastbound Approach	4.0	A	8.6	A
Westbound Approach	4.9	A	3.7	A
Northbound Approach	3.4	A	6.3	A
Southbound Approach	5.2	A	6.3	A

Rockcress Drive/Via Varra & Northwest Parkway (#5)

The Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection is signalized and operates with protected-only left turn phasing on all four approaches to the intersection. Based on currently proposed improvement plans and the results of the Fox Tuttle study, it is understood that the southbound Northwest Parkway approach to this intersection will provide three through lanes in the future. The results of this analysis further confirm that this improvement is anticipated to be needed in the future. However, to be conservative, it was assumed that the intersection would remain in its current configuration through the 2030 horizon and that the third southbound through lane would not be implemented until the 2040 horizon. In 2030, the intersection is anticipated to operate acceptably at LOS B during the peak hours with the existing configuration and control. Based on these proposed improvements, the intersection is anticipated to operate at an acceptable level of service through the 2045 horizon with the addition of project traffic. **Table 7** provides the results of the LOS analysis conducted at this intersection.

Table 7 – Rockcress Drive/Via Varra & Northwest Parkway (#5) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2030 Background	19.9	B	16.2	B
2030 Total	28.8	C	18.2	B
2040 Background ¹	29.0	C	16.6	B
2040 Total ¹	31.8	C	29.8	C
2045 Total ¹	32.9	C	31.1	C

¹Three SBT lanes

Project Accesses

With completion of the project, a full movement access is proposed along the north side of Rockcress Drive, approximately 775 feet west of the Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection, measured center to center. Two full movement accesses are also proposed along Sorrel Avenue, both of which are anticipated to align with future accesses to other developments to the west of Sorrel Avenue. A third access along Sorrel Avenue may be desired for access into the hospital—located between Rockcress Drive and the South Sorrel Access (#7). However, if constructed, this access would be designated for emergency vehicle access only.

Sorrel Avenue Accesses (#6 and #7)

Two additional full movement accesses are proposed along the east side of Sorrel Avenue. These accesses are anticipated to align with two accesses to the west of Sorrel Avenue that will serve other developments. At both access intersection locations, the northbound and southbound approaches are recommended to provide a left turn lane and a shared through/right turn lane, while the eastbound/westbound minor street access approaches would operate with stop control and one lane for shared left/through/right turning movements. R1-1 “STOP” signs should be posted on the minor street eastbound/westbound approaches to Sorrel Avenue at both access locations.

Rockcress Drive Access (#8)

The Rockcress Drive Access (#8) is anticipated to align with a future south leg for a development south of Rockcress Drive. This access is anticipated to serve as a primary entrance to the development. In the 2030 Phase 1 horizon, the intersection movements are anticipated to operate acceptably under stop control; only with full buildout traffic volumes by the 2040 horizon is a signal anticipated to be needed at this intersection. A signal warrant analysis was completed for this intersection, which is included in **Appendix E**. As such, this access is proposed to operate under stop control with R1-1 “STOP” signs on the exiting access approaches to the intersection. During this horizon, the eastbound and westbound Rockcress Drive approaches to this access intersection are recommended to provide a left turn lane, one through lane, and a shared through/right turn lane. The northbound approach is anticipated to require only one lane for shared left/through/right turning movements. The southbound approach exiting the hospital would be recommended to provide a left turn lane and a shared through/right turn lane during this horizon.

By the 2040 horizon and full buildout of the AdventHealth site, signalization is recommended at this access location. When full buildout is complete and signalization occurs, the southbound approach would be recommended to provide dual left turn lanes, while maintaining a shared through/right turn lane. Because this improvement is anticipated to be needed at full buildout, it would be recommended that the pavement width be allocated during Phase 1 development to allow for eventual dual southbound left turn lanes. To be conservative, this intersection was analyzed with split phase operations on the northbound/southbound approaches to the intersection because of the difference in approach lane configurations.

Table 8 provides the results of the level of service for these accesses. As shown in the table, the project access intersections are anticipated to operate at an acceptable level of service through the 2040 horizon.

Table 8 – Project Access Level of Service Results

Intersection	2030 Total				2040 Total			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Sorrel N. Access (#6)								
Northbound Left	7.8	A	7.5	A	7.9	A	7.5	A
Eastbound Approach	12.3	B	12.1	B	13.6	B	13.7	B
Westbound Approach	13.1	B	14.0	B	14.2	B	17.1	C
Southbound Left	7.7	A	7.8	A	7.8	A	7.9	A
Sorrel S. Access (#7)								
Northbound Left	7.7	A	7.8	A	7.7	A	7.9	A
Eastbound Approach	11.6	B	12.8	B	12.4	B	13.8	B
Westbound Approach	12.2	B	12.1	B	13.3	B	13.9	B
Southbound Left	7.9	A	7.6	A	8.0	A	7.7	A
Rockcress Access (#8) – Unsignalized								
Northbound Approach	9.5	A	12.5	B				
Eastbound Left	8.9	A	7.8	A				
Westbound Left	7.6	A	8.7	A	-	-	-	-
Southbound Left	19.5	C	26.8	D				
Southbound Through/Right	9.0	A	8.7	A				
Rockcress Access (#8) – Signalized	-	-	-	-	11.4	B	32.2	C

5.3 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 9** with calculations provided within the level of service operational sheets of **Appendix E** for unsignalized intersections and Error! Reference source not found. for signalized intersections. Of note, vehicle queues were assumed to be a minimum of 25 feet (approximately one vehicle).

Table 9 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length	2030 Calculated Queue (AM/PM)	2030 Recommended Length	2040/2045* Calculated Queue (AM/PM)	2040/2045* Recommended Length
Campus & 96th (#2)					
Eastbound Left	DNE	209'/247' DL	C DL	230'/305'	C DL
Eastbound Right	C	35'/50'	500'	38'/77'	500'
Northbound Left	75'	25'/25'	200'	101'/65'	200' DL
Southbound Right	DNE	50'/38'	200'	59'/49'	200'
96th/Via Varra & Northwest Pkwy (#3)					
Eastbound Left	250'/375' DL	44'/94' DL	250'/375' DL	35'/78' TL	250' /250'/375' TL
Eastbound Right	375' Free	440'/459'	475' Free	467'/423'	475' Free
Westbound Left	200'/275' DL	47'/26' DL	200'/275' DL	53'/34' DL	200'/275' DL
Westbound Right	250' Free	25'/25'	250' Free	25'/25'	250' Free
Northbound Left	600'/800' DL	446'/349' DL	600'/800' DL	347'/240' TL	600' /600'/800' TL
Northbound Right	C Free	25'/25'	C Free	25'/25'	C Free
Southbound Left	550'/600' DL	25'/25' DL	550'/600' DL	28'/25' DL	550'/600' DL
Southbound Right	500' Free	25'/25'	500' Free	25'/25'	500' Free
Rockcress/Via Varra & Northwest Pkwy (#5)					
Eastbound Left	125' DL	29'/72'	400'/C DL	42'/82'	400'/C DL
Eastbound Right	Free	25'/25'	Free	25'/297'	Free
Westbound Left	250'/500'C DL	138'/127'	250'/500'C DL	147'/131'	250'/500'C DL
Northbound Left	250'/475' DL	327'/208'	250'/475' DL	414'/202'	375' /475' DL
Northbound Right	300'	26'/30'	300'	26'/38'	300'
Southbound Left	425'/650' DL	42'/25'	425'/650' DL	42'/25'	425'/650' DL
Southbound Right	500' Yield	25'/25'	500' Yield	25'/25'	500' Yield
Sorrel North Access (#6)					
Northbound Left	DNE	25'/25'	150'	25'/25'	150'
Southbound Left	DNE	25'/25'	150'	25'/25'	150'
Sorrel South Access (#7)					
Northbound Left	DNE	25'/25'	150'	25'/25'	150'
Southbound Left	DNE	25'/25'	150'	25'/25'	150'
Rockcress Access (#8)					
Eastbound Left	DNE	25'/25'	150'	36'/25'	150'
Westbound Left	DNE	25'/25'	150'	25'/25'	150'
Southbound Left	DNE	25'/100'	200'	70'/193'	200' DL

DNE = Does Not Exist; C = Continuous Turn Lane; DL = Dual Left Turn Lanes; TL = Triple Left Turn Lanes; **Blue** Text = Recommendation; * = 2040 horizon year used for internal intersections (#6, 7, 8) while 2045 horizon year is used for major external intersections (#2, 3, 5)

All queues are anticipated to remain within the existing or recommended turn lane lengths through 2045. The recommended turn lane lengths provided in this table are generally based on the currently proposed construction improvement plans at the major external intersections of Campus Drive & 96th Street (#2), 96th Street/Via Varra & Northwest Parkway (#3), and Rockcress Parkway/Via Varra & Northwest Parkway (#5), where available, while the internal intersection turn lane recommendations at the project accesses are based on a minimum assumed turn lane length of 150 feet, with additional storage provided to meet expected vehicle queues.

As noted previously, to be conservative it was assumed that the northbound left turning movement at Campus Drive & 96th Street (#2) would operate from a single lane in the 2030 horizon and would not be improved to dual left turn lanes until the 2040 horizon. It was also assumed that the triple northbound left turn lanes on Northwest Parkway and triple eastbound left turn lanes on 96th Street at the 96th Street/Via Varra & Northwest Parkway (#3) would not be implemented until the 2040 horizon. There is approximately 725 feet of spacing between the Campus Drive extension and Northwest Parkway along 96th Street available for left turn lane storage. Based on the proposed dual northbound left turn lanes at Campus Drive & 96th Street (#2) intersection providing 200 feet of storage and the triple southbound left turn lanes at 96th Street/Via Varra & Northwest Parkway (#3) providing 250 to 375 feet of storage, there is space for a shared taper length of approximately 150 feet for these back-to-back left turn lanes. Vehicle queues are easily accommodated the left turn lanes at both of these locations, with the northbound dual left turn lanes at Campus Drive & 96th Street (#2) expected to have 95th percentile queues approximately 100 feet or less through the 2045 horizon, while the southbound triple left turn lanes at 96th Street/Via Varra & Northwest Parkway (#3) are expected to experience 95th percentile queues under 80 feet through the 2045 horizon.

Additionally, because the Rockcress Access (#8) is proposed to operate with two-way stop control exiting the hospital in the 2030 horizon, the southbound approach is proposed to operate with only one southbound left turn lane in this horizon. By the 2040 horizon at full buildout and with signalization of this access, the dual left turn lanes, each proposed as 200 feet in length, should be provided. Because dual southbound left turn lanes are anticipated to be needed at full buildout at the Rockcress Access (#8), it would be recommended that pavement width be provided to allow for these dual left turn lanes, and that in the 2030 short-term horizon the second left turn lane be striped out with chevron striping to restrict its use until the intersection is signalized.

Rockcress Drive is proposed to provide two through lanes eastbound and westbound between Sorrel Avenue and Northwest Parkway. The second eastbound through lane is anticipated to become a forced left turn only lane at the Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection, while a second left turn lane 400 feet in length will also be provided. There is anticipated to be approximately 700 feet of spacing available for left turn lane storage. The westbound left turn lane at the Rockcress Access (#8) is proposed to provide 150 feet in length. This leaves 150 feet of additional length available between the Rockcress Access (#8) and Northwest Parkway available for a shared taper length for these back-to-back left turn lanes. The 95th percentile queue in the eastbound dual left turn lanes at Rockcress Drive/Via Varra & Northwest Parkway (#5) is expected to be approximately 82 feet or less through the 2045 horizon, while the westbound left turn queue at the Rockcress Access (#8) is anticipated to be 25 feet or less. As such, the provided left turn storage and taper length for these turn lanes are expected to easily accommodate projected traffic volumes through the 2045 horizon.

5.4 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 12** and **Figure 13** for the 2030 and 2040 horizons, respectively. Of note, the recommendations provided in **Figure 13** are anticipated to be needed by the 2040 horizon but are expected to provide acceptable operations through the 2045 horizon. These recommendations are distinguished by improvements expected to be needed due to the hospital site versus improvements that would be expected to be constructed by others as part of the master Redtail Ridge development.

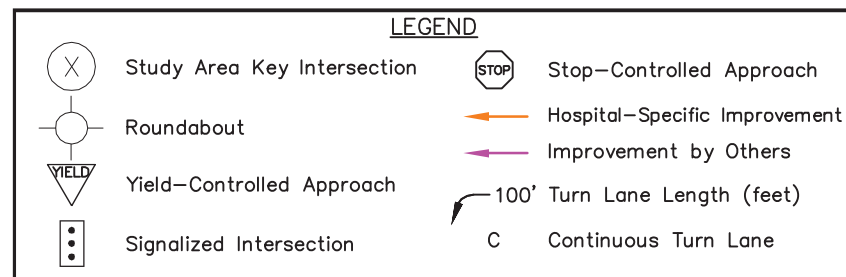
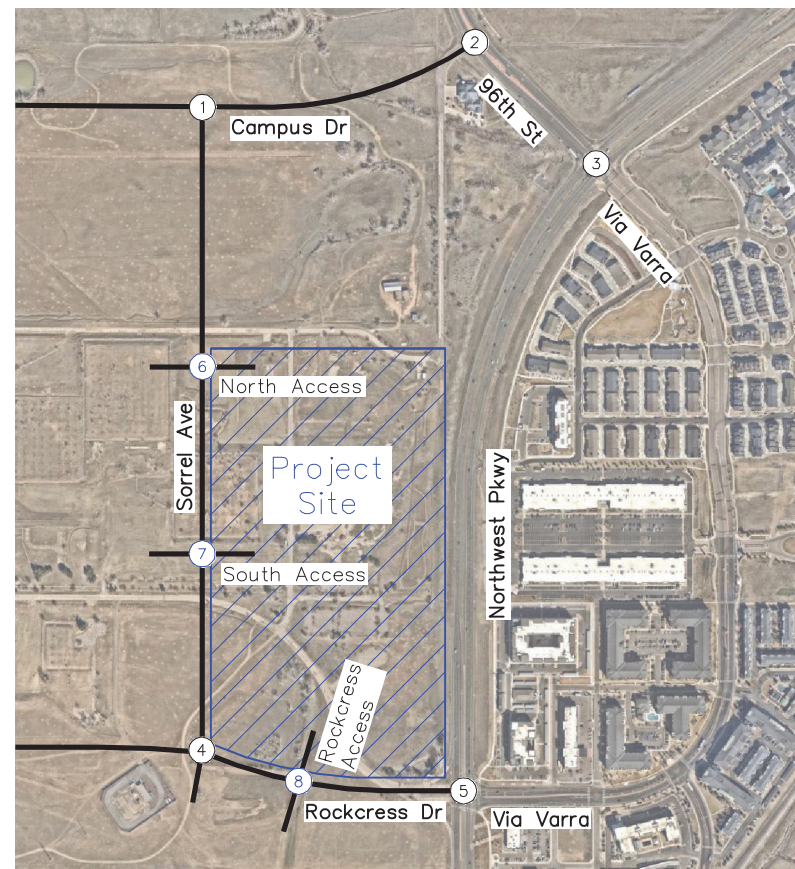
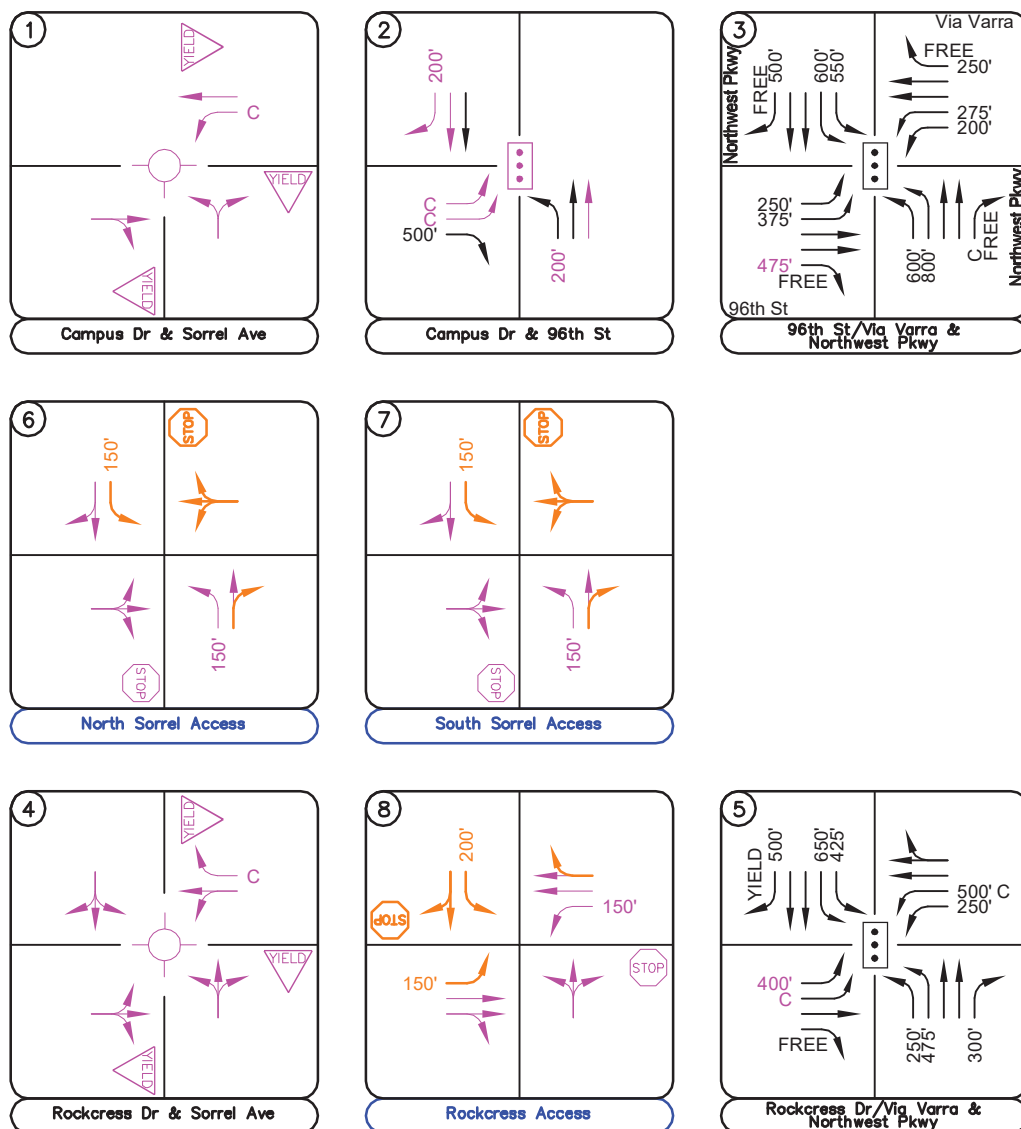


FIGURE 12
AdventHealth Louisville
Louisville, Colorado
2030 Recommended Geometry and Control

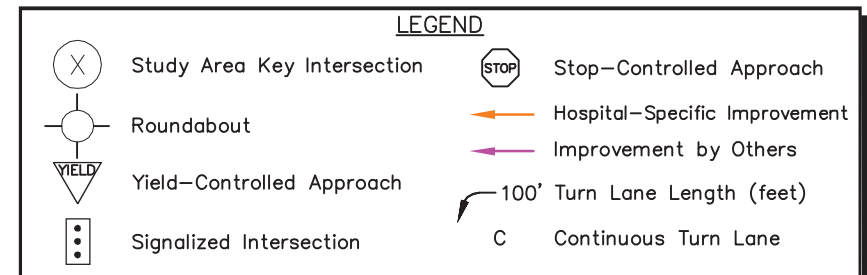
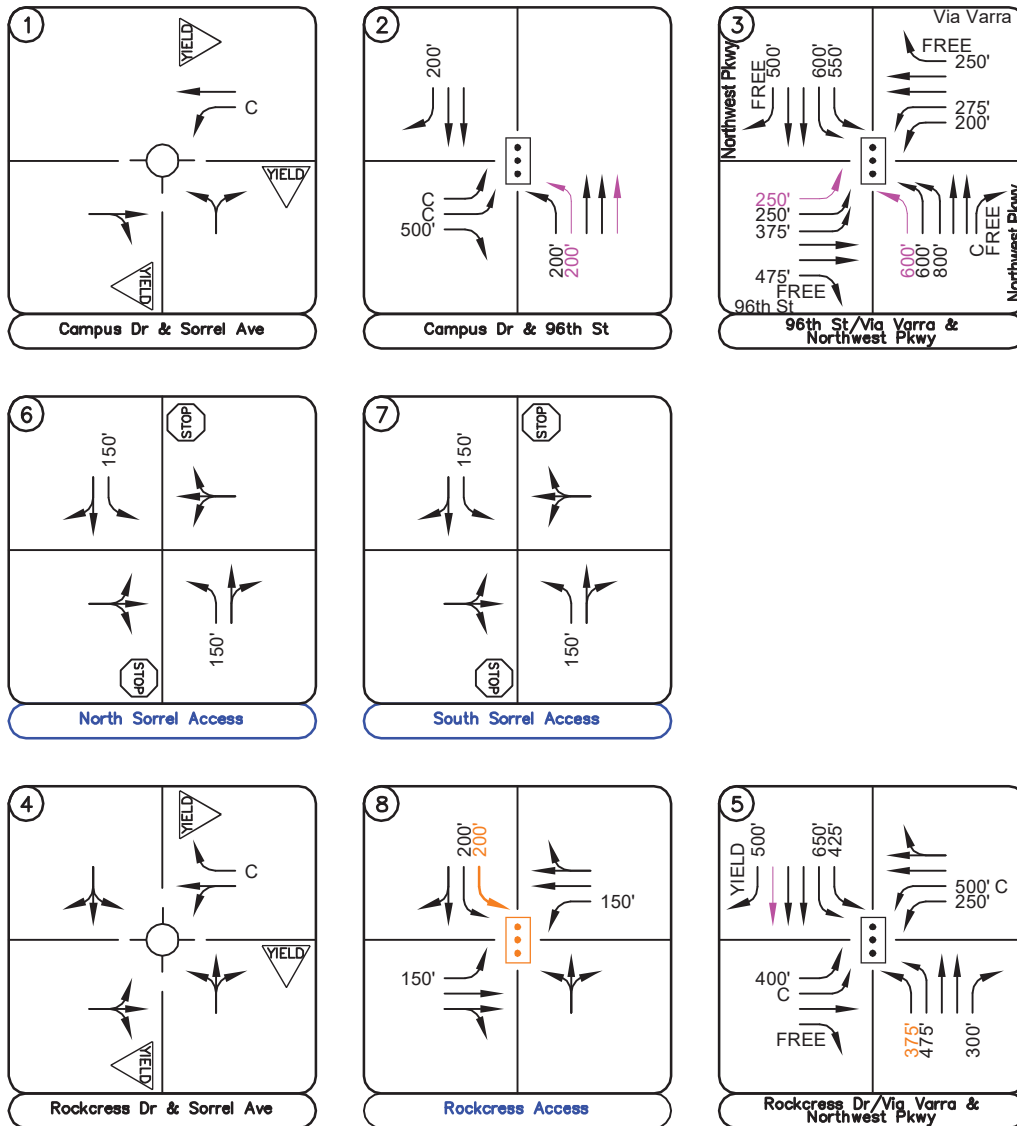


FIGURE 13
AdventHealth Louisville
Louisville, Colorado
2040 Recommended Geometry and Control

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes AdventHealth Louisville will be successfully incorporated into the existing and future roadway network. There is an existing AdventHealth hospital located at the intersection of Campus Drive and 88th Street approximately 1.25 miles to the west of this proposed site. This existing site includes approximately 400,000 square feet of hospital/medical office building uses and is approved with an expansion of an addition 350,000 square feet to include up to 750,000 square feet at full buildout. The currently proposed AdventHealth site within the Redtail Ridge development area is expected to include up to 799,600 square feet of hospital/medical office building uses. As such, this increase of 49,600 square feet of additional uses with relocation of the existing hospital with approved expansion to the new site is expected to result in approximately 658 additional weekday daily trips, with 47 more trips during the morning peak hour and 61 more trips during the afternoon peak hour compared to the traffic the existing site could generate. This results in approximately one additional vehicle every 75 seconds during the morning peak hour and one additional vehicle every minute (60 seconds) during the afternoon peak hour on the surrounding street network compared to the existing project site. This study assessed the additional improvements that could be needed due to the additional square footage of this proposed site, and any vehicle rerouting that could occur with the site being located further to the east. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following recommendations:

2030 Recommendations

- The Campus Drive & Sorrel Avenue (#1) intersection is anticipated to be constructed prior to AdventHealth Louisville construction. Based on currently proposed construction plans, it will be a 'T'-roundabout controlled intersection, with eastbound Campus Drive operating with a shared through/right turn lane, westbound Campus Drive providing separate left and through lanes, and the northbound Sorrel Avenue approach providing one lane for shared left/right turning movements. R1-2 "YIELD" signs should be posted on all three approaches to the roundabout.
- The Campus Drive & 96th Street (#2) intersection is anticipated to become a signalized 'T'-intersection with full movements allowed by the 2030 horizon prior to AdventHealth construction. For purposes of this study, the eastbound Campus Drive approach was based

on the proposed construction plans, which would have dual continuous eastbound left turn lanes and a separate right turn lane approximately 500 feet in length. The northbound 96th Street approach was conservatively assumed to provide a single 200-foot left turn lane and two through lanes in this horizon. However, at full buildout based on construction plans, it is anticipated to provide dual left turn lanes and three through lanes northbound. The southbound 96th Street approach should provide two through lanes and a 200-foot right turn lane.

- The 96th Street/Via Varra & Northwest Parkway (#3) intersection may require extension of the eastbound right turn lane from 375 feet to approximately 475 feet by this horizon to meet expected vehicle queues. However, if not improved, it is believed any additional vehicles can safely queue in the southernmost eastbound through lane if these queues are experienced.
- The future Rockcress Drive & Sorrel Avenue (#4) is proposed to be constructed as a four-leg single-lane roundabout prior to AdventHealth construction. The eastbound, northbound, and southbound approaches are all expected to provide one approach lane for shared left/through/right turning movements, while the westbound approach would provide a shared left/through lane and a separate right turn lane. Each approach should provide R1-2 “YIELD” signs on approach to the intersection.
- The Rockcress Drive/Via Varra & Northwest Parkway (#5) intersection is expected to be improved on the eastbound approach to the intersection with dual left turn lanes, one of which would provide 400 feet in length while the other would be a continuous turn lane. These improvements are based on the currently proposed improvement plans. Although it is understood that three southbound through lanes are eventually proposed at this intersection, it was conservatively analyzed with the existing two southbound through lanes during this horizon.
- Two full movement accesses are proposed along the east side of Sorrel Avenue, to align with two proposed accesses on the west side of Sorrel Avenue. R1-1 “STOP” signs are proposed on the eastbound and westbound approaches to Sorrel Avenue at both accesses. These accesses should operate well with one approach lane for shared left/through/right turning movements. The northbound and southbound approaches of Sorrel Avenue to both accesses are recommended to provide 150-foot left turn lanes and shared through/right turn lanes.
- The primary access into the proposed site is anticipated to be along Rockcress Drive, approximately 775 feet to the west of Northwest Parkway, measured center to center. This intersection is anticipated to operate well under minor street stop control through the 2030

horizon with Phase 1 construction of AdventHealth Louisville. The Rockcress Access (#8) is recommended to provide a 150-foot left turn lane, one through lane, and one shared through/right turn lane along both eastbound and westbound Rockcress Drive. The northbound approach to the intersection is anticipated to operate well with one lane for shared left/through/right turning movements while the southbound approach exiting the hospital should provide a 200-foot left turn lane and a separate through/right lane. Of note, dual southbound left turn lanes are recommended at this access at full buildout and as such, it is recommended that pavement width be provided for the future second left turn lane, but that it be striped out with chevron striping to allow only one southbound left turn lane until full buildout of the hospital site. During this horizon, R1-1 "STOP" signs should be posted on the northbound and southbound approaches.

2040 & 2045 Recommendations

- By the 2040 horizon, it was assumed that the Campus Drive & 96th Street (#2) intersection would provide dual northbound left turn lanes 200 feet in length while a third northbound through lane would also be provided. This third northbound through lane would provide the third required receiving lane for the proposed triple northbound left turn lanes at Northwest Parkway just to the southeast.
- The 96th Street/Via Varra & Northwest Parkway (#3) intersection is anticipated to provide triple northbound left turn lanes on Northwest Parkway and triple eastbound left turn lanes on 96th Street based on proposed improvement plans. For purposes of this study, the third northbound left turn lane was assumed to provide 600 feet in length while the third eastbound left turn was assumed to provide 250 feet in length. It should be noted the third eastbound left turn lane will require three receiving lanes on Northwest Parkway to the north of this intersection.
- The Rockcress Parkway/Via Varra & Northwest Parkway (#5) intersection should provide three southbound through lanes by this horizon. To meet expected vehicle queues, the inner northbound left turn lane may need to be extended from 250 feet to 375 feet to meet expected vehicle queues. It is believed this northbound left turn lane extension can be accomplished with minor median reconstruction.
- With full buildout of the AdventHealth site, the Rockcress Access (#8) is recommended to be signalized and is expected to meet warrants for signalization. When signalized, the



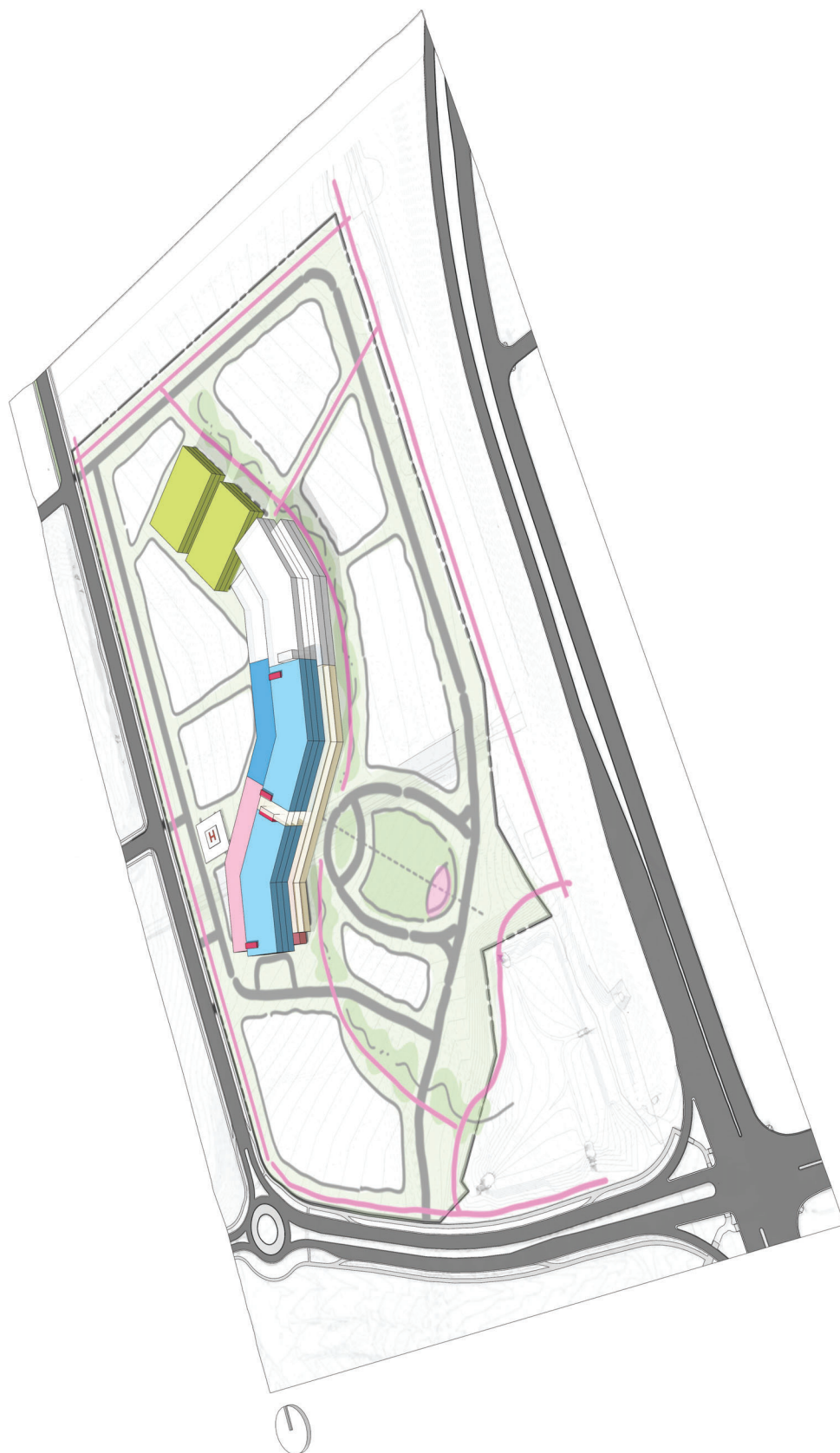
southbound approach exiting the hospital is recommended to be improved to provide dual left turn lanes 200 feet in length.

- Each of these improvements is anticipated to operate acceptably through the 2045 horizon.

General Recommendations

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

Appendix A: Conceptual Site Plan



Appendix B: Fox Tuttle Study Documents

Redtail Ridge

Traffic and Mobility Study



Updated Date: July 30, 2024



Submitted To:

Sterling Bay
5910 Pacific Center Blvd, Suite 200
San Diego, CA 92121

Submitted By:

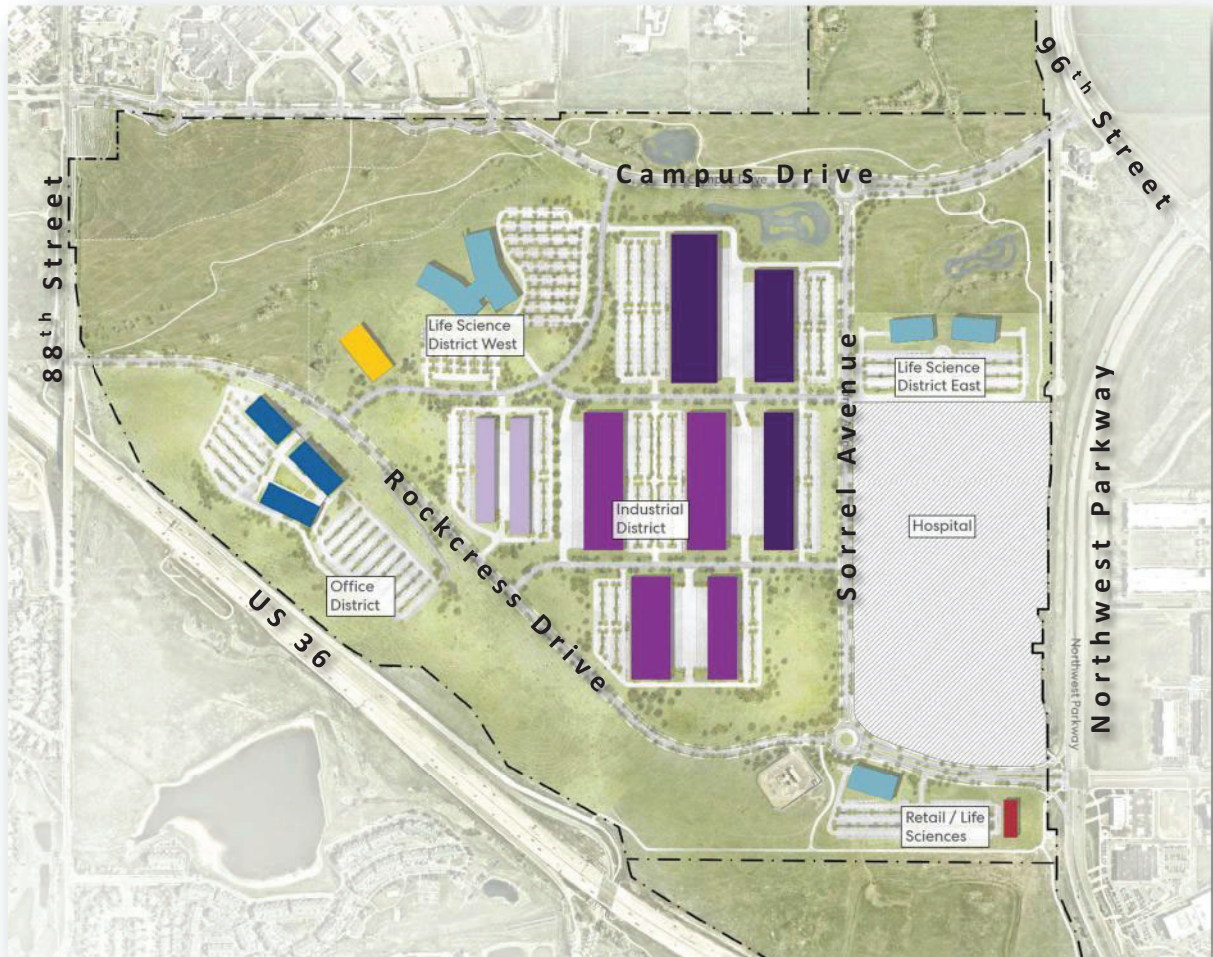
Fox Tuttle Transportation Group, LLC
1580 Logan Street, 6th Floor
Denver, CO 80203

FOX TUTTLE

2.0 Project Description

A concept showing the preliminary proposed internal roadway network, proposed access to the external network, and the development areas is provided in **Figure 2**.

Figure 2. Proposed Land Use and Internal Roadways



While subject to change, the proposed land use type/size and estimated timeframe for when each phase will be completed and fully occupied is summarized below in **Table 1**:

Table 1. Summary of Land Uses and Sizes by Phase

Land Use Type	Phase 1 By Year 2025	Phase 2 By Year 2030	Phase 3 By Year 2035	Total
Industrial	509,260 sq. ft.	118,800 sq. ft.	-	628,060 sq. ft.
Life Science & Amenity Bldg.	300,000 sq. ft.	-	-	300,000 sq. ft.
Good Manufacturing Practice (GMP)	598,940 sq. ft.	-	-	598,940 sq. ft.
General Office	-	90,000 sq. ft.	270,000 sq. ft.	360,000 sq. ft.
Research and Development Center	-	264,000 sq. ft.	-	264,000 sq. ft.
Retail Services	-	14,000 sq. ft.	-	14,000 sq. ft.
Hospital	-	285,000 sq. ft.	-	285,000 sq. ft.
Medical/Dental Office	-	150,000 sq. ft.	-	150,000 sq. ft.
Total	1,408,200 sq. ft.	921,800 sq. ft.	270,000 sq. ft.	2,600,000 sq. ft.

The Redtail Ridge project will include two (2) new east-west roadway connections between 88th Street and 96th Street/Northwest Parkway. The first phase, prior to Year 2025, will include the extension of Campus Drive from the current dead end near Monarch High School (approximately 2,200 feet east of S. 88th Street) to 96th Street. This new connection will serve traffic generated by the proposed development, as well as existing traffic currently traveling along 88th Street and Dillon Road. The existing intersection of 88th Street/Campus Drive is full-movement and signalized. With the Campus Drive extension, a new full-movement signalized intersection is proposed on S. 96th Street at the northeast corner of the site, which will be near where Old 96th Street/Disc Drive currently intersects as a 3/4 movement access.

The first phase will also include construction of Rockcross Drive from Northwest Parkway to midway in the project site, which will be extended to S. 88th Street within the second phase (prior to Year 2030). This will be an additional east-west connection through the area. The existing intersection on Northwest

As shown in **Table 11**, with the assumptions listed above, the project site is expected to generate approximately 6,663 daily, 758 AM peak hour, and 803 PM peak hour external trips by Year 2025. At full build out the project site is expected to generate approximately 21,285 daily, 1,908 AM peak hour, and 2,149 PM peak hour external trips.

Table 11. Trip Generation Summary

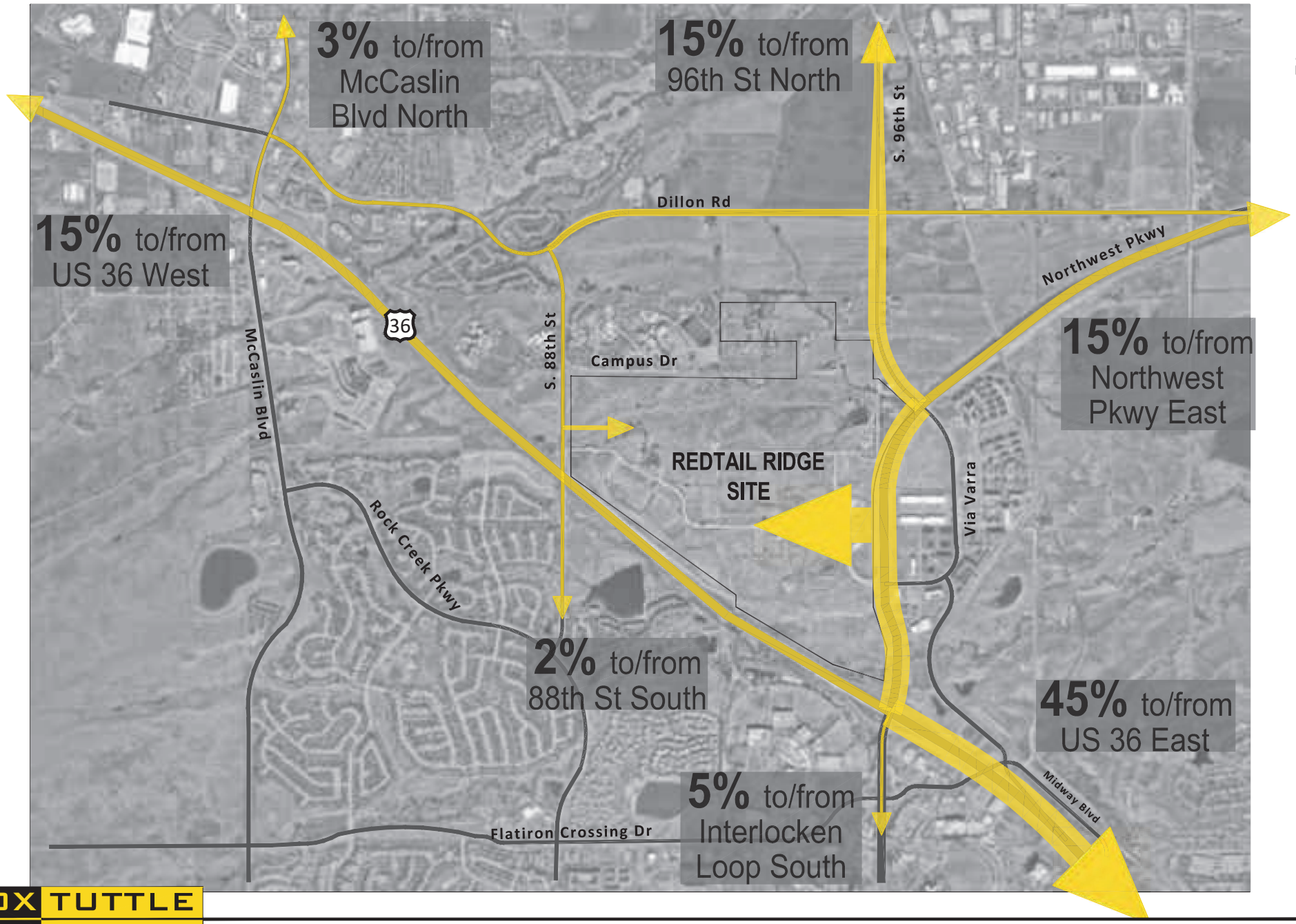
	Land Use	Size	Unit	Non-SOV	Internal Capture	Net Reduction Factor	Average Weekday Trips		Weekday AM Peak Hour Trips				Weekday PM Peak Hour Trips			
							Rate	Total	Rate	Total	In	Out	Rate	Total	In	Out
Phase 1 (2025)	#130 Industrial Park	509.26	KSF	12%	3%	85%	*	1,868	0.4	174	141	33	0.4	174	37	137
	#760 Research and Development Center (Life Science + Amenity)	300.0	KSF	12%	3%	85%	**	2,695	1.03	264	216	48	0.98	251	40	211
	#140 Manufacturing (GMP)	598.94	KSF	12%	3%	85%	*****	2,100	*****	320	243	77	0.74	378	117	261
	##### KSF Subtotal							6,663		758	600	158		803	194	609
Phase 2 (2030)	#820 Shopping Center	14.0	KSF	12%	75%	22%	37.75	116	0.94	3	2	1	3.81	12	6	6
	#130 Industrial Park	118.8	KSF	12%	3%	85%	*	877	0.4	41	33	8	0.40	41	9	32
	#710 General Office Building	90	KSF	12%	3%	85%	**	818	***	95	82	13	****	88	14	74
	#760 Research and Development Center	264.00	KSF	12%	3%	85%	**	2,397	1.03	232	190	42	0.98	221	35	186
	#610 Hospital	160.0	BEDS	12%	3%	85%	22.32	3,048	1.79	244	176	68	1.69	231	76	155
	#720 Medical-Dental Office Bldg	150.0	KSF	12%	3%	85%	36.00	4,609	***	296	234	62	3.93	503	151	352
	921.80 KSF Subtotal							12,037		911	717	194		1,096	291	805
Ph 3 (2040)	#710 General Office Building	270.0	KSF	12%	3%	85%	**	2,374	***	239	206	33	****	250	40	210
	270.00 KSF Subtotal							2,585		239	206	33		250	40	210
Full Buildout Total								21,285		1,908	1,523	385		2,149	525	1,624

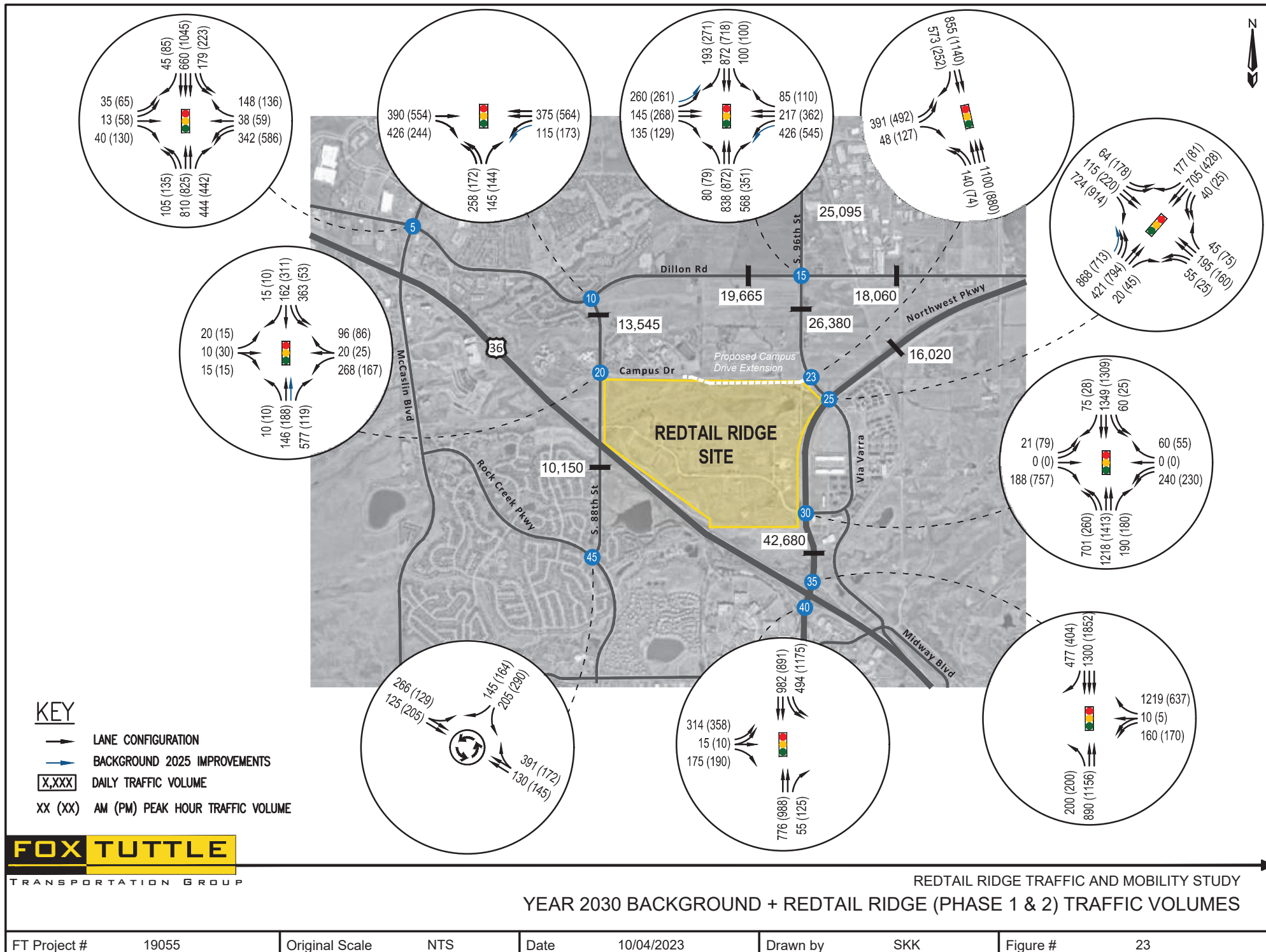
* ITE Equation: $\text{EXP}(0.52 \cdot \text{LN}(X))$ *** ITE Equation: $(0.94 \cdot X + 26.49)$ ***** ITE Equation $3.77 \cdot X + 201.98$

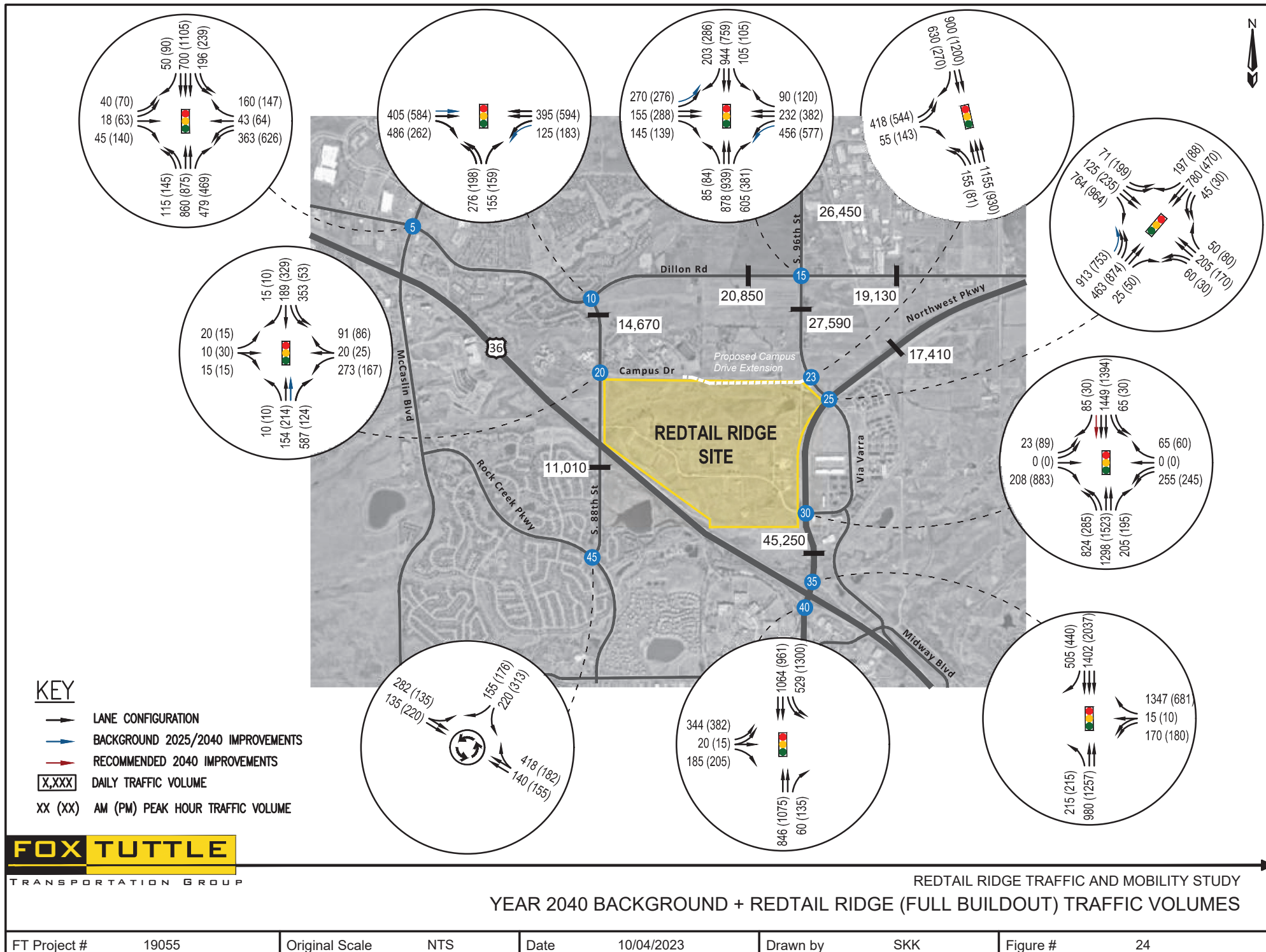
** ITE Equation: $\text{EXP}(0.97 \cdot \text{LN}(X))$ **** ITE Equation $\text{EXP}(0.95 \cdot \text{LN}(X))$ ***** ITE Equation $0.61 \cdot X + 9.54$

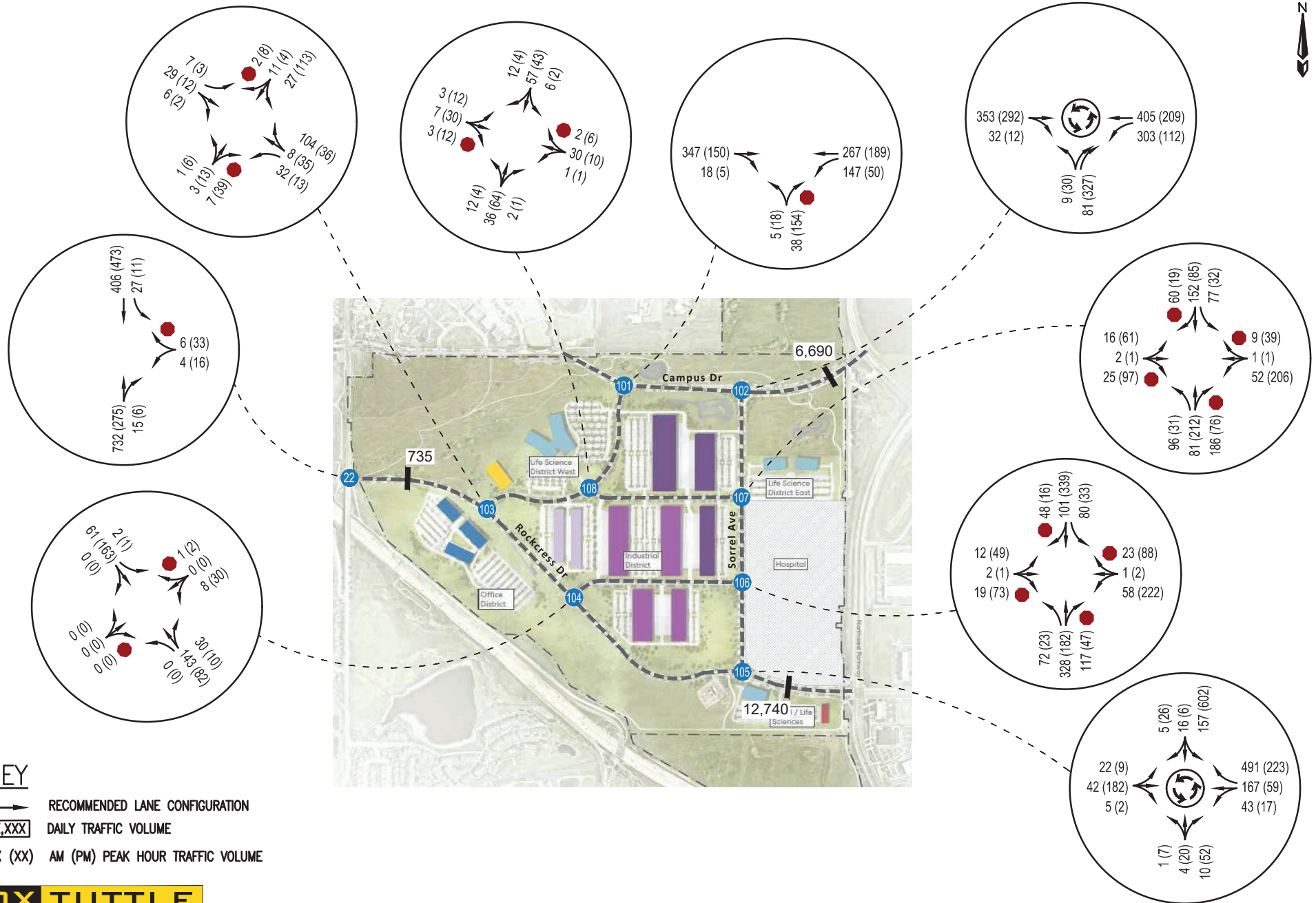
7.6 Trip Distribution and Assignment

To develop the trip distribution for the proposed development, available traffic count and travel pattern data was reviewed. The proposed land uses for the project site were also taken into consideration which suggests that traffic generated to/from the project site is expected to utilize the regional transportation system, with a smaller percent of the trips generated by the local system. Therefore, most vehicles are expected to use the regional routes (such as US 36, Northwest Parkway, and S. 96th Street to the north) and few vehicles are expected to use local roads. Travel routes/patterns were reviewed to determine how vehicles are expected to access the site and what route is likely to be fastest for vehicles to use to



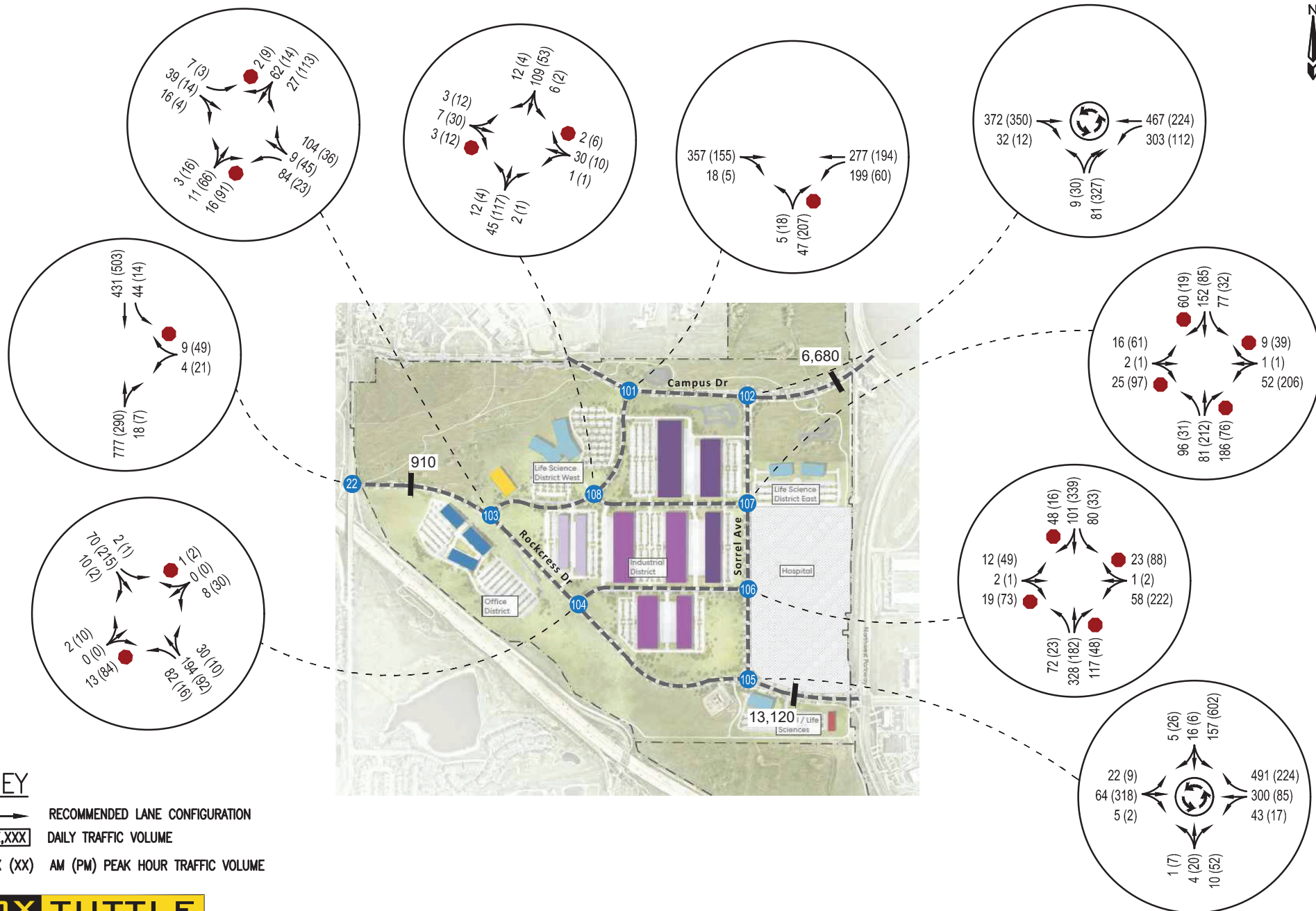






REDTAIL RIDGE TRAFFIC AND MOBILITY STUDY
YEAR 2030 BACKGROUND + REDTAIL RIDGE (PHASE 1 & 2) TRAFFIC VOLUMES [INTERNAL INTERSECTIONS]

FT Project #	19055	Original Scale	NTS	Date	07/17/2024	Drawn by	SKK	Figure #	26
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REDTAIL RIDGE TRAFFIC AND MOBILITY STUDY
YEAR 2040 BACKGROUND + REDTAIL RIDGE (FULL BUILDOUT) TRAFFIC VOLUMES [INTERNAL INTERSECTIONS]

FT Project #	19055	Original Scale	NTS	Date	07/17/2024	Drawn by	SKK	Figure #	27
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Appendix C: Trip Generation Worksheets

AdventHealth Louisville Trip Generation - 2030 Horizon

Land Use	Size	Unit	Non-SOV	Internal Capture	Net Reduction Factor	Average Weekday Trips		Weekday AM Peak Hour Trips				Weekday PM Peak Hour Trips			
						Rate	Total	Rate	Total	In	Out	Rate	Total	In	Out
Hospital (ITE 610)	200	Beds	12%	3%	85%	22.32	3,810	1.79	306	220	86	1.69	289	95	193
Medical-Dental Office Bldg (ITE 720)	80	KSF	12%	3%	85%	36.00	2,458	*	168	133	35	3.93	268	81	188
TOTAL							6,269		474	353	121		557	176	381

* ITE Equation $\ln(T) = (0.90 \ln(X) + 1.34)$

AdventHealth Louisville Trip Generation - Full Buildout (2040 Horizon)

Land Use	Size	Unit	Non-SOV	Internal Capture	Net Reduction Factor	Average Weekday Trips		Weekday AM Peak Hour Trips				Weekday PM Peak Hour Trips			
						Rate	Total	Rate	Total	In	Out	Rate	Total	In	Out
Hospital (ITE 610)	300	Beds	12%	3%	85%	22.32	5,716	1.79	458	330	128	1.69	433	143	290
Medical-Dental Office Bldg (ITE 720)	160	KSF	12%	3%	85%	36.00	4,917	*	314	248	66	3.93	537	161	376
TOTAL							10,632		772	578	194		970	304	666

* ITE Equation $\ln(T) = (0.90 \ln(X) + 1.34)$

These methods of trip generation calculations are consistent with the methods used in the Redtail Ridge Master Traffic Study. To be consistent with that study, as the hospital site is within the master study area, the rates/equations and trip generation adjustments used in the master study are used in this analysis.



Appendix D: Intersection Analysis Worksheets

Intersection				
Intersection Delay, s/veh	5.7			
Intersection LOS	A			
Approach	EB	WB	NB	
Entry Lanes	1	2	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	405	641	67	
Demand Flow Rate, veh/h	413	654	68	
Vehicles Circulating, veh/h	205	7	392	
Vehicles Exiting, veh/h	456	453	226	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	7.0	4.9	4.6	
Approach LOS	A	A	A	
Lane	Left	Left	Right	Left
Designated Moves	TR	L	TR	LR
Assumed Moves	TR	L	TR	LR
RT Channelized				
Lane Util	1.000	0.313	0.687	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
A (Intercept)	1380	1420	1420	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3
Entry Flow, veh/h	413	205	449	68
Cap Entry Lane, veh/h	1120	1411	1411	925
Entry HV Adj Factor	0.981	0.980	0.980	0.985
Flow Entry, veh/h	405	201	440	67
Cap Entry, veh/h	1099	1384	1383	912
V/C Ratio	0.369	0.145	0.318	0.074
Control Delay, s/veh	7.0	3.8	5.4	4.6
LOS	A	A	A	A
95th %tile Queue, veh	2	1	1	0

Intersection				
Intersection Delay, s/veh	5.1			
Intersection LOS	A			
Approach	EB	WB	NB	
Entry Lanes	1	2	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	325	295	264	
Demand Flow Rate, veh/h	331	301	269	
Vehicles Circulating, veh/h	69	22	323	
Vehicles Exiting, veh/h	254	570	77	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	5.1	3.8	6.4	
Approach LOS	A	A	A	
Lane	Left	Left	Right	Left
Designated Moves	TR	L	TR	LR
Assumed Moves	TR	L	TR	LR
RT Channelized				
Lane Util	1.000	0.229	0.771	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
A (Intercept)	1380	1420	1420	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3
Entry Flow, veh/h	331	69	232	269
Cap Entry Lane, veh/h	1286	1392	1392	993
Entry HV Adj Factor	0.981	0.986	0.980	0.981
Flow Entry, veh/h	325	68	227	264
Cap Entry, veh/h	1261	1372	1365	974
V/C Ratio	0.257	0.050	0.167	0.271
Control Delay, s/veh	5.1	3.0	4.0	6.4
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Intersection				
Intersection Delay, s/veh	6.1			
Intersection LOS	A			
Approach	EB	WB	NB	
Entry Lanes	1	2	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	424	718	105	
Demand Flow Rate, veh/h	433	733	107	
Vehicles Circulating, veh/h	284	13	392	
Vehicles Exiting, veh/h	462	486	325	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	8.2	5.0	5.1	
Approach LOS	A	A	A	
Lane	Left	Left	Right	Left
Designated Moves	TR	L	TR	LR
Assumed Moves	TR	L	TR	LR
RT Channelized				
Lane Util	1.000	0.387	0.613	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
A (Intercept)	1380	1420	1420	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3
Entry Flow, veh/h	433	284	449	107
Cap Entry Lane, veh/h	1033	1403	1403	925
Entry HV Adj Factor	0.980	0.979	0.980	0.981
Flow Entry, veh/h	424	278	440	105
Cap Entry, veh/h	1012	1374	1376	908
V/C Ratio	0.419	0.202	0.320	0.116
Control Delay, s/veh	8.2	4.3	5.4	5.1
LOS	A	A	A	A
95th %tile Queue, veh	2	1	1	0

Intersection				
Intersection Delay, s/veh	5.9			
Intersection LOS	A			
Approach	EB	WB	NB	
Entry Lanes	1	2	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	334	334	388	
Demand Flow Rate, veh/h	340	341	396	
Vehicles Circulating, veh/h	109	43	323	
Vehicles Exiting, veh/h	275	676	126	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	5.5	3.8	8.1	
Approach LOS	A	A	A	
Lane	Left	Left	Right	Left
Designated Moves	TR	L	TR	LR
Assumed Moves	TR	L	TR	LR
RT Channelized				
Lane Util	1.000	0.320	0.680	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
A (Intercept)	1380	1420	1420	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3
Entry Flow, veh/h	340	109	232	396
Cap Entry Lane, veh/h	1235	1366	1366	993
Entry HV Adj Factor	0.981	0.982	0.980	0.980
Flow Entry, veh/h	334	107	227	388
Cap Entry, veh/h	1212	1341	1339	973
V/C Ratio	0.275	0.080	0.170	0.399
Control Delay, s/veh	5.5	3.3	4.1	8.1
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	2

Intersection				
Intersection Delay, s/veh	6.0			
Intersection LOS	A			
Approach	EB	WB		NB
Entry Lanes	1	2	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	425	709	67	
Demand Flow Rate, veh/h	433	723	68	
Vehicles Circulating, veh/h	205	7	412	
Vehicles Exiting, veh/h	525	473	226	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	7.3	5.3	4.7	
Approach LOS	A	A	A	
Lane	Left	Left	Right	Left
Designated Moves	TR	L	TR	LR
Assumed Moves	TR	L	TR	LR
RT Channelized				
Lane Util	1.000	0.284	0.716	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
A (Intercept)	1380	1420	1420	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3
Entry Flow, veh/h	433	205	518	68
Cap Entry Lane, veh/h	1120	1411	1411	906
Entry HV Adj Factor	0.981	0.980	0.980	0.985
Flow Entry, veh/h	425	201	508	67
Cap Entry, veh/h	1099	1384	1383	893
V/C Ratio	0.387	0.145	0.367	0.075
Control Delay, s/veh	7.3	3.8	5.9	4.7
LOS	A	A	A	A
95th %tile Queue, veh	2	1	2	0

Intersection				
Intersection Delay, s/veh	5.4			
Intersection LOS	A			
Approach	EB	WB	NB	
Entry Lanes	1	2	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	388	311	264	
Demand Flow Rate, veh/h	396	317	269	
Vehicles Circulating, veh/h	69	22	388	
Vehicles Exiting, veh/h	270	635	77	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	5.7	3.9	7.0	
Approach LOS	A	A	A	
Lane	Left	Left	Right	Left
Designated Moves	TR	L	TR	LR
Assumed Moves	TR	L	TR	LR
RT Channelized				
Lane Util	1.000	0.218	0.782	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
A (Intercept)	1380	1420	1420	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3
Entry Flow, veh/h	396	69	248	269
Cap Entry Lane, veh/h	1286	1392	1392	929
Entry HV Adj Factor	0.981	0.986	0.980	0.981
Flow Entry, veh/h	388	68	243	264
Cap Entry, veh/h	1261	1372	1365	912
V/C Ratio	0.308	0.050	0.178	0.290
Control Delay, s/veh	5.7	3.0	4.1	7.0
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Intersection				
Intersection Delay, s/veh	6.7			
Intersection LOS	A			
Approach	EB	WB	NB	
Entry Lanes	1	2	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	456	835	130	
Demand Flow Rate, veh/h	465	852	132	
Vehicles Circulating, veh/h	334	17	412	
Vehicles Exiting, veh/h	535	527	387	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	9.4	5.5	5.4	
Approach LOS	A	A	A	
Lane	Left	Left	Right	Left
Designated Moves	TR	L	TR	LR
Assumed Moves	TR	L	TR	LR
RT Channelized				
Lane Util	1.000	0.392	0.608	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
A (Intercept)	1380	1420	1420	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3
Entry Flow, veh/h	465	334	518	132
Cap Entry Lane, veh/h	982	1398	1398	906
Entry HV Adj Factor	0.980	0.979	0.980	0.985
Flow Entry, veh/h	456	327	508	130
Cap Entry, veh/h	962	1369	1371	893
V/C Ratio	0.474	0.239	0.370	0.146
Control Delay, s/veh	9.4	4.6	6.0	5.4
LOS	A	A	A	A
95th %tile Queue, veh	3	1	2	1

Intersection				
Intersection Delay, s/veh	7.4			
Intersection LOS	A			
Approach	EB	WB	NB	
Entry Lanes	1	2	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	404	378	482	
Demand Flow Rate, veh/h	412	386	491	
Vehicles Circulating, veh/h	138	59	388	
Vehicles Exiting, veh/h	307	820	162	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	6.4	4.0	10.9	
Approach LOS	A	A	B	
Lane	Left	Left	Right	Left
Designated Moves	TR	L	TR	LR
Assumed Moves	TR	L	TR	LR
RT Channelized				
Lane Util	1.000	0.358	0.642	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
A (Intercept)	1380	1420	1420	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3
Entry Flow, veh/h	412	138	248	491
Cap Entry Lane, veh/h	1199	1346	1346	929
Entry HV Adj Factor	0.982	0.978	0.980	0.982
Flow Entry, veh/h	404	135	243	482
Cap Entry, veh/h	1177	1317	1319	912
V/C Ratio	0.344	0.103	0.184	0.529
Control Delay, s/veh	6.4	3.6	4.3	10.9
LOS	A	A	A	B
95th %tile Queue, veh	2	0	1	3

Timings 2: 96th St & Campus Dr

2030 Background AM
04/17/2025

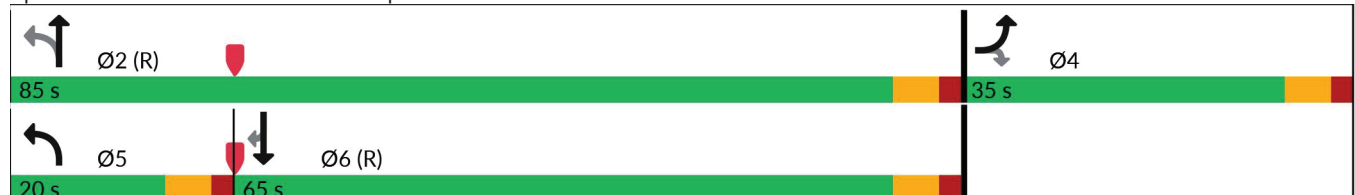


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	368	45	117	1100	855	478
Future Volume (vph)	368	45	117	1100	855	478
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	35.0	35.0	20.0	85.0	65.0	65.0
Total Split (%)	29.2%	29.2%	16.7%	70.8%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 69 (58%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: 96th St & Campus Dr



HCM 7th Signalized Intersection Summary 2: 96th St & Campus Dr

2030 Background AM
04/17/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱	↱	↰	↕↕	↕↕	↱
Traffic Volume (veh/h)	368	45	117	1100	855	478
Future Volume (veh/h)	368	45	117	1100	855	478
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	400	49	127	1196	929	520
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	486	223	336	2699	2375	1059
Arrive On Green	0.14	0.14	0.04	0.76	0.67	0.67
Sat Flow, veh/h	3456	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	400	49	127	1196	929	520
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	13.5	3.3	2.5	14.6	14.1	19.4
Cycle Q Clear(g_c), s	13.5	3.3	2.5	14.6	14.1	19.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	486	223	336	2699	2375	1059
V/C Ratio(X)	0.82	0.22	0.38	0.44	0.39	0.49
Avail Cap(c_a), veh/h	835	383	470	2699	2375	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.62	0.62	1.00	1.00
Uniform Delay (d), s/veh	50.1	45.7	6.5	5.2	8.9	9.8
Incr Delay (d2), s/veh	3.6	0.5	0.4	0.3	0.5	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	3.1	0.9	4.7	5.3	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	53.7	46.2	6.9	5.6	9.4	11.4
LnGrp LOS	D	D	A	A	A	B
Approach Vol, veh/h	449			1323	1449	
Approach Delay, s/veh	52.9			5.7	10.1	
Approach LOS	D			A	B	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	97.1		22.9		10.9	86.2
Change Period (Y+Rc), s	6.0		6.0		6.0	6.0
Max Green Setting (Gmax), s	79.0		29.0		14.0	59.0
Max Q Clear Time (g_c+l1), s	16.6		15.5		4.5	21.4
Green Ext Time (p_c), s	12.7		1.4		0.2	11.3
Intersection Summary						
HCM 7th Control Delay, s/veh			14.3			
HCM 7th LOS			B			

Timings
2: 96th St & Campus Dr

2030 Background PM

04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	409	106	63	880	1140	214
Future Volume (vph)	409	106	63	880	1140	214
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	34.0	34.0	14.0	86.0	72.0	72.0
Total Split (%)	28.3%	28.3%	11.7%	71.7%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120

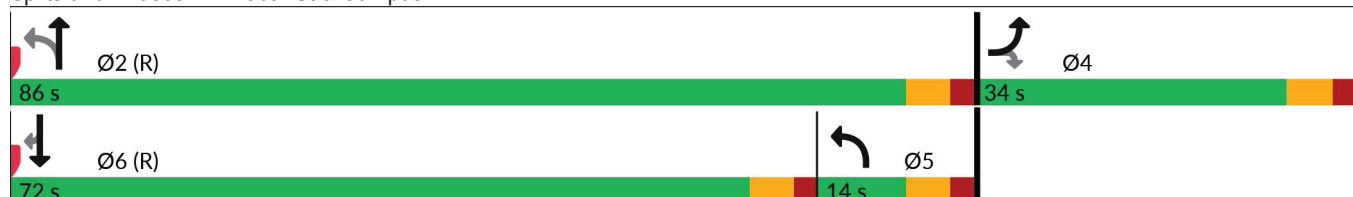
Actuated Cycle Length: 120

Offset: 53 (44%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 2: 96th St & Campus Dr



HCM 7th Signalized Intersection Summary 2: 96th St & Campus Dr

2030 Background PM
04/17/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱	↰	↗↗	↗↗	↱
Traffic Volume (veh/h)	409	106	63	880	1140	214
Future Volume (veh/h)	409	106	63	880	1140	214
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	445	115	68	957	1239	233
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	536	246	423	2648	1955	872
Arrive On Green	0.15	0.15	0.15	0.75	0.55	0.55
Sat Flow, veh/h	3456	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	445	115	68	957	1239	233
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	15.0	7.9	0.0	11.3	28.9	9.3
Cycle Q Clear(g_c), s	15.0	7.9	0.0	11.3	28.9	9.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	536	246	423	2648	1955	872
V/C Ratio(X)	0.83	0.47	0.16	0.36	0.63	0.27
Avail Cap(c_a), veh/h	806	370	423	2648	1955	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.68	0.68	1.00	1.00
Uniform Delay (d), s/veh	49.2	46.2	23.4	5.3	18.7	14.2
Incr Delay (d2), s/veh	4.6	1.4	0.1	0.3	1.6	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	7.2	1.3	3.8	11.9	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	53.8	47.6	23.5	5.6	20.2	15.0
LnGrp LOS	D	D	C	A	C	B
Approach Vol, veh/h	560			1025	1472	
Approach Delay, s/veh	52.5			6.8	19.4	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		95.4		24.6	23.4	72.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		80.0		28.0	8.0	66.0
Max Q Clear Time (g_c+l1), s		13.3		17.0	2.0	30.9
Green Ext Time (p_c), s		9.0		1.6	0.1	13.3
Intersection Summary						
HCM 7th Control Delay, s/veh			21.2			
HCM 7th LOS			C			

Timings
2: 96th St & Campus Dr

2030 Total AM
04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱	↰	↰	↰↱	↰↱	↰
Traffic Volume (vph)	392	51	135	1100	873	531
Future Volume (vph)	392	51	135	1100	873	531
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	34.0	34.0	21.0	86.0	65.0	65.0
Total Split (%)	28.3%	28.3%	17.5%	71.7%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120

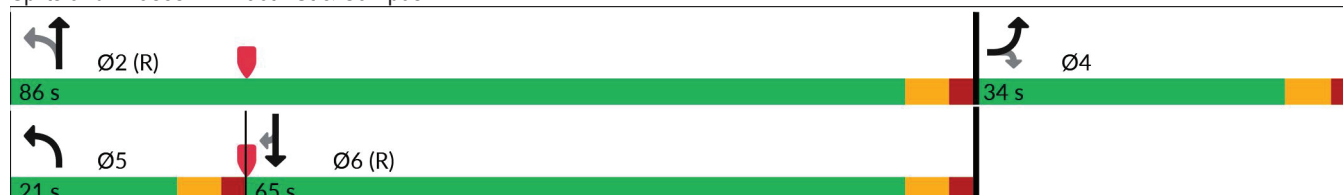
Actuated Cycle Length: 120

Offset: 73 (61%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 2: 96th St & Campus Dr



HCM 7th Signalized Intersection Summary 2: 96th St & Campus Dr

2030 Total AM
04/17/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱	↰	↕↕	↕↕	↱
Traffic Volume (veh/h)	392	51	135	1100	873	531
Future Volume (veh/h)	392	51	135	1100	873	531
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	426	55	147	1196	949	577
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	512	235	320	2672	2339	1043
Arrive On Green	0.15	0.15	0.04	0.75	0.66	0.66
Sat Flow, veh/h	3456	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	426	55	147	1196	949	577
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	14.4	3.7	3.0	15.1	14.9	23.5
Cycle Q Clear(g_c), s	14.4	3.7	3.0	15.1	14.9	23.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	512	235	320	2672	2339	1043
V/C Ratio(X)	0.83	0.23	0.46	0.45	0.41	0.55
Avail Cap(c_a), veh/h	806	370	465	2672	2339	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.62	0.62	1.00	1.00
Uniform Delay (d), s/veh	49.7	45.1	7.3	5.6	9.6	11.0
Incr Delay (d2), s/veh	4.3	0.5	0.6	0.3	0.5	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	3.4	1.1	5.0	5.7	8.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.0	45.6	7.9	5.9	10.1	13.1
LnGrp LOS	D	D	A	A	B	B
Approach Vol, veh/h	481			1343	1526	
Approach Delay, s/veh	53.0			6.1	11.2	
Approach LOS	D			A	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	96.2			23.8	11.2	85.0
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0
Max Green Setting (Gmax), s	80.0			28.0	15.0	59.0
Max Q Clear Time (g_c+l1), s	17.1			16.4	5.0	25.5
Green Ext Time (p_c), s	12.7			1.4	0.2	11.7
Intersection Summary						
HCM 7th Control Delay, s/veh			15.2			
HCM 7th LOS			B			

Timings
2: 96th St & Campus Dr

2030 Total PM
04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	485	125	72	880	1149	240
Future Volume (vph)	485	125	72	880	1149	240
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	36.0	36.0	13.0	84.0	71.0	71.0
Total Split (%)	30.0%	30.0%	10.8%	70.0%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120

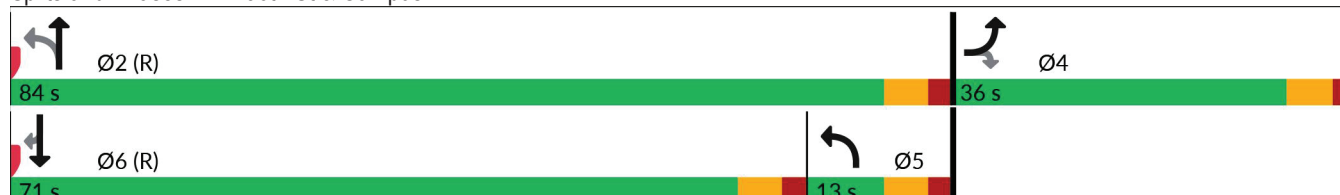
Actuated Cycle Length: 120

Offset: 56 (47%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 2: 96th St & Campus Dr



HCM 7th Signalized Intersection Summary 2: 96th St & Campus Dr

2030 Total PM
04/17/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	↰↰	↱	↰	↗↗	↗↗	↱	
Traffic Volume (veh/h)	485	125	72	880	1149	240	
Future Volume (veh/h)	485	125	72	880	1149	240	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No	No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	527	136	78	957	1249	261	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	622	285	384	2559	1925	859	
Arrive On Green	0.18	0.18	0.13	0.72	0.54	0.54	
Sat Flow, veh/h	3456	1585	1781	3647	3647	1585	
Grp Volume(v), veh/h	527	136	78	957	1249	261	
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585	
Q Serve(g_s), s	17.7	9.2	0.0	12.4	29.8	10.8	
Cycle Q Clear(g_c), s	17.7	9.2	0.0	12.4	29.8	10.8	
Prop In Lane	1.00	1.00	1.00			1.00	
Lane Grp Cap(c), veh/h	622	285	384	2559	1925	859	
V/C Ratio(X)	0.85	0.48	0.20	0.37	0.65	0.30	
Avail Cap(c_a), veh/h	864	396	384	2559	1925	859	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.67	0.67	1.00	1.00	
Uniform Delay (d), s/veh	47.6	44.1	27.4	6.4	19.4	15.1	
Incr Delay (d2), s/veh	5.8	1.2	0.2	0.3	1.7	0.9	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	8.1	8.3	1.7	4.3	12.4	4.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	53.4	45.4	27.6	6.7	21.1	16.0	
LnGrp LOS	D	D	C	A	C	B	
Approach Vol, veh/h	663			1035		1510	
Approach Delay, s/veh	51.7			8.3		20.3	
Approach LOS	D			A		C	
Timer - Assigned Phs		2		4		5	6
Phs Duration (G+Y+Rc), s		92.4		27.6		21.4	71.0
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0
Max Green Setting (Gmax), s		78.0		30.0		7.0	65.0
Max Q Clear Time (g_c+l1), s		14.4		19.7		2.0	31.8
Green Ext Time (p_c), s		9.0		1.9		0.1	13.4
Intersection Summary							
HCM 7th Control Delay, s/veh			22.9				
HCM 7th LOS			C				

Timings 2: 96th St & Campus Dr

2040 Background AM
04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	395	52	132	1155	900	535
Future Volume (vph)	395	52	132	1155	900	535
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	34.0	34.0	18.0	86.0	68.0	68.0
Total Split (%)	28.3%	28.3%	15.0%	71.7%	56.7%	56.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 66 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 2: 96th St & Campus Dr



HCM 7th Signalized Intersection Summary 2: 96th St & Campus Dr

2040 Background AM
04/17/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱	↰↰	↗↗↗	↗↗	↱
Traffic Volume (veh/h)	395	52	132	1155	900	535
Future Volume (veh/h)	395	52	132	1155	900	535
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	57	143	1255	978	582
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	515	236	637	3835	1836	819
Arrive On Green	0.15	0.15	0.18	0.75	0.52	0.52
Sat Flow, veh/h	3456	1585	3456	5274	3647	1585
Grp Volume(v), veh/h	429	57	143	1255	978	582
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1777	1585
Q Serve(g_s), s	14.5	3.8	4.2	9.7	22.0	33.7
Cycle Q Clear(g_c), s	14.5	3.8	4.2	9.7	22.0	33.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	515	236	637	3835	1836	819
V/C Ratio(X)	0.83	0.24	0.22	0.33	0.53	0.71
Avail Cap(c_a), veh/h	806	370	637	3835	1836	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.70	0.70	1.00	1.00
Uniform Delay (d), s/veh	49.6	45.1	41.6	4.9	19.3	22.1
Incr Delay (d2), s/veh	4.4	0.5	0.1	0.2	1.1	5.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	3.5	1.8	3.1	9.2	13.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.0	45.6	41.8	5.1	20.5	27.3
LnGrp LOS	D	D	D	A	C	C
Approach Vol, veh/h	486			1398	1560	
Approach Delay, s/veh	53.0			8.8	23.0	
Approach LOS	D			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.1		23.9	28.1	68.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		80.0		28.0	12.0	62.0
Max Q Clear Time (g_c+l1), s		11.7		16.5	6.2	35.7
Green Ext Time (p_c), s		13.2		1.4	0.2	11.0
Intersection Summary						
HCM 7th Control Delay, s/veh			21.5			
HCM 7th LOS			C			

Timings 2: 96th St & Campus Dr

2040 Background PM
04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	462	121	70	930	1200	232
Future Volume (vph)	462	121	70	930	1200	232
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	35.0	35.0	12.0	85.0	73.0	73.0
Total Split (%)	29.2%	29.2%	10.0%	70.8%	60.8%	60.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120

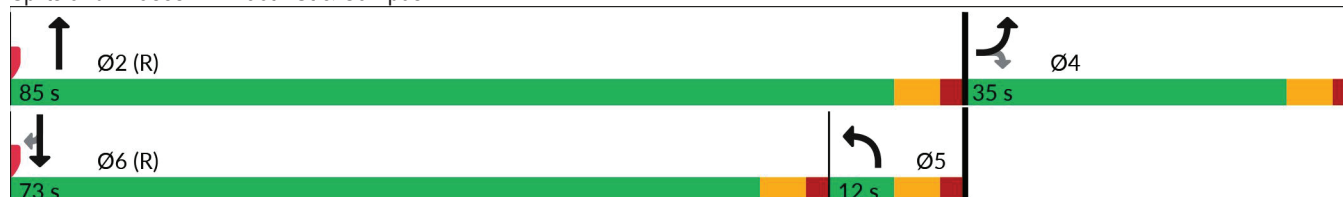
Actuated Cycle Length: 120

Offset: 36 (30%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 2: 96th St & Campus Dr



HCM 7th Signalized Intersection Summary 2: 96th St & Campus Dr

2040 Background PM
04/17/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱	↰↰	↑↑↑	↑↑	↱
Traffic Volume (veh/h)	462	121	70	930	1200	232
Future Volume (veh/h)	462	121	70	930	1200	232
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	502	132	76	1011	1304	252
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	595	273	413	3716	1984	885
Arrive On Green	0.17	0.17	0.12	0.73	0.56	0.56
Sat Flow, veh/h	3456	1585	3456	5274	3647	1585
Grp Volume(v), veh/h	502	132	76	1011	1304	252
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1777	1585
Q Serve(g_s), s	16.9	9.0	2.4	8.1	30.7	10.0
Cycle Q Clear(g_c), s	16.9	9.0	2.4	8.1	30.7	10.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	595	273	413	3716	1984	885
V/C Ratio(X)	0.84	0.48	0.18	0.27	0.66	0.28
Avail Cap(c_a), veh/h	835	383	413	3716	1984	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.81	0.81	1.00	1.00
Uniform Delay (d), s/veh	48.1	44.8	47.6	5.5	18.5	13.9
Incr Delay (d2), s/veh	5.7	1.3	0.2	0.1	1.7	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	8.1	1.0	2.7	12.6	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	53.8	46.2	47.7	5.7	20.2	14.7
LnGrp LOS	D	D	D	A	C	B
Approach Vol, veh/h	634			1087	1556	
Approach Delay, s/veh	52.2			8.6	19.3	
Approach LOS	D			A	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	93.3			26.7	20.3	73.0
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0
Max Green Setting (Gmax), s	79.0			29.0	6.0	67.0
Max Q Clear Time (g_c+l1), s	10.1			18.9	4.4	32.7
Green Ext Time (p_c), s	9.5			1.8	0.0	14.3
Intersection Summary						
HCM 7th Control Delay, s/veh	22.1					
HCM 7th LOS	C					

Timings
2: 96th St & Campus Dr

2040 Total AM
04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	434	62	161	1155	929	622
Future Volume (vph)	434	62	161	1155	929	622
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	34.0	34.0	19.0	86.0	67.0	67.0
Total Split (%)	28.3%	28.3%	15.8%	71.7%	55.8%	55.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 2: 96th St & Campus Dr



HCM 7th Signalized Intersection Summary 2: 96th St & Campus Dr

2040 Total AM
04/17/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱	↰↰	↱↱↱	↱↱	↱
Traffic Volume (veh/h)	434	62	161	1155	929	622
Future Volume (veh/h)	434	62	161	1155	929	622
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	472	67	175	1255	1010	676
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	559	256	622	3770	1806	806
Arrive On Green	0.16	0.16	0.18	0.74	0.51	0.51
Sat Flow, veh/h	3456	1585	3456	5274	3647	1585
Grp Volume(v), veh/h	472	67	175	1255	1010	676
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1777	1585
Q Serve(g_s), s	15.9	4.4	5.2	10.2	23.4	43.9
Cycle Q Clear(g_c), s	15.9	4.4	5.2	10.2	23.4	43.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	559	256	622	3770	1806	806
V/C Ratio(X)	0.84	0.26	0.28	0.33	0.56	0.84
Avail Cap(c_a), veh/h	806	370	622	3770	1806	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.72	0.72	1.00	1.00
Uniform Delay (d), s/veh	48.8	44.0	42.5	5.4	20.3	25.3
Incr Delay (d2), s/veh	5.7	0.5	0.2	0.2	1.3	10.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	4.1	2.3	3.3	9.8	18.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.5	44.6	42.7	5.6	21.5	35.5
LnGrp LOS	D	D	D	A	C	D
Approach Vol, veh/h	539			1430	1686	
Approach Delay, s/veh	53.3			10.2	27.1	
Approach LOS	D			B	C	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	94.6		25.4		27.6	67.0
Change Period (Y+Rc), s	6.0		6.0		6.0	6.0
Max Green Setting (Gmax), s	80.0		28.0		13.0	61.0
Max Q Clear Time (g_c+l1), s	12.2		17.9		7.2	45.9
Green Ext Time (p_c), s	13.2		1.5		0.3	8.8
Intersection Summary						
HCM 7th Control Delay, s/veh			24.3			
HCM 7th LOS			C			

Timings
2: 96th St & Campus Dr

2040 Total PM
04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	595	154	85	930	1215	278
Future Volume (vph)	595	154	85	930	1215	278
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	39.0	39.0	13.0	81.0	68.0	68.0
Total Split (%)	32.5%	32.5%	10.8%	67.5%	56.7%	56.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 47 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 2: 96th St & Campus Dr



HCM 7th Signalized Intersection Summary 2: 96th St & Campus Dr

2040 Total PM
04/17/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱	↰↰	↑↑↑	↑↑	↱
Traffic Volume (veh/h)	595	154	85	930	1215	278
Future Volume (veh/h)	595	154	85	930	1215	278
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	647	167	92	1011	1321	302
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	747	343	405	3492	1836	819
Arrive On Green	0.22	0.22	0.12	0.68	0.52	0.52
Sat Flow, veh/h	3456	1585	3456	5274	3647	1585
Grp Volume(v), veh/h	647	167	92	1011	1321	302
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1777	1585
Q Serve(g_s), s	21.7	11.1	2.9	9.4	34.3	13.7
Cycle Q Clear(g_c), s	21.7	11.1	2.9	9.4	34.3	13.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	747	343	405	3492	1836	819
V/C Ratio(X)	0.87	0.49	0.23	0.29	0.72	0.37
Avail Cap(c_a), veh/h	950	436	405	3492	1836	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.74	0.74	1.00	1.00
Uniform Delay (d), s/veh	45.4	41.2	48.0	7.5	22.3	17.3
Incr Delay (d2), s/veh	7.0	1.1	0.2	0.2	2.5	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	10.0	1.3	3.3	14.5	5.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	52.3	42.3	48.3	7.6	24.8	18.6
LnGrp LOS	D	D	D	A	C	B
Approach Vol, veh/h	814			1103	1623	
Approach Delay, s/veh	50.3			11.0	23.6	
Approach LOS	D			B	C	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	88.1		31.9		20.1	68.0
Change Period (Y+Rc), s	6.0		6.0		6.0	6.0
Max Green Setting (Gmax), s	75.0		33.0		7.0	62.0
Max Q Clear Time (g_c+l1), s	11.4		23.7		4.9	36.3
Green Ext Time (p_c), s	9.5		2.3		0.0	13.0
Intersection Summary						
HCM 7th Control Delay, s/veh			25.8			
HCM 7th LOS			C			

Timings
2: 96th St & Campus Dr

2045 Total AM
04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	445	65	165	1185	955	640
Future Volume (vph)	445	65	165	1185	955	640
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	34.0	34.0	19.0	86.0	67.0	67.0
Total Split (%)	28.3%	28.3%	15.8%	71.7%	55.8%	55.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 60 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 2: 96th St & Campus Dr



HCM 7th Signalized Intersection Summary 2: 96th St & Campus Dr

2045 Total AM
04/17/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱	↰↰	↕↕↕	↕↕	↱
Traffic Volume (veh/h)	445	65	165	1185	955	640
Future Volume (veh/h)	445	65	165	1185	955	640
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	484	71	179	1288	1038	696
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	571	262	610	3752	1806	806
Arrive On Green	0.17	0.17	0.18	0.73	0.51	0.51
Sat Flow, veh/h	3456	1585	3456	5274	3647	1585
Grp Volume(v), veh/h	484	71	179	1288	1038	696
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1777	1585
Q Serve(g_s), s	16.3	4.7	5.4	10.7	24.3	46.2
Cycle Q Clear(g_c), s	16.3	4.7	5.4	10.7	24.3	46.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	571	262	610	3752	1806	806
V/C Ratio(X)	0.85	0.27	0.29	0.34	0.57	0.86
Avail Cap(c_a), veh/h	806	370	610	3752	1806	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.70	0.70	1.00	1.00
Uniform Delay (d), s/veh	48.6	43.8	42.9	5.6	20.5	25.9
Incr Delay (d2), s/veh	6.0	0.6	0.2	0.2	1.3	11.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	4.4	2.3	3.5	10.2	19.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.6	44.3	43.1	5.8	21.8	37.7
LnGrp LOS	D	D	D	A	C	D
Approach Vol, veh/h	555			1467	1734	
Approach Delay, s/veh	53.3			10.4	28.2	
Approach LOS	D			B	C	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	94.2			25.8	27.2	67.0
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0
Max Green Setting (Gmax), s	80.0			28.0	13.0	61.0
Max Q Clear Time (g_c+l1), s	12.7			18.3	7.4	48.2
Green Ext Time (p_c), s	13.8			1.5	0.3	8.1
Intersection Summary						
HCM 7th Control Delay, s/veh			25.0			
HCM 7th LOS			C			

Timings
2: 96th St & Campus Dr

2045 Total PM
04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	610	160	90	955	1245	285
Future Volume (vph)	610	160	90	955	1245	285
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	39.0	39.0	13.0	81.0	68.0	68.0
Total Split (%)	32.5%	32.5%	10.8%	67.5%	56.7%	56.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 47 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 2: 96th St & Campus Dr



HCM 7th Signalized Intersection Summary 2: 96th St & Campus Dr

2045 Total PM
04/17/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱	↱	↰↱	↑↑↑	↑↑	↱
Traffic Volume (veh/h)	610	160	90	955	1245	285
Future Volume (veh/h)	610	160	90	955	1245	285
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	663	174	98	1038	1353	310
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	763	350	389	3469	1836	819
Arrive On Green	0.22	0.22	0.11	0.68	0.52	0.52
Sat Flow, veh/h	3456	1585	3456	5274	3647	1585
Grp Volume(v), veh/h	663	174	98	1038	1353	310
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1777	1585
Q Serve(g_s), s	22.2	11.5	3.1	9.8	35.7	14.1
Cycle Q Clear(g_c), s	22.2	11.5	3.1	9.8	35.7	14.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	763	350	389	3469	1836	819
V/C Ratio(X)	0.87	0.50	0.25	0.30	0.74	0.38
Avail Cap(c_a), veh/h	950	436	389	3469	1836	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.72	0.72	1.00	1.00
Uniform Delay (d), s/veh	45.1	40.9	48.6	7.7	22.6	17.4
Incr Delay (d2), s/veh	7.4	1.1	0.2	0.2	2.7	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	10.4	1.4	3.4	15.1	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	52.4	42.0	48.9	7.9	25.3	18.8
LnGrp LOS	D	D	D	A	C	B
Approach Vol, veh/h	837			1136	1663	
Approach Delay, s/veh	50.3			11.4	24.1	
Approach LOS	D			B	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		87.5		32.5	19.5	68.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		75.0		33.0	7.0	62.0
Max Q Clear Time (g_c+l1), s		11.8		24.2	5.1	37.7
Green Ext Time (p_c), s		9.8		2.3	0.0	13.0
Intersection Summary						
HCM 7th Control Delay, s/veh			26.2			
HCM 7th LOS			C			

Timings

3: Northwest Pkwy & 96th St/Via Varra

2030 Background AM

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	115	724	55	195	45	868	412	20	40	683	154
Future Volume (vph)	61	115	724	55	195	45	868	412	20	40	683	154
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	
Total Split (s)	11.0	24.0		11.0	24.0		46.0	74.0		11.0	39.0	
Total Split (%)	9.2%	20.0%		9.2%	20.0%		38.3%	61.7%		9.2%	32.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary

Cycle Length: 120

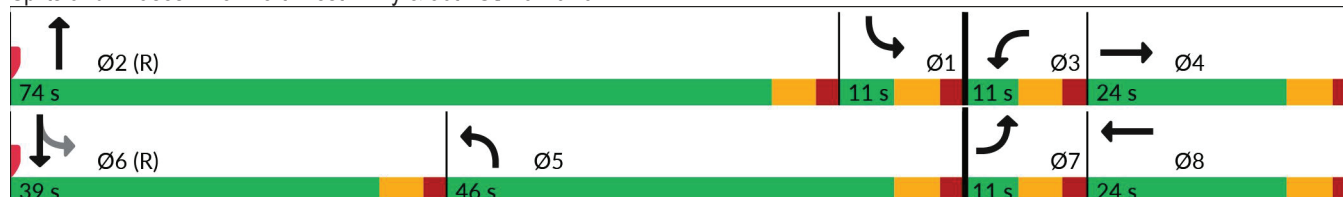
Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 3: Northwest Pkwy & 96th St/Via Varra



HCM 7th Signalized Intersection Summary

3: Northwest Pkwy & 96th St/Via Varra

2030 Background AM

04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	115	724	55	195	45	868	412	20	40	683	154
Future Volume (veh/h)	61	115	724	55	195	45	868	412	20	40	683	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	125	0	60	212	0	943	448	0	43	742	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	293		125	289		1405	2014		1004	977	
Arrive On Green	0.04	0.08	0.00	0.04	0.08	0.00	0.68	0.95	0.00	0.11	0.28	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	66	125	0	60	212	0	943	448	0	43	742	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.2	4.0	0.0	2.0	7.0	0.0	19.3	1.0	0.0	0.0	23.0	0.0
Cycle Q Clear(g_c), s	2.2	4.0	0.0	2.0	7.0	0.0	19.3	1.0	0.0	0.0	23.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	293		125	289		1405	2014		1004	977	
V/C Ratio(X)	0.52	0.43		0.48	0.73		0.67	0.22		0.04	0.76	
Avail Cap(c_a), veh/h	144	533		144	533		1405	2014		1004	977	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.00	1.00	1.00	0.00	0.83	0.83	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.7	52.4	0.0	56.7	53.8	0.0	14.5	1.4	0.0	23.5	39.9	0.0
Incr Delay (d2), s/veh	2.9	0.9	0.0	2.9	3.6	0.0	1.0	0.2	0.0	0.0	5.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.8	0.0	0.9	3.3	0.0	5.3	0.4	0.0	0.4	10.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.7	53.3	0.0	59.6	57.4	0.0	15.6	1.6	0.0	23.5	45.4	0.0
LnGrp LOS	E	D		E	E		B	A		C	D	
Approach Vol, veh/h	191			272			1391			785		
Approach Delay, s/veh	55.5			57.9			11.1			44.2		
Approach LOS	E			E			B			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	74.0	10.3	15.9	54.8	39.0	10.4	15.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	68.0	5.0	18.0	40.0	33.0	5.0	18.0				
Max Q Clear Time (g_c+l1), s	2.0	3.0	4.0	6.0	21.3	25.0	4.2	9.0				
Green Ext Time (p_c), s	0.0	3.4	0.0	0.5	3.7	3.1	0.0	0.8				

Intersection Summary

HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C

Notes

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

Timings

3: Northwest Pkwy & 96th St/Via Varra

2030 Background PM

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	220	914	25	160	75	713	761	45	25	419	70
Future Volume (vph)	157	220	914	25	160	75	713	761	45	25	419	70
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	
Total Split (s)	18.0	31.0		11.0	24.0		45.0	67.0		11.0	33.0	
Total Split (%)	15.0%	25.8%		9.2%	20.0%		37.5%	55.8%		9.2%	27.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 3: Northwest Pkwy & 96th St/Via Varra



HCM 7th Signalized Intersection Summary

3: Northwest Pkwy & 96th St/Via Varra

2030 Background PM

04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	220	914	25	160	75	713	761	45	25	419	70
Future Volume (veh/h)	157	220	914	25	160	75	713	761	45	25	419	70
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	171	239	0	27	174	0	775	827	0	27	455	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	398		85	249		1515	1806		805	800	
Arrive On Green	0.07	0.11	0.00	0.02	0.07	0.00	0.58	0.68	0.00	0.16	0.22	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	171	239	0	27	174	0	775	827	0	27	455	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.8	7.7	0.0	0.9	5.7	0.0	16.0	13.1	0.0	0.0	13.7	0.0
Cycle Q Clear(g_c), s	5.8	7.7	0.0	0.9	5.7	0.0	16.0	13.1	0.0	0.0	13.7	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	230	398		85	249		1515	1806		805	800	
V/C Ratio(X)	0.74	0.60		0.32	0.70		0.51	0.46		0.03	0.57	
Avail Cap(c_a), veh/h	346	740		144	533		1515	1806		805	800	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.00	1.00	1.00	0.00	0.76	0.76	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.0	50.7	0.0	57.5	54.6	0.0	17.4	11.7	0.0	32.6	41.3	0.0
Incr Delay (d2), s/veh	3.9	1.2	0.0	2.1	3.5	0.0	0.2	0.6	0.0	0.0	2.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.5	0.0	0.4	2.7	0.0	5.6	4.5	0.0	0.3	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.9	51.9	0.0	59.6	58.1	0.0	17.6	12.3	0.0	32.6	44.3	0.0
LnGrp LOS	E	D		E	E		B	B		C	D	
Approach Vol, veh/h	410			201			1602			482		
Approach Delay, s/veh	54.9			58.3			14.9			43.6		
Approach LOS	D			E			B			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.6	67.0	9.0	19.4	58.6	33.0	14.0	14.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	61.0	5.0	25.0	39.0	27.0	12.0	18.0				
Max Q Clear Time (g_c+l1), s	2.0	15.1	2.9	9.7	18.0	15.7	7.8	7.7				
Green Ext Time (p_c), s	0.0	7.1	0.0	1.2	3.0	2.3	0.2	0.7				

Intersection Summary

HCM 7th Control Delay, s/veh	29.3
HCM 7th LOS	C

Notes

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

Timings

3: Northwest Pkwy & 96th St/Via Varra

2030 Total AM

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	115	742	55	195	45	868	430	20	40	736	172
Future Volume (vph)	67	115	742	55	195	45	868	430	20	40	736	172
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	
Total Split (s)	11.0	24.0		11.0	24.0		45.0	74.0		11.0	40.0	
Total Split (%)	9.2%	20.0%		9.2%	20.0%		37.5%	61.7%		9.2%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary

Cycle Length: 120

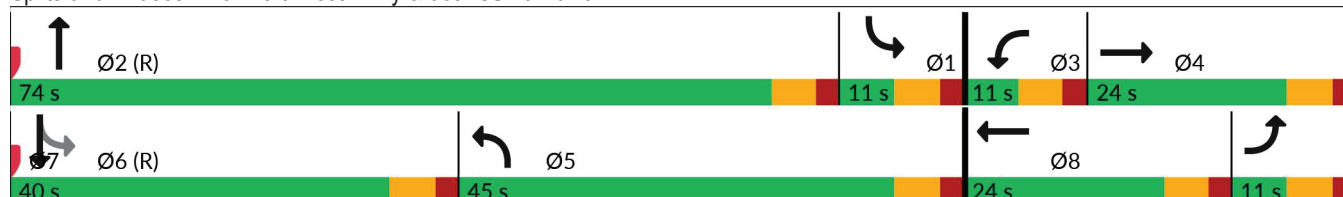
Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 3: Northwest Pkwy & 96th St/Via Varra



HCM 7th Signalized Intersection Summary

3: Northwest Pkwy & 96th St/Via Varra

2030 Total AM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	115	742	55	195	45	868	430	20	40	736	172
Future Volume (veh/h)	67	115	742	55	195	45	868	430	20	40	736	172
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	73	125	0	60	212	0	943	467	0	43	800	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	296		125	289		1373	2014		1006	1007	
Arrive On Green	0.04	0.08	0.00	0.04	0.08	0.00	0.66	0.95	0.00	0.11	0.28	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	73	125	0	60	212	0	943	467	0	43	800	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.5	4.0	0.0	2.0	7.0	0.0	20.3	1.1	0.0	0.0	25.0	0.0
Cycle Q Clear(g_c), s	2.5	4.0	0.0	2.0	7.0	0.0	20.3	1.1	0.0	0.0	25.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	296		125	289		1373	2014		1006	1007	
V/C Ratio(X)	0.56	0.42		0.48	0.73		0.69	0.23		0.04	0.79	
Avail Cap(c_a), veh/h	144	533		144	533		1373	2014		1006	1007	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.00	1.00	1.00	0.00	0.83	0.83	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.7	52.2	0.0	56.7	53.8	0.0	15.6	1.4	0.0	23.0	39.8	0.0
Incr Delay (d2), s/veh	3.5	0.9	0.0	2.9	3.6	0.0	1.2	0.2	0.0	0.0	6.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.8	0.0	0.9	3.3	0.0	5.8	0.4	0.0	0.4	11.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.2	53.1	0.0	59.6	57.4	0.0	16.8	1.6	0.0	23.0	46.2	0.0
LnGrp LOS	E	D		E	E		B	A		C	D	
Approach Vol, veh/h	198			272			1410			843		
Approach Delay, s/veh	55.7			57.9			11.8			45.0		
Approach LOS	E			E			B			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.7	74.0	10.3	16.0	53.7	40.0	10.6	15.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	68.0	5.0	18.0	39.0	34.0	5.0	18.0				
Max Q Clear Time (g_c+l1), s	2.0	3.1	4.0	6.0	22.3	27.0	4.5	9.0				
Green Ext Time (p_c), s	0.0	3.6	0.0	0.5	3.6	3.1	0.0	0.8				

Intersection Summary

HCM 7th Control Delay, s/veh 29.9
HCM 7th LOS C

Notes

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

Timings

3: Northwest Pkwy & 96th St/Via Varra

2030 Total PM

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	220	923	25	160	75	713	818	45	25	445	79
Future Volume (vph)	176	220	923	25	160	75	713	818	45	25	445	79
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	
Total Split (s)	17.0	30.0		11.0	24.0		44.0	68.0		11.0	35.0	
Total Split (%)	14.2%	25.0%		9.2%	20.0%		36.7%	56.7%		9.2%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary

Cycle Length: 120

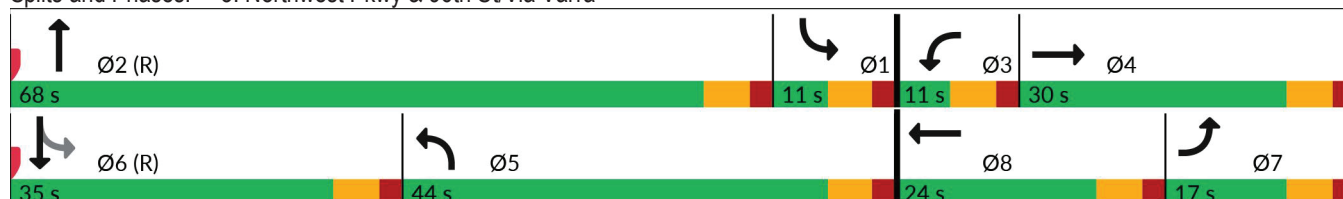
Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 3: Northwest Pkwy & 96th St/Via Varra



HCM 7th Signalized Intersection Summary

3: Northwest Pkwy & 96th St/Via Varra

2030 Total PM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	220	923	25	160	75	713	818	45	25	445	79
Future Volume (veh/h)	176	220	923	25	160	75	713	818	45	25	445	79
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	191	239	0	27	174	0	775	889	0	27	484	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	417		85	249		1439	1836		759	859	
Arrive On Green	0.07	0.12	0.00	0.02	0.07	0.00	0.55	0.69	0.00	0.14	0.24	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	191	239	0	27	174	0	775	889	0	27	484	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.5	7.6	0.0	0.9	5.7	0.0	17.1	14.1	0.0	0.0	14.3	0.0
Cycle Q Clear(g_c), s	6.5	7.6	0.0	0.9	5.7	0.0	17.1	14.1	0.0	0.0	14.3	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	249	417		85	249		1439	1836		759	859	
V/C Ratio(X)	0.77	0.57		0.32	0.70		0.54	0.48		0.04	0.56	
Avail Cap(c_a), veh/h	317	711		144	533		1439	1836		759	859	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.00	1.00	1.00	0.00	0.74	0.74	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.7	50.1	0.0	57.5	54.6	0.0	19.5	11.3	0.0	33.1	39.9	0.0
Incr Delay (d2), s/veh	6.9	1.0	0.0	2.1	3.5	0.0	0.3	0.7	0.0	0.0	2.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.5	0.0	0.4	2.7	0.0	6.2	4.7	0.0	0.3	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.6	51.1	0.0	59.6	58.1	0.0	19.8	12.0	0.0	33.1	42.6	0.0
LnGrp LOS	E	D		E	E		B	B		C	D	
Approach Vol, veh/h	430			201			1664			511		
Approach Delay, s/veh	55.8			58.3			15.6			42.1		
Approach LOS	E			E			B			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	68.0	9.0	20.1	56.0	35.0	14.6	14.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	62.0	5.0	24.0	38.0	29.0	11.0	18.0				
Max Q Clear Time (g_c+l1), s	2.0	16.1	2.9	9.6	19.1	16.3	8.5	7.7				
Green Ext Time (p_c), s	0.0	7.9	0.0	1.2	2.9	2.6	0.1	0.7				

Intersection Summary

HCM 7th Control Delay, s/veh 29.6
HCM 7th LOS C

Notes

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

Timings

2040 Background AM

3: Northwest Pkwy & 96th St/Via Varra

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	 		  	 		  	 		  	 	
Traffic Volume (vph)	68	125	764	60	205	50	913	454	25	45	758	174
Future Volume (vph)	68	125	764	60	205	50	913	454	25	45	758	174
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	
Total Split (s)	11.0	24.0		11.0	24.0		38.0	74.0		11.0	47.0	
Total Split (%)	9.2%	20.0%		9.2%	20.0%		31.7%	61.7%		9.2%	39.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary

Cycle Length: 120

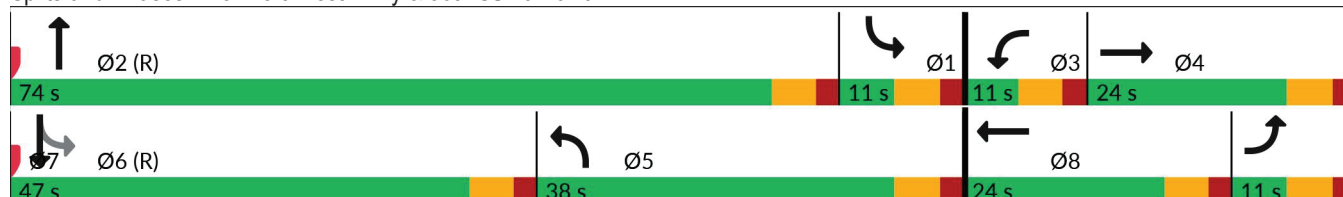
Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 3: Northwest Pkwy & 96th St/Via Varra



HCM 7th Signalized Intersection Summary

3: Northwest Pkwy & 96th St/Via Varra

2040 Background AM

04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	125	764	60	205	50	913	454	25	45	758	174
Future Volume (veh/h)	68	125	764	60	205	50	913	454	25	45	758	174
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	74	136	0	65	223	0	992	493	0	49	824	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	305		127	301		1685	2014		1084	1214	
Arrive On Green	0.04	0.09	0.00	0.04	0.08	0.00	0.56	0.95	0.00	0.11	0.34	0.00
Sat Flow, veh/h	5023	3554	1585	3456	3554	1585	5023	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	74	136	0	65	223	0	992	493	0	49	824	0
Grp Sat Flow(s),veh/h/ln	1674	1777	1585	1728	1777	1585	1674	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	4.4	0.0	2.2	7.4	0.0	15.5	1.2	0.0	0.0	23.8	0.0
Cycle Q Clear(g_c), s	1.7	4.4	0.0	2.2	7.4	0.0	15.5	1.2	0.0	0.0	23.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	305		127	301		1685	2014		1084	1214	
V/C Ratio(X)	0.39	0.45		0.51	0.74		0.59	0.24		0.05	0.68	
Avail Cap(c_a), veh/h	209	533		144	533		1685	2014		1084	1214	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.00	1.00	1.00	0.00	0.81	0.81	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.3	52.1	0.0	56.7	53.6	0.0	20.9	1.4	0.0	19.2	33.9	0.0
Incr Delay (d2), s/veh	1.1	0.9	0.0	3.1	3.6	0.0	0.4	0.2	0.0	0.0	3.1	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	0.8	2.0	0.0	1.0	3.4	0.0	4.9	0.4	0.0	0.4	10.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.5	53.0	0.0	59.8	57.2	0.0	21.4	1.7	0.0	19.2	36.9	0.0
LnGrp LOS	E	D		E	E		C	A		B	D	
Approach Vol, veh/h	210			288			1485			873		
Approach Delay, s/veh	54.6			57.8			14.8			35.9		
Approach LOS	D			E			B			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	74.0	10.4	16.3	46.3	47.0	10.6	16.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	68.0	5.0	18.0	32.0	41.0	5.0	18.0				
Max Q Clear Time (g_c+l1), s	2.0	3.2	4.2	6.4	17.5	25.8	3.7	9.4				
Green Ext Time (p_c), s	0.0	3.8	0.0	0.5	3.6	5.1	0.0	0.8				

Intersection Summary

HCM 7th Control Delay, s/veh	28.5
HCM 7th LOS	C

Notes

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

Timings

3: Northwest Pkwy & 96th St/Via Varra

2040 Background PM

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	235	964	30	170	80	753	843	50	30	461	77
Future Volume (vph)	177	235	964	30	170	80	753	843	50	30	461	77
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	
Total Split (s)	16.0	29.0		13.0	26.0		38.0	67.0		11.0	40.0	
Total Split (%)	13.3%	24.2%		10.8%	21.7%		31.7%	55.8%		9.2%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary

Cycle Length: 120

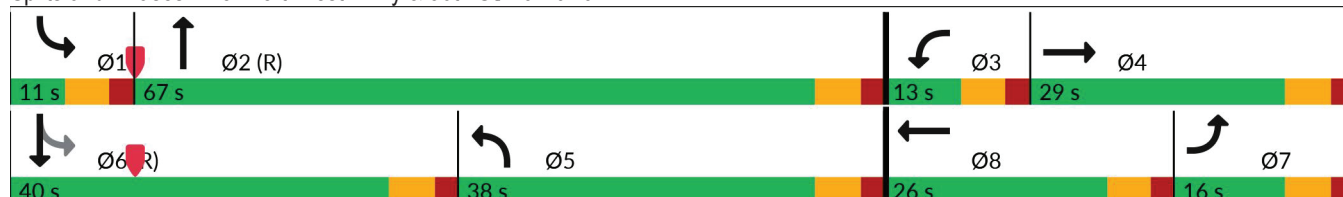
Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 3: Northwest Pkwy & 96th St/Via Varra



HCM 7th Signalized Intersection Summary

3: Northwest Pkwy & 96th St/Via Varra

2040 Background PM

04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	235	964	30	170	80	753	843	50	30	461	77
Future Volume (veh/h)	177	235	964	30	170	80	753	843	50	30	461	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	255	0	33	185	0	818	916	0	33	501	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	363		96	263		1943	2283		459	1007	
Arrive On Green	0.06	0.10	0.00	0.03	0.07	0.00	0.77	1.00	0.00	0.03	0.28	0.00
Sat Flow, veh/h	5023	3554	1585	3456	3554	1585	5023	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	192	255	0	33	185	0	818	916	0	33	501	0
Grp Sat Flow(s),veh/h/ln	1674	1777	1585	1728	1777	1585	1674	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.5	8.3	0.0	1.1	6.1	0.0	6.6	0.0	0.0	0.9	14.1	0.0
Cycle Q Clear(g_c), s	4.5	8.3	0.0	1.1	6.1	0.0	6.6	0.0	0.0	0.9	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	280	363		96	263		1943	2283		459	1007	
V/C Ratio(X)	0.69	0.70		0.34	0.70		0.42	0.40		0.07	0.50	
Avail Cap(c_a), veh/h	419	681		202	592		1943	2283		507	1007	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.00	1.00	1.00	0.00	0.71	0.71	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.6	52.1	0.0	57.3	54.3	0.0	9.1	0.0	0.0	34.1	35.9	0.0
Incr Delay (d2), s/veh	2.4	2.0	0.0	2.1	3.4	0.0	0.1	0.4	0.0	0.1	1.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.8	0.0	0.5	2.9	0.0	1.9	0.1	0.0	0.4	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.0	54.1	0.0	59.4	57.7	0.0	9.2	0.4	0.0	34.2	37.6	0.0
LnGrp LOS	E	D		E	E		A	A		C	D	
Approach Vol, veh/h	447			218			1734			534		
Approach Delay, s/veh	55.8			57.9			4.5			37.4		
Approach LOS	E			E			A			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	83.1	9.3	18.2	52.4	40.0	12.7	14.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	61.0	7.0	23.0	32.0	34.0	10.0	20.0				
Max Q Clear Time (g_c+l1), s	2.9	2.0	3.1	10.3	8.6	16.1	6.5	8.1				
Green Ext Time (p_c), s	0.0	8.4	0.0	1.2	3.3	3.1	0.2	0.8				

Intersection Summary

HCM 7th Control Delay, s/veh	22.3
HCM 7th LOS	C

Notes

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

Timings

3: Northwest Pkwy & 96th St/Via Varra

2040 Total AM

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	 		  	 		  	 		  	 	
Traffic Volume (vph)	78	125	793	60	205	50	913	483	25	45	845	203
Future Volume (vph)	78	125	793	60	205	50	913	483	25	45	845	203
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	
Total Split (s)	11.0	24.0		11.0	24.0		37.0	74.0		11.0	48.0	
Total Split (%)	9.2%	20.0%		9.2%	20.0%		30.8%	61.7%		9.2%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary

Cycle Length: 120

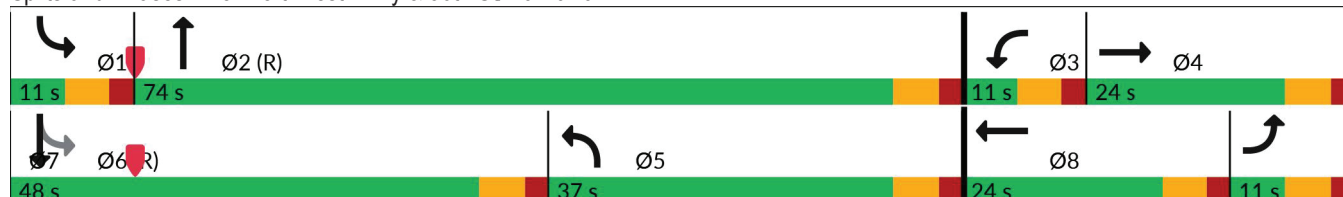
Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 3: Northwest Pkwy & 96th St/Via Varra



HCM 7th Signalized Intersection Summary

3: Northwest Pkwy & 96th St/Via Varra

2040 Total AM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	125	793	60	205	50	913	483	25	45	845	203
Future Volume (veh/h)	78	125	793	60	205	50	913	483	25	45	845	203
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	85	136	0	65	223	0	992	525	0	49	918	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	309		127	301		1638	2283		690	1244	
Arrive On Green	0.04	0.09	0.00	0.04	0.08	0.00	0.54	1.00	0.00	0.03	0.35	0.00
Sat Flow, veh/h	5023	3554	1585	3456	3554	1585	5023	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	85	136	0	65	223	0	992	525	0	49	918	0
Grp Sat Flow(s),veh/h/ln	1674	1777	1585	1728	1777	1585	1674	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.0	4.4	0.0	2.2	7.4	0.0	16.1	0.0	0.0	1.2	27.2	0.0
Cycle Q Clear(g_c), s	2.0	4.4	0.0	2.2	7.4	0.0	16.1	0.0	0.0	1.2	27.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	309		127	301		1638	2283		690	1244	
V/C Ratio(X)	0.43	0.44		0.51	0.74		0.61	0.23		0.07	0.74	
Avail Cap(c_a), veh/h	209	533		144	533		1638	2283		718	1244	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.00	1.00	1.00	0.00	0.80	0.80	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.3	52.0	0.0	56.7	53.6	0.0	22.1	0.0	0.0	28.4	34.2	0.0
Incr Delay (d2), s/veh	1.3	0.9	0.0	3.1	3.6	0.0	0.5	0.2	0.0	0.0	3.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.0	0.0	1.0	3.4	0.0	5.2	0.1	0.0	0.5	12.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.6	52.9	0.0	59.8	57.2	0.0	22.6	0.2	0.0	28.5	38.1	0.0
LnGrp LOS	E	D		E	E		C	A		C	D	
Approach Vol, veh/h	221			288			1517			967		
Approach Delay, s/veh	54.7			57.8			14.8			37.6		
Approach LOS	D			E			B			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	83.1	10.4	16.4	45.1	48.0	10.7	16.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	68.0	5.0	18.0	31.0	42.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.2	2.0	4.2	6.4	18.1	29.2	4.0	9.4				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.5	3.5	5.3	0.0	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	29.3											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

3: Northwest Pkwy & 96th St/Via Varra

2040 Total PM

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	 		  	 		  	 		  	 	
Traffic Volume (vph)	210	235	979	30	170	80	753	943	50	30	507	92
Future Volume (vph)	210	235	979	30	170	80	753	943	50	30	507	92
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	
Total Split (s)	17.0	32.0		11.0	26.0		37.0	66.0		11.0	40.0	
Total Split (%)	14.2%	26.7%		9.2%	21.7%		30.8%	55.0%		9.2%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary

Cycle Length: 120

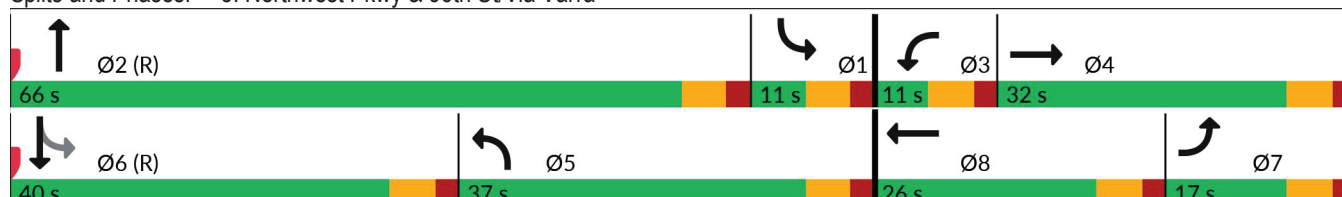
Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 3: Northwest Pkwy & 96th St/Via Varra



HCM 7th Signalized Intersection Summary

3: Northwest Pkwy & 96th St/Via Varra

2040 Total PM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	235	979	30	170	80	753	943	50	30	507	92
Future Volume (veh/h)	210	235	979	30	170	80	753	943	50	30	507	92
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	228	255	0	33	185	0	818	1025	0	33	551	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	390		96	263		1905	1777		984	1007	
Arrive On Green	0.06	0.11	0.00	0.03	0.07	0.00	0.76	1.00	0.00	0.16	0.28	0.00
Sat Flow, veh/h	5023	3554	1585	3456	3554	1585	5023	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	228	255	0	33	185	0	818	1025	0	33	551	0
Grp Sat Flow(s),veh/h/ln	1674	1777	1585	1728	1777	1585	1674	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.3	8.3	0.0	1.1	6.1	0.0	7.0	0.0	0.0	0.0	15.8	0.0
Cycle Q Clear(g_c), s	5.3	8.3	0.0	1.1	6.1	0.0	7.0	0.0	0.0	0.0	15.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	390		96	263		1905	1777		984	1007	
V/C Ratio(X)	0.72	0.65		0.34	0.70		0.43	0.58		0.03	0.55	
Avail Cap(c_a), veh/h	460	770		144	592		1905	1777		984	1007	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.00	1.00	1.00	0.00	0.68	0.68	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.1	51.2	0.0	57.3	54.3	0.0	9.8	0.0	0.0	19.0	36.5	0.0
Incr Delay (d2), s/veh	2.2	1.4	0.0	2.1	3.4	0.0	0.1	0.9	0.0	0.0	2.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.8	0.0	0.5	2.9	0.0	2.0	0.2	0.0	0.3	7.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.3	52.6	0.0	59.4	57.7	0.0	9.9	0.9	0.0	19.0	38.6	0.0
LnGrp LOS	E	D		E	E		A	A		B	D	
Approach Vol, veh/h	483			218			1843			584		
Approach Delay, s/veh	54.8			57.9			4.9			37.5		
Approach LOS	D			E			A			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.5	66.0	9.3	19.2	51.5	40.0	13.6	14.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	60.0	5.0	26.0	31.0	34.0	11.0	20.0				
Max Q Clear Time (g_c+l1), s	2.0	2.0	3.1	10.3	9.0	17.8	7.3	8.1				
Green Ext Time (p_c), s	0.0	9.9	0.0	1.4	3.3	3.4	0.3	0.8				

Intersection Summary

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

Notes

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

Timings

3: Northwest Pkwy & 96th St/Via Varra

2045 Total AM

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	 		  	 		  	 		  	 	
Traffic Volume (vph)	80	130	815	65	210	55	940	495	30	50	865	210
Future Volume (vph)	80	130	815	65	210	55	940	495	30	50	865	210
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	
Total Split (s)	11.0	24.0		11.0	24.0		37.0	74.0		11.0	48.0	
Total Split (%)	9.2%	20.0%		9.2%	20.0%		30.8%	61.7%		9.2%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary

Cycle Length: 120

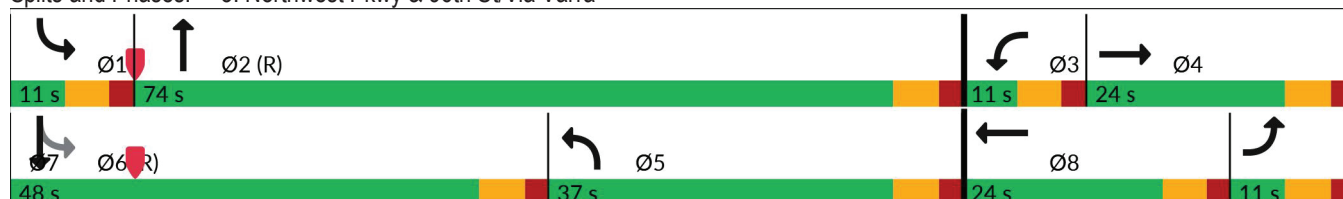
Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 3: Northwest Pkwy & 96th St/Via Varra



HCM 7th Signalized Intersection Summary

3: Northwest Pkwy & 96th St/Via Varra

2045 Total AM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	130	815	65	210	55	940	495	30	50	865	210
Future Volume (veh/h)	80	130	815	65	210	55	940	495	30	50	865	210
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	87	141	0	71	228	0	1022	538	0	54	940	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	312		130	306		1630	2273		686	1244	
Arrive On Green	0.04	0.09	0.00	0.04	0.09	0.00	0.54	1.00	0.00	0.03	0.35	0.00
Sat Flow, veh/h	5023	3554	1585	3456	3554	1585	5023	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	87	141	0	71	228	0	1022	538	0	54	940	0
Grp Sat Flow(s),veh/h/ln	1674	1777	1585	1728	1777	1585	1674	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.0	4.5	0.0	2.4	7.5	0.0	16.9	0.0	0.0	1.3	28.1	0.0
Cycle Q Clear(g_c), s	2.0	4.5	0.0	2.4	7.5	0.0	16.9	0.0	0.0	1.3	28.1	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	198	312		130	306		1630	2273		686	1244	
V/C Ratio(X)	0.44	0.45		0.54	0.74		0.63	0.24		0.08	0.76	
Avail Cap(c_a), veh/h	209	533		144	533		1630	2273		710	1244	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.00	1.00	1.00	0.00	0.78	0.78	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.3	52.0	0.0	56.7	53.5	0.0	22.5	0.0	0.0	28.5	34.5	0.0
Incr Delay (d2), s/veh	1.3	0.9	0.0	3.5	3.6	0.0	0.6	0.2	0.0	0.0	4.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.1	0.0	1.1	3.5	0.0	5.5	0.1	0.0	0.5	12.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.6	52.9	0.0	60.2	57.1	0.0	23.0	0.2	0.0	28.5	38.8	0.0
LnGrp LOS	E	D		E	E		C	A		C	D	
Approach Vol, veh/h	228			299			1560			994		
Approach Delay, s/veh	54.7			57.9			15.2			38.2		
Approach LOS	D			E			B			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	82.8	10.5	16.5	44.9	48.0	10.7	16.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	68.0	5.0	18.0	31.0	42.0	5.0	18.0				
Max Q Clear Time (g_c+l1), s	3.3	2.0	4.4	6.5	18.9	30.1	4.0	9.5				
Green Ext Time (p_c), s	0.0	4.2	0.0	0.5	3.5	5.2	0.0	0.8				

Intersection Summary

HCM 7th Control Delay, s/veh 29.7
HCM 7th LOS C

Notes

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

Timings

3: Northwest Pkwy & 96th St/Via Varra

2045 Total PM

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	 		  	 		  	 		  	 	
Traffic Volume (vph)	215	245	1005	35	175	85	775	965	55	35	520	95
Future Volume (vph)	215	245	1005	35	175	85	775	965	55	35	520	95
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	
Total Split (s)	17.0	32.0		11.0	26.0		37.0	66.0		11.0	40.0	
Total Split (%)	14.2%	26.7%		9.2%	21.7%		30.8%	55.0%		9.2%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary

Cycle Length: 120

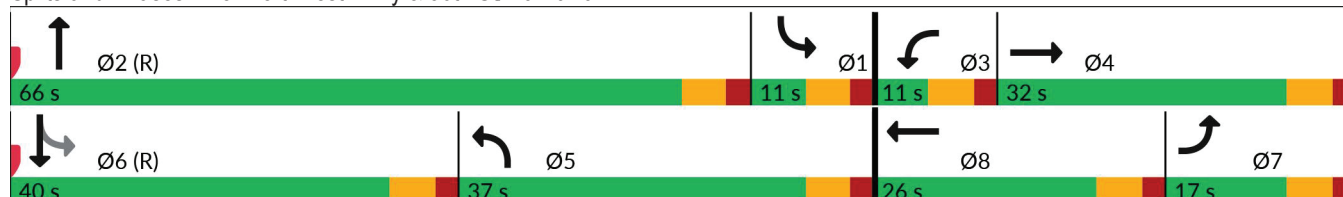
Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 3: Northwest Pkwy & 96th St/Via Varra



HCM 7th Signalized Intersection Summary

3: Northwest Pkwy & 96th St/Via Varra

2045 Total PM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	245	1005	35	175	85	775	965	55	35	520	95
Future Volume (veh/h)	215	245	1005	35	175	85	775	965	55	35	520	95
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	234	266	0	38	190	0	842	1049	0	38	565	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	392		103	269		1891	1777		968	1007	
Arrive On Green	0.06	0.11	0.00	0.03	0.08	0.00	0.75	1.00	0.00	0.16	0.28	0.00
Sat Flow, veh/h	5023	3554	1585	3456	3554	1585	5023	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	234	266	0	38	190	0	842	1049	0	38	565	0
Grp Sat Flow(s),veh/h/ln	1674	1777	1585	1728	1777	1585	1674	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.5	8.6	0.0	1.3	6.3	0.0	7.5	0.0	0.0	0.0	16.3	0.0
Cycle Q Clear(g_c), s	5.5	8.6	0.0	1.3	6.3	0.0	7.5	0.0	0.0	0.0	16.3	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	324	392		103	269		1891	1777		968	1007	
V/C Ratio(X)	0.72	0.68		0.37	0.71		0.45	0.59		0.04	0.56	
Avail Cap(c_a), veh/h	460	770		144	592		1891	1777		968	1007	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.00	1.00	1.00	0.00	0.65	0.65	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.1	51.3	0.0	57.1	54.2	0.0	10.2	0.0	0.0	19.3	36.6	0.0
Incr Delay (d2), s/veh	2.3	1.5	0.0	2.2	3.4	0.0	0.1	0.9	0.0	0.0	2.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.9	0.0	0.6	2.9	0.0	2.1	0.2	0.0	0.3	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.4	52.8	0.0	59.3	57.6	0.0	10.3	0.9	0.0	19.3	38.9	0.0
LnGrp LOS	E	D		E	E		B	A		B	D	
Approach Vol, veh/h	500				228				1891			
Approach Delay, s/veh	54.9				57.9				5.1			
Approach LOS	D				E				A			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.2	66.0	9.6	19.2	51.2	40.0	13.8	15.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	60.0	5.0	26.0	31.0	34.0	11.0	20.0				
Max Q Clear Time (g_c+l1), s	2.0	2.0	3.3	10.6	9.5	18.3	7.5	8.3				
Green Ext Time (p_c), s	0.0	10.2	0.0	1.4	3.4	3.4	0.3	0.8				

Intersection Summary

HCM 7th Control Delay, s/veh 22.7
HCM 7th LOS C

Notes

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

Intersection					
Intersection Delay, s/veh	4.0				
Intersection LOS	A				
Approach	EB	WB		NB	SB
Entry Lanes	1	2		1	1
Conflicting Circle Lanes	1	1		1	1
Adj Approach Flow, veh/h	64	470		5	86
Demand Flow Rate, veh/h	65	480		5	87
Vehicles Circulating, veh/h	90	16		134	192
Vehicles Exiting, veh/h	189	123		21	304
Ped Vol Crossing Leg, #/h	0	0		0	0
Ped Cap Adj	1.000	1.000		1.000	1.000
Approach Delay, s/veh	3.3	4.1		3.0	3.9
Approach LOS	A	A		A	A
Lane	Left	Left	Right	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized					
Lane Util	1.000	0.398	0.602	1.000	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.609
Critical Headway, s	4.976	4.544	4.544	4.976	4.976
A (Intercept)	1380	1420	1420	1380	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3	1.02e-3
Entry Flow, veh/h	65	191	289	5	87
Cap Entry Lane, veh/h	1259	1400	1400	1204	1134
Entry HV Adj Factor	0.986	0.981	0.979	0.992	0.986
Flow Entry, veh/h	64	187	283	5	86
Cap Entry, veh/h	1241	1373	1371	1194	1119
V/C Ratio	0.052	0.136	0.206	0.004	0.077
Control Delay, s/veh	3.3	3.7	4.3	3.0	3.9
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	1	0	0

Intersection					
Intersection Delay, s/veh	4.7				
Intersection LOS	A				
Approach	EB	WB		NB	SB
Entry Lanes	1	2		1	1
Conflicting Circle Lanes	1	1		1	1
Adj Approach Flow, veh/h	205	209		36	297
Demand Flow Rate, veh/h	209	213		36	303
Vehicles Circulating, veh/h	296	27		493	78
Vehicles Exiting, veh/h	85	502		12	162
Ped Vol Crossing Leg, #/h	0	0		0	0
Ped Cap Adj	1.000	1.000		1.000	1.000
Approach Delay, s/veh	5.5	3.3		4.8	5.0
Approach LOS	A	A		A	A
Lane	Left	Left	Right	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized					
Lane Util	1.000	0.329	0.671	1.000	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.609
Critical Headway, s	4.976	4.544	4.544	4.976	4.976
A (Intercept)	1380	1420	1420	1380	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3	1.02e-3
Entry Flow, veh/h	209	70	143	36	303
Cap Entry Lane, veh/h	1020	1386	1386	835	1274
Entry HV Adj Factor	0.981	0.982	0.979	0.992	0.980
Flow Entry, veh/h	205	69	140	36	297
Cap Entry, veh/h	1001	1360	1357	828	1249
V/C Ratio	0.205	0.051	0.103	0.043	0.238
Control Delay, s/veh	5.5	3.0	3.5	4.8	5.0
LOS	A	A	A	A	A
95th %tile Queue, veh	1	0	0	0	1

HCM 7th Roundabout
4: Rockcress Pkwy & Sorrel Ave

2030 Total AM
04/17/2025

Intersection					
Intersection Delay, s/veh	4.2				
Intersection LOS	A				
Approach	EB	WB		NB	SB
Entry Lanes	1	2		1	1
Conflicting Circle Lanes	1	1		1	1
Adj Approach Flow, veh/h	84	518		5	120
Demand Flow Rate, veh/h	85	529		5	122
Vehicles Circulating, veh/h	123	24		187	196
Vehicles Exiting, veh/h	195	168		21	357
Ped Vol Crossing Leg, #/h	0	0		0	0
Ped Cap Adj	1.000	1.000		1.000	1.000
Approach Delay, s/veh	3.6	4.3		3.2	4.2
Approach LOS	A	A		A	A
Lane	Left	Left	Right	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized					
Lane Util	1.000	0.369	0.631	1.000	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.609
Critical Headway, s	4.976	4.544	4.544	4.976	4.976
A (Intercept)	1380	1420	1420	1380	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3	1.02e-3
Entry Flow, veh/h	85	195	334	5	122
Cap Entry Lane, veh/h	1217	1389	1389	1140	1130
Entry HV Adj Factor	0.986	0.981	0.979	0.992	0.982
Flow Entry, veh/h	84	191	327	5	120
Cap Entry, veh/h	1201	1363	1360	1131	1109
V/C Ratio	0.070	0.140	0.240	0.004	0.108
Control Delay, s/veh	3.6	3.8	4.7	3.2	4.2
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	1	0	0

HCM 7th Roundabout
4: Rockcress Pkwy & Sorrel Ave

2030 Total PM
04/17/2025

Intersection					
Intersection Delay, s/veh	5.1				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	2	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	215	261	36	358	
Demand Flow Rate, veh/h	219	267	36	365	
Vehicles Circulating, veh/h	349	32	556	91	
Vehicles Exiting, veh/h	107	560	12	208	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	6.0	3.6	5.1	5.6	
Approach LOS	A	A	A	A	
Lane	Left	Left	Right	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized					
Lane Util	1.000	0.311	0.689	1.000	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.609
Critical Headway, s	4.976	4.544	4.544	4.976	4.976
A (Intercept)	1380	1420	1420	1380	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3	1.02e-3
Entry Flow, veh/h	219	83	184	36	365
Cap Entry Lane, veh/h	967	1379	1379	783	1258
Entry HV Adj Factor	0.981	0.982	0.978	0.992	0.981
Flow Entry, veh/h	215	81	180	36	358
Cap Entry, veh/h	949	1354	1349	777	1233
V/C Ratio	0.227	0.060	0.133	0.046	0.290
Control Delay, s/veh	6.0	3.1	3.7	5.1	5.6
LOS	A	A	A	A	A
95th %tile Queue, veh	1	0	0	0	1

Intersection					
Intersection Delay, s/veh	4.4				
Intersection LOS	A				
Approach	EB	WB		NB	SB
Entry Lanes	1	2		1	1
Conflicting Circle Lanes	1	1		1	1
Adj Approach Flow, veh/h	88	614		5	86
Demand Flow Rate, veh/h	89	627		5	87
Vehicles Circulating, veh/h	90	16		158	339
Vehicles Exiting, veh/h	336	147		21	304
Ped Vol Crossing Leg, #/h	0	0		0	0
Ped Cap Adj	1.000	1.000		1.000	1.000
Approach Delay, s/veh	3.5	4.5		3.1	4.5
Approach LOS	A	A		A	A
Lane	Left	Left	Right	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized					
Lane Util	1.000	0.539	0.461	1.000	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.609
Critical Headway, s	4.976	4.544	4.544	4.976	4.976
A (Intercept)	1380	1420	1420	1380	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3	1.02e-3
Entry Flow, veh/h	89	338	289	5	87
Cap Entry Lane, veh/h	1259	1400	1400	1174	977
Entry HV Adj Factor	0.984	0.981	0.979	0.992	0.986
Flow Entry, veh/h	88	331	283	5	86
Cap Entry, veh/h	1239	1373	1371	1165	963
V/C Ratio	0.071	0.241	0.206	0.004	0.089
Control Delay, s/veh	3.5	4.7	4.3	3.1	4.5
LOS	A	A	A	A	A
95th %tile Queue, veh	0	1	1	0	0

Intersection					
Intersection Delay, s/veh	5.5				
Intersection LOS	A				
Approach	EB	WB		NB	SB
Entry Lanes	1	2		1	1
Conflicting Circle Lanes	1	1		1	1
Adj Approach Flow, veh/h	353	237		36	297
Demand Flow Rate, veh/h	360	242		36	303
Vehicles Circulating, veh/h	296	27		644	107
Vehicles Exiting, veh/h	114	653		12	162
Ped Vol Crossing Leg, #/h	0	0		0	0
Ped Cap Adj	1.000	1.000		1.000	1.000
Approach Delay, s/veh	7.3	3.4		5.6	5.2
Approach LOS	A	A		A	A
Lane	Left	Left	Right	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized					
Lane Util	1.000	0.409	0.591	1.000	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.609
Critical Headway, s	4.976	4.544	4.544	4.976	4.976
A (Intercept)	1380	1420	1420	1380	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3	1.02e-3
Entry Flow, veh/h	360	99	143	36	303
Cap Entry Lane, veh/h	1020	1386	1386	715	1237
Entry HV Adj Factor	0.981	0.981	0.979	0.992	0.980
Flow Entry, veh/h	353	97	140	36	297
Cap Entry, veh/h	1001	1360	1357	710	1212
V/C Ratio	0.353	0.071	0.103	0.050	0.245
Control Delay, s/veh	7.3	3.2	3.5	5.6	5.2
LOS	A	A	A	A	A
95th %tile Queue, veh	2	0	0	0	1

HCM 7th Roundabout
4: Rockcress Pkwy & Sorrel Ave

2040 Total AM
04/17/2025

Intersection					
Intersection Delay, s/veh	4.8				
Intersection LOS	A				
Approach	EB	WB		NB	SB
Entry Lanes	1	2		1	1
Conflicting Circle Lanes	1	1		1	1
Adj Approach Flow, veh/h	119	695		5	143
Demand Flow Rate, veh/h	122	709		5	146
Vehicles Circulating, veh/h	144	30		245	346
Vehicles Exiting, veh/h	348	220		21	393
Ped Vol Crossing Leg, #/h	0	0		0	0
Ped Cap Adj	1.000	1.000		1.000	1.000
Approach Delay, s/veh	4.0	4.9		3.4	5.2
Approach LOS	A	A		A	A
Lane	Left	Left	Right	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized					
Lane Util	1.000	0.487	0.513	1.000	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.609
Critical Headway, s	4.976	4.544	4.544	4.976	4.976
A (Intercept)	1380	1420	1420	1380	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3	1.02e-3
Entry Flow, veh/h	122	345	364	5	146
Cap Entry Lane, veh/h	1191	1382	1382	1075	970
Entry HV Adj Factor	0.977	0.981	0.981	0.992	0.978
Flow Entry, veh/h	119	338	357	5	143
Cap Entry, veh/h	1164	1355	1355	1066	948
V/C Ratio	0.102	0.250	0.263	0.005	0.151
Control Delay, s/veh	4.0	4.8	4.9	3.4	5.2
LOS	A	A	A	A	A
95th %tile Queue, veh	0	1	1	0	1

HCM 7th Roundabout
4: Rockcress Pkwy & Sorrel Ave

2040 Total PM
04/17/2025

Intersection					
Intersection Delay, s/veh	6.3				
Intersection LOS	A				
Approach	EB	WB		NB	SB
Entry Lanes	1	2		1	1
Conflicting Circle Lanes	1	1		1	1
Adj Approach Flow, veh/h	369	328		36	401
Demand Flow Rate, veh/h	376	334		36	409
Vehicles Circulating, veh/h	387	34		751	129
Vehicles Exiting, veh/h	151	753		12	239
Ped Vol Crossing Leg, #/h	0	0		0	0
Ped Cap Adj	1.000	1.000		1.000	1.000
Approach Delay, s/veh	8.6	3.7		6.3	6.3
Approach LOS	A	A		A	A
Lane	Left	Left	Right	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized					
Lane Util	1.000	0.362	0.638	1.000	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.609
Critical Headway, s	4.976	4.544	4.544	4.976	4.976
A (Intercept)	1380	1420	1420	1380	1380
B (Slope)	1.02e-3	9.101e-4	9.101e-4	1.02e-3	1.02e-3
Entry Flow, veh/h	376	121	213	36	409
Cap Entry Lane, veh/h	930	1377	1377	641	1210
Entry HV Adj Factor	0.981	0.981	0.981	0.992	0.980
Flow Entry, veh/h	369	119	209	36	401
Cap Entry, veh/h	912	1351	1351	637	1186
V/C Ratio	0.404	0.088	0.155	0.056	0.338
Control Delay, s/veh	8.6	3.4	3.9	6.3	6.3
LOS	A	A	A	A	A
95th %tile Queue, veh	2	0	1	0	2

Timings 5: Northwest Pkwy & Rockcress Pkwy

2030 Background AM
04/17/2025



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø4
Lane Configurations	↰↱	↰	↰↱	↰↱	↰↱	↰↱	↰	↰↱	↰↱	↰	
Traffic Volume (vph)	12	107	240	0	492	1218	190	60	1349	53	
Future Volume (vph)	12	107	240	0	492	1218	190	60	1349	53	
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7		3	8	5	2		1	6		4
Permitted Phases		Free					2			6	
Detector Phase	7		3	8	5	2	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	13.0		17.0	28.0	18.0	68.0	68.0	11.0	61.0	61.0	24.0
Total Split (%)	10.8%		14.2%	23.3%	15.0%	56.7%	56.7%	9.2%	50.8%	50.8%	20%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120

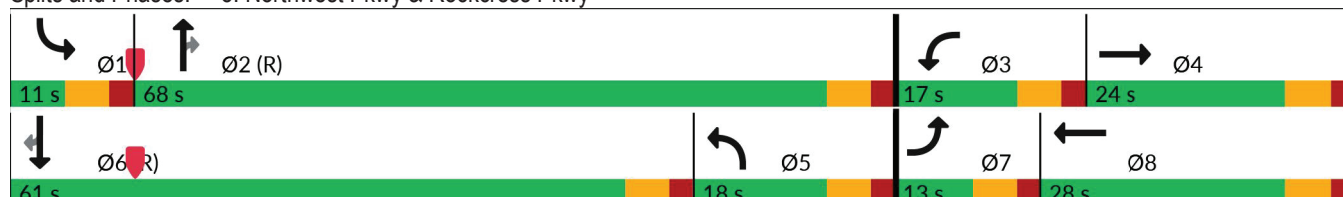
Actuated Cycle Length: 120

Offset: 70 (58%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 5: Northwest Pkwy & Rockcress Pkwy



HCM 7th Signalized Intersection Summary

5: Northwest Pkwy & Rockcress Pkwy

2030 Background AM

04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	107	240	0	60	492	1218	190	60	1349	53
Future Volume (veh/h)	12	0	107	240	0	60	492	1218	190	60	1349	53
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	13	0	0	261	0	65	535	1324	207	65	1466	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	2		314	104	93	927	2451	1093	127	1629	
Arrive On Green	0.01	0.00	0.00	0.09	0.00	0.06	0.27	0.69	0.69	0.07	0.92	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1777	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	13	0	0	261	0	65	535	1324	207	65	1466	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.4	0.0	0.0	8.9	0.0	4.8	16.1	22.1	5.6	2.2	23.6	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	8.9	0.0	4.8	16.1	22.1	5.6	2.2	23.6	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	51	2		314	104	93	927	2451	1093	127	1629	
V/C Ratio(X)	0.26	0.00		0.83	0.00	0.70	0.58	0.54	0.19	0.51	0.90	
Avail Cap(c_a), veh/h	202	281		317	326	291	927	2451	1093	144	1629	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	58.5	0.0	0.0	53.6	0.0	55.4	38.0	9.2	6.6	54.5	3.7	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	16.6	0.0	9.0	0.9	0.9	0.4	2.6	7.1	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	0.2	0.0	0.0	4.6	0.0	2.2	6.9	8.2	1.9	1.0	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.1	0.0	0.0	70.3	0.0	64.5	38.9	10.1	7.0	57.1	10.8	0.0
LnGrp LOS	E			E		E	D	B	A	E	B	
Approach Vol, veh/h	13			326			2066			1531		
Approach Delay, s/veh	61.1			69.1			17.2			12.8		
Approach LOS	E			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	88.8	16.9	3.9	38.2	61.0	7.8	13.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	62.0	11.0	18.0	12.0	55.0	7.0	22.0				
Max Q Clear Time (g_c+I1), s	4.2	24.1	10.9	0.0	18.1	25.6	2.4	6.8				
Green Ext Time (p_c), s	0.0	14.8	0.0	0.0	0.0	14.1	0.0	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	19.9											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings 5: Northwest Pkwy & Rockcress Pkwy

2030 Background PM
04/17/2025

											
Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø4
Lane Configurations											
Traffic Volume (vph)	46	446	230	0	175	1413	180	25	1309	19	
Future Volume (vph)	46	446	230	0	175	1413	180	25	1309	19	
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7		3	8	5	2		1	6		4
Permitted Phases		Free					2			6	
Detector Phase	7		3	8	5	2	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	11.0		18.0	31.0	15.0	67.0	67.0	11.0	63.0	63.0	24.0
Total Split (%)	9.2%		15.0%	25.8%	12.5%	55.8%	55.8%	9.2%	52.5%	52.5%	20%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120

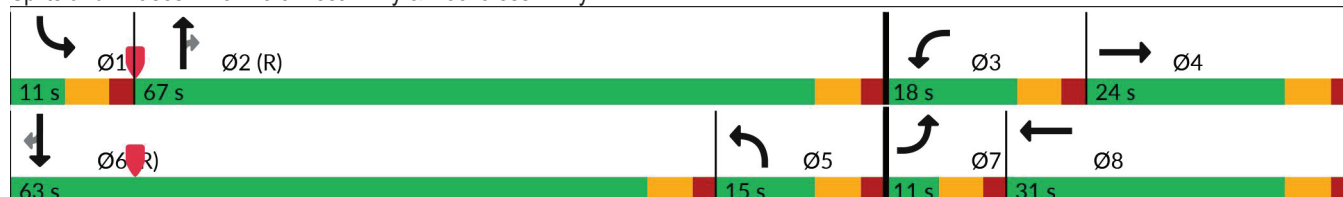
Actuated Cycle Length: 120

Offset: 61 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 5: Northwest Pkwy & Rockcress Pkwy



HCM 7th Signalized Intersection Summary

5: Northwest Pkwy & Rockcress Pkwy

2030 Background PM

04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	0	446	230	0	55	175	1413	180	25	1309	19
Future Volume (veh/h)	46	0	446	230	0	55	175	1413	180	25	1309	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	0	0	250	0	60	190	1536	196	27	1423	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	2		307	99	88	814	2437	1087	85	1688	
Arrive On Green	0.03	0.00	0.00	0.09	0.00	0.06	0.24	0.69	0.69	0.05	0.95	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1777	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	50	0	0	250	0	60	190	1536	196	27	1423	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	0.0	0.0	8.5	0.0	4.5	5.3	28.7	5.3	0.9	12.1	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	8.5	0.0	4.5	5.3	28.7	5.3	0.9	12.1	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	117	2		307	99	88	814	2437	1087	85	1688	
V/C Ratio(X)	0.43	0.00		0.81	0.00	0.68	0.23	0.63	0.18	0.32	0.84	
Avail Cap(c_a), veh/h	144	281		346	370	330	814	2437	1087	144	1688	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	56.8	0.0	0.0	53.7	0.0	55.6	37.1	10.4	6.8	56.1	1.9	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	12.7	0.0	8.8	0.1	1.2	0.4	1.7	4.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	4.2	0.0	2.0	2.3	10.7	1.8	0.4	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	0.0	0.0	66.4	0.0	64.4	37.3	11.7	7.1	57.8	6.3	0.0
LnGrp LOS	E			E		E	D	B	A	E	A	
Approach Vol, veh/h	50			310			1922			1450		
Approach Delay, s/veh	59.3			66.0			13.7			7.3		
Approach LOS	E			E			B			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	88.3	16.7	6.1	34.3	63.0	10.1	12.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	61.0	12.0	18.0	9.0	57.0	5.0	25.0				
Max Q Clear Time (g_c+l1), s	2.9	30.7	10.5	0.0	7.3	14.1	3.7	6.5				
Green Ext Time (p_c), s	0.0	16.3	0.1	0.0	0.1	15.8	0.0	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	16.2
HCM 7th LOS	B

Notes

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

Timings 5: Northwest Pkwy & Rockcress Pkwy

2030 Total AM
04/17/2025

											
Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø4
Lane Configurations											
Traffic Volume (vph)	30	168	240	0	669	1218	190	60	1349	124	
Future Volume (vph)	30	168	240	0	669	1218	190	60	1349	124	
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7		3	8	5	2		1	6		4
Permitted Phases		Free					2			6	
Detector Phase	7		3	8	5	2	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	14.0		18.0	28.0	18.0	67.0	67.0	11.0	60.0	60.0	24.0
Total Split (%)	11.7%		15.0%	23.3%	15.0%	55.8%	55.8%	9.2%	50.0%	50.0%	20%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 66 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Splits and Phases: 5: Northwest Pkwy & Rockcress Pkwy



HCM 7th Signalized Intersection Summary

5: Northwest Pkwy & Rockcress Pkwy

2030 Total AM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	0	168	240	0	60	669	1218	190	60	1349	124
Future Volume (veh/h)	30	0	168	240	0	60	669	1218	190	60	1349	124
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	33	0	0	261	0	65	727	1324	207	65	1466	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	2		317	104	93	910	1806	806	709	1599	
Arrive On Green	0.03	0.00	0.00	0.09	0.00	0.06	0.26	0.51	0.51	0.41	0.90	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1777	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	33	0	0	261	0	65	727	1324	207	65	1466	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.1	0.0	0.0	8.9	0.0	4.8	23.5	35.0	5.4	1.4	28.3	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	8.9	0.0	4.8	23.5	35.0	5.4	1.4	28.3	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	96	2		317	104	93	910	1806	806	709	1599	
V/C Ratio(X)	0.34	0.00		0.82	0.00	0.70	0.80	0.73	0.26	0.09	0.92	
Avail Cap(c_a), veh/h	230	281		346	326	291	910	1806	806	709	1599	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	57.3	0.0	0.0	53.5	0.0	55.4	41.2	23.1	6.2	28.5	4.7	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.0	13.9	0.0	9.0	5.1	2.7	0.8	0.0	8.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	4.5	0.0	2.2	10.6	14.9	3.2	0.6	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.4	0.0	0.0	67.4	0.0	64.5	46.3	25.8	7.0	28.6	12.8	0.0
LnGrp LOS	E			E		E	D	C	A	C	B	
Approach Vol, veh/h	33			326			2258			1531		
Approach Delay, s/veh	59.4			66.8			30.7			13.4		
Approach LOS	E			E			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.6	67.0	17.0	5.4	37.6	60.0	9.3	13.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	61.0	12.0	18.0	12.0	54.0	8.0	22.0				
Max Q Clear Time (g_c+l1), s	3.4	37.0	10.9	0.0	25.5	30.3	3.1	6.8				
Green Ext Time (p_c), s	0.0	12.1	0.1	0.0	0.0	12.6	0.0	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 27.4
HCM 7th LOS C

Notes

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

Timings 5: Northwest Pkwy & Rockcress Pkwy

2030 Total PM
04/17/2025

											
Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø4
Lane Configurations											
Traffic Volume (vph)	103	637	230	0	263	1413	180	25	1309	54	
Future Volume (vph)	103	637	230	0	263	1413	180	25	1309	54	
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7		3	8	5	2		1	6		4
Permitted Phases		Free					2			6	
Detector Phase	7		3	8	5	2	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	14.0		17.0	27.0	16.0	68.0	68.0	11.0	63.0	63.0	24.0
Total Split (%)	11.7%		14.2%	22.5%	13.3%	56.7%	56.7%	9.2%	52.5%	52.5%	20%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120

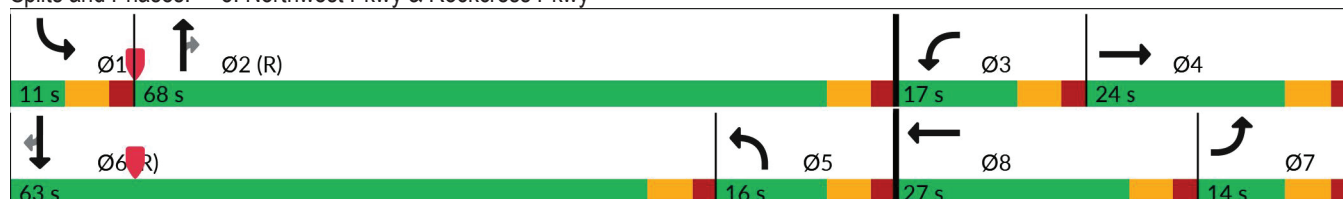
Actuated Cycle Length: 120

Offset: 61 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 5: Northwest Pkwy & Rockcress Pkwy



HCM 7th Signalized Intersection Summary

5: Northwest Pkwy & Rockcress Pkwy

2030 Total PM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	0	637	230	0	55	263	1413	180	25	1309	54
Future Volume (veh/h)	103	0	637	230	0	55	263	1413	180	25	1309	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	0	0	250	0	60	286	1536	196	27	1423	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	28		305	98	88	766	2388	1065	85	1688	
Arrive On Green	0.05	0.00	0.00	0.09	0.00	0.06	0.22	0.67	0.67	0.05	0.95	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1777	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	112	0	0	250	0	60	286	1536	196	27	1423	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.8	0.0	0.0	8.5	0.0	4.5	8.4	30.0	5.6	0.9	12.1	0.0
Cycle Q Clear(g_c), s	3.8	0.0	0.0	8.5	0.0	4.5	8.4	30.0	5.6	0.9	12.1	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	165	28		305	98	88	766	2388	1065	85	1688	
V/C Ratio(X)	0.68	0.00		0.82	0.00	0.68	0.37	0.64	0.18	0.32	0.84	
Avail Cap(c_a), veh/h	230	281		317	311	277	766	2388	1065	144	1688	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.81	0.81	0.00
Uniform Delay (d), s/veh	56.2	0.0	0.0	53.8	0.0	55.6	39.6	11.4	7.4	56.1	1.9	0.0
Incr Delay (d2), s/veh	4.8	0.0	0.0	15.3	0.0	9.0	0.3	1.3	0.4	1.7	4.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	4.4	0.0	2.0	3.6	11.3	1.9	0.4	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	0.0	0.0	69.0	0.0	64.6	39.9	12.7	7.7	57.7	6.2	0.0
LnGrp LOS	E			E		E	D	B	A	E	A	
Approach Vol, veh/h	112				310		2018				1450	
Approach Delay, s/veh	61.0				68.2		16.1				7.2	
Approach LOS	E				E		B				A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	86.6	16.6	7.8	32.6	63.0	11.7	12.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	62.0	11.0	18.0	10.0	57.0	8.0	21.0				
Max Q Clear Time (g_c+l1), s	2.9	32.0	10.5	0.0	10.4	14.1	5.8	6.5				
Green Ext Time (p_c), s	0.0	16.2	0.0	0.0	0.0	15.8	0.1	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	18.2											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings 5: Northwest Pkwy & Rockcress Pkwy

2040 Background AM
04/17/2025

											
Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø4
Lane Configurations											
Traffic Volume (vph)	14	127	255	0	615	1298	205	65	1449	63	
Future Volume (vph)	14	127	255	0	615	1298	205	65	1449	63	
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7		3	8	5	2		1	6		4
Permitted Phases		Free					2			6	
Detector Phase	7		3	8	5	2	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	11.0		17.0	30.0	32.0	68.0	68.0	11.0	47.0	47.0	24.0
Total Split (%)	9.2%		14.2%	25.0%	26.7%	56.7%	56.7%	9.2%	39.2%	39.2%	20%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120

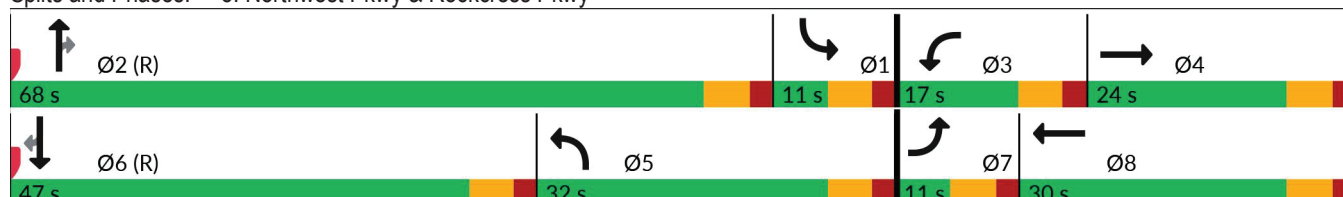
Actuated Cycle Length: 120

Offset: 69 (58%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 5: Northwest Pkwy & Rockcress Pkwy



HCM 7th Signalized Intersection Summary

5: Northwest Pkwy & Rockcress Pkwy

2040 Background AM

04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	127	255	0	65	615	1298	205	65	1449	63
Future Volume (veh/h)	14	0	127	255	0	65	615	1298	205	65	1449	63
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	15	0	0	277	0	71	668	1411	223	71	1575	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	2		317	112	100	1310	1836	819	705	1745	
Arrive On Green	0.02	0.00	0.00	0.09	0.00	0.06	0.38	0.52	0.52	0.41	0.68	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1777	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	15	0	0	277	0	71	668	1411	223	71	1575	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	0.5	0.0	0.0	9.5	0.0	5.3	17.9	38.2	5.7	1.5	30.6	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	9.5	0.0	5.3	17.9	38.2	5.7	1.5	30.6	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	57	2		317	112	100	1310	1836	819	705	1745	
V/C Ratio(X)	0.26	0.00		0.87	0.00	0.71	0.51	0.77	0.27	0.10	0.90	
Avail Cap(c_a), veh/h	144	281		317	355	317	1310	1836	819	705	1745	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	58.3	0.0	0.0	53.8	0.0	55.2	28.7	23.2	5.9	28.7	17.4	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	22.7	0.0	9.0	0.3	3.2	0.8	0.1	6.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	5.1	0.0	2.4	7.4	16.3	3.4	0.6	7.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.8	0.0	0.0	76.5	0.0	64.2	29.0	26.4	6.8	28.8	24.2	0.0
LnGrp LOS	E			E		E	C	C	A	C	C	
Approach Vol, veh/h	15			348			2302			1646		
Approach Delay, s/veh	60.8			74.0			25.3			24.4		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.5	68.0	17.0	4.5	51.5	47.0	8.0	13.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	62.0	11.0	18.0	26.0	41.0	5.0	24.0				
Max Q Clear Time (g_c+I1), s	3.5	40.2	11.5	0.0	19.9	32.6	2.5	7.3				
Green Ext Time (p_c), s	0.0	12.3	0.0	0.0	1.5	6.2	0.0	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C

Notes

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

Timings 5: Northwest Pkwy & Rockcress Pkwy

2040 Background PM
04/17/2025

											
Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø4
Lane Configurations											
Traffic Volume (vph)	58	570	245	0	199	1523	195	30	1394	21	
Future Volume (vph)	58	570	245	0	199	1523	195	30	1394	21	
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7		3	8	5	2		1	6		4
Permitted Phases		Free					2			6	
Detector Phase	7		3	8	5	2	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	11.0		18.0	31.0	18.0	67.0	67.0	11.0	60.0	60.0	24.0
Total Split (%)	9.2%		15.0%	25.8%	15.0%	55.8%	55.8%	9.2%	50.0%	50.0%	20%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120

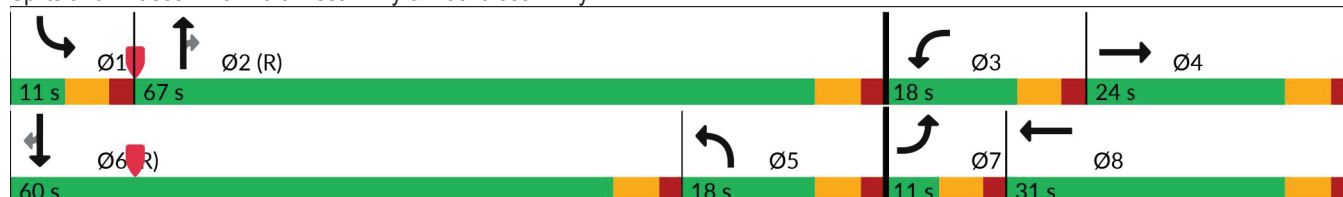
Actuated Cycle Length: 120

Offset: 51 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 5: Northwest Pkwy & Rockcress Pkwy



HCM 7th Signalized Intersection Summary

5: Northwest Pkwy & Rockcress Pkwy

2040 Background PM

04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	0	570	245	0	60	199	1523	195	30	1394	21
Future Volume (veh/h)	58	0	570	245	0	60	199	1523	195	30	1394	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	0	0	266	0	65	216	1655	212	33	1515	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	5		322	105	94	879	2405	1073	96	2298	
Arrive On Green	0.04	0.00	0.00	0.09	0.00	0.06	0.25	0.68	0.68	0.06	0.90	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1777	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	63	0	0	266	0	65	216	1655	212	33	1515	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	2.1	0.0	0.0	9.1	0.0	4.8	6.0	33.8	6.0	1.1	8.8	0.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	9.1	0.0	4.8	6.0	33.8	6.0	1.1	8.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	5		322	105	94	879	2405	1073	96	2298	
V/C Ratio(X)	0.50	0.00		0.83	0.00	0.70	0.25	0.69	0.20	0.34	0.66	
Avail Cap(c_a), veh/h	144	281		346	370	330	879	2405	1073	144	2298	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.80	0.80	0.00
Uniform Delay (d), s/veh	56.7	0.0	0.0	53.5	0.0	55.4	35.6	11.7	7.2	55.6	3.7	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	14.4	0.0	8.9	0.1	1.6	0.4	1.7	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	4.6	0.0	2.2	2.5	12.8	2.0	0.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.7	0.0	0.0	67.9	0.0	64.3	35.7	13.4	7.7	57.3	4.9	0.0
LnGrp LOS	E			E		E	D	B	A	E	A	
Approach Vol, veh/h	63			331			2083			1548		
Approach Delay, s/veh	59.7			67.2			15.1			6.1		
Approach LOS	E			E			B			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	87.2	17.2	6.3	36.5	60.0	10.4	13.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	61.0	12.0	18.0	12.0	54.0	5.0	25.0				
Max Q Clear Time (g_c+I1), s	3.1	35.8	11.1	0.0	8.0	10.8	4.1	6.8				
Green Ext Time (p_c), s	0.0	16.0	0.1	0.0	0.3	16.4	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	16.6											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings 5: Northwest Pkwy & Rockcress Pkwy

2040 Total AM
04/17/2025

											
Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø4
Lane Configurations											
Traffic Volume (vph)	43	224	255	0	904	1298	205	65	1449	179	
Future Volume (vph)	43	224	255	0	904	1298	205	65	1449	179	
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7		3	8	5	2		1	6		4
Permitted Phases		Free					2			6	
Detector Phase	7		3	8	5	2	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	13.0		17.0	28.0	41.0	68.0	68.0	11.0	38.0	38.0	24.0
Total Split (%)	10.8%		14.2%	23.3%	34.2%	56.7%	56.7%	9.2%	31.7%	31.7%	20%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120

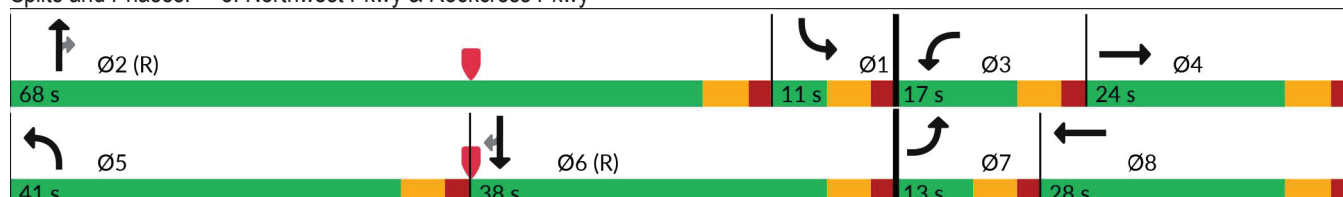
Actuated Cycle Length: 120

Offset: 58 (48%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 5: Northwest Pkwy & Rockcress Pkwy



HCM 7th Signalized Intersection Summary

5: Northwest Pkwy & Rockcress Pkwy

2040 Total AM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	0	224	255	0	65	904	1298	205	65	1449	179
Future Volume (veh/h)	43	0	224	255	0	65	904	1298	205	65	1449	179
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	47	0	0	277	0	71	983	1411	223	71	1575	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	7		317	111	99	1008	1836	819	649	2107	
Arrive On Green	0.03	0.00	0.00	0.09	0.00	0.06	0.29	0.52	0.52	0.38	0.83	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1777	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	47	0	0	277	0	71	983	1411	223	71	1575	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.6	0.0	0.0	9.5	0.0	5.3	33.8	38.2	5.7	1.6	16.9	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	9.5	0.0	5.3	33.8	38.2	5.7	1.6	16.9	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	114	7		317	111	99	1008	1836	819	649	2107	
V/C Ratio(X)	0.41	0.00		0.87	0.00	0.71	0.98	0.77	0.27	0.11	0.75	
Avail Cap(c_a), veh/h	202	281		317	326	291	1008	1836	819	649	2107	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.77	0.77	0.00
Uniform Delay (d), s/veh	56.9	0.0	0.0	53.8	0.0	55.2	42.1	23.2	5.9	30.9	7.6	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	22.7	0.0	9.1	22.4	3.2	0.8	0.1	1.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	5.1	0.0	2.4	17.4	16.3	3.4	0.7	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.2	0.0	0.0	76.5	0.0	64.3	64.5	26.4	6.8	31.0	9.5	0.0
LnGrp LOS	E			E		E	E	C	A	C	A	
Approach Vol, veh/h	47			348			2617			1646		
Approach Delay, s/veh	59.2			74.0			39.0			10.5		
Approach LOS	E			E			D			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.5	68.0	17.0	6.5	41.0	55.5	10.0	13.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	62.0	11.0	18.0	35.0	32.0	7.0	22.0				
Max Q Clear Time (g_c+l1), s	3.6	40.2	11.5	0.0	35.8	18.9	3.6	7.3				
Green Ext Time (p_c), s	0.0	12.3	0.0	0.0	0.0	8.8	0.0	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 31.8
HCM 7th LOS C

Notes

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

Timings 5: Northwest Pkwy & Rockcress Pkwy

2040 Total PM
04/17/2025

											
Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø4
Lane Configurations											
Traffic Volume (vph)	158	903	245	0	351	1523	195	30	1394	82	
Future Volume (vph)	158	903	245	0	351	1523	195	30	1394	82	
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7		3	8	5	2		1	6		4
Permitted Phases		Free					2			6	
Detector Phase	7		3	8	5	2	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	17.0		18.0	25.0	26.0	67.0	67.0	11.0	52.0	52.0	24.0
Total Split (%)	14.2%		15.0%	20.8%	21.7%	55.8%	55.8%	9.2%	43.3%	43.3%	20%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120

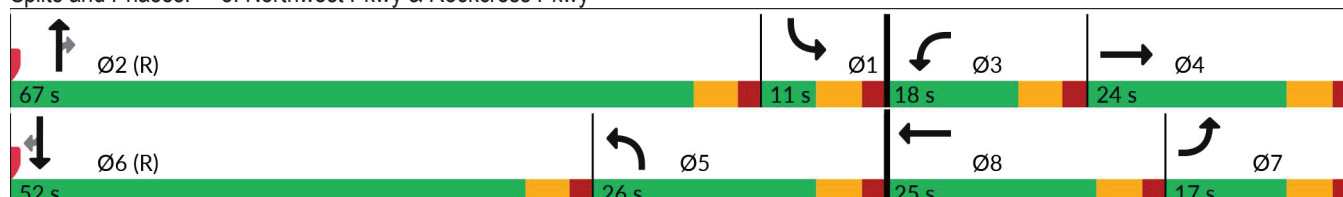
Actuated Cycle Length: 120

Offset: 60 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 5: Northwest Pkwy & Rockcress Pkwy



HCM 7th Signalized Intersection Summary

5: Northwest Pkwy & Rockcress Pkwy

2040 Total PM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	0	903	245	0	60	351	1523	195	30	1394	82
Future Volume (veh/h)	158	0	903	245	0	60	351	1523	195	30	1394	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	0	0	266	0	65	382	1655	212	33	1515	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	60		322	104	93	1008	1806	806	576	1957	
Arrive On Green	0.07	0.00	0.00	0.09	0.00	0.06	0.29	0.51	0.51	0.33	0.77	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1777	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	172	0	0	266	0	65	382	1655	212	33	1515	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	5.9	0.0	0.0	9.1	0.0	4.8	10.6	51.4	5.5	0.8	20.4	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	9.1	0.0	4.8	10.6	51.4	5.5	0.8	20.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	60		322	104	93	1008	1806	806	576	1957	
V/C Ratio(X)	0.75	0.00		0.83	0.00	0.70	0.38	0.92	0.26	0.06	0.77	
Avail Cap(c_a), veh/h	317	281		346	281	251	1008	1806	806	576	1957	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.88	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	53.5	0.0	55.5	33.9	27.1	6.2	33.6	11.0	0.0
Incr Delay (d2), s/veh	5.5	0.0	0.0	14.4	0.0	9.2	0.2	8.8	0.8	0.0	2.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	4.6	0.0	2.2	4.5	23.1	3.3	0.3	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.5	0.0	0.0	67.9	0.0	64.7	34.1	36.0	7.0	33.6	13.4	0.0
LnGrp LOS	E			E		E	C	D	A	C	B	
Approach Vol, veh/h	172			331			2249			1548		
Approach Delay, s/veh	60.5			67.3			32.9			13.9		
Approach LOS	E			E			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	67.0	17.2	9.8	41.0	52.0	14.0	13.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	61.0	12.0	18.0	20.0	46.0	11.0	19.0				
Max Q Clear Time (g_c+I1), s	2.8	53.4	11.1	0.0	12.6	22.4	7.9	6.8				
Green Ext Time (p_c), s	0.0	6.2	0.1	0.0	0.8	12.5	0.1	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 29.8
HCM 7th LOS C

Notes

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

Timings

5: Northwest Pkwy & Rockcress Pkwy

2045 Total AM

04/17/2025



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø4
Lane Configurations	↔↔	↔	↔↔	↔↔	↔↔	↔↔	↔	↔↔	↔↔↔	↔	
Traffic Volume (vph)	45	230	255	0	920	1335	205	65	1490	185	
Future Volume (vph)	45	230	255	0	920	1335	205	65	1490	185	
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7		3	8	5	2		1	6		4
Permitted Phases		Free					2			6	
Detector Phase	7		3	8	5	2	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	13.0		17.0	28.0	41.0	68.0	68.0	11.0	38.0	38.0	24.0
Total Split (%)	10.8%		14.2%	23.3%	34.2%	56.7%	56.7%	9.2%	31.7%	31.7%	20%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120

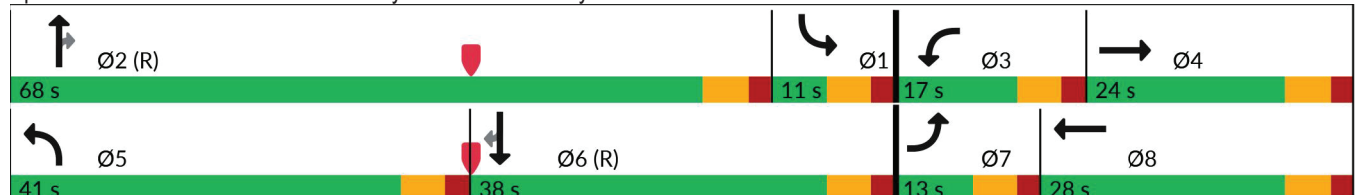
Actuated Cycle Length: 120

Offset: 58 (48%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Splits and Phases: 5: Northwest Pkwy & Rockcress Pkwy



HCM 7th Signalized Intersection Summary

5: Northwest Pkwy & Rockcress Pkwy

2045 Total AM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	0	230	255	0	65	920	1335	205	65	1490	185
Future Volume (veh/h)	45	0	230	255	0	65	920	1335	205	65	1490	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	0	0	277	0	71	1000	1451	223	71	1620	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	9		317	111	99	1008	1836	819	647	2104	
Arrive On Green	0.03	0.00	0.00	0.09	0.00	0.06	0.29	0.52	0.52	0.37	0.82	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1777	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	49	0	0	277	0	71	1000	1451	223	71	1620	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.7	0.0	0.0	9.5	0.0	5.3	34.6	40.0	5.7	1.6	18.3	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	9.5	0.0	5.3	34.6	40.0	5.7	1.6	18.3	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	116	9		317	111	99	1008	1836	819	647	2104	
V/C Ratio(X)	0.42	0.00		0.87	0.00	0.71	0.99	0.79	0.27	0.11	0.77	
Avail Cap(c_a), veh/h	202	281		317	326	291	1008	1836	819	647	2104	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.74	0.74	0.00
Uniform Delay (d), s/veh	56.8	0.0	0.0	53.8	0.0	55.2	42.4	23.7	5.9	31.0	7.8	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	22.7	0.0	9.1	26.4	3.6	0.8	0.1	2.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	5.1	0.0	2.4	18.3	17.1	3.4	0.7	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	0.0	0.0	76.5	0.0	64.3	68.7	27.2	6.8	31.1	9.9	0.0
LnGrp LOS	E			E		E	E	C	A	C	A	
Approach Vol, veh/h	49			348			2674			1691		
Approach Delay, s/veh	59.3			74.0			41.0			10.8		
Approach LOS	E			E			D			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.5	68.0	17.0	6.5	41.0	55.5	10.0	13.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	62.0	11.0	18.0	35.0	32.0	7.0	22.0				
Max Q Clear Time (g_c+l1), s	3.6	42.0	11.5	0.0	36.6	20.3	3.7	7.3				
Green Ext Time (p_c), s	0.0	12.0	0.0	0.0	0.0	8.2	0.0	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 32.9
HCM 7th LOS C

Notes

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

Timings 5: Northwest Pkwy & Rockcress Pkwy

2045 Total PM
04/17/2025

											
Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	Ø4
Lane Configurations	 		 	 	 	 		 	  		
Traffic Volume (vph)	160	920	245	0	360	1565	195	30	1430	85	
Future Volume (vph)	160	920	245	0	360	1565	195	30	1430	85	
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7		3	8	5	2		1	6		4
Permitted Phases		Free					2			6	
Detector Phase	7		3	8	5	2	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	17.0		18.0	25.0	26.0	67.0	67.0	11.0	52.0	52.0	24.0
Total Split (%)	14.2%		15.0%	20.8%	21.7%	55.8%	55.8%	9.2%	43.3%	43.3%	20%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120

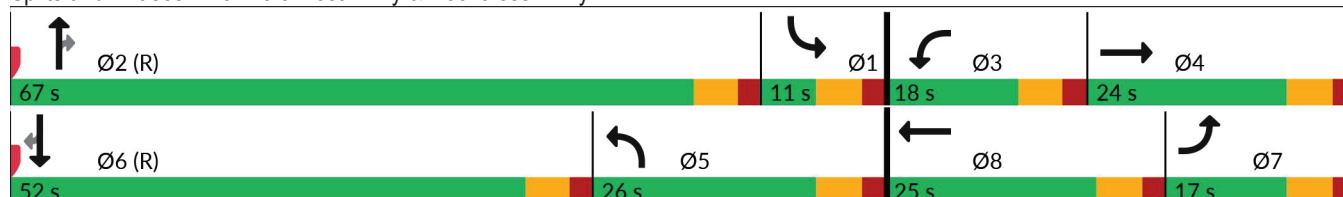
Actuated Cycle Length: 120

Offset: 60 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 5: Northwest Pkwy & Rockcress Pkwy



HCM 7th Signalized Intersection Summary

5: Northwest Pkwy & Rockcress Pkwy

2045 Total PM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	0	920	245	0	60	360	1565	195	30	1430	85
Future Volume (veh/h)	160	0	920	245	0	60	360	1565	195	30	1430	85
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	174	0	0	266	0	65	391	1701	212	33	1554	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	61		322	104	93	1006	1806	806	574	1957	
Arrive On Green	0.07	0.00	0.00	0.09	0.00	0.06	0.29	0.51	0.51	0.33	0.77	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1777	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	174	0	0	266	0	65	391	1701	212	33	1554	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	5.9	0.0	0.0	9.1	0.0	4.8	10.9	54.2	5.5	0.8	21.8	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	9.1	0.0	4.8	10.9	54.2	5.5	0.8	21.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	61		322	104	93	1006	1806	806	574	1957	
V/C Ratio(X)	0.75	0.00		0.83	0.00	0.70	0.39	0.94	0.26	0.06	0.79	
Avail Cap(c_a), veh/h	317	281		346	281	251	1006	1806	806	574	1957	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.87	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	53.5	0.0	55.5	34.0	27.8	6.2	33.7	11.2	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	14.4	0.0	9.2	0.2	11.3	0.8	0.0	2.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	4.6	0.0	2.2	4.6	24.8	3.3	0.3	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.6	0.0	0.0	67.9	0.0	64.7	34.3	39.1	7.0	33.7	13.9	0.0
LnGrp LOS	E			E		E	C	D	A	C	B	
Approach Vol, veh/h	174			331			2304			1587		
Approach Delay, s/veh	60.6			67.3			35.3			14.3		
Approach LOS	E			E			D			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.9	67.0	17.2	9.9	40.9	52.0	14.1	13.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	61.0	12.0	18.0	20.0	46.0	11.0	19.0				
Max Q Clear Time (g_c+l1), s	2.8	56.2	11.1	0.0	12.9	23.8	7.9	6.8				
Green Ext Time (p_c), s	0.0	4.2	0.1	0.0	0.9	12.4	0.1	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 31.1
HCM 7th LOS C

Notes

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

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖		↗	↖	
Traffic Vol, veh/h	16	2	25	22	1	21	96	76	76	68	118	60
Future Vol, veh/h	16	2	25	22	1	21	96	76	76	68	118	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	2	27	24	1	23	104	83	83	74	128	65

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	601	683	161	610	674	124	193	0	0	165	0	0
Stage 1	309	309	-	333	333	-	-	-	-	-	-	-
Stage 2	292	374	-	277	341	-	-	-	-	-	-	-
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	412	372	884	407	376	927	1380	-	-	1413	-	-
Stage 1	701	660	-	681	644	-	-	-	-	-	-	-
Stage 2	716	618	-	729	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	351	326	884	343	330	927	1380	-	-	1413	-	-
Mov Cap-2 Maneuver	351	326	-	343	330	-	-	-	-	-	-	-
Stage 1	665	625	-	629	595	-	-	-	-	-	-	-
Stage 2	644	571	-	668	605	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v12.33		13.14	3.03	2.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1380	-	-	538 490	1413	-	-
HCM Lane V/C Ratio	0.076	-	-	0.087 0.098	0.052	-	-
HCM Control Delay (s/veh)	7.8	-	-	12.3 13.1	7.7	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3 0.3	0.2	-	-

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	61	1	97	84	1	70	31	181	32	32	75	19
Future Vol, veh/h	61	1	97	84	1	70	31	181	32	32	75	19
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	1	105	91	1	76	34	197	35	35	82	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	426	460	92	433	453	214	102	0	0	232	0	0
Stage 1	161	161	-	282	282	-	-	-	-	-	-	-
Stage 2	265	299	-	152	172	-	-	-	-	-	-	-
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	539	498	966	533	502	826	1490	-	-	1336	-	-
Stage 1	841	764	-	725	678	-	-	-	-	-	-	-
Stage 2	741	666	-	851	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	465	474	966	451	478	826	1490	-	-	1336	-	-
Mov Cap-2 Maneuver	465	474	-	451	478	-	-	-	-	-	-	-
Stage 1	819	745	-	709	663	-	-	-	-	-	-	-
Stage 2	656	651	-	737	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v12.09		14	0.95	1.97
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1490	-	-	680	567	1336	-
HCM Lane V/C Ratio	0.023	-	-	0.254	0.297	0.026	-
HCM Control Delay (s/veh)	7.5	-	-	12.1	14	7.8	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	1.2	0.1	-

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	16	2	25	25	1	32	96	87	85	95	147	60
Future Vol, veh/h	16	2	25	25	1	32	96	87	85	95	147	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	2	27	27	1	35	104	95	92	103	160	65

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	703	795	192	717	781	141	225	0	0	187	0	0
Stage 1	399	399	-	349	349	-	-	-	-	-	-	-
Stage 2	304	396	-	367	432	-	-	-	-	-	-	-
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	352	320	849	345	326	907	1344	-	-	1387	-	-
Stage 1	627	602	-	667	633	-	-	-	-	-	-	-
Stage 2	706	604	-	652	583	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	288	274	849	283	279	907	1344	-	-	1387	-	-
Mov Cap-2 Maneuver	288	274	-	283	279	-	-	-	-	-	-	-
Stage 1	580	557	-	615	584	-	-	-	-	-	-	-
Stage 2	625	557	-	582	539	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v13.58		14.16	2.83	2.45
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1344	-	-	466 456	1387	-	-
HCM Lane V/C Ratio	0.078	-	-	0.1 0.138	0.074	-	-
HCM Control Delay (s/veh)	7.9	-	-	13.6 14.2	7.8	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3 0.5	0.2	-	-

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	61	1	97	96	1	113	31	224	37	47	92	19
Future Vol, veh/h	61	1	97	96	1	113	31	224	37	47	92	19
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	1	105	104	1	123	34	243	40	51	100	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	524	564	110	534	554	264	121	0	0	284	0	0
Stage 1	213	213	-	331	331	-	-	-	-	-	-	-
Stage 2	311	351	-	203	223	-	-	-	-	-	-	-
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	464	435	943	457	441	775	1467	-	-	1279	-	-
Stage 1	790	727	-	682	645	-	-	-	-	-	-	-
Stage 2	699	632	-	799	719	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	365	408	943	380	413	775	1467	-	-	1279	-	-
Mov Cap-2 Maneuver	365	408	-	380	413	-	-	-	-	-	-	-
Stage 1	758	698	-	667	630	-	-	-	-	-	-	-
Stage 2	574	618	-	680	690	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v13.74		17.08	0.8	2.36
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	-	584 524	1279	-	-
HCM Lane V/C Ratio	0.023	-	-	0.296 0.436	0.04	-	-
HCM Control Delay (s/veh)	7.5	-	-	13.7 17.1	7.9	-	-
HCM Lane LOS	A	-	-	B C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2 2.2	0.1	-	-

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	12	2	19	10	1	12	72	224	28	28	89	48
Future Vol, veh/h	12	2	19	10	1	12	72	224	28	28	89	48
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	2	21	11	1	13	78	243	30	30	97	52

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	584	614	123	574	625	259	149	0	0	274	0	0
Stage 1	184	184	-	415	415	-	-	-	-	-	-	-
Stage 2	401	430	-	159	210	-	-	-	-	-	-	-
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	423	407	928	430	401	780	1433	-	-	1289	-	-
Stage 1	818	748	-	615	592	-	-	-	-	-	-	-
Stage 2	626	583	-	843	729	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	383	376	928	386	370	780	1433	-	-	1289	-	-
Mov Cap-2 Maneuver	383	376	-	386	370	-	-	-	-	-	-	-
Stage 1	799	730	-	581	560	-	-	-	-	-	-	-
Stage 2	581	551	-	803	711	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.65	12.23	1.7	1.33
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1433	-	-	578 523	1289	-	-
HCM Lane V/C Ratio	0.055	-	-	0.062 0.048	0.024	-	-
HCM Control Delay (s/veh)	7.7	-	-	11.6 12.2	7.9	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2 0.2	0.1	-	-

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	49	1	73	30	2	38	23	157	14	14	226	16
Future Vol, veh/h	49	1	73	30	2	38	23	157	14	14	226	16
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	1	79	33	2	41	25	171	15	15	246	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	507	521	254	505	522	178	263	0	0	186	0	0
Stage 1	285	285	-	228	228	-	-	-	-	-	-	-
Stage 2	222	236	-	277	293	-	-	-	-	-	-	-
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	476	460	784	478	459	865	1301	-	-	1389	-	-
Stage 1	722	676	-	774	715	-	-	-	-	-	-	-
Stage 2	781	710	-	730	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	438	446	784	415	446	865	1301	-	-	1389	-	-
Mov Cap-2 Maneuver	438	446	-	415	446	-	-	-	-	-	-	-
Stage 1	714	668	-	760	701	-	-	-	-	-	-	-
Stage 2	727	696	-	648	663	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v12.82		12.14	0.93	0.42
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1301	-	-	594 580	1389	-	-
HCM Lane V/C Ratio	0.019	-	-	0.225 0.131	0.011	-	-
HCM Control Delay (s/veh)	7.8	-	-	12.8 12.1	7.6	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9 0.4	0	-	-

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	12	2	19	16	1	19	72	237	46	46	103	48
Future Vol, veh/h	12	2	19	16	1	19	72	237	46	46	103	48
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	2	21	17	1	21	78	258	50	50	112	52

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	653	702	138	652	703	283	164	0	0	308	0	0
Stage 1	238	238	-	439	439	-	-	-	-	-	-	-
Stage 2	415	464	-	213	264	-	-	-	-	-	-	-
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	381	362	910	381	362	756	1414	-	-	1253	-	-
Stage 1	765	708	-	597	578	-	-	-	-	-	-	-
Stage 2	615	563	-	789	690	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	335	329	910	336	328	756	1414	-	-	1253	-	-
Mov Cap-2 Maneuver	335	329	-	336	328	-	-	-	-	-	-	-
Stage 1	735	680	-	564	546	-	-	-	-	-	-	-
Stage 2	564	532	-	738	662	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v12.35		13.26	1.56	1.87
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1414	-	-	525 475	1253	-	-
HCM Lane V/C Ratio	0.055	-	-	0.068 0.082	0.04	-	-
HCM Control Delay (s/veh)	7.7	-	-	12.4 13.3	8	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2 0.3	0.1	-	-

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	49	1	73	53	2	67	23	176	24	24	244	16
Future Vol, veh/h	49	1	73	53	2	67	23	176	24	24	244	16
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	1	79	58	2	73	25	191	26	26	265	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	568	593	274	572	589	204	283	0	0	217	0	0
Stage 1	326	326	-	254	254	-	-	-	-	-	-	-
Stage 2	242	267	-	318	335	-	-	-	-	-	-	-
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	433	418	765	431	421	836	1280	-	-	1352	-	-
Stage 1	686	648	-	750	697	-	-	-	-	-	-	-
Stage 2	761	688	-	693	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	378	402	765	370	404	836	1280	-	-	1352	-	-
Mov Cap-2 Maneuver	378	402	-	370	404	-	-	-	-	-	-	-
Stage 1	673	636	-	735	683	-	-	-	-	-	-	-
Stage 2	679	674	-	608	630	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v13.83		13.94	0.81	0.65
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1280	-	-	541 535	1352	-	-
HCM Lane V/C Ratio	0.02	-	-	0.247 0.248	0.019	-	-
HCM Control Delay (s/veh)	7.9	-	-	13.8 13.9	7.7	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1 1	0.1	-	-

HCM 7th TWSC
8: Rockcress Pkwy & Rockcress Access

2030 Total AM
04/17/2025

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱			↱		↰	↱	
Traffic Vol, veh/h	28	131	11	38	505	212	3	0	8	67	0	10
Future Vol, veh/h	28	131	11	38	505	212	3	0	8	67	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	142	12	41	549	230	3	0	9	73	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	779	0	0	154	0	0	566	1071	77	879	962	390
Stage 1	-	-	-	-	-	-	209	209	-	747	747	-
Stage 2	-	-	-	-	-	-	357	862	-	132	215	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	952	-	-	1424	-	-	*615	275	968	344	325	907
Stage 1	-	-	-	-	-	-	*773	728	-	498	507	-
Stage 2	-	-	-	-	-	-	*900	443	-	858	723	-
Platoon blocked, %	0	-	-	-	-	-	0	0	-	0	0	0
Mov Cap-1 Maneuver	952	-	-	1424	-	-	*571	259	968	320	305	907
Mov Cap-2 Maneuver	-	-	-	-	-	-	*571	259	-	320	305	-
Stage 1	-	-	-	-	-	-	*749	704	-	483	492	-
Stage 2	-	-	-	-	-	-	*864	430	-	823	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.47	0.38	9.49	18.15
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	814	952	-	-	1424	-	-	320	907
HCM Lane V/C Ratio	0.015	0.032	-	-	0.029	-	-	0.227	0.012
HCM Control Delay (s/veh)	9.5	8.9	-	-	7.6	-	-	19.5	9
HCM Lane LOS	A	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-	-	0.9	0

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

HCM 7th TWSC
8: Rockcress Pkwy & Rockcress Access

2030 Total PM
04/17/2025

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	530	6	12	223	106	14	0	39	210	0	30
Future Vol, veh/h	14	530	6	12	223	106	14	0	39	210	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	576	7	13	242	115	15	0	42	228	0	33
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	583	0	0	757	993	291	645	939	179
Stage 1	-	-	-	-	-	-	610	610	-	326	326	-
Stage 2	-	-	-	-	-	-	147	384	-	318	613	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1288	-	-	988	-	-	*347	269	705	422	291	999
Stage 1	-	-	-	-	-	-	*448	483	-	767	713	-
Stage 2	-	-	-	-	-	-	*968	671	-	667	481	-
Platoon blocked, %	0	-	-	-	-	-	0	0	-	0	0	0
Mov Cap-1 Maneuver	1288	-	-	988	-	-	*327	263	705	387	284	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	*327	263	-	387	284	-
Stage 1	-	-	-	-	-	-	*443	477	-	757	704	-
Stage 2	-	-	-	-	-	-	*924	662	-	620	476	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.2			0.31			12.46			24.58		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	540	1288	-	-	988	-	-	387	999			
HCM Lane V/C Ratio	0.107	0.012	-	-	0.013	-	-	0.59	0.033			
HCM Control Delay (s/veh)	12.5	7.8	-	-	8.7	-	-	26.8	8.7			
HCM Lane LOS	B	A	-	-	A	-	-	D	A			
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	3.6	0.1			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Timings 8: Rockcress Pkwy & Rockcress Access

2040 Total AM
04/17/2025

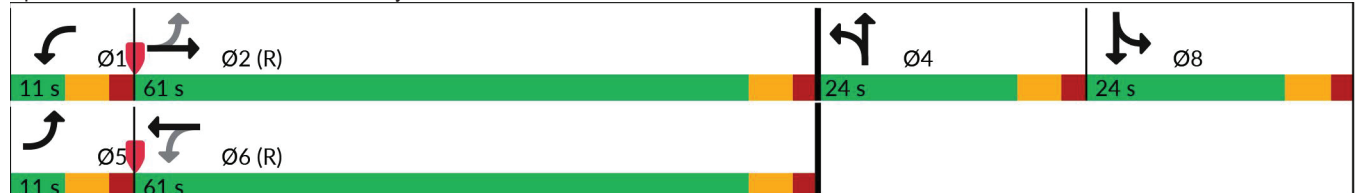


Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	46	160	38	661	0	107	0
Future Volume (vph)	46	160	38	661	0	107	0
Turn Type	pm+pt	NA	pm+pt	NA	NA	Split	NA
Protected Phases	5	2	1	6	4	8	8
Permitted Phases	2		6				
Detector Phase	5	2	1	6	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	61.0	11.0	61.0	24.0	24.0	24.0
Total Split (%)	9.2%	50.8%	9.2%	50.8%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 8: Rockcress Pkwy & Rockcress Access



HCM 7th Signalized Intersection Summary

8: Rockcress Pkwy & Rockcress Access

2040 Total AM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	160	11	38	661	347	3	0	8	107	0	16
Future Volume (veh/h)	46	160	11	38	661	347	3	0	8	107	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	174	12	41	718	377	3	0	9	116	0	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	1583	108	642	1050	551	61	0	183	518	0	238
Arrive On Green	0.03	0.47	0.47	0.06	0.93	0.93	0.15	0.00	0.15	0.15	0.00	0.15
Sat Flow, veh/h	1781	3375	231	1781	2253	1181	407	0	1222	3456	0	1585
Grp Volume(v), veh/h	50	91	95	41	566	529	12	0	0	116	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1829	1781	1777	1658	1630	0	0	1728	0	1585
Q Serve(g_s), s	1.7	3.4	3.5	1.4	7.1	7.2	0.8	0.0	0.0	3.5	0.0	1.1
Cycle Q Clear(g_c), s	1.7	3.4	3.5	1.4	7.1	7.2	0.8	0.0	0.0	3.5	0.0	1.1
Prop In Lane	1.00		0.13	1.00		0.71	0.25		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	330	833	858	642	828	773	244	0	0	518	0	238
V/C Ratio(X)	0.15	0.11	0.11	0.06	0.68	0.68	0.05	0.00	0.00	0.22	0.00	0.07
Avail Cap(c_a), veh/h	344	833	858	661	828	773	244	0	0	518	0	238
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	17.8	17.8	15.1	2.4	2.4	43.7	0.0	0.0	44.9	0.0	43.8
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.0	2.9	3.2	0.4	0.0	0.0	1.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.5	1.5	0.6	1.8	1.7	0.3	0.0	0.0	1.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	18.1	18.1	15.1	5.3	5.6	44.1	0.0	0.0	45.9	0.0	44.4
LnGrp LOS	B	B	B	B	A	A	D			D		D
Approach Vol, veh/h	236			1136			12			133		
Approach Delay, s/veh	17.6			5.8			44.1			45.7		
Approach LOS	B			A			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	62.3		24.0	10.1	61.9		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	55.0		18.0	5.0	55.0		18.0				
Max Q Clear Time (g_c+I1), s	3.4	5.5		2.8	3.7	9.2		5.5				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	9.9		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				11.4								
HCM 7th LOS				B								

Timings
8: Rockcress Pkwy & Rockcress Access

2040 Total PM
04/17/2025

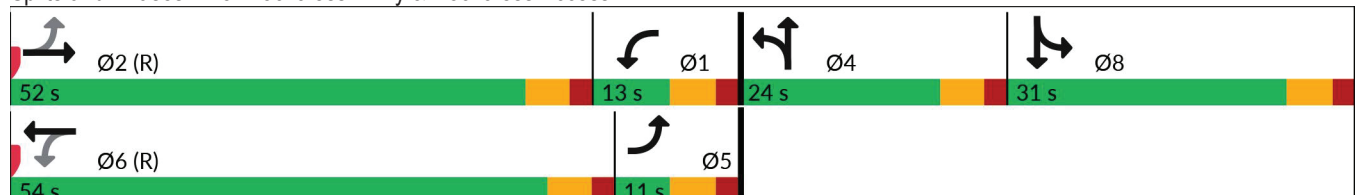


Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	24	695	12	261	0	366	0
Future Volume (vph)	24	695	12	261	0	366	0
Turn Type	pm+pt	NA	pm+pt	NA	NA	Split	NA
Protected Phases	5	2	1	6	4	8	8
Permitted Phases	2		6				
Detector Phase	5	2	1	6	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	13.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	52.0	13.0	54.0	24.0	31.0	31.0
Total Split (%)	9.2%	43.3%	10.8%	45.0%	20.0%	25.8%	25.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 16 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Rockcress Pkwy & Rockcress Access



HCM 7th Signalized Intersection Summary

8: Rockcress Pkwy & Rockcress Access

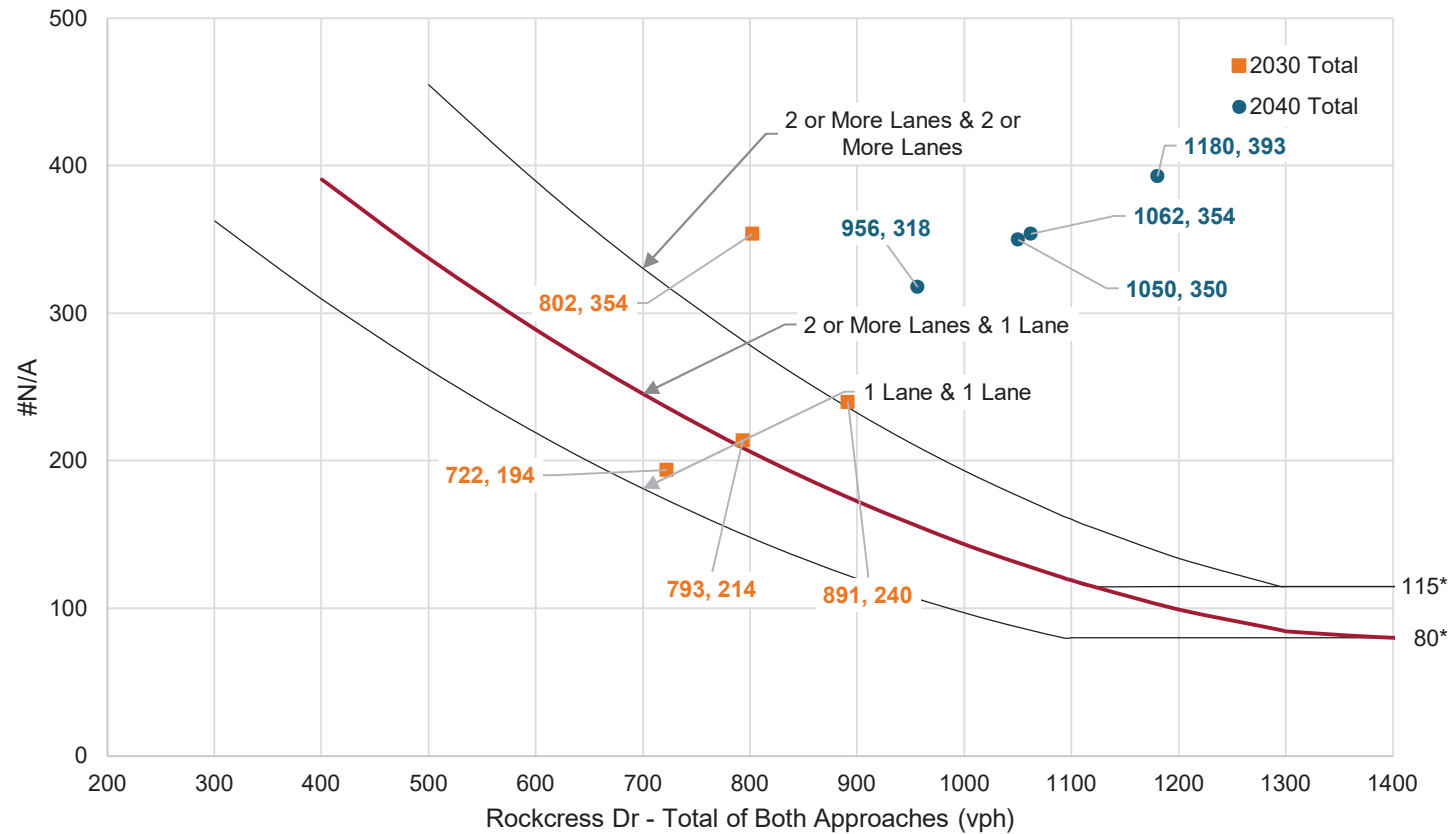
2040 Total PM
04/17/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	695	6	12	261	182	14	0	39	366	0	53
Future Volume (veh/h)	24	695	6	12	261	182	14	0	39	366	0	53
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	26	755	7	13	284	198	15	0	42	398	0	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	758	1383	13	629	811	549	19	0	54	482	0	221
Arrive On Green	0.22	0.38	0.38	0.47	0.80	0.80	0.04	0.00	0.04	0.14	0.00	0.14
Sat Flow, veh/h	1781	3608	33	1781	2028	1372	430	0	1203	3456	0	1585
Grp Volume(v), veh/h	26	372	390	13	248	234	57	0	0	398	0	58
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1623	1632	0	0	1728	0	1585
Q Serve(g_s), s	0.0	19.6	19.6	0.0	4.6	4.9	4.1	0.0	0.0	13.4	0.0	3.9
Cycle Q Clear(g_c), s	0.0	19.6	19.6	0.0	4.6	4.9	4.1	0.0	0.0	13.4	0.0	3.9
Prop In Lane	1.00		0.02	1.00		0.85	0.26		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	758	681	715	629	711	649	73	0	0	482	0	221
V/C Ratio(X)	0.03	0.55	0.55	0.02	0.35	0.36	0.78	0.00	0.00	0.83	0.00	0.26
Avail Cap(c_a), veh/h	758	681	715	629	711	649	245	0	0	720	0	330
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	28.9	28.9	12.7	7.7	7.7	56.7	0.0	0.0	50.2	0.0	46.1
Incr Delay (d2), s/veh	0.0	3.1	3.0	0.0	1.1	1.2	16.4	0.0	0.0	5.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.9	9.3	0.1	1.7	1.6	2.0	0.0	0.0	6.1	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	32.0	31.8	12.7	8.7	8.9	73.2	0.0	0.0	55.2	0.0	46.7
LnGrp LOS	B	C	C	B	A	A	E			E		D
Approach Vol, veh/h	788			495			57			456		
Approach Delay, s/veh	31.3			8.9			73.2			54.1		
Approach LOS	C			A			E			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.9	52.0		11.4	31.9	54.0		22.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	46.0		18.0	5.0	48.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	21.6		6.1	2.0	6.9		15.4				
Green Ext Time (p_c), s	0.0	5.1		0.1	0.0	3.4		1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				32.2								
HCM 7th LOS				C								



Appendix E: Signal Warrant Analysis Worksheet

Warrant 2 - Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Rockcress Dr & Hospital Access
Signal Warrant Analysis
Four-Hour Volume Warrant

Source: Manual on Uniform Traffic Control Devices 2023

Intersection #8

Kimley»Horn

Appendix F: Queue Analysis Worksheets

Queues

2030 Total AM

2: 96th St & Campus Dr

04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	426	55	147	1196	949	577
v/c Ratio	0.74	0.17	0.35	0.46	0.43	0.48
Control Delay (s/veh)	55.5	11.6	3.7	1.1	13.8	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.5	11.6	3.7	1.1	13.8	2.5
Queue Length 50th (ft)	163	0	4	16	192	0
Queue Length 95th (ft)	209	35	m6	22	281	50
Internal Link Dist (ft)	1226			875	483	
Turn Bay Length (ft)	150	150	250			250
Base Capacity (vph)	801	411	486	2592	2164	1192
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.13	0.30	0.46	0.44	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2030 Total PM

2: 96th St & Campus Dr

04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	527	136	78	957	1249	261
v/c Ratio	0.77	0.32	0.26	0.38	0.57	0.24
Control Delay (s/veh)	53.2	8.2	3.8	0.8	16.4	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.2	8.2	3.8	0.8	16.4	2.1
Queue Length 50th (ft)	201	0	1	8	301	0
Queue Length 95th (ft)	247	50	m4	12	417	38
Internal Link Dist (ft)	1226			875	483	
Turn Bay Length (ft)	150	150	250			250
Base Capacity (vph)	858	497	298	2480	2174	1073
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.27	0.26	0.39	0.57	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2040 Total AM

2: 96th St & Campus Dr

04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	472	67	175	1255	1010	676
v/c Ratio	0.75	0.19	0.47	0.34	0.51	0.57
Control Delay (s/veh)	54.4	10.3	56.8	1.1	17.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.4	10.3	56.8	1.1	17.9	3.2
Queue Length 50th (ft)	180	0	73	14	241	0
Queue Length 95th (ft)	225	37	m101	19	334	57
Internal Link Dist (ft)	1226			875	483	
Turn Bay Length (ft)	150	500	400			250
Base Capacity (vph)	801	420	371	3650	1980	1183
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.16	0.47	0.34	0.51	0.57

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2040 Total PM

2: 96th St & Campus Dr

04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	647	167	92	1011	1321	302
v/c Ratio	0.81	0.35	0.46	0.29	0.66	0.29
Control Delay (s/veh)	51.9	10.4	47.1	0.8	21.4	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.9	10.4	47.1	0.8	21.4	2.5
Queue Length 50th (ft)	243	15	39	8	366	2
Queue Length 95th (ft)	296	69	m63	10	485	45
Internal Link Dist (ft)	1226			875	483	
Turn Bay Length (ft)	150	500	400			250
Base Capacity (vph)	944	538	200	3394	1978	1015
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.31	0.46	0.30	0.67	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2045 Total AM

2: 96th St & Campus Dr

04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	484	71	179	1288	1038	696
v/c Ratio	0.76	0.20	0.48	0.35	0.52	0.58
Control Delay (s/veh)	54.3	10.0	56.7	1.2	18.5	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.3	10.0	56.7	1.2	18.5	3.3
Queue Length 50th (ft)	185	0	75	14	252	0
Queue Length 95th (ft)	230	38	m101	20	349	59
Internal Link Dist (ft)	1226			875	483	
Turn Bay Length (ft)	150	500	400			250
Base Capacity (vph)	801	423	371	3635	1969	1189
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.17	0.48	0.35	0.53	0.59

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2045 Total PM

2: 96th St & Campus Dr

04/17/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	663	174	98	1038	1353	310
v/c Ratio	0.81	0.36	0.49	0.30	0.68	0.30
Control Delay (s/veh)	51.6	11.4	47.7	0.8	22.2	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.6	11.4	47.7	0.8	22.2	2.8
Queue Length 50th (ft)	250	21	41	8	385	4
Queue Length 95th (ft)	305	77	m65	10	504	49
Internal Link Dist (ft)	1226			875	483	
Turn Bay Length (ft)	150	500	400			250
Base Capacity (vph)	944	536	200	3369	1961	1010
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.32	0.49	0.31	0.69	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2030 Total AM

3: Northwest Pkwy & 96th St/Via Varra

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	73	125	807	60	212	49	943	467	22	43	800	187
v/c Ratio	0.34	0.28	0.50	0.40	0.57	0.03	0.87	0.20	0.01	0.05	0.66	0.11
Control Delay (s/veh)	44.8	35.9	7.6	64.6	57.2	0.0	41.4	4.3	0.0	13.8	38.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.8	35.9	7.6	64.6	57.2	0.0	41.4	4.3	0.0	13.8	38.8	0.1
Queue Length 50th (ft)	28	42	247	23	83	0	361	22	0	5	292	0
Queue Length 95th (ft)	44	44	440	47	121	0	446	28	m0	11	379	0
Internal Link Dist (ft)	875			991			2985			849		
Turn Bay Length (ft)	325		375	250		250	700		575		500	
Base Capacity (vph)	210	530	1583	147	530	1583	1115	2233	1583	718	1206	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	0.35	0.24	0.51	0.41	0.40	0.03	0.85	0.21	0.01	0.06	0.66	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2030 Total PM

3: Northwest Pkwy & 96th St/Via Varra

04/17/2025

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	191	239	1003	27	174	82	775	889	49	27	484	86	
v/c Ratio	0.56	0.36	0.63	0.17	0.52	0.05	0.79	0.41	0.03	0.07	0.42	0.05	
Control Delay (s/veh)	44.1	32.1	10.5	58.3	57.3	0.0	35.2	6.2	0.0	15.3	35.2	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	44.1	32.1	10.5	58.3	57.3	0.0	35.2	6.2	0.0	15.3	35.2	0.0	
Queue Length 50th (ft)	71	78	402	10	68	0	278	63	0	3	162	0	
Queue Length 95th (ft)	94	86	459	26	104	0	349	74	m0	10	231	0	
Internal Link Dist (ft)	875			991			2985			849			
Turn Bay Length (ft)	325			375	250			250	700			575	500
Base Capacity (vph)	354	722	1583	151	530	1583	1087	2132	1583	380	1143	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	0.54	0.33	0.63	0.18	0.33	0.05	0.71	0.42	0.03	0.07	0.42	0.05	

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2040 Total AM

3: Northwest Pkwy & 96th St/Via Varra

04/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	85	136	862	65	223	54	992	525	27	49	918	221
v/c Ratio	0.29	0.31	0.54	0.45	0.58	0.03	0.76	0.23	0.01	0.07	0.65	0.13
Control Delay (s/veh)	45.4	38.5	10.0	66.6	57.2	0.0	66.2	23.3	0.0	25.2	33.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.4	38.5	10.0	66.6	57.2	0.0	66.2	23.3	0.0	25.2	33.5	0.1
Queue Length 50th (ft)	18	33	337	25	87	0	291	177	0	12	313	0
Queue Length 95th (ft)	34	51	464	50	126	0	337	235	m0	26	404	0
Internal Link Dist (ft)		875			991			2985			849	
Turn Bay Length (ft)	325		375	250		250	700			575		500
Base Capacity (vph)	290	530	1583	143	530	1583	1289	2215	1583	619	1402	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	0.29	0.26	0.54	0.45	0.42	0.03	0.77	0.24	0.02	0.08	0.65	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2040 Total PM

3: Northwest Pkwy & 96th St/Via Varra

04/17/2025

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	228	255	1064	33	185	87	818	1025	54	33	551	100	
v/c Ratio	0.50	0.39	0.67	0.21	0.54	0.05	0.71	0.47	0.03	0.08	0.40	0.06	
Control Delay (s/veh)	39.4	30.0	12.5	59.1	57.3	0.0	35.1	6.2	0.0	13.2	29.6	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	39.4	30.0	12.5	59.1	57.3	0.0	35.1	6.2	0.0	13.2	29.6	0.0	
Queue Length 50th (ft)	58	86	473	12	73	0	205	83	0	4	170	0	
Queue Length 95th (ft)	75	102	425	30	108	0	240	96	m0	11	240	0	
Internal Link Dist (ft)	875			991			2985			849			
Turn Bay Length (ft)	325			375	250			250	700			575	500
Base Capacity (vph)	483	767	1583	151	589	1583	1289	2153	1583	379	1363	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	0.47	0.33	0.67	0.22	0.31	0.05	0.63	0.48	0.03	0.09	0.40	0.06	

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2045 Total AM

3: Northwest Pkwy & 96th St/Via Varra

04/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	141	886	71	228	60	1022	538	33	54	940	228
v/c Ratio	0.30	0.27	0.55	0.49	0.59	0.03	0.79	0.25	0.02	0.09	0.70	0.14
Control Delay (s/veh)	46.6	38.1	10.7	68.4	57.2	0.0	66.8	24.0	0.0	25.4	36.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.6	38.1	10.7	68.4	57.2	0.0	66.8	24.0	0.0	25.4	36.0	0.1
Queue Length 50th (ft)	18	33	365	28	90	0	300	183	0	13	325	0
Queue Length 95th (ft)	35	55	467	53	128	0	347	242	m0	28	416	0
Internal Link Dist (ft)		875			991			2985			849	
Turn Bay Length (ft)	325		375	250		250	700			575		500
Base Capacity (vph)	290	551	1583	143	530	1583	1289	2138	1583	568	1327	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	0.30	0.26	0.56	0.50	0.43	0.04	0.79	0.25	0.02	0.10	0.71	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2045 Total PM

3: Northwest Pkwy & 96th St/Via Varra

04/17/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	234	266	1092	38	190	92	842	1049	60	38	565	103
v/c Ratio	0.51	0.40	0.68	0.25	0.54	0.05	0.73	0.48	0.03	0.10	0.41	0.06
Control Delay (s/veh)	39.3	30.0	13.2	59.8	57.3	0.0	34.9	6.6	0.0	13.6	30.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.3	30.0	13.2	59.8	57.3	0.0	34.9	6.6	0.0	13.6	30.2	0.0
Queue Length 50th (ft)	58	87	476	14	75	0	212	84	0	4	176	0
Queue Length 95th (ft)	78	106	423	34	111	0	240	107	m0	12	247	0
Internal Link Dist (ft)	875			991			2985			849		
Turn Bay Length (ft)	325		375	250		250	700		575		500	
Base Capacity (vph)	485	768	1583	152	589	1583	1289	2144	1583	362	1349	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	0.48	0.35	0.69	0.25	0.32	0.06	0.65	0.49	0.04	0.10	0.42	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

5: Northwest Pkwy & Rockcress Pkwy

04/17/2025



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	183	261	65	727	1324	207	65	1466	135
v/c Ratio	0.17	0.11	0.57	0.17	2.11	0.53	0.17	0.45	0.67	0.12
Control Delay (s/veh)	55.7	0.1	53.6	1.0	540.4	10.8	1.4	69.1	6.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.7	0.1	53.6	1.0	540.4	10.8	1.4	69.1	6.2	0.3
Queue Length 50th (ft)	12	0	96	0	~461	271	0	27	148	0
Queue Length 95th (ft)	29	0	138	0	#582	341	26	m47	88	m0
Internal Link Dist (ft)				548		606			2985	
Turn Bay Length (ft)	400	50	250		375		300	525		500
Base Capacity (vph)	228	1583	458	707	343	2459	1163	143	2188	1051
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.12	0.57	0.09	2.12	0.54	0.18	0.45	0.67	0.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

5: Northwest Pkwy & Rockcress Pkwy

04/17/2025



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	112	692	250	60	286	1536	196	27	1423	59
v/c Ratio	0.39	0.43	0.45	0.18	1.00	0.64	0.17	0.14	0.66	0.05
Control Delay (s/veh)	56.1	0.8	47.5	1.2	108.3	14.6	1.7	69.4	6.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.1	0.8	47.5	1.2	108.3	14.6	1.7	69.4	6.1	0.0
Queue Length 50th (ft)	43	0	89	0	115	388	0	10	128	0
Queue Length 95th (ft)	72	0	127	0	#208	513	30	m19	167	m0
Internal Link Dist (ft)				548		606			2985	
Turn Bay Length (ft)	400	50	250		375		300	525		500
Base Capacity (vph)	287	1583	552	683	286	2388	1131	184	2145	1034
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.44	0.45	0.09	1.00	0.64	0.17	0.15	0.66	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

5: Northwest Pkwy & Rockcress Pkwy

04/17/2025



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	47	243	277	71	983	1411	223	71	1575	195
v/c Ratio	0.25	0.15	0.57	0.20	0.82	0.58	0.19	0.49	0.85	0.27
Control Delay (s/veh)	55.9	1.1	52.8	1.3	42.4	11.9	1.3	44.2	19.6	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.9	1.1	52.8	1.3	42.4	11.9	1.3	44.2	19.6	1.7
Queue Length 50th (ft)	19	0	103	0	357	304	0	27	147	0
Queue Length 95th (ft)	40	1	147	0	416	368	26	m44	#536	23
Internal Link Dist (ft)				548		606			2985	
Turn Bay Length (ft)	400	50	250		375		300	525		500
Base Capacity (vph)	200	1583	483	707	1190	2427	1155	143	1844	698
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.15	0.57	0.10	0.83	0.58	0.19	0.50	0.85	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

5: Northwest Pkwy & Rockcress Pkwy

04/17/2025



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	172	982	266	65	382	1655	212	33	1515	89
v/c Ratio	0.50	0.62	0.44	0.20	0.73	0.69	0.18	0.23	0.56	0.09
Control Delay (s/veh)	42.5	6.7	45.6	1.4	57.7	16.2	2.3	65.6	8.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.5	6.7	45.6	1.4	57.7	16.2	2.3	65.6	8.7	0.1
Queue Length 50th (ft)	69	462	94	0	144	452	5	13	166	0
Queue Length 95th (ft)	81	283	131	0	197	587	37	m25	178	m0
Internal Link Dist (ft)				548		606			2985	
Turn Bay Length (ft)	400	50	250		375		300	525		500
Base Capacity (vph)	344	1583	608	637	572	2369	1123	143	2664	946
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.62	0.44	0.10	0.67	0.70	0.19	0.23	0.57	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

5: Northwest Pkwy & Rockcress Pkwy

04/17/2025



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	250	277	71	1000	1451	223	71	1620	201
v/c Ratio	0.26	0.15	0.57	0.20	0.81	0.59	0.19	0.49	0.91	0.29
Control Delay (s/veh)	55.8	1.1	52.8	1.3	40.5	12.2	1.3	44.4	23.9	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.8	1.1	52.8	1.3	40.5	12.2	1.3	44.4	23.9	1.8
Queue Length 50th (ft)	20	0	103	0	358	319	0	26	155	0
Queue Length 95th (ft)	42	3	147	0	414	385	26	m42	#587	m19
Internal Link Dist (ft)				548		606			2985	
Turn Bay Length (ft)	400	50	250		375		300	525		500
Base Capacity (vph)	200	1583	483	707	1234	2427	1155	143	1778	684
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.16	0.57	0.10	0.81	0.60	0.19	0.50	0.91	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

5: Northwest Pkwy & Rockcress Pkwy

04/17/2025



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	174	1000	266	65	391	1701	212	33	1554	92
v/c Ratio	0.51	0.63	0.44	0.20	0.75	0.71	0.18	0.23	0.58	0.09
Control Delay (s/veh)	42.8	6.9	45.5	1.4	58.2	16.9	2.4	65.2	8.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	6.9	45.5	1.4	58.2	16.9	2.4	65.2	8.7	0.1
Queue Length 50th (ft)	69	477	93	0	148	477	6	13	166	0
Queue Length 95th (ft)	82	297	131	0	202	620	38	m25	190	m0
Internal Link Dist (ft)				548		606			2985	
Turn Bay Length (ft)	400	50	250		375		300	525		500
Base Capacity (vph)	346	1583	610	637	572	2367	1122	143	2656	943
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.63	0.44	0.10	0.68	0.72	0.19	0.23	0.59	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

8: Rockcress Dr & Rockcress Access

04/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	50	186	41	1095	12	116	17
v/c Ratio	0.24	0.11	0.06	0.66	0.03	0.22	0.02
Control Delay (s/veh)	15.7	17.5	19.0	23.7	0.1	46.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.7	17.5	19.0	23.7	0.1	46.1	0.0
Queue Length 50th (ft)	17	40	14	205	0	41	0
Queue Length 95th (ft)	36	63	m23	281	0	70	0
Internal Link Dist (ft)		389		682	344		365
Turn Bay Length (ft)	150		150			200	
Base Capacity (vph)	203	1674	627	1654	363	514	588
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.11	0.07	0.66	0.03	0.23	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2040 Total PM

8: Rockcress Dr & Rockcress Access

04/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	26	762	13	482	57	398	58
v/c Ratio	0.04	0.34	0.02	0.23	0.27	0.71	0.07
Control Delay (s/veh)	9.5	14.0	3.6	0.9	3.3	54.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	14.0	3.6	0.9	3.3	54.4	0.1
Queue Length 50th (ft)	7	130	1	3	0	153	0
Queue Length 95th (ft)	20	250	m3	6	0	193	0
Internal Link Dist (ft)		389		682	344		365
Turn Bay Length (ft)	150		150			200	
Base Capacity (vph)	593	2181	460	2078	364	718	822
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.35	0.03	0.23	0.16	0.55	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

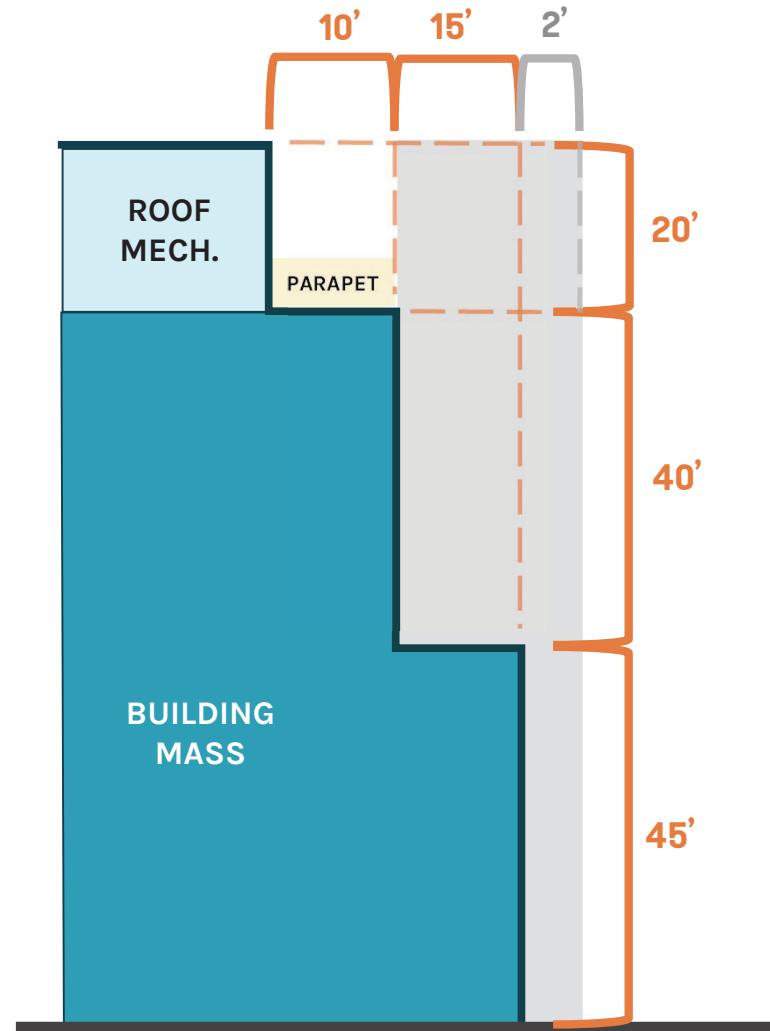
CONOCOPHILIPS CAMPUS GDP AMENDMENT – EXHIBIT A
MAY 16, 2025

DESIGN PARAMETERS

BUILDING MASSING AND HEIGHT REQUIREMENTS

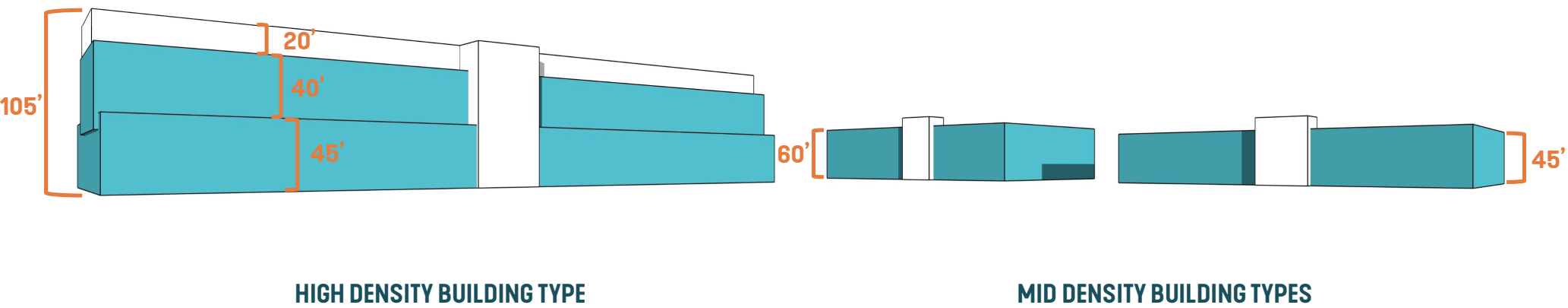
For building facades exceeding 100 feet in length and more than 45 ft in height, a relief in the building massing is required to reduce visual monotony and enhance architectural interest:

- A maximum height of 45 feet is permitted before a minimum horizontal setback of 15 feet is required from the primary building face.
- The footprint of each floor above 45 feet shall not exceed 50% of the footprint of the building at or below 45 feet.
- Alternatively, a projected relief element may extend outward from the main building mass by a minimum of 2 feet, provided it contributes to the overall articulation and design of the facade.
- Any rooftop enclosure (e.g., mechanical penthouses) must be set back a minimum of 10 feet from the edge of the building mass, unless it is architecturally integrated into the overall design of the building.
- Exception: A defining architectural element or distinct building form with a total width of less than 100 feet is exempt from the above setback and relief requirements. A minimum 2-foot depth variation from the adjacent primary facade plane must still be provided to ensure visual articulation. Defining architectural elements may include, but are not limited to:
 - Vertical circulation towers (e.g., stair or elevator cores)
 - Entry pavilions or lobbies
 - Architectural eyebrows or roof overhangs
 - Branded or sculptural facade features
 - Corner elements or turrets
 - Atrium volumes or light wells
 - Distinctive roof forms



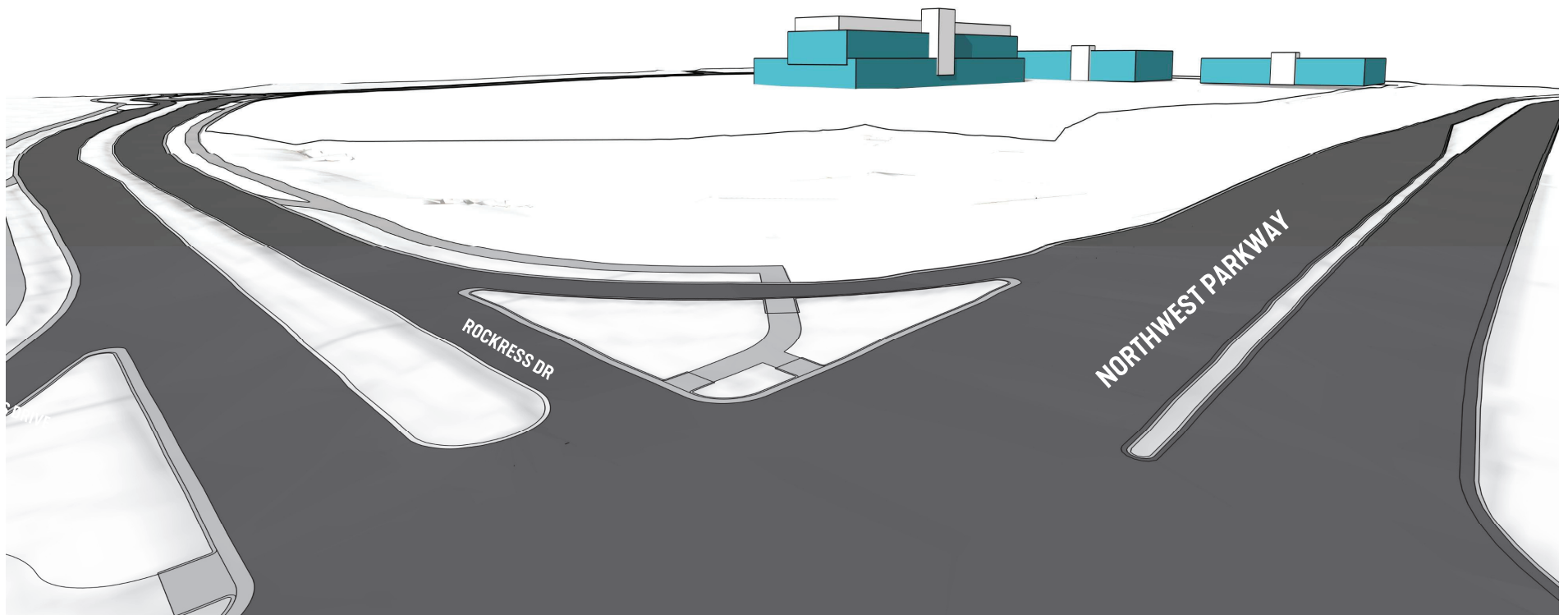
EXAMPLE MASSING

Visual diagram illustrating a possible building mass resulting from the design parameters building massing and height requirements



EXAMPLE LAYOUT

Possible building mass resulting from the design parameters on Hospital Parcel



SIMILAR SCALE BUILT PROJECTS

MATERIAL VARIATION
FAÇADE BREAKDOWN



APPROACHABLE SCALE



MASSING ARTICULATION
COLOR PALETTE
FAÇADE DETAIL



BEACON DESIGN
SOFTER MASSING



MASSING ARTICULATION
INTERFACE AT GRADE



CONTEXTUAL HEIGHT NEAR THE SITE

PROJECT
SITE

CONTEXT BUILDING
LOCATIONS



CONTEXTUAL HEIGHT NEAR THE SITE



Growth over Avista Calculation

Existing Avista Bed Count 108
MOB SF 41000 SF

Utility Bills	Hospital	MOB	KGALS	GALS	
May-21	677	-	677	677,000	
Jun-21	1,807	-	1,807	1,807,000	
Jul-21	1,632	-	1,632	1,632,000	
Aug-21	2,092	-	2,092	2,092,000	
Sep-21	1,980	-	1,980	1,980,000	
Oct-21	1,645	-	1,645	1,645,000	
Nov-21	1,645	-	1,645	1,645,000	
Dec-21	704	-	704	704,000	
Jan-22	466	-	466	466,000	
Feb-22	480	-	480	480,000	
Mar-22	445	-	445	445,000	
Apr-22	598	-	598	598,000	
May-22	1,080	-	1,080	1,080,000	
Jun-22	1,698	-	1,698	1,698,000	
			14,465	14,465,000	*does not include May and June 2021 **includes irrigation
		Average Day	1,205,417	per month	
			40,181	per day	
			27.90	per minute	
		Peak Day	4,821,667	per month	
		4.00 FS	160,722	per day	
			111.61	per minute	
			1.03	gal/min/bed	

	Hospital	MOB	KGALS	GALS	
May-21	-	106	106	106,000	
Jun-21	-	66	66	66,000	
Jul-21	-	45	45	45,000	
Aug-21	-	51	51	51,000	
Sep-21	-	49	49	49,000	
Oct-21	-	46	46	46,000	
Nov-21	-	46	46	46,000	
Dec-21	-	117	117	117,000	
Jan-22	-	150	150	150,000	
Feb-22	-	171	171	171,000	
Mar-22	-	144	144	144,000	
Apr-22	-	150	150	150,000	
May-22	-	125	125	125,000	
Jun-22	-	65	65	65,000	
			1,159	1,159,000	*does not include May and June 2021 **includes irrigation
		Average Day	96,583	per month	
			3,219	per day	
			2.24	per minute	
		Peak Day	386,333	per month	
		4.00 FS	12,878	per day	
			8.94	per minute	
			0.00022		

AH Louisville
Hospital

Bed Count	264
Growth over Ex. Avista	2.44
Average Day	2,946,574 per month
	98,219 per day
	68.21 per minute

MOB

MOB	145000 SF
Growth over Ex. Avista	3.54
Average Day	341,575 per month
	11,386 per day
	7.91 per minute

Water Assumptions		
Average Day	3,288,149	per month
	109,605	per day
	76.11	per minute

Sewer Assumptions (~85% of Water Usage)		
Average Day	2,794,927	per month
	93,164	per day
	64.70	per minute

ADD (GPM) 64.70
 Peak Based on 4.5* 291.14

*4.5 is from HKS Calculation

Table 1: Full Build-Out Sanitary Demand by PUD

PUD	Use	Area	Annual Average Daily Demand (GPD)	Average Daily Demand (GPM)	Average Daily Demand (CFS)	Peak Factor	Peak Flow (GPM)	Peak Flow (CFS)
PUD - 1	Industrial	654,500 sq. ft.	90,521	62.9	0.140	3.56	223.8	0.499
PUD - 2	Industrial	453,700 sq. ft.	62,749	43.6	0.097	3.78	164.5	0.367
PUD - 3	Medical	300,000 sq. ft.	41,492	28.8	0.064	4.03	116.2	0.259
PUD - 4	Medical	118,800 sq. ft.	16,431	11.4	0.025	4.68	53.4	0.119
PUD - 5	Office/Retail	113,000 sq. ft.	19,012	13.2	0.029	4.57	60.3	0.134
PUD - 6	Hospital	435,000 sq. ft.	94,800	65.8	0.147	4.50	296.3	0.660
PUD - 7	Medical	165,000 sq. ft.	22,820	15.8	0.035	4.44	70.4	0.157
PUD - 8	Office	350,000 sq. ft.	28,800	20.0	0.045	4.28	85.5	0.191
SUM		2,600,000 sq. ft.	376,626	261.5	0.583		1070.5	2.385
TOTAL			376,626	261.5	0.583	2.83	741.4	1.652

Note: GPM = Gallons Per Minute, CFS = Cubic Feet per Second, GPD = gallons per day

ADD (GPM) 76
 Peak Based on 2.68 203.99

*2.68 is from HKS Calculation

Table 4: Full Build-out Water Demands by PUD

	Use	Average Daily Demand (GPD)	Average Daily Demand (GPM)	Peak Day Demand (ADD*2.68) (GPD)	Peak Day Demand (ADD*2.68) (GPM)
PUD - 1	Industrial	108625	75.4	291116	202.2
PUD - 2	Industrial	75299	52.3	201802	140.1
PUD - 3	Medical	49790	34.6	133437	92.7
PUD - 4	Medical	19717	13.7	52841	36.7
PUD - 5	Office/Retail	22871	15.9	61294	42.6
PUD - 6	Hospital	111200	77.2	298016	207.0
PUD - 7	Medical	27385	19.0	73391	51.0
PUD - 8	Office	34560	24.0	92621	64.3
Total:		449447	312.1	1204517	836.5

Note: Max day demand is 1.204 MGD

ADD (GPD)	93,164
ADD (MGD)	0.0932

Wastewater Flow and Load		
	AAD Flow, MGD	AAD BOD5, PPD
	Designed Flow Capacity	Designed Load Capacity
Hospital Allocated Capacity (435,600 SF)	0.09	*
Remaining Project Allocated Capacity (2,106,787 SF)	0.29	*
Total Redtail Ridge Capacity (2,542,387 SF)	0.38	*



Hospital Parcel

Wastewater Flow and Load		
	MM Flow, MGD	MM BOD5, PPD
	Designed Flow Capacity	Designed Load Capacity
Hospital Allocated Capacity (435,600 SF)	0.11	*
Remaining Project Allocated Capacity (2,106,787 SF)	0.34	*
Total Redtail Ridge Capacity (2,542,387 SF)	0.45	*



Hospital Parcel

Definitions:
AAD = Annual Average Daily
MM = Maximum Average Daily flow over a 30-day Period
BOD5 = Biochemical Oxygen Demand
MGD = Million Gallons per Day
PPD = Pounds Per Day

* The Load Capacity calculations are to be reasonably agreed upon between
Seller and Buyer on or before 11/15/24

0.1 GPD / GSF Calculation

Hospital

GSF	655000 SF
Average Day	1,965,000 per month
	65,500 per day
	45.49 per minute

MOB

GSF	145000 SF
Average Day	435,000 per month
	14,500 per day
	10.07 per minute

Water Assumptions		
Average Day	2,400,000	per month
	80,000	per day
	55.56	per minute

Sewer Assumptions (~85% of Water Usage)		
Average Day	2,040,000	per month
	68,000	per day
	47.22	per minute

HKS Engineering Calculations

ADD (GPM)	47.22
Peak Based on 4.5*	212.50

*4.5 is from HKS Calculation

Table 1: Full Build-Out Sanitary Demand by PUD

PUD	Use	Area	Annual Average Daily Demand (GPD)	Average Daily Demand (GPM)	Average Daily Demand (CFS)	Peak Factor	Peak Flow (GPM)	Peak Flow (CFS)
PUD - 1	Industrial	654,500 sq. ft.	90,521	62.9	0.140	3.56	223.8	0.499
PUD - 2	Industrial	453,700 sq. ft.	62,749	43.6	0.097	3.78	164.5	0.367
PUD - 3	Medical	300,000 sq. ft.	41,492	28.8	0.064	4.03	116.2	0.259
PUD - 4	Medical	118,800 sq. ft.	16,431	11.4	0.025	4.68	53.4	0.119
PUD - 5	Office/Retail	113,000 sq. ft.	19,012	13.2	0.029	4.57	60.3	0.134
PUD - 6	Hospital	435,000 sq. ft.	94,800	65.8	0.147	4.50	296.3	0.660
PUD - 7	Medical	165,000 sq. ft.	22,820	15.8	0.035	4.44	70.4	0.157
PUD - 8	Office	360,000 sq. ft.	28,800	20.0	0.045	4.28	85.5	0.191
SUM		2,600,000 sq. ft.	376,626	261.5	0.583		1070.5	2.385
TOTAL			376,626	261.5	0.583	2.83	741.4	1.652

Note: GPM = Gallons Per Minute, CFS = Cubic Feet per Second, GPD = gallons per day

ADD (GPM)	56
Peak Based on 2.68	148.89

*2.68 is from HKS Calculation

Table 4: Full Build-out Water Demands by PUD

	Use	Average Daily Demand (GPD)	Average Daily Demand (GPM)	Peak Day Demand (ADD*2.68) (GPD)	Peak Day Demand (ADD*2.68) (GPM)
PUD - 1	Industrial	108625	75.4	291116	202.2
PUD - 2	Industrial	75299	52.3	201802	140.1
PUD - 3	Medical	49790	34.6	133437	92.7
PUD - 4	Medical	19717	13.7	52841	36.7
PUD - 5	Office/Retail	22871	15.9	61294	42.6
PUD - 6	Hospital	111200	77.2	298016	207.0
PUD - 7	Medical	27385	19.0	73391	51.0
PUD - 8	Office	34560	24.0	92621	64.3
Total:		449447	312.1	1204517	836.5

Note: Max day demand is 1.204 MGD

ADD (GPD)	68,000
ADD (MGD)	0.068

Wastewater Flow and Load		
	AAD Flow, MGD	AAD BOD5, PPD
	Designed Flow Capacity	Designed Load Capacity
Hospital Allocated Capacity (435,600 SF)	0.09	*
Remaining Project Allocated Capacity (2,106,787 SF)	0.29	*
Total Redtail Ridge Capacity (2,542,387 SF)	0.38	*

Wastewater Flow and Load		
	MM Flow, MGD	MM BOD5, PPD
	Designed Flow Capacity	Designed Load Capacity
Hospital Allocated Capacity (435,600 SF)	0.11	*
Remaining Project Allocated Capacity (2,106,787 SF)	0.34	*
Total Redtail Ridge Capacity (2,542,387 SF)	0.45	*

Definitions:
AAD = Annual Average Daily
MM = Maximum Average Daily flow over a 30-day Period
BOD5 = Biochemical Oxygen Demand
MGD = Million Gallons per Day
PPD = Pounds Per Day

* The Load Capacity calculations are to be reasonably agreed upon between Seller and Buyer on or before 11/15/24



Hospital Parcel



Hospital Parcel

Bed Count Calculation (Wastewater Flows Assumed as 300 GPD / Bed + 0.085 GPD / GSF for MOB)

Bed Count

Bed Count	264 beds
Average Day	2,732,400 per month
	91,080 per day
	63.25 per minute

MOB

GSF	145000 SF
Average Day	435,000 per month
	14,500 per day
	10.07 per minute

*300 GPD/bed for wastewater flows (or 402.5 GPD/bed for water, 115%of wastewater) is based on ASPE Plumbing Engineering Design Handbook, Volume 2. Chapter 8 references 132-251 GPD/bed (172 GPD/bed average) plus 5.3-15.9 GPD/employee (10.6 GPD/employee) for typical wastewater flows. This chapter also references 250 GPD/bed for quantities of hospital sewage flows. 300 gal/bed was assumed based on the above.

Water Assumptions			
Average Day	3,167,400	per month	
	105,580	per day	
	73.32	per minute	

Sewer Assumptions (~85% of Water Usage)			
Average Day	2,692,290	per month	
	89,743	per day	
	62.32	per minute	

HKS Engineering Calculations

ADD (GPM)	62.32
Peak Based on 4.5*	280.45

*4.5 is from HKS Calculation

ADD (GPM)	73
Peak Based on 2.68	196.50

*2.68 is from HKS Calculation

Table 1: Full Build-Out Sanitary Demand by PUD									
PUD	Use	Area	Annual Average Daily Demand (GPD)	Average Daily Demand (GPM)	Average Daily Demand (CFS)	Peak Factor	Peak Flow (GPM)	Peak Flow (CFS)	
PUD - 1	Industrial	654,500 sq. ft.	90,521	62.9	0.140	3.56	223.8	0.499	
PUD - 2	Industrial	453,700 sq. ft.	62,749	43.6	0.097	3.78	164.5	0.362	
PUD - 3	Medical	300,000 sq. ft.	41,492	28.8	0.064	4.03	116.2	0.259	
PUD - 4	Medical	118,800 sq. ft.	16,431	11.4	0.025	4.68	53.4	0.119	
PUD - 5	Office/Retail	113,000 sq. ft.	19,012	13.2	0.029	4.57	60.3	0.134	
PUD - 6	Hospital	435,000 sq. ft.	94,800	65.8	0.147	4.50	296.3	0.660	
PUD - 7	Medical	165,000 sq. ft.	22,820	15.8	0.035	4.44	70.4	0.157	
PUD - 8	Office	360,000 sq. ft.	28,800	20.0	0.045	4.28	85.5	0.191	
SUM		2,600,000 sq. ft.	376,626	261.5	0.583		1070.5	2.385	
TOTAL			376,626	261.5	0.583	2.83	741.4	1.652	

Note: GPM = Gallons Per Minute, CFS = Cubic Feet per Second, GPD = gallons per day

Table 4: Full Build-out Water Demands by PUD					
	Use	Average Daily Demand (GPD)	Average Daily Demand (GPM)	Peak Day Demand (ADD*2.68) (GPD)	Peak Day Demand (ADD*2.68) (GPM)
PUD - 1	Industrial	108625	75.4	291116	202.2
PUD - 2	Industrial	75299	52.3	201802	140.1
PUD - 3	Medical	49790	34.6	133437	92.7
PUD - 4	Medical	19717	13.7	52841	36.7
PUD - 5	Office/Retail	22871	15.9	61294	42.6
PUD - 6	Hospital	111200	77.2	298016	207.0
PUD - 7	Medical	27385	19.0	73391	51.0
PUD - 8	Office	34560	24.0	92621	64.3
Total:		449447	312.1	1204517	836.5

Note: Max day demand is 1.204 MGD

ASPE Plumbing Engineering Design Handbook, Volume 2, Chapter 8 Tables

Table 8-8 Typical Wastewater Flows from Institutional Sources			
Source	Unit	Wastewater Flow, gal (L)/unit/day	
Hospital, medical	Bed	132.0-251.0 (500-950)	172.0 (650)
	Employee	5.3-15.9 (20-60)	10.6 (40)
Hospital, mental	Bed	79.3-172.0 (300-650)	106.0 (400)
	Employee	5.3-15.9 (20-60)	10.6 (40)
Prison	Inmate	79.3-159.0 (300-600)	119.0 (450)
	Employee	5.3-15.9 (20-60)	10.6 (40)
Rest home	Resident	52.8-119.0 (200-450)	92.5 (350)
	Employee	5.3-15.9 (20-60)	10.6 (40)
School, day	Student	15.9-30.4 (60-115)	21.1 (80)
	With cafeteria, gym, showers	10.6-21.1 (40-80)	15.9 (60)
Without cafeteria only	Student	5.3-17.2 (20-65)	10.6 (40)
	Without cafeteria, gym, showers	5.3-10.6 (20-40)	7.4 (28)

Table 8-10 Quantities of Sewage Flows		
Type of Establishment	gpd/Person (L/D/Person)*	
Aspirants (per passenger)	1 (0.1)	
Apartments—multifamily (per resident)	60 (225)	
Bathhouses and swimming pools	10 (40)	
Camps		
Campground with central comfort stations	25 (130)	
With flush toilets, no showers	25 (95)	
Construction camps (semipermanent)	50 (190)	
Day camps (no meals served)	15 (60)	
Resort camps (night and day) with limited plumbing	50 (190)	
Luxury camps	100 (380)	
Cottages and small dwellings with seasonal occupancy	50 (190)	
Country clubs (per resident member)	100 (380)	
Country clubs (per nonresident member present)	25 (95)	
Dwellings		
Boarding houses	50 (190)	
additional for nonresident boarders	10 (40)	
Luxury residences and estates	150 (570)	
Multifamily dwellings (apartments)	60 (225)	
Rooming houses	40 (150)	
Single-family dwellings	75 (285)	
Factories (gal (L) per person, per shift, exclusive of industrial wastes)	25 (130)	
Hospitals (per bed space)	250 (945)	
Hotels with private baths (2 persons per room)	60 (225)	
Hotels without private baths	50 (190)	
Institutions other than hospitals (per bed space)	125 (475)	
Laundries, self-service (gal (L) per wash, i.e., per customer)	50 (190)	
Mobile home parks (per space)	250 (945)	
Mobile homes with bath, and kitchen wastes (per bed space)	50 (190)	
Months (per bed space)	40 (150)	
Picnic parks (toilet wastes only) (per picnicker)	5 (20)	
Picnic parks with bathhouses, showers, and flush toilets	10 (40)	
Restaurants (toilet and kitchen wastes per patron)	10 (40)	
Restaurants (kitchen wastes per meal served)	2 (10)	
Restaurants, additional for bars and cocktail lounges	7 (30)	
Schools		
Boarding	100 (380)	
Day, without gyms, cafeterias, or showers	15 (60)	
Day, with gyms, cafeteria, and showers	25 (95)	
Day, with cafeteria, but without gyms or showers	20 (80)	
Service stations (per vehicle served)	10 (40)	
Swimming pools and bathhouses	10 (40)	
Theaters		
Movie (per auditorium seat)	5 (20)	
Drive-in (per car space)	5 (20)	
Travel trailer parks without individual water and sewer hookups (per space)	50 (190)	
Travel trailer parks with individual water and sewer hookups (per space)	100 (380)	
Workers		
Construction (at semipermanent camps)	50 (190)	
Day, at schools and offices (per shift)	15 (60)	

*Values otherwise noted

*Includes cafeteria.

ADD (GPD)	89,743
ADD (MGD)	0.090

	Wastewater Flow and Load	
	AAD Flow, MGD	AAD BOD5, PPD
	Designed Flow Capacity	Designed Load Capacity
Hospital Allocated Capacity (435,600 SF)	0.09	*
Remaining Project Allocated Capacity (2,106,787 SF)	0.29	*
Total Redtail Ridge Capacity (2,542,387 SF)	0.38	*



Hospital Parcel

	Wastewater Flow and Load	
	MM Flow, MGD	MM BOD5, PPD
	Designed Flow Capacity	Designed Load Capacity
Hospital Allocated Capacity (435,600 SF)	0.11	*
Remaining Project Allocated Capacity (2,106,787 SF)	0.34	*
Total Redtail Ridge Capacity (2,542,387 SF)	0.45	*



Hospital Parcel

Definitions:

AAD = Annual Average Daily

MM = Maximum Average Daily flow over a 30-day Period

BOD5 = Biochemical Oxygen Demand

MGD = Million Gallons per Day

PPD = Pounds Per Day

* The Load Capacity calculations are to be reasonably agreed upon between Seller and Buyer on or before 11/15/24

COPY



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Page 1 of 7
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ANNEXATION AGREEMENT

(1) THIS AGREEMENT is made and entered into this 11th day of April, 2002, by and between PorterCare Adventist Health System, a Colorado non-profit corporation, hereinafter referred to as the "Owner," and the CITY OF LOUISVILLE, a municipal corporation of the State of Colorado, hereinafter referred to as "Louisville" or "City".

WITNESSETH:

WHEREAS, the Owner desires to annex to Louisville the property more particularly described on Exhibit "A," which is attached hereto, incorporated herein, and made a part hereof (such property is hereinafter referred to as "the property"); and

WHEREAS, Owner has executed a petition to annex the property, a copy of which petition is on file with the City Clerk; and

WHEREAS, it is to the mutual benefit of the parties hereto to enter into the following Agreement; and

WHEREAS, Owner acknowledges that upon annexation, the property will be subject to all ordinances, resolutions, and other regulations of the City of Louisville, as they may be amended from time to time.

WHEREAS, Owner acknowledges that the need for conveyances and dedication of certain property, including but not limited to property for ways and easements to Louisville as contemplated in this Agreement, are directly related to and generated by development intended to occur within the property and that no taking thereby will occur requiring any compensation.

NOW, THEREFORE, IN CONSIDERATION OF THE ABOVE PREMISES AND THE COVENANTS AS HEREINAFTER SET FORTH, IT IS AGREED BY AND BETWEEN THE PARTIES AS FOLLOWS:

1. Owner agrees to execute, promptly upon request of Louisville, any and all surveys and other documents necessary to effect the annexation of the property and the other provisions of this Agreement. Owner agrees to not sign any other petition for annexation of the property or any petition for an annexation election relating to the property, except upon request of Louisville.
2. Owner agrees to provide legal documents, surveys, engineering work, newspaper publication, maps, and reports determined by Louisville to be necessary to accomplish the annexation, and agrees to pay Louisville an annexation fee in the amount of Three Hundred Dollars (\$300.00) plus Sixty Dollars (\$60.00) per acre annexed.
3. Louisville shall act upon the petition for annexation within six months of the date of

Rob



filing thereof with the City Clerk, unless Owner consents to later action.

4. The parties recognize that it is the intent and desire of Owner to develop the property in a manner generally consistent with the zoning requested and that the granting of such zoning by the City of **Planned Community Zoned District-Commercial ("PCZD")** and the approval of the Adventist Hospital General Development Plan is a condition to annexation of the property. Owner shall take all action necessary to permit zoning by Louisville of the annexed property within the time prescribed by state statutes. Notwithstanding any other provision of this Agreement to the contrary, the Owner agrees that the uses permitted for the Property shall be as limited and set forth in the revised Adventist Hospital General Development Plan ("GDP") affecting the Property, as the same may be approved by the City.

5. Owner agrees to dedicate by General Warranty Deed or appropriate instrument of conveyance acceptable to the City easements and rights-of-way for streets and other public ways and for other public purposes, including but not limited to South 88th Street, as required by City ordinances and resolutions. Such dedications shall occur immediately upon request of the City except that internal rights-of-way shall be dedicated at the time of subdivision platting, unless the City specifies another time.

6. Owner agrees to design, improve, and provide signage, lighting, and signalization for, all public streets and other public ways within or adjacent to the property in accordance with City ordinances and resolutions and other applicable standards, subject to any reimbursement which may be provided for in such ordinances, resolutions, and standards, and to make such other improvements as required by City ordinances and resolutions, to guarantee construction of all required improvements, and, if requested by Louisville, to dedicate to Louisville any or all other required improvements. Owner agrees to enter into an agreement pertaining to such improvements and other matters prior to any development of the property.

7. If requested by Louisville, Owner agrees to include the property in one or more special improvement districts or other mechanisms established by Louisville for making improvements to streets and other public ways, or for making other public improvements authorized by law, and Owner hereby appoints the City Manager of Louisville as Owner's attorney-in-fact for the purpose of executing all documents determined by Louisville to be necessary for such inclusion. If requested by Owner, Louisville agrees to consider the establishment of one or more special improvement districts for making such improvements.

8. Owner agrees that the design, improvement, construction, development, and use of the property shall be in conformance with, and that Owner shall comply with, all City ordinances and resolutions including, without limitation, ordinances and resolutions pertaining to subdivision, zoning, storm drainage, utilities, and flood control.

9. Nothing contained in this Agreement shall constitute or be interpreted as a repeal of the City's ordinances or resolutions, or as a waiver of the City's legislative, governmental, or police



powers to promote and protect the health, safety, and welfare of the City and its inhabitants; nor shall this Agreement prohibit the enactment or increase by the City of any tax or fee.

10. No right or remedy of disconnection of the property from the City shall accrue from this Agreement, other than that provided by applicable state laws. In the event the property or any portion thereof is disconnected at Owner's request, Louisville shall have no obligation to serve the disconnected property or portion thereof and this Agreement shall be void and of no further force and effect as to such property or portion thereof.

11. The parties agree that if any part, term, portion, or provision of this Agreement is held by a court of competent jurisdiction to be illegal or in conflict with any law of the State of Colorado, the validity of the remaining parts, terms, portions, or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular part, term, portion, or provision held to be invalid.

12. Louisville agrees to make available to the property all of the usual municipal services in accordance with the ordinances and policies of the City which services include, but are not limited to, police protection and water and sewer services. Owner acknowledges that City services do not include, as of the date of the execution of this Agreement, fire protection or emergency medical services, but the property is presently included within the boundaries of and is entitled to receive such services from the Louisville or Cherryvale Fire Protection District.

13. The City, by approving this Agreement, acknowledges that it has declined to purchase any of such appurtenant water rights at this time. Owner hereby grants to the City, for a period of twenty (20) years from the date of this Agreement, a right of first refusal to purchase all or any portion of the Exhibit "C" water rights. Such right of first refusal shall be exercised by the City, if at all, by written notice to Owner or their successors within sixty (60) days following receipt of written notice from Owner or their successors of the terms of an acceptable, bona fide offer to purchase all or any portion of the Exhibit "C" water rights. The City reserves the right to require dedication of water and/or cash in lieu of or to supplement such dedication. Such dedication shall be in accordance with the City's then current water rights dedication policy. The City further reserves the right to require, at the time of subdivision and/or P.U.D. approval, the payment of a Water Resource Fee or other consideration for raw water acquisition if, in the judgment of the City, the development planned for the property will generate a higher water demand than the average water demand. The City acknowledges that such actions by Owner satisfy the requirements of the City Code and policy regarding the dedication of water rights.

14. The subject Property shall be included into the Northern Colorado Water Conservancy District (NCWCD), and the Municipal Sub-district, prior to receiving water service from the City of Louisville. Further, the Owner shall petition to include the subject Property into the NCWCD at its expense

15. The Owner, in accordance with the revised Avista Adventist Hospital General



Development Plan ("GDP"), will convey to the City the 10-acre donation parcel shown on such Plan, a copy of which is attached hereto as Exhibit "B". Owner acknowledges that the conveyance of the 10-acre parcel is required by the provisions of the US 36 Corridor Comprehensive Development Plan Intergovernmental Agreement, as amended, and is a condition of annexation of the Property to Louisville. The Owner shall convey the 10-acre parcel to the City at or prior to the recording of the annexation ordinance for the Property, and in no event later than December 31, 2002. Such conveyance shall be free and clear of liens, taxes and encumbrances (except for reservations, restrictions and rights-of-way of record which are acceptable to the City) and shall be by Special Warranty Deed in form and substance acceptable to the City. The Owner shall also furnish at its expense an ALTA title policy for the property conveyed, in form and substance acceptable to the City.

16. The parties agree that they will cooperate with one another in accomplishing the terms, conditions, and provisions of the Agreement, and will execute such additional documents as necessary to effectuate the same.

17. This Agreement may be amended by the City and any Owner without the consent of any other Owner as long as such amendment affects only that Owner's portion of the property. Such amendments shall be in writing, shall be recorded with the County Clerk of Boulder County, Colorado, shall be covenants running with the land, and shall be binding upon all persons or entities having an interest in the property subject to the amendment unless otherwise specified in the amendment. Except as otherwise provided herein, this Agreement shall not be amended unless approved in writing by all parties hereto.

18. This Agreement embodies the entire agreement of the parties. There are no promises, terms, conditions, or obligations other than those contained herein; and this Agreement supersedes all previous communications, representations, or agreements, either verbal or written, between the parties.

19. Owner agrees to indemnify and hold harmless the City and the City's officers, employees, agents, and contractors, from and against all liability, claims, and demands, including attorney's 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 City in order to effectuate the annexation of the property, or which are in any manner connected with Louisville's enforcement of this Agreement. Owner further agrees to investigate, handle, respond to, and to provide defense for and defend against or at the City's option to pay the attorney's fees for defense counsel of the City's choice for, any such liability, claims, or demands.

20. As used in this Agreement, the term "Owner" shall include any of the heirs, transferees, successors, or assigns of Owner, and all such parties shall have the right to enforce this Agreement, and shall be subject to the terms of this Agreement, as if they were the original parties thereto.



21. As used in this Agreement, unless otherwise specifically provided herein, any reference to any provision of any City ordinance, resolution, or policy is intended to refer to any subsequent amendments or revisions to such ordinance, resolution, or policy, and the parties agree that such amendments or revisions shall be binding upon Owner.

22. This Agreement shall be binding upon and inure to the benefit of the heirs, transferees, successors, and assigns hereof, and shall constitute covenants running with the land. This Agreement shall be recorded with the County Clerk of Boulder County, Colorado, at Owner's expense. Subject to the conditions precedent herein, this Agreement may be enforced in any court of competent jurisdiction.

23. This Agreement shall be null and void if the City fails to approve the annexation of the property.

24. The Owner acknowledges that the annexation and zoning of the property are subject to the legislative discretion of the City Council of the City of Louisville. No assurances of annexation or zoning have been made or relied upon by Owner. In the event that, in the exercise of its legislative discretion, any action with respect to the property herein contemplated is not taken, 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 the Owner, or disconnection from the City in accordance with state law, as may be appropriate.

25. Owner agrees that it is voluntarily entering into this Agreement. Owner represents and submits that, to the extent an election would be required pursuant to C.R.S. §31-12-112, as amended, to approve the annexation or to impose terms and conditions upon the Property to be annexed, Owners owns 100 percent of the Property, excluding public streets and alleys, and would vote to approve the annexation and all terms and conditions as set forth herein. Thus, any election would necessarily result in a majority of the electors' approval to the annexation and the terms and conditions.

26. This Agreement is made solely for the benefit of the parties hereto, and is not intended to nor shall it be deemed to confer rights to any persons or entities not named as parties hereto.

27. The laws of the State of Colorado shall govern the validity, performance, and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in the district courts for Boulder County, Colorado.

28. The paragraph headings in this Agreement shall not be used in the construction or interpretation hereof as they have no substantive effect and are for convenience only.



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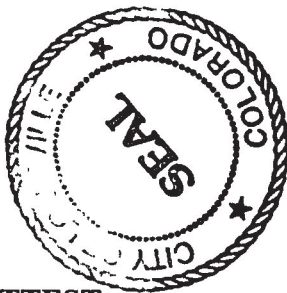
Page 6 of 7
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Boulder County Clerk, CO ANNEXATION R 36 00

29. Each person executing this document on behalf of Owner represents that he or she has been duly authorized by the person he or she represents to execute this Agreement, and has full authority to bind said party to the terms and conditions hereof. This Agreement may be executed in counterparts, each of which shall be deemed an original but all of which shall constitute one and the same document.

OWNER: PORTERCARE ADVENTIST HEALTH SYSTEM, a Colorado non-profit corporation

By: John Sackett
Title: Treasurer



CITY OF LOUISVILLE

By: Tom Davidson
Tom Davidson, Mayor

ATTEST:

Nancy Varra
Nancy Varra, City Clerk

OWNER'S ACKNOWLEDGEMENT

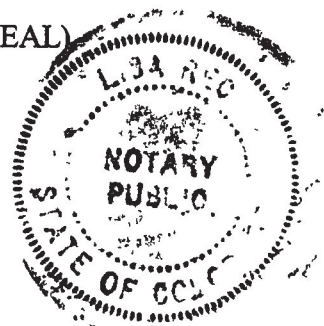
STATE OF COLORADO)
COUNTY OF Boulder)ss
)

The above and foregoing signature of John Sackett
was subscribed and sworn to before me this 11th day of April, 2002.

Witness my hand and official seal.

My commission expires on: March 19, 2005.

(SEAL)



Lisa Ree



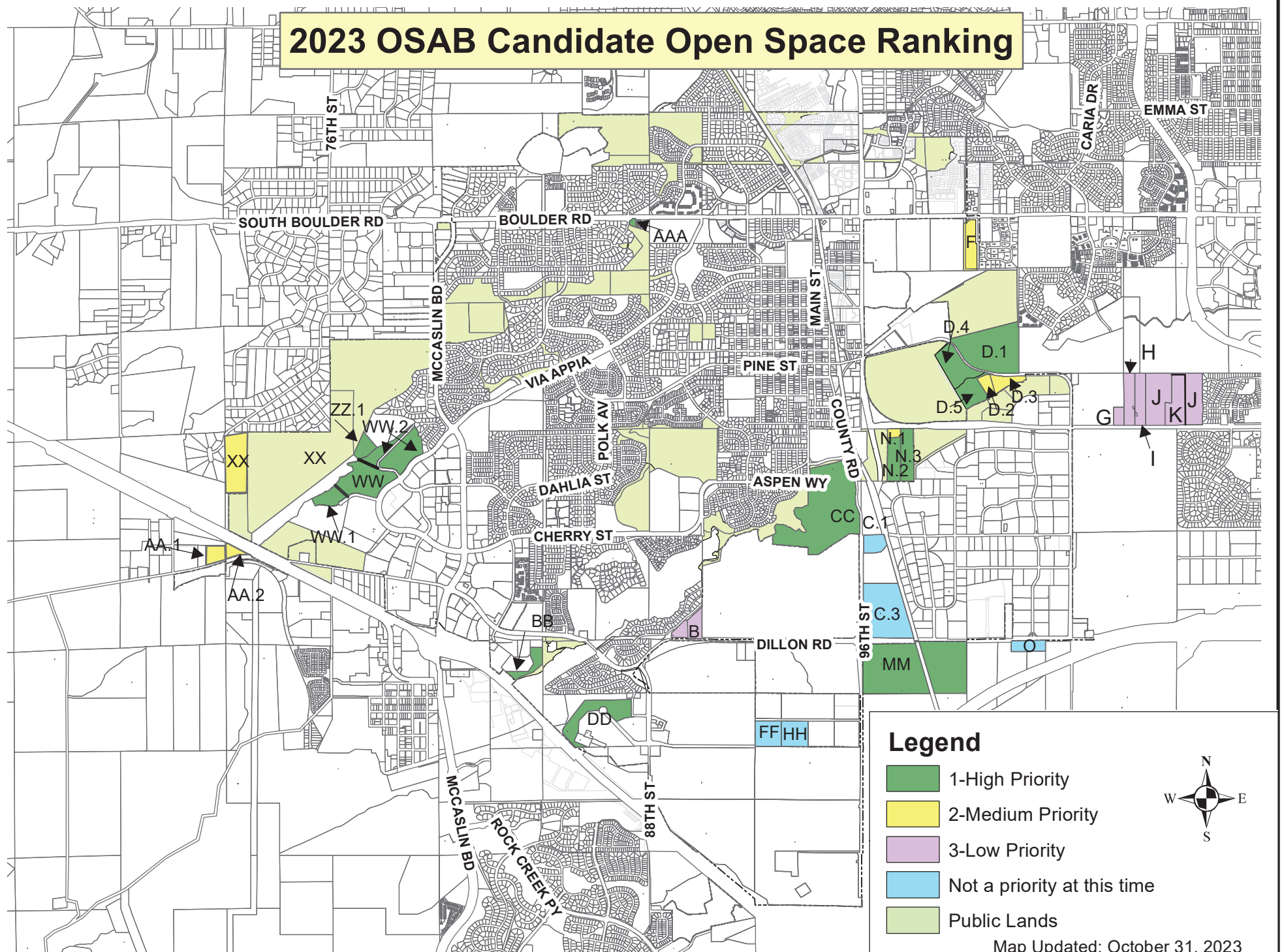
EXHIBIT A
LEGAL DESCRIPTION-AVISTA ADVENTIST HOSPITAL ANNEXATION

A PARCEL OF LAND SITUATED IN THE SE ¼ OF SECTION 19, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M., COUNTY OF BOULDER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NE CORNER OF SAID SE ¼;
THENCE SOUTH 00 DEGREES 03 MINUTES 46 SECONDS WEST A DISTANCE OF 422.75 FEET;
THENCE SOUTH 83 DEGREES 59 MINUTES 11 SECONDS WEST A DISTANCE OF 778.02 FEET;
THENCE NORTH 38 DEGREES 59 MINUTES 03 SECONDS WEST A DISTANCE OF 316.16 FEET;
THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS WEST A DISTANCE OF 392.03 FEET;
THENCE NORTH 63 DEGREES 24 MINUTES 47 SECONDS WEST A DISTANCE OF 515.11 FEET;
THENCE NORTH 89 DEGREES 07 MINUTES 21 SECONDS EAST A DISTANCE OF 1825.98 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS 576,375 SQ. FT. OR 13.23 ACRES, MORE OR LESS.

2023 OSAB Candidate Open Space Ranking



Legend

- 1-High Priority
- 2-Medium Priority
- 3-Low Priority
- Not a priority at this time
- Public Lands

Map Updated: October 31, 2023

Rob Zuccaro

Subject: FW: public comment case #ZON-000555-2025

From: Nancy Jones <ningalls3@gmail.com>
Sent: Monday, September 8, 2025 9:02 AM
To: Planning <planning@Louisvilleco.gov>
Cc: kevinjones1308@gmail.com
Subject: public comment case #ZON-000555-2025

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

RE: Avista Adventist Hospital GDP

Thank you for taking my public comment on this proposal. My home in Superior has a direct view of the Avista campus and surrounding open area. The space labeled "lot B" in the GDP amendment is our view, and a primary reason we purchased our home in Superior with a majority of our life savings.

If I am reading the information posted on the Louisville government website correctly, it looks like the proposal includes designating "lot B" as open space and therefore prohibiting any building to the west of the hospital complex (in between the hospital complex and the golf course). It is very important to us that nothing is built on that area that is currently open. Please keep that space undeveloped.

Thank you,

Nancy Jones
785 Josephine Way
Superior, CO 80027

ITEM: Case No. ZON-000561-2025

PLANNER: Emily Cline-Gibson, Planner II

APPLICANT/OWNER: Jeremy Greene, Living Greene, LLC
433 Elk Trail
Lafayette, CO 80026

LOCATION: 811 Walnut Street

REQUEST: Approval of Resolution 14, Series 2025, recommending approval to City Council of a draft ordinance to rezone the property from Residential Medium Density (R-M) to Commercial Community (C-C).

VICINITY MAP:



SUMMARY:

The applicant, Jeremy Greene, Living Greene, LLC, is requesting approval of a change in zoning from Residential Medium Density (R-M) to Commercial Community (C-C) for the subject property at 811 Walnut Street. A rezone to C-C would also place the subject property in the Downtown Louisville Overlay, which is subject to the standards in the [Design Handbook for Downtown Louisville](#). The rezone request is to allow for a wider variety of commercial uses for the existing, nonconforming commercial building.

BACKGROUND:

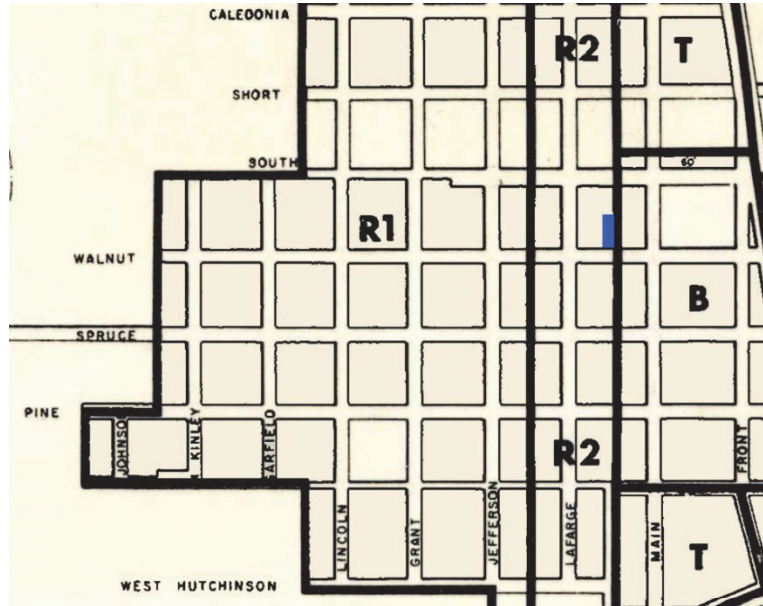
The subject property consists of Lot 1, Block 3 of the Jefferson Place Subdivision, which was platted in 1880. The property is approximately 82 feet long and 25 feet wide. A 10-foot-wide rear alley which extended along the northern property lines of Lots 1-5 was vacated by Ordinance 1959-310, and an approximate 5' x 25' section of the alley was allotted to the subject property.

The building located on the subject property was constructed around 1954 by the Mountain States Telephone & Telegraph Company and was used as a new office for Louisville's switchboard operating center, which was originally located at 913 Main Street. This location was ideal for the new office as Louisville converted from switchboard-operated telephones to unattended dial phones due to the proximity between the two buildings, allowing existing telephone cables to be easily accessed by both buildings as the transition occurred in March 1955.



Location of the original telephone office at 913 Main Street and the subject property.

The establishment of zoning districts in Louisville occurred in 1962 with Ordinance 1962-327B, which placed the subject property into the R2 residential zone district. This zone district allowed *electric transmission and distribution lines, telegraph and telephone lines, telephone exchanges, electric substations and gas regulator stations where no public office and no repair or storage facilities are maintained.*



Zoning District Map dated December 12, 1962

The property was sold in 1975 and converted into two professional offices via a special review use (SRU) certificate issued in November 1975. A

City-wide rezoning and update to permitted uses occurred in January 1976 with Ordinance 1975-485. The subject property was then placed in the Residential Medium Density (R-M) zone, which remains its current zoning designation. This zone is intended for mid-density residential units, such as duplexes or townhomes, with commercial uses limited to childcare centers, hospitals, and nursing homes.

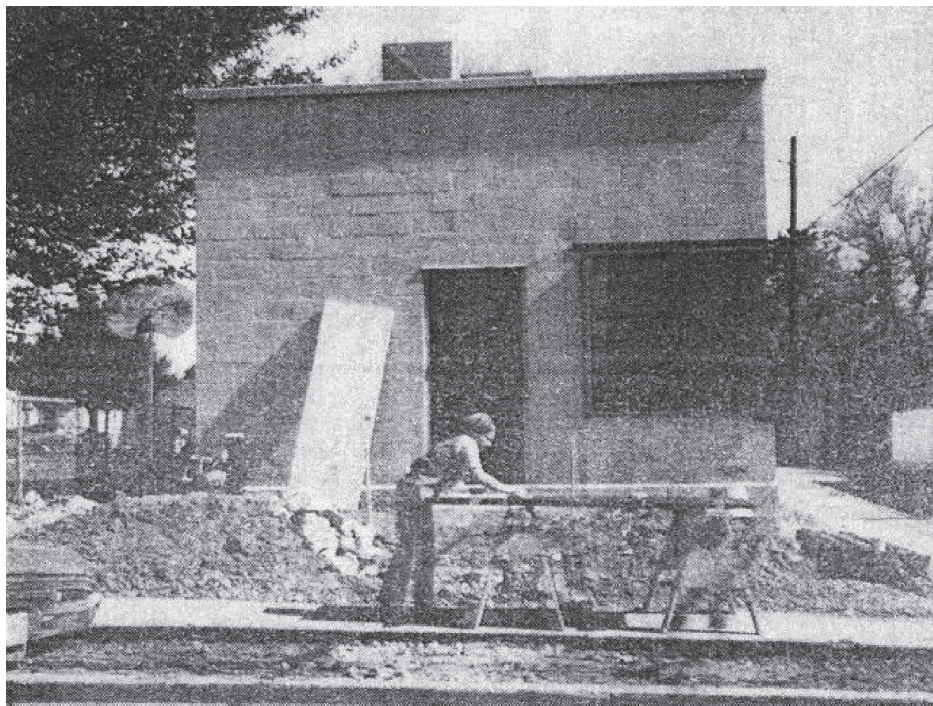
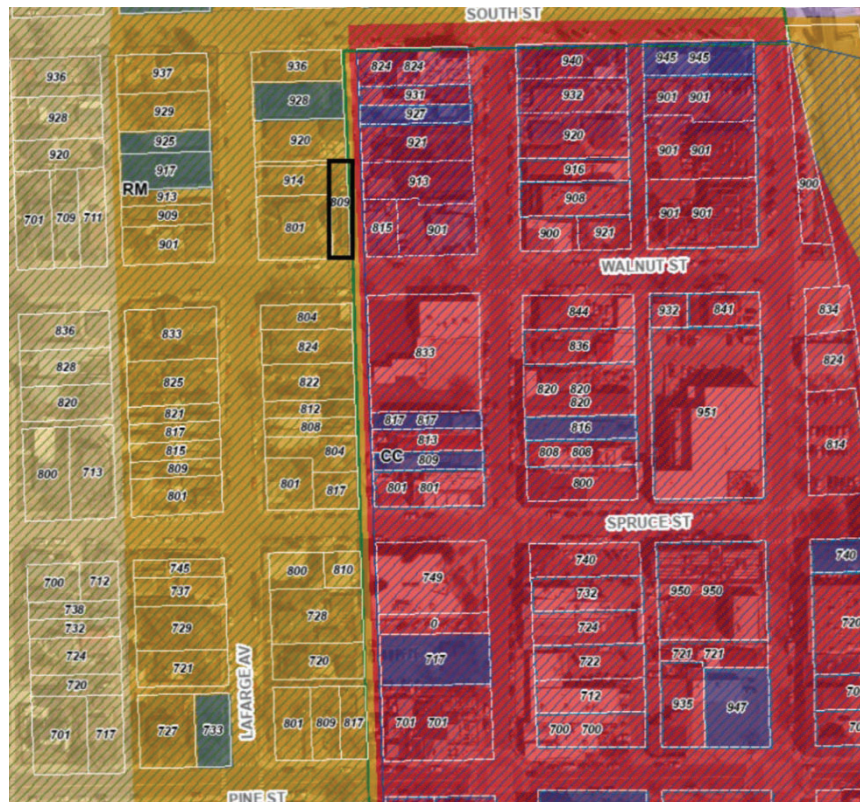


Image of the building being renovated for office use in 1975.

The SRU certificate was later amended in May 1976 to also allow for a beauty salon, and another SRU was approved in 1978 for a pet grooming shop. Prior to the adoption of Ordinance 1975-485, SRU approvals were not guided by specific criteria or procedure in the Municipal Code, and Planning Commission records do not extend far back enough to determine how each use was analyzed for approval. The adoption of the 1976 Ordinance clarified which uses were permitted by-right and which uses required special review, and it also included updated procedures for analyzing SRU applications. According to City Council meeting minutes dated September 20, 1978, Council approved the SRU request for the pet shop. However, it appears that all SRU applications reviewed prior to 1978 were approved at the Planning Commission level.

Current land use allowances provided in Louisville Municipal Code (LMC) [Sec. 17.12.030](#) do not permit any of the above uses at the subject property, and continuance of any previously approved special review uses would be considered nonconforming. LMC [Section 17.36.010](#) states that *if a nonconforming use involving a structure is discontinued from use for a period of one year, further use of the property shall be for a conforming use*. The building is currently being used as an office, and all of the previously approved SRU uses other than the office use have not been active at the property for at least one year. As a result, all other previously approved SRUs are no longer valid.

An existing alley is located along the eastern property line and acts as a division between the C-C zone, which includes the Downtown Louisville Overlay boundaries and the R-M zone, which includes the Old Town Overlay boundaries. The Downtown Louisville Overlay represents the predominantly commercial area and the Old Town Louisville overlay represents the predominantly residential area. The building to the east is commercial and currently contains a lock and key business, and buildings to the west are single-family residential structures.



Surrounding zoning of the area. Red is the C-C zone, orange is the R-M zone, and yellow is the R-L zone.

PROPOSAL:

The proposal includes a rezone from R-M to C-C to allow the same land uses as the rest of the adjacent Downtown Louisville overlay area. At this time, the applicant does not anticipate any exterior alterations to the property to accommodate future commercial uses. Any interior reconfigurations will be reviewed through the building permit process. Rezoning to C-C would also incorporate the subject property into the Downtown Louisville Overlay. Should the property owner seek future redevelopment of the lot, site design must comply with LMC [Title 17](#) and the [Design Handbook of Downtown Louisville](#), and will require a Planned Unit Development (PUD) application for any major exterior changes. Any PUD requires public hearings before Planning Commission and City Council with notice to surrounding properties.



Current image of the subject property.

ANALYSIS:

The following table outlines commercial uses that would be permitted in the C-C zone either by-right or by Special Review Use (SRU) which are not currently permitted in the R-M zone, the subject property's current zoning.

Table 1. Permitted uses in the C-C zone that are not allowed in the R-M zone		
Use Group		Permitted
8	Hotels and motels, including restaurants and other incidental commercial uses inside the principal building	SRU
12	Vocational and business schools	SRU
23	Mortuaries and funeral chapels	SRU
24	Personal services, including but not limited to barbershops and beauty shops, dry-cleaning outlets, self-service laundries, shoe repair shops and similar activities or a facility operated by an	Yes

Table 1. Permitted uses in the C-C zone that are not allowed in the R-M zone		
Use Group		Permitted
	accredited massage therapist for the purpose of massage therapy as defined in Section 5.16.010	
25	Establishments for retailing of convenience goods, including but not limited to variety stores, supermarkets, hardware stores, sporting good stores, shoe stores and drugstores	Yes
26	Establishments for the retailing of shoppers goods, including but not limited to department stores or major comparison goods stores	Yes
27	Furniture and appliance repair	Yes
29	Medical and dental clinics, professional and business offices, financial institutions, small animal clinics	Yes
31	Indoor eating and drinking establishments	Yes
32	Indoor commercial amusement establishments	Yes
34	Outdoor commercial amusement	SRU
35	Sales and repair of motor vehicles, outdoor sales and repair (appliances, retail goods, eating and drinking establishments, etc.), rental facilities	SRU
37	Automobile parking garages	SRU
38	Gasoline service stations	SRU
39	Public garages	SRU
47	Recreational enterprise	SRU
50	Limited wholesale sales	SRU
51	Pet care business	SRU
58	Live-work	Yes
59	Health or athletic clubs, spas, dance studios, fitness studios	Yes
60	Mobile food court	SRU
61	Banquet or reception hall	SRU
62	Natural medicine healing center	Yes

Of the 23 new use groups that would be permitted with a rezone of the subject property to the C-C zone district, 10 would be permitted by-right and not require additional review. The remaining use groups would require SRU review by Planning Commission and approval by City Council at public hearings.

All land uses permitted by-right do not include exterior components and are fully enclosed within a building. Land use item 35 in Table 1 above requires any outdoor dining proposed by a food and beverage establishment to be reviewed as an SRU application before Planning Commission and City Council. This is consistent with the procedure required for all other uses in the C-C zone that are permitted by SRU or may involve exterior components, such as outdoor amusement, motor vehicle sales, and parking garages. Additionally, any future use of the building that results in a nuisance will be subject to abatement procedures outlined in LMC [Chapter 8.01](#).

LMC [Sec. 17.20.010.E](#) exempts properties within the boundaries of Downtown Louisville from requiring designated off-street parking spaces. On-street parking is located along Walnut Street and throughout downtown, and eight public parking lots are within a quarter-mile radius of the subject property.

Compliance with LMC Sec. 17.44.050 – Rezoning

The rezoning proposal is subject to LMC [Sec. 17.44.050 - Declaration of policy for rezoning](#). One or more of the following criteria must be met to approve a rezoning. Staff analysis of each criterion is found below:

1. *The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the city's comprehensive plan.*

There is no evidence to suggest the property was zoned in error. Since 1962, zoning maps have consistently shown a clear boundary separating the commercial downtown area from adjacent residential zones, following the same alignment from South Street to Elm Street. While the zoning may have originally accommodated the specific telephone office use, it does not constitute a zoning error.

Staff find this criterion is not met.

2. *The area for which rezoning is requested has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area.*

Staff find that the area which the rezoning is requested has changed to a degree that it is in the public's interest to encourage reinvestment of the subject property. The building was originally built for commercial use, but the zoning only allows residential uses today. Because it is costly to convert a commercial building into housing, among other reasons, there is very little market interest in reusing it for residential purposes. In addition, since the property has not been an office use for more than a year, any past approvals other than the office SRU are now invalid. The rezone would support investment in an existing downtown building which is consistent with the Comprehensive Plan Policy ED-5.2, stating *the City should support and promote the revitalization of existing structures that maintain the character of downtown, while providing a diverse business base* (p.50, Comprehensive Plan). Economic Development Policy ED-1.3 (p.49, Comprehensive Plan), which focuses on job creation and increased revenues for Louisville, further supports the rezone request.

If the property is rezoned to Community Commercial (C-C), the zoning rules in place would provide safeguards for the surrounding neighborhood. Any major changes to the site would require a Planned Unit Development (PUD), which involves public notice and hearings before approval. Similarly, if the property owner wanted to add outdoor seating in the future, that would require a Special Review Use process—again including public notice and public hearings.

Current allowed land uses outlined in LMC [Sec. 17.12.030](#) do not include a category that is comparable to the original telephone operations use, and previously approved SRU certificates expired once each of the approved uses ceased operation for at least one year. Staff find that the existing R-M zoning does not align with the building's historically commercial and office use and does not provide alternative uses that work with the building's existing conditions. Current lot configurations do not comply with bulk standards for the R-M zone, so redevelopment of the lot for residential dwellings is not favorable.

Staff find this criterion is met.

3. *The proposed rezoning is necessary to provide land for a community-related use which was not anticipated at the time of the adoption of the city's comprehensive plan, and such rezoning will be consistent with the policies and goals of the comprehensive plan.*

The rezoning is not necessary to provide land for a community-related use.

Staff finds this criterion is not met.

4. *The rezoning would only permit development which, if evaluated as a proposed annexation under the annexation standards and procedures codified in Title 16, would qualify for annexation.*

The property is already within the corporate limits of the City of Louisville.

Staff finds this criterion is not applicable.

PUBLIC COMMENTS:

Public comments received to date are provided as an attachment.

STAFF RECOMMENDATION:

Staff recommend approval of Resolution 14, Series 2025, recommending approval to City Council of a draft ordinance to rezone the property from Residential Medium Density (R-M) to Commercial Community (C-C) to support investment in the subject property.

ATTACHMENTS:

1. Resolution 14 Series 2025
2. Application Materials
3. Social History Report
4. Public Comments

**PLANNING COMMISSION RESOLUTION NO. 14
SERIES 2025**

**A RESOLUTION RECOMMENDING APPROVAL OF A DRAFT ORDINANCE
APPROVING A REQUEST FOR A REZONING OF LOT 1 AND 5 FT ALLEY
ADJACENT ON N BLOCK 3, JEFFERSON PLACE LOCATED AT 811 WALNUT
STREET FROM THE RESIDENTIAL MEDIUM DENSITY (R-M) ZONE DISTRICT TO
THE COMMERCIAL COMMUNITY (C-C) ZONE DISTRICT**

WHEREAS, there has been submitted to the Louisville Planning Commission an application for a zone change from Residential Medium Density (R-M) to Commercial Community (C-C) for Lot 1 and 5 Feet of Alley Adjacent on N Block 3, Jefferson Place located at 811 Walnut Street; and

WHEREAS, City staff has reviewed the information submitted and found that the application complies with the Louisville zoning regulations and other applicable sections of the Louisville Municipal Code; and

WHEREAS, the Planning Commission has considered the application at a duly noticed public hearing on September 25, 2025, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission staff report dated September 25, 2025; and

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of a draft ordinance approving a request for a zone change from Residential Medium Density (R-M) to Commercial Community (C-C) for Lot 1 and 5 Feet of Alley Adjacent on N Block 3, Jefferson Place located at 811 Walnut Street.

PASSED AND ADOPTED this 25th day of September, 2025.

By: _____
Steve Brauneis, Chair
Planning Commission

Attest: _____
Cullen Choi, Secretary
Planning Commission

Development Review Application Form

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

Property Information

Common Address(es): 809/811 Walnut Street

Legal Description:

Lot 1 Block 3 Subdivision Jefferson Place

Lot Area: 3775 Sq. Ft. or .09 Acres

LAND USE PROCESS (check all that apply)

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

PROJECT DESCRIPTION:

We are requesting a zoning map amendment for the property at 809/811 Walnut Street from Residential Medium Density (R-M) to Community Commercial (C-C). The site has historically been used for commercial purposes and is improved with a one-story office-style building. The proposed zoning better reflects the existing use and surrounding context, which includes a mix of residential, office, and commercial properties. Rezoning to C-C will allow continued low-impact commercial or professional use while maintaining the scale and character of the neighborhood. No changes to the structure are proposed.

Property Owner Information

Name: Jeremy Greene Entity (if applicable) Living Greene, LLC

Address: 433 Elk Trl Lafayette, CO 80026

Phone: 303-548-2988 Email: jd@backroadit.com

Application Representative Information

Name: Jeremy Greene Entity (if applicable) Living Greene, LLC

Address: 433 Elk Trl Lafayette, CO 80026

Phone: 303-548-2988 Email: jd@backroadit.com

Certification/Signature

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



Signature*

JEREMY GREENE

Print Name

6/5/25 6/5/25

Date

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

Project Narrative: Zoning Map Amendment Request – RM to CC

Property Address: 811 Walnut Street, Louisville, CO 80027

Legal Description: LOT 1 & 5 FT ALLEY ADJ ON N BLK 3 JEFFERSON PLACE

Project Scope and Goals

The applicant is requesting a zoning map amendment for the property at 811 Walnut Street from Residential Medium Density (RM) to Commercial Community (CC). This change is intended to allow for a broader and more flexible range of permitted commercial uses within the existing building, consistent with the goals of the CC zoning district.

Importantly, no changes to the existing structure are proposed. The building will remain in its current form and configuration. The intent of this request is to align the property's zoning with its long-standing commercial use and with surrounding properties, many of which are zoned for or used as commercial and office spaces.

Waivers or Modifications Requested

No waivers or modifications to development standards are being requested. The existing structure complies with current zoning and building regulations. Any future tenant or use changes will adhere to the City's development standards under the CC district.

Implementation and Compliance with the Comprehensive Plan

This rezoning request supports multiple key objectives of the **City of Louisville Comprehensive Plan**, including:

The primary purpose of this rezoning is to allow **retail use** within the existing building at **811 Walnut Street**, thereby expanding the property's economic potential and aligning with the surrounding commercial activity. This rezoning directly supports several policies of the **City of Louisville Comprehensive Plan**:

Land Use & Community Form

Rezoning to CC enables retail operations in an established commercial building, enhancing land use efficiency and contributing to a walkable, mixed-use environment near downtown.

- **LU-2.1:** Encourage infill and redevelopment in appropriate areas to strengthen existing neighborhoods and business districts. Allowing retail use in this location supports downtown vitality without requiring new construction.

Economic Vitality & Local Business Support

By permitting retail, the CC zoning designation opens the property to a broader spectrum of neighborhood-serving businesses, fostering economic diversity and creating new opportunities for employment.

- **ED-1.3:** Focus on primary job creation that provides job diversity, employment opportunities, and increased revenue for Louisville. Retail use will attract a wider variety of tenants than the RM designation allows, generating both jobs and local tax revenue.
- **ED-1.4:** Encourage existing businesses to expand and develop in Louisville. Retail flexibility allows local entrepreneurs to establish or grow their presence in the downtown core.

Sustainability

By retaining and adapting the current structure for retail use, this rezoning supports sustainability goals related to infill development, reduced environmental impact, and adaptive reuse of existing buildings.

- **SU-1.1:** Promote land use patterns that reduce environmental impact and make efficient use of infrastructure. Repurposing the building for retail avoids the environmental costs of demolition and new construction.

Compliance with Approval and Review Criteria

This request satisfies the City's zoning map amendment review criteria and meets the policy requirements of **Louisville Municipal Code § 17.44.050**, specifically:

- **Criterion A.2:** The area for which rezoning is requested has changed or is changing to such a degree that it is in the public interest to encourage redevelopment of the area.
- **Criterion A.1:** The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the City's Comprehensive Plan.

1. Conformance with the Comprehensive Plan

The CC zoning designation is consistent with Comprehensive Plan policies promoting active commercial corridors, job diversity, and adaptive reuse of existing buildings near downtown Louisville. Relevant policies include:

- **ED-1.3:** Focus on primary job creation providing job diversity, employment opportunities, and increased revenue for Louisville.
- **ED-1.4:** Encourage existing businesses to expand and develop in Louisville.

- **LU-2.1:** Encourage infill and redevelopment in appropriate areas to strengthen existing neighborhoods and business districts.

The RM zoning is inconsistent with these objectives given the property's long-standing commercial use and its location within a commercial activity area.

2. Compatibility with Surrounding Uses

The property is surrounded by a mix of residential and commercial uses, with many nearby parcels already zoned for commercial or office use. Rezoning to CC creates a cohesive, predictable, and compatible land use pattern, supporting the City's goal of vibrant, walkable mixed-use neighborhoods.

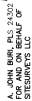
3. Infrastructure Availability

The property is fully served by existing public infrastructure, including utilities, roadways, sidewalks, and transit access. No additional public investment or infrastructure expansion will be required, making this rezoning a fiscally responsible action.

4. Promotion of Public Health, Safety, and Welfare

The CC zoning designation supports continued commercial use in a walkable downtown location, increasing access to goods, services, and employment opportunities. By facilitating adaptive reuse instead of new construction, this rezoning minimizes environmental impacts, promotes sustainability, and contributes to the economic vitality of downtown—all of which are in the public interest.

We appreciate the City's thoughtful consideration of this request and look forward to supporting the long-term vitality and commercial goals of downtown Louisville through this proposed zoning amendment.

[illegible][illegible][illegible][illegible]

SITESURVEYS LLC
Land Surveyors
186 Monarch Court • Louisville, Colorado 80027

Designed by	AJB	Date	08/13/25	Scale	1"=10'	Drawing no.	25406	Sheet	1
Drawn by	JAS	Revision		Description		Date		Project no.	25406
Checked by	AJB								

SHOWN FOR REFERENCE NOT RECOVERED BY THIS SURVEY.
PREVIOUSLY FOUND NAIL AND 3/4" BRASS TAG, PLS
24302 AT NW CORNER SOUTH HALF OF LOT 14, BLK 5.
PER LS-06-0167.
675.00' FROM NW CORNER BLK. 5



Windmill Properties

17792 Keller Drive

Berthoud, CO 80513

Phone: 307-220-8021

Email: donna@windmillproperties.com

August 13, 2025

To:

City of Louisville Planning Department
749 Main Street
Louisville, CO 80027

RE: Retail Market Support Analysis — 811 Walnut Street (Rezoning from RM to CC)

Dear Members of the Planning Department,

I am pleased to present this retail market support analysis for **811 Walnut Street**, supporting the rezoning application from Residential Medium Density (RM) to Commercial Community (CC). The primary objective of this rezoning is to authorize **retail use** within the existing commercial structure.

1. Retail Market Overview

Metro Retail Market Overview

The broader Louisville metro retail market has maintained exceptionally low vacancy rates, ranging between 3.2% to 3.3%, reflecting a tight market and persistent demand for retail space.

The market remains stable, with limited speculative construction underway, underscoring the continued scarcity of suitable retail space.

2. Demand for Small-Format Retail

Market trends show that **small-format, street-level retail spaces**—typically under 2,000 sq ft—are in greatest demand. These locations are especially appealing in walkable downtowns like Louisville, where local residents support independent—and neighborhood-serving—retailers.

3. Strategic Advantages of 811 Walnut Street

Proximal Location: One block from Main Street, positioned to benefit from pedestrian traffic and proximity to established shops, cafés, and public events.

Physical Attributes: The 1,349 sq ft interior is ideally suited for boutique retail, café, or specialized service uses.

Parking Asset: Boasts 6–7 off-street parking spaces—an uncommon but valuable amenity for downtown retail locations.

Occupancy Readiness: Existing commercial layout and infrastructure allow for rapid occupancy with minimal tenant improvements.

4. Why CC Zoning Makes Market Sense

Under current RM zoning, retail uses are prohibited by right and would require a Special Review Use (SRU), introducing uncertainty for potential tenants. CC zoning would:

Permit **retail uses by right**, enhancing leasing speed and tenant appeal.

Broaden the tenant pool to include retail operators currently barred under RM zoning.

Enable more efficient transitions between tenants and reduce vacancy downtime.

5. Alignment with City Goals

This rezoning aligns with critical **Comprehensive Plan policies**:

ED-1.3: Enhances job and business diversity by enabling retail activity.

ED-1.4: Promotes the expansion of local businesses within Louisville.

LU-2.1: Encourages infill and adaptive reuse in downtown business districts.

6. Conclusion

The combination of strong regional retail performance—low vacancy and robust demand in comparable markets—and the property’s strategic location, physical readiness, and unique parking benefits all underscore **clear market support** for rezoning **811 Walnut Street** to CC. Approving this change will enable the property to respond to community retail demand, contribute to a vibrant downtown economic environment, and uphold the City’s objectives for a dynamic, walkable core.

Thank you for your careful consideration. Please feel free to reach out if you would like further market data or clarification.

Sincerely,

Donna Greene

Broker/Owner

Windmill Properties

Donna Greene

809 Walnut

This building, which has also gone by the address of 811 Walnut, was constructed in conjunction with the introduction of a dial telephone system to Louisville and played an important role in Louisville's telephone history. The building was constructed in the period of 1954-55. The Boulder County Assessor records give the year of construction as 1968, but this has been found to be in error.

This parcel, which in essence consists of Lot 1 of Block 3, Jefferson Place, was originally part of 801 Walnut. It appears that the land on which 809 Walnut sits was part of the large yard for 801 Walnut from 1889, when John Plott purchased Lots 1 through 5 from Charles Welch, until 1954. It was in September 1954 that, according to online County property records, the then-owner of 801 Walnut, Fred Eberharter, sold Lot 1 to Mountain States Telephone & Telegraph. Eberharter was the son of Martha and Ludwig Eberharter, who were prominent business owners and property owners in Jefferson Place and in other parts of Louisville.

Telephones were first introduced to Louisville in 1904. According to an article in the May 1995 *Louisville Historian*, Louisville had 119 telephone subscribers by 1906. An early telephone exchange where local switchboard operators worked was located on the east side of the 800 block of Main Street. That building burned down in 1927. Next, the switchboard was located in a brick telephone exchange building constructed by local businessman Rome Perrella. It has the current address of 913 Main Street.

The May 1995 *Louisville Historian* includes many stories about the switchboard operators in Louisville. They were typically young women who came to play very important roles in the community. In addition to handling routine telephone connections, they also sounded whistles at noon, blew sirens in the event of a fire emergency, called farmers if floods were threatening, and were able to reach the local doctors in case of a medical emergency. The news of the end of World War II was received by a telephone operator, Bea Maxwell Wilson, who sounded the whistle in order to alert the town. Some operators were on duty through the night, and a cot was available for them. One telephone exchange manager was Jane Curtin, who was a widow with three children. She and her children lived on site in the back of the telephone exchange building at 913 Main Street.

According to longtime Louisville resident Robert Enrietto, unattended dial systems were being put in all over the state of Colorado in the period of the early 1950s. As he described in the May 1995 *Louisville Historian*:

A new switch center was constructed on the alley between Main and LaFarge just north of Walnut [at 809 Walnut]. This allows easy access to the existing cabling from the manual telephone office. Each home received a dial phone in addition to the existing magneto phone, but the dial phone was inoperative until the dial system was ready for service. After the new switch center was completed, all of the rotary switches were "blocked" using small wooden blocks to prevent their operation. These blocks were

attached to square wooden poles about one inch square. Each row of switches was connected to one of these poles. When the time arrived to convert from the manual to the new unattended dial system, telephone personnel were placed in the old office and in the switch center. At 12:00 a.m. on a Sunday morning, the cabling into the old office was cut and workers in the switch center walked down the rows of switches pulling the vertical wooden poles which “unblocked” the rotaries and the switchover from manual to dial was accomplished in a matter of a few minutes. During the following weeks all of the magneto phones were removed.

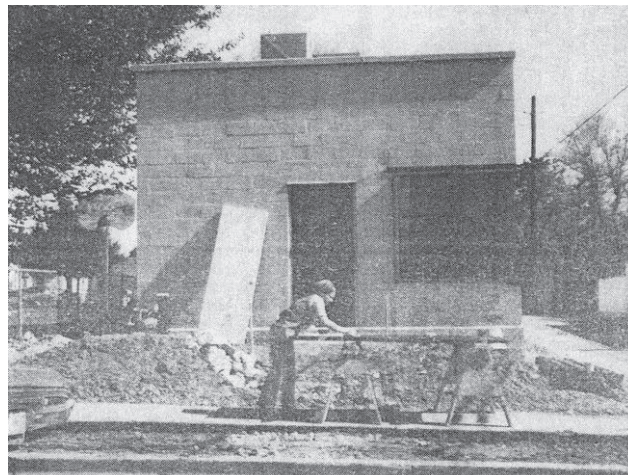
The switch to the dial system that was run out of the building at 809 Walnut took place in March 1955.

Robert Enrietto’s wife, Emajane Sneddon Enrietto, was a Louisville switchboard operator who had the job of helping people convert to dial phones during the period of 1954-55. She would call phone subscribers on the old system from the new building. Next, she would have them use their new dial telephones to dial her at the new building. She could tell whether or not they were dialing correctly based on whether the call came through. Some local residents were confused by the new system and thought that one needed to dial the letters of a name, such as spelling out and dialing “Joe’s Fruit Store.”

When the old switchboard system changed to a dial system, many of Louisville’s switchboard operators were reassigned by Mountain States to telephone company positions in Denver.

According to Robert Enrietto, the change to the dial telephone system was a setback for the town in some ways. Ironically, it resulted in there being less communication with the outside world instead of more. For example, instead of emergency calls being handled locally, emergency calls were routed to Boulder and there was frequently a time delay before the local police department or fire department could be notified of an emergency taking place in Louisville.

In 1975, Mountain States sold 809 Walnut to David and Marcia Poss. The building was developed into a beauty salon called the Hair Factory. The following *Louisville Times* newspaper photo from circa 1975-76 shows the building being prepared:



A photo of the building when it was operated by Mountain States Telephone & Telegraph could not be located, and a County Assessor card for this property could not be located.

More recently, the business at 809 Walnut has been Louisville Hair Care. The building appears to be in the process of being prepared for a new business.

Sources of information

Boulder County "Real Estate Appraisal Card – Urban Master," on file at the Carnegie Branch Library for Local History in Boulder, Colorado.

Boulder County Clerk & Recorder's Office and Assessor's Office public records, accessed through <http://recorder.bouldercounty.org>.

Directories of Louisville residents and businesses on file at the Louisville Historical Museum.

Census records and other records accessed through www.ancestry.com .

Drumm's Wall Map of Louisville, Colorado, 1909

Sanborn Insurance Maps for Louisville, Colorado, 1893, 1900, and 1908

"Louisville Telephone Exchange." *The Louisville Historian*. Louisville Historical Museum and Commission, Louisville, Colorado, May 1995.

Bacon, Bridget. "Fire on Main Street." *The Louisville Historian*. Louisville Historical Museum and Commission, Louisville, Colorado, Spring 2009.

Archival materials on file at the Louisville Historical Museum, including undated *Louisville Times* photograph and caption from 1975 or 1976.

Conarroe, Carolyn, *Louisville Legends: The Record as History*, Capitol Hill LLC, 2004.

Interview conducted by Museum Coordinator Bridget Bacon: Robert Enrietto, June 23, 2009.

Kaiser Lock and Key

815 Walnut Street

Louisville, CO 80027

8/19/2025

City of Louisville Planning Department

749 Main Street

Louisville, CO 80027

RE: Support for Rezoning of 811 Walnut Street from RM to CC

Dear Members of the Planning Department,

As a nearby business of Louisville, I am writing to express my support for the rezoning request for **811 Walnut Street**, from Residential Medium Density (RM) to Community Commercial (CC).

This property has long been used for commercial purposes, and the proposed zoning change will simply align the property's zoning with its actual use and the character of the surrounding area. Allowing **retail use** at this location will benefit the neighborhood and the community in the following ways:

- Provide convenient, walkable access to additional goods and services.
- Strengthen the vitality of downtown Louisville by supporting small and locally owned businesses.
- Encourage adaptive reuse of an existing building without new construction or added strain on infrastructure.
- Contribute to the overall economic diversity and sustainability of our community.

For these reasons, I respectfully urge the City to approve the rezoning request for 811 Walnut Street.

Thank you for your consideration.

Sincerely,

Janet Kaiser

From: Max Gerson <maxwellgerson@gmail.com>
Sent: Saturday, August 23, 2025 10:40 AM
To: Emily Cline-Gibson
Subject: 811 Walnut St

Categories: Needs Reply, Projects

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Hi Emily,

My name is Maxwell Gerson, I am the homeowner at 801 Walnut St here in Louisville. JD Greene gave me your contact information as he has let me know of his desire to rezone his property for retail use.

I need to let you know that my children and I lost our home in the Marshall fire. We purchased this home in January of 2025, and a big part of that decision was the fact that the property directly next to us (811 Walnut) was not zoned for commercial use.

I am vehemently opposed to having retail move in next door, as this would be intrusive and invasive for my children and I.

Please let me know if you require any additional information from me.

Best regards,
Max
206.724.2365